



# Transit and Bus Committee Meeting January 2021

## Committee Members

H. Mihaltses (Chair)

V. Calise (Vice Chair)

A. Albert

J. Barbas

N. Brown

L. Cortès-Vázquez

R. Glucksman

D. Jones

L. Lacewell

R. Linn

D. Mack

R. Mujica

J. Samuelsen

L. Schwartz



At a special ceremony on December 21, NYCT Interim President Sarah Feinberg announced how the MTA will pay tribute to the late Garrett Goble, the train operator who was tragically killed during an arson attack while operating a 2 line train on March 27. Goble will be honored at the station he grew up using, Flatbush Av-Brooklyn College, with plans for a memorial plaque and the commissioning of artwork inside the station.

# **New York City Transit and Bus Committee Meeting**

**2 Broadway, 20th Floor Board Room**

**New York, NY 10004**

**Thursday, 1/21/2021**

**10:00 AM - 5:00 PM ET**

## **1. PUBLIC COMMENT PERIOD**

## **2. Summary of Actions**

*Summary of Actions - Page 4*

## **3. APPROVAL OF MINUTES – December 16, 2020**

*Meeting Minutes - December 16, 2020 - Page 5*

## **4. APPROVAL OF WORK PLAN**

*Proposed 2021 Work Plan - Page 6*

## **5. PRESIDENT'S REPORT**

### **a. Customer Service Report**

#### **i. Subway Report**

*Subway Report - Page 14*

#### **ii. NYCT, MTA Bus Report**

*Bus Report - Page 41*

#### **iii. Paratransit Report**

*Paratransit Report - Page 63*

#### **iv. Accessibility Update**

*Accessibility Update - Page 77*

#### **v. Strategy and Customer Experience Report**

*Strategy & Customer Experience Report - Page 79*

### **b. Safety Report**

*Safety Report - Page 85*

### **c. Crime Report**

*Crime Report - Page 90*

### **d. NYCT, SIR, MTA Bus Financial and Ridership Reports**

*NYCT, SIR and MTA Bus Financial and Ridership Report (December Data) - Page 98*

*NYCT, SIR and MTA Bus Financial and Ridership Report (November Data) - Page 150*

### **e. Capital Program Status Report**

*Capital Program Status Report - Page 205*

## **6. PROCUREMENTS**

*Procurement Cover, Staff Summary and Resolution - Page 211*

**a. Non-Competitive**

*Non-Competitive - Page 216*

**b. Competitive**

*Competitive - Page 219*

**c. Ratifications (none)**

**d. C&D Procurements**

*C&D Procurements - Page 222*

**7. OUTSTANDING BUSINESS (No Materials)**

**8. EXECUTIVE OFFICE CONTACT INFORMATION**

*Contact Page - Page 228*

**NYCT Committee  
ACTIONS and PRESENTATIONS  
SUMMARY for JANUARY 2021**

Responsible Department	Vendor Name	Total Amount	Summary of action
Procurement & Supply Chain	Thales Transport & Security, Inc	\$59,235,090	Maintenance of Thales Signaling and Train Control Systems, Including Communication-Based Train Control (CBTC), Automated Train Supervision (ATS), Solid-State Interlocking (SSI) Systems for 5 years.
Procurement & Supply Chain (for MTABC)	TBD	TBD	Authorizing Resolution for the purchase of 50 Low-Floor 40-foot Diesel Buses for MTABC with an option for up to 85 additional buses.
C&D Contracts	LK Comstock	\$3,580,000	Ratification of a retroactive modification (No. 4) to the contract for duct bank repair & positive feeder replacement between Central Substation & 51st Street Circuit Breaker House on the 6th Ave. Line



**Minutes of Regular Meeting  
Committee on Operations of the MTA New York City Transit Authority,  
Manhattan and Bronx Surface Transit Operating Authority,  
Staten Island Rapid Transit Operating Authority,  
Construction and Development Company and Bus Company  
December 16, 2020**

Meeting Held At:  
Metropolitan Transportation Authority  
Two Broadway  
New York, New York 10004  
10:00 AM

Because of the ongoing COVID-19 public health crisis, the MTA Chairman convened a one-day, virtual Board and Committee meeting session on December 16, 2020, which included the following committees:

- Long Island Rail Road and Metro-North Railroad;
- New York City Transit;
- MTA Bridges and Tunnels;
- Finance;
- Capital Program Oversight Committee;
- Corporate Governance;
- and
- Diversity

To see a summary of the meeting and the actions taken by New York City Transit and Bus Committee, please refer to the December 16, 2020 Board minutes in the December Board Book available here on the Board materials website: <https://new.mta.info/transparency/board-and-committee-meetings/December-2020>.

## 2021 Proposed Transit & Bus Committee Work Plan

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### I. RECURRING AGENDA ITEMS

#### Responsibility

Approval of Minutes	Committee Chair & Members
NYCT Committee Work Plan	Committee Chair & Members
Operations Performance Summary Presentation (including Financial/Ridership, Capital Program Status, Crime & Safety)	NYCT President & MTA Bus Co. President
Procurements	Procurement & Supply Chain
Service Changes (if any)	Operations Planning
Tariff Changes (if any)	Management & Budget
Capital Budget Modifications (if any)	Capital Planning & Budget
Action Items (if any)	As Listed

### II. SPECIFIC AGENDA ITEMS

#### Responsibility

#### January 2021

Approval of 2021 NYCT Committee Work Plan	Committee Chair & Members
Preliminary Review of NYCT 2020 Operating Results	Management & Budget
Preliminary Review of SIR 2020 Operating Results	Management & Budget
Preliminary Review of MTA Bus 2020 Operating Results	Management & Budget

#### February 2021

NYCT Adopted Budget/Financial Plan 2021-2024	Management & Budget
SIR Adopted Budget/Financial Plan 2021-2024	Management & Budget
MTA Bus Adopted Budget/Financial Plan 2021-2024	Management & Budget
ADA Compliance Report	Capital Program Management
Transit Adjudication Bureau Report, 4th Qtr, 2020	Law
NYCT & MTA Bus EEO & Diversity Report, 2020 Yr End Rpt	EEO & Human Resources
Fare Evasion Report, 4th Qtr, 2020	Management & Budget

#### March 2021

Transit Recidivism Report, 4th Qtr, 2020	Law
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#### April 2021

Final Review of NYCT 2020 Operating Results	Management & Budget
Final Review of SIR 2020 Operating Results	Management & Budget
Final Review of MTA Bus 2020 Operating Results	Management & Budget
Quarterly Customer Satisfaction Report, 1st Qtr, 2021	Strategy & Customer Experience

#### May 2021

Transit Adjudication Bureau Report, 1st Qtr, 2021	Management & Budget
Fare Evasion Report, 1st Qtr, 2021	Management & Budget

#### June 2021

NYCT & MTA Bus EEO & Diversity Report, 1st Qtr, 2021	EEO & Human Resources
Transit Recidivism Report, 1st Qtr, 2021	Law

## II. SPECIFIC AGENDA ITEMS (con't)

## Responsibility

### July 2021

Quarterly Customer Satisfaction Report, 2nd Qtr, 2021

Strategy & Customer Experience

### August 2021

No Meetings Held

### September 2021

Public comment/Committee review of budget

2021 NYCT Mid-Year Forecast Monthly Allocation

Management & Budget

2021 SIR Mid-Year Forecast Monthly Allocation

Management & Budget

2021 MTA Bus Mid-Year Forecast Monthly Allocation

Management & Budget

2022 Preliminary NYCT Budget

Management & Budget

2022 Preliminary SIR Budget

Management & Budget

2022 Preliminary MTA Bus Budget

Management & Budget

Transit Adjudication Bureau Report, 2nd Qtr, 2021

Law

Transit Recidivism Report, 2nd Qtr, 2021

Law

NYCT & MTA Bus EEO & Diversity Report, 2nd Qtr, 2021

EEO & Human Resources

Fare Evasion Report, 2nd Qtr, 2021

Management & Budget

### October 2021

Public Comment/Committee review of budget

Quarterly Customer Satisfaction Report, 3rd Qtr 2021

Strategy & Customer Experience

2022 Preliminary NYCT Budget

Management & Budget

2022 Preliminary SIR Budget

Management & Budget

2022 Preliminary MTA Bus Budget

Management & Budget

### November 2021

Transit Adjudication Bureau Report, 3rd Qtr, 2021

Law

Charter for Transit Committee

Corporate Compliance

Fare Evasion Report, 3rd Qtr, 2021

Management & Budget

### December 2021

NYCT 2022 Adopted Budget/Financial Plan 2022-2025

Management & Budget

SIR 2022 Adopted Budget/Financial Plan 2022-2025

Management & Budget

MTA Bus 2022 Adopted Budget/Financial Plan 2022-2025

Management & Budget

NYCT & MTA Bus EEO & Diversity Report, 3rd Qtr, 2021

EEO & Human Resources

Transit Recidivism Report, 3rd Qtr, 2021

Law

## **2021 Transit & Bus Committee Work Plan**

### **Detailed Summary**

#### **I. RECURRING**

##### Approval of Minutes

An official record of proceedings which occurred during the previous month's Committee meeting.

##### NYCT Work Plan

A monthly update of any edits and/or changes in the work plan.

##### Operations Performance Summary

Summary presentation on the performance of Subway Service, including a discussion on Safety, Finance and Ridership and Capital Program Plan achievements. Information includes discussion on key indicators such as Subway MDBF, On-Time Performance, Subway accident rates; and Capital Plan awards, design starts and completions.

##### Procurements

List of procurement action items requiring Board approval and items for Committee and Board information. The Non-Competitive items will be first, followed by the Competitive items and then the Ratifications. The list will include items that need a 2/3 vote of the Board for approval.

##### Service Changes

Service proposals presented for Committee information and for Board approval, when required. Proposals outline various subway service initiatives.

##### Tariff Changes

Proposals presented to the Board for approval of changes affecting NYCT fare policy structure.

##### Capital Budget Modifications

Proposals presented to the Board for approval of changes to NYCT's 5-Year Capital Program.

##### Action Items

Staff summary documents presented to the Board for approval of items affecting business standards and practices.

## II. SPECIFIC AGENDA ITEMS

### JANUARY 2021

#### Approval of Committee Work Plan

The Committee will be provided with the work plan for 2021 and will be asked to approve its use for the year.

#### Preliminary Review of NYCT's 2020 Operating Results

NYCT will present a brief review of its 2020 Budget results.

#### Preliminary Review of SIR 2020 Operating Results

SIR will present a brief review of SIR's 2020 Budget results.

#### Preliminary Review of MTA Bus 2020 Operating Results

MTA Bus will present a brief review of its 2020 Budget results.

### FEBRUARY 2021

#### Adopted Budget/Financial Plan 2021-2024

NYCT will present its revised 2021-2024 Financial Plan. This plan will reflect the 2020 Adopted Budget and an updated Financial Plan for 2021-2024 reflecting the out-year impact of any changes incorporated into the 2020 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2021 by category.

#### SIR Adopted Budget/Financial Plan 2021-2024

NYCT will present SIR's revised 2021-2024 Financial Plan. This plan will reflect the 2020 Adopted Budget and an updated Financial Plan for 2020-2023 reflecting the out-year impact of any changes incorporated into the 2020 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2021 by category.

#### MTA Bus Adopted Budget/Financial Plan 2021-2024

MTA Bus will present its revised 2021-2024 Financial Plan. This plan will reflect the 2020 Adopted Budget and an updated Financial Plan for 2021-2024 reflecting the out-year impact of any changes incorporated into the 2020 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2021 by category.

#### ADA Compliance Report

The annual update to the NYCT Committee on the status of compliance with the Americans with Disabilities Act (ADA) at New York City Transit. The report summarizes activities for compliance including, rehabilitation of key stations and ADA requirements in bus and subway transportation.

#### Transit Adjudication Bureau Report, 4<sup>th</sup> Qtr, 2020

Quarterly report to the Committee on Transit Adjudication Bureau financial and operating indicators including collection activities and data on revenue and expenses.

#### EEO & Diversity Report- 2020 Year-End Report

A detailed year-end 2020 report to the committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

## **II. SPECIFIC AGENDA ITEMS**

### Fare Evasion Report, 4th Qtr, 2020

Quarterly report to the Committee which provides estimated revenue lost to fare evasion on subways and buses based on staff surveys of stations and routes.

### **MARCH 2021**

### Transit Recidivism Report, 4th Qtr, 2020

Quarterly report to the Committee which provides statistical information on recidivist arrest data and discusses NYCT's efforts, working in conjunction with the various District Attorney Offices and the Courts, to address recidivist crime on the system.

### **APRIL 2021**

### Final Review of NYCT 2020 Operating Results

NYCT will review the prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

### Final Review of SIR 2020 Operating Results

NYCT will review SIR's prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

### Final Review of MTA Bus 2020 Operating Results

MTA Bus will review its prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

### Quarterly Customer Satisfaction Report, 1<sup>st</sup> Qtr 2021

Quarterly presentation of customer satisfaction ratings about NYCT's bus, subway, and paratransit services. Report will identify trends from customer surveys results about key indicators and attributes that define the customer experience.

### **MAY 2021**

### Transit Adjudication Bureau Report, 1<sup>st</sup> Qtr, 2021

Quarterly report to the Committee on Transit Adjudication Bureau financial and operating indicators including collection activities and data on revenue and expenses.

### Fare Evasion report, 1<sup>st</sup> Qtr, 2021

Quarterly report to the Committee which provides estimated revenue lost to fare evasion on subways and buses based on staff surveys of stations and routes.

### **JUNE 2021**

### EEO & Diversity Report, 1<sup>st</sup> Qtr, 2021

Quarterly report to the Committee providing data on key EEO and Human Resources

## II. SPECIFIC AGENDA ITEMS

indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

### Transit Recidivism Report, 1<sup>st</sup> Qtr, 2021

Quarterly report to the Committee providing statistical information on recidivist arrest data. Discusses NYCT's efforts, working in conjunction with the various District Attorney Offices and the Courts, to address recidivist crime in the system.

## JULY 2021

### Quarterly Customer Satisfaction Report, 2<sup>nd</sup> Qtr 2021

Quarterly presentation of customer satisfaction ratings about NYCT's bus, subway, and paratransit services. Report will identify trends from customer surveys results about key indicators and attributes that define the customer experience.

## AUGUST 2021

No Meetings Held

## SEPTEMBER 2021

### 2021 NYCT Mid-Year Forecast Monthly Allocation

NYCT will present a monthly allocation of its 2021 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

### 2021 SIR Mid-Year Forecast Monthly Allocation

NYCT will present a monthly allocation of SIR's 2021 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

### 2021 MTA Bus Mid-Year Forecast Monthly Allocation

MTA Bus will present its monthly allocation of MTA Bus' 2021 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

### 2022 NYCT Preliminary Budget

Public comments will be accepted on the 2022 Preliminary Budget.

### 2022 SIR Preliminary Budget

Public comments will be accepted on the 2022 Preliminary Budget.

### 2022 MTA Bus Preliminary Budget

Public comments will be accepted on the 2022 Preliminary Budget.

### Transit Adjudication Bureau Report, 2<sup>nd</sup> Qtr, 2021

Quarterly report to the Committee on Transit Adjudication Bureau financial and operating indicators including collection activities and data on revenue and expenses.

### Transit Recidivism Report, 2<sup>nd</sup> Qtr, 2021

## **II. SPECIFIC AGENDA ITEMS**

Quarterly report to the Committee which provides statistical information on recidivist arrest data and discusses NYCT's efforts, working in conjunction with the various District Attorney Offices and the Courts, to address recidivist crime on the system.

### Fare Evasion report, 2<sup>nd</sup> Qtr, 2021

Quarterly report to the Committee which provides estimated revenue lost to fare evasion on subways and buses based on staff surveys of stations and routes.

### EEO & Diversity Report, 2<sup>nd</sup> Qtr, 2021

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

## **OCTOBER 2021**

### 2022 NYCT Preliminary Budget

Public comments will be accepted on the 2022 Preliminary Budget.

### 2022 SIR Preliminary Budget

Public comments will be accepted on the SIR 2022 Preliminary Budget.

### 2022 MTA Bus Preliminary Budget

Public comments will be accepted on the MTA Bus 2022 Preliminary Budget.

### Customer Satisfaction Report, 3<sup>rd</sup> Qtr, 2021

Recurring presentation of customer satisfaction ratings about NYCT's bus, subway, and paratransit services. Report will identify trends from customer surveys results about key indicators and attributes that define the customer experience.

## **NOVEMBER 2021**

### Transit Adjudication Bureau Report, 3<sup>rd</sup> Qtr, 2021

Quarterly report to the Committee on Transit Adjudication Bureau financial and operating indicators including collection activities and data on revenue and expenses.

### Fare Evasion Report, 3<sup>rd</sup> Qtr, 2021

Quarterly report to the Committee which provides estimated revenue lost to fare evasion on subways and buses based on staff surveys of stations and routes.

### Charter for Transit Committee

Once annually, the NYC Transit Committee will be presented with the Committee Charter and will be asked to formally adopt it for use.

## **DECEMBER 2021**

### NYCT 2022 Adopted Budget/Financial Plan 2022-2025

NYCT will present its revised 2022-2025 Financial Plan. This plan will reflect the 2021



## **II. SPECIFIC AGENDA ITEMS**

Adopted Budget and an updated Financial Plan for 2022-2025 reflecting the out-year impact of any changes incorporated into the 2021 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2021 by category.

### SIR 2022 Adopted Budget/Financial Plan 2022-2025

SIR will present its revised 2022-2025 Financial Plan. This plan will reflect the 2021 Adopted Budget and an updated Financial Plan for 2021-2025 reflecting the out-year impact of any changes incorporated into the 2021 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2021 by category.

### MTA Bus 2021 Adopted Budget/Financial Plan 2022-2025

MTA Bus will present its revised 2022-2025 Financial Plan. This plan will reflect the 2021 Adopted Budget and an updated Financial Plan for 2022-2025 reflecting the out-year impact of any changes incorporated into the 2022 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2021 by category.

### EEO & Diversity Report, 3<sup>rd</sup> Qtr, 2021

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

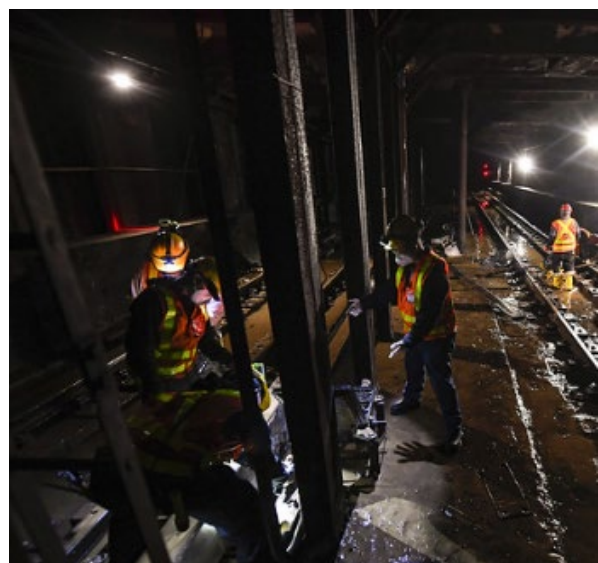
### Transit Recidivism Report, 3<sup>rd</sup> Qtr, 2021

Quarterly report to the Committee which provides statistical information on recidivist arrest data and discusses NYCT's efforts, working in conjunction with the various District Attorney Offices and the Courts, to address recidivist crime on the system.

# Customer Service Report: Subways



Frank Jezycki, Acting Senior Vice President



On Christmas morning, a water main break near the 81 St-Museum of Natural History station flooded the subway and disrupted service on the A, C, and D lines. Subways employees from Infrastructure, Track, Stations, and other divisions – many of whom were scheduled off for the holiday – responded to pump out the water, clear mud and debris from the tracks, and make the station and tunnel safe for service. The Subways team is ready to respond to any incident, 24 hours a day, every day.

# Subway Report (Weekday & Full Month)

Subway Report Performance Indicators						
Performance Indicator	December 2020			12-Month Average		
	This Year	Last Year	Change	This Year	Last Year	Change
<b>Weekday Customer-Focused Metrics</b>						
<b>Weekday Major Incidents (Chart 1)</b> Unplanned incidents delaying 50+ trains	39	48	-18.8%	24.3	45.3	-46.4%
<b>Weekday Service Delivered (Chart 3)</b> % of scheduled trains operated Weekday rush hours (7-10a and 4-7p)	95.4%	95.9%	-0.5%	96.4%	96.6%	-0.2%
<b>Additional Platform Time (h:mm:ss) (Chart 7)</b> Average added time spent waiting for trains, compared with scheduled wait time	0:01:11	0:01:12	-0:00:01	0:01:07	0:01:10	-0:00:03
<b>Additional Train Time (h:mm:ss) (Chart 9)</b> Average additional unanticipated time spent onboard train compared to scheduled travel time	0:00:01	0:00:42	-0:00:41	0:00:20	0:00:43	-0:00:23
<b>Customer Journey Time Performance (Chart 11)</b> % of customers whose journeys are completed within five minutes of schedule.	85.9%	84.2%	+1.7%	85.8%	84.7%	+1.1%
<b>Inputs to Operations</b>						
<b>Mean Distance Between Failures (Chart 12)</b> Revenue car miles divided by the number of incidents attributed to car-related causes	157,376	134,947	+16.6%	146,297	127,743	+14.5%
<b>Elevator Availability* (Chart 13)</b> % of time elevators are operational systemwide	96.8%	96.0%	+0.8%	96.8%	96.3%	+0.5%
<b>Escalator Availability* (Chart 13)</b> % of time escalators are operational systemwide	92.4%	91.7%	+0.7%	92.4%	89.4%	+3.0%
<b>Weekday Legacy Indicators</b>						
<b>Weekday Wait Assessment (Chart 14)</b>	73.3%	74.2%	-0.9%	75.6%	74.9%	+0.7%
<b>Weekday Terminal On-Time Performance (Chart 16)</b>	88.5%	80.2%	+8.3%	88.6%	80.3%	+8.3%
<b>Weekday Trains Delayed (Chart 18)</b>	20,370	34,055	-40.2%	17,150	34,301	-50.0%

\* Availability measures the percent of time that a unit is running and available for customer service. All service outages, regardless of cause, count as downtime in the availability calculation. (Note: Units out of service for capital rehabilitation are excluded from the calculations.)

12-month averages include partial month averages for March and April 2020.

Change values for time- and percentage-based metrics are calculated as absolute values. All other change values are calculated as percentage changes.

NYCT recently implemented data processing changes to improve the accuracy of the APT, ATT and CJTP metrics. To maintain the ability to compare past performance with current and future performance, we have rerun the full history of these metrics with the improved process; therefore, pre-December 2020 performance results in this report may differ from previously reported values. The details of these improvements are described in more detail on the subway performance dashboard ([dashboard.mta.info](http://dashboard.mta.info)).

Note: The metrics in this report are preliminary.

# Subway Report (Weekday & Full Month)

Subway Report Performance Indicators						
Performance Indicator	December 2020			12-Month Average		
	This Year	Last Year	Change	This Year	Last Year	Change
<b>Weekday Customer-Focused Metrics</b>						
<b>Weekday Major Incidents (Chart 1)</b> Unplanned incidents delaying 50+ trains	39	48	-18.8%	24.3	45.3	-46.4%
<b>Weekday Service Delivered (Chart 3)</b> % of scheduled trains operated Weekday rush hours (7-10a and 4-7p)	95.4%	95.9%	-0.5%	96.4%	96.6%	-0.2%
<b>Additional Platform Time (h:mm:ss) (Chart 7)</b> Average added time spent waiting for trains, compared with scheduled wait time	0:01:11	0:01:12	-0:00:01	0:01:07	0:01:10	-0:00:03
<b>Additional Train Time (h:mm:ss) (Chart 9)</b> Average additional unanticipated time spent onboard train compared to scheduled travel time	0:00:01	0:00:42	-0:00:41	0:00:20	0:00:43	-0:00:23
<b>Customer Journey Time Performance (Chart 11)</b> % of customers whose journeys are completed within five minutes of schedule.	85.9%	84.2%	+1.7%	85.8%	84.7%	+1.1%
<b>Inputs to Operations</b>						
<b>Mean Distance Between Failures (Chart 12)</b> Revenue car miles divided by the number of incidents attributed to car-related causes	157,376	134,947	+16.6%	146,297	127,743	+14.5%
<b>Elevator Availability* (Chart 13)</b> % of time elevators are operational systemwide	96.8%	96.0%	+0.8%	96.8%	96.3%	+0.5%
<b>Escalator Availability* (Chart 13)</b> % of time escalators are operational systemwide	92.4%	91.7%	+0.7%	92.4%	89.4%	+3.0%
<b>Weekday Legacy Indicators</b>						
<b>Weekday Wait Assessment (Chart 14)</b>	73.3%	74.2%	-0.9%	75.6%	74.9%	+0.7%
<b>Weekday Terminal On-Time Performance (Chart 16)</b>	88.5%	80.2%	+8.3%	88.6%	80.3%	+8.3%
<b>Weekday Trains Delayed (Chart 18)</b>	20,370	34,055	-40.2%	17,150	34,301	-50.0%

\* Availability measures the percent of time that a unit is running and available for customer service. All service outages, regardless of cause, count as downtime in the availability calculation. (Note: Units out of service for capital rehabilitation are excluded from the calculations.)

12-month averages include partial month averages for March and April 2020.

Change values for time- and percentage-based metrics are calculated as absolute values. All other change values are calculated as percentage changes.

NYCT recently implemented data processing changes to improve the accuracy of the APT, ATT and CJTP metrics. To maintain the ability to compare past performance with current and future performance, we have rerun the full history of these metrics with the improved process; therefore, pre-December 2020 performance results in this report may differ from previously reported values. The details of these improvements are described in more detail on the subway performance dashboard ([dashboard.mta.info](https://www.mta.info)).

# Subway Report (Weekend)

Subway Report Performance Indicators						
Performance Indicator	December 2020			12-Month Average		
	This Year	Last Year	Change	This Year	Last Year	Change
<b>Weekend Customer-Focused Metrics</b>						
<b>Weekend Major Incidents (Chart 2)</b> Unplanned incidents delaying 50+ trains	6	4	+50.0%	3.9	4.3	-9.3%
<b>Weekend Service Delivered (Chart 5)</b> % of scheduled trains operated during Weekends (10a-6p)	95.2%	98.5%	-3.3%	95.5%	98.6%	-3.1%
<b>Weekend Legacy Indicators</b>						
<b>Weekend Wait Assessment (Chart 16)</b>	78.1%	83.1%	-5.0%	80.4%	82.1%	-1.7%
<b>Weekend Terminal On-Time Performance (Chart 17)</b>	88.0%	86.4%	+1.6%	88.0%	83.9%	+4.1%
<b>Weekend Trains Delayed (Chart 19)</b>	5,794	8,299	-30.2%	5,390	8,903	-39.5%

12-month averages include partial month averages for March and April 2020.

# Subway Report (Staten Island Railway)

Subway Report Performance Indicators						
Performance Indicator	December 2020			12-Month Average		
	This Year	Last Year	Change	This Year	Last Year	Change
<b>On-Time Performance</b>						
<b>24 Hour On-Time Performance</b> % of scheduled trains arriving within six minutes of their scheduled arrival time during a 24-hour period	97.1%	92.6%	+4.5%	97.6%	95.6%	+2.0%
<b>AM Rush On-Time Performance</b> % of scheduled trains arriving within six minutes of their scheduled arrival time	95.0%	97.2%	-2.2%	98.3%	97.7%	+0.6%
<b>PM Rush On-Time Performance</b> % of scheduled trains arriving within six minutes of their scheduled arrival time	95.5%	83.9%	+11.6%	98.0%	93.4%	+4.6%
<b>Percentage of Completed Trips</b>						
<b>Percentage of Completed Trips</b>	99.6%	99.1%	+0.5%	99.9%	99.7%	+0.2%
<b>Mean Distance Between Failures</b>						
<b>Mean Distance Between Failures</b> Revenue car miles divided by the number of incidents attributed to car-related causes	14,772	53,721	-72.5%	53,946	77,187	-30.1%

Staten Island Railway On-Time Performance excludes delays from trains purposely held for connecting passengers from the Staten Island Ferry.

# Section 1: Customer-Focused Metrics

The metrics in this section measure subway performance as it affects our passengers. By focusing on how many disruptive incidents have occurred in the subway, how closely actual service matches schedules, and how much longer passengers must wait and ride compared to schedules, these measures collectively reflect the customer experience.

## Performance Indicator Definitions

### Major Incidents (Weekday and Weekend)

An unplanned incident that delays 50 or more trains. Major incidents are separated into six categories: Track, Signals, Persons on Trackbed/Police/Medical, Stations & Structures, Subway Car and Other.

### Service Delivered (Weekday and Weekend)

Measures NYCT's ability to deliver the service that's scheduled. Service Delivered is measured along the busiest part of the line, which reflects service across the entire line, and is reported as the percentage of scheduled trains that are provided from 7 a.m. to 10 a.m. and 4 p.m. to 7 p.m. on weekdays and from 10 a.m. to 6 p.m. on weekends.

### Additional Platform Time (APT)

The estimated average extra time that customers spend waiting on the platform for a train, compared with their scheduled wait time. This estimate is for each individual train a customer uses in their journey (i.e., unlinked trip), not all trains in their journey combined.

### Additional Train Time (ATT)

The estimated average extra time that customers spend onboard a train, compared to the time they would have spent onboard a train if trains were running according to schedule. This estimate is for each individual train a customer uses in their journey (i.e., unlinked trip), not all trains in their journey combined.

### Customer Journey Time Performance (CJTP)

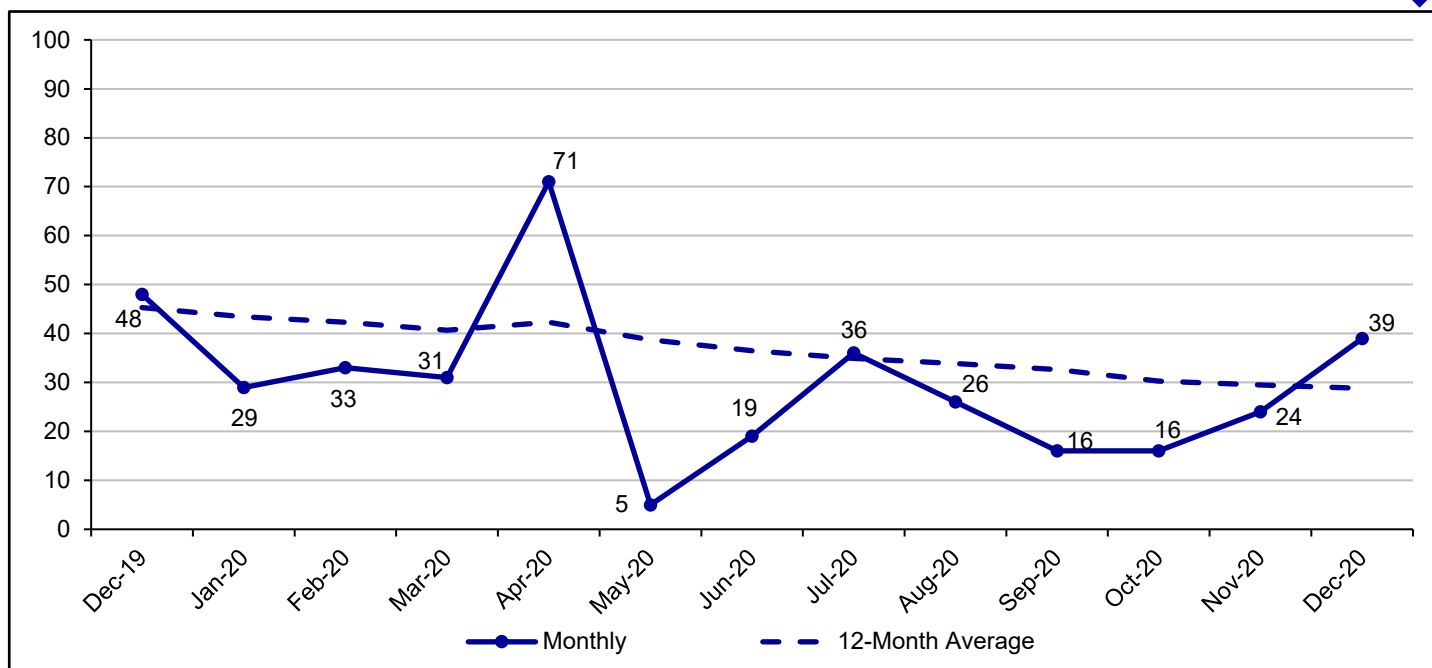
The percentage of customer trips with total travel times within 5 minutes of the scheduled time. It is equivalent to the percentage of customer trips with APT plus ATT of 5 minutes or less. Like APT and ATT, CJTP is estimated for each individual train a customer uses in their journey (i.e., unlinked trip), not all trains in their journey combined.

APT, ATT, and CJTP are measured using MetroCard/OMNY entry data, subway schedules (including adjustments for planned work), and actual train arrival and departure times. These metrics are considered to be in beta and are expected to be refined as data sources and methodologies change, especially with the integration of new more precise train-tracking technologies and the re-calibration of existing data sources. They are reported for trips starting from 6 a.m. to 11 p.m. on weekdays. For more detail, see <http://dashboard.mta.info/Help>



## Subway Weekday Major Incidents (24 hours)

Desired trend



Categories	Monthly			12-Month Average		
	Dec 20	Dec 19	% Change	Dec 20	Dec 19	% Change
Track	2	9	-77.8%	2.4	6.9	-65.2%
Signals	19	14	+35.7%	8.7	15.1	-42.4%
Persons on Trackbed/Police/Medical	8	10	-20.0%	7.5	11.0	-31.8%
Stations & Structures	0	2	-100.0%	0.7	1.8	-61.1%
Subway Car	5	3	+66.7%	2.4	4.0	-40.0%
Other	5	10	-50.0%	2.6	6.5	-60.0%
<b>Subdivision A</b>	<b>14</b>	<b>19</b>	<b>-26.3%</b>	<b>11.7</b>	<b>21.2</b>	<b>-44.8%</b>
<b>Subdivision B</b>	<b>25</b>	<b>29</b>	<b>-13.8%</b>	<b>12.6</b>	<b>24.2</b>	<b>-47.9%</b>
<b>Systemwide</b>	<b>39</b>	<b>48</b>	<b>-18.8%</b>	<b>24.3</b>	<b>45.3</b>	<b>-46.4%</b>
Avg Incident Duration (h:mm:ss)	0:22:36	0:19:36	+15.3%	0:23:54	0:16:53	+41.5%
Avg Trains Delayed per Incident	99	119	-16.8%	111	103	+7.8%

### Major Incidents Discussion

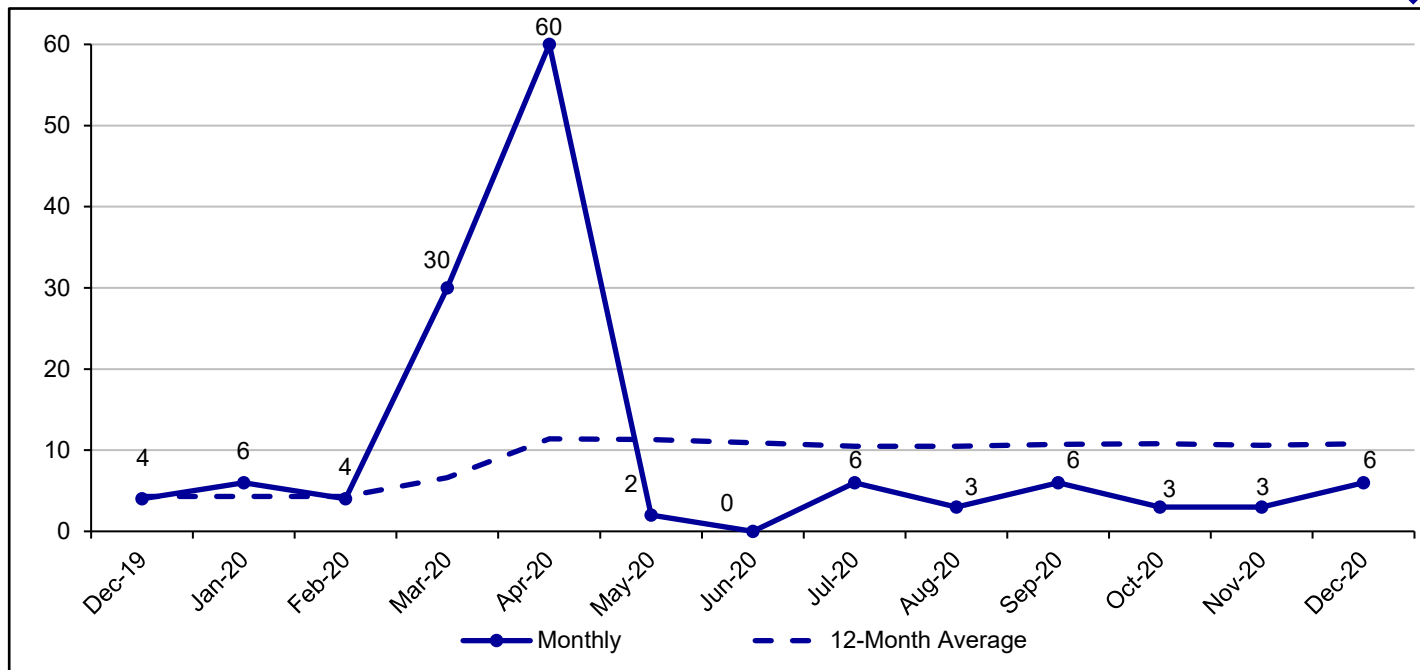
- Major Incidents improved by 18.8% in December 2020 compared to December 2019, and the 12-month average improved by 46.4%.
- Six of the major incidents were related to the December 16-17 winter storm. Two incidents in the Other category were for minor delays as trains slowed for safety reasons. Four incidents in the Signals category were related to ice and snow that affected switches and other equipment.
- Of the five Subway Car major incidents, only one involved a failure of a train in customer service. Three incidents were due to problems with work trains being repositioned, which resulted in blockages to regular service. The last incident was a problem on an out-of-service 42<sup>nd</sup> Street Shuttle train that made one track unavailable for service.

Note: 12-month category averages do not include the months of March and April 2020.

**Chart 1**

## Subway Weekend Major Incidents (24 hours)

Desired trend



Categories	Monthly			12-Month Average		
	Dec 20	Dec 19	% Change	Dec 20	Dec 19	% Change
Track	0	0	0.0%	0.4	0.3	+33.3%
Signals	1	1	0.0%	0.9	0.8	+12.5%
Persons on Trackbed/Police/Medical	3	1	+200.0%	1.9	1.1	+72.7%
Stations & Structure	1	0	N/A	0.1	0.2	-50.0%
Subway Car	0	0	0.0%	0.0	0.2	-100.0%
Other	1	2	-50.0%	0.6	1.8	-66.7%
<b>Subdivision A</b>	<b>4</b>	<b>1</b>	<b>+300.0%</b>	<b>1.7</b>	<b>2.0</b>	<b>-15.0%</b>
<b>Subdivision B</b>	<b>2</b>	<b>3</b>	<b>-33.3%</b>	<b>2.2</b>	<b>2.3</b>	<b>-4.3%</b>
<b>Systemwide</b>	<b>6</b>	<b>4</b>	<b>+50.0%</b>	<b>3.9</b>	<b>4.3</b>	<b>-9.3%</b>
Avg Incident Duration (h:mm:ss)	0:25:48	0:59:18	-56.5%	0:19:48	0:23:47	-16.8%
Avg Trains Delayed per Incident	124	80	+55.0%	107	97	+10.3%

### Major Incidents Discussion

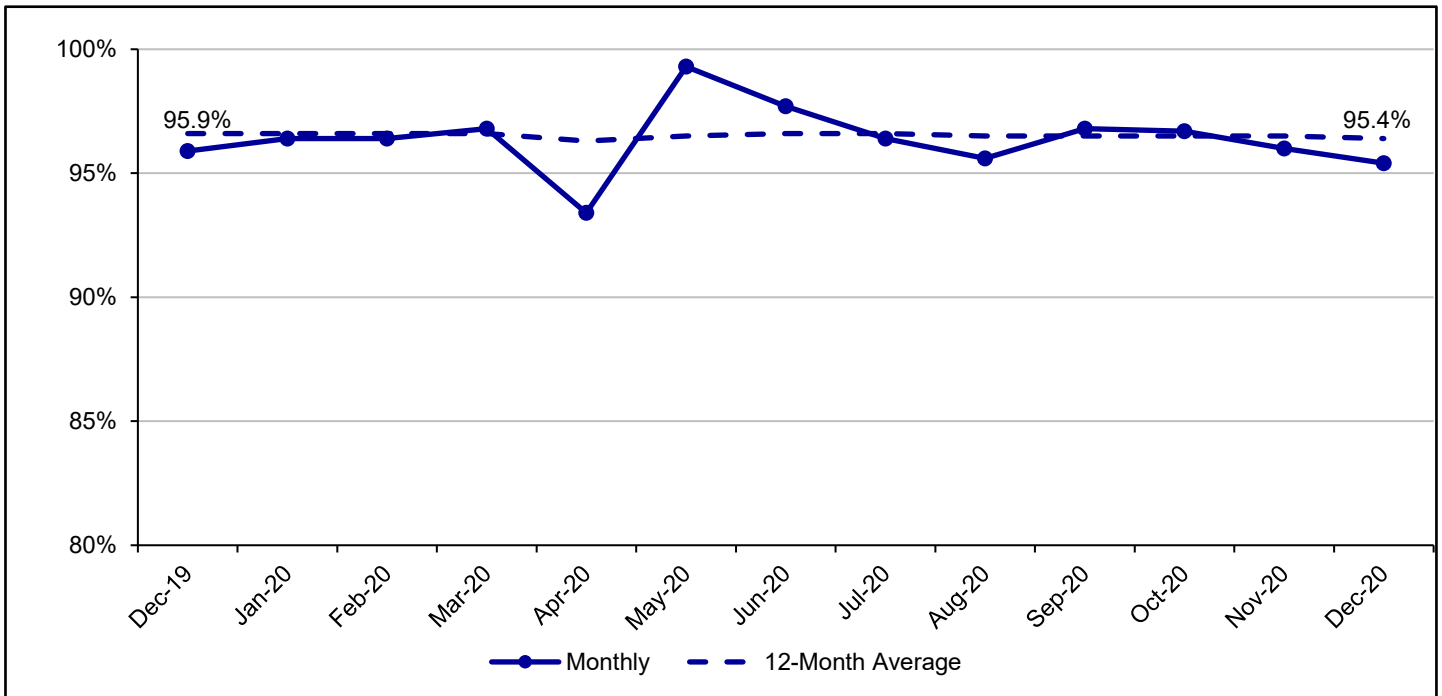
- Major Incidents increased by two in December 2020 from December 2019.
- Two incidents involved persons struck by trains and one incident was the Christmas Day water main break.

Note: 12-month category averages do not include the months of March and April 2020.



## Subway Weekday % Service Delivered (Peak Hours)

Desired trend



	Monthly			12-Month Average		
	Dec 20	Dec 19	Change	Dec 20	Dec 19	Change
<b>Subdivision A</b>	94.3%	96.0%	-1.7%	96.6%	96.2%	+0.4%
<b>Subdivision B</b>	96.1%	95.9%	+0.2%	96.3%	96.9%	-0.6%
<b>Systemwide</b>	<b>95.4%</b>	<b>95.9%</b>	<b>-0.5%</b>	<b>96.4%</b>	<b>96.6%</b>	<b>-0.2%</b>

### Weekday Service Delivered Discussion

- Service Delivered in December 2020 worsened by 0.5% compared to December 2019, and the 12-month average worsened by 0.2%.
- The worsening compared to the prior year and recent months was due mostly to the December 16-17 snowstorm and other major incidents that affected peak service.

**Subway Weekday % Service Delivered**  
**Monthly**  
**(Peak Hours)**

Desired trend

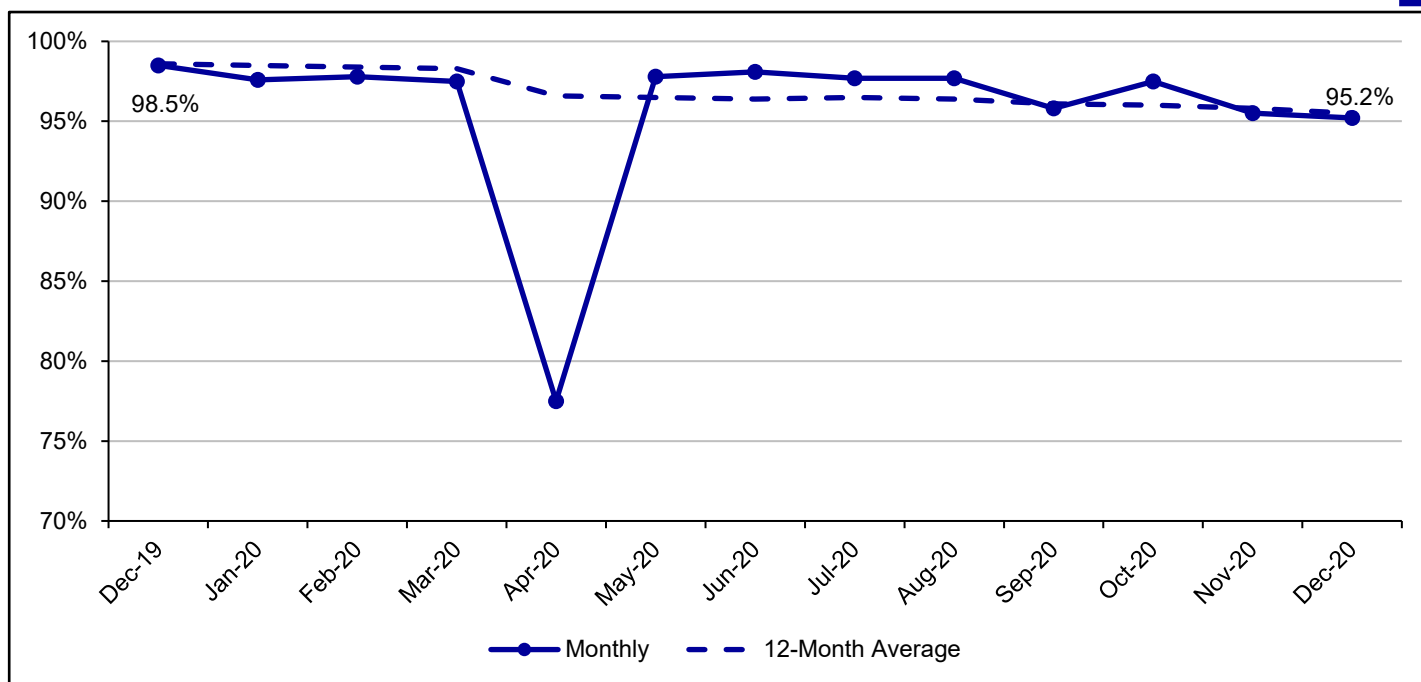


<u>Line</u>	<u>Dec 20</u>	<u>Dec 19</u>	<u>Change</u>
1	95.3%	98.5%	-3.2%
2	95.6%	95.8%	-0.2%
3	94.0%	96.2%	-2.2%
4	94.1%	95.7%	-1.6%
5	92.2%	94.6%	-2.4%
6	92.2%	95.9%	-3.7%
7	93.7%	95.2%	-1.5%
S 42nd	98.4%	97.1%	+1.3%
<b>Subdivision A</b>	<b>94.3%</b>	<b>96.0%</b>	<b>-1.7%</b>
A	92.6%	93.4%	-0.8%
B	94.8%	94.6%	+0.2%
C	96.7%	94.8%	+1.9%
D	96.6%	96.3%	+0.3%
E	97.4%	95.2%	+2.2%
F	98.1%	97.4%	+0.7%
S Fkln	100.0%	100.0%	0.0%
G	100.1%	97.1%	+3.0%
S Rock	100.6%	97.8%	+2.8%
JZ	97.7%	98.2%	-0.5%
L	99.2%	98.8%	+0.4%
M	97.2%	94.9%	+2.3%
N	94.3%	95.8%	-1.5%
Q	93.4%	95.0%	-1.6%
R	95.4%	94.9%	+0.5%
W	93.4%	94.6%	-1.2%
<b>Subdivision B</b>	<b>96.1%</b>	<b>95.9%</b>	<b>+0.2%</b>
<b>Systemwide</b>	<b>95.4%</b>	<b>95.9%</b>	<b>-0.5%</b>

**Chart 4**

## Subway Weekend % Service Delivered (10 a.m. to 6 p.m.)

Desired trend



	Monthly			12-Month Average		
	Dec 20	Dec 19	% Change	Dec 20	Dec 19	% Change
<b>Subdivision A</b>	94.1%	98.1%	-4.0%	95.0%	98.3%	-3.3%
<b>Subdivision B</b>	96.0%	98.7%	-2.7%	95.8%	98.8%	-3.0%
<b>Systemwide</b>	<b>95.2%</b>	<b>98.5%</b>	<b>-3.3%</b>	<b>95.5%</b>	<b>98.6%</b>	<b>-3.1%</b>

### Weekend Service Delivered Discussion

- Service Delivered in December 2020 worsened by 3.3% compared to December 2019, and the 12-month average worsened by 3.1%.
- The largest decreases in Service Delivered were on the A, C, and D lines, which were disrupted for several hours by a water main break at 81 St-Museum of Natural History station on Christmas Day.

**Subway Weekend % Service Delivered**  
**Monthly**  
**(10 a.m. to 6 p.m.)**

Desired trend 

<u>Line</u>	<u>Dec 20</u>	<u>Dec 19</u>	<u>% Change</u>
1	93.6%	98.9%	-5.3%
2	90.4%	97.0%	-6.6%
3	92.7%	98.6%	-5.9%
4	92.6%	96.9%	-4.3%
5	95.3%	98.7%	-3.4%
6	92.2%	98.1%	-5.9%
7	96.4%	98.4%	-2.0%
S 42nd	99.9%	99.8%	+0.1%
<b>Subdivision A</b>	<b>94.1%</b>	<b>98.1%</b>	<b>-4.0%</b>
A	87.4%	98.3%	-10.9%
C	86.1%	98.2%	-12.1%
D	90.8%	99.3%	-8.5%
E		100.1%	N/A
F	99.3%	98.7%	+0.6%
S Fkln	100.0%	99.8%	+0.2%
G	99.7%	99.2%	+0.5%
S Rock	100.0%	99.6%	+0.4%
J	99.4%	99.1%	+0.3%
L	96.7%	98.2%	-1.5%
M	98.6%	96.7%	+1.9%
N	98.6%	99.3%	-0.7%
Q	100.0%	97.8%	+2.2%
R	98.9%	98.9%	+0.0%
<b>Subdivision B</b>	<b>96.0%</b>	<b>98.7%</b>	<b>-2.7%</b>
<b>Systemwide</b>	<b>95.2%</b>	<b>98.5%</b>	<b>-3.3%</b>

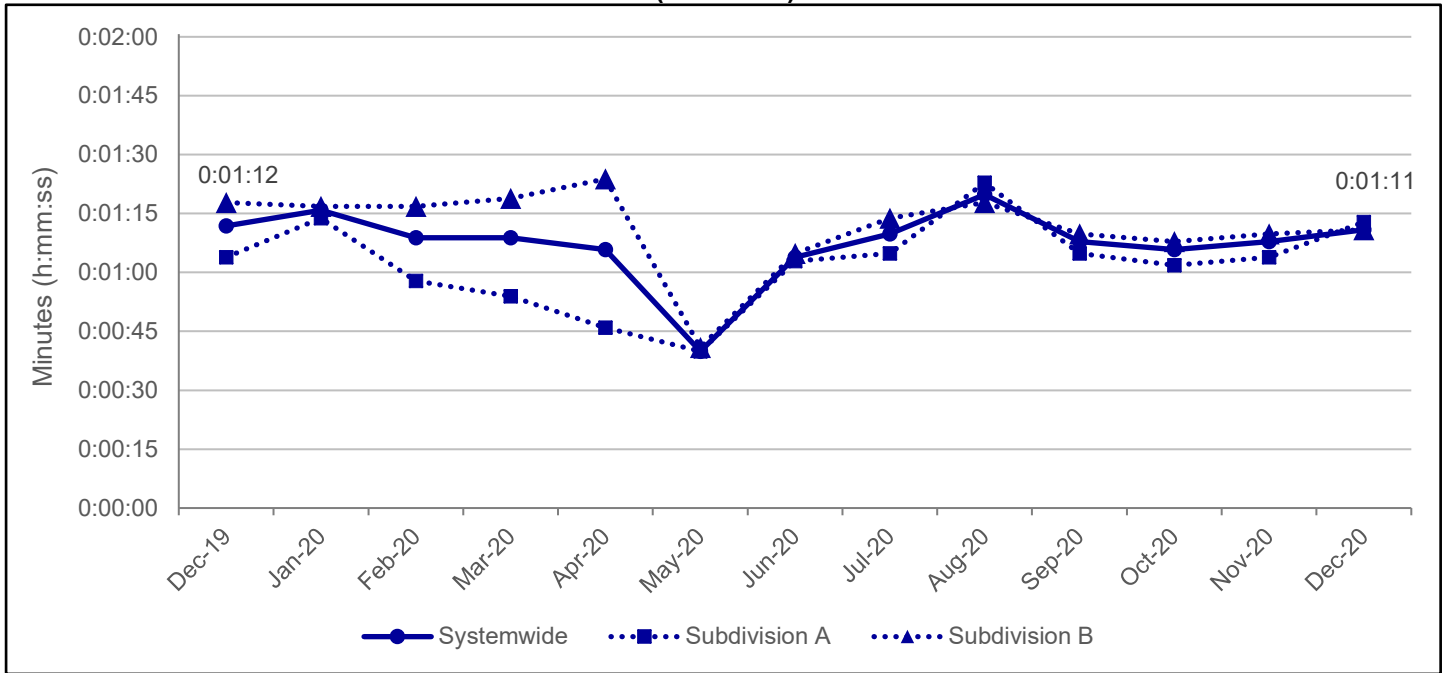
Notes:

B and W lines do not operate on weekends.

The E Line was excluded from December 2020 due to planned service changes.

## Subway Weekday Average Additional Platform Time Monthly (Trips Starting 6 a.m. - 11 p.m.) (h:mm:ss)

*Desired trend*



	Monthly			12-Month Average		
	Dec 20	Dec 19	Change	Dec 20	Dec 19	Change
<b>Subdivision A</b>	0:01:13	0:01:04	+0:00:09	0:01:02	0:01:03	-0:00:01
<b>Subdivision B</b>	0:01:11	0:01:18	-0:00:07	0:01:11	0:01:16	-0:00:05
<b>Systemwide</b>	<b>0:01:11</b>	<b>0:01:12</b>	<b>-0:00:01</b>	<b>0:01:07</b>	<b>0:01:10</b>	<b>-0:00:03</b>

### Additional Platform Time Discussion

- December 2020 APT improved by 1 second compared to December 2019, and the 12-month average improved by 3 seconds.

Note: This metric uses electronic data made available systemwide by the MTA's investments in new train tracking technology and in more robust methods for determining how customers use the subway. It is likely that this measure will be refined and enhanced as the MTA gains experience integrating the latest technology and information.

**Subway Weekday Average Additional Platform Time**  
**Monthly (Trips Starting 6 a.m. - 11 p.m.)**  
**(h:mm:ss)**

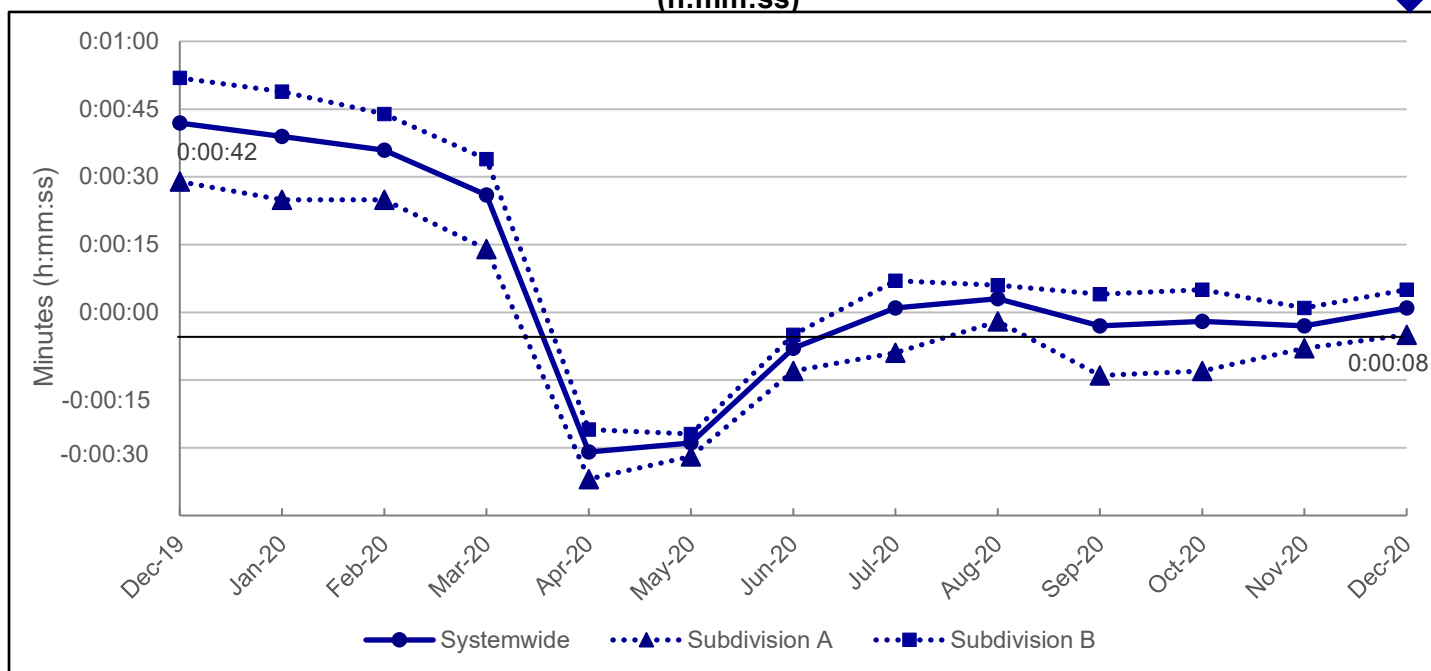
*Desired trend*



<u>Line</u>	<u>Dec 20</u>	<u>Dec 19</u>	<u>Change</u>
1	0:00:57	0:00:59	-0:00:02
2	0:01:26	0:01:22	+0:00:04
3	0:01:17	0:01:06	+0:00:11
4	0:01:14	0:00:59	+0:00:15
5	0:01:15	0:01:03	+0:00:12
6	0:01:12	0:01:00	+0:00:12
7	0:01:16	0:01:06	+0:00:10
S 42nd	0:00:34	0:00:54	-0:00:20
<b>Subdivision A</b>	<b>0:01:13</b>	<b>0:01:04</b>	<b>+0:00:09</b>
A	0:01:13	0:01:20	-0:00:07
B	0:01:36	0:01:45	-0:00:09
C	0:00:47	0:01:41	-0:00:54
D	0:01:26	0:01:29	-0:00:03
E	0:00:57	0:01:09	-0:00:12
F	0:00:43	0:01:22	-0:00:39
S Fkln	0:00:33	0:00:26	+0:00:07
G	0:00:58	0:01:22	-0:00:24
S Rock	0:00:46	0:00:42	+0:00:04
JZ	0:01:08	0:01:11	-0:00:03
L	0:00:43	0:00:47	-0:00:04
M	0:01:23	0:01:17	+0:00:06
N	0:01:22	0:01:10	+0:00:12
Q	0:01:27	0:01:19	+0:00:08
R	0:01:32	0:01:16	+0:00:16
W	0:01:03	0:00:56	+0:00:07
<b>Subdivision B</b>	<b>0:01:11</b>	<b>0:01:18</b>	<b>-0:00:07</b>
<b>Systemwide</b>	<b>0:01:11</b>	<b>0:01:12</b>	<b>-0:00:01</b>

## Subway Weekday Average Additional Train Time Monthly (Trips Starting 6 a.m. - 11 p.m.) (h:mm:ss)

*Desired trend*



	Monthly			12-Month Average		
	Dec 20	Dec 19	Change	Dec 20	Dec 19	Change
<b>Subdivision A</b>	-0:00:05	0:00:29	-0:00:34	0:00:08	0:00:31	-0:00:23
<b>Subdivision B</b>	0:00:05	0:00:52	-0:00:47	0:00:28	0:00:52	-0:00:24
<b>Systemwide</b>	<b>0:00:01</b>	<b>0:00:42</b>	<b>-0:00:41</b>	<b>0:00:20</b>	<b>0:00:43</b>	<b>-0:00:23</b>

### Additional Train Time Discussion

- December 2020 ATT improved by 41 seconds compared to December 2019, and the 12-month average improved by 23 seconds.
- The significant ridership decreases related to the COVID-19 pandemic have reduced dwell times for customers to board and alight trains, which allows trains to complete their trips faster.

Note: This metric uses electronic data made available systemwide by the MTA's investments in new train tracking technology and in more robust methods for determining how customers use the subway. It is likely that this measure will be refined and enhanced as the MTA gains experience integrating the latest technology and information.

**Subway Weekday Average Additional Train Time**  
**Monthly (Trips Starting 6 a.m. - 11 p.m.)**  
**(h:mm:ss)**

*Desired trend*

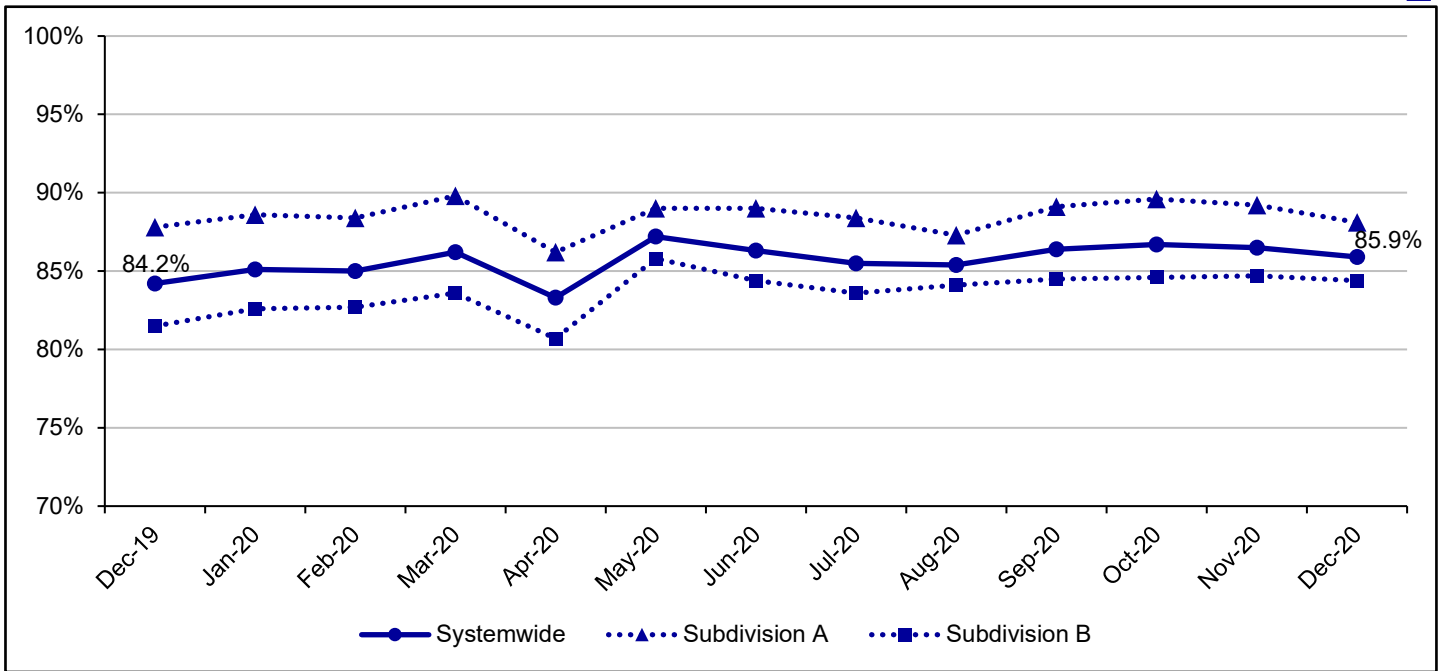


<u>Line</u>	<u>Dec 20</u>	<u>Dec 19</u>	<u>Change</u>
1	0:00:06	0:00:37	-0:00:31
2	-0:00:23	0:00:16	-0:00:39
3	-0:00:26	0:00:07	-0:00:33
4	-0:00:25	0:00:27	-0:00:52
5	-0:00:34	0:00:21	-0:00:55
6	0:00:12	0:00:38	-0:00:26
7	0:00:26	0:00:41	-0:00:15
S 42nd	0:00:09	0:00:11	-0:00:02
<b>Subdivision A</b>	<b>-0:00:05</b>	<b>0:00:29</b>	<b>-0:00:34</b>
A	0:00:25	0:01:27	-0:01:02
B	0:00:19	0:01:27	-0:01:08
C	0:00:11	0:00:46	-0:00:35
D	0:00:29	0:01:24	-0:00:55
E	-0:00:21	0:01:05	-0:01:26
F	-0:00:33	0:00:42	-0:01:15
S Fkln	-0:00:09	0:00:03	-0:00:12
G	0:00:25	0:01:13	-0:00:48
S Rock	0:00:06	-0:00:14	+0:00:20
JZ	0:00:23	0:01:03	-0:00:40
L	-0:00:02	0:00:15	-0:00:17
M	-0:00:11	0:00:34	-0:00:45
N	0:00:32	0:00:44	-0:00:12
Q	0:00:07	0:00:41	-0:00:34
R	-0:00:13	0:00:17	-0:00:30
W	0:00:00	0:00:32	-0:00:32
<b>Subdivision B</b>	<b>0:00:05</b>	<b>0:00:52</b>	<b>-0:00:47</b>
<b>Systemwide</b>	<b>0:00:01</b>	<b>0:00:42</b>	<b>-0:00:41</b>



## Subway Customer Journey Time Performance Monthly (Trips Starting 6 a.m. - 11 p.m.)

*Desired trend*



	Monthly			12-Month Average		
	Dec 20	Dec 19	Change	Dec 20	Dec 19	Change
<b>Subdivision A</b>	88.1%	87.8%	+0.3%	88.6%	88.1%	+0.5%
<b>Subdivision B</b>	84.4%	81.5%	+2.9%	83.8%	82.2%	+1.6%
<b>Systemwide</b>	<b>85.9%</b>	<b>84.2%</b>	<b>+1.7%</b>	<b>85.8%</b>	<b>84.7%</b>	<b>+1.1%</b>

### Weekday Customer Journey Time Performance Discussion

- December 2020 CJTP improved by 1.7% compared to December 2019, and the 12-month average improved by 1.1%.

**Subway Customer Journey Time Performance**  
**Monthly**  
**(Trips Starting 6 a.m. - 11 p.m.)**

*Desired trend*



<u>Line</u>	<u>Dec 20</u>	<u>Dec 19</u>	<u>Change</u>
1	89.5%	88.6%	+0.9%
2	86.5%	85.7%	+0.8%
3	88.8%	89.4%	-0.6%
4	87.0%	86.0%	+1.0%
5	87.8%	86.5%	+1.3%
6	88.6%	88.3%	+0.3%
7	87.6%	88.4%	-0.8%
S 42nd	96.1%	95.2%	+0.9%
<b>Subdivision A</b>	<b>88.1%</b>	<b>87.8%</b>	<b>+0.3%</b>
A	82.6%	78.8%	+3.8%
B	79.9%	75.0%	+4.9%
C	87.5%	80.8%	+6.7%
D	80.2%	75.7%	+4.5%
E	89.7%	82.1%	+7.6%
F	86.4%	81.4%	+5.0%
S Fkln	95.1%	96.8%	-1.7%
G	85.7%	79.9%	+5.8%
S Rock	91.0%	91.4%	-0.4%
JZ	84.4%	80.1%	+4.3%
L	93.9%	91.9%	+2.0%
M	83.7%	82.2%	+1.5%
N	80.7%	83.8%	-3.1%
Q	80.9%	80.2%	+0.7%
R	81.9%	83.2%	-1.3%
W	88.6%	88.0%	+0.6%
<b>Subdivision B</b>	<b>84.4%</b>	<b>81.5%</b>	<b>+2.9%</b>
<b>Systemwide</b>	<b>85.9%</b>	<b>84.2%</b>	<b>1.7%</b>

**Chart 12**

## Section 2: Inputs to Operations

The metrics in this section address how NYCT provides service to its customers, by measuring the reliability of key assets, reflecting the effectiveness of maintenance practices, as well as age and condition. Historically, the only such measures that NYCT has provided to the Transit Committee and to the public are car fleet and elevator and escalator measures, defined below. NYCT is examining additional such measures to bring forward in coming months.

### Performance Indicator Definitions

#### Mean Distance Between Failures (MDBF)

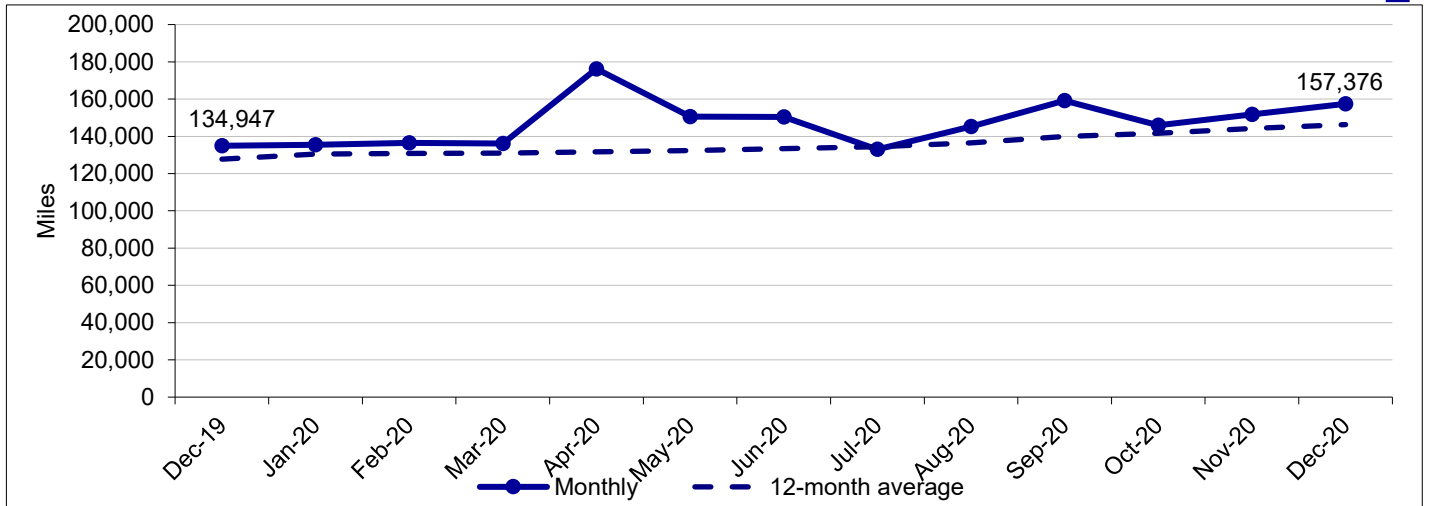
Subway MDBF is a measure of car fleet reliability. It is calculated as revenue car miles divided by the number of delay incidents attributed to car-related causes.

#### Elevator and Escalator Availability

The percent of time that elevators or escalators are operational system wide. Most elevators and escalators in the subway are maintained by New York City Transit and are electronically monitored 24-hours a day. Some elevators and escalators in the subway are owned and maintained by outside parties; these are inspected by NYCT personnel multiple times daily.

## Subway Mean Distance Between Failures

Desired trend



	# of Cars	Monthly		% Change
		Dec '20	Dec '19	
<b>Subdivision A</b>	2,890	210,389	171,326	<b>+22.8%</b>
<b>Subdivision B</b>	3,565	132,974	117,003	<b>+13.7%</b>
<b>Systemwide</b>	<b>6,455</b>	<b>157,376</b>	<b>134,947</b>	<b>+16.6%</b>

Car Class	# of Cars	12-Month Average		% Change
		Dec '20	Dec '19	
R32	0		29,805	N/A
R42	0		29,775	N/A
R46	748	59,443	62,014	-4.1%
R62	315	212,101	215,194	-1.4%
R62A	824	148,652	114,129	<b>+30.2%</b>
R68	425	111,766	63,610	<b>+75.7%</b>
R68A	200	63,888	86,243	<b>-25.9%</b>
R142	1,025	257,773	212,186	<b>+21.5%</b>
R142A	220	136,116	124,767	<b>+9.1%</b>
R143	212	171,338	126,684	<b>+35.2%</b>
R160	1,662	288,467	267,016	<b>+8.0%</b>
R179	318	118,793	163,704	<b>-27.4%</b>
R188 - New	126	264,106	480,717	<b>-45.1%</b>
R188 - Conversion	380	307,863	261,839	<b>+17.6%</b>
<b>Subdivision A</b>	2,890	199,721	167,931	<b>+18.9%</b>
<b>Subdivision B</b>	3,565	122,406	108,873	<b>+12.4%</b>
<b>Systemwide</b>	<b>6,455</b>	<b>146,297</b>	<b>127,743</b>	<b>+14.5%</b>

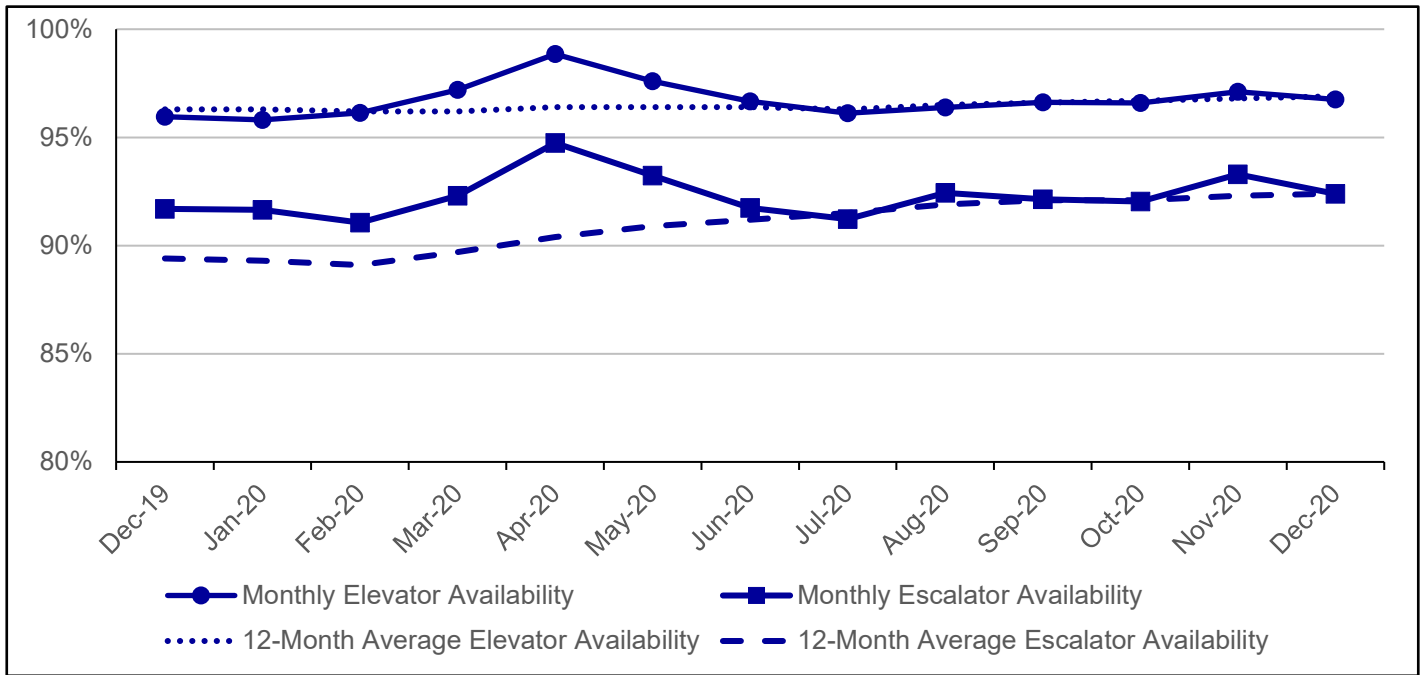
### MDBF Discussion

- December 2020 MDBF was 157,376, an increase of 16.6% from one year ago.
- 12-month average MDBF was 146,297 in December 2020, an increase of 14.5% from one year ago.
- The largest improvements in MDBF (12-month average) were on the R62A, R68, and R143 fleets.

**Chart 13**

## Elevator and Escalator Availability (24 Hours)

Desired trend



	Monthly			12-Month Average		
	Dec 20	Dec 19	% Change	Dec 20	Dec 19	% Change
<b>Elevator Availability</b>	96.8%	96.0%	+0.8%	96.8%	96.3%	+0.5%
<b>Escalator Availability</b>	92.4%	91.7%	+0.7%	92.4%	89.4%	+3.0%

### Elevator and Escalator Availability Discussion

- Elevator availability improved by 0.8% in December 2020 compared to December 2019.
- Escalator availability improved by 0.7% in December 2020 compared to December 2019.

## Section 3: Legacy Indicators

The metrics in this section have been shared with the public for many years. While less reflective of the customer experience, they are included here for continuity purposes.

### Performance Indicator Definitions

#### Wait Assessment (Weekday and Weekend)

Wait Assessment (WA) measures how regularly the trains are spaced at selected timepoints on each line. To meet the standard, the headway (time between trains) can be no greater than 25% more than the scheduled headway. Minor gaps are more than 25% to 50% over the scheduled headway, medium gaps are more than 50% to 100% over the scheduled headway, and major gaps are more than 100% over the scheduled headway, or missed intervals. WA is reported from 6 a.m. to midnight.

#### Terminal On-Time Performance (Weekday and Weekend)

Terminal On-Time Performance is the percentage of scheduled trains arriving at the terminal locations within five minutes of their scheduled arrival time during a 24-hour period. An on-time train is defined as a train arriving at its destination terminal on time, early, or no more than five minutes late, and that has not skipped any planned station stops.

#### Train Delays (Weekday and Weekend)

Train delays are the number of trains that arrived at terminal locations more than five minutes late, or that have skipped any planned station stops during a 24-hour period.

## Subway Weekday Wait Assessment (6 a.m. - midnight)

Line	Dec 20					Dec 19					Desired trend
	Monthly Meets	Monthly Gap			12 month Meets	Monthly Meets	Monthly Gap			12 month Meets	Monthly Standard
	Standard	Minor	Medium	Major	Standard	Standard	Minor	Medium	Major	Standard	Change
1	77.4%	8.6%	7.4%	6.6%	82.0%	79.0%	8.4%	6.5%	6.1%	79.4%	-1.6%
2	66.7%	11.2%	11.1%	11.0%	69.5%	71.7%	10.5%	9.7%	8.2%	71.8%	-5.0%
3	68.2%	12.0%	11.4%	8.4%	73.9%	74.4%	11.1%	7.7%	6.9%	75.7%	-6.2%
4	68.6%	10.3%	9.9%	11.3%	71.1%	73.0%	10.2%	8.6%	8.2%	71.6%	-4.4%
5	67.6%	10.1%	10.5%	11.7%	70.8%	69.5%	10.6%	9.6%	10.4%	69.9%	-1.9%
6	71.6%	9.7%	8.9%	9.8%	77.6%	75.6%	8.4%	7.3%	8.6%	75.1%	-4.0%
7	74.0%	11.5%	8.0%	6.5%	78.1%	77.2%	10.9%	6.9%	5.0%	76.8%	-3.2%
S 42nd	94.7%	1.6%	1.3%	2.4%	93.6%	93.0%	2.5%	2.5%	2.0%	94.1%	+1.7%
<b>Subdivision A</b>	<b>71.2%</b>	<b>10.1%</b>	<b>9.4%</b>	<b>9.3%</b>	<b>75.1%</b>	<b>74.8%</b>	<b>9.7%</b>	<b>7.9%</b>	<b>7.6%</b>	<b>74.9%</b>	<b>-3.6%</b>
A	67.2%	11.2%	10.9%	10.7%	70.0%	67.9%	10.1%	10.2%	11.8%	69.5%	-0.7%
B	73.6%	11.9%	9.2%	5.2%	74.7%	74.0%	10.7%	8.7%	6.6%	75.1%	-0.4%
C	80.3%	11.2%	5.8%	2.7%	78.3%	73.7%	12.4%	9.2%	4.7%	75.7%	+6.6%
D	72.8%	12.1%	9.4%	5.7%	74.2%	71.9%	11.6%	9.4%	7.1%	74.1%	+0.9%
E	73.0%	11.8%	9.4%	5.8%	74.6%	70.7%	11.5%	9.8%	8.0%	71.8%	+2.3%
F	74.9%	11.6%	9.1%	4.4%	75.4%	70.2%	9.9%	9.5%	10.4%	71.2%	+4.7%
S Fkln	98.4%	1.2%	0.2%	0.3%	98.2%	98.8%	0.7%	0.2%	0.4%	98.4%	-0.4%
G	81.9%	11.2%	5.4%	1.5%	79.9%	77.1%	11.5%	7.0%	4.3%	80.2%	+4.8%
S Rock	94.5%	2.7%	1.0%	1.8%	95.5%	94.4%	3.1%	1.4%	1.1%	94.5%	+0.1%
JZ	81.9%	9.5%	5.4%	3.2%	82.0%	80.2%	10.5%	6.1%	3.2%	80.8%	+1.7%
L	77.3%	11.4%	7.3%	4.1%	79.3%	78.5%	11.0%	6.9%	3.7%	77.2%	-1.2%
M	79.2%	10.3%	6.2%	4.2%	77.3%	74.3%	10.9%	8.2%	6.6%	76.1%	+4.9%
N	70.7%	11.7%	9.7%	7.8%	72.4%	72.4%	11.8%	9.3%	6.5%	74.6%	-1.7%
Q	71.6%	11.4%	9.8%	7.2%	75.2%	74.1%	10.5%	9.0%	6.3%	76.2%	-2.5%
R	74.3%	11.4%	8.8%	5.4%	74.5%	72.5%	11.0%	8.8%	7.7%	74.2%	+1.8%
W	74.9%	10.9%	7.4%	6.9%	73.5%	73.8%	10.8%	8.3%	7.1%	76.7%	+1.1%
<b>Subdivision B</b>	<b>75.1%</b>	<b>11.2%</b>	<b>8.2%</b>	<b>5.5%</b>	<b>76.0%</b>	<b>73.6%</b>	<b>10.8%</b>	<b>8.6%</b>	<b>7.0%</b>	<b>75.0%</b>	<b>+1.5%</b>
<b>Systemwide</b>	<b>73.3%</b>	<b>10.7%</b>	<b>8.8%</b>	<b>7.2%</b>	<b>75.6%</b>	<b>74.2%</b>	<b>10.3%</b>	<b>8.3%</b>	<b>7.3%</b>	<b>74.9%</b>	<b>-0.9%</b>



### Weekday Wait Assessment Discussion

- Wait Assessment for December 2020 worsened by 0.9% compared to December 2019.

## Subway Weekend Wait Assessment (6 a.m. - midnight)

Line	Dec 20					Dec 19					Desired trend
	Monthly Meets	Monthly Gap			12 month Meets	Monthly Meets	Monthly Gap			12 month Meets	Monthly Standard
	Standard	Minor	Medium	Major	Standard	Standard	Minor	Medium	Major	Standard	Change
1	78.1%	10.0%	7.8%	4.1%	85.6%	88.1%	5.6%	2.9%	3.5%	88.9%	-10.0%
2	67.5%	11.8%	10.9%	9.7%	74.0%	77.4%	10.5%	7.3%	4.8%	75.7%	-9.9%
3	74.5%	10.2%	8.1%	7.3%	82.3%	85.5%	8.7%	3.6%	2.3%	84.1%	-11.0%
4	70.3%	11.9%	11.3%	6.6%	74.5%	78.6%	10.6%	7.2%	3.6%	76.7%	-8.3%
5	76.7%	10.4%	8.9%	4.0%	83.9%	84.2%	9.7%	3.9%	2.1%	84.1%	-7.5%
6	78.0%	8.3%	7.7%	6.0%	80.1%	89.7%	5.8%	2.5%	2.1%	85.2%	-11.7%
7	77.5%	11.9%	7.4%	3.2%	82.7%	88.0%	7.5%	2.6%	2.0%	85.6%	-10.5%
S 42nd	85.0%	1.0%	5.9%	8.1%	96.2%	99.1%	0.5%	0.2%	0.2%	98.5%	-14.1%
<b>Subdivision A</b>	<b>74.4%</b>	10.4%	9.0%	6.2%	80.1%	<b>84.2%</b>	8.2%	4.6%	3.0%	82.7%	<b>-9.8%</b>
A	73.9%	10.9%	7.9%	7.3%	75.9%	80.1%	11.2%	6.2%	2.5%	75.8%	-6.2%
C	76.7%	9.2%	6.3%	7.8%	79.6%	84.7%	9.3%	4.6%	1.4%	81.0%	-8.0%
D	75.7%	11.1%	7.8%	5.4%	77.7%	79.9%	11.4%	6.2%	2.5%	81.1%	-4.2%
E	88.6%	7.7%	2.8%	0.9%	85.2%	85.7%	8.8%	4.0%	1.4%	85.1%	+2.9%
F	86.3%	8.6%	3.8%	1.2%	80.0%	81.1%	10.4%	6.0%	2.5%	80.2%	+5.2%
S Fkln	99.1%	0.8%	0.1%	0.0%	98.8%	98.4%	0.3%	0.1%	1.3%	98.2%	+0.7%
G	85.2%	9.6%	4.2%	1.0%	85.7%	84.0%	9.8%	4.5%	1.7%	85.2%	+1.2%
S Rock	98.0%	1.8%	0.2%	0.0%	96.7%	94.8%	3.0%	1.2%	1.0%	95.2%	+3.2%
J	85.8%	8.4%	3.9%	2.0%	84.6%	87.1%	8.3%	3.6%	1.0%	87.6%	-1.3%
L	79.5%	12.0%	5.6%	2.9%	82.8%	89.7%	6.7%	2.9%	0.8%	86.2%	-10.2%
M	91.4%	5.6%	1.8%	1.2%	82.3%	78.3%	11.3%	6.5%	3.9%	78.0%	+13.1%
N	79.3%	10.7%	6.7%	3.3%	75.3%	79.2%	10.7%	6.9%	3.1%	79.7%	+0.1%
Q	79.4%	11.3%	6.7%	2.5%	78.4%	76.7%	11.0%	7.6%	4.7%	82.2%	+2.7%
R	80.8%	11.4%	5.7%	2.1%	80.4%	81.0%	10.5%	6.0%	2.5%	80.1%	-0.2%
<b>Subdivision B</b>	<b>81.1%</b>	10.1%	5.6%	3.3%	80.6%	<b>82.2%</b>	9.9%	5.5%	2.4%	81.7%	<b>-1.1%</b>
<b>Systemwide</b>	<b>78.1%</b>	<b>10.2%</b>	<b>7.1%</b>	<b>4.5%</b>	<b>80.4%</b>	<b>83.1%</b>	<b>9.2%</b>	<b>5.1%</b>	<b>2.7%</b>	<b>82.1%</b>	<b>-5.0%</b>

### Weekend Wait Assessment Discussion

- Wait Assessment for December 2020 worsened by 5.0% compared to December 2019.

Note: B and W lines do not operate on weekends.



## Subway Weekday Terminal On-Time Performance

Monthly  
(24 hours)

Desired trend



<u>Line</u>	<u>Dec 20</u>	<u>Dec 19</u>	<u>Change</u>
1	89.2%	84.3%	+4.9%
2	82.7%	77.1%	+5.6%
3	88.2%	86.2%	+2.0%
4	88.5%	79.0%	+9.5%
5	88.1%	80.7%	+7.4%
6	86.3%	76.9%	+9.4%
7	90.7%	89.1%	+1.6%
S 42nd	99.1%	98.4%	+0.7%
<b>Subdivision A</b>	<b>89.6%</b>	<b>84.8%</b>	<b>+4.8%</b>
A	77.8%	65.4%	+12.4%
B	82.0%	63.0%	+19.0%
C	92.1%	70.3%	+21.8%
D	81.6%	63.0%	+18.6%
E	88.8%	77.6%	+11.2%
F	87.8%	67.0%	+20.8%
S Fkn	100.0%	99.8%	+0.2%
G	91.4%	72.8%	+18.6%
S Rock	96.1%	95.8%	+0.3%
JZ	91.0%	78.2%	+12.8%
L	92.3%	95.4%	-3.1%
M	93.8%	79.4%	+14.4%
NW	79.4%	70.6%	+8.8%
Q	82.7%	83.0%	-0.3%
R	88.1%	71.6%	+16.5%
<b>Subdivision B</b>	<b>87.6%</b>	<b>76.7%</b>	<b>+10.9%</b>
<b>Systemwide</b>	<b>88.5%</b>	<b>80.2%</b>	<b>+8.3%</b>

### Weekday Terminal On-Time Performance Discussion

- December weekday OTP improved by 8.3% compared to the prior year.
- December OTP continues to reflect the significant reduction in ridership that began in mid-March. Lower ridership closely correlates with shorter dwells (the time it takes for customers to board and exit trains) at stations. These shorter dwells made it more likely that trains could reach their terminals closer to their scheduled times.

## Subway Weekend Terminal On-Time Performance

Monthly  
(24 hours)

*Desired trend*



<u>Line</u>	<u>Dec 20</u>	<u>Dec 19</u>	<u>Change</u>
1	89.5%	92.7%	-3.2%
2	70.8%	64.8%	+6.0%
3	72.5%	76.0%	-3.5%
4	79.9%	77.5%	+2.4%
5	80.3%	89.5%	-9.2%
6	86.7%	89.4%	-2.7%
7	92.9%	95.1%	-2.2%
S 42nd	99.9%	99.9%	+0.0%
<b>Subdivision A</b>	<b>86.1%</b>	<b>87.1%</b>	<b>-1.0%</b>
A	81.9%	81.2%	+0.7%
C	85.3%	78.4%	+6.9%
D	76.1%	88.7%	-12.6%
E	93.8%	91.2%	+2.6%
F	91.4%	83.1%	+8.3%
S Fkln	100.0%	99.0%	+1.0%
G	90.2%	79.8%	+10.4%
S Rock	97.6%	97.0%	+0.6%
J	91.2%	86.5%	+4.7%
L	94.8%	97.0%	-2.2%
M	98.2%	90.7%	+7.5%
N	77.1%	73.4%	+3.7%
Q	84.4%	73.3%	+11.1%
R	91.0%	85.5%	+5.5%
<b>Subdivision B</b>	<b>89.3%</b>	<b>85.8%</b>	<b>+3.5%</b>
<b>Systemwide</b>	<b>88.0%</b>	<b>86.4%</b>	<b>+1.6%</b>

### Weekend Terminal On-Time Performance Discussion

- December weekend OTP improved by 1.6% compared to the prior year.

Note: B and W Lines do not operate on weekends.

**Subway Weekday Trains Delayed**  
**Monthly - December 2020**  
**(24 hours)**

<u>Delay Categories</u>	<u>Trains Delayed</u>	<u>Delayed Trains Per Day (22)</u>	<u>% of Delayed Trains</u>
Track Failures and Emergency Remediation	<u>972</u>	<u>44</u>	<u>4.8%</u>
Rail and Roadbed	596	27	2.9%
Fire, Smoke, Debris	376	17	1.8%
Signal Failures and Emergency Remediation	3,925	178	19.2%
Subway Car	<u>1,106</u>	<u>50</u>	<u>5.4%</u>
Door-Related	248	11	1.2%
Propulsion	335	15	1.6%
Braking	307	14	1.5%
Other	216	10	1.1%
Stations and Structure	132	6	0.6%
Other Internal	4,399	200	21.6%
Service Delivery (e.g. crew performance)	4,214	192	20.7%
Train Brake Activation - cause unknown	124	6	0.6%
Other Internal Disruptions (e.g. IT system failure)	61	3	0.3%
External	<u>5,294</u>	<u>241</u>	<u>26.0%</u>
Public Conduct, Crime, Police Response	1,820	83	9.0%
Sick/Injured Customer	617	28	3.0%
Persons on Roadbed (including persons struck by train)	1,134	52	5.6%
External Debris on Roadbed (e.g., trees, shopping cart)	164	7	0.8%
Inclement Weather	1,343	61	6.6%
External Agency or Utility	216	10	1.1%
Operating Environment	1,748	79	8.5%
Planned Right-of-Way Work	2,794	127	13.7%
<b>Total Trains Delayed</b>	<b>20,370</b>	<b>926</b>	<b>100%</b>

Delay categories were updated in December 2020 to more accurately reflect incident types.

**Subway Weekend Trains Delayed**  
**Monthly - December 2020**  
**(24 hours)**

<u>Delay Categories</u>	<u>Trains Delayed</u>	<u>Delayed Trains Per Day (9)</u>	<u>% of Delayed Trains</u>
Track Failures and Emergency Remediation	<u>144</u>	<u>16</u>	<u>2.5%</u>
Rail and Roadbed	106	12	1.8%
Fire, Smoke, Debris	38	4	0.7%
Signal Failures and Emergency Remediation	698	78	12.0%
Subway Car	<u>186</u>	<u>21</u>	<u>3.2%</u>
Door-Related	70	8	1.2%
Propulsion	21	2	0.4%
Braking	32	4	0.6%
Other	63	7	1.1%
Stations and Structure	125	14	2.2%
Other Internal	902	100	15.6%
Service Delivery (e.g. crew performance)	882	98	15.2%
Train Brake Activation - cause unknown	18	2	0.3%
Other Internal Disruptions (e.g. IT system failure)	2	0	0.0%
External	1,636	182	28.2%
Public Conduct, Crime, Police Response	677	75	11.7%
Sick/Injured Customer	121	13	2.1%
Persons on Roadbed (including persons struck by train)	344	38	5.9%
External Debris on Roadbed (e.g., trees, shopping cart)	38	4	0.7%
Inclement Weather	101	11	1.7%
External Agency or Utility	355	39	6.1%
Operating Environment	868	96	15.0%
Planned Right-of-Way Work	1,235	137	21.3%
<b>Total Trains Delayed</b>	<b>5,794</b>	<b>644</b>	<b>100%</b>

Delay categories were updated in December 2020 to more accurately reflect incident types.

## Customer Service Report: Buses

**Craig Cipriano**, President, MTA Bus Company/  
Senior Vice President, NYCT Department of Buses



In December, the MTA partnered with City Harvest to donate food as part of the Stuff-A-Bus Food Drive campaign with the aim of combatting the growing issue of food insecurity in New York. The food drive was held throughout the month of December with donation boxes located at 30 MTA Bus locations. On December 22<sup>nd</sup>, Buses brought their 9/11 Bus and delivered over 3,300 pounds of food donated by the MTA family, which fed thousands of families during the holidays.

## January 2021 Highlights: Buses

On behalf of the Buses team I want to wish everyone a happy New Year. As we kick off 2021, we are filled with a sense of hope and optimism after what has arguably been one of the most difficult years in our history. Despite everything, ridership during the pandemic reached up to 60% of pre-pandemic levels, demonstrating what a critical lifeline our bus system is for essential workers and many other New Yorkers across all five boroughs. This year we will continue to push for bus priority and are committed to the recovery of this great City, serving our customers every day to keep this region moving.

As we begin the year, we are reminded to stay vigilant as COVID-19 cases continue to surge in the City as well as across the country. We continue our historic cleaning and disinfection campaign, as well as the distribution of masks. This month we completed the installation of permanent polycarbonate barriers around the bus operator compartment on 4,800 local buses. The new barriers are part of our commitment to continuously protect our heroic bus operators while they keep the City moving. The barriers were developed jointly with our vendors and installed in record time using our own in-house forces. In addition, this month marks the beginning of the vaccine rollout to the next group of New Yorkers, including transit workers. Along with our COVID-19 testing program, vaccination is the best way to protect ourselves and each other so that we can continue to lead New York's recovery.

Also, I want to thank my team for successfully navigating the first snowstorm of the season last month. With the accumulation of 12 inches of snow in parts of the City, we saw more snowfall than all of the prior winter. Buses was well prepared. All local buses had tire chains and articulated buses were replaced by standard 40-foot buses. In addition, 35 snow fighters were available to operate in trafficked areas such as terminals, lay-over locations, facilities and known hotspots.

Finally, in December, the MTA also came together with City Harvest to sponsor a "Stuff-a-Bus" food drive. Our aim was to help New Yorkers struggling with food insecurity, a bigger concern than ever during the pandemic. Donation boxes were set up to collect food from 30 locations across the MTA. A total of over 3,300 pounds of generous employee food donations were delivered to City Harvest's headquarters in Long Island City. The MTA was one of the biggest donors to City Harvest, helping feed thousands of families through the holidays. It was truly symbolic to be able to deliver the food using our 9/11 bus. This bus was covered in dust, ash and falling debris on the morning of September 11, 2001. We decided to rebuild her as a symbol of NYC's resiliency and the dedication of our heroic employees.

This year we will continue to prove our resilience and the power of our heroic employees. Stay safe, and please remember to wear your mask.

Craig Cipriano  
President, MTA Bus Company/  
Senior Vice President, NYCT Department of Buses

# Bus Report

Bus Report Performance Indicators							
Category	Performance Indicator	Current Month: December 2020			12-Month Average		
		This Year	Last Year	Change	This Year	Last Year	Change
Customer Focused Metrics	Service Delivered (Chart 1)	94.3%	96.8%	-2.5%	96.1%	97.3%	-1.2%
	Additional Bus Stop Time (h:mm:ss) (Chart 3)*	0:01:50	0:01:48	0:00:02	0:01:34	0:01:44	-0:00:10
	Additional Travel Time (h:mm:ss) (Chart 5)*	-0:00:27	0:00:49	-0:01:16	0:00:01	0:00:47	-0:00:46
	Customer Journey Time Performance (Chart 7)*	78.1%	71.4%	+6.7%	+77.4%	+72.3%	+5.1%
Inputs To Operations	Mean Distance Between Failures (Chart 9)	8,478	7,791	+8.8%	8,263	7,749	+6.6%
	Speed (MPH) (Chart 11)	8.3	7.9	+4.9%	8.4	8.0	+5.3%
Legacy Indicators	Wait Assessment (Chart 13)	77.3%	76.9%	+0.4%	80.0%	77.8%	+2.2%
	<b>System MDBSI (Chart 16)</b>	3,286	2,792	+17.7%	3,592	3,029	+18.6%
	NYCT Bus	3,155	2,653	+18.9%	3,411	2,879	+18.5%
	MTA Bus	3,779	3,345	+13.0%	4,296	3,644	+17.9%
	<b>System Trips Completed (Chart 17)*</b>	96.7%	99.1%	-2.4%	98.0%	99.2%	-1.2%
	NYCT Bus	97.0%	99.2%	-2.2%	98.1%	99.3%	-1.2%
	MTA Bus	95.4%	98.8%	-3.4%	97.4%	98.9%	-1.5%
	<b>System AM Pull Out (Chart 18)*</b>	96.3%	99.5%	-3.2%	98.2%	99.8%	-1.6%
	NYCT Bus	96.5%	99.7%	-3.2%	98.4%	99.8%	-1.4%
	MTA Bus	95.3%	99.2%	-3.9%	97.6%	99.5%	-1.9%
	<b>System PM Pull Out (Chart 19)*</b>	97.3%	99.7%	-2.4%	98.6%	99.8%	-1.2%
	NYCT Bus	97.6%	99.8%	-2.2%	98.8%	99.9%	-1.1%
	MTA Bus	96.0%	99.3%	-3.3%	98.0%	99.5%	-1.5%
	<b>System Buses &gt;= 12 years</b>	20.4%	19.0%				
	NYCT Bus	9.2%	6.8%				
	MTA Bus	60.0%	62.0%				
	<b>System Fleet Age</b>	8.0	7.2				
	NYCT Bus	7.0	6.1				
MTA Bus	11.8	11.1					

System refers to the combined results of NYCT Bus and MTA Bus. Change values for time- and percentage-based metrics are calculated as absolute values. All other change values are calculated as percentage changes.

**\*NOTE:** Due to severe disruptions in bus ridership and service associated with the COVID-19 pandemic, this report includes the following adjustments:

- 12-month averages for ABST, ATT, and CJTP metrics exclude April - August 2020
- 12-month averages for Trips Completed, AM Pull Out, and PM Pull Out metrics exclude April and May 2020

Note: The metrics in this report are preliminary

# Section 1: Customer Focused Metrics

The metrics in this section measure bus performance as it affects our passengers. By focusing on how closely actual service matches schedules and how much longer passengers must wait and ride compared to schedules, these measures collectively reflect customer experience.

## Performance Indicator Definitions

### Service Delivered

Service Delivered (sometimes referred to as throughput) measures our ability to deliver the scheduled service. It is calculated as the percentage of scheduled bus trips that are actually provided during peak hours (7-9am and 4-7pm on weekdays). Service Delivered is measured at the peak load point, which is the stop on the route where the bus is most crowded, using GPS tracking data from buses as well as bus depot operations records.

### Additional Bus Stop Time (ABST)

Additional Bus Stop Time (ABST) is the estimated average extra time that customers wait at a stop for a bus, compared with their scheduled wait time. The measure assumes customers arrive at the bus stop at a uniform rate, except for routes with longer headways, where customers arrive more closely aligned to the schedule. ABST (sometimes referred to as Excess Wait Time) is a new indicator for the MTA, and is considered an industry best practice worldwide. ABST is estimated using customers' MetroCard swipes and OMNY taps on buses combined with GPS tracking data from Bus Time. This indicator is likely to be refined and enhanced over time as the MTA gains experience integrating the latest technology. ABST is reported for trips starting between 4am to 11pm on weekdays.

### Additional Travel Time (ATT)

Additional Travel Time (ATT) is the estimated average extra time customers are onboard the bus compared to their scheduled onboard time. ATT (sometimes referred to as Excess In-Vehicle Travel Time) is a new indicator for the MTA, and is considered an industry best practice worldwide. ATT is estimated using customers' MetroCard swipes and OMNY taps on buses combined with GPS tracking data from Bus Time. This indicator is likely to be refined and enhanced over time as the MTA gains experience integrating the latest technology. ATT is reported for trips starting between 4am to 11pm on weekdays.

### Customer Journey Time Performance (CJTP)

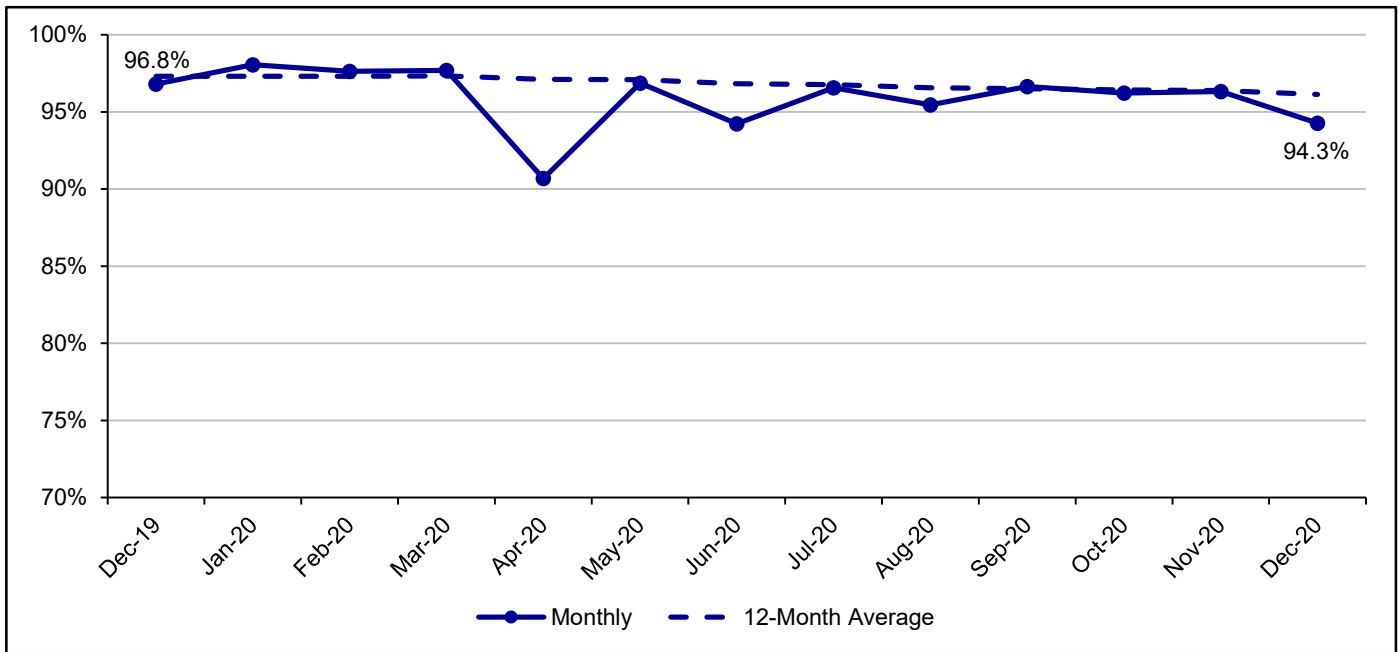
Customer Journey Time Performance (CJTP) estimates the percentage of customers who complete their journey (ABST + ATT) within 5 minutes of the scheduled time. This is a new indicator for the MTA, but is used by other transit agencies to measure service. CJTP is measured using customers' MetroCard swipes and OMNY taps on buses combined with GPS tracking data from Bus Time. This indicator is likely to be refined and enhanced over time as the MTA gains experience integrating the latest technology. CJTP is reported for trips starting between 4am to 11pm on weekdays.

Note: The metrics in this report are preliminary



## Service Delivered (Peak Hours)

Desired trend



	Monthly			12-Month Average		
	Dec 20	Dec 19	Change	Dec 20	Dec 19	Change
<b>Bronx</b>	95.8%	97.1%	-1.3%	97.5%	97.5%	0.0%
<b>Brooklyn</b>	94.1%	97.1%	-3.0%	96.4%	97.6%	-1.2%
<b>Manhattan</b>	97.1%	97.3%	-0.2%	97.1%	97.6%	-0.5%
<b>Queens</b>	93.1%	96.4%	-3.3%	95.2%	96.7%	-1.5%
<b>Staten Island</b>	92.5%	96.6%	-4.1%	95.3%	97.7%	-2.4%
<b>Systemwide</b>	<b>94.3%</b>	<b>96.8%</b>	<b>-2.5%</b>	<b>96.1%</b>	<b>97.3%</b>	<b>-1.2%</b>

### Service Delivered Discussion

- Service Delivered in December 2020 decreased by 2.5 percentage points to 94.3 percent compared to December 2019, and decreased by 1.2 percentage points to 96.1 percent on a 12-month average basis.

Note: The metrics in this report are preliminary

**Service Delivered  
Monthly  
(Peak Hours)**

Desired trend



<u>Borough</u>	<u>Dec 20</u>	<u>Dec 19</u>	<u>Change (Pts)</u>
<b>Bronx</b>	<b>95.8%</b>	<b>97.1%</b>	<b>-1.3%</b>
Local/Limited	95.2%	97.1%	-1.9%
Select Bus Service	96.9%	97.6%	-0.7%
Express	99.0%	96.7%	+2.3%
<b>Brooklyn</b>	<b>94.1%</b>	<b>97.1%</b>	<b>-3.0%</b>
Local/Limited	93.9%	97.1%	-3.2%
Select Bus Service	93.8%	96.7%	-2.9%
Express	96.2%	97.5%	-1.3%
<b>Manhattan</b>	<b>97.1%</b>	<b>97.3%</b>	<b>-0.2%</b>
Local/Limited	97.2%	96.8%	+0.4%
Select Bus Service	97.0%	98.5%	-1.5%
Express	N/A	N/A	N/A
<b>Queens</b>	<b>93.1%</b>	<b>96.4%</b>	<b>-3.3%</b>
Local/Limited	92.4%	96.2%	-3.8%
Select Bus Service	96.4%	96.7%	-0.3%
Express	97.2%	97.5%	-0.3%
<b>Staten Island</b>	<b>92.5%</b>	<b>96.6%</b>	<b>-4.1%</b>
Local/Limited	94.0%	97.8%	-3.8%
Select Bus Service	94.5%	100.0%	-5.5%
Express	90.8%	95.3%	-4.5%
<b>Systemwide</b>	<b>94.3%</b>	<b>96.8%</b>	<b>-2.5%</b>
Local/Limited	94.0%	96.7%	-2.7%
Select Bus Service	96.2%	97.8%	-1.6%
Express	94.7%	96.5%	-1.8%

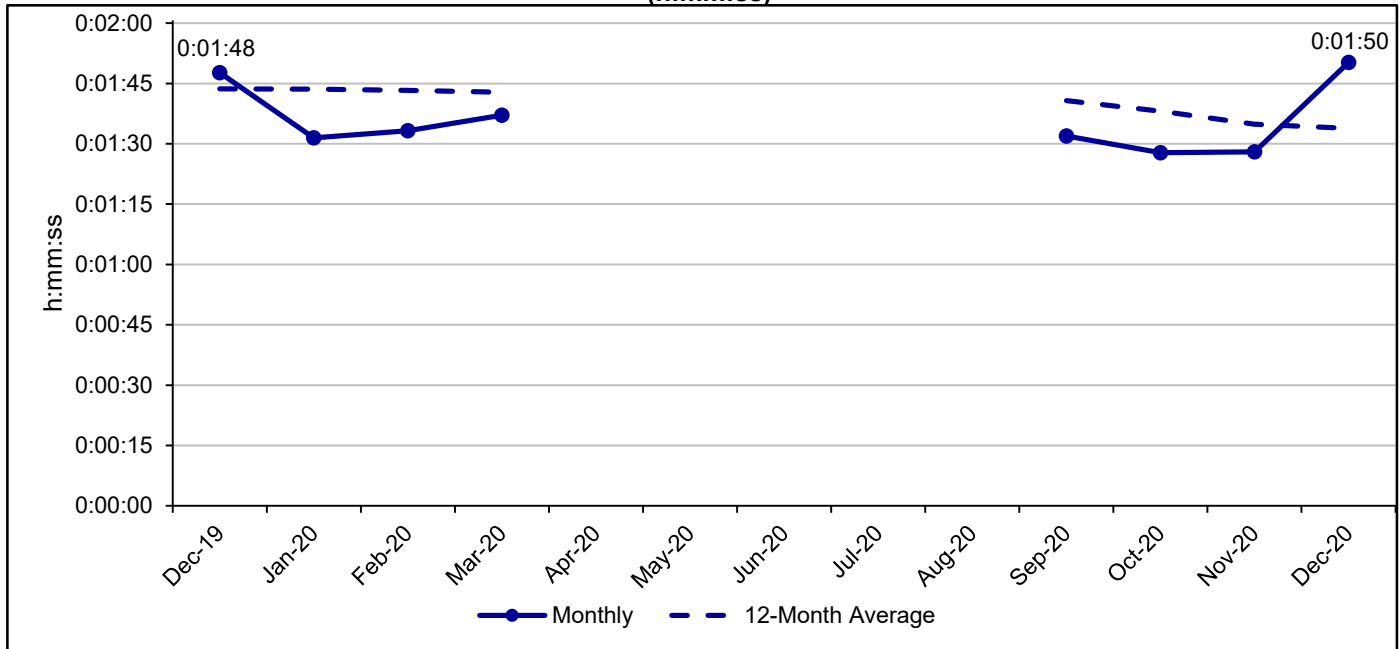
Note: The metrics in this report are preliminary

## Additional Bus Stop Time

(4 a.m. - 11 p.m.)

(h:mm:ss)

Desired trend




	Monthly			12-Month Average		
	Dec 20	Dec 19	Change	Dec 20	Dec 19	Change
<b>Bronx</b>	0:01:44	0:01:49	-0:00:05	0:01:35	0:01:45	-0:00:10
<b>Brooklyn</b>	0:02:13	0:01:58	+0:00:15	0:01:47	0:01:54	-0:00:07
<b>Manhattan</b>	0:01:13	0:01:20	-0:00:07	0:01:10	0:01:24	-0:00:14
<b>Queens</b>	0:01:50	0:01:49	+0:00:01	0:01:30	0:01:43	-0:00:13
<b>Staten Island</b>	0:02:23	0:02:16	+0:00:07	0:01:59	0:02:00	-0:00:01
<b>Systemwide</b>	<b>0:01:50</b>	<b>0:01:48</b>	<b>+0:00:02</b>	<b>0:01:34</b>	<b>0:01:44</b>	<b>-0:00:10</b>

### Additional Bus Stop Time Discussion

- Additional Bus Stop Time in December 2020 increased by 2 seconds compared to December 2019, and decreased by 10 seconds on a 12-month average basis.
- Note that due to severe disruptions in ridership due to the Covid-19 pandemic, ABST was not available from April - August 2020.

Note: The metrics in this report are preliminary

**Additional Bus Stop Time**  
**(4 a.m. - 11 p.m.)**  
**(h:mm:ss)**

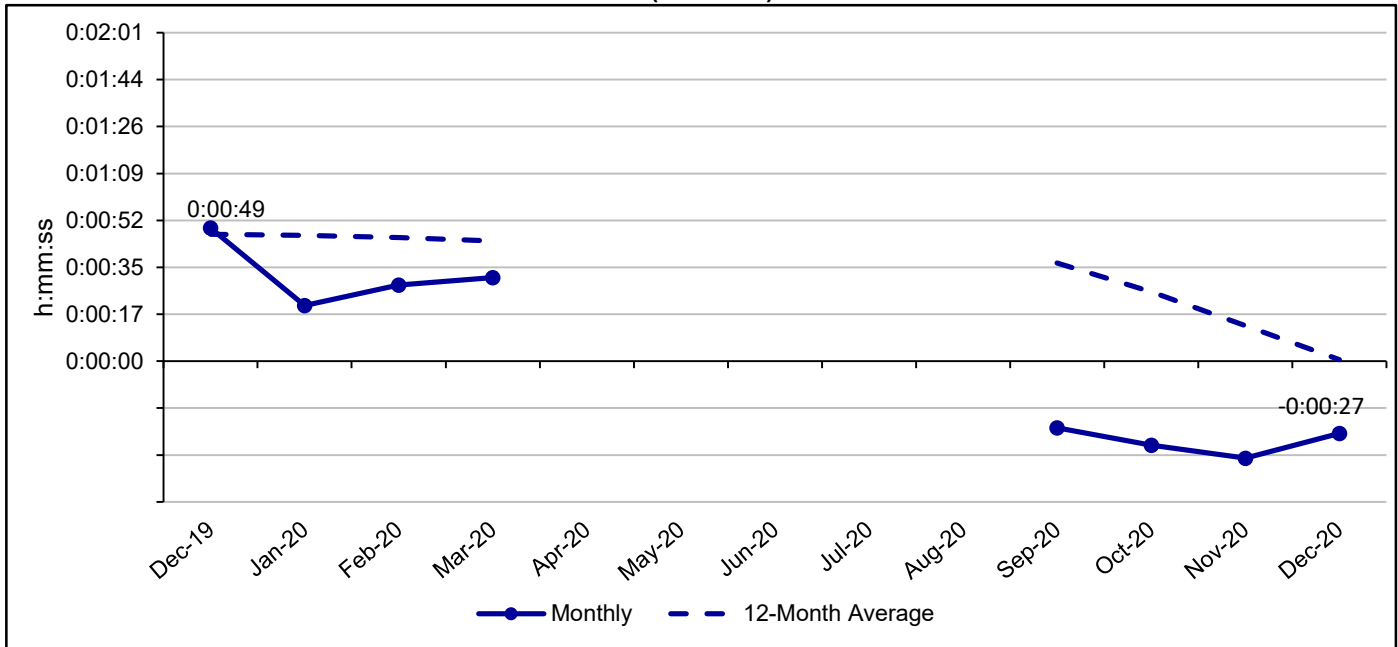
*Desired trend* 

<b><u>Borough</u></b>	<b><u>Dec 20</u></b>	<b><u>Dec 19</u></b>	<b><u>Change</u></b>
<b>Bronx</b>	<b>0:01:44</b>	<b>0:01:49</b>	<b>-0:00:05</b>
Local/Limited	0:01:45	0:01:49	-0:00:04
Select Bus Service	0:01:23	0:01:33	-0:00:10
Express	0:02:27	0:02:40	-0:00:13
<b>Brooklyn</b>	<b>0:02:13</b>	<b>0:01:58</b>	<b>+0:00:15</b>
Local/Limited	0:02:15	0:01:59	+0:00:16
Select Bus Service	0:01:49	0:01:35	+0:00:14
Express	0:02:39	0:02:24	+0:00:15
<b>Manhattan</b>	<b>0:01:13</b>	<b>0:01:20</b>	<b>-0:00:07</b>
Local/Limited	0:01:21	0:01:30	-0:00:09
Select Bus Service	0:00:58	0:01:02	-0:00:04
Express	N/A	N/A	N/A
<b>Queens</b>	<b>0:01:50</b>	<b>0:01:49</b>	<b>+0:00:01</b>
Local/Limited	0:01:51	0:01:51	0:00:00
Select Bus Service	0:01:23	0:01:17	+0:00:06
Express	0:02:13	0:02:08	+0:00:05
<b>Staten Island</b>	<b>0:02:23</b>	<b>0:02:16</b>	<b>+0:00:07</b>
Local/Limited	0:02:30	0:02:30	0:00:00
Select Bus Service	0:01:33	0:01:42	-0:00:09
Express	0:02:10	0:01:47	+0:00:23
<b>Systemwide</b>	<b>0:01:50</b>	<b>0:01:48</b>	<b>+0:00:02</b>
Local/Limited	0:01:54	0:01:52	+0:00:02
Select Bus Service	0:01:17	0:01:16	+0:00:01
Express	0:02:19	0:02:07	+0:00:12

Note: The metrics in this report are preliminary

## Additional Travel Time (4 a.m. - 11 p.m.) (h:mm:ss)

Desired trend




	Monthly			12-Month Average		
	Dec 20	Dec 19	Change	Dec 20	Dec 19	Change
<b>Bronx</b>	-0:00:07	0:00:58	-0:01:05	0:00:21	0:01:00	-0:00:39
<b>Brooklyn</b>	-0:00:16	0:00:48	-0:01:04	0:00:05	0:00:45	-0:00:40
<b>Manhattan</b>	-0:00:44	0:00:22	-0:01:06	-0:00:15	0:00:25	-0:00:40
<b>Queens</b>	-0:00:28	0:01:02	-0:01:30	0:00:02	0:00:55	-0:00:53
<b>Staten Island</b>	-0:02:07	0:00:36	-0:02:43	-0:01:13	0:00:19	-0:01:32
<b>Systemwide</b>	<b>-0:00:27</b>	<b>0:00:49</b>	<b>-0:01:16</b>	<b>0:00:01</b>	<b>0:00:47</b>	<b>-0:00:46</b>

### Additional Travel Time Discussion

- Additional Travel Time in December 2020 decreased by 1 minute and 16 seconds compared to December 2019, and decreased by 46 seconds on a 12-month average basis.
- Note that due to severe disruptions in ridership due to the Covid-19 pandemic, ATT was not available from April - August 2020.

Note: The metrics in this report are preliminary

**Additional Travel Time**  
**Monthly (4 a.m. - 11 p.m.)**  
(h:mm:ss)

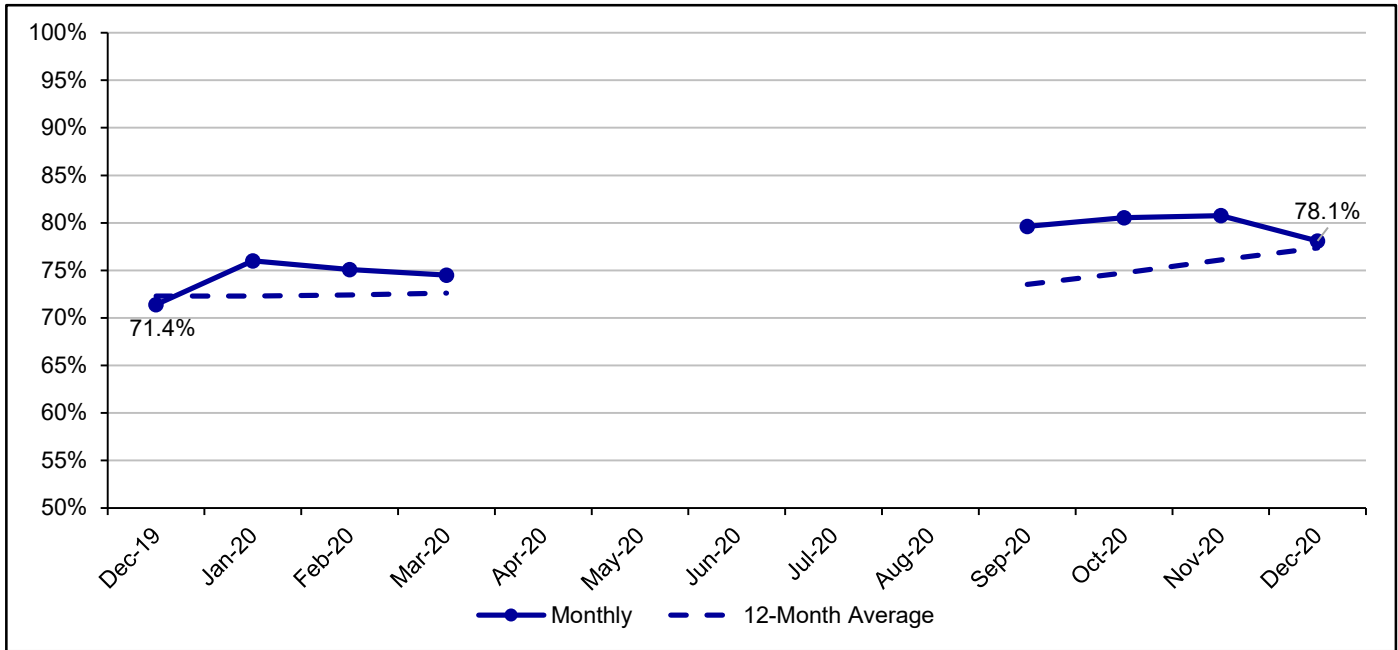
*Desired trend* 

<b><u>Borough</u></b>	<b><u>Dec 20</u></b>	<b><u>Dec 19</u></b>	<b><u>Change</u></b>
<b>Bronx</b>	<b>-0:00:07</b>	<b>0:00:58</b>	<b>-0:01:05</b>
Local/Limited	-0:00:06	0:00:51	-0:00:57
Select Bus Service	-0:00:07	0:01:08	-0:01:15
Express	-0:01:28	0:04:45	-0:06:13
<b>Brooklyn</b>	<b>-0:00:16</b>	<b>0:00:48</b>	<b>-0:01:04</b>
Local/Limited	-0:00:16	0:00:46	-0:01:02
Select Bus Service	0:00:14	0:01:01	-0:00:47
Express	-0:04:14	0:01:43	-0:05:57
<b>Manhattan</b>	<b>-0:00:44</b>	<b>0:00:22</b>	<b>-0:01:06</b>
Local/Limited	-0:00:42	0:00:29	-0:01:11
Select Bus Service	-0:00:48	0:00:09	-0:00:57
Express	N/A	N/A	N/A
<b>Queens</b>	<b>-0:00:28</b>	<b>0:01:02</b>	<b>-0:01:30</b>
Local/Limited	-0:00:29	0:00:57	-0:01:26
Select Bus Service	0:00:37	0:00:59	-0:00:22
Express	-0:03:47	0:04:53	-0:08:40
<b>Staten Island</b>	<b>-0:02:07</b>	<b>0:00:36</b>	<b>-0:02:43</b>
Local/Limited	-0:01:08	0:00:38	-0:01:46
Select Bus Service	-0:00:49	0:01:35	-0:02:24
Express	-0:07:43	0:00:09	-0:07:52
<b>Systemwide</b>	<b>-0:00:27</b>	<b>0:00:49</b>	<b>-0:01:16</b>
Local/Limited	-0:00:22	0:00:48	-0:01:10
Select Bus Service	-0:00:17	0:00:38	-0:00:55
Express	-0:05:03	0:02:15	-0:07:18

Note: The metrics in this report are preliminary

## Customer Journey Time Performance (4 a.m. - 11 p.m.)

Desired trend




	Monthly			12-Month Average		
	Dec 20	Dec 19	Change	Dec 20	Dec 19	Change
<b>Bronx</b>	77.4%	70.8%	+6.6%	75.7%	71.2%	+4.5%
<b>Brooklyn</b>	74.1%	70.1%	+4.0%	75.0%	71.1%	+3.9%
<b>Manhattan</b>	83.6%	77.3%	+6.3%	81.9%	76.9%	+5.0%
<b>Queens</b>	79.1%	70.4%	+8.7%	78.3%	71.9%	+6.4%
<b>Staten Island</b>	81.0%	67.8%	+13.2%	78.5%	70.1%	+8.4%
<b>Systemwide</b>	<b>78.1%</b>	<b>71.4%</b>	<b>+6.7%</b>	<b>77.4%</b>	<b>72.3%</b>	<b>+5.1%</b>

### Customer Journey Time Performance Discussion

- Customer Journey Time Performance in December 2020 increased by 6.7 percentage points to 78.1 percent compared to December 2019, and increased by 5.1 percentage points to 77.4 percent on a 12-month average basis.
- Note that due to severe disruptions in ridership due to the Covid-19 pandemic, CJTP was not available from April - August 2020.

Note: The metrics in this report are preliminary

## Customer Journey Time Performance Monthly

Desired trend 

<u>Borough</u>	<u>Dec 20</u>	<u>Dec 19</u>	<u>Change (Pts)</u>
<b>Bronx</b>	<b>77.4%</b>	<b>70.8%</b>	<b>+6.6%</b>
Local/Limited	77.5%	71.5%	+6.0%
Select Bus Service	77.9%	69.6%	+8.3%
Express	69.9%	47.1%	+22.8%
<b>Brooklyn</b>	<b>74.1%</b>	<b>70.1%</b>	<b>+4.0%</b>
Local/Limited	74.0%	70.1%	+3.9%
Select Bus Service	74.0%	71.7%	+2.3%
Express	78.5%	58.4%	+20.1%
<b>Manhattan</b>	<b>83.6%</b>	<b>77.3%</b>	<b>+6.3%</b>
Local/Limited	82.2%	74.8%	+7.4%
Select Bus Service	86.8%	81.9%	+4.9%
Express	N/A	N/A	N/A
<b>Queens</b>	<b>79.1%</b>	<b>70.4%</b>	<b>+8.7%</b>
Local/Limited	79.5%	70.9%	+8.6%
Select Bus Service	71.5%	71.1%	+0.4%
Express	77.0%	47.5%	+29.5%
<b>Staten Island</b>	<b>81.0%</b>	<b>67.8%</b>	<b>+13.2%</b>
Local/Limited	80.1%	69.1%	+11.0%
Select Bus Service	78.8%	66.1%	+12.7%
Express	86.5%	64.3%	+22.2%
<b>Systemwide</b>	<b>78.1%</b>	<b>71.4%</b>	<b>+6.7%</b>
Local/Limited	77.8%	71.2%	+6.6%
Select Bus Service	80.3%	75.9%	+4.4%
Express	79.8%	56.6%	+23.2%

Note: The metrics in this report are preliminary



## Section 2: Inputs to Operations

The metrics in this section address how NYCT provides service to its customers by measuring the reliability of bus performance and the impact of bus speed on operations.

### Performance Indicator Definitions

#### Mean Distance Between Failures (MDBF)

Mean Distance Between Failures (MDBF) reports how frequently mechanical problems such as engine failures or electrical malfunctions cause delays. It is calculated by dividing the number of miles buses run in service by the number of incidents due to mechanical problems.

MDBF numbers include weekdays and weekends. This borough and trip-type combinations (Chart 10) are reported as a 12-month average.

#### Bus Speeds

Bus speeds measure how quickly buses travel along their routes. The average end-to-end speed is the total distance traveled along a route divided by the total time, using bus GPS data.

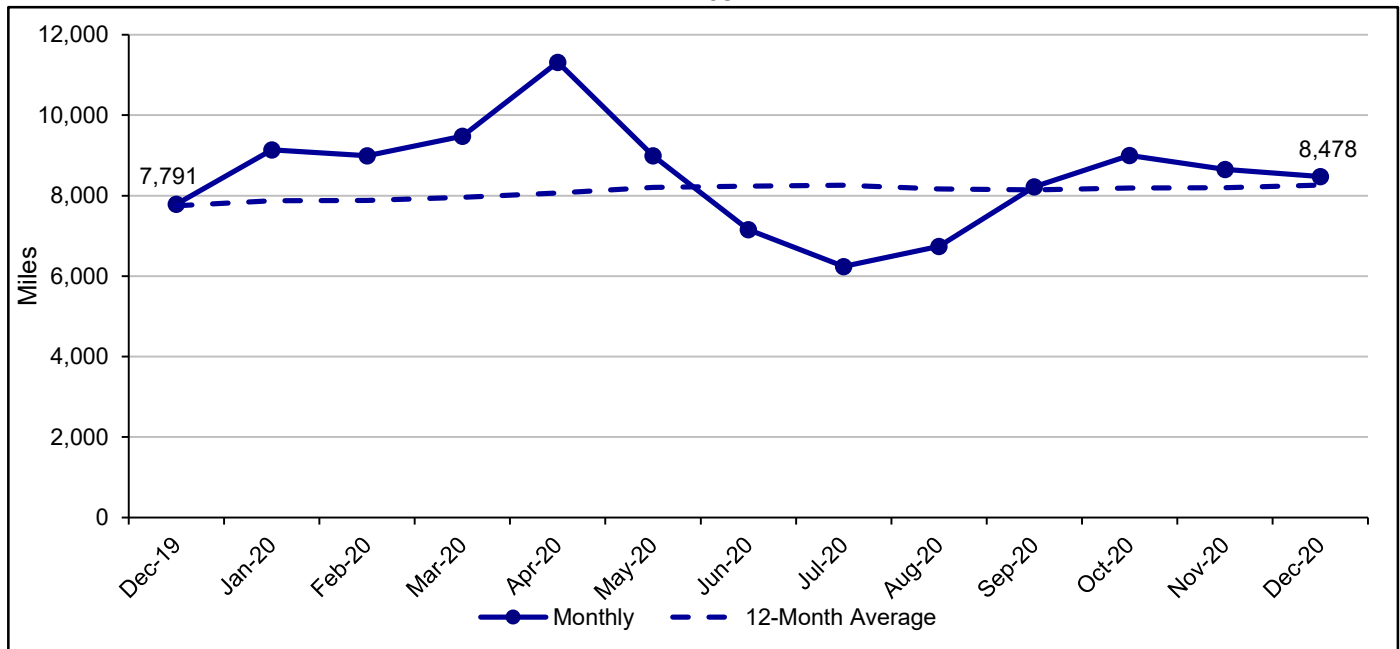
Note: The metrics in this report are preliminary

## Mean Distance Between Failures

(24 Hours)

Miles

Desired trend



	Monthly			12-Month Average		
	Dec 20	Dec 19	% Change	Dec 20	Dec 19	% Change
<b>Bronx</b>	6,543	6,550	-0.1%	6,074	6,051	+0.4%
<b>Brooklyn</b>	8,504	7,607	+11.8%	8,635	8,689	-0.6%
<b>Manhattan</b>	4,981	5,055	-1.5%	5,392	4,459	+20.9%
<b>Queens</b>	8,377	7,164	+16.9%	8,179	7,332	+11.5%
<b>Staten Island</b>	32,039	24,315	+31.8%	25,379	21,387	+18.7%
<b>Systemwide</b>	<b>8,478</b>	<b>7,791</b>	<b>+8.8%</b>	<b>8,263</b>	<b>7,749</b>	<b>+6.6%</b>

### Mean Distance Between Failures Discussion

- Mean Distance Between Failures in December 2020 increased by 8.8 percent to 8,478 miles compared to December 2019, and increased by 6.6 percent to 8,263 miles on a 12-month average basis.

Note: The metrics in this report are preliminary

**Mean Distance Between Failures**  
**12 Month Rolling Average (24 Hours)**  
Miles

Desired trend

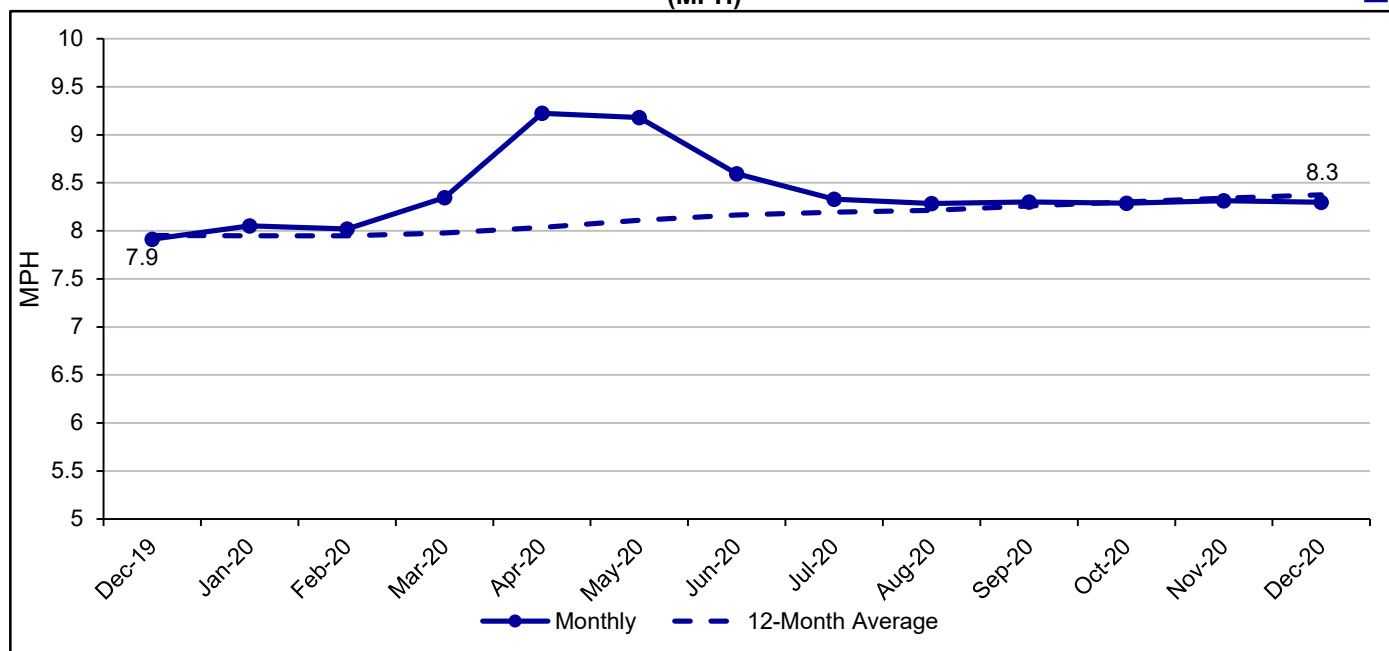


<b><u>Borough</u></b>	<b><u>Dec 20</u></b>	<b><u>Dec 19</u></b>	<b><u>% Change</u></b>
<b>Bronx</b>	<b>6,074</b>	<b>6,051</b>	<b>+0.4%</b>
Local/Limited	5,254	5,226	+0.5%
Select Bus Service	8,270	12,033	-31.3%
Express	10,874	9,846	+10.4%
<b>Brooklyn</b>	<b>8,635</b>	<b>8,689</b>	<b>-0.6%</b>
Local/Limited	8,395	8,523	-1.5%
Select Bus Service	10,549	11,278	-6.5%
Express	10,854	9,028	+20.2%
<b>Manhattan</b>	<b>5,392</b>	<b>4,459</b>	<b>+20.9%</b>
Local/Limited	4,693	3,873	+21.2%
Select Bus Service	9,384	8,575	+9.4%
Express	N/A	N/A	N/A
<b>Queens</b>	<b>8,179</b>	<b>7,332</b>	<b>+11.5%</b>
Local/Limited	7,878	7,209	+9.3%
Select Bus Service	7,936	8,644	-8.2%
Express	10,119	7,409	+36.6%
<b>Staten Island</b>	<b>25,379</b>	<b>21,387</b>	<b>+18.7%</b>
Local/Limited	26,112	21,688	+20.4%
Select Bus Service	19,944	19,348	+3.1%
Express	25,426	21,295	+19.4%
<b>Systemwide</b>	<b>8,263</b>	<b>7,749</b>	<b>+6.6%</b>
Local/Limited	7,342	6,952	+5.6%
Select Bus Service	9,415	9,870	-4.6%
Express	14,343	11,786	+21.7%

Note: The metrics in this report are preliminary

## Bus Speeds (24 Hours) (MPH)

Desired trend



	Monthly			12-Month Average		
	Dec 20	Dec 19	% Change	Dec 20	Dec 19	% Change
<b>Bronx</b>	7.7	7.4	+4.3%	7.7	7.4	+4.6%
<b>Brooklyn</b>	7.5	7.1	+6.0%	7.6	7.1	+6.6%
<b>Manhattan</b>	6.4	5.9	+9.1%	6.5	5.9	+10.6%
<b>Queens</b>	9.4	8.8	+6.8%	9.5	8.8	+7.4%
<b>Staten Island</b>	14.2	13.5	+5.8%	14.2	13.7	+3.2%
<b>Systemwide</b>	<b>8.3</b>	<b>7.9</b>	<b>+4.9%</b>	<b>8.4</b>	<b>8.0</b>	<b>+5.3%</b>

### Speed Discussion

- Bus Speeds in December 2020 increased by 4.9 percent to 8.3 mph compared to December 2019, and increased by 5.3 percent to 8.4 mph on a 12-month average basis.

Note: The metrics in this report are preliminary

**Bus Speeds**  
**Monthly (24 Hours)**  
**MPH**

*Desired trend* 

<b><u>Borough</u></b>	<b><u>Dec 20</u></b>	<b><u>Dec 19</u></b>	<b><u>% Change</u></b>
<b>Bronx</b>	<b>7.7</b>	<b>7.4</b>	<b>+4.3%</b>
Local/Limited	7.1	6.8	+4.8%
Select Bus Service	9.0	8.5	+6.0%
Express	12.5	11.2	+11.7%
<b>Brooklyn</b>	<b>7.5</b>	<b>7.1</b>	<b>+6.0%</b>
Local/Limited	7.3	6.8	+6.7%
Select Bus Service	8.7	8.5	+1.9%
Express	13.9	12.0	+15.9%
<b>Manhattan</b>	<b>6.4</b>	<b>5.9</b>	<b>+9.1%</b>
Local/Limited	6.1	5.6	+9.6%
Select Bus Service	7.4	6.8	+8.9%
Express	N/A	N/A	N/A
<b>Queens</b>	<b>9.4</b>	<b>8.8</b>	<b>+6.8%</b>
Local/Limited	9.1	8.5	+7.2%
Select Bus Service	11.8	11.1	+6.4%
Express	14.5	12.6	+14.8%
<b>Staten Island</b>	<b>14.2</b>	<b>13.5</b>	<b>+5.8%</b>
Local/Limited	12.5	11.7	+7.0%
Select Bus Service	15.1	14.2	+6.4%
Express	18.4	16.4	+12.1%
<b>Systemwide</b>	<b>8.3</b>	<b>7.9</b>	<b>+4.9%</b>
Local/Limited	7.9	7.4	+6.0%
Select Bus Service	9.4	8.8	+6.1%
Express	14.9	13.4	+10.6%

Note: The metrics in this report are preliminary

## Section 3: Legacy Indicators

The metrics in this section have been shared with the public for many years. While less reflective of the customer experience, they are included here for continuity purposes.

### Performance Indicator Definitions

#### Wait Assessment

Wait Assessment (WA) measures how evenly buses are spaced at selected timepoints along each route. It is defined as the percentage of actual intervals between buses that are no more than three minutes over the scheduled interval for the morning (7-9am) and afternoon (4-7pm) peak periods and no more than five minutes over the scheduled interval for the rest of the day. This measure provides a percentage of buses passing the standard, but it does not account for extra service operated, it is not weighted to how many customers are waiting for buses at different stops, it does not distinguish between relatively minor gaps in service and major delays, and it is not a true measurement of time customers spend waiting at stops.

#### Bus Mean Distance Between Service Interruptions

Bus Mean Distance Between Service Interruptions is the average distance traveled by a bus between all delays and/or inconveniences to customers within a 12-month period. All road calls caused by both mechanical and non-mechanical failures are included.

#### Bus Percentage of Completed Trips

Bus Percentage of Completed Trips is the percent of trips completed system wide for the 12-month period. The sytemwide metric is the combined results of NYCT Bus and MTA Bus.

#### Bus AM Weekday Pull Out Performance

Bus AM Weekday Pull Out Performance is the percent of required buses and operators available in the AM peak period. The sytemwide metric is the combined results of NYCT Bus and MTA Bus.

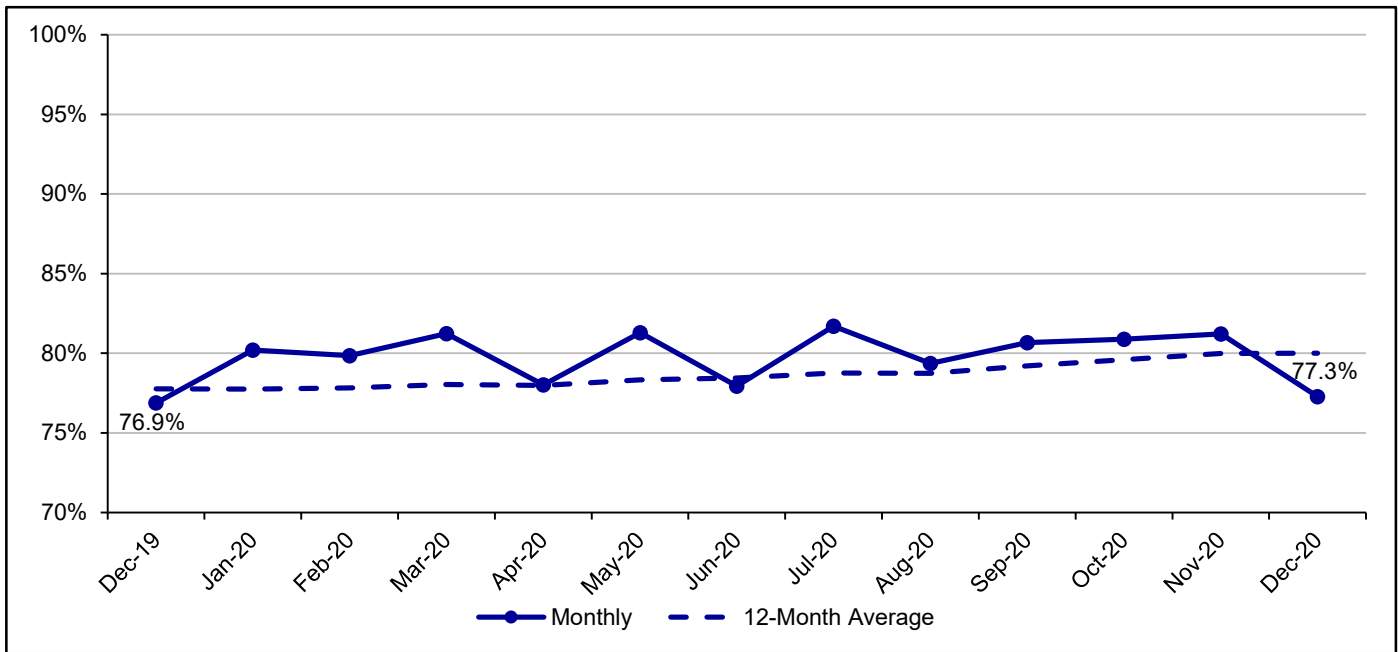
#### Bus PM Weekday Pull Out Performance

Bus PM Weekday Pull Out Performance is the percent of required buses and operators available in the PM peak period. The sytemwide metric is the combined results of NYCT Bus and MTA Bus.

Note: The metrics in this report are preliminary

# Wait Assessment


Desired trend



	Monthly			12-Month Average		
	Dec 20	Dec 19	Change	Dec 20	Dec 19	Change
<b>Bronx</b>	77.8%	75.6%	+2.2%	79.9%	76.5%	+3.4%
<b>Brooklyn</b>	73.1%	75.4%	-2.3%	76.7%	76.1%	+0.6%
<b>Manhattan</b>	81.5%	77.7%	+3.8%	81.0%	77.6%	+3.4%
<b>Queens</b>	77.9%	77.7%	+0.2%	81.9%	79.1%	+2.8%
<b>Staten Island</b>	78.5%	80.0%	-1.5%	81.9%	81.1%	+0.8%
<b>Systemwide</b>	<b>77.3%</b>	<b>76.9%</b>	<b>+0.4%</b>	<b>80.0%</b>	<b>77.8%</b>	<b>+2.2%</b>

Note: The metrics in this report are preliminary

## Wait Assessment Monthly


Desired trend 

<u>Borough</u>	<u>Dec 20</u>	<u>Dec 19</u>	<u>Change (Pts)</u>
<b>Bronx</b>	<b>77.8%</b>	<b>75.6%</b>	<b>+2.2%</b>
Local/Limited	77.4%	75.3%	+2.1%
Select Bus Service	78.3%	74.8%	+3.5%
Express	85.0%	80.5%	+4.5%
<b>Brooklyn</b>	<b>73.1%</b>	<b>75.4%</b>	<b>-2.3%</b>
Local/Limited	73.0%	75.4%	-2.4%
Select Bus Service	76.2%	78.5%	-2.3%
Express	75.9%	74.6%	+1.3%
<b>Manhattan</b>	<b>81.5%</b>	<b>77.7%</b>	<b>+3.8%</b>
Local/Limited	81.0%	77.0%	+4.0%
Select Bus Service	85.7%	82.2%	+3.5%
Express	N/A	N/A	N/A
<b>Queens</b>	<b>77.9%</b>	<b>77.7%</b>	<b>+0.2%</b>
Local/Limited	77.8%	77.6%	+0.2%
Select Bus Service	80.1%	82.5%	-2.4%
Express	83.3%	80.6%	+2.7%
<b>Staten Island</b>	<b>78.5%</b>	<b>80.0%</b>	<b>-1.5%</b>
Local/Limited	78.4%	79.9%	-1.5%
Select Bus Service	81.3%	77.2%	+4.1%
Express	78.3%	81.5%	-3.2%
<b>Systemwide</b>	<b>77.3%</b>	<b>76.9%</b>	<b>+0.4%</b>
Local/Limited	76.9%	76.6%	+0.3%
Select Bus Service	82.2%	80.5%	+1.7%
Express	80.6%	80.0%	+0.6%

Note: The metrics in this report are preliminary



## Bus Mean Distance Between Service Interruptions

Desired trend 

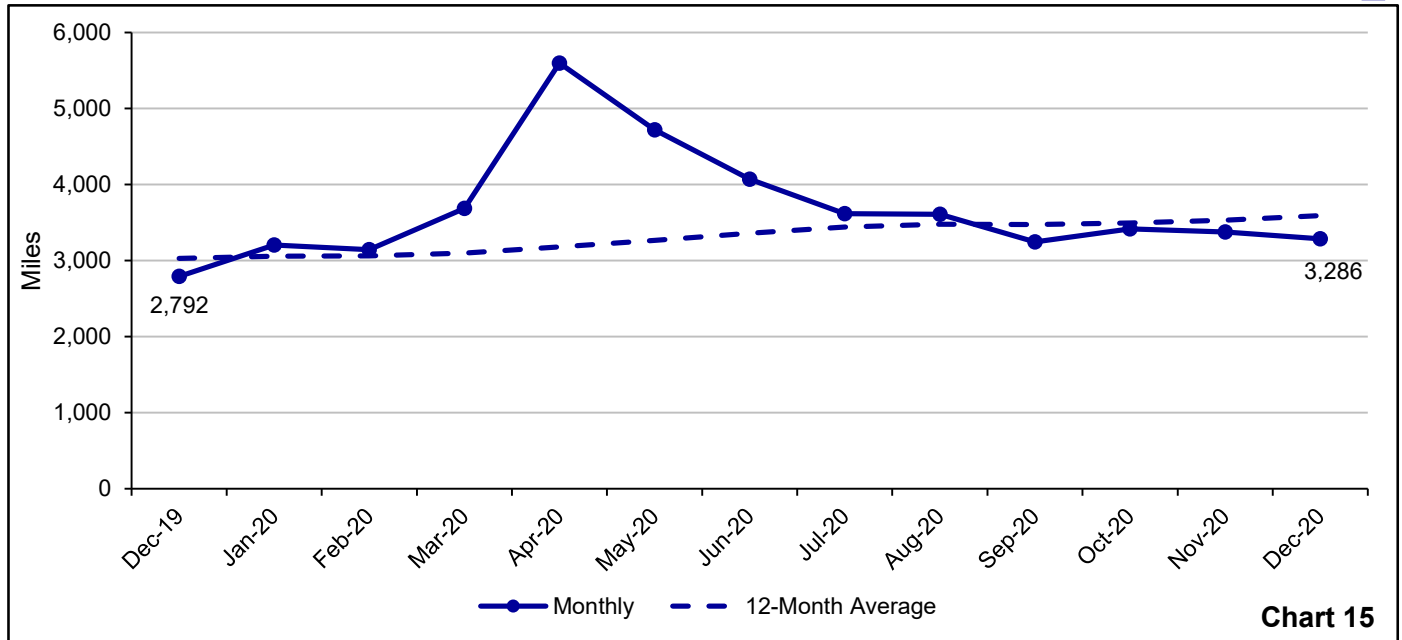


Chart 15

	Monthly			12-Month Average		
	Dec 20	Dec 19	% Change	Dec 20	Dec 19	% Change
<b>Systemwide</b>	3,286	2,792	+17.7%	3,592	3,029	+18.6%

## Bus Percentage of Completed Trips

Desired trend 

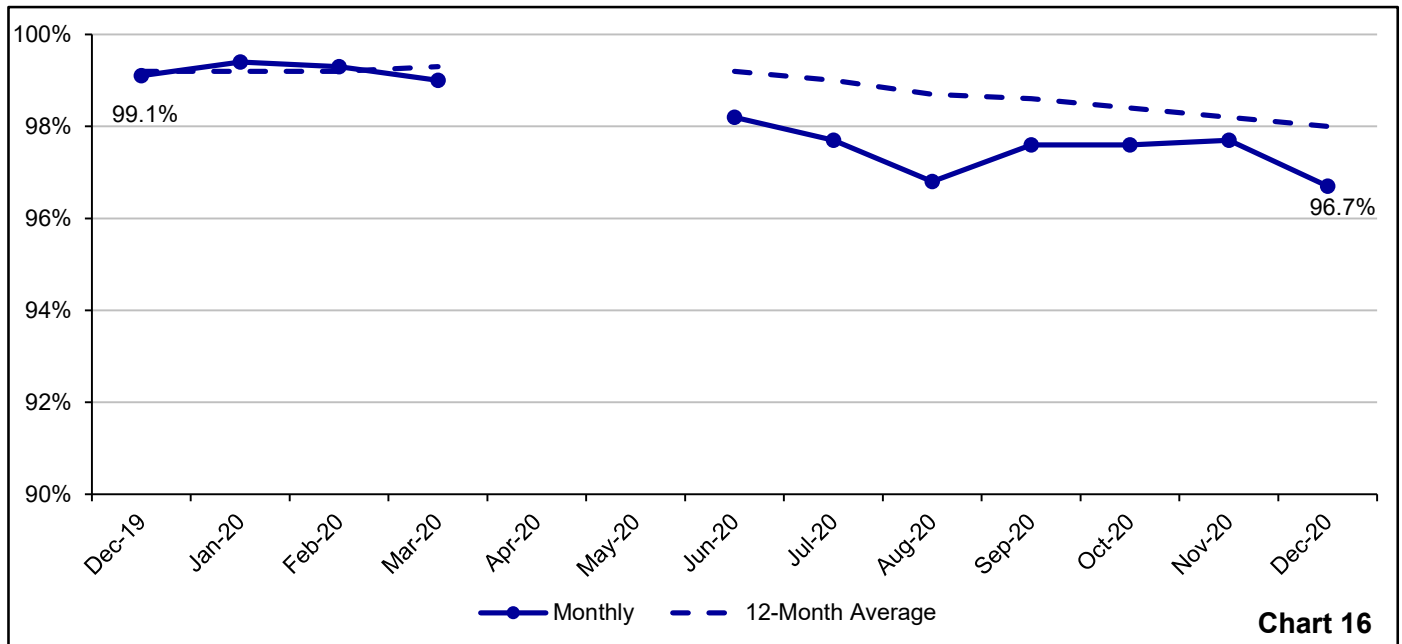



Chart 16

	Monthly			12-Month Average		
	Dec 20	Dec 19	Change	Dec 20	Dec 19	Change
<b>Systemwide</b>	96.7%	99.1%	-2.4%	98.0%	99.2%	-1.2%

- Due to data processing issues related to the COVID-19 outbreak, April and May 2020 Completed Trips are not available.

Note: The metrics in this report are preliminary

## Bus AM Weekday Pull Out Performance

Desired trend 

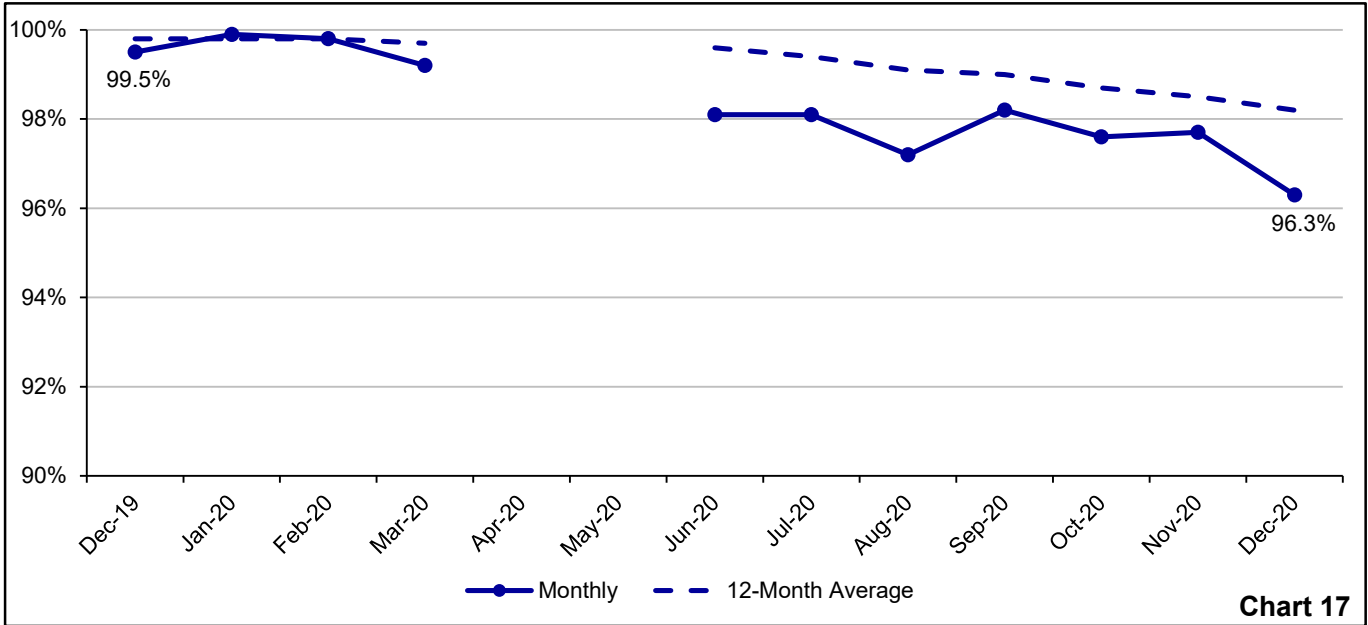


Chart 17

Systemwide	Monthly			12-Month Average		
	Dec 20	Dec 19	Change	Dec 20	Dec 19	Change
	96.3%	99.5%	-3.2%	98.2%	99.8%	-1.6%

## Bus PM Weekday Pull Out Performance

Desired trend 

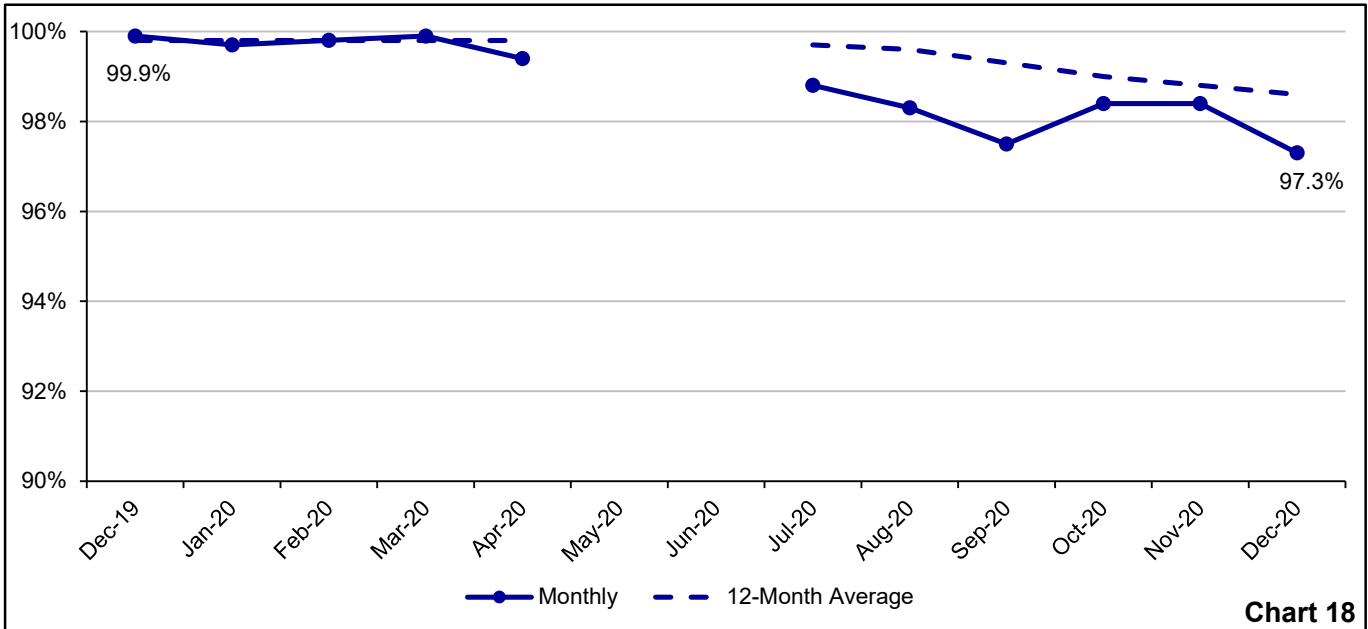


Chart 18

Systemwide	Monthly			12-Month Average		
	Dec 20	Dec 19	Change	Dec 20	Dec 19	Change
	97.3%	99.9%	-2.6%	98.6%	99.8%	-1.2%

- Due to data processing issues related to the COVID-19 outbreak, April and May 2020 AM and PM Pull Out Performance are not available.

Note: The metrics in this report are preliminary



# Customer Service Report: Paratransit

**Craig Cipriano**, President, MTA Bus Company/  
Senior Vice President, NYCT Department of Buses

## January 2021 Highlights: Paratransit

Paratransit weekday trips remain steady at 70% of pre-pandemic levels, even as COVID-19 numbers continue to grow. As service has increased, performance has remained stable. On-Time Performance has exceeded the goals for both the 30-Minute and 15-Minute windows. Average trip duration or ride time continues to remain low (29 minutes) in November. Max ride time performance for both Primary and Broker remain at 99%.

Last month Paratransit reopened a third assessment center in the Bronx to support the return to a more regular eligibility process. Like the centers in Manhattan and Staten Island, the Bronx assessment center is operating at 25% (pre-pandemic) capacity to maintain proper social distancing.

Last month Paratransit reopened a third assessment center in the Bronx to support the return to a more regular eligibility process. Like the centers in Manhattan and Staten Island, the Bronx assessment center is operating at 25% (pre-pandemic) capacity to maintain proper social distancing.

On January 19, 2021, we resumed fare collection on all Paratransit vehicles. The cash fare had been suspended since March 2020 due to the pandemic. We notified our Paratransit customers of this change through email, text alert, automated announcements on the Paratransit phone line, social media, and outreach events, along with posters on Paratransit vehicles.

I also want to thank our Paratransit team for their efforts during the December snowstorm, ensuring our customers were always kept informed of conditions and traveled safely and comfortably during the storm. The Winter 2020/2021 "On The Move" newsletter has been published and can be accessed online at <https://new.mta.info/document/25971>.

We look forward to another year of working together to promote accessibility.

**Craig Cipriano**

President, MTA Bus Company/

Senior Vice President, NYCT Department of Buses

# Paratransit Report

Statistical results for the month of November 2020 are shown below.

Paratransit Operations - Monthly Operations Report Service Indicators							
Category	Performance Indicator	Current Month: November 2020			12-Month Average		
		This Year	Last Year	% Change	This Year	Last Year	% Change
Ridership	Total Trips Completed*	483,143	698,291	-30.8%	461,699	667,820	-30.9%
	Total Ridership	657,656	953,588	-31.0%	616,454	905,788	-31.9%
On-Time Performance	Pick-up Primary 30 Minute	98.0%	96.0%	+2.0%	97.6%	96.1%	+1.5%
	Pick-up Primary 15 Minute	92.0%	87.0%	+5.0%	89.8%	87.2%	+2.7%
	Pick-up Broker 30 Minute	98.0%	96.0%	+2.0%	97.7%	95.2%	+2.5%
	Pick-up Broker 15 Minute	92.0%	85.0%	+7.0%	90.8%	84.8%	+6.0%
	Appointment OTP Trips Primary - 30 Min Early to <1 Late (On-Time)*	n/a	47.0%	n/a	46.0%	46.0%	0.0%
	Appointment OTP Trips Primary - Early*	n/a	44.0%	n/a	47.0%	46.1%	+0.9%
	Appointment OTP Trips Broker - 30 Min Early to <1 Late (On-Time)*	n/a	34.0%	n/a	31.7%	34.4%	-2.8%
	Appointment OTP Trips Broker - Early*	n/a	55.0%	n/a	61.3%	54.9%	+6.4%
Ride Time	Ride Time Variance Performance: Actual Trip Duration vs. Planned Trip Duration - At or Better Than Plan	87.0%	81.0%	+6.0%	85.7%	79.4%	+6.3%
	Average Actual Trip Duration in Minutes	28	38	-26.3%	30	40	-23.7%
	Max Ride Time Performance Primary	99.0%	98.0%	+1.0%	98.9%	97.8%	+1.1%
	Max Ride Time Performance Broker	99.0%	98.0%	+1.0%	99.0%	97.8%	+1.2%
Customer Experience	Frequent Rider Experience Primary*	n/a	75.0%	n/a	76.3%	74.1%	+2.3%
	Frequent Rider Experience Broker*	n/a	70.0%	n/a	70.0%	69.7%	+0.3%
Provider No-Shows	Provider No-Shows per 1,000 Schedule Trips Primary	0.76	1.16	-34.5%	0.66	1.41	-53.1%
	Provider No-Shows per 1,000 Schedule Trips Broker	0.45	1.16	-61.2%	0.73	1.45	-49.9%
Customer Complaints	Passenger Complaints - Transportation Service Quality Per 1000 Completed Trips	1.4	2.5	-44.0%	1.8	2.8	-37.1%
	Passenger Complaints - Non-Transportation Service Quality Per 1000 Completed Trips	0.9	1.9	-52.6%	1.2	2.1	-42.6%
Call Center	Percent of Calls Answered	95.0%	96.0%	-1.0%	96.8%	95.7%	+1.2%
	Average Call Answer Speed in Seconds	58	51	+13.7%	40	59	-31.4%
Eligibility	Total Registrants	161,284	161,784	-0.3%	162,257	157,059	+3.3%

\*NOTE: November service saw significant changes due to the COVID-19 Pandemic. While full service has been provided throughout the pandemic, November saw a reduction in demand along with a reduction in traffic conditions. To further promote the safety of our customers and operators, shared ride service was also suspended. As a result, appointment time booking of trips would have led to excessively early drop offs and has been temporarily suspended. Customers can still book trips with a pickup time.

Note: 1) The percentage comparisons are the percentage point change instead of the percentage change.  
2) Trip data and resulting metrics are preliminary and subject to adjustments.

# PARATRANSIT PERFORMANCE INDICATOR DEFINITIONS

## Ridership by Provider Type

Total Trips is the count of trips provided to registered Access-A-Ride clients in a given month. Total Ridership includes the count of personal care attendants (PCAs) and guests who join clients on the trips. Ridership is presented by the type of provider:

- 1) **Primary** providers are the blue and white Access-A-Ride branded vehicles, operated by contractors. They provide service with lift and ramp-equipped vans.
- 2) **Brokers** provide for-hire vehicles (FHV), metered taxis, and some wheelchair accessible vehicles.
- 3) **E-Hails** provide web or app-based trip booking and furnish FHV and metered taxis, including wheelchair accessible vehicles (WAVs).
- 4) **Street Hails** are services provided by the traditional FHV, or yellow or green taxis for customers that Access-A-Ride authorized for customer reimbursement.
- 5) **All Others** are mostly services provided by local car services or livery providers in Staten Island, otherwise known as the Voucher Program. This service has been replaced by Enhanced Broker Service since November 2019.

## On-Time Performance for Primary and Broker Providers

**Pick-up OTP** compares actual to promised pick-up time. It is measured on both 15-minute and 30-minute windows. Access-A-Ride's goal is that no less than 94% of all trips arrive at the pick-up location no more than 30 minutes after the promised time, and that no less than 85% of all trips arrive at the pick-up location no more than 15 minutes after the promised time.

**Drop-off OTP** compares actual to customer-requested drop-off time for trips scheduled with an appointment time. Such trips comprise about half of Access-A-Ride's service plan. An on-time trip is one that arrives at the drop-off location no more than 30 minutes early, and no later than the appointment time.

## Provider No-Shows Per 1,000 Scheduled Trips for Primary and Broker Providers

The Provider No-Show rate measures the frequency with which primary providers do not arrive at the pick-up location within 30 minutes of the promised time and the trip is not provided. For broker providers, customers can call for replacement service after 15 minutes.

## Ride Time Performance for Primary and Broker Providers

Ride Time measures customer trip duration in three different ways:

**Actual vs Scheduled** presents travel time variance.

**Average Travel Time** presents the average actual trip duration by trip distance category.

**Max Ride Time Performance** presents the percentage of trips performed within Access-A-Ride's established max ride time standards.

0 up to 3 miles: max ride time is 50 minutes
>3 up to 6 miles: max ride time is 65 minutes
>6 up to 9 miles: max ride time is 95 minutes
>9 up to 12 miles: max ride time is 115 minutes
>12 up to 14 miles: max ride time is 135 minutes
>14 miles: max ride time is 155 minutes

# PARATRANSIT PERFORMANCE INDICATOR DEFINITIONS

## Customer Experience

Customer Experience measures trip results against multiple standards. Trip experience is counted as positive if all of the following standards are met:

- **Pick-up OTP:** actual pick-up time is 30 minutes or less past the promise time.
- **Drop-off OTP:** for trips scheduled with a specific drop-off time, drop-off is no more than 30 minutes early and no later than the requested time.
- **Max Ride Time:** actual trip duration is within max ride time standards established by Access-A-Ride.
- **Provider No-Show:** trip does not result in a provider no-show.

## Customer Complaints Per 1,000 Completed Trips

Customers can comment on Access-A-Ride service quality by phone, writing, and website. The number of complaints is measured as a rate per 1,000 completed trips.

Transportation Service Quality measures service delivery, which covers complaints about no-shows, lateness, long ride durations, drivers and vehicles. Access-A-Ride's goal is 3.0 or fewer Transportation Service Quality complaints per 1,000 trips.

Non-Transportation Service Quality measures complaints about the reservation process, eligibility certification experience, customer service agent helpfulness and politeness, and all other complaints. Access-A-Ride's goal is 1.0 or fewer Non-Transportation Service Quality complaints per 1,000 trips.

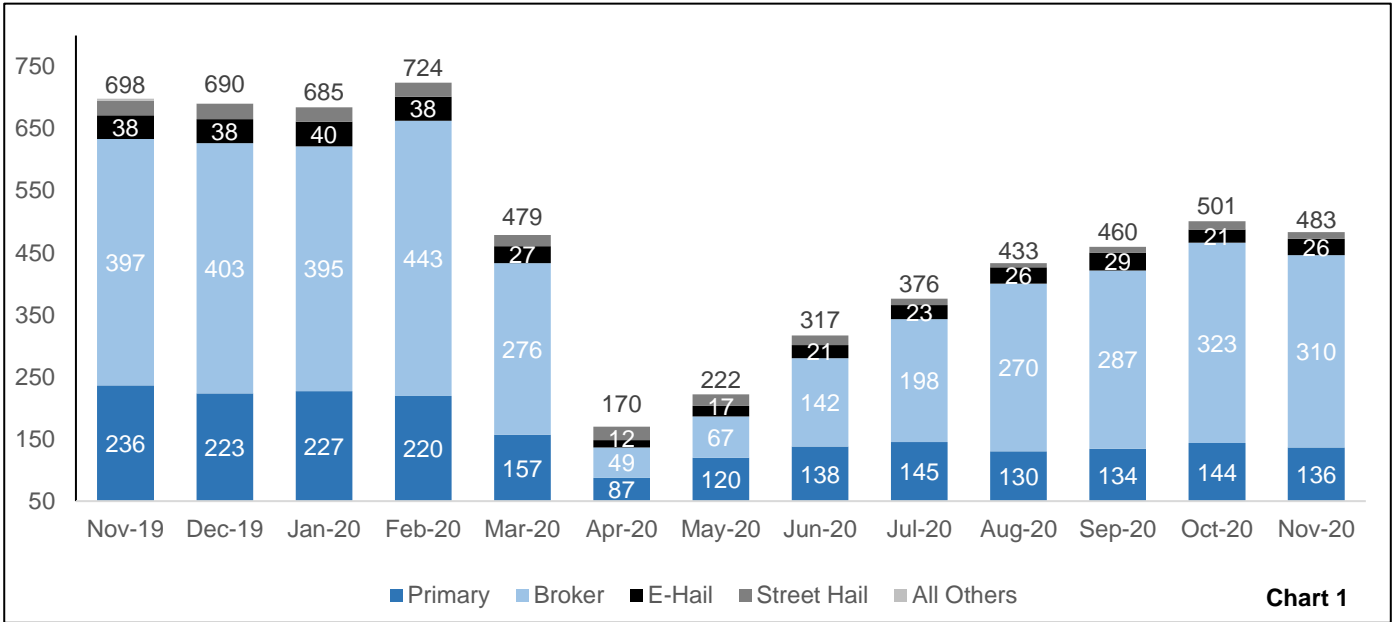
The phone number customers call to make complaints and other comments is the same familiar number they use for reservations. Access-A-Ride reviews all complaints received and works to resolve all specific customer concerns.

## Call Center

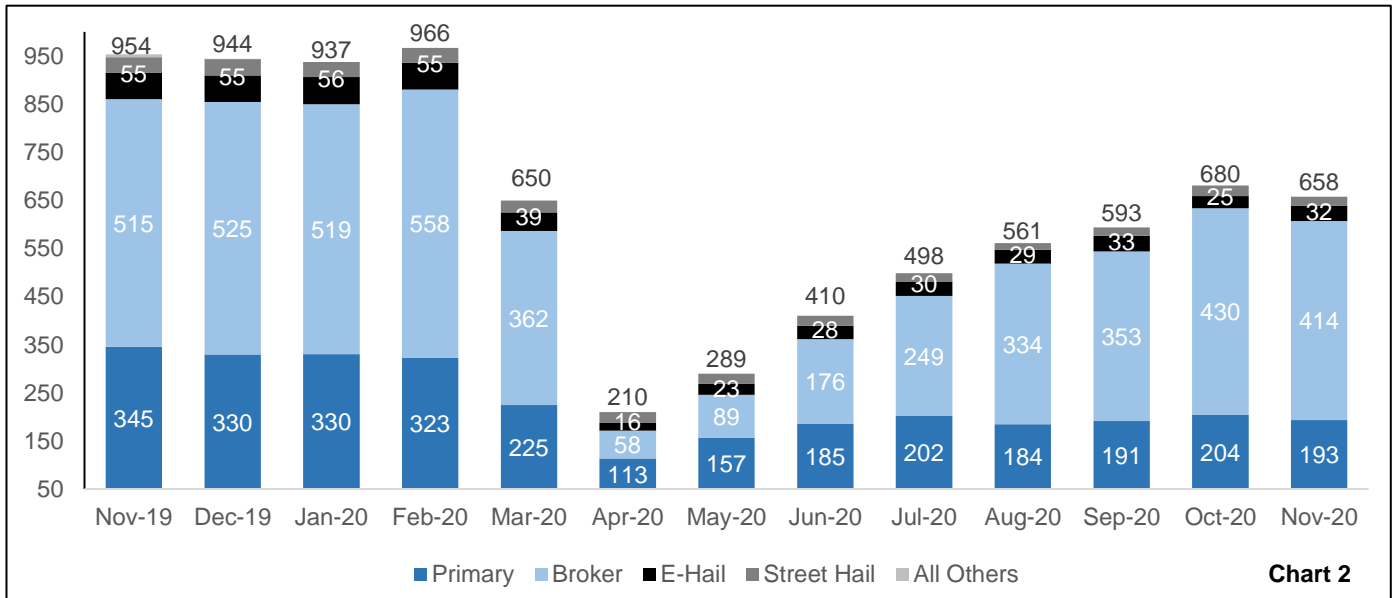
Access-A-Ride Call Center performance is measured as the percent of calls that are answered and the average speed with which those calls are answered. The call center handles reservation and day-of service status calls from customers.

The goal for percent of calls answered is 95% and the goal for average answer speed is 60 seconds.

## Total Trips



## Total Ridership



### Total Trips Discussion

- Total Trips in November 2020 decreased by 18K (or 3.5%) when compared to October 2020, and decreased by 215K (or 30.8%) when compared to November 2019.

### Total Ridership Discussion

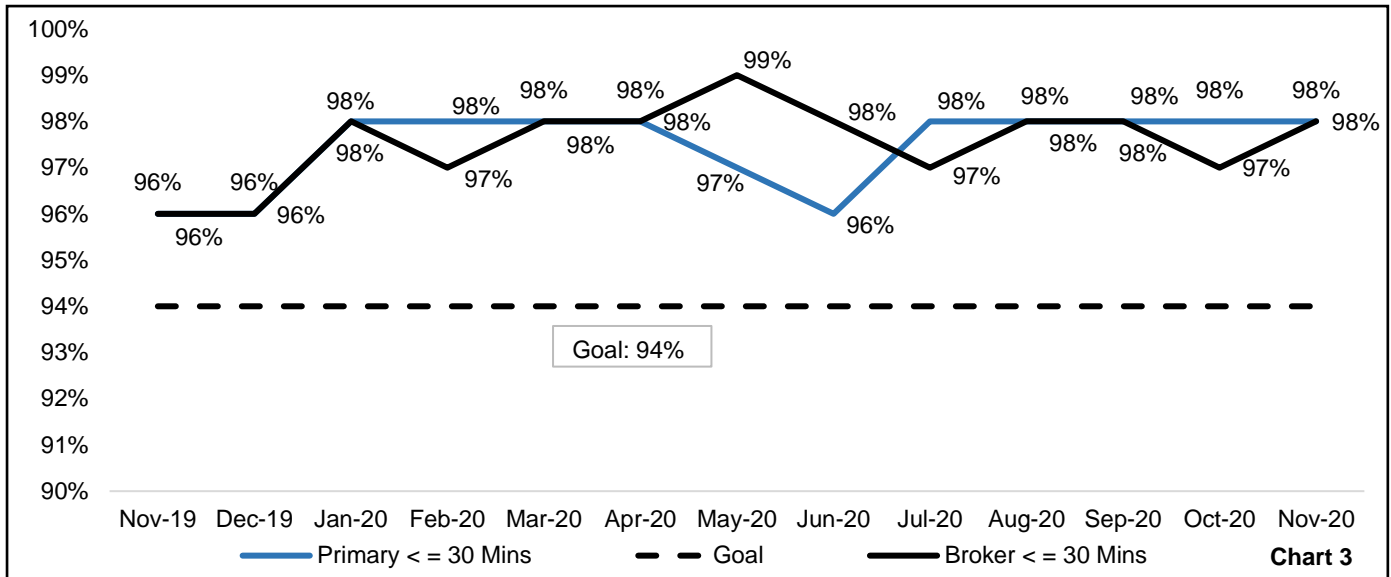
- Total Ridership in November 2020 decreased by 23K (or 3.3%) when compared to October 2020, and decreased by 296K (or 31%) when compared to November 2019.

Note: Monthly totals may not be exact due to rounding.



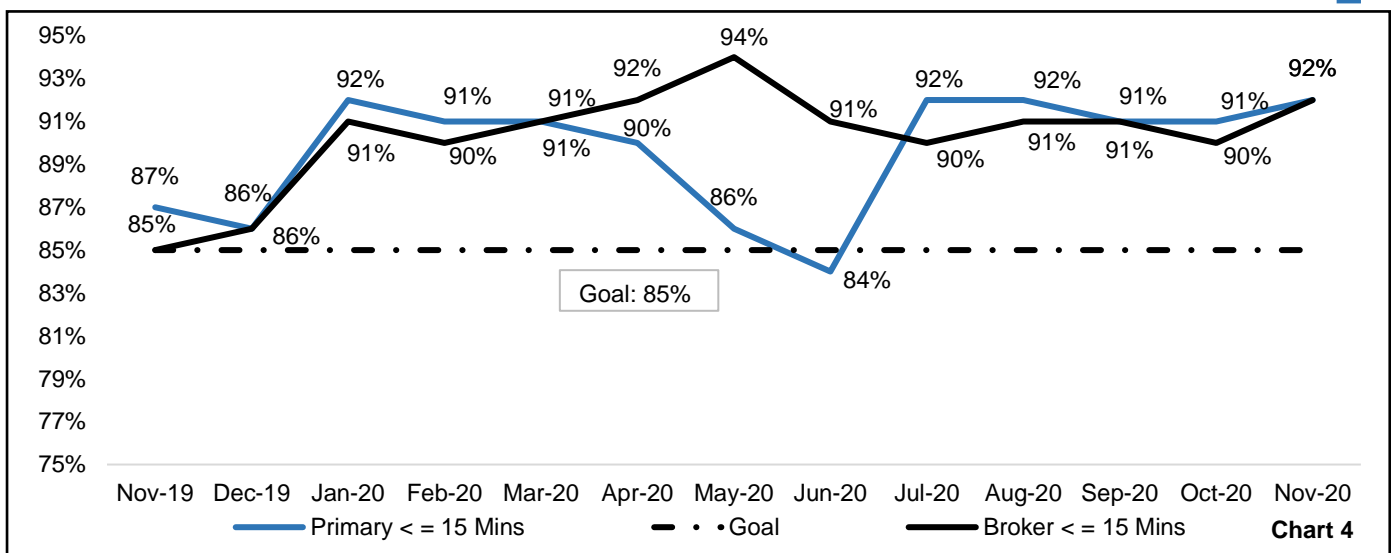
## OTP <= 30 Minutes Primary and Broker

Desired trend 



## OTP <= 15 Minutes Primary and Broker

Desired trend 



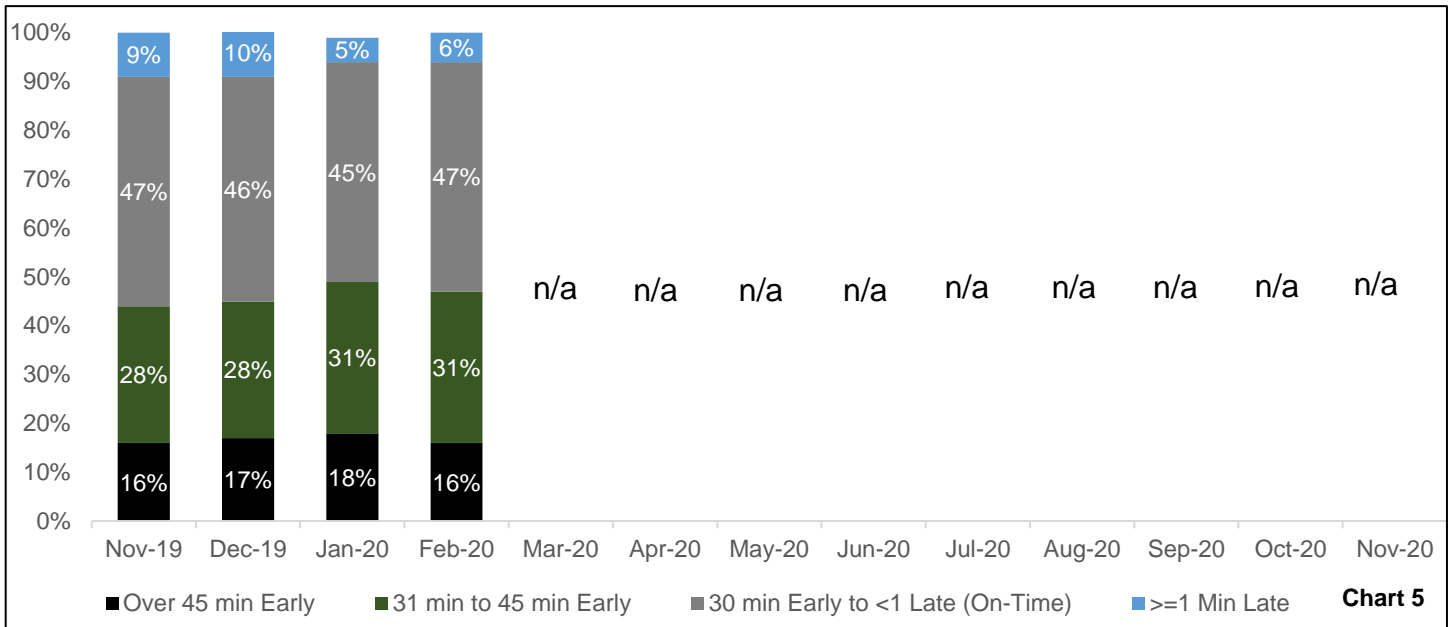
### <= 30 Minutes Pick Up On-Time Performance Discussion

- November 2020 Primary 30 minute P/U, OTP result of 98% remained flat when compared to October 2020, and improved by 2 percentage points when compared to November 2019.
- November 2020 Broker 30 minute P/U, OTP result of 98% improved by 1 percentage point when compared to October 2020, and improved by 2 percentage points when compared to November 2019.

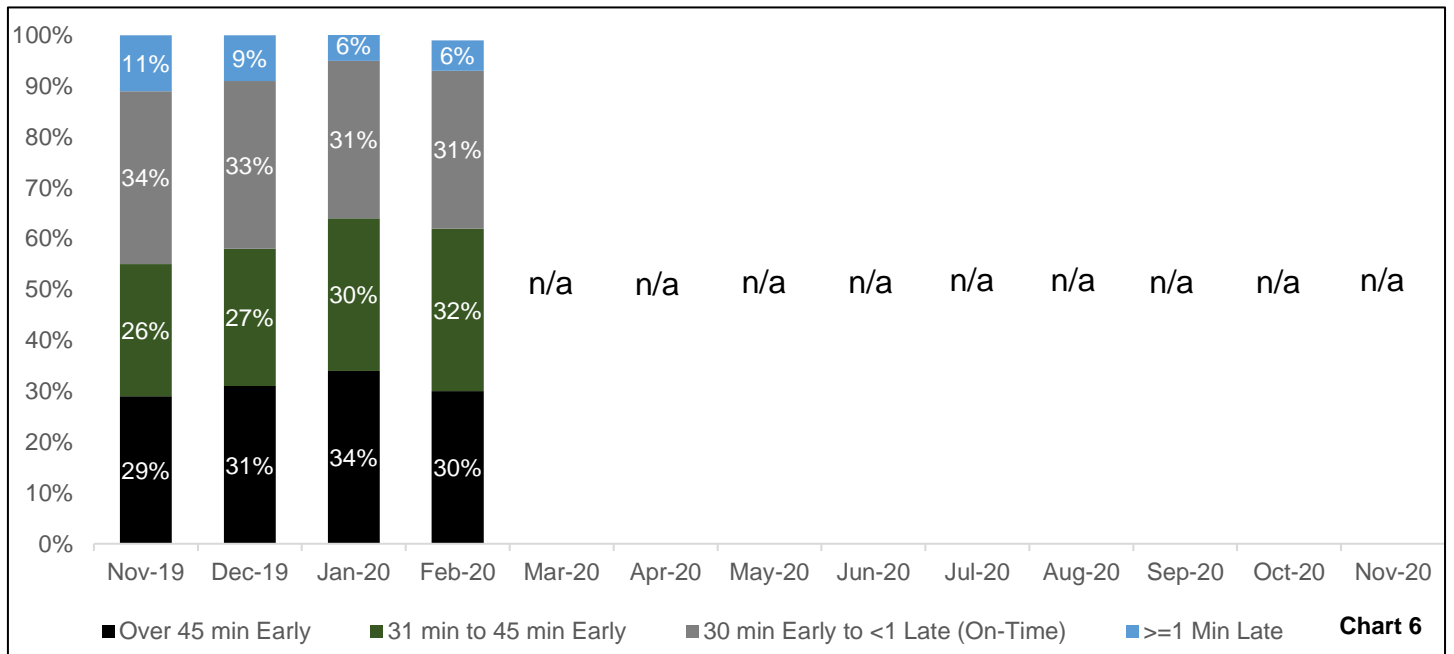
### <= 15 Minutes Pick Up On-Time Performance Discussion

- November 2020 Primary 15 minute P/U, OTP result of 92% improved by 1 percentage point when compared to October 2020, and improved by 5 percentage points when compared to November 2019.
- November 2020 Broker 15 minute P/U, OTP result of 92% improved by 2 percentage points when compared to October 2020, and improved by 7 percentage points when compared to November 2019.

## Primary Drop Off On-Time Performance On Appointment Trips



## Broker Drop Off On-Time Performance On Appointment Trips

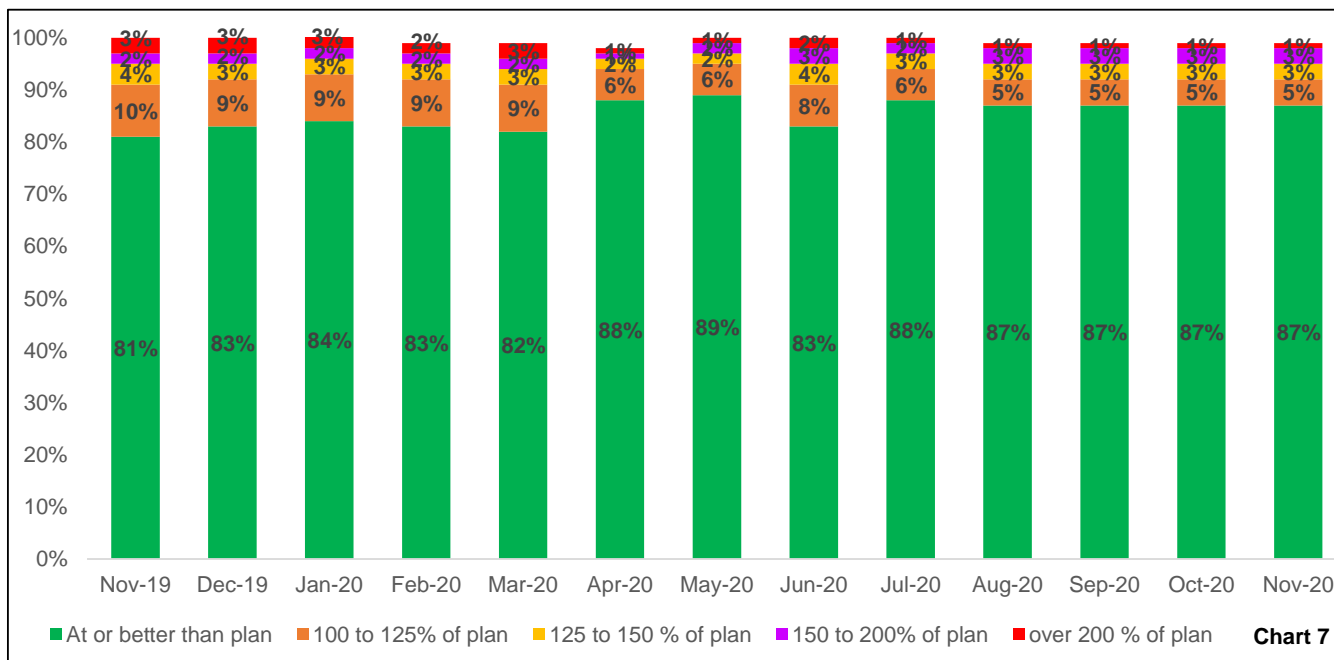


### Primary and Broker Drop Off On-Time Performance On Appointment Trips Discussion

- November service continued to show significant changes due to the COVID-19 Pandemic including temporary suspension of appointment time. Appointment time booking of trips would have led to excessively early drop offs due to reductions in traffic and suspension of shared rides. As a result, the Appointment Trips metrics are not provided this month.

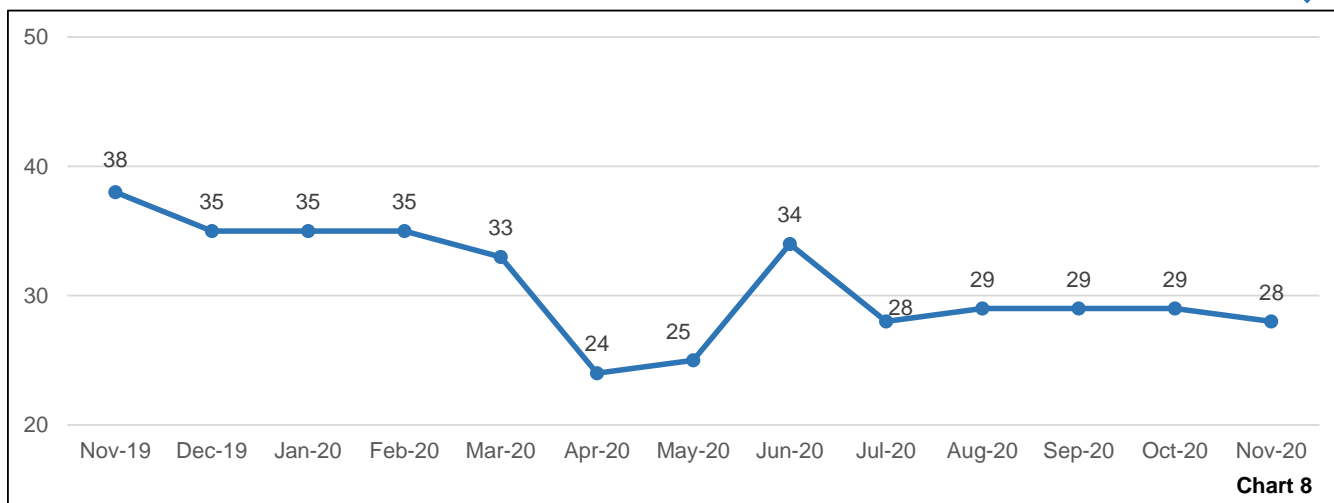
Note: Monthly totals may not be exact due to rounding.

## Ride Time Variance Performance: Actual Trip Duration vs. Planned Trip Duration



## Average Actual Trip Duration in Minutes

Desired trend



### Ride Time Variance Performance: Actual Trip Duration vs. Planned Trip Duration Discussion

- 87% of trips in November 2020 performed within the scheduled time or better which remained flat when compared to October 2020, and improved by 6 percentage points when compared to November 2019.

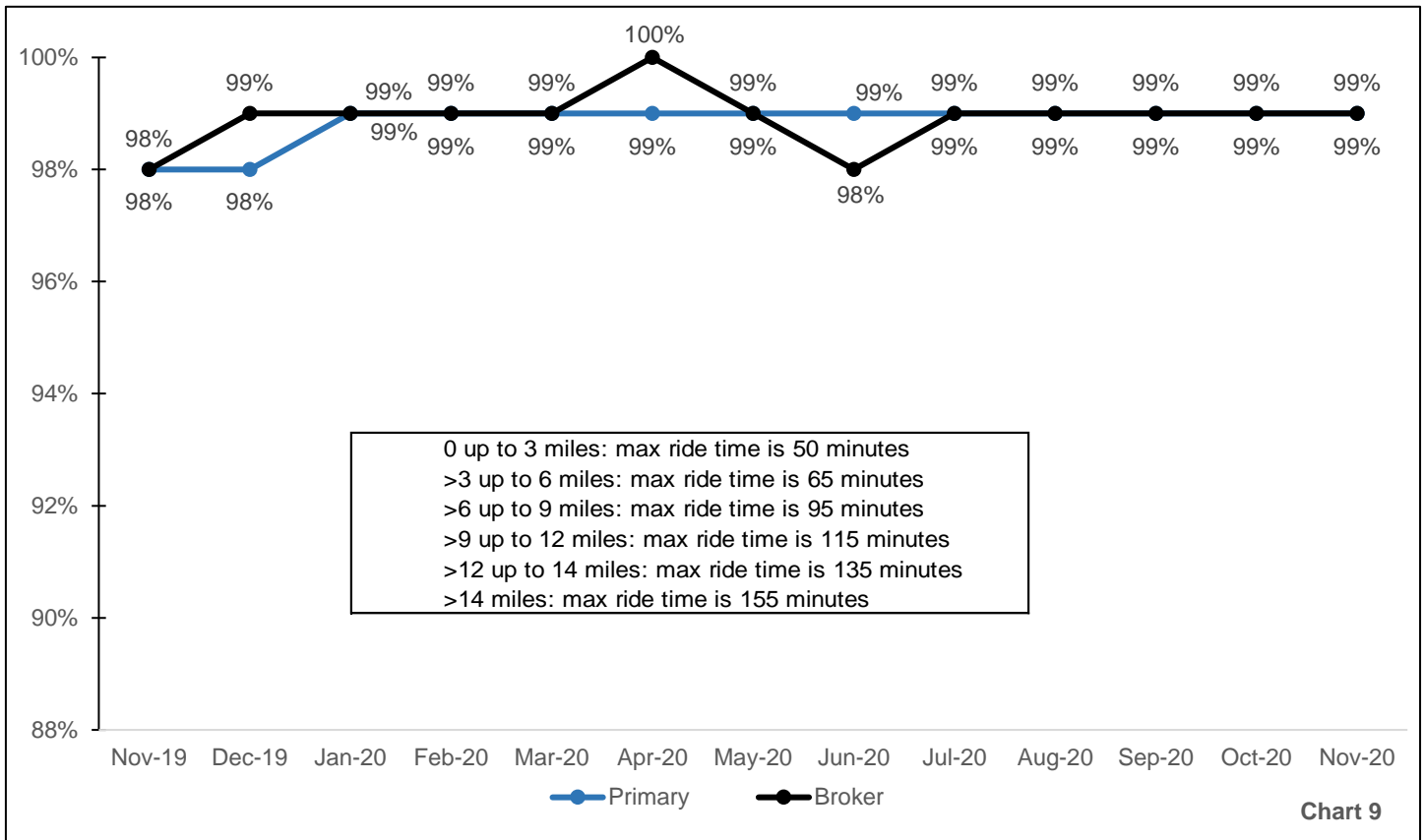
### Average Actual Trip Duration in Minutes Discussion

- Actual Trip Duration in November 2020 improved by 1 min (or 3.4%) when compared to October 2020, and improved by 10 minutes (or 26.3%) when compared to November 2019.

Note: Percentages may not be exact due to rounding.

# Max Ride Time Performance

Desired trend 

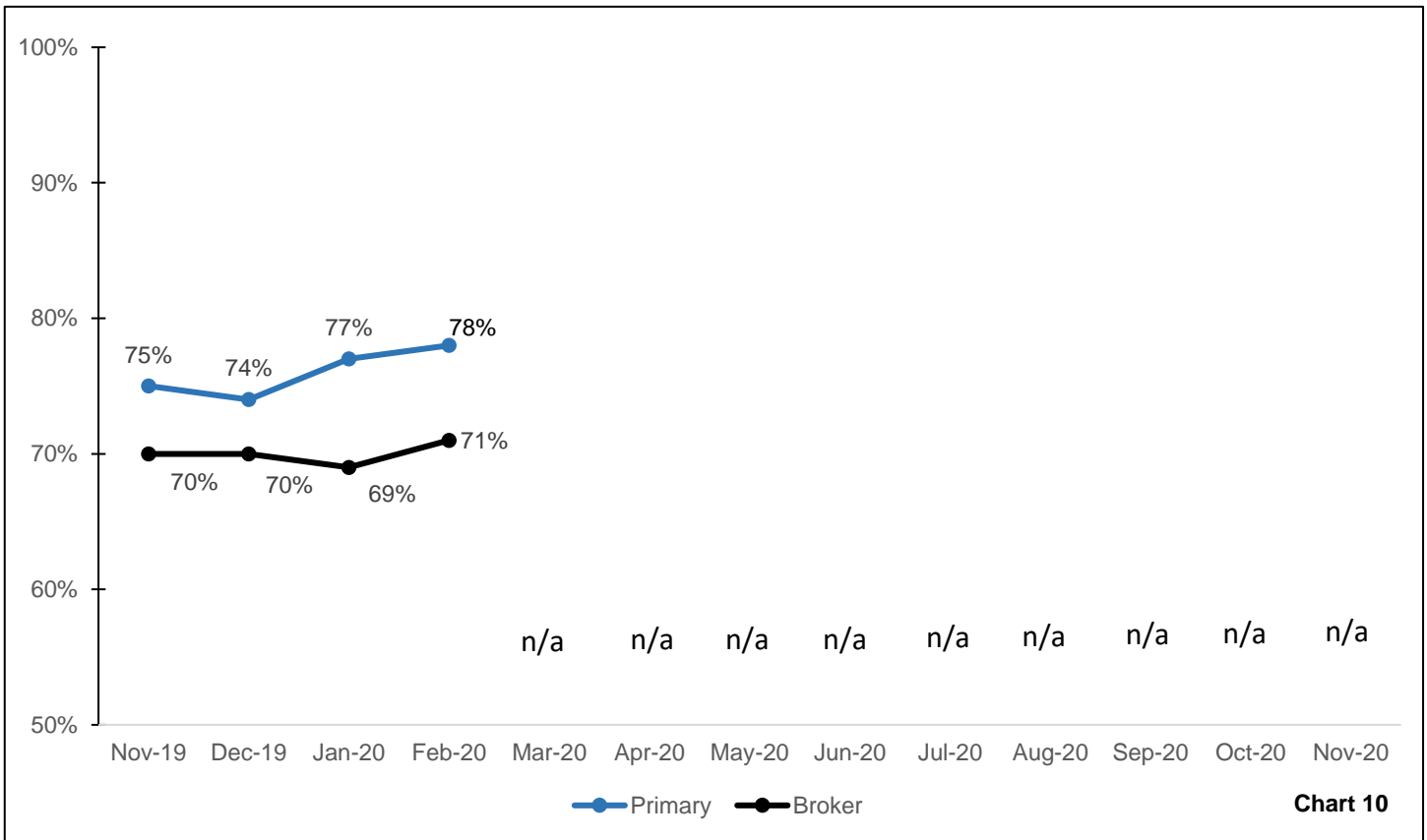


## Max Ride Time Performance Discussion

- In the month of November 2020, 99% of Primary trips were completed within the Max Ride Time parameters. Performance remained flat when compared to October 2020, and improved by 1 percentage point when compared to November 2019.
- In the month of November 2020, 99% of Broker trips were completed within the Max Ride Time parameters. Performance remained flat when compared to October 2020, and improved by 1 percentage point when compared to November 2019.

# Customer Experience Performance

Desired trend 

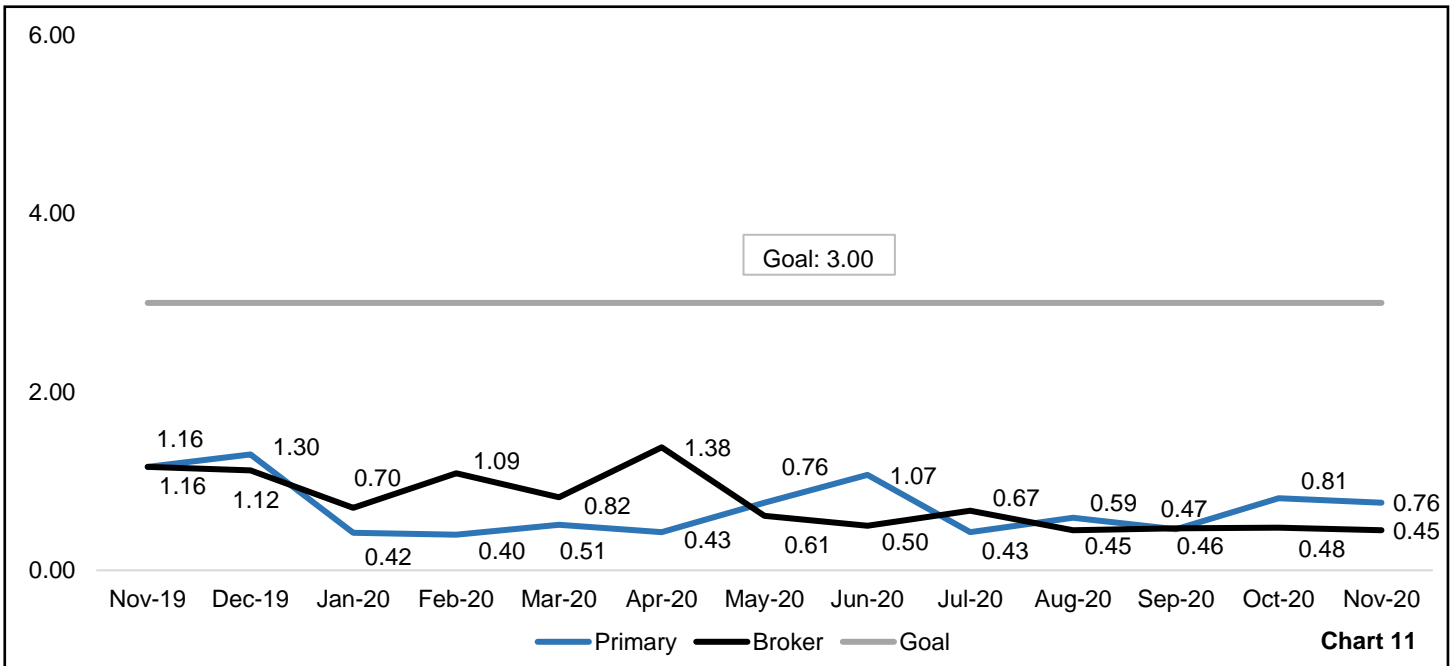


## Customer Experience Performance Discussion

- Customer Experience depends on trip results against multiple standards including Drop-off On-Time performance for appointment time booked trips. In November, appointment time booking of trips was temporarily suspended due to the COVID-19 Pandemic. As a result, the Customer Experience metric cannot be calculated in a comparative way and is not provided this month.

## Provider No Shows Per 1,000 Scheduled Trips

Desired trend

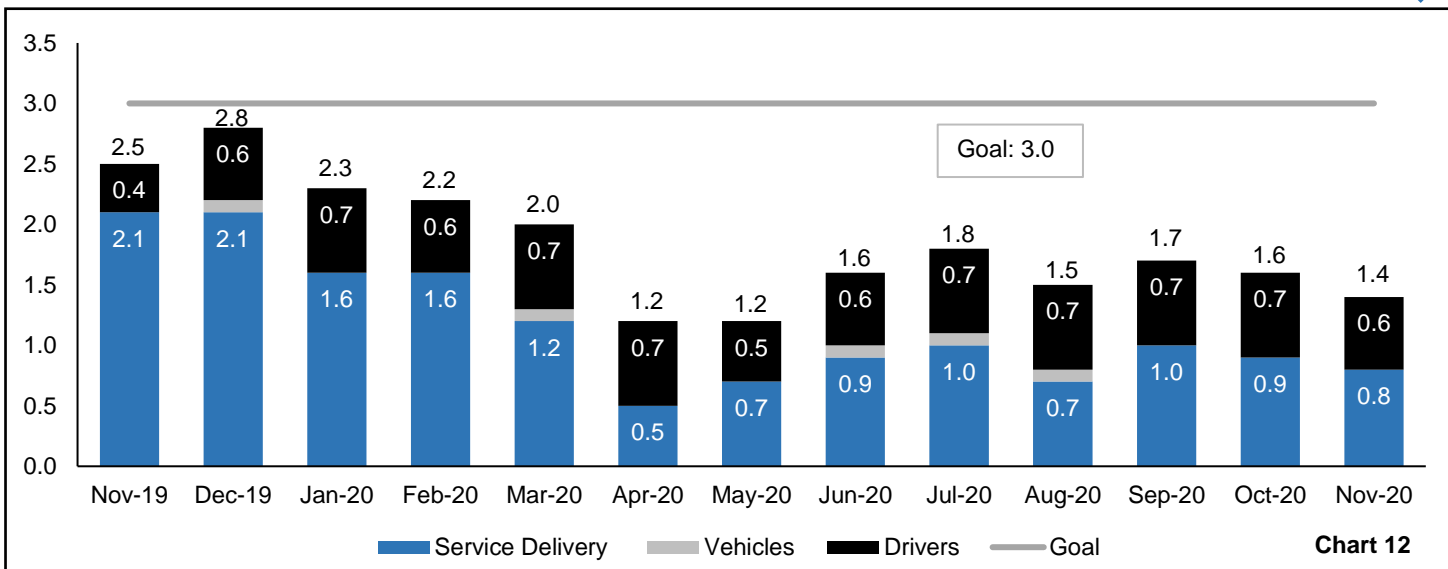


### Provider No Shows Per 1000 Scheduled Trips Discussion

- Primary No-Shows improved by 0.05 per 1,000 trips (or 6.2%) in November 2020 when compared to October 2020, and improved by 0.40 per 1,000 trips (or 34.5%) when compared to the same month last year.
- Broker No-Shows improved by 0.03 per 1,000 trips (or 6.3%) in November 2020 when compared to October 2020, and improved by 0.71 per 1,000 trips (or 61.2%) when compared to the same month last year.

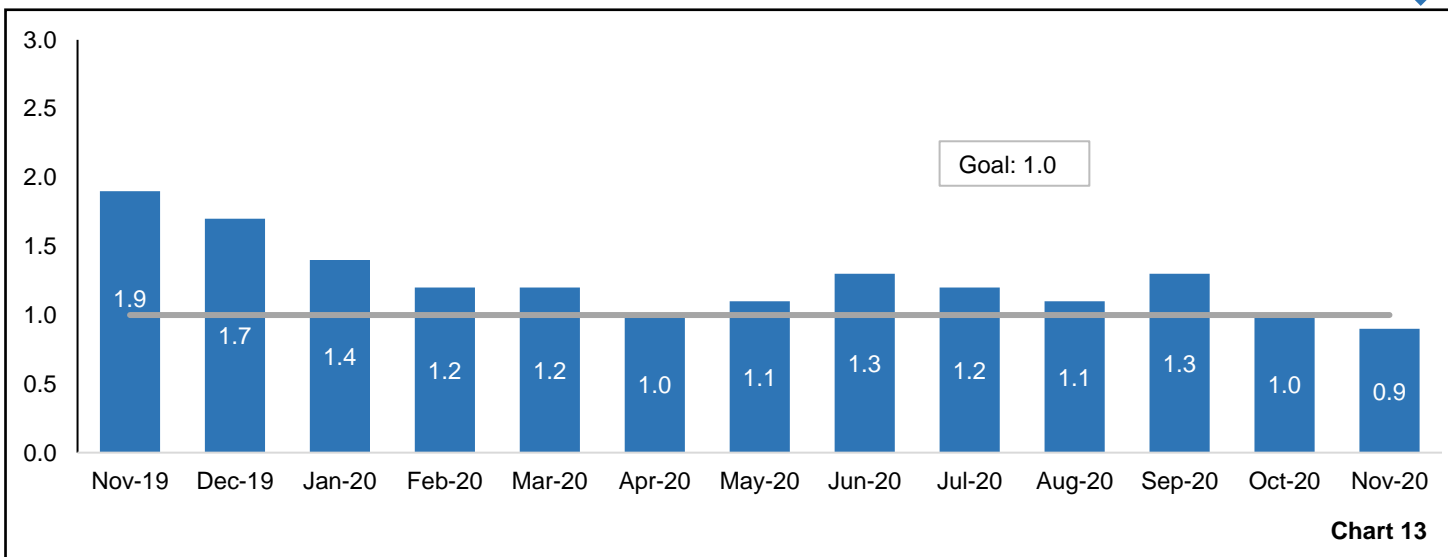
### Passenger Complaints Related to Transportation Service Quality Per 1,000 Completed Trips

Desired trend



### Passenger Complaints Related to Non-Transportation Service Quality Per 1,000 Completed Trips

Desired trend



#### Passenger Complaints Related to Transportation Service Quality Per 1,000 Completed Trips Discussion

- The total Passenger Complaints related to Transportation Service improved by 0.2 per 1,000 trips (or 12.5%) in November 2020 when compared to October 2020, and improved by 1.1 per 1,000 trips (or 44%) when compared to November 2019.

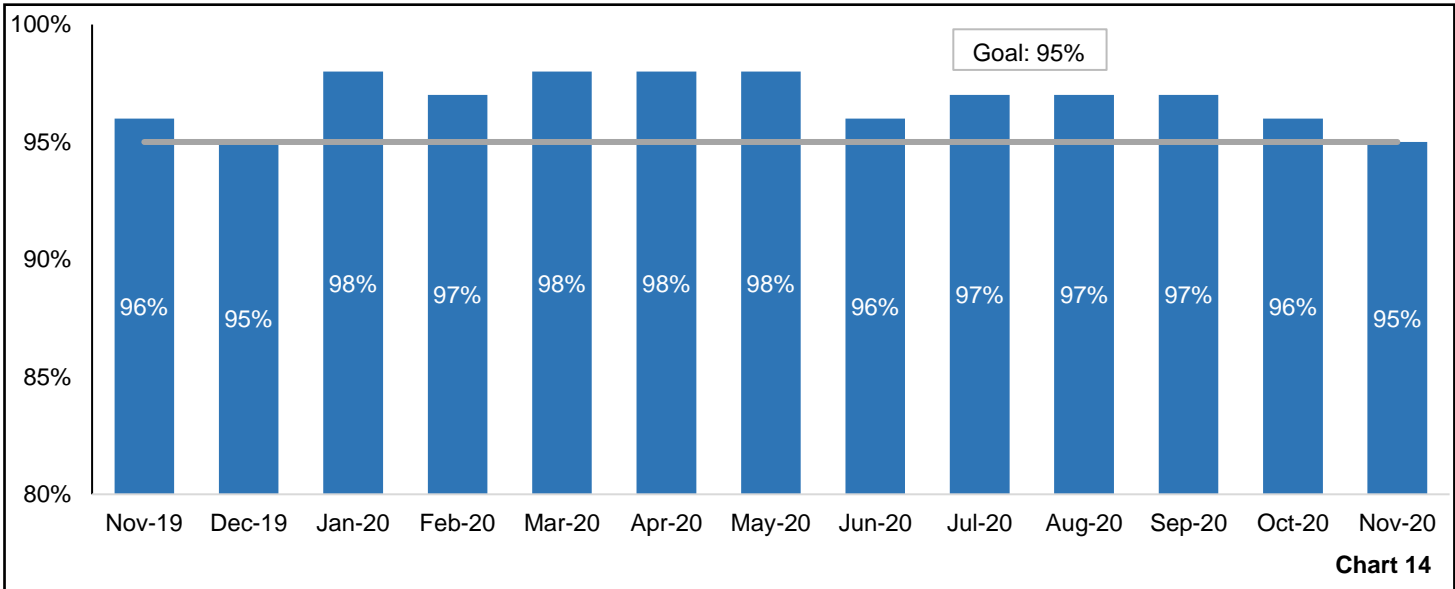
#### Passenger Complaints Related to Non-Transportation Service Quality Per 1,000 Completed Trips Discussion:

- Passenger Complaints related to Non-Transportation Service improved by 0.1 per 1,000 trips (or 10%) in November 2020 when compared to October 2020, and improved by 1 per 1,000 trips (or 52.6%) when compared to November 2019.

Note: Monthly totals may not be exact due to rounding.

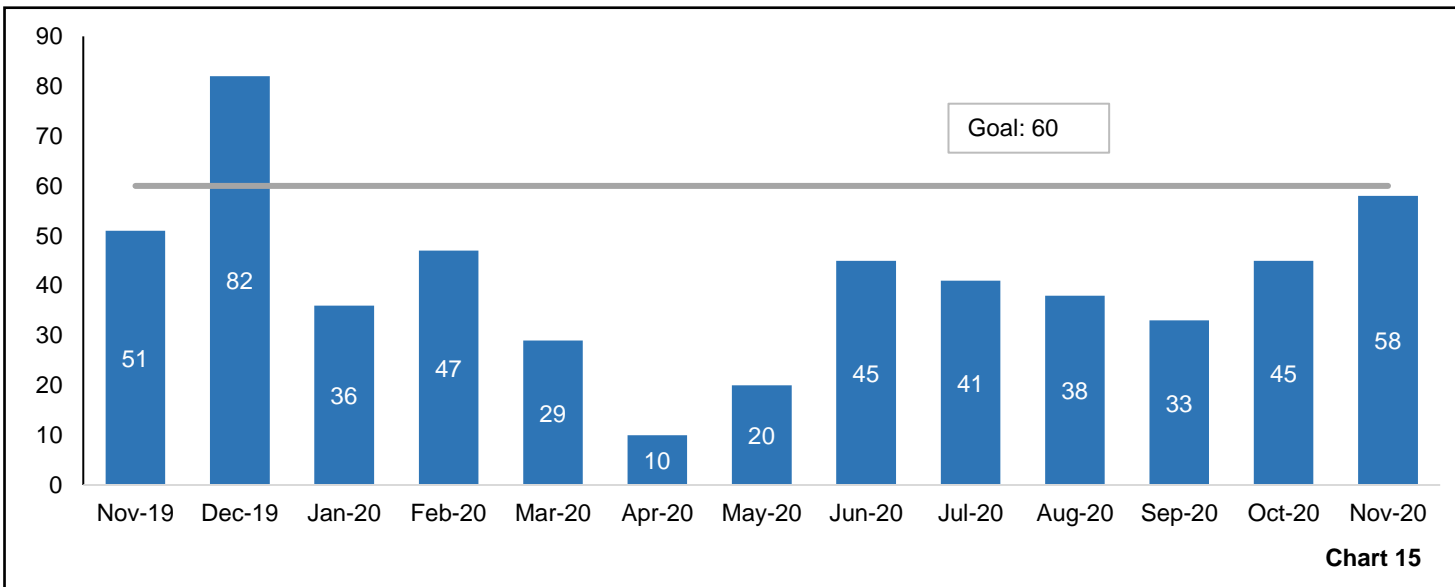
## Percent of Calls Answered

Desired trend 



## Average Call Answer Speed in Seconds

Desired trend 



### Percent of Calls Answered Discussion

- The Percent of Calls Answered in November 2020 declined by 1 percentage point when compared to October 2020 and November 2019.

### Average Call Answer Speed in Seconds Discussion

- The Average Call Answer Speed in November 2020 increased by 13 seconds (or 28.9%) when compared to October 2020, and increased by 7 seconds (or 13.7%) when compared to November 2019.



# Accessibility Report



On December 18, 2020, the MTA announced the opening of the 134<sup>th</sup> Accessible station which is also one of the 11 newly opened accessible station of 2020. The three new hydraulic ADA elevators provide platform access to the Eastern Parkway-Brooklyn Museum **2 3** Station in the Prospect Heights section of Brooklyn. The station serves local institutions such as the Brooklyn Museum and Brooklyn Botanic Garden. SVP, Customer & Strategy Experience, Sarah Meyer was joined by board member/Commissioner for MOPD, Victor Calise, and C&D staff to open the station.

# January Accessibility Update

We are happy to be entering 2021 with significant momentum in continuing to move accessibility projects forward. We were able to leverage reduced ridership this year to accelerate multiple ADA accessible station projects to completion. On December 31, 2020, three new elevators at Gun Hill Road on the Dyre Avenue line in The Bronx were placed into service, which was announced at a press conference earlier this month. The other stations that became accessible in 2020 include Astoria Blvd on the N and W lines in Queens; 1 Ave on the L line and Chambers St on the J and Z lines in Manhattan; 59 St on the N and R lines, 86 St on the R line, Greenpoint Ave on the G line, and Eastern Pkwy-Brooklyn Museum on the 2 and 3 lines in Brooklyn; and Bedford Park Blvd on the B and D lines in The Bronx. These stations provide critical access points in some of the fastest growing neighborhoods in the city and bring the MTA to 135 accessible stations systemwide. Visit [mta.info/accessibility/stations](https://www.mta.info/accessibility/stations) for a full list of accessible stations and the locations of accessible entrances at street-level.

In December, we shared that we would reach substantial completion of the alternate accessible route project by the end of the year, and we are excited to share that this goal has been met. We have been actively working with the Marketing and Station Signage teams to post Alternate Accessible Route signage at all elevators at accessible stations in the system. These signs provide alternate travel instructions in the event that an elevator is out of service. The instructions on the signs vary depending on the station, the elevator's location within the station, and the adjacent bus and subway service. These signs may include information about other elevators at the same station that a customer can use to get to the same level; elevators at the same station that may be taken to other levels and lines, and the identification of connecting bus service near the subway station. Over the course of 2019 and 2020, we collected customer feedback on the design of these signs and made multiple updates to improve them. As additional stations become accessible, signs will also be added at all new elevators, and updates will be made to routes on MTA.info that can integrate new accessible stations.

We remind all customers to wear masks, observe social distancing, and check the most recent service information when planning trips. We are excited to build on 2020's accessibility accomplishments and look forward to continuing accessibility improvements in 2021.

**Rachel Cohen**

Director, Systemwide Accessibility

# Strategy and Customer Experience

Sarah Meyer, Senior Vice President & Chief Customer Officer



The new way to pay for  




using the    you already have

**OMNY**  
Just tap and go.



Strategy and Customer Experience teams led the development and deployment of the new MTA marketing campaign: “Tap On, Get On.” The effort reminds our customers of the simplicity and convenience that OMNY brings to pay-per-ride subway and bus customers. The campaign aims to continue to educate customers on the benefits of OMNY as all 472 subway stations, 5,800 buses and Staten Island Railway are now equipped with the new state-of-the-art fare payment system.

## January 2021 Highlights: Strategy and Customer Experience

We kicked off 2021 announcing three new accessible stations—Greenpoint Av  Station and Eastern Parkway-Brooklyn Museum   Station in Brooklyn and Gun Hill Road in the Bronx. Maps, digital signage and in-station signage were updated accordingly.

We also designed, produced and executed a new digital and print campaign to market the system-wide availability of OMNY, entirely in-house.

On January 1<sup>st</sup>, SCE introduced a new design to some of our bus schedules. These new timetables read better on mobile devices and print better on home printers. More importantly, the production of the timetables was automated. We no longer need teams of individuals manually typing these numbers into design files. The new timetables are still a work in progress, so send us your feedback. Soon, we'll also have an online timetable viewer with better ways to view timetables.

Last month, riders at stations throughout the subway system began hearing announcements in both English and Spanish from local TV news, weather and sports anchors and reporters reminding customers that masks are required on public transit and that free masks are available at all station booths.

Featured in the announcements were:

- Maurice DuBois, WCBS-2 Anchor
- Kristine Johnson, WCBS-2 Anchor
- Marcia Kramer, WCBS-2 Reporter
- Janice Huff, WNBC-4 Chief Meteorologist
- Chuck Scarborough, WNBC-4 Anchor
- David Ushery, WNBC-4 Anchor
- Bruce Beck, WNBC-4 Lead Sports Anchor
- Dave Price, WNBC-4 Weather Anchor
- Sade Baderinwa, WABC-7 Anchor
- Bill Ritter, WABC-7 Anchor
- Liz Cho, WABC-7 Anchor
- Lee Goldberg, WABC-7 Chief Meteorologist
- Joe Torres, WABC-7 Anchor
- Sandra Bookman, WABC-7 Anchor
- David Novarro, WABC-7 Anchor
- Marysol Castro, WPIX11 Features Reporter
- Dan Mannarino, WPIX11 Anchor
- Stacy-Ann Gooden, WPIX11 Meteorologist
- Irv Gikofsky AKA 'Mr. G', WPIX11 Weatherman

The multi-pronged operation also includes public service announcements by actor and activist Rosie Perez and New York Mets legend John Franco, as well as the systemwide signage from the MTA's "Operation Respect" campaign.

Mask Force teams will be out again on January 27th. Please join us!

**Sarah Meyer**  
Chief Customer Officer

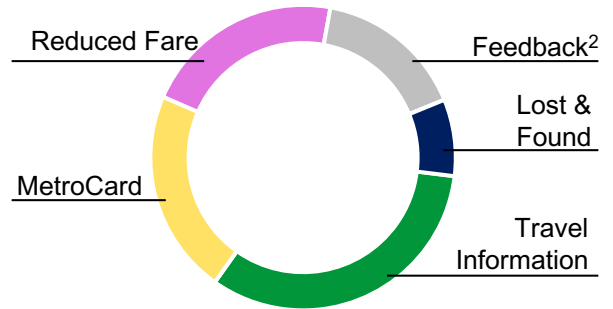


# Customer engagement

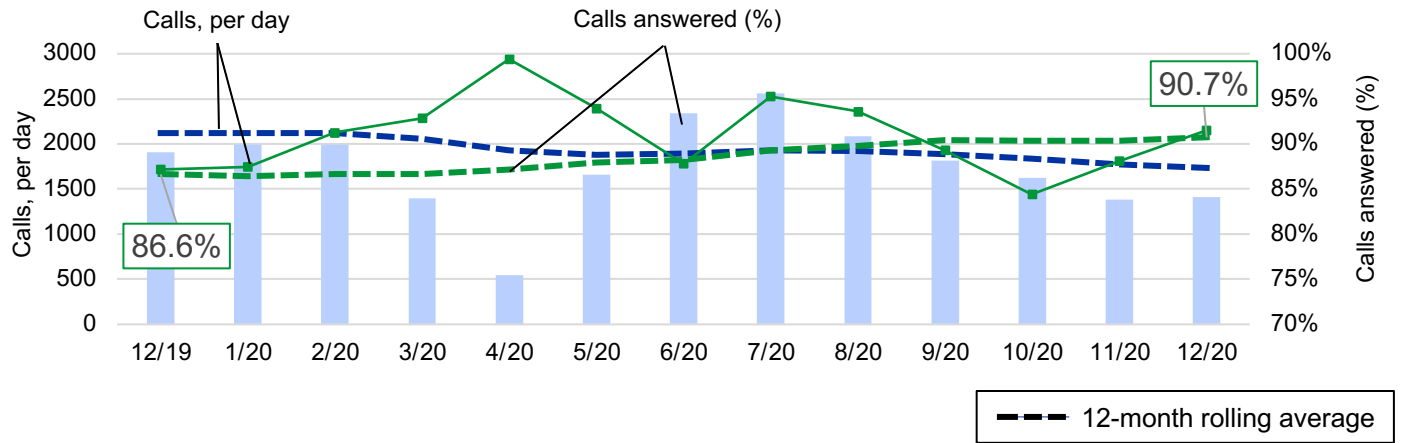
## Telephone

	Dec 2020	Dec 2019	Variance
Telephone calls	43,817	59,140	▼25.9%
Calls answered	91.5%	87.2%	▲4.9%
Average time to answer <sup>1</sup> (seconds)	64	205	▼68.8%

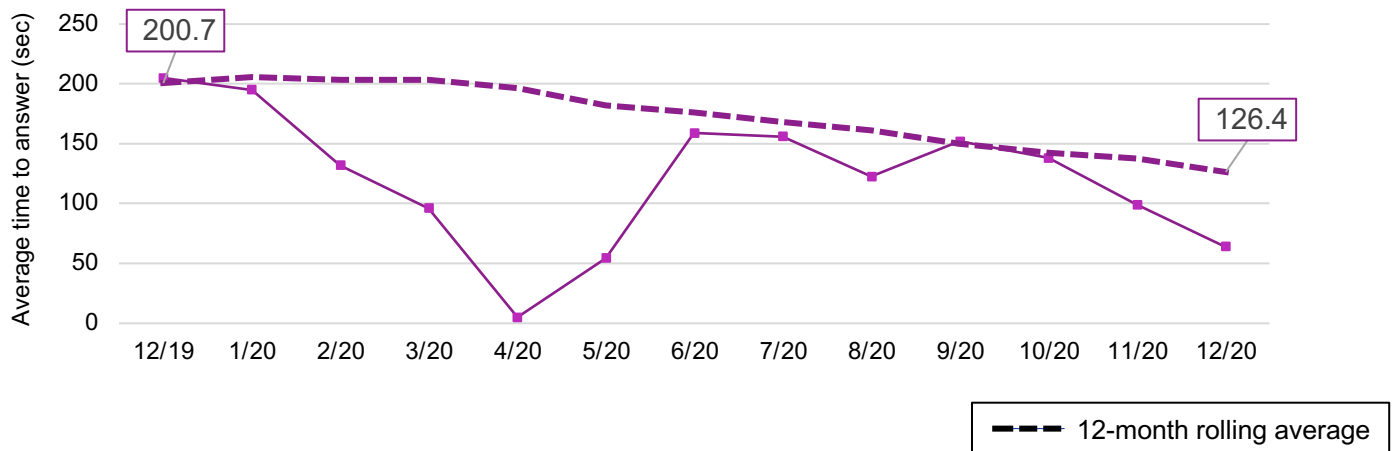
1. Excludes automated self-service calls
2. Feedback is customers calling with comments or concerns



## Telephone: calls received and answered



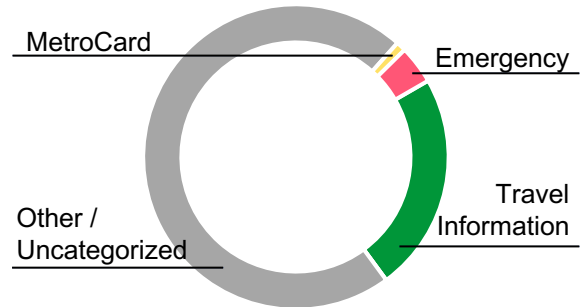
## Telephone: average time to answer



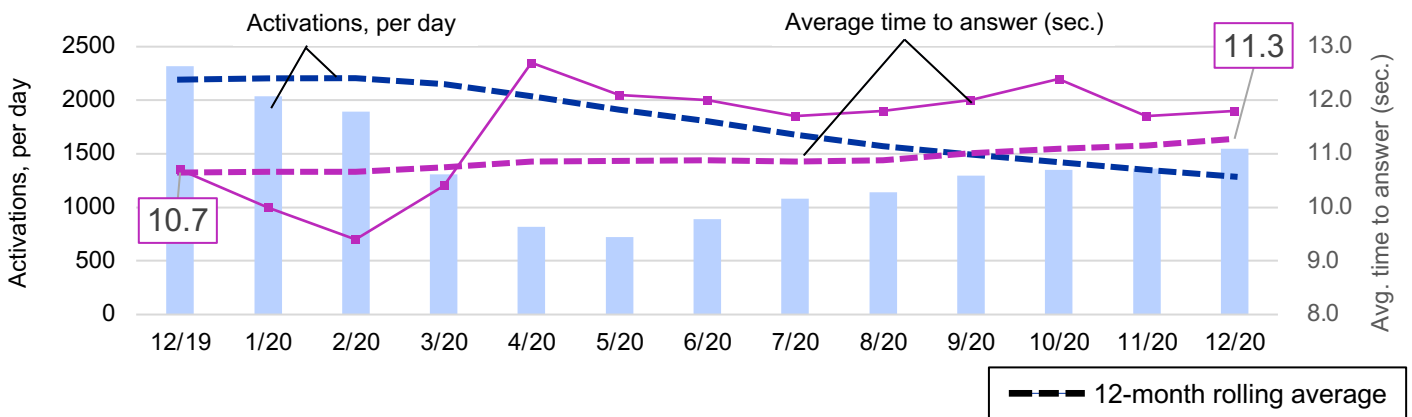
# Customer engagement

## Help Point

	Dec 2020	Dec 2019	Variance
Help Point activations	48,048	71,796	▼33.1%
Average time to answer (seconds)	11.8	10.7	▲9.8%

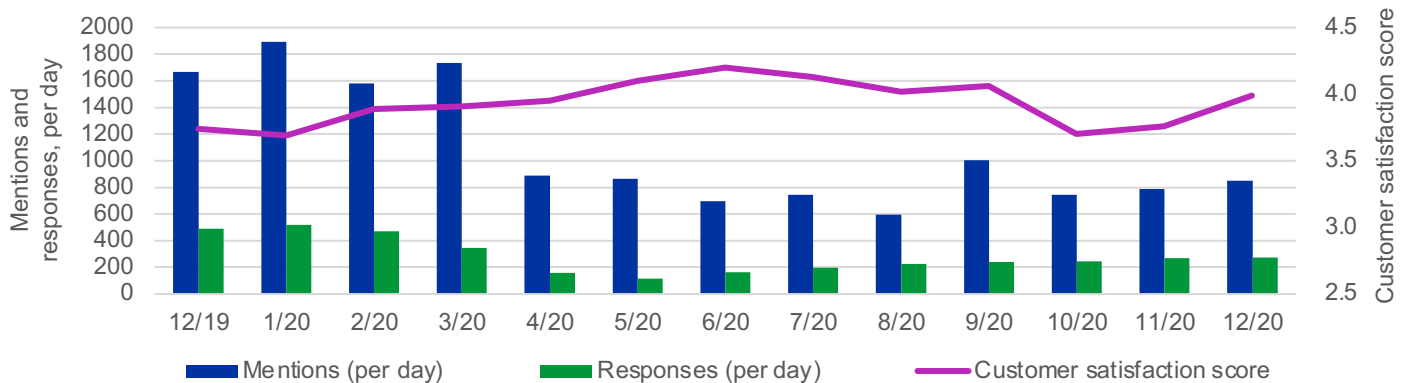
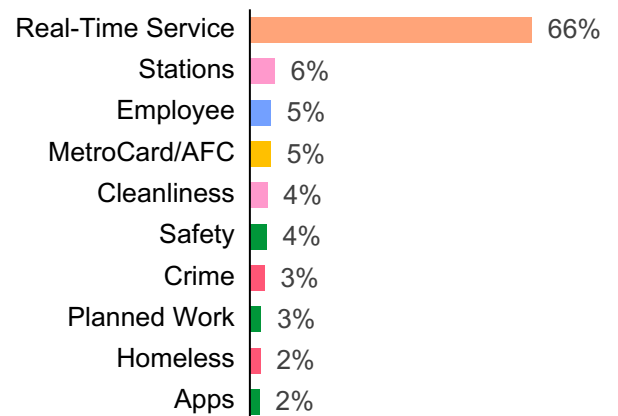


## Help Point: activations and average time to answer



## Social media

	Dec 2020	Dec 2019	Variance
Social media mentions <sup>1</sup>	26,350	51,634	▼49.0%
Responses sent	8,436	15,242	▼44.7%
Customer satisfaction score <sup>2</sup>	3.99	3.74	▲6.7%



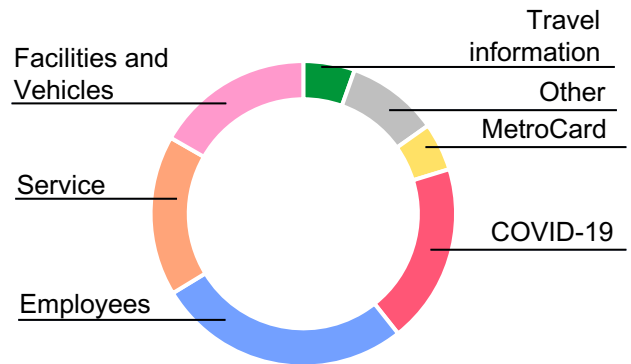
1. Social media mentions include Tweets, Facebook posts, and comments
2. Customers were asked *How would you rate your experience on Twitter with NYCT Subway?* using a scale of 1 to 5

# Customer engagement

## Web, mobile app, and written feedback

	Dec 2020	Dec 2019	Variance
Received	3,368	6,179	▼45.5%
Responses sent <sup>1</sup>	5,385	8,467	▼36.4%

1. Includes automated and manual responses



## Keeping customers informed

### Alerts and service notices

	Dec 2020
Web	4,982
Twitter	3,397
Kiosks / Digital Displays <sup>1</sup>	1,421
Email and text alerts	
• Service	3,320
• Elevator and escalator status	7,823
Service Notice posters developed	390

1. Excludes countdown clocks

### Social media followers

		Dec 2020	Dec 2019	Variance
Twitter	@NYCTSubway	1,009.0k	1,003.0k	▲0.6%
	@NYCTBus	30.8k	26.6k	▲15.8%
	@MTA	1325.1k	1,314.7k	▲0.8%
Facebook	MTA	153.9k	--	--
Instagram	@mtanyctransit	36.6k	25.0k	▲46.4%

# Customer feedback

These complaint metrics include COVID-19-related customer concerns and service reports in the context of substantially lower ridership.

## Complaints per 100,000 journeys

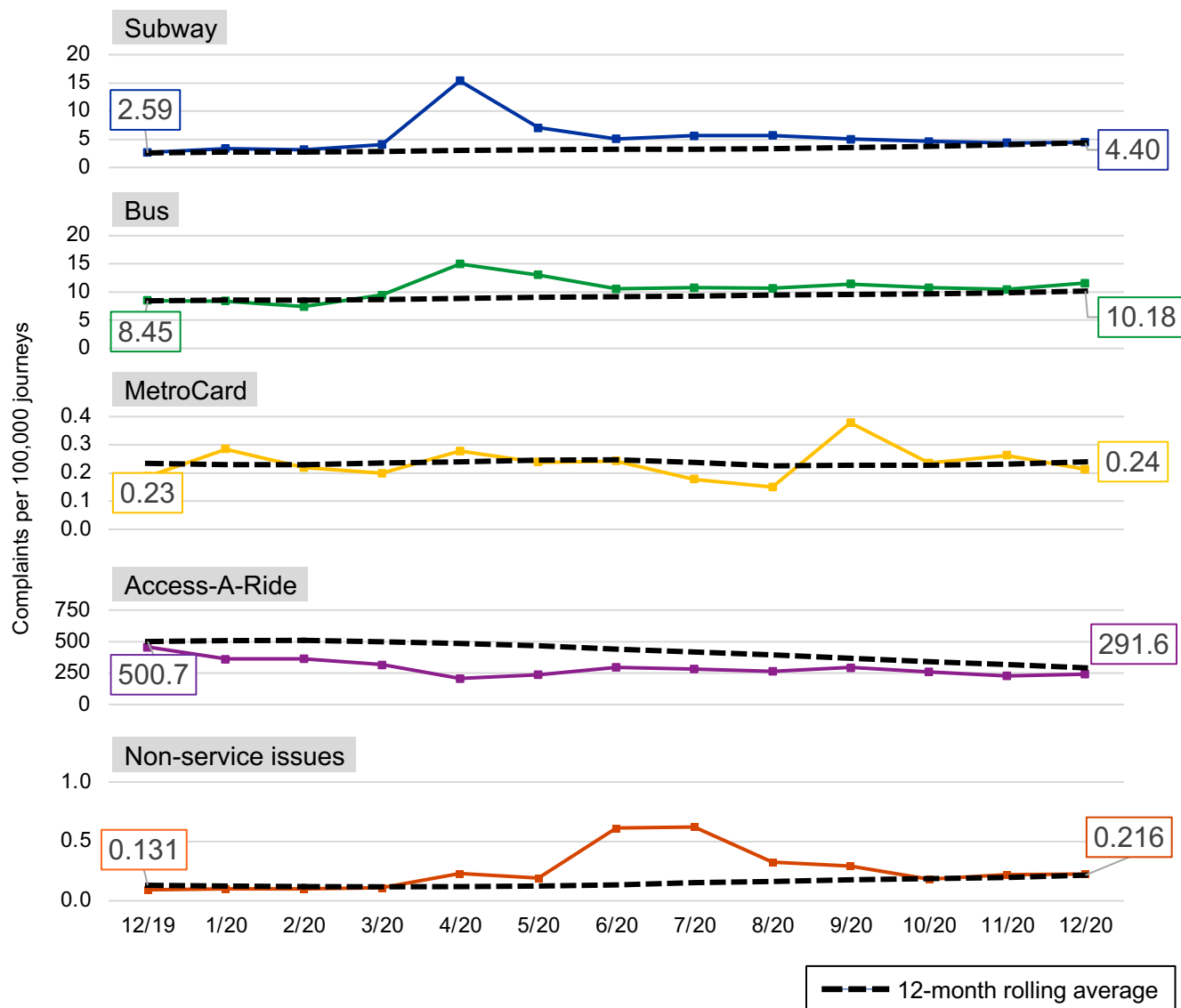
	Dec 2020	Dec 2019	Variance
Subway	4.49	2.67	▲ 68.4%
Bus	11.57	8.50	▲ 36.1%
MetroCard	0.21	0.19	▲ 13.0%
Access-A-Ride	242.9	457.1	▼ 46.9%
Non-service issues <sup>1</sup>	0.227	0.092	▲ 147.4%

## Commendations per 100,000 journeys

	Dec 2020	Dec 2019	Variance
Subway	0.136	0.101	▲ 33.8%
Bus	0.51	0.49	▲ 5.0%
Access-A-Ride	73.9	101.6	▼ 27.3%
Non-service issues incl. MetroCard	0.040	0.016	▲ 158.7%

1. Includes customer experiences related to agency-wide information channels, property, policies, and other actionable, but non-subway or bus service related issues.

## Complaints per 100,000 journeys: trends





# Safety

**Robert Diehl**

Senior Vice President, Safety & Security



System Safety Specialist Jason Ortiz and member of the Infrastructure team conduct an inspection of an Emergency Exit.



## December 2020 Highlights: Safety

Subway Customer Accident Rates increased by 43.4% when comparing the most recent 12-month period to the previous one. It is worth noting that, nominally, accidents are down 37.9%.

Bus Collisions declined by 24.5% and Collision Injuries declined by 26.4% while Customer Accidents increased when comparing the most-recent 12-month period to the previous one.

Employee Lost Time Accidents have shown an increase when comparing the most recent 12-month period to the previous one.

Lastly, when comparing figures from the two (2) most-recent 12-month periods, Subway Fires show an increase.

### **Robert Diehl**

Senior Vice President, Safety and Security

*\*Except for Fires, all numbers reported refer to rates.*

# Monthly Operations Report

Statistical results for the 12-Month period are shown below

<b>Safety Report</b>				
<b>Performance Indicators</b>		<b>12-Month Average</b>		
		Jan 18 - Dec 18	Jan 19 - Dec 19	Jan 20 - Dec 20
<b>Subways</b>				
Subway Customer Accidents per Million Customers <sup>1</sup>		3.02	2.88	4.13
Subway Collisions <sup>2</sup>				
<b>Total</b>		2	1	2
Mainline		0	0	0
Yard		2	1	2
Subway Derailments <sup>2</sup>				
<b>Total</b>		3	6	9
Mainline		0	1	5
Yard		3	5	4
Subway Fires <sup>2</sup>		878	718	900
<b>Buses</b>				
Bus Collisions Per Million Miles		53.97	54.25	40.97
Bus Collision Injuries Per Million Miles		6.08	6.19	4.56
Bus Customer Accidents Per Million Customers <sup>1</sup>		1.32	1.50	1.65
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees <sup>1</sup>		3.84	4.16	5.17

<sup>1</sup> 12-month Average data from December through November.

<sup>2</sup> 12-month figures shown are totals rather than averages.

\* = Due to the implementation of rear door boarding and suspension of fare collection to protect frontline employees from the spread of COVID-19, AFC (MetroCard and OMNY) was not used from March 23, 2020, to August 31, 2020, to determine ridership. During this time, ridership was estimated using Automated Passenger Counter (APC) data.

<b>Leading Indicators</b>				
<b>Subways</b>	December	YTD	Goal	YTD as % of Goal
<b>Roadway Worker Protection</b>				
Joint Track Safety Audits -- Actual Count	28	308	340	90.6%
Joint Track Safety Audits -- Compliance Rate	97.8%	98.9%	100.0%	98.9%
<b>Mainline Collision/Derailment Prevention</b>				
Continuous Welded Rail Initiative (# of Track Feet)	1,324	22,120	47,520	46.5%
Friction Pad Installation	2,797	20,233	55,650	36.4%
<b>Buses</b>	December	YTD	Goal	YTD as % of Goal
<b>Collision Prevention</b>				
Audible Pedestrian Turn Warning System	4	29	40	72.5%
Vision Zero Employee Training	499	4,254	6,200	68.6%

# Monthly Operations Report

## Safety Report Definitions:

**Joint Track Safety Audits** are conducted by a joint team of personnel from the Office of System Safety, the Transport Workers Union, and the Subway Surface Supervisors Association (SSSA). The teams look at critical items for on-track safety such as flagging, third rail safety and lighting. These reviews are conducted at various Department of Subways, Capital Program Management and MTA Capital Construction work sites along the right of way to assess compliance with the rules and procedures, identify deficiencies in training and equipment, and improve on-track safety.

**Continuous Welded Rail (CWR)** significantly reduces the number of rail joints, which lessens the occurrence of broken rails while also providing a smoother ride. Track Engineering analyzed system-wide broken rail data and set forth a CWR installation plan to help reduce broken rails and improve track conditions. We anticipate expanded use of the Critter Rail Stringer and "E" Clip installer to help us achieve this goal.

**Friction Pad Installations** will increase resiliency of the rail, resulting in reduced broken rail incidents and, overall, will reduce the potential for development of rail defects.

**Audible Pedestrian Warning System** technology produces an audible voice alert to pedestrians when a bus is making a left- or a right-hand turn. The system turns on automatically without a bus operator's intervention and alerts pedestrians with a street- and curb-side speaker. Volume automatically adjusts based on outside ambient noise.

**Vision Zero Training** provides focused Safety Awareness Training to all Bus Operators, which engages them on all aspects of Pedestrian Safety issues, emphasizing the current challenges of managing their buses in an environment with distracted pedestrians, motorists and cyclists. The program incorporates testimonial videos from "Families for Safer Streets" along with a series of videos of serious bus and pedestrian accidents secured from onboard bus cameras as well as external traffic and security cameras. The training, which will be delivered over two years, is in the midst of a new cycle that began in April 2019 and will run through March 2021.

# Subway Fires

**December 2020**

Fire severity is classified as follows:

<b>Severity</b>	<b>Criteria</b>
Low	No disruption to service No damage to NYC Transit property No reported injuries No discharge/evacuation of passengers Fire self-extinguished or extinguished without Fire Department
Average	Delays to service 15 minutes or less Minor damage to NYC Transit property (no structural damage) No reported injuries/fatalities due to fire/smoke Discharge of passengers in station Minor residual smoke present (haze)
Above Average	Delays to service greater than 15 minutes Moderate to heavy damage to NYC Transit property Four or less injuries due to fire/smoke Discharge of train or transfer of passengers to another train (not in station) Station/platform/train filled with smoke
High	Major delays in service (over one hour) Major structural damage Five or more reported injuries or one or more fatalities Evacuation of passengers to benchwall or roadbed Mass evacuation of more than one train

Severity & Location of fires during the current month were as follows:

Low:	96.7%	Train:	10
Average:	3.3%	Right-of-way:	47
Above Average:	0.0%	Station:	33
High:	0.0%	Other:	0
		Total:	90

Top Items Burnt by Location during the current month were as follows:

<b>Train:</b>		<b>Right-of-Way:</b>		<b>Station:</b>	
Debris:	7	Debris:	31	Debris:	25
Hot Wheels:	2	Insulator:	6	Light Fixture:	3
Brake Shoes:	1	Tie:	3	Electrical:	2
		Electrical Wire:	2	Chair:	1
				Electronic	
		Equipment:	2	Device:	1



## January 2021 Crime Report

The purpose of this report is to provide Committee Members with statistical information regarding the number of major felonies including: homicide, robbery, assault, rape in addition to hate crime incidents occurring on the NYCT Subway and Staten Island Railway systems. The report is submitted by NYPD's Transit Division on a monthly basis for the month ending prior to the reporting period.



**CRIME STATISTICS DECEMBER**

	2020	2019	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	40	62	-22	-35.5%
GL	41	163	-122	-74.8%
FELASSAULT	37	43	-6	-14.0%
BURGLARY	0	2	-2	-100.0%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>118</u></b>	<b><u>270</u></b>	<b><u>-152</u></b>	<b><u>-56.3%</u></b>

*During December, the daily Robbery average decreased from 2 to 1.3*

*During December, the daily Major Felony average decreased from 8.7 to 3.8*

**CRIME STATISTICS JANUARY THRU DECEMBER**

	2020	2019	Diff	% Change
MURDER	6	3	3	100.0%
RAPE	7	3	4	133.3%
ROBBERY	572	550	22	4.0%
GL	781	1582	-801	-50.6%
FELASSAULT	359	379	-20	-5.3%
BURGLARY	23	7	16	228.6%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>1748</u></b>	<b><u>2524</u></b>	<b><u>-776</u></b>	<b><u>-30.7%</u></b>

*Year to date the daily Robbery average increased from 1.5 to 1.6*

*Year to date the daily Major Felony average decreased from 6.9 to 4.8*

**FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION**



**DECEMBER ACTIVITY**

	<b>2020</b>	<b>2019</b>	<b>Diff</b>	<b>% Change</b>
Total Arrests	374	775	-401	-51.7%
TOS Arrests	44	153	-109	-71.2%
Total Summons	6521	7018	-497	-7.1%
TOS TABs	5596	4402	1194	27.1%
TOS C-Summ	97	122	-25	-20.5%

**JANUARY THRU DECEMBER ACTIVITY**

	<b>2020</b>	<b>2019</b>	<b>Diff</b>	<b>% Change</b>
Total Arrests	3959	10528	-6569	-62.4%
TOS Arrests	502	3113	-2611	-83.9%
Total Summons	40441	94686	-54245	-57.3%
TOS TABs	28555	73065	-44510	-60.9%
TOS C-Summ	613	2461	-1848	-75.1%

**FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION**



**Hate Crime Task Force  
Transit Bureau  
HCTF Statistical Data  
(As of 12/31/2020)**

**Motivation:**

Motivation	2020	2019	Diff	% Change
BLACK	2	8	-6	<b>-75%</b>
GENDER	1	3	-2	<b>-67%</b>
HISPANIC	0	1	-1	<b>-100%</b>
MUSLIM	0	2	-2	<b>-100%</b>
OTHER	15	4	11	<b>275%</b>
SEMITIC	19	48	-29	<b>-60%</b>
SEXUAL ORIENTATION	6	8	-2	<b>-25%</b>
WHITE	2	3	-1	<b>-33%</b>
Grand Total	45	77	-32	<b>-42%</b>

**Crime Name:**

Crime Name	2020	2019	Diff	% Change
Aggravated Harassment 1	19	18	1	<b>6%</b>
Aggravated Harassment 2	8	4	4	<b>100%</b>
Assault 2	2	4	-2	<b>-50%</b>
Assault 3	4	6	-2	<b>-33%</b>
Criminal Mischief 2	1	0	1	<b>***.*</b>
Criminal Mischief 3	0	3	-3	<b>-100%</b>
Criminal Mischief 4	5	39	-34	<b>-87%</b>
Grand Larceny 4	1	1	0	<b>0%</b>
Menacing 2	1	1	0	<b>0%</b>
Menacing 3	1	0	1	<b>***.*</b>



Police Department  
City of New York

**REPORT**

		<b>JANUARY-DECEMBER</b>																							
		1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
<i>Murder</i>		4	1	5	2	2	2	4	3	5	2	4	2	2	2	1	2	1	2	2	2	0	1	3	6
<i>Rape</i>		3	14	1	6	2	0	3	3	3	4	1	3	2	1	3	10	5	5	1	0	7	2	3	7
<i>Robbery</i>		2216	1860	1708	1363	1200	1249	1126	1083	1097	975	794	831	710	714	787	785	612	439	527	464	450	485	546	572
<i>Assault</i>		501	418	411	357	268	303	257	281	229	192	209	183	155	192	203	205	198	228	260	313	340	370	373	359
<i>Burglary</i>		31	16	12	12	41	18	7	6	1	5	3	5	2	3	10	27	32	19	24	19	25	11	7	23
<i>GL</i>		3463	2483	2382	2522	2243	2133	1821	1910	1765	1525	1344	1304	1178	1281	1552	1705	1771	1562	1693	1636	1652	1700	1567	781
<b>TOTAL MAJOR FELONIES</b>		<b>6218</b>	<b>4792</b>	<b>4519</b>	<b>4262</b>	<b>3756</b>	<b>3705</b>	<b>3218</b>	<b>3286</b>	<b>3100</b>	<b>2703</b>	<b>2355</b>	<b>2328</b>	<b>2049</b>	<b>2193</b>	<b>2556</b>	<b>2734</b>	<b>2619</b>	<b>2255</b>	<b>2507</b>	<b>2434</b>	<b>2474</b>	<b>2569</b>	<b>2499</b>	<b>1748</b>
<i>Major Fel Per Day</i>		17.04	13.13	12.38	11.64	10.29	10.15	8.82	8.98	8.49	7.41	6.45	6.36	5.61	6.01	7.00	7.47	7.18	6.18	6.87	6.65	6.78	7.04	6.85	4.79



**METROPOLITAN TRANSPORTATION AUTHORITY**  
**Police Department**  
**Staten Island Rapid Transit**

**December 2020 vs. 2019**

	<b>2020</b>	<b>2019</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	0	0	0	0%
<b>Felony Assault</b>	0	0	0	0%
<b>Burglary</b>	0	0	0	0%
<b>Grand Larceny</b>	0	0	0	0%
<b>Grand Larceny Auto</b>	0	0	0	0%
<b>Total Major Felonies</b>	0	0	0	0%

**Year to Date 2020 vs. 2019**

	<b>2020</b>	<b>2019</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	3	4	-1	-25%
<b>Felony Assault</b>	1	2	-1	-50%
<b>Burglary</b>	0	3	-3	-100%
<b>Grand Larceny</b>	0	1	-1	-100%
<b>Grand Larceny Auto</b>	0	0	0	0%
<b>Total Major Felonies</b>	4	10	-6	-60%



## Weekly number of incidents of assault and harassment against transit workers

Below are updated data and statistics on different aspects of our transit system. This page provides recent data on assaults and harassment against our employees.

*Updated January 5, 2021*

The safety of our workforce and our customers is our top priority and we are hopeful that increased transparency about the number of these incidents in our system will keep everyone safer and more vigilant.

These figures are updated weekly with the prior week's figures. Each week's update is based on verified incidents as of the report date so data for prior weeks may change as additional incidents are verified.

### Number of incidents of assault and harassment against transit employees by week

<b>Week beginning</b>	<b>Assault: Subways</b>	<b>Assault: Buses</b>	<b>Harassment: Subways</b>	<b>Harassment: Buses</b>	<b>Total</b>
12/28/20	2	1	8	18	29
12/21/20	1	0	6	19	26
12/14/20	0	1	11	26	38
12/7/20	0	1	9	35	45
11/30/20	1	1	12	21	35
11/23/20	0	0	12	29	41
11/16/20	1	3	14	34	52
11/9/20	3	0	18	37	58
11/2/20	1	3	15	28	47
10/26/20	1	4	12	36	53
10/19/20	0	2	15	39	56
10/12/20	1	1	15	36	53
10/5/20	1	2	11	35	49
9/28/20	2	1	14	47	64
9/21/20	0	0	9	23	32
9/14/20	1	1	7	26	35
9/7/20	5	3	9	33	50
8/31/20	1	0	20	44	65
8/24/20	0	0	20	35	55
8/17/20	0	0	0	13	13

Note: Harassment includes but is not limited to verbal threats, other threatening behavior, and spitting.

Source: <https://new.mta.info/safety-and-security/nyct-employee-assault-data>



## Weekly number of incidents of vandalism in the transit system

Below are updated data and statistics on different aspects of our transit system. This page provides recent New York City Transit data on vandalism of select elements of the transit system.

*Updated January 4, 2021*

Vandalism is costly to the MTA and to taxpayers, and can in some cases also lead to a safety issue. We are hopeful that increased transparency about vandalism incidents in our system will keep everyone safer and more vigilant.

These figures are updated weekly with the prior week's figures. Each week's update is based on verified incidents as of the report date so data for prior weeks may change as additional incidents are verified.

### Number of units vandalized by week and component

Week beginning	Graffiti: Subways	Graffiti: Buses	Liquid Crystal Display (LCD) Screen	Metrocard Vending Machine (MVM)	OMNY Reader	Train Glass	Bus Glass	Total
12/28/20	14	0	0	3	0	15	2	34
12/21/20	15	0	2	0	1	2	0	20
12/14/20	33	0	13	3	1	4	2	56
12/7/20	26	0	3	5	0	7	2	43
11/30/20	29	0	3	2	1	11	2	48
11/23/20	25	0	12	4	2	9	0	52
11/16/20	25	0	10	4	0	5	2	46
11/9/20	22	0	21	0	0	11	0	54
11/2/20	8	0	5	1	0	10	0	24
10/26/20	17	3	12	2	0	8	0	42
10/19/20	24	0	2	3	3	6	3	41
10/12/20	10	0	5	2	1	15	3	36
10/5/20	13	0	1	0	0	6	2	22
9/28/20	10	0	4	1	0	13	6	34
9/21/20	26	0	16	4	1	6	1	54
9/14/20	5	0	10	2	0	16	1	34
9/7/20	10	0	12	2	1	48	1	74
8/31/20	6	1	21	1	3	35	10	77
8/24/20	4	0	15	6	0	104	0	129
8/17/20	32	0	19	5	0	81	0	137

Source: <https://new.mta.info/safety-and-security/nyct-vandalism-data>

## Financial and Ridership Reports

**Jaibala Patel**, Chief Financial Officer

**Craig Cipriano**, President, MTA Bus Company  
Senior Vice President, NYCT Department of Buses



More than 226,500 city residents have enrolled in Fair Fares NYC program that helps low-income New Yorkers to ride subways and buses for half fare.

In November 2020, Fair Fares market share increased to 3.74% from 1.30% one year ago.

# Preliminary December 2020 Year-End Report:

## New York City Transit

The purpose of this report is to provide the preliminary 2020 financial results, on an accrual basis. The accrual basis is presented on a non-reimbursable and reimbursable account basis. Results are compared to the Adopted Budget (budget) and the November Forecast (forecast).

### **Summary of Preliminary Financial Results**

Preliminary ridership and accrual results, versus forecast are summarized as follows:

- 2020 annual New York City Transit ridership of 855.5 million was 67.9 million (8.6 percent), higher than forecast. Subway ridership of 639.5 million was over by 25.1 million (4.1 percent), bus ridership of 208.8 million was higher by 43.0 million (25.9 percent), and paratransit ridership of 7.1 million was lower by 0.2 million (2.8 percent).
- 2020 farebox revenue of \$1,941.6 million was \$164.9 million (9.3 percent) above forecast mainly due to higher ridership.
- Other revenue of \$3,198.5 million was lower than forecast by \$32.4 million (1.0 percent), due to underruns in paratransit reimbursement of \$15.4 million (8.2 percent), and a MetroCard surcharge shortfall of \$14.0 million (63.2 percent).
- Operating expenses of \$8,587.0 million underran forecast by \$412.0 million (4.6 percent), of which labor expenses were favorable by \$213.6 million (3.0 percent) and non-labor expenses were below the forecast by \$198.4 million (10.3 percent).

Preliminary ridership and accrual results versus budget are summarized as follows:

- 2020 annual New York City Transit ridership of 855.5 million was 1,414.8 million (62.3 percent) below budget. Subway ridership of 639.5 million was under by 1,062.2 million (62.4 percent), bus ridership of 208.8 million was lower by 348.1 million (62.5 percent), and paratransit ridership of 7.1 million was 4.4 million (38.3 percent) below budget.
- 2020 farebox revenue was \$2,755.6 million (58.7 percent), below budget due to the collapse of ridership resulting from the public health pandemic.
- Other revenue was higher than budget by \$2,729.7 million, mainly due to the Federal aid from the CARES Act.
- Operating expenses were below budget \$362.7 million (4.1 percent), of which labor expenses were favorable \$21.1 million (0.3 percent) and non-labor expenses were lower \$341.6 million (16.5 percent).

Preliminary financial results for 2020 are presented in the table below.

Preliminary Financial Results Compared to Budget and Forecast							
Category (\$ in millions)	2020			Favorable (Unfavorable)			
	Budget	Forecast	Prelim Actual	Budget		Forecast	
				Amount \$	Percent %	Amount \$	Percent %
Total Farebox Revenue	4,697.2	1,776.7	1,941.6	(2,755.6)	(58.7)	164.9	9.3
Nonreimb. Exp. before Dep./OPEB	(8,949.7)	(8,999.1)	(8,587.0)	362.7	4.1	412.0	4.6
Net Cash Deficit*	(3,636.3)	(3,642.4)	(2,989.7)	646.6	17.8	652.7	17.9

\*Excludes Subsidies and Debt Service

### Preliminary Actual Results Compared to the November Forecast (forecast)

2020 **farebox revenue** of \$1,941.6 million was \$164.9 million (9.3 percent), above forecast. Subway revenue of \$1,513.9 was \$79.8 million (5.6 percent) over forecast, and bus revenue of \$381.1 million overran by \$85.1 million (28.8 percent). Paratransit revenue of \$5.7 million was equal to forecast, and accrued fare media liability was also on forecast.

The 2020 **non-student average fare** of \$2.32 increased by 22.9¢ from \$2.09 in 2019; subway fare increased by 26.3¢; local bus fare increased by 11.6¢; express bus fare increased by 28.4¢.

**Total ridership** in 2020 of 855.5 million was 67.9 million (8.6 percent), over forecast. Average weekday ridership in 2020 was 4,578 million (62.7 percent), lower than 2019.

**Non-reimbursable expenses**, before depreciation, GASB 75 OPEB, and GASB 68 Pension Adjustment were below forecast by \$412.0 million (4.6 percent).

**Labor expenses** were under forecast by \$213.6 million (3.0 percent), due largely to favorable health & welfare/OPEB current expenses of \$117.4 million (7.9 percent), payroll expenses \$37.9 million (1.1 percent), overtime expenses \$29.2 million (4.7 percent), other fringe benefits \$11.3 million (1.9 percent), reimbursable overhead credits favorable \$9.5 million (4.7 percent), and lower pension expenses of \$8.5 million (0.8 percent).

**Non-labor expenses** were below forecast by a net \$198.4 million (10.3 percent), including underruns in maintenance contract expenses of \$50.3 million (13.5 percent), other business expenses \$42.4 million (46.7 percent), materials & supplies \$37.3 million (11.3 percent), paratransit service contract expenses \$31.1 million (8.7 percent), professional service contract expenses \$22.7 million (13.0 percent), electric power \$8.9 million (3.6 percent), and lower fuel expenses \$6.2 million of (8.5 percent).

**The net cash deficit** for December 2020 year-to-date was \$2,989.7 million, favorable to the forecast by a net \$652.7 million (17.9 percent).



### **Preliminary Actual Results Compared to Adopted Budget (budget)**

**Farebox revenue** of \$1,941.6 million was \$2,755.6 million (58.7 percent), below budget, reflecting the drastic decline in ridership following onset of the COVID-19 pandemic in February. Social distancing and NY State restrictions to reduce the spread of the virus, and the ensuing economic slowdown because of the pandemic weighed heavily upon farebox results throughout the year when compared to the budget. Subway revenue of \$1,513.9 million was \$2,124.7 million (58.4 percent) below budget, bus revenue of \$381.1 was lower by \$574.8 million (60.1 percent), and paratransit revenue of \$5.7 million was under by \$18.5 million (76.5 percent). Accrued fare media liability of \$40.9 million was \$37.6 million (47.9 percent) lower than budget.

**Total ridership** in 2020 of 855.5 million was 1,414.8 million (62.3 percent) below budget. Average weekday ridership in 2020 was 4,578 million (62.7 percent) lower than in 2019.

**Other revenue** was \$2,729.7 million over budget due primarily to Aid from the federal CARES Act, which covered a portion of 2020 net operating costs.

**Non-reimbursable expenses**, before depreciation, GASB 75 OPEB Accrual, and GASB 68 Pension Adjustment, were below budget by a net \$362.7 million (4.1 percent).

**Labor expense** underruns of \$21.1 million (0.3 percent), were comprised mostly of lower health & welfare/OPEB current expenses \$175.9 million (11.4 percent), due to additional prescription drug rebates, lower medical utilization, and vacancies. Payroll expenses were also lower by \$65.6 million (1.8 percent), due to vacancy savings. Vacancy coverage backfill and preventative measures to safely maintain essential transit service contributed significantly to overtime overruns of \$83.6 million (16.5 percent). Reduced reimbursable work requirements compared to the budget led to unfavorable results in other fringe benefits of \$70.7 million (13.7 percent), and reimbursable OH of \$65.7 million (23.7 percent).

**Non-labor expenses** were below budget by a net \$341.6 million (16.5 percent), due largely to paratransit service contract expenses lower by \$160.4 million (32.8 percent), resulting from lower cost per trip and reduced support costs. Energy was also lower with underruns in both electric power \$54.2 million (18.4 percent), and fuel \$36.2 million (35.3 percent), due to lower rates and lower consumption resulting from reduced service levels during the pandemic. Materials & supplies were lower by \$40.0 million (12.0 percent), reflecting reduced maintenance activity and timing of vehicle materials expense. Underruns in other business expenses of \$39.1 million (44.7 percent), were due to lower card fees from lower ridership, and likewise claims expenses were favorable \$33.5 million (14.6 percent), due to lower ridership volume. Professional service contracts were under by \$31.0 million (16.9 percent), due to underruns in outside services and IT service. Maintenance and operating contract overruns provided a partial offset in non-labor expenses of \$48.0 million (17.5 percent), due to COVID-19 prevention measures.

## Financial Results

### Farebox Revenue

Total Year 2020 Farebox Revenue - (\$ in millions)							
	2020			Favorable (Unfavorable)			
	Budget	Forecast	Prelim Actual	Budget		Forecast	
				Amount	Percent	Amount	Percent
Subway	3,638.6	1,434.1	1,513.9	(2,124.7)	(58.4%)	79.8	5.6%
NYCT Bus	956.0	296.0	381.1	(574.8)	(60.1%)	85.1	28.8%
Paratransit	24.2	5.7	5.7	(18.5)	(76.5%)	0.0	0.0%
Subtotal	4,618.7	1,735.8	1,900.7	(2,718.0)	(58.8%)	164.9	9.5%
Fare Media Liability	78.5	40.9	40.9	(37.6)	(47.9%)	0.0	0.0%
<b>Total - NYCT</b>	<b>4,697.2</b>	<b>1,776.7</b>	<b>1,941.6</b>	<b>(2,755.6)</b>	<b>(58.7%)</b>	<b>164.9</b>	<b>9.3%</b>

Note: Total may not add due to rounding

### Average Fare

Annual Non-Student Average Fare (in \$)				
	NYC Transit			
	2019	Prelim 2020	Change	
			Amount	Percent
Subway	2.180	2.443	0.263	12.1%
Local Bus	1.723	1.840	0.116	6.8%
Subway & Local Bus	2.072	2.299	0.227	11.0%
Express Bus	5.635	5.919	0.284	5.0%
<b>Total</b>	<b>2.090</b>	<b>2.318</b>	<b>0.229</b>	<b>10.9%</b>

The 2020 non-student average fare of \$2.32 increased by 22.9¢ (10.9 percent) from \$2.09 in 2019. Subway fare increased by 26.3¢ (12.1 percent); local bus fare increased by 11.6¢ (6.8 percent); express bus fare increased by 28.4¢ (5 percent). The substantial increase in average fares is due to the significant reduction in overall ridership, which reduces the fare discounts normally enjoyed by pass users.

## **Non-reimbursable Expenses**

Non-reimbursable expenses, before depreciation, GASB 75 OPEB, and GASB 68 Pension Adjustment, were under the November Forecast (forecast) by \$198.4 million (10.3 percent).

*Labor* expenses were less than the forecast by \$213.6 million (3.0 percent):

- Health & welfare/OPEB current expenses were lower by \$117.4 million (7.9 percent), due to additional prescription drug rebates, lower medical utilization, and vacancies.
- Payroll expenses were under by \$37.9 million (1.1 percent), due largely to vacancies and underruns of miscellaneous payments of \$8.7 million.
- Overtime expenses underran by a net \$29.2 million (4.7 percent), mainly due to basic inspection during prior months, and tightened management controls.
- Other fringe benefits were below forecast by \$11.3 million (1.9 percent), mainly due to FICA underruns from vacancies (\$6.1 million), and favorable capital project support credits (\$4.7 million).
- Reimbursable overhead credits were favorable by \$9.5 million (4.7 percent), reflecting higher reimbursable work requirements than anticipated.
- Pension expenses were less than forecast by \$8.5 million (0.8 percent), due to favorable death benefit expenses.

*Non-labor* expenses were favorable to forecast by a net \$198.4 million (10.3 percent):

- Maintenance contract expenses were less by \$50.3 million (13.5 percent), due mostly to Subway Action Plan initiative underruns due to COVID-19 constraints.
- Other business expenses were lower by \$42.4 million (46.7 percent), resulting from lower card fees due to lower ridership.
- Materials & supplies underran by \$37.3 million (11.3 percent), primarily reflecting reduced maintenance activity and timing of vehicle materials expense.
- Paratransit service contract expenses were favorable by \$31.1 million (8.7 percent), reflecting lower cost per trip and reduced support costs.
- Professional service contract expenses were under by \$22.7 million (13.0 percent), due largely to underruns in IT services and outside services.
- Electric power expenses underran by \$8.9 million (3.6 percent), due mostly to lower prices.
- Fuel expenses were lower than forecast by \$6.2 million (8.5 percent), due to federal CNG credits.

Depreciation expenses year-to-date were higher than the forecast by \$130.9 million (6.8 percent), caused by a higher level of capital assets than projected reaching beneficial use.

GASB #75 OPEB Expense Adjustment reported a preliminary expense of \$684.0 million, which is below forecast by \$661.8 million (49.2 percent), year-to-date. This result is subject to update on an actuarial basis during the year end period.

GASB #68 Pension Adjustment reported a preliminary expense of \$70.1 million year-to-date, which is over forecast by \$373.3 million. This result is subject to update on an actuarial basis during the year end period.

**Net Cash Deficit**

The net cash deficit for December 2020 year-to-date was \$2,989.7 million, favorable to the forecast by a net \$652.7 million (17.9 percent).

## Ridership Results

Total Year 2020 Ridership vs. Budget and Forecast (in millions)							
	2020			Favorable (Unfavorable)			
	Budget	Forecast	Prelim Actual	Budget		Forecast	
				Amount	Percent	Amount	Percent
Subway	1,701.7	614.4	639.5	(1,062.2)	(62.4%)	25.1	4.1%
NYCT Bus	557.0	165.8	208.8	(348.1)	(62.5%)	43.0	25.9%
Paratransit	11.6	7.3	7.1	(4.4)	(38.3%)	(0.2)	(2.8%)
<b>Total - NYCT</b>	<b>2,270.2</b>	<b>787.5</b>	<b>855.5</b>	<b>(1,414.8)</b>	<b>(62.3%)</b>	<b>67.9</b>	<b>8.6%</b>

Note: Total may not add due to rounding

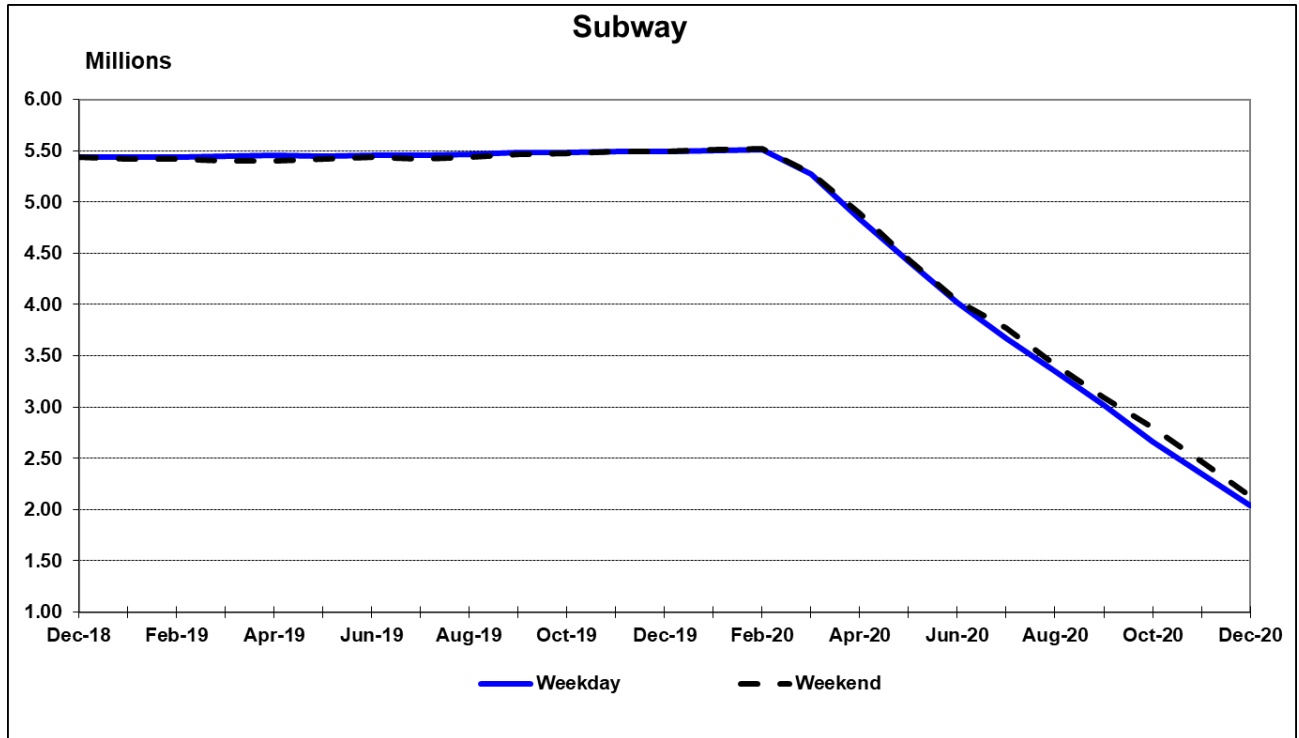
2020 Average Weekday and Weekend Ridership vs. Prior Year								
Month	Average Weekday - (thousands)				Average Weekend - (thousands)			
	2019	Preliminary 2020	Change		2019	Preliminary 2020	Change	
			Amount	Percent			Amount	Percent
Subway	5,493.9	2,040.5	-3,453.4	-62.9%	5,484.3	2,112.4	-3,371.9	-61.5%
NYCT Local Bus	1,730.5	641.8	-1,088.8	-62.9%	1,940.1	728.8	-1,212.0	-62.4%
NYCT Express Bus	39.9	15.5	-24.4	-61.2%	13.3	6.3	-7.1	-53.1%
Paratransit	34.0	22.6	-11.4	-33.5%	41.5	24.0	-17.5	-42.2%
<b>TOTAL - NYCT</b>	<b>7,298.3</b>	<b>2,720.3</b>	<b>4,577.9</b>	<b>-62.7%</b>	<b>7,479.9</b>	<b>2,871.0</b>	<b>-4,608.5</b>	<b>-61.6%</b>

Notes: Totals may not add due to rounding. Percentages are based on unrounded figures.

- Plummeting ridership due to the COVID pandemic since March 2020 led to total ridership 62.3 percent unfavorable to the budget. However, initial McKinsey projections used for the November forecast for the fall season, assumed a resurgence of COVID infection. Therefore, December year-to-date 2020 ridership was favorable 8.6 percent to forecast. Subway ridership was 4.1 percent over forecast and 62.4 percent below budget. Bus ridership was 25.9 percent over forecast and 62.5 percent under budget. Paratransit was 2.8 percent below forecast and 38.3 percent below budget.
- Average weekday ridership was down 62.7 percent system-wide in 2020, compared to the previous year. Average weekday was down 62.9 percent on subway and on local bus. Express bus ridership was down 61.2 percent. Paratransit average weekday ridership was only 33.5 percent lower. The subway and bus were heavily impacted by the reduction in employment-based trips and COVID-19 related safety concerns.
- Average weekend ridership compared to the prior year, was 61.5 percent down on the subway, 62.4 percent down on local bus, 53.1 percent down on express bus, and 42.2 percent down on paratransit.

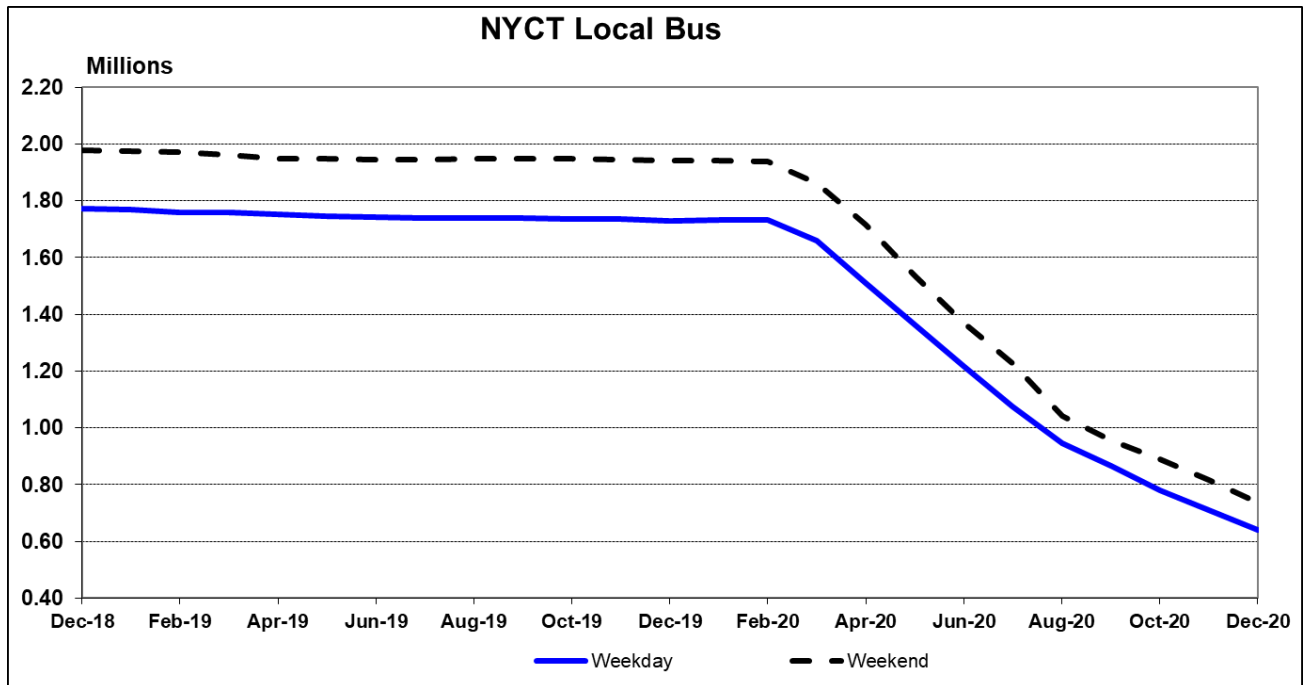
## Average Weekday and Weekend Ridership

12-Month Rolling Averages



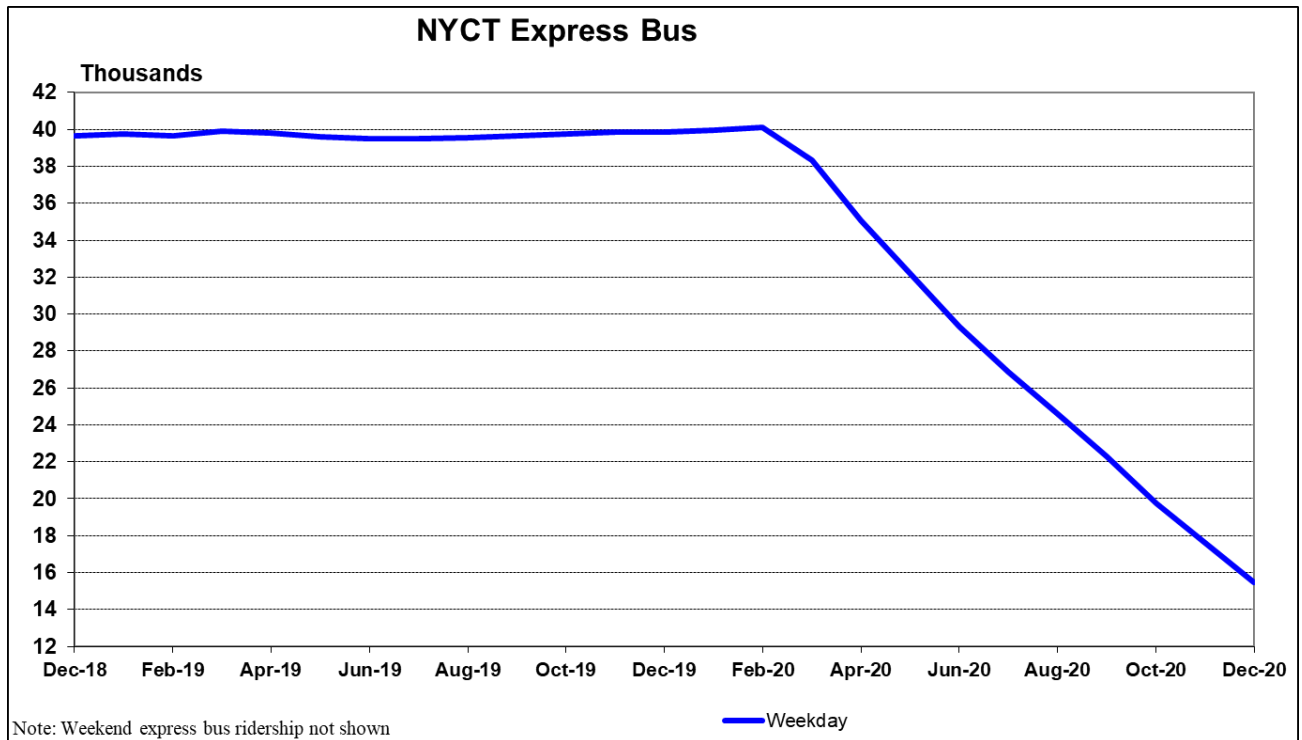
- Following modest average weekday ridership increases year-over-year in 2019, COVID-19 travel limitations and a sizeable reduction in employment-based trips precipitated a drastic decline observed from March through December 2020.
- Average weekend ridership began growing again steadily in mid-2019 after a period of intensive service interruptions during weekends by construction work and GOs. Like average weekday ridership, drastic declines associated with COVID-19 travel restrictions have been observed from March through December 2020.

12-Month Rolling Averages



- The long-term downward trend in bus ridership abated in 2019 and early 2020. A drastic ridership drop observed from March through August 2020 was due to COVID-19 travel limitations and impacts of the rear-door-only boarding policy on local buses. The year rate of decline slowed September through December 2020 after fare payment procedures were reinstated.

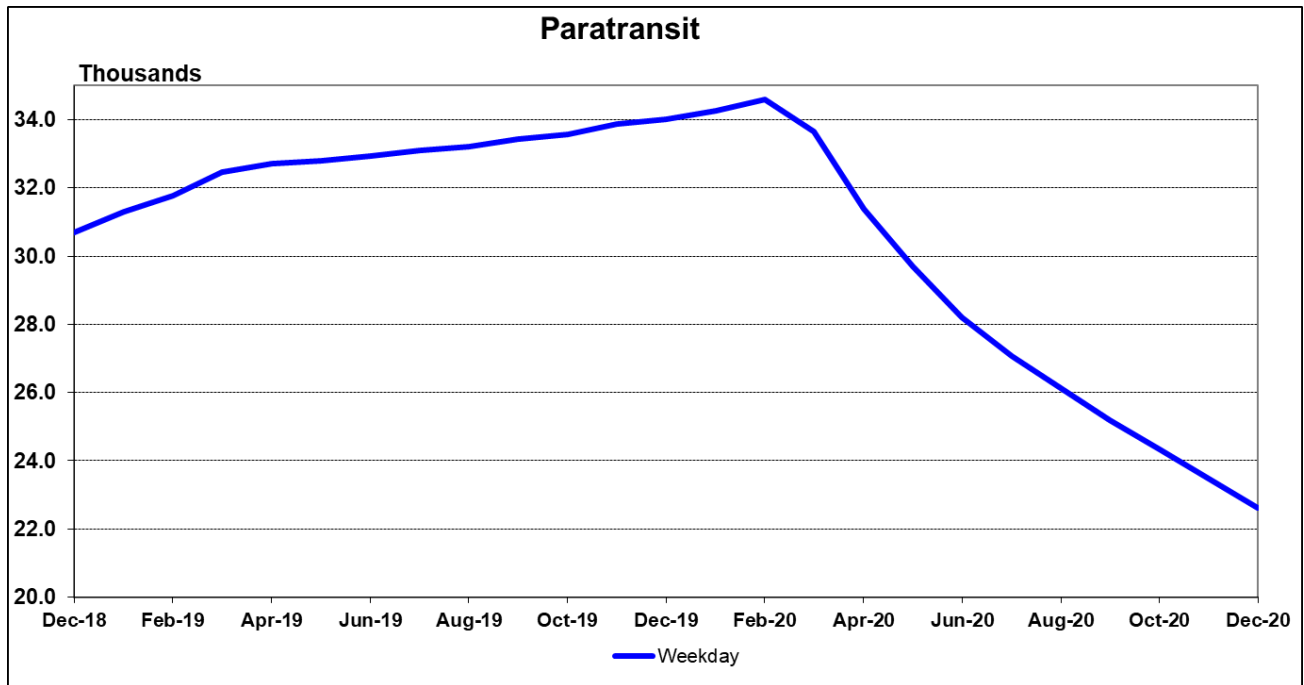
12-Month Rolling Averages



- After a period of decline, express bus ridership increased throughout the second half of 2019 through February of 2020 attaining to 2018 levels. Drastic declines observed from March through December 2020 were due to COVID-19 travel limitations and a sizeable reduction in employment-based trips.



12-Month Rolling Averages



- The increase in Paratransit ridership in 2018-2019 and through February 2020 had been driven by growth in Enhanced Broker service trips. Drastic declines from March 2020 through December 2020 are due to COVID-19 travel limitations, although the rate of decline is slowing in the second half of 2020.

**MTA NEW YORK CITY TRANSIT**  
**Preliminary 2020 Year-End Report**  
**Accrual Statement of Operations By Category**  
**2020 Adopted Budget and November Forecast vs.**  
**Actual**  
(\$ in Millions)

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NON-REIMBURSABLE

	<u>December 2020 Year-To-Date</u>			<u>Favorable (Unfavorable) Variance</u>			
	<u>Adopted Budget</u>	<u>November Forecast</u>	<u>Actual</u>	<u>Adopted Budget</u>	<u>%</u>	<u>November Forecast</u>	<u>%</u>
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>		<u>\$</u>	
<b>Revenue</b>							
<b>Farebox Revenue:</b>							
Subway	\$3,638.570	\$1,434.051	\$1,513.853	(2,124.717)	(58.4)	\$79.802	5.6
Bus	\$955.958	\$296.013	\$381.149	(574.808)	(60.1)	\$85.137	28.8
Paratransit	\$24.199	\$5.699	\$5.699	(18.500)	(76.5)	\$0.000	0.0
Fare Liability	\$78.500	\$40.935	\$40.935	(37.565)	(47.9)	\$0.000	0.0
<b>Farebox Revenue</b>	<b>\$4,697.227</b>	<b>\$1,776.698</b>	<b>\$1,941.636</b>	<b>(2,755.591)</b>	<b>(58.7)</b>	<b>\$164.938</b>	<b>9.3</b>
Fare Reimbursement	\$84.016	\$84.016	\$84.016	\$0.000	0.0	\$0.000	0.0
Paratransit Reimbursement	\$209.991	\$188.135	\$172.714	(37.277)	(17.8)	(15.421)	(8.2)
Other Operating Revenue	\$174.866	\$2,958.811	\$2,941.793	\$2,766.927	-	(17.018)	(0.6)
<b>Other Revenue</b>	<b>\$468.873</b>	<b>\$3,230.962</b>	<b>\$3,198.524</b>	<b>\$2,729.651</b>	<b>-</b>	<b>(32.439)</b>	<b>(1.0)</b>
Capital and Other Reimbursements	\$0.000	\$0.000	\$0.000	-	-	-	-
<b>Total Revenue</b>	<b>\$5,166.100</b>	<b>\$5,007.660</b>	<b>\$5,140.160</b>	<b>(25.940)</b>	<b>(0.5)</b>	<b>\$132.499</b>	<b>2.6</b>
<b>Expenses</b>							
<b>Labor :</b>							
Payroll	\$3,564.826	\$3,537.147	\$3,499.246	\$65.580	1.8	\$37.901	1.1
Overtime	\$507.687	\$620.390	\$591.238	(83.551)	(16.5)	\$29.151	4.7
<b>Total Salaries &amp; Wages</b>	<b>\$4,072.513</b>	<b>\$4,157.537</b>	<b>\$4,090.484</b>	<b>(17.971)</b>	<b>(0.4)</b>	<b>\$67.053</b>	<b>1.6</b>
Health and Welfare	\$1,009.256	\$976.821	\$914.141	\$95.115	9.4	\$62.680	6.4
OPEB Current Payment	\$540.067	\$514.019	\$459.316	\$80.751	15.0	\$54.703	10.6
Pensions	\$1,025.426	\$1,034.299	\$1,025.846	(0.420)	0.0	\$8.453	0.8
Other Fringe Benefits	\$515.629	\$597.567	\$586.316	(70.687)	(13.7)	\$11.251	1.9
<b>Total Fringe Benefits</b>	<b>\$3,090.379</b>	<b>\$3,122.707</b>	<b>\$2,985.620</b>	<b>\$104.759</b>	<b>3.4</b>	<b>\$137.087</b>	<b>4.4</b>
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	-	-	-
Reimbursable Overhead	(277.250)	(202.067)	(211.575)	(65.675)	(23.7)	\$9.508	4.7
<b>Labor</b>	<b>\$6,885.642</b>	<b>\$7,078.177</b>	<b>\$6,864.529</b>	<b>\$21.113</b>	<b>0.3</b>	<b>\$213.648</b>	<b>3.0</b>
<b>Non-Labor :</b>							
Electric Power	\$295.134	\$249.875	\$240.961	\$54.173	18.4	\$8.914	3.6
Fuel	\$102.365	\$72.382	\$66.211	\$36.153	35.3	\$6.171	8.5
Insurance	\$70.490	\$74.836	\$75.353	(4.864)	(6.9)	(0.517)	(0.7)
Claims	\$229.142	\$195.636	\$195.636	\$33.506	14.6	\$0.000	0.0
Paratransit Service Contracts	\$488.644	\$359.331	\$328.210	\$160.433	32.8	\$31.120	8.7
Maintenance and Other Operating Contracts	\$274.327	\$372.655	\$322.337	(48.010)	(17.5)	\$50.318	13.5
Professional Service Contracts	\$183.226	\$174.925	\$152.217	\$31.009	16.9	\$22.707	13.0
Materials & Supplies	\$333.267	\$330.504	\$293.224	\$40.043	12.0	\$37.280	11.3
Other Business Expenses	\$87.484	\$90.768	\$48.361	\$39.123	44.7	\$42.407	46.7
<b>Non-Labor</b>	<b>\$2,064.079</b>	<b>\$1,920.911</b>	<b>\$1,722.511</b>	<b>\$341.568</b>	<b>16.5</b>	<b>\$198.400</b>	<b>10.3</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>\$8,949.721</b>	<b>\$8,999.088</b>	<b>\$8,587.040</b>	<b>\$362.681</b>	<b>4.1</b>	<b>\$412.047</b>	<b>4.6</b>
Depreciation	\$1,928.062	\$1,928.062	\$2,058.987	(130.925)	(6.8)	(130.925)	(6.8)
GASB 75 OPEB Expense Adjustment	\$1,345.800	\$1,345.800	\$684.037	\$661.763	49.2	\$661.763	49.2
GASB 68 Pension Adjustment	(303.171)	(303.171)	\$70.094	(373.265)	-	(373.265)	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	-	-	-
<b>Total Expenses</b>	<b>\$11,920.412</b>	<b>\$11,969.779</b>	<b>\$11,400.159</b>	<b>\$520.254</b>	<b>4.4</b>	<b>\$569.620</b>	<b>4.8</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(6,754.312)</b>	<b>(6,962.118)</b>	<b>(6,259.999)</b>	<b>\$494.313</b>	<b>7.3</b>	<b>\$702.119</b>	<b>10.1</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.

**MTA NEW YORK CITY TRANSIT**  
**Preliminary 2020 Year-End Report**  
**Accrual Statement of Operations By Category**  
**2020 Adopted Budget and November Forecast vs.**  
**Actual**  
(\$ in Millions)

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REIMBURSABLE

	<u>December 2020 Year-To-Date</u>			<u>Favorable (Unfavorable) Variance</u>			
	<u>Adopted Budget</u>	<u>November Forecast</u>	<u>Actual</u>	<u>Adopted Budget</u>	<u>%</u>	<u>November Forecast</u>	<u>%</u>
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>		<u>\$</u>	
<b>Revenue</b>							
<b>Farebox Revenue:</b>							
Subway	\$0.000	\$0.000	\$0.000	-	-	-	-
Bus	\$0.000	\$0.000	\$0.000	-	-	-	-
Paratransit	\$0.000	\$0.000	\$0.000	-	-	-	-
Fare Liability	\$0.000	\$0.000	\$0.000	-	-	-	-
<b>Farebox Revenue</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	-	-	-	-
Fare Reimbursement	\$0.000	\$0.000	\$0.000	-	-	-	-
Paratransit Reimbursement	\$0.000	\$0.000	\$0.000	-	-	-	-
Other Operating Revenue	\$0.000	\$0.000	\$0.000	-	-	-	-
<b>Other Revenue</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	-	-	-	-
Capital and Other Reimbursements	\$1,334.446	\$1,061.355	\$1,086.664	(247.783)	(18.6)	\$25.309	2.4
<b>Total Revenue</b>	<b>\$1,334.446</b>	<b>\$1,061.355</b>	<b>\$1,086.664</b>	<b>(247.783)</b>	<b>(18.6)</b>	<b>\$25.309</b>	<b>2.4</b>
<b>Expenses</b>							
<b>Labor :</b>							
Payroll	\$529.969	\$415.191	\$417.326	\$112.643	21.3	(2.135)	(0.5)
Overtime	\$130.257	\$107.278	\$113.180	\$17.076	13.1	(5.902)	(5.5)
<b>Total Salaries &amp; Wages</b>	<b>\$660.225</b>	<b>\$522.469</b>	<b>\$530.506</b>	<b>\$129.719</b>	<b>19.6</b>	<b>(8.037)</b>	<b>(1.5)</b>
Health and Welfare	\$27.397	\$22.083	\$21.774	\$5.622	20.5	\$0.309	1.4
OPEB Current Payment	\$12.636	\$13.839	\$11.450	\$1.186	9.4	\$2.389	17.3
Pensions	\$44.238	\$34.351	\$34.279	\$9.959	22.5	\$0.072	0.2
Other Fringe Benefits	\$208.667	\$161.906	\$166.636	\$42.031	20.1	(4.730)	(2.9)
<b>Total Fringe Benefits</b>	<b>\$292.937</b>	<b>\$232.179</b>	<b>\$234.139</b>	<b>\$58.798</b>	<b>20.1</b>	<b>(1.960)</b>	<b>(0.8)</b>
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	-	-	-
Reimbursable Overhead	\$277.250	\$202.067	\$211.575	\$65.675	23.7	(9.508)	(4.7)
<b>Labor</b>	<b>\$1,230.412</b>	<b>\$956.715</b>	<b>\$976.220</b>	<b>\$254.192</b>	<b>20.7</b>	<b>(19.506)</b>	<b>(2.0)</b>
<b>Non-Labor :</b>							
Electric Power	\$0.252	\$0.252	\$0.251	\$0.001	0.5	\$0.001	0.5
Fuel	\$0.017	\$0.017	\$0.000	\$0.017	-	\$0.017	-
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	\$40.922	\$47.093	\$37.199	\$3.723	9.1	\$9.894	21.0
Professional Service Contracts	\$9.627	\$17.653	\$19.673	(10.046)	-	(2.020)	(11.4)
Materials & Supplies	\$53.698	\$37.854	\$45.161	\$8.537	15.9	(7.307)	(19.3)
Other Business Expenses	(0.482)	\$1.770	\$8.160	(8.641)	-	(6.389)	-
<b>Non-Labor</b>	<b>\$104.034</b>	<b>\$104.640</b>	<b>\$110.443</b>	<b>(6.409)</b>	<b>(6.2)</b>	<b>(5.803)</b>	<b>(5.5)</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>Total Expenses before Depreciation and OPEB</b>	<b>\$1,334.446</b>	<b>\$1,061.355</b>	<b>\$1,086.664</b>	<b>\$247.783</b>	<b>18.6</b>	<b>(25.309)</b>	<b>(2.4)</b>
Depreciation	\$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	-	-	-	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	-	-	-
<b>Total Expenses</b>	<b>\$1,334.446</b>	<b>\$1,061.355</b>	<b>\$1,086.664</b>	<b>\$247.783</b>	<b>18.6</b>	<b>(25.309)</b>	<b>(2.4)</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	-	<b>\$0.000</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.

**MTA NEW YORK CITY TRANSIT**  
**Preliminary 2020 Year-End Report**  
**Accrual Statement of Operations By Category**  
**2020 Adopted Budget and November Forecast vs.**  
**Actual**  
(\$ in Millions)

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NON-REIMBURSABLE & REIMBURSABLE

	<u>December 2020 Year-To-Date</u>			<u>Favorable (Unfavorable) Variance</u>			
	<u>Adopted Budget</u>	<u>November Forecast</u>	<u>Actual</u>	<u>Adopted Budget</u>	<u>%</u>	<u>November Forecast</u>	<u>%</u>
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>		<u>\$</u>	
<b>Revenue</b>							
<b>Farebox Revenue:</b>							
Subway	\$3,638.570	\$1,434.051	\$1,513.853	(2,124.717)	(58.4)	\$79.802	5.6
Bus	\$955.958	\$296.013	\$381.149	(574.808)	(60.1)	\$85.137	28.8
Paratransit	\$24.199	\$5.699	\$5.699	(18.500)	(76.5)	\$0.000	0.0
Fare Liability	\$78.500	\$40.935	\$40.935	(37.565)	(47.9)	\$0.000	0.0
<b>Farebox Revenue</b>	<b>\$4,697.227</b>	<b>\$1,776.698</b>	<b>\$1,941.636</b>	<b>(2,755.591)</b>	<b>(58.7)</b>	<b>\$164.938</b>	<b>9.3</b>
Fare Reimbursement	\$84.016	\$84.016	\$84.016	\$0.000	0.0	\$0.000	0.0
Paratransit Reimbursement	\$209.991	\$188.135	\$172.714	(37.277)	(17.8)	(15.421)	(8.2)
Other Operating Revenue	\$174.866	\$2,958.811	\$2,941.793	\$2,766.927	-	(17.018)	(0.6)
<b>Other Revenue</b>	<b>\$468.873</b>	<b>\$3,230.962</b>	<b>\$3,198.524</b>	<b>\$2,729.651</b>	<b>-</b>	<b>(32.439)</b>	<b>(1.0)</b>
Capital and Other Reimbursements	\$1,334.446	\$1,061.355	\$1,086.664	(247.783)	(18.6)	\$25.309	2.4
<b>Total Revenue</b>	<b>\$6,500.546</b>	<b>\$6,069.015</b>	<b>\$6,226.823</b>	<b>(273.723)</b>	<b>(4.2)</b>	<b>\$157.808</b>	<b>2.6</b>
<b>Expenses</b>							
<b>Labor :</b>							
Payroll	\$4,094.794	\$3,952.338	\$3,916.572	\$178.223	4.4	\$35.766	0.9
Overtime	\$637.944	\$727.668	\$704.418	(66.474)	(10.4)	\$23.249	3.2
<b>Total Salaries &amp; Wages</b>	<b>\$4,732.739</b>	<b>\$4,680.006</b>	<b>\$4,620.990</b>	<b>\$111.748</b>	<b>2.4</b>	<b>\$59.016</b>	<b>1.3</b>
Health and Welfare	\$1,036.653	\$998.905	\$935.916	\$100.737	9.7	\$62.989	6.3
OPEB Current Payment	\$552.703	\$527.858	\$470.766	\$81.936	14.8	\$57.092	10.8
Pensions	\$1,069.664	\$1,068.650	\$1,060.125	\$9.539	0.9	\$8.525	0.8
Other Fringe Benefits	\$724.296	\$759.473	\$752.952	(28.656)	(4.0)	\$6.521	0.9
<b>Total Fringe Benefits</b>	<b>\$3,383.316</b>	<b>\$3,354.886</b>	<b>\$3,219.759</b>	<b>\$163.557</b>	<b>4.8</b>	<b>\$135.127</b>	<b>4.0</b>
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	-	-	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Labor</b>	<b>\$8,116.055</b>	<b>\$8,034.892</b>	<b>\$7,840.749</b>	<b>\$275.305</b>	<b>3.4</b>	<b>\$194.142</b>	<b>2.4</b>
<b>Non-Labor :</b>							
Electric Power	\$295.386	\$250.127	\$241.212	\$54.174	18.3	\$8.915	3.6
Fuel	\$102.382	\$72.399	\$66.211	\$36.170	35.3	\$6.188	8.5
Insurance	\$70.490	\$74.836	\$75.353	(4.864)	(6.9)	(0.517)	(0.7)
Claims	\$229.142	\$195.636	\$195.636	\$33.506	14.6	\$0.000	0.0
Paratransit Service Contracts	\$488.644	\$359.331	\$328.210	\$160.433	32.8	\$31.120	8.7
Maintenance and Other Operating Contracts	\$315.249	\$419.748	\$359.536	(44.287)	(14.0)	\$60.212	14.3
Professional Service Contracts	\$192.854	\$192.578	\$171.890	\$20.963	10.9	\$20.688	10.7
Materials & Supplies	\$386.965	\$368.358	\$338.385	\$48.580	12.6	\$29.973	8.1
Other Business Expenses	\$87.002	\$92.538	\$56.520	\$30.482	35.0	\$36.018	38.9
<b>Non-Labor</b>	<b>\$2,168.113</b>	<b>\$2,025.551</b>	<b>\$1,832.955</b>	<b>\$335.159</b>	<b>15.5</b>	<b>\$192.596</b>	<b>9.5</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>\$10,284.168</b>	<b>\$10,060.443</b>	<b>\$9,673.704</b>	<b>\$610.464</b>	<b>5.9</b>	<b>\$386.739</b>	<b>3.8</b>
Depreciation	\$1,928.062	\$1,928.062	\$2,058.987	(130.925)	(6.8)	(130.925)	(6.8)
GASB 75 OPEB Expense Adjustment	\$1,345.800	\$1,345.800	\$684.037	\$661.763	49.2	\$661.763	49.2
GASB 68 Pension Adjustment	(303.171)	(303.171)	\$70.094	(373.265)	-	(373.265)	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	-	-	-
<b>Total Expenses</b>	<b>\$13,254.859</b>	<b>\$13,031.134</b>	<b>\$12,486.822</b>	<b>\$768.036</b>	<b>5.8</b>	<b>\$544.311</b>	<b>4.2</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(6,754.312)</b>	<b>(6,962.118)</b>	<b>(6,259.999)</b>	<b>\$494.313</b>	<b>7.3</b>	<b>\$702.119</b>	<b>10.1</b>

Note:

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**MTA NEW YORK CITY TRANSIT**  
**EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND PRELIMINARY ACTUAL - ACCRUAL BASIS**  
**December 2020 Year-To-Date**  
**(\$ in millions)**

<b>Generic Revenue or Expense Category</b>	<b>Nonreimb or Reimb</b>	<b>YEAR TO DATE</b>		<b>Reason for Variance</b>
		<b>Favorable (Unfavorable) Variance</b>	<b>%</b>	
		<b>\$</b>	<b>%</b>	
Farebox Revenue	NR	164.9	9.3	Subway revenue over by \$79.8 million (5.6 percent), and bus revenue over by \$85.1 million (28.8 percent), due to higher ridership
Other Operating Revenue	NR	(32.4)	(1.0)	Mainly Paratransit reimbursement underruns of \$15.4M, (8.2 percent), and MetroCard surcharge underruns of \$14.0M, (63.2 percent)
Payroll	NR	37.9	1.1	Largely a result of vacancies and lower misc. payments of \$8.7M
Overtime	NR	29.2	4.7	Mainly due to basic inspection during prior months, and tightened management controls
Health & Welfare (including OPEB Current Payment)	NR	117.4	7.9	Favorable rates due to prescription drug contract rebates, lower medical utilization, and vacancy savings.
Pension	NR	8.5	0.8	Due to favorable employee death benefits
Other Fringe Benefits	NR	11.3	1.9	Mainly Fica underruns from vacancies (\$6.1M), and favorable capital project support credits (\$4.7M)
Reimbursable Overhead Credits	NR	9.5	4.7	Reflecting higher (favorable) reimbursable project requirements
Electric Power	NR	8.9	3.6	Primarily lower consumption
Fuel	NR	6.2	8.5	Primarily lower consumption
Paratransit Service Contracts	NR	31.1	8.7	Reflects lower cost per trip and reduced support costs
Maintenance & Operating Contracts	NR	50.3	13.5	Primarily SAP initiative underruns due to COVID-19 constraints
Professional Service Contracts	NR	22.7	13.0	Mainly underruns in IT service and outside services
Materials & Supplies	NR	37.3	11.3	Reflects reduced maintenance activity and timing of vehicle materials expense
Other Business Expenses	NR	42.4	46.7	Mainly due to lower card fees due to lower ridership
Depreciation Expense	NR	(130.9)	(6.8)	More capital assets reaching beneficial use than projected

**MTA NEW YORK CITY TRANSIT**  
**Preliminary 2020 Year-End Report**  
**Cash Receipts and Expenditures**  
**FY20 Adopted Budget and November Forecast vs. Actual**  
(\$ in Millions)

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	<u>December 2020 Year-To-Date</u>			<u>Favorable (Unfavorable) Variance</u>			
	<u>Adopted</u>	<u>November</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>November Forecast</u>	
	<u>Budget</u>	<u>Forecast</u>	<u>Actual</u>	<u>Budget</u>	<u>%</u>	<u>Forecast</u>	<u>%</u>
	\$	\$	\$	\$	%	\$	%
<b>Receipts</b>							
<b>Farebox Revenue</b>	<b>\$4,697.427</b>	<b>\$1,776.898</b>	<b>\$1,957.421</b>	<b>(2,740.006)</b>	<b>(58.3)</b>	<b>\$180.523</b>	<b>10.2</b>
Fare Reimbursement	\$54.016	\$54.016	\$20.201	(33.815)	(62.6)	(33.815)	(62.6)
Paratransit Reimbursement	\$210.125	\$234.021	\$213.473	\$3.348	1.6	(20.548)	(8.8)
Other Operating Revenue	\$67.352	\$2,892.860	\$2,876.466	\$2,809.114	-	(16.394)	(0.6)
<b>Other Revenue</b>	<b>\$331.493</b>	<b>\$3,180.897</b>	<b>\$3,110.140</b>	<b>\$2,778.647</b>	<b>-</b>	<b>(70.757)</b>	<b>(2.2)</b>
Capital and Other Reimbursements	\$1,344.038	\$1,114.649	\$1,013.941	(330.097)	(24.6)	(100.708)	(9.0)
<b>Total Revenue</b>	<b>\$6,372.958</b>	<b>\$6,072.444</b>	<b>\$6,081.502</b>	<b>(291.456)</b>	<b>(4.6)</b>	<b>\$9.058</b>	<b>0.1</b>
<b>Expenditures</b>							
<b>Labor :</b>							
Payroll	\$4,100.642	\$3,925.645	\$3,885.884	\$214.759	5.2	\$39.761	1.0
Overtime	\$637.944	\$727.668	\$704.418	(66.474)	(10.4)	\$23.249	3.2
<b>Total Salaries &amp; Wages</b>	<b>\$4,738.587</b>	<b>\$4,653.313</b>	<b>\$4,590.302</b>	<b>\$148.285</b>	<b>3.1</b>	<b>\$63.011</b>	<b>1.4</b>
Health and Welfare	\$1,025.155	\$990.406	\$925.536	\$99.619	9.7	\$64.870	6.5
OPEB Current Payment	\$552.703	\$527.858	\$470.766	\$81.936	14.8	\$57.092	10.8
Pensions	\$1,069.664	\$1,068.650	\$1,027.120	\$42.544	4.0	\$41.530	3.9
Other Fringe Benefits	\$536.542	\$518.824	\$320.305	\$216.237	40.3	\$198.519	38.3
<b>Total Fringe Benefits</b>	<b>\$3,184.063</b>	<b>\$3,105.739</b>	<b>\$2,743.727</b>	<b>\$440.336</b>	<b>13.8</b>	<b>\$362.012</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>\$7,922.650</b>	<b>\$7,759.051</b>	<b>\$7,334.029</b>	<b>\$588.621</b>	<b>7.4</b>	<b>\$425.022</b>	<b>5.5</b>
<b>Non-Labor :</b>							
Electric Power	\$306.308	\$261.049	\$254.196	\$52.112	17.0	\$6.853	2.6
Fuel	\$102.382	\$72.399	\$69.296	\$33.086	32.3	\$3.103	4.3
Insurance	\$71.205	\$81.109	\$89.018	(17.813)	(25.0)	(7.909)	(9.8)
Claims	\$143.867	\$110.361	\$94.141	\$49.726	34.6	\$16.220	14.7
Paratransit Service Contracts	\$486.644	\$357.331	\$329.796	\$156.848	32.2	\$27.535	7.7
Maintenance and Other Operating Contracts	\$319.918	\$423.680	\$341.360	(21.442)	(6.7)	\$82.320	19.4
Professional Service Contracts	\$183.854	\$193.472	\$174.139	\$9.715	5.3	\$19.333	10.0
Materials & Supplies	\$385.465	\$363.858	\$325.338	\$60.127	15.6	\$38.520	10.6
Other Business Expenses	\$87.002	\$92.538	\$59.938	\$27.064	31.1	\$32.600	35.2
<b>Non-Labor</b>	<b>\$2,086.644</b>	<b>\$1,955.797</b>	<b>\$1,737.222</b>	<b>\$349.422</b>	<b>16.7</b>	<b>\$218.575</b>	<b>11.2</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>\$10,009.294</b>	<b>\$9,714.848</b>	<b>\$9,071.251</b>	<b>\$938.043</b>	<b>9.4</b>	<b>\$643.597</b>	<b>6.6</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	\$0.000	-	-	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	-	\$0.000	-
<b>Total Expenditures</b>	<b>\$10,009.294</b>	<b>\$9,714.848</b>	<b>\$9,071.251</b>	<b>\$938.043</b>	<b>9.4</b>	<b>\$643.597</b>	<b>6.6</b>
<b>Net Surplus/(Deficit)</b>	<b>(3,636.335)</b>	<b>(3,642.404)</b>	<b>(2,989.749)</b>	<b>\$646.586</b>	<b>17.8</b>	<b>\$652.655</b>	<b>17.9</b>

Note:  
1) Totals may not add due to rounding

**MTA NEW YORK CITY TRANSIT**  
**EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND PRELIMINARY ACTUAL - CASH BASIS**  
December Year-to-Date 2020  
(\$ in millions)

	YEAR TO DATE		Reason for Variance
	Favorable (Unfavorable) Variance	%	
<b>Operating Receipts or Disbursements</b>	<b>\$</b>		
Farebox Receipts	180.5	10.2	Mainly due to higher ridership and higher average fares
Other Operating Receipts	(70.8)	(2.2)	Due mainly to underruns in Fare reimbursements of \$33.8M, Paratransit reimbursements of \$21.6M, and MetroCard surcharge underruns of \$14.1M
Capital Reimbursements	(100.7)	(9.0)	Unfavorable timing of receipts
Salary & Wages	63.0	1.4	Due largely to vacancies and lower misc. payments
Health & Welfare (including OPEB Current Payment)	122.0	8.0	Favorable timing of payments and receipt of credits due from 2019
Pension	41.5	3.9	Mainly favorable timing of COVID-19 special death benefit payments
Other Fringe Benefits	198.5	38.3	Mainly due to deferral of FICA payroll tax expenditure under CARES Act
Electric Power	6.9	2.6	Lower consumption
Fuel	3.1	4.3	Lower consumption
Insurance	(7.9)	(9.8)	Due principally to the unfavorable timing of insurance payments to MTA
Claims	16.2	14.7	Reduced claims due to lower ridership
Paratransit Service Contracts	27.5	7.7	Favorable timing of payments
Maintenance & Operating Contracts	82.3	19.4	Lower programmatic spending due to COVID-19 constraints
Professional Service Contracts	19.3	10.0	Favorable timing of payments and underruns in IT service
Materials & Supplies	38.5	10.6	Reflects reduced maintenance activity and timing of vehicle materials expense
Other Business Expenses	32.6	35.2	Mainly due to lower bank card transactions fees due to lower ridership

**MTA NEW YORK CITY TRANSIT**  
**Preliminary 2020 Year-End Report**  
**Cash Conversion (Cash Flow Adjustments)**  
**2020 Adopted Budget and November Forecast vs. Actual**  
(\$ in Millions)

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	<u>December 2020 Year-To-Date</u>			<u>Favorable (Unfavorable) Variance</u>			
	<u>Adopted</u>	<u>November</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>November Forecast</u>	
	<u>Budget</u>	<u>Forecast</u>		<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
<b>Revenue</b>							
<b>Farebox Revenue</b>	<b>\$0.200</b>	<b>\$0.200</b>	<b>\$15.785</b>	<b>\$15.585</b>	-	<b>\$15.585</b>	-
Fare Reimbursement	(30.000)	(30.000)	(63.815)	(33.815)	-	(33.815)	-
Paratransit Reimbursement	\$0.134	\$45.886	\$40.759	\$40.625	-	(5.128)	(11.2)
Other Operating Revenue	(107.514)	(65.951)	(65.327)	\$42.187	39.2	\$0.624	0.9
<b>Other Revenue</b>	<b>(137.380)</b>	<b>(50.065)</b>	<b>(88.384)</b>	<b>\$48.996</b>	<b>35.7</b>	<b>(38.318)</b>	<b>(76.5)</b>
Capital and Other Reimbursements	\$9.592	\$53.294	(72.723)	(82.315)	-	(126.017)	-
<b>Total Revenue</b>	<b>(127.588)</b>	<b>\$3.429</b>	<b>(145.321)</b>	<b>\$17.733</b>	<b>13.9</b>	<b>(148.750)</b>	-
<b>Expenses</b>							
<b>Labor :</b>							
Payroll	(5.848)	\$26.693	\$30.688	\$36.536	-	\$3.995	15.0
Overtime	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Salaries &amp; Wages</b>	<b>(5.848)</b>	<b>\$26.693</b>	<b>\$30.688</b>	<b>\$36.536</b>	-	<b>\$3.995</b>	<b>15.0</b>
Health and Welfare	\$11.498	\$8.498	\$10.380	(1.119)	(9.7)	\$1.881	22.1
OPEB Current Payment	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Pensions	\$0.000	\$0.000	\$33.005	\$33.005	-	\$33.005	-
Other Fringe Benefits	\$187.755	\$240.649	\$432.647	\$244.892	-	\$191.998	79.8
<b>Total Fringe Benefits</b>	<b>\$199.253</b>	<b>\$249.147</b>	<b>\$476.032</b>	<b>\$276.779</b>	-	<b>\$226.885</b>	<b>91.1</b>
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Labor</b>	<b>\$193.405</b>	<b>\$275.840</b>	<b>\$506.720</b>	<b>\$313.315</b>	-	<b>\$230.880</b>	<b>83.7</b>
<b>Non-Labor :</b>							
Electric Power	(10.922)	(10.922)	(12.984)	(2.062)	(18.9)	(2.062)	(18.9)
Fuel	\$0.000	\$0.000	(3.085)	(3.085)	-	(3.085)	-
Insurance	(0.715)	(6.273)	(13.665)	(12.950)	-	(7.392)	-
Claims	\$85.275	\$85.275	\$101.495	\$16.220	19.0	\$16.220	19.0
Paratransit Service Contracts	\$2.000	\$2.000	(1.586)	(3.586)	-	(3.586)	-
Maintenance and Other Operating Contracts	(4.669)	(3.932)	\$18.176	\$22.845	-	\$22.108	-
Professional Service Contracts	\$9.000	(0.894)	(2.249)	(11.249)	-	(1.355)	-
Materials & Supplies	\$1.500	\$4.500	\$13.047	\$11.547	-	\$8.547	-
Other Business Expenses	\$0.000	\$0.000	(3.418)	(3.418)	-	(3.418)	-
<b>Non-Labor</b>	<b>\$81.469</b>	<b>\$69.754</b>	<b>\$95.733</b>	<b>\$14.264</b>	<b>17.5</b>	<b>\$25.979</b>	<b>37.2</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>Total Expenses before Depreciation and OPEB</b>	<b>\$274.874</b>	<b>\$345.594</b>	<b>\$602.453</b>	<b>\$327.579</b>	-	<b>\$256.859</b>	<b>74.3</b>
Depreciation	\$1,928.062	\$1,928.062	\$2,058.987	\$130.925	6.8	\$130.925	6.8
GASB 75 OPEB Expense Adjustment	\$1,345.800	\$1,345.800	\$684.037	(661.763)	(49.2)	(661.763)	(49.2)
GASB 68 Pension Adjustment	(303.171)	(303.171)	\$70.094	\$373.265	-	\$373.265	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Expenditures</b>	<b>\$3,245.565</b>	<b>\$3,316.285</b>	<b>\$3,415.571</b>	<b>\$170.006</b>	<b>5.2</b>	<b>\$99.286</b>	<b>3.0</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$3,117.977</b>	<b>\$3,319.714</b>	<b>\$3,270.250</b>	<b>\$152.273</b>	<b>4.9</b>	<b>(49.464)</b>	<b>(1.5)</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.



# NYCT – Non-Reimbursable Overtime Variance

December 2020 and YTD forecast vs. variance

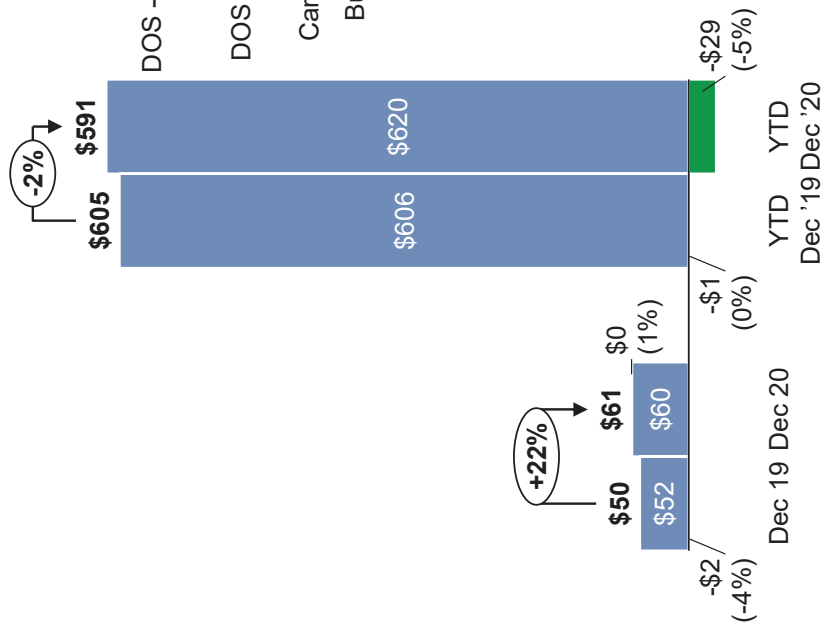
\$M

- Variance - Unfavorable
- Variance - Favorable
- Budget

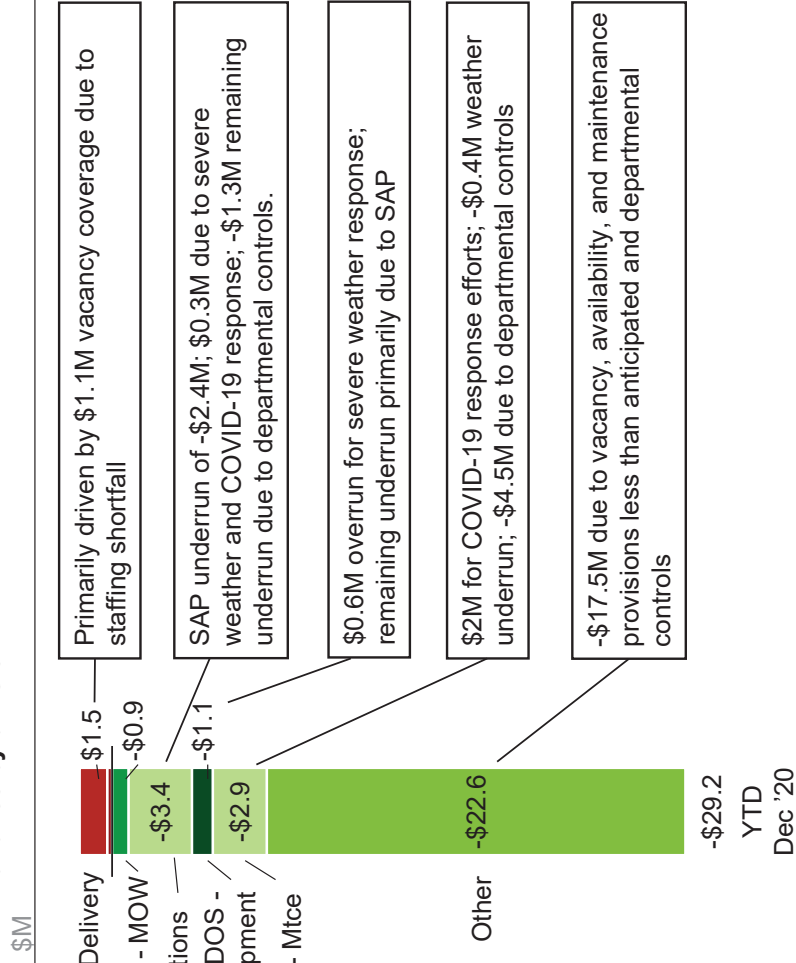
Annual Budget  
Adopted: \$508M  
Forecast: \$620M

- Overall decrease of \$14M or 2% compared to December YTD 2019
- \$29M or 5% below 2020 YTD forecast
- Subways -\$3.9M underrun: -\$4.4M for COVID-19 response; \$2.4M severe weather response; remaining mainly due to SAP
- Buses -\$2.6M underrun: -\$2.9M for COVID-19 response; \$1.1M SAP from 1<sup>st</sup> quarter; -\$0.6M scheduled overtime

## Overview



## YTD variance by division

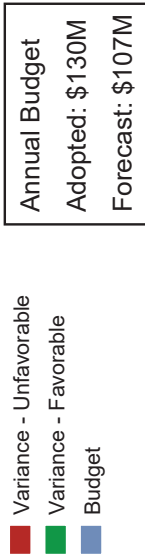


Source: forecast budget. GL actuals for actual overtime spending.

# NYCT – Reimbursable Overtime Variance

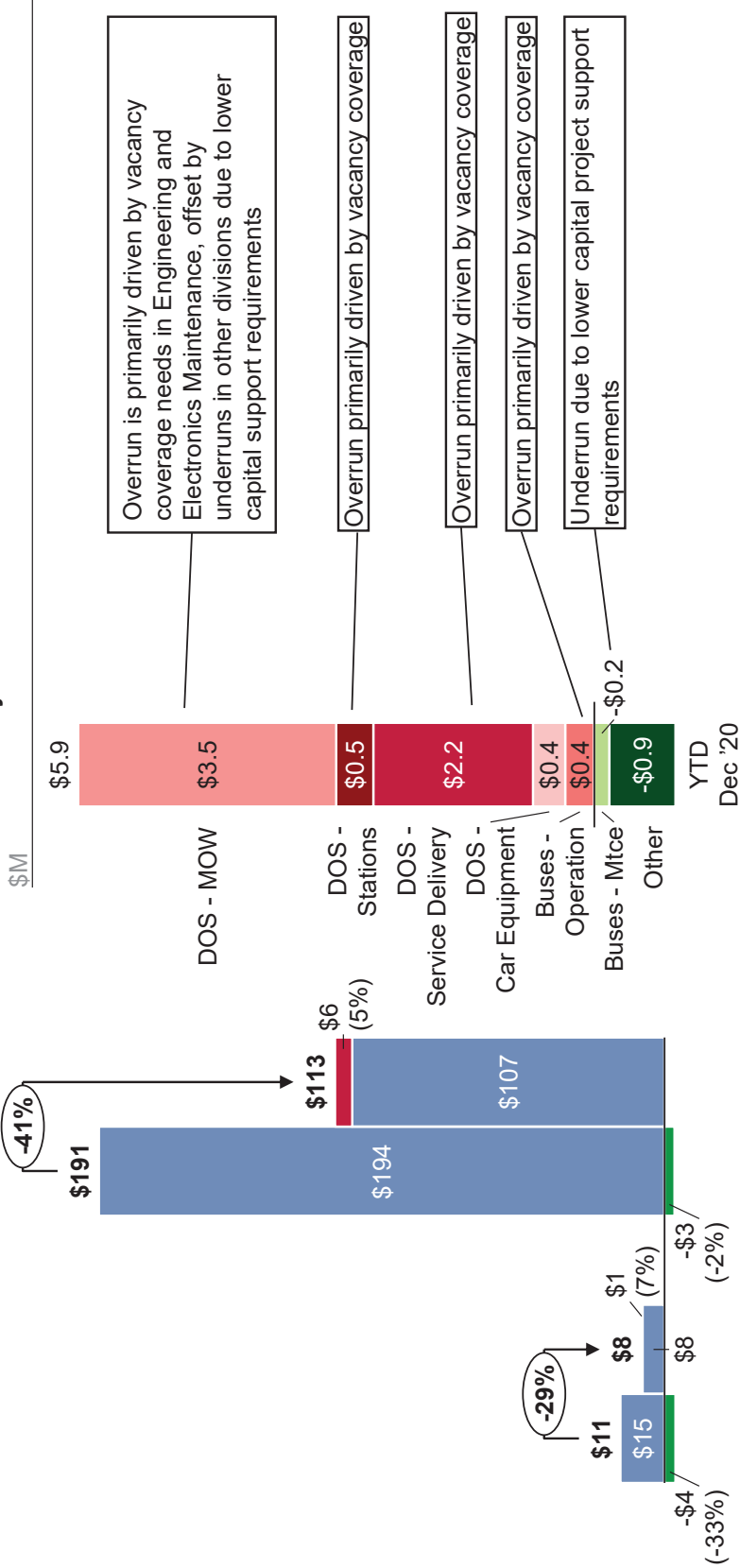
## December 2020 and YTD forecast vs. variance

\$M



- Overview**
- Overall decrease of \$78M or 41% compared to December YTD 2019
  - \$6M or 5% above 2020 YTD forecast
  - Subways \$6.6M overrun: \$7.1M for vacancies, -\$2.1M due to lower capital project support requirements; \$1.1M overrun for SAP; \$0.7M overrun in capital track program
  - Buses \$0.2M overrun due to vacancy coverage

### YTD variance by division



Source: forecast budget. GL actuals for actual overtime spending.

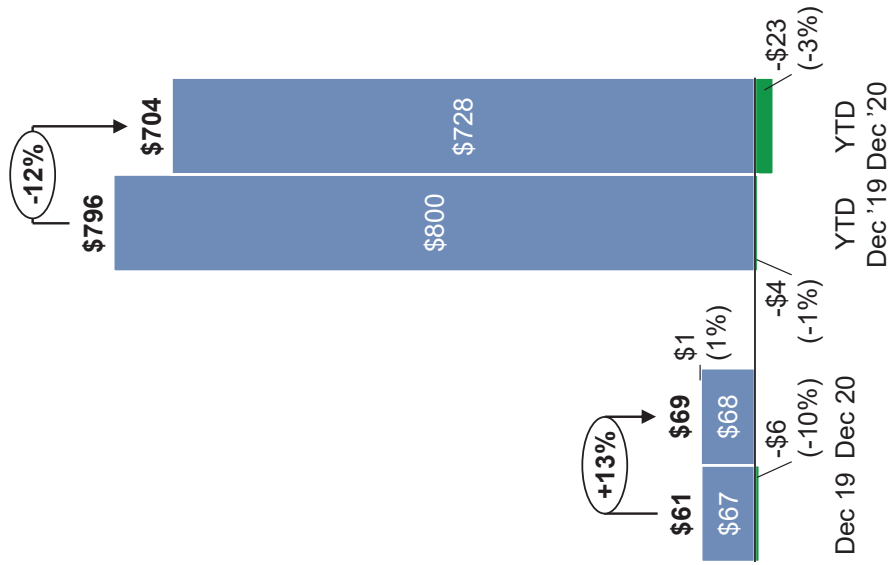
# NYCT – Total Overtime Variance

## December 2020 and YTD forecast vs. variance

\$M

- Variance - Unfavorable
- Variance - Favorable
- Budget

Annual Budget  
Adopted: \$638M  
Forecast: \$728M

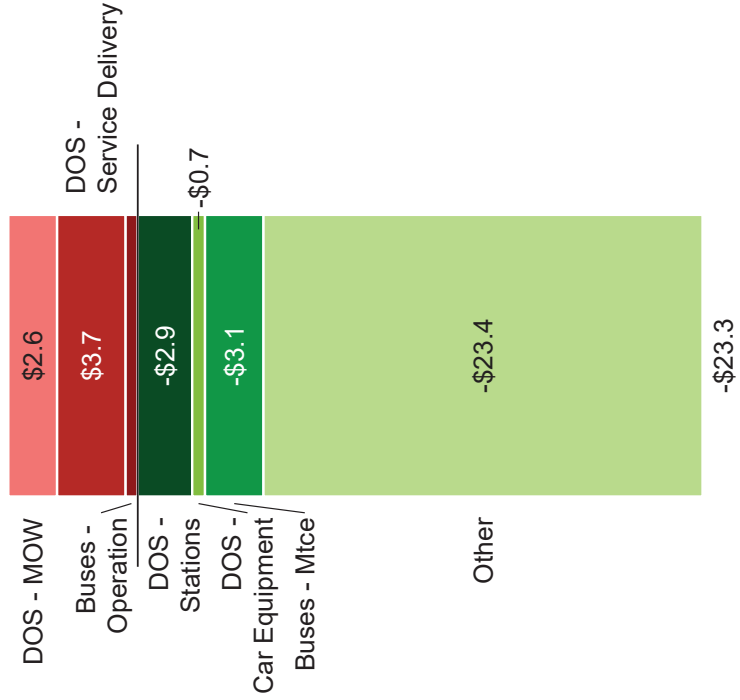


## Overview

- Overall decrease of \$92M or 12% compared to December YTD 2019
- \$23M or 3% below 2020 YTD forecast

## YTD variance by division

\$M



Source: forecast budget. GL actuals for actual overtime spending.

YTD Dec '20

# MTA NEW YORK CITY TRANSIT 2020 Year-End Report

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

	Dec. 2020			Favorable/(Unfavorable) Variance			
	Adopted	November	Actual	Adopted Budget		November Forecast	
	Budget	Forecast		Variance	Percent	Variance	Percent
<b>Administration:</b>							
Office of the President	25	25	23	2	8.0%	2	8.0%
Law	281	281	236	45	16.0%	45	16.0%
Office of the EVP	14	14	8	6	42.9%	6	42.9%
Human Resources	220	218	183	37	16.8%	35	16.1%
Office of Management and Budget	41	41	28	13	31.7%	13	31.7%
Capital Planning and Budget	37	37	26	11	29.7%	11	29.7%
Strategy & Customer Experience	188	188	178	10	5.3%	10	5.3%
Non-Departmental	4	0	0	4	100.0%	0	0.0%
Labor Relations	84	84	76	8	9.5%	8	9.5%
Office of People & Business Transformation	18	18	11	7	38.9%	7	38.9%
Materiel	238	235	204	34	14.3%	31	13.2%
Controller	114	114	101	13	11.4%	13	11.4%
<b>Total Administration</b>	<b>1,264</b>	<b>1,255</b>	<b>1,074</b>	<b>190</b>	<b>15.0%</b>	<b>181</b>	<b>14.4%</b>
<b>Operations:</b>							
Subways Service Delivery	8,207	8,198	7,868	339	4.1%	330	4.0%
Subways Operations Support/Admin	412	406	396	16	3.9%	10	2.5%
Subways Stations	2,638	2,603	2,396	242	9.2%	207	8.0%
<b>Subtotal Subways</b>	<b>11,257</b>	<b>11,207</b>	<b>10,660</b>	<b>597</b>	<b>5.3%</b>	<b>547</b>	<b>4.9%</b>
Buses	10,957	11,050	10,809	148	1.4%	241	2.2%
Paratransit	214	214	182	32	15.0%	32	15.0%
Operations Planning	386	386	335	51	13.2%	51	13.2%
Revenue Control	641	641	562	79	12.3%	79	12.3%
Non-Departmental	93	0	0	93	100.0%	0	0.0%
<b>Total Operations</b>	<b>23,548</b>	<b>23,498</b>	<b>22,548</b>	<b>1,000</b>	<b>4.2%</b>	<b>950</b>	<b>4.0%</b>
<b>Maintenance:</b>							
Subways Operations Support/Admin	113	118	79	34	30.1%	39	33.1%
Subways Engineering	358	358	314	44	12.3%	44	12.3%
Subways Car Equipment	5,079	4,799	4,704	375	7.4%	95	2.0%
Subways Infrastructure	1,871	1,881	1,828	43	2.3%	53	2.8%
Subways Elevators & Escalators	477	476	448	29	6.1%	28	5.9%
Subways Stations	3,483	3,476	3,228	255	7.3%	248	7.1%
Subways Track	3,096	3,164	2,823	273	8.8%	341	10.8%
Subways Power	686	686	634	52	7.6%	52	7.6%
Subways Signals	1,679	1,698	1,611	68	4.1%	87	5.1%
Subways Electronic Maintenance	1,620	1,620	1,462	158	9.8%	158	9.8%
<b>Subtotal Subways</b>	<b>18,462</b>	<b>18,276</b>	<b>17,131</b>	<b>1,331</b>	<b>7.2%</b>	<b>1,145</b>	<b>6.3%</b>
Buses	3,466	3,484	3,374	92	2.7%	110	3.2%
Supply Logistics	548	548	522	26	4.7%	26	4.7%
System Safety	93	93	79	14	15.1%	14	15.1%
Non-Departmental	(164)	(116)	14	(178)	108.5%	(130)	112.1%
<b>Total Maintenance</b>	<b>22,405</b>	<b>22,285</b>	<b>21,120</b>	<b>1,285</b>	<b>5.7%</b>	<b>1,165</b>	<b>5.2%</b>
<b>Engineering:</b>							
Capital Program Management	1,450	1,450	1,129	321	22.1%	321	22.1%
<b>Total Engineering/Capital</b>	<b>1,450</b>	<b>1,450</b>	<b>1,129</b>	<b>321</b>	<b>22.1%</b>	<b>321</b>	<b>22.1%</b>
<b>Public Safety:</b>							
Security	652	652	593	59	9.0%	59	9.0%
<b>Total Public Safety</b>	<b>652</b>	<b>652</b>	<b>593</b>	<b>59</b>	<b>9.0%</b>	<b>59</b>	<b>9.0%</b>
<b>Total Positions</b>	<b>49,319</b>	<b>49,140</b>	<b>46,464</b>	<b>2,855</b>	<b>5.8%</b>	<b>2,676</b>	<b>5.4%</b>
Non-Reimbursable	44,034	44,077	42,450	1,584	3.6%	1,627	3.7%
Reimbursable	5,285	5,063	4,014	1,271	24.0%	1,049	20.7%
Total Full-Time	49,129	48,950	46,343	2,786	5.7%	2,607	5.3%
Total Full-Time Equivalents	190	190	121	69	36.3%	69	36.3%

**MTA NEW YORK TRANSIT**  
**2020 YEAR-END REPORT**  
**TOTAL POSITIONS by FUNCTION and OCCUPATION**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**

FUNCTION/OCCUPATION	Dec. 2020			Favorable/(Unfavorable) Variance			
	Adopted Budget	November Forecast	Actual	Adopted Budget		November Forecast	
				Variance	Percent	Variance	Percent
<b>Administration:</b>							
Managers/Supervisors	444	438	362	82	18.5%	76	17.4%
Professional, Technical, Clerical	788	785	682	106	13.5%	103	13.1%
Operational Hourlies	32	32	30	2	6.3%	2	6.3%
<b>Total Administration</b>	<b>1,264</b>	<b>1,255</b>	<b>1,074</b>	<b>190</b>	<b>15.0%</b>	<b>181</b>	<b>14.4%</b>
<b>Operations:</b>							
Managers/Supervisors	2,820	2,819	2,662	158	5.6%	157	5.6%
Professional, Technical, Clerical	578	581	496	82	14.2%	85	14.6%
Operational Hourlies	20,150	20,098	19,390	760	3.8%	708	3.5%
<b>Total Operations</b>	<b>23,548</b>	<b>23,498</b>	<b>22,548</b>	<b>1,000</b>	<b>4.2%</b>	<b>950</b>	<b>4.0%</b>
<b>Maintenance:</b>							
Managers/Supervisors	3,947	3,952	3,702	245	6.2%	250	6.3%
Professional, Technical, Clerical	1,063	1,065	836	227	21.4%	229	21.5%
Operational Hourlies	17,395	17,268	16,582	813	4.7%	686	4.0%
<b>Total Maintenance</b>	<b>22,405</b>	<b>22,285</b>	<b>21,120</b>	<b>1,285</b>	<b>5.7%</b>	<b>1165</b>	<b>5.2%</b>
<b>Engineering/Capital:</b>							
Managers/Supervisors	364	364	278	86	23.6%	86	23.6%
Professional, Technical, Clerical	1,084	1,084	849	235	21.7%	235	21.7%
Operational Hourlies	2	2	2	-	0.0%	0	0.0%
<b>Total Engineering/Capital</b>	<b>1,450</b>	<b>1,450</b>	<b>1,129</b>	<b>321</b>	<b>22.1%</b>	<b>321</b>	<b>22.1%</b>
<b>Public Safety:</b>							
Managers/Supervisors	270	270	242	28	10.4%	28	10.4%
Professional, Technical, Clerical	41	41	31	10	24.4%	10	24.4%
Operational Hourlies	341	341	320	21	6.2%	21	6.2%
<b>Total Public Safety</b>	<b>652</b>	<b>652</b>	<b>593</b>	<b>59</b>	<b>9.0%</b>	<b>59</b>	<b>9.0%</b>
<b>Total Positions:</b>							
Managers/Supervisors	7,845	7,843	7,246	599	7.6%	597	7.6%
Professional, Technical, Clerical	3,554	3,556	2,894	660	18.6%	662	18.6%
Operational Hourlies	37,920	37,741	36,324	1,596	4.2%	1,417	3.8%
<b>Total Positions</b>	<b>49,319</b>	<b>49,140</b>	<b>46,464</b>	<b>2,855</b>	<b>5.8%</b>	<b>2,676</b>	<b>5.4%</b>

# Preliminary December 2020 Year-End Report: Staten Island Railway

The purpose of this report is to provide the preliminary 2020 financial results on an accrual basis. The accrual basis is presented on both a non-reimbursable and reimbursable account basis. These results are compared to the Adopted Budget (budget) and November Forecast (forecast).

## **Summary of Preliminary Financial Results**

Preliminary ridership and accrual results, versus forecast, are summarized as follows:

- 2020 Staten Island Railway ridership of 1.43 million was 54,344 rides (3.66 percent) below forecast. 2020 average weekday ridership was 5,332 rides, 10,540 rides (66.4 percent) lower than 2019.
- 2020 farebox revenue of \$2.3 million was \$0.04 million (1.6 percent) below forecast.
- Operating expenses of \$55.6 million were below forecast by \$12.5 million (18.3 percent).
  - Labor expenses were below forecast by \$7.1 million (13.6 percent).
  - Non-labor expenses were less than forecast by \$5.4 million (33.8 percent).

Preliminary ridership and accrual results, versus budget, are summarized as follows:

- 2020 Staten Island Railway ridership of 1.43 million was 2,844,714 rides (66.6 percent) below budget.
- 2020 farebox revenue of \$2.3 million was \$4.3 million (65.1 percent) below budget.
- Operating expenses were below budget by \$6.4 million (10.3 percent).
  - Labor expenses were less than budget by \$5.2 million (10.4 percent).
  - Non-labor expenses were less than budget by \$1.2 million (9.8 percent).

## STATEN ISLAND RAILWAY FINANCIAL AND RIDERSHIP REPORT

### December 2020 Year-to-Date

(All data are preliminary and subject to audit)

#### **Preliminary Actual Results Compared to the November Forecast (forecast)**

**Total ridership** in 2020 of 1.43 million was 54,344 rides (3.66 percent) below November Forecast. 2020 average weekday ridership was 5,332 rides, 10,540 rides (66.4 percent) lower than 2019.

**Operating revenues** were \$26.9 million in 2020, \$0.8 million (3.0 percent) below the forecast.

**Non-reimbursable expenses**, before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were \$55.6 million in 2020, \$12.5 million (18.3 percent) below the forecast. Labor expenses were less than the forecast by \$7.1 million (13.6 percent), including an underrun in health & welfare/OPEB current expenses of \$2.2 million (23.8 percent), due largely to prescription drug contract rebates and vacancy savings. Payroll expenses underran by \$0.9 million (3.5 percent), due mostly to vacancies. Pension expenses were also favorable by \$0.8 million (8.9 percent), due mostly to favorable timing of expenses. Non-labor expenses were below the forecast by \$5.4 million (33.8 percent), due primarily to an underrun in maintenance contracts of \$2.7 million (77.1 percent), due mostly to favorable timing of maintenance work postponed by COVID-19. Electric power expenses also underran by \$0.03 million (0.8 percent). Other business expenses were favorable by \$1.6 million (83.7 percent, due mainly to lower-than-expected other business purchases.

Depreciation expenses, GASB #75 Other Post-Employment Benefits, and GASB #68 Pension Adjustment will be updated during the year-end adjustment period.

The **operating cash deficit** (excluding subsidies) was \$23.9 million, \$16.5 million (40.9 percent) favorable to the forecast.

#### **Preliminary Actual Results Compared to the Adopted Budget (budget)**

**Total ridership** in 2020 of 1.43 million was 2,844,714 rides (66.6 percent) below budget.

**Operating revenues** exceeded the budget by \$17.8 million (194.7 percent).

**Non-reimbursable expenses** were \$6.4 million (10.3 percent) below budget. Labor expenses were below budget by \$5.2 million (10.4 percent). Non-labor expenses were also below budget by \$1.2 million (9.8 percent).

**MTA STATEN ISLAND RAILWAY**  
**Preliminary 2020 Year-End Report**  
**Accrual Statement of Operations By Category**  
**2020 Adopted Budget and November Forecast vs.**  
**Actual**  
(\$ in Millions)

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NON-REIMBURSABLE

	<u>December 2020 Year-To-Date</u>			<u>Favorable (Unfavorable) Variance</u>			
	<u>Adopted Budget</u>	<u>November Forecast</u>	<u>Actual</u>	<u>Adopted Budget</u>	<u>%</u>	<u>November Forecast</u>	<u>%</u>
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>		<u>\$</u>	<u>%</u>
<b>Revenue</b>							
<b>Farebox Revenue:</b>							
Farebox Revenue	\$6.669	\$2.362	\$2.325	(4.344)	(65.1)	(0.037)	(1.6)
Other Revenue	\$2.468	\$25.412	\$24.603	\$22.135	-	(0.809)	(3.2)
Capital and Other Reimbursements	\$0.000	\$0.000	\$0.000	-	-	-	-
<b>Total Revenue</b>	<b>\$9.137</b>	<b>\$27.775</b>	<b>\$26.928</b>	<b>\$17.791</b>	<b>-</b>	<b>(0.846)</b>	<b>(3.0)</b>
<b>Expenses</b>							
<b>Labor :</b>							
Payroll	\$26.081	\$26.545	\$25.623	\$0.458	1.8	\$0.921	3.5
Overtime	\$2.387	\$3.238	\$2.117	\$0.270	11.3	\$1.122	34.6
<b>Total Salaries &amp; Wages</b>	<b>\$28.468</b>	<b>\$29.783</b>	<b>\$27.740</b>	<b>\$0.728</b>	<b>2.6</b>	<b>\$2.043</b>	<b>6.9</b>
Health and Welfare	\$7.376	\$6.587	\$4.886	\$2.490	33.8	\$1.701	25.8
OPEB Current Payment	\$2.723	\$2.723	\$2.208	\$0.515	18.9	\$0.515	18.9
Pensions	\$7.738	\$8.838	\$8.055	(0.317)	(4.1)	\$0.783	8.9
Other Fringe Benefits	\$4.820	\$5.049	\$4.867	(0.047)	(1.0)	\$0.181	3.6
<b>Total Fringe Benefits</b>	<b>\$22.657</b>	<b>\$23.197</b>	<b>\$20.016</b>	<b>\$2.641</b>	<b>11.7</b>	<b>\$3.181</b>	<b>13.7</b>
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	-	-	-
Reimbursable Overhead	(0.903)	(0.903)	(2.749)	\$1.846	-	\$1.846	-
<b>Labor</b>	<b>\$50.221</b>	<b>\$52.076</b>	<b>\$45.007</b>	<b>\$5.214</b>	<b>10.4</b>	<b>\$7.069</b>	<b>13.6</b>
<b>Non-Labor :</b>							
Electric Power	\$3.904	\$3.292	\$3.265	\$0.639	16.4	\$0.027	0.8
Fuel	\$0.279	\$0.225	\$0.212	\$0.067	23.9	\$0.013	5.7
Insurance	\$1.205	\$1.012	\$0.966	\$0.239	19.8	\$0.045	4.5
Claims	\$0.090	\$0.990	\$0.960	(0.870)	-	\$0.030	3.0
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	-	-	-
Maintenance and Other Operating Contracts	\$2.375	\$3.565	\$0.816	\$1.559	65.7	\$2.749	77.1
Professional Service Contracts	\$1.059	\$1.742	\$1.566	(0.507)	(47.9)	\$0.176	10.1
Materials & Supplies	\$2.146	\$3.271	\$2.529	(0.383)	(17.9)	\$0.742	22.7
Other Business Expenses	\$0.730	\$1.955	\$0.318	\$0.412	56.4	\$1.637	83.7
<b>Non-Labor</b>	<b>\$11.788</b>	<b>\$16.051</b>	<b>\$10.633</b>	<b>\$1.155</b>	<b>9.8</b>	<b>\$5.418</b>	<b>33.8</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>\$62.010</b>	<b>\$68.127</b>	<b>\$55.640</b>	<b>\$6.370</b>	<b>10.3</b>	<b>\$12.487</b>	<b>18.3</b>
Depreciation	\$12.000	\$12.000	\$10.808	\$1.192	9.9	\$1.192	9.9
GASB 75 OPEB Expense Adjustment	\$7.500	\$5.500	\$4.862	\$2.638	35.2	\$0.638	11.6
GASB 68 Pension Adjustment	(0.100)	(0.100)	(0.811)	\$0.711	-	\$0.711	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	-	-	-
<b>Total Expenses</b>	<b>\$81.410</b>	<b>\$85.528</b>	<b>\$70.499</b>	<b>\$10.911</b>	<b>13.4</b>	<b>\$15.029</b>	<b>17.6</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(72.272)</b>	<b>(57.753)</b>	<b>(43.571)</b>	<b>\$28.702</b>	<b>39.7</b>	<b>\$14.182</b>	<b>24.6</b>

**Note:**

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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.



**MTA STATEN ISLAND RAILWAY**  
**Preliminary 2020 Year-End Report**  
**Accrual Statement of Operations By Category**  
**2020 Adopted Budget and November Forecast vs.**  
**Actual**  
(\$ in Millions)

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REIMBURSABLE

	<u>December 2020 Year-To-Date</u>			<u>Favorable (Unfavorable) Variance</u>			
	<u>Adopted Budget</u>	<u>November Forecast</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>November Forecast</u>	
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</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	\$6.985	\$6.985	\$6.021	(0.964)	(13.8)	(0.964)	(13.8)
<b>Total Revenue</b>	<b>\$6.985</b>	<b>\$6.985</b>	<b>\$6.021</b>	<b>(0.964)</b>	<b>(13.8)</b>	<b>(0.964)</b>	<b>(13.8)</b>
<b>Expenses</b>							
<b>Labor :</b>							
Payroll	\$3.897	\$3.897	\$0.937	\$2.960	76.0	\$2.960	76.0
Overtime	\$0.900	\$0.900	\$2.060	(1.159)	-	(1.159)	-
<b>Total Salaries &amp; Wages</b>	<b>\$4.797</b>	<b>\$4.797</b>	<b>\$2.996</b>	<b>\$1.801</b>	<b>37.5</b>	<b>\$1.801</b>	<b>37.5</b>
Health and Welfare	\$0.000	\$0.000	\$0.000	-	-	\$0.000	-
OPEB Current Payment	\$0.000	\$0.000	\$0.002	(0.002)	-	(0.002)	-
Pensions	\$0.000	\$0.000	\$0.000	-	-	\$0.000	-
Other Fringe Benefits	\$1.285	\$1.285	\$0.000	\$1.285	-	\$1.285	-
<b>Total Fringe Benefits</b>	<b>\$1.285</b>	<b>\$1.285</b>	<b>\$0.002</b>	<b>\$1.283</b>	-	<b>\$1.283</b>	-
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	-	-	-
Reimbursable Overhead	\$0.903	\$0.903	\$2.752	(1.848)	-	(1.848)	-
<b>Labor</b>	<b>\$6.985</b>	<b>\$6.985</b>	<b>\$5.750</b>	<b>\$1.235</b>	<b>17.7</b>	<b>\$1.235</b>	<b>17.7</b>
<b>Non-Labor :</b>							
Electric Power	\$0.000	\$0.000	\$0.014	(0.014)	-	(0.014)	-
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	\$0.022	(0.022)	-	(0.022)	-
Materials & Supplies	\$0.000	\$0.000	\$0.236	(0.236)	-	(0.236)	-
Other Business Expenses	\$0.000	\$0.000	\$0.000	-	-	-	-
<b>Non-Labor</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.271</b>	<b>(0.271)</b>	-	<b>(0.271)</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>Total Expenses before Depreciation and OPEB</b>	<b>\$6.985</b>	<b>\$6.985</b>	<b>\$6.021</b>	<b>\$0.964</b>	<b>13.8</b>	<b>\$0.964</b>	<b>13.8</b>
Depreciation	\$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	-	-	-	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	-	-	-
<b>Total Expenses</b>	<b>\$6.985</b>	<b>\$6.985</b>	<b>\$6.021</b>	<b>\$0.964</b>	<b>13.8</b>	<b>\$0.964</b>	<b>13.8</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	-	<b>\$0.000</b>	-

**Note:**

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**MTA STATEN ISLAND RAILWAY**  
**Preliminary 2020 Year-End Report**  
**Accrual Statement of Operations By Category**  
**2020 Adopted Budget and November Forecast vs.**  
**Actual**  
(\$ in Millions)

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NON-REIMBURSABLE & REIMBURSABLE

	<u>December 2020 Year-To-Date</u>			<u>Favorable (Unfavorable) Variance</u>			
	<u>Adopted Budget</u>	<u>November Forecast</u>	<u>Actual</u>	<u>Adopted Budget</u>	<u>%</u>	<u>November Forecast</u>	<u>%</u>
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>		<u>\$</u>	
<b>Revenue</b>							
<b>Farebox Revenue:</b>							
Farebox Revenue	\$6.669	\$2.362	\$2.325	(4.344)	(65.1)	(0.037)	(1.6)
Other Revenue	\$2.468	\$25.412	\$24.603	\$22.135	-	(0.809)	(3.2)
Capital and Other Reimbursements	\$6.985	\$6.985	\$6.021	(0.964)	(13.8)	(0.964)	(13.8)
<b>Total Revenue</b>	<b>\$16.123</b>	<b>\$34.760</b>	<b>\$32.949</b>	<b>\$16.827</b>	<b>-</b>	<b>(1.810)</b>	<b>(5.2)</b>
<b>Expenses</b>							
<b>Labor :</b>							
Payroll	\$29.978	\$30.441	\$26.560	\$3.418	11.4	\$3.881	12.7
Overtime	\$3.287	\$4.139	\$4.176	(0.889)	(27.0)	(0.038)	(0.9)
<b>Total Salaries &amp; Wages</b>	<b>\$33.265</b>	<b>\$34.580</b>	<b>\$30.737</b>	<b>\$2.529</b>	<b>7.6</b>	<b>\$3.843</b>	<b>11.1</b>
Health and Welfare	\$7.376	\$6.587	\$4.886	\$2.490	33.8	\$1.701	25.8
OPEB Current Payment	\$2.723	\$2.723	\$2.210	\$0.513	18.9	\$0.513	18.8
Pensions	\$7.738	\$8.838	\$8.055	(0.317)	(4.1)	\$0.783	8.9
Other Fringe Benefits	\$6.105	\$6.333	\$4.867	\$1.237	20.3	\$1.466	23.1
<b>Total Fringe Benefits</b>	<b>\$23.942</b>	<b>\$24.482</b>	<b>\$20.018</b>	<b>\$3.924</b>	<b>16.4</b>	<b>\$4.464</b>	<b>18.2</b>
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	-	-	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.002	(0.002)	-	(0.002)	-
<b>Labor</b>	<b>\$57.207</b>	<b>\$59.061</b>	<b>\$50.757</b>	<b>\$6.450</b>	<b>11.3</b>	<b>\$8.305</b>	<b>14.1</b>
<b>Non-Labor :</b>							
Electric Power	\$3.904	\$3.292	\$3.279	\$0.625	16.0	\$0.013	0.4
Fuel	\$0.279	\$0.225	\$0.212	\$0.067	23.9	\$0.013	5.7
Insurance	\$1.205	\$1.012	\$0.966	\$0.239	19.8	\$0.045	4.5
Claims	\$0.090	\$0.990	\$0.960	(0.870)	-	\$0.030	3.0
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	-	-	-
Maintenance and Other Operating Contracts	\$2.375	\$3.565	\$0.816	\$1.559	65.7	\$2.749	77.1
Professional Service Contracts	\$1.059	\$1.742	\$1.588	(0.529)	(50.0)	\$0.154	8.8
Materials & Supplies	\$2.146	\$3.271	\$2.765	(0.619)	(28.8)	\$0.506	15.5
Other Business Expenses	\$0.730	\$1.955	\$0.318	\$0.412	56.4	\$1.637	83.7
<b>Non-Labor</b>	<b>\$11.788</b>	<b>\$16.051</b>	<b>\$10.904</b>	<b>\$0.884</b>	<b>7.5</b>	<b>\$5.147</b>	<b>32.1</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>\$68.995</b>	<b>\$75.113</b>	<b>\$61.661</b>	<b>\$7.334</b>	<b>10.6</b>	<b>\$13.451</b>	<b>17.9</b>
Depreciation	\$12.000	\$12.000	\$10.808	\$1.192	9.9	\$1.192	9.9
GASB 75 OPEB Expense Adjustment	\$7.500	\$5.500	\$4.862	\$2.638	35.2	\$0.638	11.6
GASB 68 Pension Adjustment	(0.100)	(0.100)	(0.811)	\$0.711	-	\$0.711	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	-	-	-
<b>Total Expenses</b>	<b>\$88.395</b>	<b>\$92.513</b>	<b>\$76.520</b>	<b>\$11.875</b>	<b>13.4</b>	<b>\$15.993</b>	<b>17.3</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(72.272)</b>	<b>(57.753)</b>	<b>(43.571)</b>	<b>\$28.702</b>	<b>39.7</b>	<b>\$14.182</b>	<b>24.6</b>

**Note:**

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**MTA STATEN ISLAND RAILWAY**  
**Explanation of Variances Between November Forecast and Actual: Accrual & Cash**  
**December 2020 Year-to-Date**

Generic Revenue or Expense Category	Non-Reimb. or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%	
<b><u>ACCRUAL</u></b>				
Payroll	Non Reimb.	0.921	3.5%	Mostly vacancies
Overtime	Non Reimb.	1.122	34.6%	Less backfill of vacancies since the pandemic began
Health and Welfare/OPEB Current Expenses	Non Reimb.	2.216	23.8%	Prescription drug contract rebates and vacancy savings
Pensions	Non Reimb.	0.783	8.9%	Favorable timing of expenses
Reimbursable Overhead Credits	Non Reimb.	1.846	204.4%	Favorable overhead credits from constrained RMB project work
Power	Non Reimb.	0.027	0.8%	Lower than expected non-traction power usage
Fuel	Non Reimb.	0.013	5.7%	Lower than expected heating fuel usage
Insurance	Non Reimb.	0.045	4.5%	Interagency billing underrun with MTA
Maintenance and Other Operating Contracts	Non Reimb.	2.749	77.1%	Favorable timing of maintenance work postponed due to COVID-19
Professional Service Contracts	Non Reimb.	0.176	10.1%	Lower requirements than anticipated due to COVID-19
Materials & Supplies	Non Reimb.	0.742	22.7%	Lower requirements than anticipated due to COVID-19
Payroll	Reimb.	2.960	76.0%	Project work covered by mostly by overtime
Overtime	Reimb.	(1.159)	(128.8)%	Most work covered by overtime
<b><u>CASH</u></b>				
Farebox Receipts	-	0.326	13.8%	Favorable timing of cash receipt
Other Operating Receipts	-	(0.203)	(0.8)%	Mostly unfavorable timing of reimbursements
Capital and Other Reimbursements	-	(0.484)	(6.9)%	Mostly unfavorable timing of capital reimbursements
Payroll	-	8.126	24.7%	Mostly vacancies
Overtime	-	0.507	12.3%	Mostly favorable timing of payments
Health and Welfare/OPEB Current Expenses	-	1.308	14.0%	Favorable timing of interagency payments and vacancies
Pensions	-	0.783	8.9%	Favorable timing of expenses
Insurance	-	(0.625)	(61.7)%	Unfavorable timing of interagency payments with MTA
Materials and supplies	-	(0.548)	(16.7)%	Unfavorable timing of payments
Other Business Expenses	-	1.771	90.6%	Lower than expected business purchases
Maintenance Contracts	-	2.973	83.4%	Favorable timing of payments

**MTA STATEN ISLAND RAILWAY**  
**Explanation of Variances Between Budget and Actual: Accrual**  
**December 2020 Year-to-Date**

Generic Revenue or Expense Category	Non-Reimb. or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%	
<b><u>ACCRUAL</u></b>				
Payroll	Non Reimb.	0.458	1.8%	Mostly vacancies
Overtime	Non Reimb.	0.270	11.3%	Less backfill of vacancies since the pandemic began
Health & Welfare/OPEB Current Expenses	Non Reimb.	3.005	29.8%	Prescription drug contract rebates and vacancy savings
Pensions	Non Reimb.	(0.317)	(4.1)%	Unfavorable timing of expenses
Other Fringe Benefits	Non Reimb.	(0.047)	(1.0)%	Unfavorable timing of expenses
Power	Non Reimb.	0.639	16.4%	Lower than expected traction power usage

**MTA STATEN ISLAND RAILWAY**  
**Preliminary 2020 Year-End Report**  
**Cash Receipts and Expenditures**  
**FY20 Adopted Budget and November Forecast vs. Actual**  
(\$ in Millions)

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	<u>December 2020 Year-To-Date</u>			<u>Favorable (Unfavorable) Variance</u>			
	<u>Adopted</u>	<u>November</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>November Forecast</u>	
	<u>Budget</u>	<u>Forecast</u>		<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
<b>Receipts</b>							
<b>Farebox Revenue</b>	<b>\$6.669</b>	<b>\$2.363</b>	<b>\$2.688</b>	<b>(3.981)</b>	<b>(59.7)</b>	<b>\$0.326</b>	<b>13.8</b>
<b>Other Revenue</b>	<b>\$2.468</b>	<b>\$25.412</b>	<b>\$25.209</b>	<b>\$22.741</b>	<b>-</b>	<b>(0.203)</b>	<b>(0.8)</b>
Capital and Other Reimbursements	\$6.985	\$6.985	\$6.501	(0.485)	(6.9)	(0.484)	(6.9)
<b>Total Revenue</b>	<b>\$16.123</b>	<b>\$34.760</b>	<b>\$34.398</b>	<b>\$18.275</b>	<b>-</b>	<b>(0.362)</b>	<b>(1.0)</b>
<b>Expenditures</b>							
<b>Labor :</b>							
Payroll	\$31.239	\$32.854	\$24.729	\$6.510	20.8	\$8.126	24.7
Overtime	\$3.287	\$4.138	\$3.630	(0.343)	(10.4)	\$0.507	12.3
<b>Total Salaries &amp; Wages</b>	<b>\$34.526</b>	<b>\$36.992</b>	<b>\$28.359</b>	<b>\$6.167</b>	<b>17.9</b>	<b>\$8.633</b>	<b>23.3</b>
Health and Welfare	\$7.376	\$6.587	\$6.852	\$0.523	7.1	(0.265)	(4.0)
OPEB Current Payment	\$2.723	\$2.723	\$1.149	\$1.574	57.8	\$1.573	57.8
Pensions	\$7.738	\$8.838	\$8.055	(0.317)	(4.1)	\$0.783	8.9
Other Fringe Benefits	\$4.402	\$4.410	\$2.760	\$1.642	37.3	\$1.650	37.4
<b>Total Fringe Benefits</b>	<b>\$22.239</b>	<b>\$22.559</b>	<b>\$18.817</b>	<b>\$3.422</b>	<b>15.4</b>	<b>\$3.742</b>	<b>16.6</b>
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	-	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	-	-	-
<b>Labor</b>	<b>\$56.765</b>	<b>\$59.550</b>	<b>\$47.176</b>	<b>\$9.589</b>	<b>16.9</b>	<b>\$12.374</b>	<b>20.8</b>
<b>Non-Labor :</b>							
Electric Power	\$3.904	\$3.292	\$3.340	\$0.564	14.4	(0.049)	(1.5)
Fuel	\$0.279	\$0.225	\$0.243	\$0.036	12.9	(0.018)	(8.0)
Insurance	\$1.205	\$1.012	\$1.636	(0.431)	(35.8)	(0.625)	(61.7)
Claims	(0.410)	\$0.490	\$0.000	(0.410)	-	\$0.490	-
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	-	\$0.000	-
Maintenance and Other Operating Contracts	\$2.375	\$3.565	\$0.592	\$1.783	75.1	\$2.973	83.4
Professional Service Contracts	\$1.059	\$1.742	\$1.260	(0.201)	(19.0)	\$0.482	27.7
Materials & Supplies	\$2.146	\$3.272	\$3.819	(1.673)	(78.0)	(0.548)	(16.7)
Other Business Expenses	\$0.730	\$1.955	\$0.184	\$0.546	74.8	\$1.771	90.6
<b>Non-Labor</b>	<b>\$11.288</b>	<b>\$15.552</b>	<b>\$11.075</b>	<b>\$0.213</b>	<b>1.9</b>	<b>\$4.477</b>	<b>28.8</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>\$68.053</b>	<b>\$75.103</b>	<b>\$58.251</b>	<b>\$9.802</b>	<b>14.4</b>	<b>\$16.851</b>	<b>22.4</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	\$0.000	-	-	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	-	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	-	\$0.000	-
<b>Total Expenditures</b>	<b>\$68.053</b>	<b>\$75.102</b>	<b>\$58.251</b>	<b>\$9.802</b>	<b>14.4</b>	<b>\$16.851</b>	<b>22.4</b>
<b>Net Surplus/(Deficit)</b>	<b>(51.931)</b>	<b>(40.342)</b>	<b>(23.854)</b>	<b>\$28.077</b>	<b>54.1</b>	<b>\$16.489</b>	<b>40.9</b>

Note:  
1) Totals may not add due to rounding

**MTA STATEN ISLAND RAILWAY**  
**Preliminary 2020 Year-End Report**  
**Cash Conversion (Cash Flow Adjustments)**  
**2020 Adopted Budget and November Forecast vs. Actual**  
(\$ in Millions)

1/15/2021 04:41 PM

	<u>December 2020 Year-To-Date</u>			<u>Favorable (Unfavorable) Variance</u>			
	<u>Adopted</u>	<u>November</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>November Forecast</u>	
	<u>Budget</u>	<u>Forecast</u>		<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
<b>Revenue</b>							
<b>Farebox Revenue</b>	\$0.000	\$0.000	\$0.363	\$0.363	-	\$0.363	-
<b>Other Revenue</b>	\$0.000	\$0.000	\$0.606	\$0.606	-	\$0.606	-
Capital and Other Reimbursements	\$0.000	\$0.000	\$0.479	\$0.479	-	\$0.480	-
<b>Total Revenue</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$1.448</b>	<b>(1.448)</b>	-	<b>\$1.449</b>	-
<b>Expenses</b>							
<b>Labor :</b>							
Payroll	(1.261)	(2.413)	\$1.832	\$3.093	-	\$4.245	-
Overtime	\$0.000	\$0.001	\$0.546	\$0.546	-	\$0.545	-
<b>Total Salaries &amp; Wages</b>	<b>(1.261)</b>	<b>(2.412)</b>	<b>\$2.377</b>	<b>\$3.639</b>	-	<b>\$4.789</b>	-
Health and Welfare	\$0.000	\$0.000	(1.966)	(1.966)	-	(1.966)	-
OPEB Current Payment	\$0.000	\$0.000	\$1.060	\$1.060	-	\$1.060	-
Pensions	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Other Fringe Benefits	\$1.703	\$1.923	\$2.107	\$0.404	23.7	\$0.184	9.6
<b>Total Fringe Benefits</b>	<b>\$1.703</b>	<b>\$1.923</b>	<b>\$1.201</b>	<b>(0.502)</b>	<b>(29.5)</b>	<b>(0.722)</b>	<b>(37.5)</b>
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.002	\$0.002	-	\$0.002	-
<b>Labor</b>	<b>\$0.442</b>	<b>(0.489)</b>	<b>\$3.581</b>	<b>\$3.139</b>	-	<b>\$4.070</b>	-
<b>Non-Labor :</b>							
Electric Power	\$0.000	\$0.000	(0.061)	(0.061)	-	(0.061)	-
Fuel	\$0.000	\$0.000	(0.031)	(0.031)	-	(0.031)	-
Insurance	\$0.000	\$0.000	(0.670)	(0.670)	-	(0.670)	-
Claims	\$0.500	\$0.500	\$0.960	\$0.460	92.0	\$0.460	92.0
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Maintenance and Other Operating Contracts	\$0.000	\$0.000	\$0.223	\$0.223	-	\$0.223	-
Professional Service Contracts	\$0.000	\$0.000	\$0.328	\$0.328	-	\$0.328	-
Materials & Supplies	\$0.000	(0.001)	(1.054)	(1.054)	-	(1.053)	-
Other Business Expenses	\$0.000	\$0.000	\$0.134	\$0.134	-	\$0.134	-
<b>Non-Labor</b>	<b>\$0.500</b>	<b>\$0.499</b>	<b>(0.171)</b>	<b>(0.671)</b>	-	<b>(0.670)</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>Total Expenses before Depreciation and OPEB</b>	<b>\$0.942</b>	<b>\$0.010</b>	<b>\$3.410</b>	<b>\$2.468</b>	-	<b>\$3.400</b>	-
Depreciation	\$12.000	\$12.000	\$10.808	(1.192)	(9.9)	(1.192)	(9.9)
GASB 75 OPEB Expense Adjustment	\$7.500	\$5.500	\$4.862	(2.638)	(35.2)	(0.638)	(11.6)
GASB 68 Pension Adjustment	(0.100)	(0.100)	(0.811)	(0.711)	-	(0.712)	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
<b>Total Expenditures</b>	<b>\$20.342</b>	<b>\$17.411</b>	<b>\$18.269</b>	<b>(2.073)</b>	<b>(10.2)</b>	<b>\$0.858</b>	<b>4.9</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$20.342</b>	<b>\$17.411</b>	<b>\$19.717</b>	<b>(0.624)</b>	<b>(3.1)</b>	<b>\$2.307</b>	<b>13.2</b>

**Note:**

1) Totals may not add due to rounding.

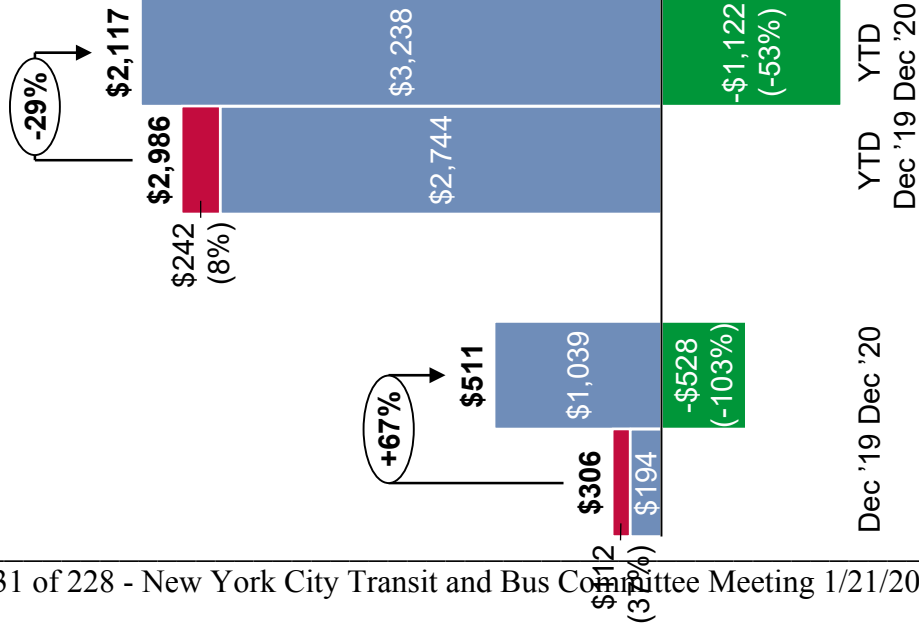
2) Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the actual amounts do not include post-close adjustments, which will be included in the Final audited YE statements.

# SIRTOA – Non-Reimbursable Overtime Variance

## December 2020 and YTD forecast vs. variance

Annual budget  
 Adopted: \$2,387K  
 Forecast: \$3,238K

Variance - Unfavorable  
 Variance - Favorable  
 Budget

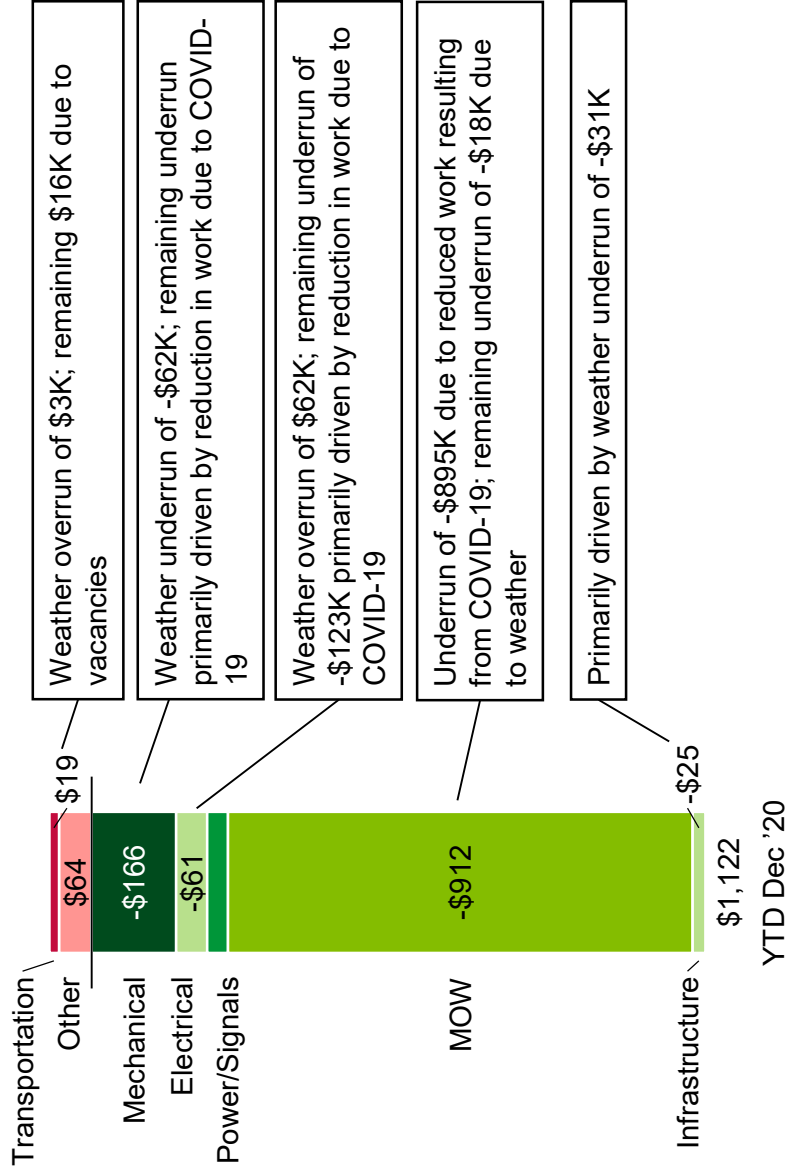


## Overview

- Overall decrease of -\$869K or -29% compared to December YTD 2019
- -\$1,122K or -53% below 2020 YTD forecast
- Maintenance -\$1,205K underrun: \$46K weather overrun due to recent snowstorms; remaining underrun due to work reduction from COVID-19 partly offset by COVID-19 cleaning
- Service \$19K overrun: \$3K weather overrun; remaining \$16K overrun due to vacancies caused by COVID-19

### YTD variance by division

\$K

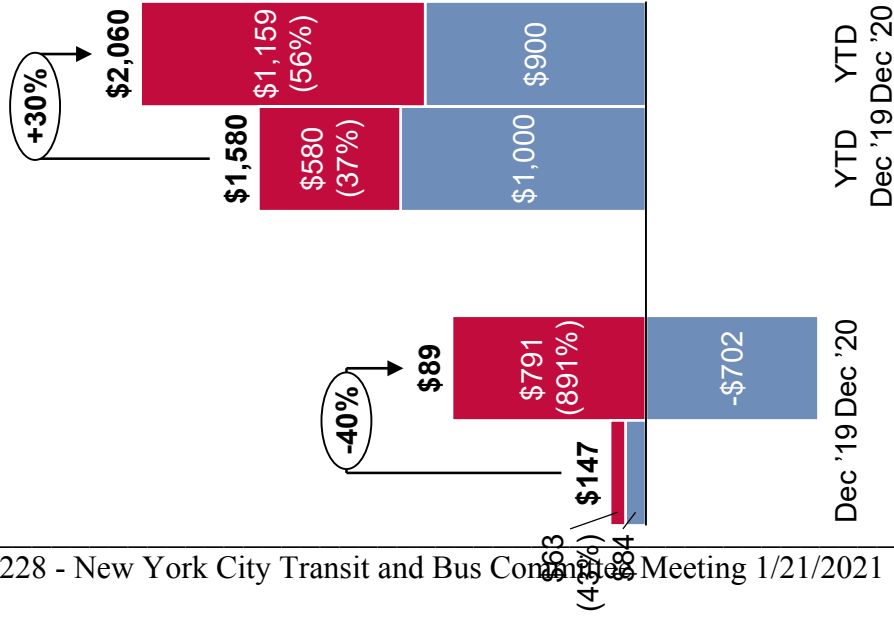


# SIRTOA – Reimbursable Overtime Variance

## December 2020 and YTD forecast vs. variance

Annual budget  
 Adopted: \$900K  
 Forecast: \$900K

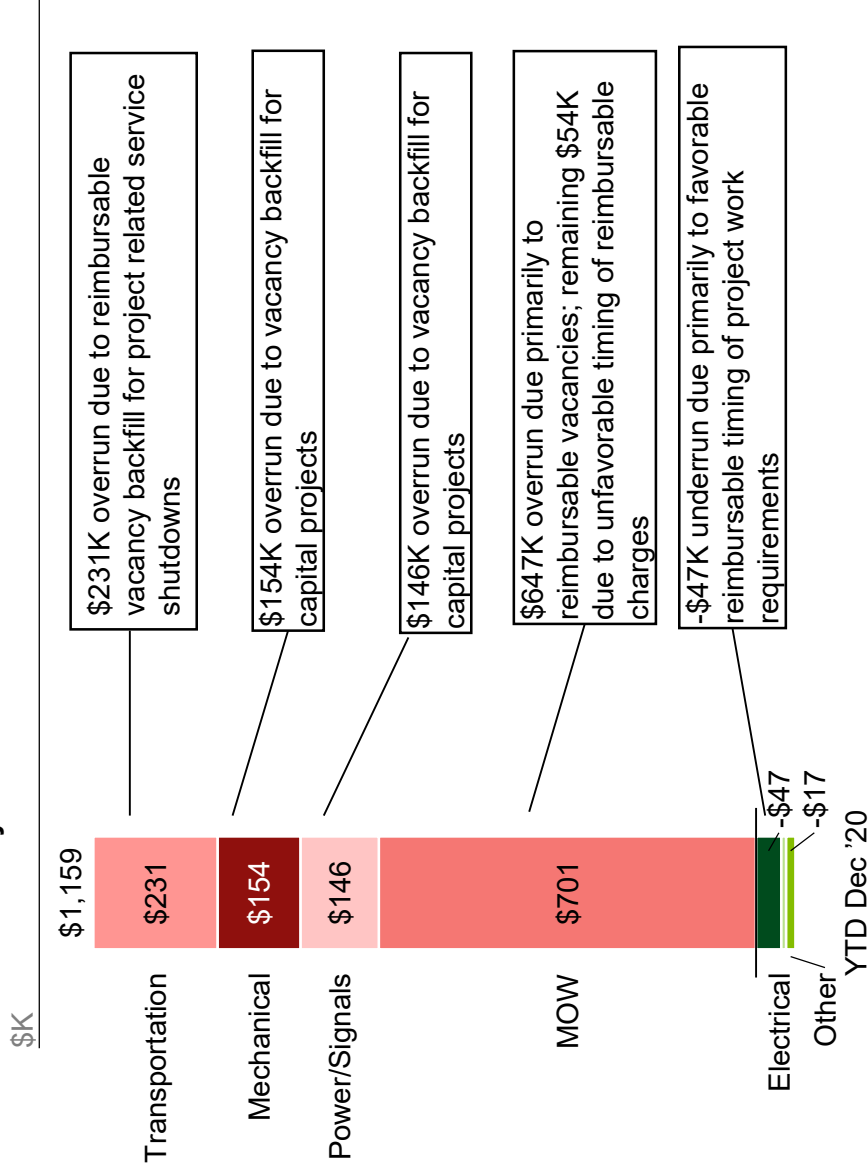
Variance - Unfavorable  
 Variance - Favorable  
 Budget



## Overview

- Overall increase of \$480K or 30% compared to December YTD 2019
- \$1,159K or 56% above 2020 YTD forecast
- Maintenance \$945K overrun: due primarily to reimbursable vacancy backfill for project work requirements
- Service \$231K overrun: due primarily to reimbursable vacancy backfill for project related service shut-downs

## YTD variance by division



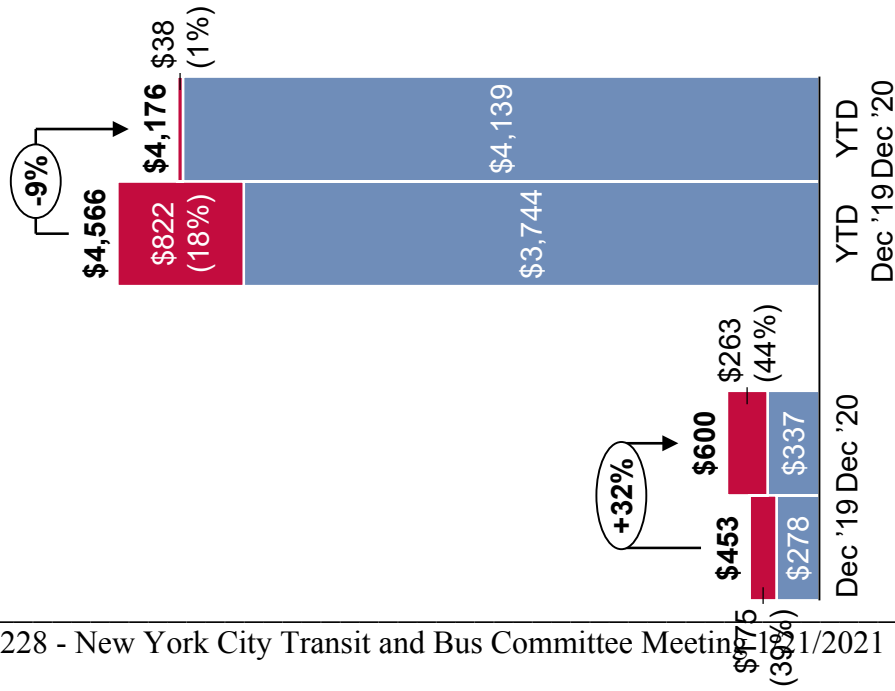


# SIRTOA – Total Overtime Variance

## December 2020 and YTD forecast vs. variance

Annual budget  
Adopted: \$3,287K  
Forecast: \$4,139K

Variance - Unfavorable  
Variance - Favorable  
Budget

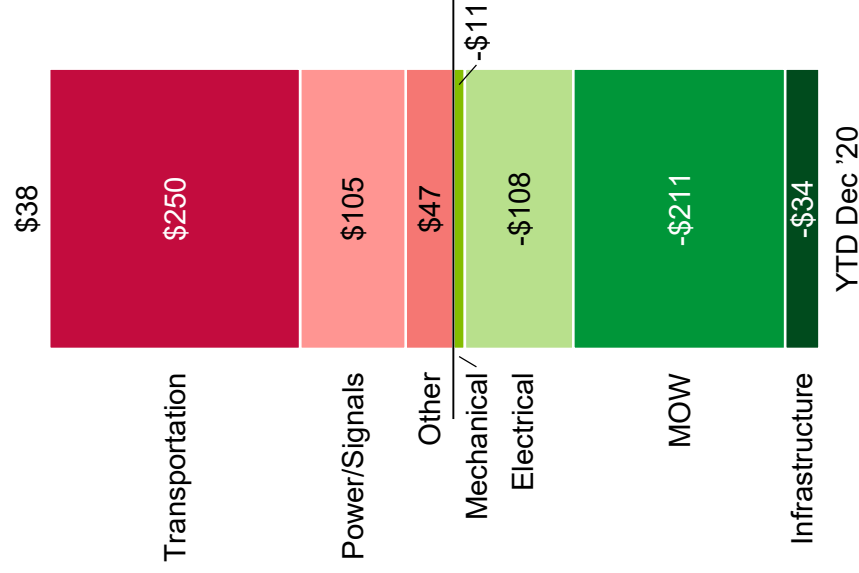


## Overview

- Overall decrease of -\$389K or -9% compared to December YTD 2019
- \$38K or 1% above 2020 YTD forecast

## YTD variance by division

\$K



MTA Staten Island Railway  
Preliminary 2020 Year-End Report  
Non-Reimbursable-Reimbursable Positions by Function and Department  
Full-Time Positions and Full-Time Equivalents

	December 31, 2020			Favorable/(Unfavorable) Variance			
	<u>Adopted Budget</u>	<u>November Forecast</u>	<u>Actual</u>	<u>Adopted Budget Variance</u>	<u>Percent</u>	<u>November Forecast Variance</u>	<u>Percent</u>
<b>Administration</b>							
Executive	13	13	8	5	38.5	5	38.5
General Office	9	11	9	0	0.0	2	18.2
Purchasing/Stores	6	6	4	2	33.3	2	33.3
<b>Total Administration</b>	<b>28</b>	<b>30</b>	<b>21</b>	<b>7</b>	<b>25.0</b>	<b>9</b>	<b>30.0</b>
<b>Operations</b>							
Transportation	130	130	116	14	10.8	14	10.8
<b>Total Operations</b>	<b>130</b>	<b>130</b>	<b>116</b>	<b>14</b>	<b>10.8</b>	<b>14</b>	<b>10.8</b>
<b>Maintenance</b>							
Mechanical	53	53	52	1	1.9	1	1.9
Electronics/Electrical	15	15	19	(4)	(26.7)	(4)	(26.7)
Power/Signals	32	32	30	2	6.3	2	6.3
Maintenance of Way	83	83	73	10	12.0	10	12.0
Infrastructure	26	26	26	0	0.0	0	0.0
<b>Total Maintenance</b>	<b>209</b>	<b>209</b>	<b>200</b>	<b>9</b>	<b>4.3</b>	<b>9</b>	<b>4.3</b>
<b>Engineering/Capital</b>							
Capital Project Support	16	16	9	7	0.0	7	0.0
<b>Public Safety</b>							
Total Public Safety	0	0	0	0	0.0	0	0.0
<b>Grand Total</b>	<b>383</b>	<b>385</b>	<b>346</b>	<b>37</b>	<b>9.7</b>	<b>39</b>	<b>10.1</b>
Non-Reimbursable	334	336	315	19	5.7	21	6.3
Reimbursable	49	49	31	18	36.7	18	36.7
Total Full-Time	383	385	346	37	9.7	39	10.1
Total Full-Time Equivalents	0	0	0	0	0.0	0	0.0

MTA Staten Island Railway  
Preliminary 2020 Year-End Report  
Full-Time Positions and Full-Time Equivalents by Function and Occupational Group

	December 31, 2020		Favorable/(Unfavorable) Variance				
	Adopted Budget	November Forecast	Actual	Adopted Budget Variance	Budget Percent	November Forecast Variance	Forecast Percent
<b>Administration</b>							
Managers/Supervisors	16	16	11	5	31.3	5	31.3
Professional, Technical, Clerical	12	12	10	2	16.7	2	16.7
Operational Hourlies	-	2	-	0	0.0	2	0.0
<b>Total Administration</b>	<b>28</b>	<b>30</b>	<b>21</b>	<b>7</b>	<b>25.0</b>	<b>9</b>	<b>30.0</b>
<b>Operations</b>							
Managers/Supervisors	11	11	7	4	36.4	4	36.4
Professional, Technical, Clerical	3	3	1	2	66.7	2	66.7
Operational Hourlies	116	116	108	8	6.9	8	6.9
<b>Total Operations</b>	<b>130</b>	<b>130</b>	<b>116</b>	<b>14</b>	<b>10.8</b>	<b>14</b>	<b>10.8</b>
<b>Maintenance</b>							
Managers/Supervisors	17	17	26	(9)	(52.9)	(9)	(52.9)
Professional, Technical, Clerical	6	6	7	(1)	(16.7)	(1)	(16.7)
Operational Hourlies	186	186	167	19	10.2	19	10.2
<b>Total Maintenance</b>	<b>209</b>	<b>209</b>	<b>200</b>	<b>9</b>	<b>4.3</b>	<b>9</b>	<b>4.3</b>
<b>Engineering/Capital Projects</b>							
Managers/Supervisors	3	3	3	0	0.0	0	0.0
Professional, Technical, Clerical	4	4	-	4	0.0	4	0.0
Operational Hourlies	9	9	6	3	0.0	3	0.0
<b>Total Engineering/Capital</b>	<b>16</b>	<b>16</b>	<b>9</b>	<b>7</b>	<b>0.0</b>	<b>7</b>	<b>0.0</b>
<b>Public Safety</b>							
Managers/Supervisors	-	-	-	0	0.0	0	0.0
Professional, Technical, Clerical	-	-	-	0	0.0	0	0.0
Operational Hourlies (other than un	-	-	-	0	0.0	0	0.0
<b>Total Public Safety</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.0</b>	<b>0</b>	<b>0.0</b>
<b>Total Positions</b>							
Managers/Supervisors	47	47	47	0	0.0	0	0.0
Professional, Technical, Clerical	25	25	18	7	28.0	7	28.0
Operational Hourlies	311	313	281	30	9.6	32	10.2
<b>Total Positions</b>	<b>383</b>	<b>385</b>	<b>346</b>	<b>37</b>	<b>9.7</b>	<b>39</b>	<b>10.1</b>

# Preliminary December 2020 Report: Bus Company

## Background

The purpose of this report is to provide the preliminary 2020 year-end financial results, on an accrual basis. The accrual basis is presented on a non-reimbursable and reimbursable account basis. These results are compared to both the Adopted Budget (Budget) and the November Forecast.

The final audited 2020 year-end results are scheduled to be completed in April 2021.

## Summary of Preliminary Financial Results

Preliminary ridership and accrual results, versus the November Forecast, are summarized as follows:

- 2020 annual Bus Company ridership of 45.9 million was 9.3 million (25.4 percent) above the November Forecast.
- Farebox revenue of \$93.8 million was \$20.6 million (28.1 percent) above the November Forecast.
- Operating expenses of \$747.9 million were below the November Forecast by \$139.6 million (15.7 percent). Labor expenses were below the November Forecast by \$20.5 million (3.2 percent). Non-labor expenses were significantly below the November Forecast by \$119.1 million (47.7 percent).

Preliminary ridership and accrual results versus the Adopted Budget are summarized as follows:

- 2020 annual Bus Company ridership was 73.8 million (61.7 percent) below the Budget.
- Farebox Revenue was \$131.5 million (58.4 percent) below the Budget.
- Operating expenses were below the Budget by \$80.5 million (9.7 percent). Labor expenses were in excess of the Budget by \$26.3 million (4.5 percent). Non-labor expenses were lower than the Budget by \$106.8 million (45.0 percent).

**BUS COMPANY  
FINANCIAL AND RIDERSHIP REPORT  
December 2020 Year-to-Date**

(All data are preliminary and subject to audit)

**Preliminary Actual Results Compared to the November Forecast**

**Operating revenue** was \$ 436.3 million in 2020, \$9.7 million (2.3 percent) above the November Forecast, due primarily higher Farebox revenue partially offset by lower Other Operating Revenue. Farebox revenue of \$93.8 million \$20.6 million (28.1 percent) above the November Forecast due to higher ridership and higher average fare. Other Operating Revenue of \$342.6 million, \$10.9 million (3.1 percent) below the November Forecast due to lower student and senior reimbursements.

**Non-reimbursable expenses Before Depreciation**, Other Post-Employment Benefits and GASB 68 Pension Expense Adjustment, were \$747.9 million, \$139.6 million (15.7 percent) favorable to the November Forecast. Labor expenses was better than the November Forecast by \$20.5 million (3.2 percent), including a Payroll expense overrun of \$15.6 million (5.3 percent), mainly due to interagency billings, higher vacation payment, OPA (Other Paid Allowances), cash-out of sick, personal time and retro payment and lower attrition. Overtime expenses were favorable to the November Forecast by \$4.5 million (5.3 percent), mainly from delay of Covid-19 special project and lower unscheduled service. Health & Welfare/OPEB were below the November Forecast by \$17.5 million (14.7 percent) due to timing of expenses. Pensions were \$5.3 million (7.6 percent) below the November Forecast due to timing of expenses. Other Fringe Benefits underran by \$7.9 million (10.7 percent), due primarily to the timing of interagency expenses.

Non-labor expenses were less than the November Forecast by \$119.1 million (47.7 percent), including an underrun in Fuel, of \$5.0 million (26.9 percent) primarily due to the receipt of the IRS CNG Fuel tax refund and lower usage. Claims expense were lower by \$58.9 million (79.4 percent) primarily due to an actuarial adjustment to the claims liability, and in Maintenance and Other Operating Contracts expenses were favorable by \$14.7 million (34.2 percent), primarily due to the timing of facility maintenance, Bus Technology, farebox maintenance, and COVID-19 expenses. Favorable Professional Services of \$21.4 million (46.4 percent), due mainly to timing of interagency billing, Bus Technology, the capitalization of The New Fare System / (OMNY) and Outside Training. Materials & Supplies expense was favorable by \$15.8 million (28.3 percent), due mostly to lower usage of general maintenance material as well as timing of radio equipment and COVID-19 expenses. Other Business Expenses were under November Forecast by \$2.0 million due to favorable Print and Stationery Supplies, the timing of Automatic Fare Collection (AFC) fees, and Mobility tax.

Depreciation expenses of \$47.2 million were below the November Forecast by \$7.1 million (13.1 percent). No OPEB Obligation and GASB 68 Pension Expense Adjustments were recognized at this time pending actuarial review.

The **Operating Cash Deficit** (excluding subsidies) was \$308.7 million, \$127.2 million (29.2 percent) favorable to the November Forecast.

### **Preliminary Actual Results Compared to the Adopted Budget**

**Operating revenue** was under Budget by \$190.8 million (77.68 percent) higher than Budget. Other Operating Revenue was higher by \$322.2 million offset by lower Farebox Revenue of \$131.5 million (58.4 percent).

**Non-reimbursable expenses** were below the Budget by \$80.5 million (9.7 percent), with Non-labor expenses underrunning by \$106.8 million (45.0 percent), mostly attributable to an underrun in Fuel by \$13.4 million (49.6 percent), Claims by \$47.7 million (75.7 percent), Maintenance and Other Operating Contracts by \$7.5 million (21 percent), Professional Services by \$21.4 million (46.4 percent), Materials & Supplies by \$11.6 million (22.4 percent), Other Business Expenses by \$2.0 million (44.8 percent) mostly attributed to the same factors impacting the unfavorable variances to the November Forecast described above.

Labor expenses exceeded the Budget by \$26.3 million (4.5 percent), primarily due to the same factors impacting the unfavorable variances to the November Forecast described above.

**Note-Final 2020 results and their impact on 2021 will be reported in April.**

**MTA BUS COMPANY**  
**Accrual Statement of Operations by Category**  
**2020 Adopted Budget and November Forecast vs. Preliminary Actual**  
**(\$ in millions)**

**NON-REIMBURSABLE**

	2020			Favorable/(Unfavorable) Variance			
	Adopted Budget	November Forecast	Preliminary Actual	Adopted Budget		November Forecast	
				\$	%	\$	%
<b>Operating Revenue</b>							
Farebox Revenue	\$ 225.233	\$ 73.191	\$ 93.778	\$ (131.455)	(58.4)	\$ 20.587	28.1
Other Operating Revenue	20.349	\$ 353.436	342.565	322.216	*	(10.871)	(3.1)
Capital and Other Reimbursements				-	-	-	-
<b>Total Revenue</b>	<b>\$ 245.582</b>	<b>\$ 426.627</b>	<b>\$ 436.343</b>	<b>\$ 190.761</b>	<b>77.68</b>	<b>\$ 9.716</b>	<b>2.3</b>
<b>Operating Expenses</b>							
<b>Labor:</b>							
Payroll	\$ 289.520	\$ 291.580	\$ 307.170	\$ (17.650)	(6.1)	\$ (15.590)	(5.3)
Overtime	64.959	84.809	80.345	(15.386)	(23.7)	4.464	5.3
Health and Welfare	79.201	94.427	76.514	2.687	3.4	17.913	19.0
OPEB Current Payment	25.062	24.270	24.695	0.367	1.5	(0.425)	(1.8)
Pensions	61.602	69.877	64.600	(2.998)	(4.9)	5.277	7.6
Other Fringe Benefits	71.688	73.899	65.960	5.728	8.0	7.939	10.7
GASB Account	-	-	-	-	-	-	-
Reimbursable Overhead	(0.897)	(0.897)	(1.814)	0.917	*	0.917	*
<b>Total Labor Expenses</b>	<b>\$ 591.135</b>	<b>\$ 637.964</b>	<b>\$ 617.469</b>	<b>\$ (26.334)</b>	<b>(4.5)</b>	<b>\$ 20.495</b>	<b>3.2</b>
<b>Non-Labor:</b>							
Electric Power	\$ 1.848	\$ 1.519	\$ 1.432	\$ 0.416	22.5	\$ 0.087	5.7
Fuel	26.922	18.574	13.569	13.353	49.6	5.005	26.9
Insurance	7.351	5.809	4.602	2.749	37.4	1.207	20.8
Claims	63.035	74.245	15.312	47.723	75.7	58.933	79.4
Maintenance and Other Operating Contracts	35.873	43.036	28.326	7.547	21.0	14.710	34.2
Professional Service Contracts	46.154	46.176	24.749	21.405	46.4	21.427	46.4
Materials & Supplies	51.464	55.671	39.911	11.553	22.4	15.760	28.3
Other Business Expenses	4.558	4.508	2.515	2.043	44.8	1.993	44.2
<b>Total Non-Labor Expenses</b>	<b>\$ 237.204</b>	<b>\$ 249.536</b>	<b>\$ 130.415</b>	<b>\$ 106.789</b>	<b>45.0</b>	<b>\$ 119.121</b>	<b>47.7</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 828.339</b>	<b>\$ 887.500</b>	<b>\$ 747.884</b>	<b>\$ 80.455</b>	<b>9.7</b>	<b>\$ 139.616</b>	<b>15.7</b>
Depreciation	\$ 54.341	\$ 54.341	\$ 47.220	\$ 7.121	13.1	\$ 7.121	13.1
OPEB Obligation	100.150	58.100	-	100.150	100.0	58.100	100.0
GASB 68 Pension Expense Adjustment	46.100	50.900	-	46.100	100.0	50.900	100.0
Environmental Remediation	-	-	0.179	(0.179)	-	(0.179)	-
<b>Total Expenses</b>	<b>\$ 1,028.930</b>	<b>\$ 1,050.841</b>	<b>\$ 795.284</b>	<b>\$ 233.647</b>	<b>22.7</b>	<b>\$ 255.558</b>	<b>24.3</b>
<b>Baseline Surplus/(Deficit)</b>	<b>\$ (783.348)</b>	<b>\$ (624.215)</b>	<b>\$ (358.941)</b>	<b>\$ 424.408</b>	<b>54.2</b>	<b>\$ 265.274</b>	<b>42.5</b>

\*Totals may not add due to rounding

**MTA BUS COMPANY**  
**Accrual Statement of Operations by Category**  
**2020 Adopted Budget and November Forecast vs. Preliminary Actual**  
**(\$ in millions)**

<b>REIMBURSABLE</b>	<b>2020</b>			<b>Favorable/(Unfavorable) Variance</b>			
	<b>Adopted</b>	<b>November</b>	<b>Preliminary</b>	<b>Adopted Budget</b>		<b>November Forecast</b>	
	<b>Budget</b>	<b>Forecast</b>	<b>Actual</b>	<b>\$</b>	<b>%</b>	<b>\$</b>	<b>%</b>
<b>Revenue</b>							
Farebox Revenue	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Other Operating Revenue							
Capital and Other Reimbursement	5.554	5.554	5.601	0.047	0.8	0.047	0.8
<b>Total Revenue</b>	<b>\$ 5.554</b>	<b>\$ 5.554</b>	<b>\$ 5.601</b>	<b>\$ 0.047</b>	<b>0.8</b>	<b>\$ 0.047</b>	<b>0.8</b>
<b>Expenses</b>							
<b><u>Labor:</u></b>							
Payroll	\$ 2.268	\$ 2.268	\$ 3.501	\$ (1.233)	(54.4)	\$ (1.233)	(54.4)
Overtime	-	-	(0.009)	0.009	-	0.009	-
Health and Welfare	1.266	1.266	-	1.266	100.0	1.266	100.0
OPEB Current Payment	-	-	-	-	-	-	-
Pensions	-	-	-	-	-	-	-
Other Fringe Benefits	-	-	(0.007)	0.007	-	0.007	-
GASB Account	-	-	-	-	-	-	-
Reimbursable Overhead	0.897	0.897	2.116	(1.219)	*	(1.219)	*
<b>Total Labor Expenses</b>	<b>\$ 4.431</b>	<b>\$ 4.431</b>	<b>\$ 5.601</b>	<b>\$ (1.170)</b>	<b>(26.4)</b>	<b>\$ (1.170)</b>	<b>(26.4)</b>
<b><u>Non-Labor:</u></b>							
Electric Power	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Fuel	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-
Claims	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-
Maintenance and Other Operating	0.242	0.242	-	0.242	100.0	0.242	100.0
Professional Service Contracts	-	-	-	-	-	-	-
Materials & Supplies	0.881	0.881	-	0.881	100.0	0.881	100.0
Other Business Expenses	-	-	-	-	-	-	-
<b>Total Non-Labor Expenses</b>	<b>\$ 1.123</b>	<b>\$ 1.123</b>	<b>\$ -</b>	<b>\$ 1.123</b>	<b>100.0</b>	<b>\$ 1.123</b>	<b>100.0</b>
<b><u>Other Expense Adjustments:</u></b>							
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
<b>Total Other Expense Adjustmen</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>
<b>Total Expenses Before Deprecia</b>	<b>\$ 5.554</b>	<b>\$ 5.554</b>	<b>\$ 5.601</b>	<b>\$ (0.047)</b>	<b>(0.8)</b>	<b>\$ (0.047)</b>	<b>(0.8)</b>
Depreciation	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
OPEB Obligation	-	-	-	-	-	-	-
GASB 68 Pension Expense Adjust	-	-	-	-	-	-	-
Environmental Remediation	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 5.554</b>	<b>\$ 5.554</b>	<b>\$ 5.601</b>	<b>\$ (0.047)</b>	<b>(0.8)</b>	<b>\$ (0.047)</b>	<b>(0.8)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>-</b>

\*Totals may not add due to rounding



**MTA BUS COMPANY**  
**Accrual Statement of Operations by Category**  
**2020 Adopted Budget and November Forecast vs. Preliminary Actual**  
**(\$ in millions)**

NON-REIMBURSABLE/ REIMBURSABLE	2020			Favorable/(Unfavorable) Variance			
	Adopted Budget	November Forecast	Preliminary Actual	Adopted Budget		November Forecast	
	\$	\$	\$	\$	%	\$	%
<b>Revenue</b>							
Farebox Revenue	\$ 225.233	\$ 73.191	\$ 93.778	\$ (131.455)	(58.4)	\$ 20.587	28.1
Other Operating Revenue	20.349	353.436	342.565	322.216	*	(10.871)	(3.1)
Capital and Other Reimbursements	5.554	5.554	5.601	0.047	0.8	0.047	0.8
<b>Total Revenue</b>	<b>\$ 251.136</b>	<b>\$ 432.181</b>	<b>\$ 441.944</b>	<b>\$ 190.808</b>	<b>76.0</b>	<b>\$ 9.763</b>	<b>2.3</b>
<b>Expenses</b>							
<u>Labor:</u>							
Payroll	\$ 291.788	\$ 293.848	\$ 310.671	\$ (18.883)	(6.5)	\$ (16.823)	(5.7)
Overtime	64.959	84.809	80.336	(15.377)	(23.7)	4.473	5.3
Health and Welfare	80.467	95.693	76.514	3.953	4.9	19.179	20.0
OPEB Current Payment	25.062	24.270	24.695	0.367	1.5	(0.425)	(1.8)
Pensions	61.602	69.877	64.600	(2.998)	(4.9)	5.277	7.6
Other Fringe Benefits	71.688	73.899	65.953	5.735	8.0	7.946	10.8
Reimbursable Overhead	-	-	0.302	(0.302)	-	(0.302)	-
<b>Total Labor Expenses</b>	<b>\$ 595.566</b>	<b>\$ 642.395</b>	<b>\$ 623.072</b>	<b>\$ (27.506)</b>	<b>(4.6)</b>	<b>\$ 19.323</b>	<b>3.0</b>
<u>Non-Labor:</u>							
Electric Power	\$ 1.848	\$ 1.519	\$ 1.432	\$ 0.416	22.5	\$ 0.087	5.7
Fuel	26.922	18.574	13.569	13.353	49.6	5.005	26.9
Insurance	7.351	5.809	4.602	2.749	37.4	1.207	20.8
Claims	63.035	74.245	15.312	47.723	75.7	58.933	79.4
Maintenance and Other Operating Contracts	36.115	43.278	28.326	7.789	21.6	14.952	34.5
Professional Service Contracts	46.154	46.176	24.749	21.405	46.4	21.427	46.4
Materials & Supplies	52.345	56.552	39.911	12.434	23.8	16.641	29.4
Other Business Expenses	4.558	4.508	2.515	2.043	44.8	1.993	44.2
<b>Total Non-Labor Expenses</b>	<b>\$ 238.327</b>	<b>\$ 250.661</b>	<b>\$ 130.416</b>	<b>\$ 107.911</b>	<b>45.3</b>	<b>\$ 120.245</b>	<b>48.0</b>
<b>Total Expenses Before Depreciation and GASB Adjs.</b>	<b>\$ 833.893</b>	<b>\$ 893.057</b>	<b>\$ 753.489</b>	<b>\$ 80.404</b>	<b>9.6</b>	<b>\$ 139.568</b>	<b>15.6</b>
Depreciation	\$ 54.341	\$ 54.341	\$ 47.220	\$ 7.121	13.1	\$ 7.121	13.1
OPEB Obligation	100.150	58.100	-	100.150	100.0	58.100	100.0
GASB 68 Pension Expense Adjustment	46.100	50.900	-	46.100	0.0	50.900	100.0
Environmental Remediation	-	-	0.179	(0.179)	-	(0.179)	-
<b>Total Expenses</b>	<b>\$ 1,034.484</b>	<b>\$ 1,056.398</b>	<b>\$ 800.888</b>	<b>\$ 233.596</b>	<b>22.6</b>	<b>\$ 255.510</b>	<b>24.2</b>
<b>Baseline Surplus/(Deficit)</b>	<b>\$ (783.348)</b>	<b>\$ (624.217)</b>	<b>\$ (358.943)</b>	<b>\$ 424.405</b>	<b>54.2</b>	<b>\$ 265.274</b>	<b>42.5</b>

\*Totals may not add due to rounding

**MTA BUS COMPANY**  
**Explanation of Variances between 2020 November Forecast and Preliminary Actual: Accrual**  
**December 2020 Year-to-Date**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Variance Fav (Unfav)		Reason for Variance
		\$	%	
Farebox Revenue	Non Reimb	\$20,587	28.1	Higher ridership and higher average fare
Other Operating Revenue	Non Reimb	(\$10,871)	(3.1)	Mainly due to lower students and senior reimbursements
Capital and Other Reimbursements	Reimb	\$0,047	0.8	(a)
Payroll	Non Reimb	(\$15,590)	(5.3)	Primarily due to the timing of prior period interagency payments, higher vacation payment, OPA (other paid allowance), higher cash out of sick, personal time, and retro payment and lower attrition
Overtime	Non Reimb	\$4,464	5.3	Lower unscheduled service due to traffic, service reductions and weather, partially offset by programmatic maintenance due to COVID-19 bus disinfections, the installation of COVID-19 barriers and curtains for bus operators with the resumption of fare collection along with safety procedures, overage/campaign work, and vacancy/absentee coverage requirements
Health and Welfare	Non Reimb	\$17,913	19.0	} Timing of expenses
OPEB Current Payment	Non Reimb	(\$0,425)	(1.8)	
Pensions	Non Reimb	\$5,277	7.6	Timing of expenses pending actuarial review
Other Fringe Benefits	Non Reimb	\$7,939	10.7	Timing of interagency expenses
Reimbursable Overhead	Non Reimb	\$0,917	*	
Electric Power	Non Reimb	\$0,087	5.7	(a)
Fuel	Non Reimb	\$5,005	26.9	Primarily the receipt of the IRS CNG Fuel tax refund and lower usage
Insurance	Non Reimb	\$1,207	20.8	Timing of expenses
Claims	Non Reimb	\$58,933	79.4	Favorable Claims expense as a result of an actuarial adjustment to the claims liability.
Maintenance and Other Operating Contracts	Non Reimb	\$14,710	34.2	Mainly the timing of facility maintenance, Bus Technology, farebox maintenance and COVID-19 expenses
Professional Service Contracts	Non Reimb	\$21,427	46.4	Timing of interagency billing, Bus Technology, and capitalization of The New Fare System /OMNY) and Outside Training
Materials & Supplies	Non Reimb	\$15,760	28.3	Mainly due to lower usage of general maintenance material as well as timing of radio equipment and COVID-19 expenses
Other Business Expenses	Non Reimb	\$1,993	44.2	Primarily favorable Print and Stationery Supplies, and timing of Automatic Fare Collection (AFC) fees, Mobility tax and Other Miscellaneous expenses
Depreciation	Non Reimb	\$7,121	13.1	Non cash expense
Other Post Employment Benefits	Non Reimb	\$58,100	100.0	Timing, pending actuarial evaluation at year end close
GASB 68 Pension Expense Adjustment	Non Reimb	\$50,900	100.0	Timing, pending actuarial evaluation at year end close
Environmental Remediation	Non Reimb	(\$0,179)	-	Not Budgeted
Payroll	Reimb	(\$1,233)	(54.4)	Timing of reimbursable projects
Health and Welfare	Reimb	\$1,266	100.0	Offset to Reimbursable Overhead Expenses
Reimbursable Overhead	Reimb	(\$1,219)	*	Offset to Health and Welfare Expenses
Maintenance and Other Operating Contracts	Reimb	\$0,242	-	Timing of reimbursable projects
Materials & Supplies	Reimb	\$0,881	100.0	Timing of reimbursable projects

**Total Expense Variance** \$255,496

**Net Variance** \$265,259

\* Variance exceeds 100%.

(a) - Variance less than 5% or below \$ threshold

**MTA BUS COMPANY**  
**Cash Receipts and Expenditures**  
**2020 Adopted Budget and November Forecast vs. Preliminary Actual**  
(\$ in millions)

	2020			Favorable/(Unfavorable) Variance			
	Adopted Budget	November Forecast	Preliminary Actual	Adopted Budget		November Forecast	
				\$	%	\$	%
<b>Receipts</b>							
Farebox Revenue	\$ 225.233	\$ 73.191	\$ 96.735	\$ (128.498)	(57.1)	\$ 23.544	32.2
Other Operating Revenue	20.349	353.436	346.283	325.934	*	(7.153)	(2.0)
Capital and Other Reimbursements	10.930	10.930	5.524	(5.406)	(49.5)	(5.406)	(49.5)
<b>Total Receipts</b>	<b>\$ 256.512</b>	<b>\$ 437.557</b>	<b>\$ 448.542</b>	<b>\$ 192.030</b>	<b>74.9</b>	<b>\$ 10.985</b>	<b>2.5</b>
<b>Expenditures</b>							
<b><u>Labor:</u></b>							
Payroll	\$ 293.326	\$ 295.388	\$ 309.987	\$ (16.661)	(5.7)	\$ (14.599)	(4.9)
Overtime	64.959	84.809	80.337	(15.378)	(23.7)	4.472	5.3
Health and Welfare	80.468	95.694	75.157	5.311	6.6	20.537	21.5
OPEB Current Payment	25.062	24.270	24.694	0.368	1.5	(0.424)	(1.7)
Pensions	61.428	70.203	61.102	0.326	0.5	9.101	13.0
Other Fringe Benefits	56.511	58.722	46.788	9.723	17.2	11.934	20.3
GASB Account	-	-	-	-	-	-	-
Reimbursable Overhead	0.000	0.000	-	0.000	100.0	0.000	100.0
<b>Total Labor Expenditures</b>	<b>\$ 581.754</b>	<b>\$ 629.085</b>	<b>\$ 598.065</b>	<b>\$ (16.311)</b>	<b>(2.8)</b>	<b>\$ 31.020</b>	<b>4.9</b>
<b><u>Non-Labor:</u></b>							
Electric Power	\$ 1.848	\$ 1.519	\$ 1.567	\$ 0.281	15.2	\$ (0.048)	(3.1)
Fuel	25.499	17.149	13.996	11.503	45.1	3.153	18.4
Insurance	7.351	7.807	11.033	(3.682)	(50.1)	(3.226)	(41.3)
Claims	27.455	36.059	35.029	(7.574)	(27.6)	1.030	2.9
Maintenance and Other Operating Contracts	34.626	50.889	33.122	1.504	4.3	17.767	34.9
Professional Service Contracts	46.154	62.376	20.434	25.720	55.7	41.942	67.2
Materials & Supplies	52.345	63.810	41.756	10.589	20.2	22.054	34.6
Other Business Expenses	4.558	4.758	2.251	2.307	50.6	2.507	52.7
<b>Total Non-Labor Expenditures</b>	<b>\$ 199.835</b>	<b>\$ 244.367</b>	<b>\$ 159.188</b>	<b>\$ 40.647</b>	<b>20.3</b>	<b>\$ 85.179</b>	<b>34.9</b>
<b>Total Expenditures Before Depreciation</b>	<b>\$ 781.589</b>	<b>\$ 873.453</b>	<b>\$ 757.253</b>	<b>\$ 24.336</b>	<b>3.1</b>	<b>\$ 116.200</b>	<b>13.3</b>
Depreciation	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
OPEB Obligation	-	-	-	-	-	-	-
GASB 68 Pension Expense Adjustment	-	-	-	-	-	-	-
Environmental Remediation	-	-	-	-	-	-	-
<b>Total Expenditures</b>	<b>\$ 781.589</b>	<b>\$ 873.452</b>	<b>\$ 757.253</b>	<b>\$ 24.336</b>	<b>3.1</b>	<b>\$ 116.199</b>	<b>13.3</b>
<b>Baseline Cash Deficit</b>	<b>\$ (525.077)</b>	<b>\$ (435.895)</b>	<b>\$ (308.711)</b>	<b>\$ 216.366</b>	<b>41.2</b>	<b>\$ 127.184</b>	<b>29.2</b>

\*Totals may not add due to rounding

**MTA BUS COMPANY**  
**Explanation of Variances between 2020 November Forecast and Preliminary Actual: Cash**  
**December 2020 Year-to-Date**

Generic Revenue or Expense Category	Variance Fav (Unfav)		Reason for Variance
	\$	%	
Farebox Revenue	\$23.544	32.2	Higher ridership and higher average fare
Other Operating Revenue	(\$7.153)	(2.0)	Mainly due to lower students and senior reimbursements
Capital and Other Reimbursements	(\$5.406)	(49.5)	Timing of reimbursable projects
Payroll	(\$14.599)	(4.9)	Primarily due to the timing of prior period interagency payments, higher vacation payment, OPA (other paid allowance), higher cash out of sick, personal time, and retro payment and lower attrition
Overtime	\$4.472	5.3	Lower unscheduled service due to traffic, service reductions and weather, partially offset by programmatic maintenance due to COVID-19 bus disinfections, the installation of COVID-19 barriers and curtains for bus operators with the resumption of fare collection along with safety procedures, overage/campaign work, and vacancy/absentee coverage requirements
Health and Welfare	\$20.537	21.5	} Timing of payments
OPEB Current Payment	(\$0.424)	(1.7)	
Pensions	\$9.101	13.0	Timing of Payments
Other Fringe Benefits	\$11.934	20.3	Timing of Expenses
Reimbursable Overhead	\$0.000	100.0	(a)
GASB account	\$0.000	-	(a)
Electric Power	(\$0.048)	(3.1)	(a)
Fuel	\$3.153	18.4	Primarily the receipt of the IRS CNG Fuel tax refund and lower usage
Insurance	(\$3.226)	(41.3)	Prior period Expenses
Claims	\$1.030	2.9	(a)
Maintenance and Other Operating Contracts	\$17.767	34.9	Mainly the timing of facility maintenance, Bus Technology, farebox maintenance and COVID-19 expenses
Professional Service Contracts	\$41.942	67.2	Timing of interagency billing, Bus Technology, and capitalization of The New Fare System /(OMNY) and Outside Training
Materials & Supplies	\$22.054	34.6	Mainly due to lower usage of general maintenance material as well as timing of radio equipment and COVID-19 expenses
Other Business Expenses	\$2.507	52.7	Timing of payments

**Total Expense Variance** \$116.200

**Net Variance** \$127.184

\* Variance exceeds 100%.

(a) - Variance less than 5% or below \$ threshold

**MTA BUS COMPANY**  
**2020 Adopted Budget and November Forecast vs. Preliminary Actual**  
**Cash Conversion (Cash Flow Adjustments)**  
(\$ in millions)

	2020			Favorable/(Unfavorable) Variance				
	Adopted Budget	November Forecast	Preliminary Actual	Adopted Budget		Final Estimate		
	\$	\$	\$	\$	%	\$	%	
<b>Receipts</b>								
Farebox Revenue	\$ -	\$ -	\$ 2.957	\$ 2.957	-	\$ 2.957	-	
Other Operating Revenue	-	-	3.718	3.718	-	3.718	-	
Capital and Other Reimbursements	5.376	5.376	(0.077)	(5.453)	*	(5.453)	*	
<b>Total Receipts</b>	<b>\$ 5.376</b>	<b>\$ 5.376</b>	<b>\$ 6.598</b>	<b>\$ 1.222</b>	<b>22.7</b>	<b>\$ 1.222</b>	<b>22.7</b>	
<b>Expenditures</b>								
<b><u>Labor:</u></b>								
Payroll	\$ (1.538)	\$ (1.540)	\$ 0.684	\$ 2.222	*	\$ 2.224	*	
Overtime	-	-	(0.001)	(0.001)	-	(0.001)	-	
Health and Welfare	(0.001)	(0.001)	1.357	1.358	*	1.358	*	
OPEB Current Payment	-	-	0.001	0.001	-	0.001	-	
Pensions	0.174	(0.326)	3.498	3.324	*	3.824	*	
Other Fringe Benefits	15.177	15.177	19.165	3.988	26.3	3.988	26.3	
GASB Account	-	-	-	-	-	-	-	
Reimbursable Overhead	(0.000)	(0.000)	0.302	0.302	*	0.302	*	
<b>Total Labor Expenditures</b>	<b>\$ 13.812</b>	<b>\$ 13.310</b>	<b>\$ 25.006</b>	<b>\$ 11.194</b>	<b>81.0</b>	<b>\$ 11.696</b>	<b>87.9</b>	
<b><u>Non-Labor:</u></b>								
Electric Power	\$ -	\$ -	\$ (0.135)	\$ 0.135	-	\$ 0.135	-	
Fuel	1.423	1.425	(0.427)	(1.850)	*	(1.852)	*	
Insurance	-	(1.998)	(6.431)	(6.431)	-	(4.433)	*	
Claims	35.580	38.186	(19.717)	(55.297)	*	(57.903)	*	
Maintenance and Other Operating Contracts	1.489	(7.611)	(4.796)	(6.285)	*	2.815	37.0	
Professional Service Contracts	-	(16.200)	4.315	4.315	-	20.515	*	
Materials & Supplies	-	(7.258)	(1.845)	(1.845)	-	5.413	74.6	
Other Business Expenses	-	(0.250)	0.264	0.264	-	0.514	*	
<b>Total Non-Labor Expenditures</b>	<b>\$ 38.492</b>	<b>\$ 6.294</b>	<b>\$ (28.772)</b>	<b>\$ (67.264)</b>	<b>*</b>	<b>\$ (35.066)</b>	<b>*</b>	
<b>Total Cash Conversion Adjustments before Depreciation and GASB Adjs.</b>	<b>\$ 57.680</b>	<b>\$ 24.980</b>	<b>\$ 2.832</b>	<b>\$ (54.848)</b>	<b>(95.1)</b>	<b>\$ (22.148)</b>	<b>(88.7)</b>	
Depreciation	\$ 54.341	\$ 54.341	\$ 47.220	\$ (7.121)	(13.1)	\$ (7.121)	(13.1)	
OPEB Obligation	100.150	58.100	-	(100.150)	(100.0)	(58.100)	(100.0)	
GASB 68 Pension Expense Adjustment	46.100	50.900	-	(46.100)	(100.0)	(50.900)	(100.0)	
Environmental Remediation	-	-	0.179	(0.179)	-	0.179	-	
<b>Baseline Total Cash Conversion Adjustments</b>	<b>\$ 258.271</b>	<b>\$ 188.321</b>	<b>\$ 50.231</b>	<b>\$ (208.040)</b>	<b>(80.6)</b>	<b>\$ (138.090)</b>	<b>(73.3)</b>	

\*Totals may not add due to rounding

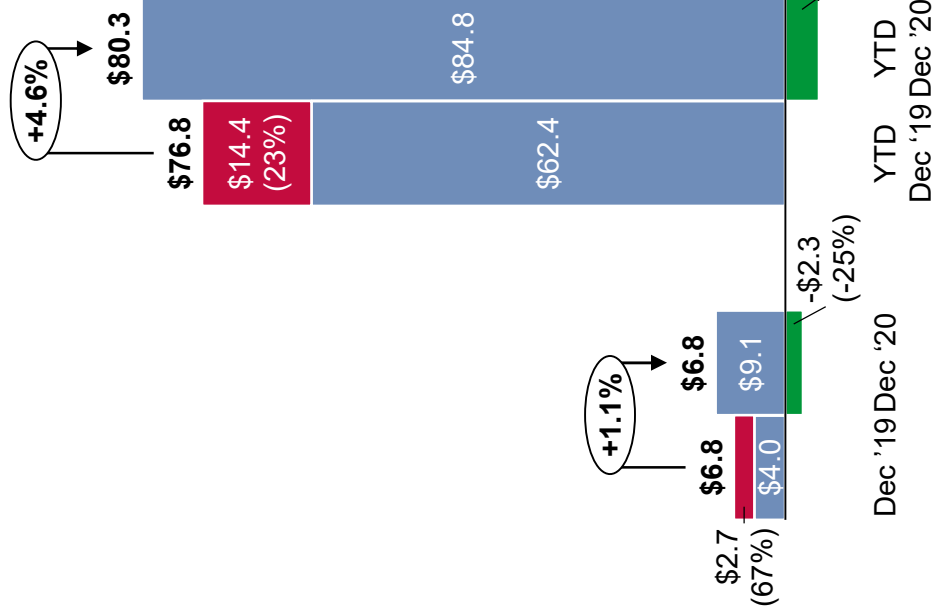
# MTA Bus – Non-Reimbursable Overtime Variance

## Dec 2020 and YTD Forecast vs. Variance

\$M



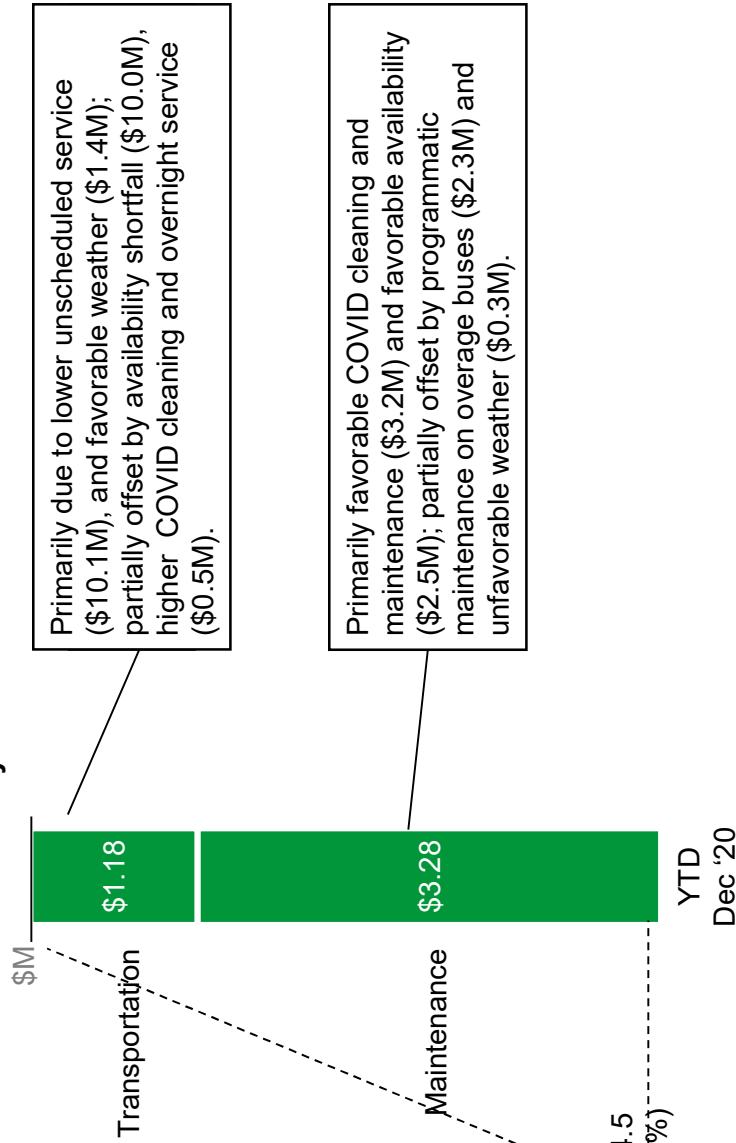
Annual Budget Adopted: \$65M  
Forecast: \$85M



## Overview

- Overall increase of \$3.5M or 4.6% compared to December YTD 2019
- Dec YTD 2020 is 5% under budget

## YTD variance by division



Source: Forecast - GL actual overtime spending.  
Note: MTABC does not have OT Reimbursable for 2019 and 2020.

**MTA BUS COMPANY**  
**2020 Adopted Budget and November Forecast vs. Preliminary Actual**  
**UTILIZATION**  
(in millions)

	December Year-to-Date			Favorable/(Unfavorable) Variance	
	2020 Adopted Budget	November Forecast	Preliminary Actual	\$	%
<b>Farebox Revenue</b>					
Fixed Route	\$ 225.233	\$ 73.191	\$ 93.778	\$ (131.455)	(58.4)
<b>Total Farebox Revenue</b>	<b>\$ 225.233</b>	<b>\$ 73.191</b>	<b>\$ 93.778</b>	<b>\$ (131.455)</b>	<b>(58.4)</b>
<b>Ridership</b>					
Fixed Route	119.661	36.594	45.887	(73.774)	(61.7)
<b>Total Ridership</b>	<b>119.661</b>	<b>36.594</b>	<b>45.887</b>	<b>(73.774)</b>	<b>(61.7)</b>

**MTA BUS COMPANY**  
**2020 November Forecast vs. Preliminary Actual**  
**NON-REIMBURSABLE AND REIMBURSABLE BY FUNCTION AND DEPARTMENT**  
**FULL - TIME POSITIONS AND FULL - TIME EQUIVALENTS**  
**DECEMBER 2020 YEAR-TO-DATE**

FUNCTION/DEPARTMENT	November Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Office of the EVP	3	2	1	
Human Resources	17	14	3	
Office of Management and Budget	14	12	2	
Technology & Information Services	-	-	-	
Material	15	14	1	
Controller	18	18	-	
Office of the President	4	5	(1)	
System Safety Administration	-	-	-	
Law	20	19	1	
Corporate Communications	-	-	-	
Labor Relations	-	-	-	
Strategic Office	19	18	1	
Non-Departmental	3	-	3	
<b>Total Administration</b>	<b>113</b>	<b>102</b>	<b>11</b>	Vacancies
<b>Operations</b>				
Buses	2,328	2,292	36	Vacant Bus Operators
Office of the Executive VP	6	4	2	
Safety & Training	68	63	6	Bus Operator training
Road Operations	141	140	1	
Transportation Support	25	22	3	
Operations Planning	34	31	3	
Revenue Control	6	6	-	
<b>Total Operations</b>	<b>2,608</b>	<b>2,558</b>	<b>51</b>	
<b>Maintenance</b>				
Buses	731	730	1	
Maintenance Support/CMF	233	222	11	
Facilities	83	74	9	
Supply Logistics	104	95	9	
<b>Total Maintenance</b>	<b>1,151</b>	<b>1,121</b>	<b>30</b>	Vacancies
Capital Program Management	35	23	12	
<b>Total Engineering/Capital</b>	<b>35</b>	<b>23</b>	<b>12</b>	Vacancies mainly Managers
Security	13	11	2	
<b>Total Public Safety</b>	<b>13</b>	<b>11</b>	<b>2</b>	Vacancy
<b>Total Positions</b>	<b>3,920</b>	<b>3,815</b>	<b>106</b>	
Non-Reimbursable	3,882	3,780	103	
Reimbursable	38	35	3	
<b>Total Full-Time</b>	<b>3,902</b>	<b>3,802</b>	<b>100</b>	
Total Full-Time Equivalents	18	13	6	



**MTA BUS COMPANY**  
**NON-REIMBURSABLE AND REIMBURSABLE BY FUNCTION AND DEPARTMENT**  
**TOTAL FULL - TIME POSITIONS AND FULL - TIME EQUIVALENTS**  
**DECEMBER 2020 YEAR-TO-DATE**

FUNCTION/OCCUPATIONAL_GROUP	November Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	46	41	5	
Professional, Technical, Clerical	64	61	3	
Operational Hours	3	-	3	
<b>Total Administration</b>	<b>113</b>	<b>102</b>	<b>11</b>	Vacancies
<b>Operations</b>				
Managers/Supervisors	319	310	9	
Professional, Technical, Clerical	45	46	(1)	
Operational Hours	2,244	2,202	43	
<b>Total Operations</b>	<b>2,608</b>	<b>2,558</b>	<b>51</b>	Excess Bus Operators
<b>Maintenance</b>				
Managers/Supervisors	241	234	7	
Professional, Technical, Clerical	37	35	2	
Operational Hours	873	852	21	
<b>Total Maintenance</b>	<b>1,151</b>	<b>1,121</b>	<b>30</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	21	12	9	
Professional, Technical, Clerical	14	11	3	
Operational Hours	-	-	-	
<b>Total Engineering/Capital</b>	<b>35</b>	<b>23</b>	<b>12</b>	Vacancies mainly Managers
<b>Public Safety</b>				
Managers/Supervisors	8	5	3	
Professional, Technical, Clerical	5	6	(1)	
Operational Hours	-	-	-	
<b>Total Public Safety</b>	<b>13</b>	<b>11</b>	<b>2</b>	Vacancy
<b>Total Baseline Positions</b>				
Managers/Supervisors	635	602	33	
Professional, Technical, Clerical	165	159	6	
Operational Hours	3,120	3,054	67	
<b>Total Baseline Positions</b>	<b>3,920</b>	<b>3,815</b>	<b>106</b>	

# Financial and Ridership Reports

**Jaibala Patel**, Chief Financial Officer

**Craig Cipriano**, President, MTA Bus Company  
Senior Vice President, NYCT Department of Buses



Photo: Qifeng Zeng

In November 2020, M60 Select Bus Service was restored to the original routing with a new HOV roadway after years of disruption during LaGuardia airport reconstruction work. The changes have shortened a trip through the airport by 0.7 miles and allowed customers quick access to Terminal B. Currently, over 800 passengers use the M60 daily to travel to and from LGA.

# Preliminary November 2020 Monthly Report:

## New York City Transit

The purpose of this report is to provide the preliminary November 2020 financial results, on an accrual basis. The accrual basis is presented on a non-reimbursable and reimbursable account basis. These results reflect the new accelerated accounting close and are compared to the Mid-Year Forecast (forecast).

### **Summary of Preliminary Financial Results**

Preliminary ridership and accrual results, versus forecast, are summarized as follows:

- November 2020 New York City Transit ridership of 66.5 million was 24.9 million (59.9 percent) above forecast, of which subway ridership of 43.7 million was 12.3 million (39.5 percent) above forecast, and bus ridership of 22.2 million was 12.5 million (129.3 percent) above forecast.
- November 2020 farebox revenue of \$141.1 million was \$63.5 million (81.9 percent) above forecast.
- Other revenue was higher than forecast in November by \$4.2 million (12.5 percent), primarily because fare reimbursements were over by \$1.8 million.

November 2020 operating expenses of \$722.2 million were \$69.2 million (8.7 percent) less than forecast.

- Labor expenses were under forecast by \$12.8 million (2.1 percent), due largely to Payroll expenses that were favorable by \$14.9 million (4.7 percent), and Pension expenses lower by \$10.3 million (12.0 percent), partly offset by other fringe benefits that were over forecast by \$8.7 million (18.0 percent), and overtime that overran by \$4.7 million (8.7 percent).
- Non-labor expenses were favorable to the forecast by \$56.4 million (31.9 percent), due mostly to maintenance and other operating contract expenses favorable by \$15.0 million (37.3 percent), materials and supplies under by \$14.3 million (42.1 percent), professional service contracts lower by \$11.3 million (77.4 percent), and Paratransit Service Contracts that underran by \$6.5 million (20.3 percent).

Preliminary financial results for November 2020 are presented in the table below and compared to the forecast.

Preliminary Financial Results Compared to Forecast						
Category (\$ in millions)	November Results		November Year-to-Date Results			
	Variance Fav(UnFav)		Forecast	Prelim Actual	Variance Fav(UnFav)	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	63.5	81.9	1,618.2	1,803.4	185.2	11.4
Nonreimb. Exp. before Dep./OPEB	69.2	8.7	(8,244.5)	(7,829.7)	414.9	5.0
Net Cash Deficit*	162.8	25.6	(3,241.7)	(2,523.1)	718.6	22.2

\*Excludes Subsidies and Debt Service

November 2020 farebox revenue of \$141.1 million was \$63.5 million (81.9 percent) above forecast. Subway revenue was \$37.1 million (61.4 percent) above forecast, bus revenue was \$23.4 million (143.7 percent) above forecast, and paratransit revenue was \$0.42 million (99.8 percent) under forecast. Accrued fare media liability was equal to budget. The November 2020 non-student average fare of \$2.18 increased 3.7¢ from November 2019.

Total ridership in November 2020 of 66.5 million was 24.9 million (59.9 percent) above forecast. Average weekday ridership in November 2020 was 2.6 million (65.4 percent) below November 2019. Average weekday ridership for the twelve months ending November 2020 was 3.1 million, 57.5 percent lower than the twelve months ending November 2019.

**Non-reimbursable expenses** before depreciation, GASB 75 OPEB and GASB 68 pension Adjustment, were below forecast in November by \$69.2 million (8.7 percent).

**Labor expenses** underran forecast by \$12.8 million (2.1 percent), due largely to Payroll expenses that were favorable by \$14.9 million (4.7 percent), and Pension expenses lower by \$10.3 million (12.0 percent), partly offset by other fringe benefits that were over forecast by \$8.7 million (18.0 percent), and overtime that overran by \$4.7 million (8.7 percent).

**Non-labor expenses** were favorable to the forecast by \$56.4 million (31.9 percent), due mostly to maintenance and other operating contract expenses favorable by \$15.0 million (37.3 percent), materials and supplies under by \$14.3 million (42.1 percent), professional service contracts lower by \$11.3 million (77.4 percent), and Paratransit Service Contracts that underran by \$6.5 million (20.3 percent).

**Year-to-date**, non-reimbursable expenses were lower than forecast by \$414.9 million (5.0 percent), of which labor expenses underran by a net \$146.5 million (2.3 percent). Health and welfare/OPEB current expenses were favorable by \$140.5 million (10.1 percent), payroll underran by \$40.0 million (1.4 percent), and overtime expenses underran by \$16.1 million (2.9 percent). Other fringe benefits were lower by \$32.8 million (6.6 percent), reimbursable overhead credits were unfavorable by \$15.8 million (7.5 percent), and COVID-19 death benefit accruals have resulted in timing overruns in pension of \$5.6 million (0.6 percent). Non-labor expenses were favorable by a net \$268.4 million (14.5 percent), including significant underruns in nearly every category: maintenance and operating contracts \$72.4 million (19.9 percent); materials & supplies \$55.3 million (16.8 percent); other business expense \$35.9 million (44.8 percent); paratransit service contract expenses \$33.6 million (10.1 percent); claims expense \$29.8 million (14.2 percent); professional service contracts \$21.9 million (13.5 percent); electric power \$12.3 million (5.2 percent); fuel \$7.3 million (10.9 percent).

## Financial Results

### Farebox Revenue

November 2020 Farebox Revenue - (\$ in millions)								
	November				November Year-to-Date			
	Forecast	Prelim Actual	Favorable(Unfavorable)		Forecast	Prelim Actual	Favorable(Unfavorable)	
			Amount	Percent			Amount	Percent
Subway	60.4	97.4	37.1	61.4%	1,267.1	1,416.1	149.0	11.8%
NYCT Bus	16.2	39.6	23.4	143.7%	306.9	342.2	35.3	11.5%
Paratransit	0.4	0.0	(0.4)	(99.8%)	8.2	5.7	(2.5)	(30.7%)
Subtotal	77.0	137.0	60.0	77.9%	1,582.2	1,764.0	181.7	11.5%
Fare Media Liability	0.5	4.1	3.5	657.0%	35.9	39.5	3.5	9.8%
<b>Total - NYCT</b>	<b>77.6</b>	<b>141.1</b>	<b>63.5</b>	<b>81.9%</b>	<b>1,618.2</b>	<b>1,803.4</b>	<b>185.2</b>	<b>11.4%</b>

Note: Total may not add due to rounding

The November 2020 fare media liability overrun over the forecast reflects an updated estimate of fare media liability.

### Average Fare

November Non-Student Average Fare - (in \$)				
	NYC Transit			
	2019	Prelim 2020	Change	
			Amount	Percent
Subway	2.231	2.330	0.098	4.4%
Local Bus	1.762	1.825	0.063	3.6%
Subway & Local Bus	2.122	2.162	0.039	1.9%
Express Bus	5.798	5.881	0.084	1.4%
<b>Total</b>	<b>2.141</b>	<b>2.178</b>	<b>0.037</b>	<b>1.8%</b>

The non-student average fare increased by 1.9 percent from the prior year. This is due to the significant reduction in overall ridership, which reduces the fare discounts normally enjoyed by pass users.

## **Non-reimbursable Expenses**

Non-reimbursable expenses, before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment, were under forecast in the month of November by \$69.2 million (8.7 percent).

Labor expenses underran forecast by a net \$12.8 million (2.1 percent):

- Payroll expenses were lower than forecast by \$14.9 million (4.7 percent), reflecting vacancies and favorable timing of miscellaneous payments
- Pension was favorable to forecast by \$10.3 million (12.0 percent), resulting from favorable timing of COVID-19 death benefit charges
- Other fringe benefits were unfavorable by \$8.7 million (18.0 percent), mainly due to an increased workers compensation liability accrual estimate
- Overtime expenses exceeded forecast by a net \$4.7 million (8.7 percent), primarily due to backfill of increasing employee vacancies and unavailability

Non-labor expenses were below forecast by \$56.4 million (31.9 percent):

- Maintenance and other operating contract expenses were lower by \$15.0 million (37.3 percent), primarily resulting from SAP initiative underruns due to COVID-19 constraints
- Materials and supplies were favorable by \$13.3 million (42.1 percent), resulting from reduced maintenance activity due to COVID-19 rescheduling of SMS program work
- Professional service contracts were favorable by \$11.3 million (77.4 percent), primarily due to MTA services accrual correction
- Paratransit service contracts underran by \$6.5 million (20.3 percent), largely due to reduced trips

Year to date, non-reimbursable expenses before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment were lower than forecast by \$414.9 million (5.0 percent).

Labor expenses were lower than forecast by a net \$146.5 million (2.3 percent):

- Health and welfare/OPEB current expenses underran by \$140.5 million (10.1 percent), resulting from favorable rates due to prescription drug contract rebates, lower medical utilization, and vacancy savings
- Payroll was favorable by \$44.0 million (1.4 percent), primarily due to vacancy underruns and favorable timing of miscellaneous payments, partly offset by RMB project underruns and an unbudgeted holiday
- Overtime expenses underran by \$16.1 million (2.9 percent), mainly due to backfill of increasing employee vacancies and unavailability
- Other fringe benefits were unfavorable by \$32.8 million (6.6 percent), due primarily to a major reduction in capital project support requirements and higher workers compensation expense
- Reimbursable overhead credits were unfavorable by \$15.8 million (7.5 percent), due primarily to a major reduction in capital project support requirements
- Pension expenses were higher by \$5.6 million (0.6 percent), due mainly to unfavorable timing of COVID-19 death benefit accruals

Non-labor expenses were favorable by a net \$268.4 million (14.5 percent):

- Maintenance and other operating contract expenses were lower by \$72.4 million (19.9 percent), primarily due to deferral of the station deep cleaning and other SAP initiatives due to COVID-19 constraints
- Materials and supplies underran by \$55.3 million (16.8 percent), largely due to reduced maintenance activity resulting from COVID-19 and rescheduling of SMS program work
- Other business expenses were lower by \$35.9 million (44.8 percent), due to Capital Engineering fringe overhead adjustment credit and reduced MetroCard transaction fees from lower ridership
- Paratransit service contract expenses were favorable by \$33.7 million (10.1 percent), largely due to reduced trips
- Claims expenses underran the forecast \$29.8 million (14.2 percent), reflecting lower claims due to lower ridership
- Professional Services expenses were favorable by \$21.9 million (13.5 percent), due to underruns in IT service, outside services.

Depreciation expenses year-to-date were higher than forecast by \$118.0 million (6.7 percent).

GASB #75 OPEB Expense Adjustment reported an unfavorable variance to forecast of \$54.4 million.

GASB 68 Pension Adjustment was unfavorable to the forecast by \$38.2 million.



## Ridership Results

November 2020 Ridership vs. Forecast - (in millions)								
	November				November Year-to-Date			
	Forecast	Prelim Actual	More(Less)		Forecast	Prelim Actual	More(Less)	
			Amount	Percent			Amount	Percent
Subway	31.3	43.7	12.3	39.5%	561.1	595.9	34.8	6.2%
NYCT Bus	9.7	22.2	12.5	129.3%	176.5	187.2	10.7	6.1%
Paratransit	0.6	0.7	0.0	6.8%	6.3	6.5	0.2	3.5%
<b>Total - NYCT</b>	<b>41.6</b>	<b>66.5</b>	<b>24.9</b>	<b>59.9%</b>	<b>743.8</b>	<b>789.6</b>	<b>45.8</b>	<b>6.2%</b>

Note: Total may not add due to rounding

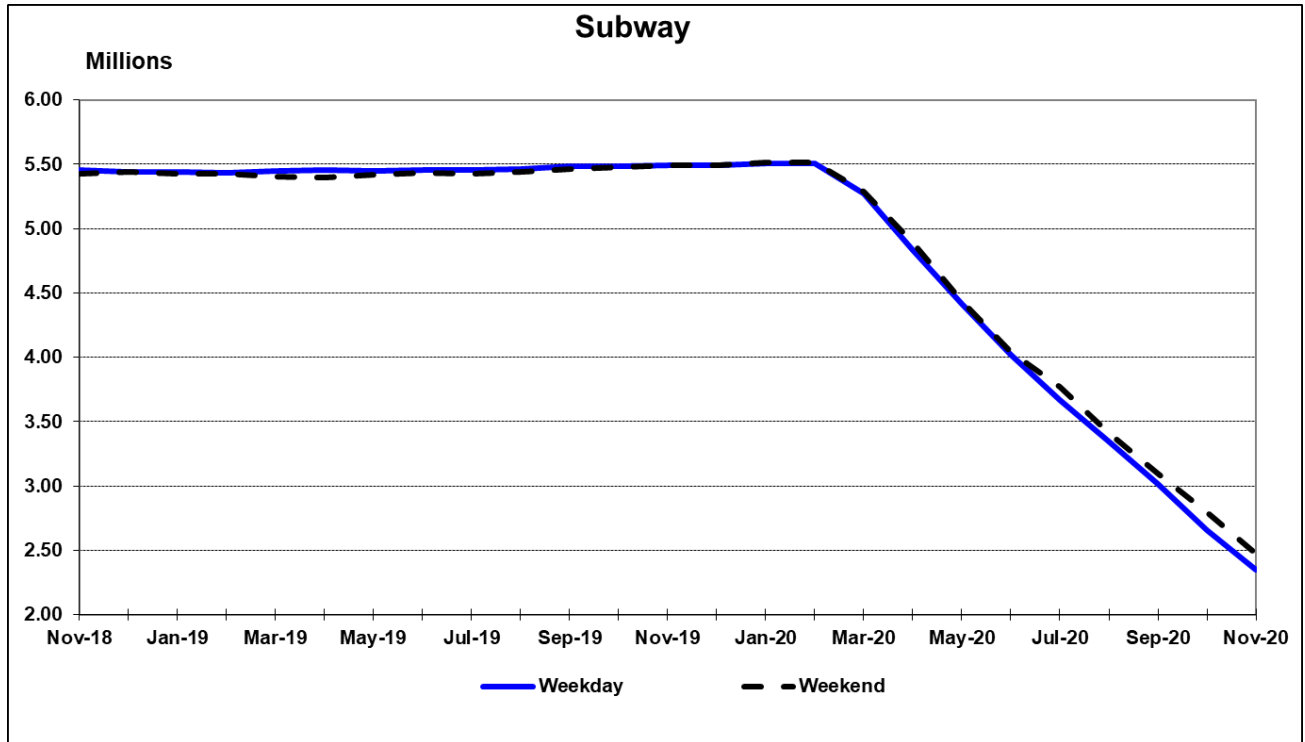
November Average Weekday and Weekend Ridership vs. Prior Year								
Month	Average Weekday - (thousands)				Average Weekend - (thousands)			
	2019	Preliminary	Change		2019	Preliminary	Change	
		2020	Amount	Percent		2020	Amount	Percent
Subway	5,637	1,706	(3,931)	-69.7%	5,681	1,998	(3,683)	-64.8%
NYCT Local Bus	1,756	841	(915)	-52.1%	1,906	1,053	(853)	-44.8%
NYCT Express Bus	40	13	(27)	-67.5%	14	6	(8)	-57.1%
Paratransit	36	26	(11)	-30.0%	43	29	(14)	-31.6%
<b>TOTAL - NYCT</b>	<b>7,469</b>	<b>2,586</b>	<b>(4,884)</b>	<b>-65.4%</b>	<b>7,644</b>	<b>3,086</b>	<b>(4,558)</b>	<b>-59.6%</b>
<b>12-Month Rolling Average</b>								
Subway	5,490	2,349	(3,141)	-57.2%	5,491	2,474	(3,017)	-54.9%
NYCT Local Bus	1,736	709	(1,027)	-59.2%	1,946	815	(1,131)	-58.1%
NYCT Express Bus	40	18	(22)	-55.0%	13	7	(6)	-46.2%
Paratransit	34	23	(10)	-30.8%	42	26	(16)	-37.3%
<b>TOTAL - NYCT</b>	<b>7,300</b>	<b>3,099</b>	<b>(4,200)</b>	<b>-57.5%</b>	<b>7,492</b>	<b>3,322</b>	<b>(4,170)</b>	<b>-55.7%</b>

Notes: Totals may not add due to rounding. Percentages are based on unrounded figures.

- November 2020 subway ridership was 39.5 percent favorable to forecast and bus ridership was 129.3 percent favorable. Paratransit was 6.8 percent favorable to forecast.
- Compared to the previous year, average weekday ridership was down 69.7 percent on subway and down 52.1 percent on local bus. Express bus ridership was down 67.5 percent. Paratransit average weekday ridership was down only 30 percent. The subway is more impacted by the reduction in employment-based trips and COVID-19 related safety concerns.

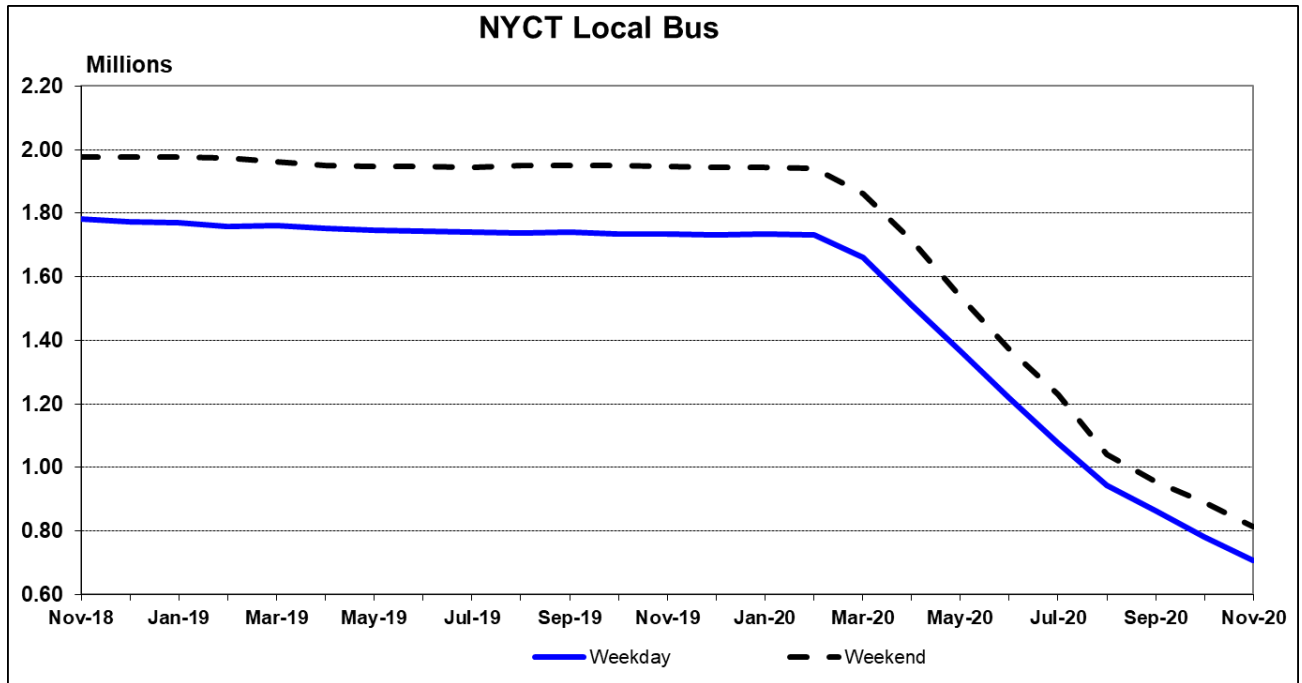


**Average Weekday and Weekend Ridership**  
*12-Month Rolling Averages*



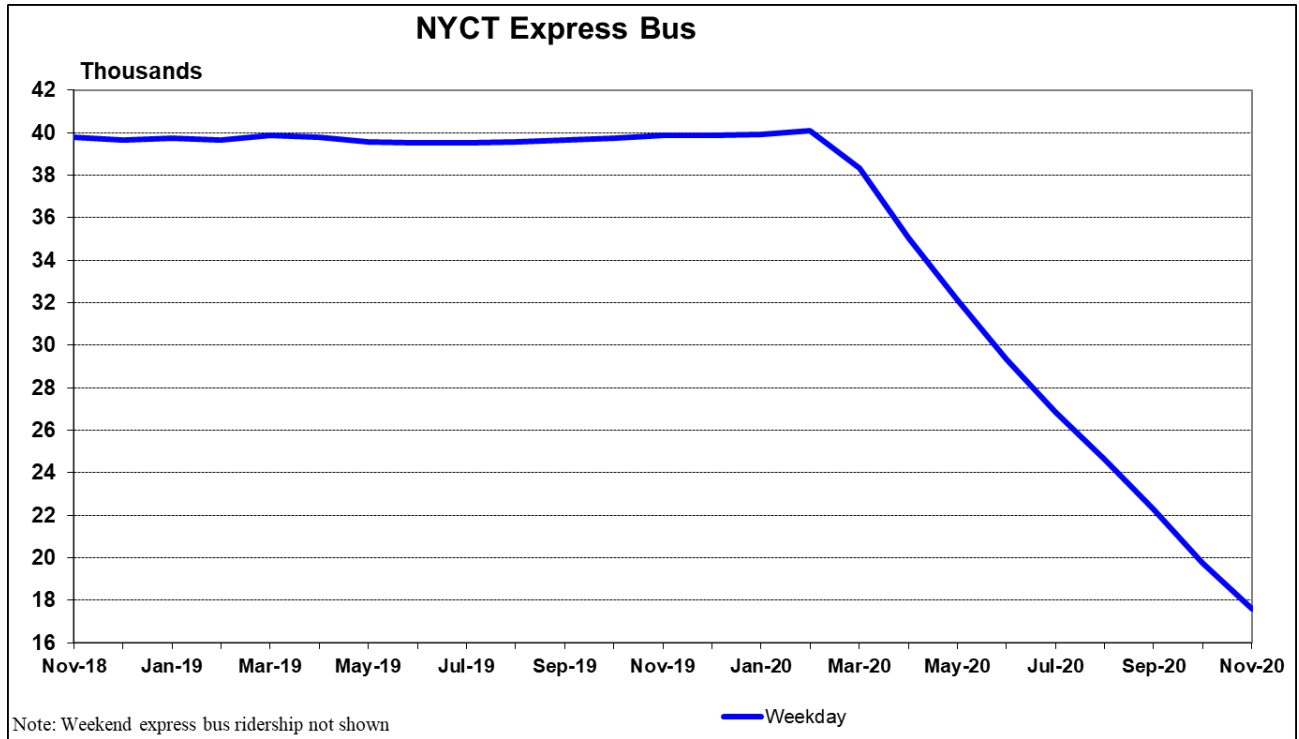
- Average weekday and weekend ridership increased moderately in 2019, before drastic declines due to COVID-19 travel restrictions began in March 2020.

12-Month Rolling Averages



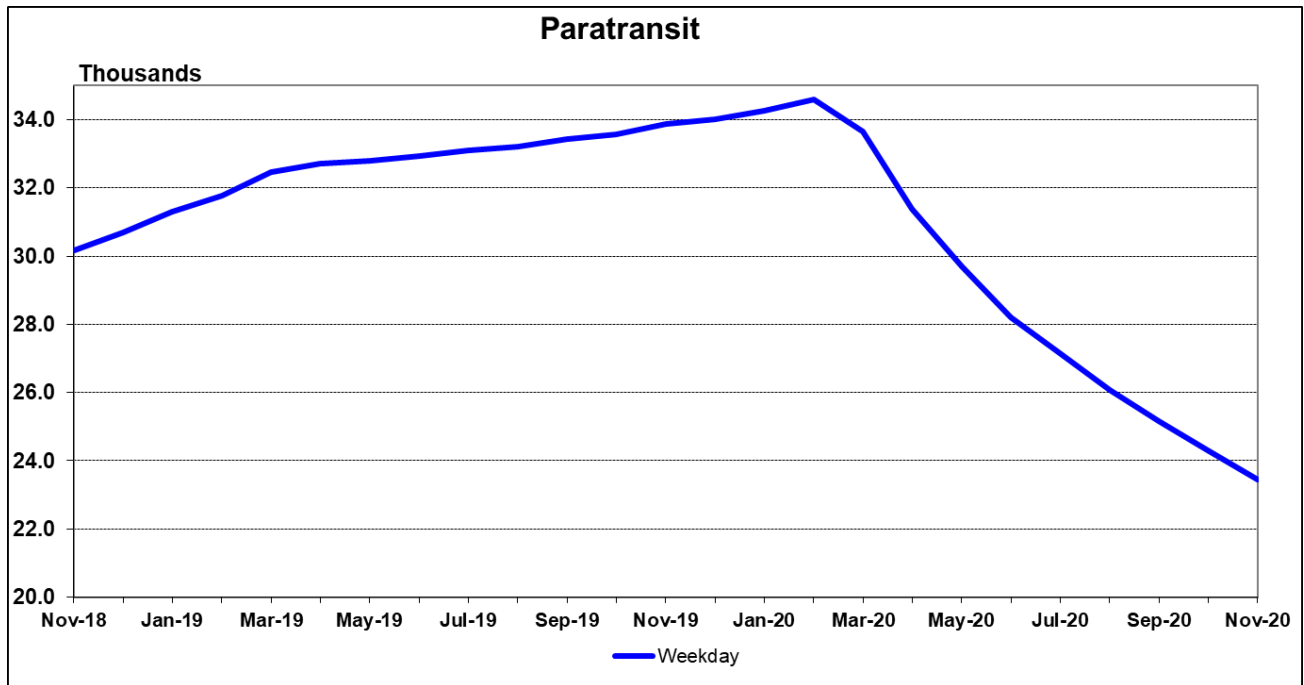
- Local bus ridership decreased slightly in 2019 and early 2020 before declining drastically starting in March 2020 due to COVID-19 travel limitations.

12-Month Rolling Averages



- Express bus ridership increased moderately during 2019 and early 2020 before declining drastically starting in March 2020 due to COVID-19 travel limitations.

12-Month Rolling Averages



- Paratransit ridership increased rapidly in 2019 due to outside growth in E-hail and Enhanced Broker service trips, before declining drastically starting in March 2020 due to COVID-19 travel limitations.

## Ridership on New York Area Transit Services

Due to COVID-19 travel limitations and a sizeable reduction in employment-based trips, all transit services in the New York area experienced steep ridership declines. Paratransit was the least impacted, down 30 percent on weekdays and 31.6 percent on weekends compared to the prior year.

Subway average weekday ridership in November was 1,706 thousand, which is more than 2.5 percent lower than in October 2020 but still about 4.8 percent higher when compared to September 2020.

Average weekday paid bus ridership in September increased sharply compared to August 2020, due to the resumption of front-door boarding and fare collection on local buses in the month. Bus ridership continued to grow into October, however volumes took a step backward in November 2020 as a result of new COVID-19 restrictions on non-essential businesses and school closures.

<b>Ridership on Transit Services in the New York Area</b>						
<b>(thousands)</b>						
<b>Transit Service</b>	<b>Nov-19</b>	<b>Prelim Nov-20</b>	<b>Percent Change</b>	<b>Rolling Avg Prior Year</b>	<b>Rolling Avg Current Year</b>	<b>12-Month Rolling Average Percent Change</b>
<b>Average Weekday</b>						
Subway	5,637	1,706	-69.7%	5,490	2,349	-57.2%
NYCT Local Bus	1,756	841	-52.1%	1,736	709	-59.2%
NYCT Express Bus	40	13	-67.5%	40	18	-55.0%
Paratransit	36	26	-30.0%	34	23	-30.8%
SIR	17	4	-77.9%	16	7	-58.8%
MTA Local Bus	366	177	-51.6%	361	149	-58.9%
MTA Express Bus	27	11	-61.5%	28	14	-50.2%
LIRR	328	80	-75.6%	317	123	-61.2%
PATH	290	62	-78.6%	285	110	-61.4%
<b>Average Weekend</b>						
Subway	5,681	1,998	-64.8%	5,491	2,474	-54.9%
NYCT Local Bus	1,906	1,053	-44.8%	1,946	815	-58.1%
NYCT Express Bus	14	6	-57.1%	13	7	-46.2%
Paratransit	43	29	-31.6%	42	26	-37.3%
SIR	1	1	-6.5%	5	1	-74.6%
MTA Local Bus	382	210	-45.0%	388	162	-58.4%
MTA Express Bus	13	6	-50.4%	12	7	-45.0%
LIRR	210	66	-68.6%	212	94	-55.7%
PATH	184	72	-60.9%	190	83	-56.3%

Note: Percentages are based on unrounded data.

**MTA NEW YORK CITY TRANSIT**  
 Nov - 2020 Mid\_Year  
 Accrual Statement of Operations By Category  
 Month - Nov 2020  
 (\$ in Millions)

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	Nonreimbursable			Reimbursable			Total		
	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Forecast Mid_Year	Actual	Favorable (Unfavorable)
			Variance			Percent			Variance
<b>Revenue</b>									
<b>Farebox Revenue:</b>									
Subway	\$60,371	\$97,440	\$37,069	\$0,000	\$0,000	\$0,000	\$60,371	\$97,440	\$37,069
Bus	\$16,247	\$39,599	\$23,352	\$0,000	\$0,000	\$0,000	\$16,247	\$39,599	\$23,352
Paratransit	\$0,418	\$0,001	\$(0,417)	\$0,000	\$0,000	\$0,000	\$0,418	\$0,001	\$(0,417)
Fare Liability	\$0,537	\$4,068	\$3,530	\$0,000	\$0,000	\$0,000	\$0,537	\$4,068	\$3,530
<b>Farebox Revenue</b>	<b>\$77,574</b>	<b>\$141,107</b>	<b>\$63,534</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$77,574</b>	<b>\$141,107</b>	<b>\$63,534</b>
Fare Reimbursement	\$6,330	\$8,126	\$1,796	\$0,000	\$0,000	\$0,000	\$6,330	\$8,126	\$1,796
Paratransit Reimbursement	\$18,680	\$19,979	\$1,299	\$0,000	\$0,000	\$0,000	\$18,680	\$19,979	\$1,299
Other Operating Revenue	\$8,149	\$9,206	\$1,056	\$0,000	\$0,000	\$0,000	\$8,149	\$9,206	\$1,056
<b>Other Revenue</b>	<b>\$33,159</b>	<b>\$37,311</b>	<b>\$4,151</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$33,159</b>	<b>\$37,311</b>	<b>\$4,151</b>
Capital and Other Reimbursements	\$0,000	\$0,000	\$0,000	\$87,717	\$87,856	\$139	\$87,717	\$87,856	\$139
<b>Total Revenue</b>	<b>\$110,733</b>	<b>\$178,418</b>	<b>\$67,685</b>	<b>\$87,717</b>	<b>\$87,856</b>	<b>\$139</b>	<b>\$198,450</b>	<b>\$266,274</b>	<b>\$67,824</b>
<b>Expenses</b>									
<b>Labor:</b>									
Payroll	\$316,130	\$301,249	\$14,881	\$33,965	\$32,350	\$1,615	\$350,094	\$333,599	\$16,496
Overtime	\$53,458	\$58,121	\$(4,662)	\$9,195	\$10,541	\$(1,346)	\$62,653	\$68,661	\$(6,008)
<b>Total Salaries &amp; Wages</b>	<b>\$369,588</b>	<b>\$359,369</b>	<b>\$10,219</b>	<b>\$43,160</b>	<b>\$42,891</b>	<b>\$0,269</b>	<b>\$412,748</b>	<b>\$402,260</b>	<b>\$10,488</b>
Health and Welfare	\$82,443	\$82,135	\$308	\$1,783	\$1,685	\$908	\$84,226	\$83,821	\$405
OPEB Current Payment	\$45,804	\$46,483	\$(678)	\$1,063	\$0,977	\$86	\$46,868	\$47,459	\$(591)
Pensions	\$85,836	\$75,566	\$10,270	\$1,978	\$1,978	\$0,000	\$87,814	\$77,544	\$10,270
Other Fringe Benefits	\$48,023	\$56,679	\$(8,656)	\$13,702	\$13,072	\$630	\$61,725	\$69,750	\$(8,025)
<b>Total Fringe Benefits</b>	<b>\$262,106</b>	<b>\$260,863</b>	<b>\$1,243</b>	<b>\$18,527</b>	<b>\$17,712</b>	<b>\$815</b>	<b>\$280,633</b>	<b>\$278,574</b>	<b>\$2,058</b>
Contribution to GASB Fund	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Reimbursable Overhead	\$(17,354)	\$(18,737)	\$1,383	\$17,354	\$18,737	\$(1,383)	\$0,000	\$0,000	\$0,000
<b>Labor</b>	<b>\$614,340</b>	<b>\$601,494</b>	<b>\$12,845</b>	<b>\$79,041</b>	<b>\$79,340</b>	<b>\$(0,299)</b>	<b>\$693,381</b>	<b>\$680,834</b>	<b>\$12,546</b>
<b>Non-Labor:</b>									
Electric Power	\$21,818	\$19,950	\$1,868	\$0,020	\$0,018	\$0,003	\$21,838	\$19,968	\$1,871
Fuel	\$4,305	\$3,645	\$660	\$0,000	\$0,000	\$0,000	\$4,305	\$3,645	\$660
Insurance	\$6,239	\$6,115	\$124	\$0,000	\$0,000	\$0,000	\$6,239	\$6,115	\$124
Claims	\$19,095	\$15,372	\$3,723	\$0,000	\$0,000	\$0,000	\$19,095	\$15,372	\$3,723
Paratransit Service Contracts	\$31,741	\$25,290	\$6,452	\$0,000	\$0,000	\$0,000	\$31,741	\$25,290	\$6,452
Maintenance and Other Operating Contracts	\$40,264	\$25,260	\$15,004	\$3,400	\$2,328	\$1,073	\$43,665	\$27,588	\$16,077
Professional Service Contracts	\$14,582	\$3,291	\$11,292	\$0,729	\$(0,232)	\$0,962	\$15,312	\$3,058	\$12,253
Materials & Supplies	\$31,698	\$18,349	\$13,349	\$4,370	\$6,053	\$(1,682)	\$36,069	\$24,402	\$11,667
Other Business Expenses	\$7,268	\$3,351	\$3,918	\$0,156	\$0,350	\$(0,194)	\$7,424	\$3,701	\$3,723
<b>Non-Labor</b>	<b>\$177,011</b>	<b>\$120,623</b>	<b>\$56,388</b>	<b>\$6,676</b>	<b>\$6,516</b>	<b>\$0,160</b>	<b>\$185,687</b>	<b>\$129,139</b>	<b>\$56,548</b>
<b>Other Expense Adjustments:</b>									
Other	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
<b>Other Expense Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$791,351</b>	<b>\$722,118</b>	<b>\$69,234</b>	<b>\$87,717</b>	<b>\$87,856</b>	<b>\$(0,139)</b>	<b>\$879,068</b>	<b>\$809,973</b>	<b>\$69,095</b>
Depreciation	\$160,672	\$175,784	\$(15,112)	\$0,000	\$0,000	\$0,000	\$160,672	\$175,784	\$(15,112)
GASB 75 OPEB Expense Adjustment	\$0,000	\$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	\$0,000
Environmental Remediation	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
<b>Total Expenses</b>	<b>\$952,023</b>	<b>\$897,901</b>	<b>\$54,122</b>	<b>\$87,717</b>	<b>\$87,856</b>	<b>\$(0,139)</b>	<b>\$1,039,740</b>	<b>\$985,757</b>	<b>\$53,983</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>\$(841,290)</b>	<b>\$(719,483)</b>	<b>\$121,807</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$(841,290)</b>	<b>\$(719,483)</b>	<b>\$121,807</b>

Note: Totals may not add due to rounding

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

For monthly reporting purposes only, the 12-month allocation reflects an adjustment to farebox and toll revenue projections captured in Volume 1 of the 2020 July Financial Plan.

MTA NEW YORK CITY TRANSIT

Nov - 2020 Mid\_Year  
 Accrual Statement of Operations By Category  
 Year-To-Date - Nov 2020  
 (\$ in Millions)

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	Nonreimbursable			Reimbursable			Total		
	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Forecast Mid_Year	Actual	Favorable (Unfavorable)
			Variance			Percent			Variance
<b>Revenue</b>									
<b>Farebox Revenue:</b>									
Subway	\$1,267,097	\$1,416,067	\$148,970	\$0,000	\$0,000	\$0,000	\$1,267,097	\$1,416,067	\$148,970
Bus	\$306,920	\$342,193	\$35,273	\$0,000	\$0,000	\$0,000	\$306,920	\$342,193	\$35,273
Paratransit	\$8,225	\$5,699	(2,526)	\$0,000	\$0,000	\$0,000	\$8,225	\$5,699	(2,526)
Fare Liability	\$35,932	\$39,463	\$3,530	\$0,000	\$0,000	\$0,000	\$35,932	\$39,463	\$3,530
<b>Farebox Revenue</b>	<b>\$1,618,174</b>	<b>\$1,803,421</b>	<b>\$185,248</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$1,618,174</b>	<b>\$1,803,421</b>	<b>\$185,248</b>
Fare Reimbursement	\$77,686	\$16,302	(1,384)	\$0,000	\$0,000	\$0,000	\$77,686	\$16,302	(1,384)
Paratransit Reimbursement	\$173,494	\$160,375	(13,119)	\$0,000	\$0,000	\$0,000	\$173,494	\$160,375	(13,119)
Other Operating Revenue	\$3,002,244	\$2,938,057	(64,188)	\$0,000	\$0,000	\$0,000	\$3,002,244	\$2,938,057	(64,188)
<b>Other Revenue</b>	<b>\$3,253,424</b>	<b>\$3,174,734</b>	<b>(78,691)</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$3,253,424</b>	<b>\$3,174,734</b>	<b>(78,691)</b>
Capital and Other Reimbursements	\$0,000	\$0,000	-	\$1,048,539	\$998,314	(50,226)	\$1,048,539	\$998,314	(50,226)
<b>Total Revenue</b>	<b>\$4,871,598</b>	<b>\$4,978,155</b>	<b>\$106,557</b>	<b>\$1,048,539</b>	<b>\$998,314</b>	<b>(50,226)</b>	<b>\$5,920,137</b>	<b>\$5,976,469</b>	<b>\$56,331</b>
<b>Expenses</b>									
<b>Labor :</b>									
Payroll	\$3,226,281	\$3,182,311	\$43,970	\$400,635	\$382,371	\$18,264	\$3,626,916	\$3,564,682	\$62,234
Overtime	\$546,424	\$530,312	\$16,112	\$113,754	\$105,114	\$8,640	\$660,178	\$635,426	\$24,751
<b>Total Salaries &amp; Wages</b>	<b>\$3,772,705</b>	<b>\$3,712,623</b>	<b>\$60,081</b>	<b>\$514,389</b>	<b>\$487,485</b>	<b>\$26,904</b>	<b>\$4,287,093</b>	<b>\$4,200,108</b>	<b>\$86,985</b>
Health and Welfare	\$896,687	\$822,440	\$74,247	\$19,181	\$19,985	(804)	\$915,869	\$842,425	\$73,444
OPEB Current Payment	\$494,160	\$427,891	\$66,269	\$11,572	\$10,466	\$1,106	\$505,732	\$438,357	\$67,375
Pensions	\$945,769	\$951,323	(5,553)	\$32,467	\$32,359	\$108	\$978,236	\$983,682	(5,446)
Other Fringe Benefits	\$497,263	\$530,031	(32,769)	\$162,963	\$153,090	\$9,873	\$660,226	\$683,122	(22,896)
<b>Total Fringe Benefits</b>	<b>\$2,833,879</b>	<b>\$2,731,685</b>	<b>\$102,195</b>	<b>\$226,183</b>	<b>\$215,901</b>	<b>\$10,282</b>	<b>\$3,060,063</b>	<b>\$2,947,585</b>	<b>\$112,477</b>
Contribution to GASB Fund	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Reimbursable Overhead	(211,197)	(195,422)	(15,776)	\$211,197	\$195,422	\$15,776	\$0,000	\$0,000	\$0,000
<b>Labor</b>	<b>\$6,395,387</b>	<b>\$6,248,886</b>	<b>\$146,501</b>	<b>\$951,769</b>	<b>\$898,808</b>	<b>\$52,961</b>	<b>\$7,347,156</b>	<b>\$7,147,694</b>	<b>\$199,462</b>
<b>Non-Labor :</b>									
Electric Power	\$237,083	\$224,763	\$12,320	\$0,231	\$0,235	(0,005)	\$237,313	\$224,998	\$12,315
Fuel	\$67,343	\$60,016	\$7,327	\$0,017	\$0,000	\$0,017	\$67,360	\$60,016	\$7,344
Insurance	\$68,429	\$68,519	(90)	\$0,000	\$0,000	-	\$68,429	\$68,519	(90)
Claims	\$210,047	\$180,264	\$29,783	\$0,000	\$0,000	\$0,000	\$210,047	\$180,264	\$29,783
Paratransit Service Contracts	\$332,002	\$298,360	\$33,643	\$0,000	\$0,000	-	\$332,002	\$298,360	\$33,643
Maintenance and Other Operating Contracts	\$363,253	\$290,896	\$72,357	\$39,525	\$33,676	\$5,849	\$402,777	\$324,572	\$78,206
Professional Service Contracts	\$162,562	\$140,694	\$21,868	\$9,974	\$17,414	(7,440)	\$172,536	\$158,108	\$14,429
Materials & Supplies	\$328,360	\$273,059	\$55,301	\$47,674	\$40,321	\$7,353	\$376,034	\$313,381	\$62,654
Other Business Expenses	\$80,082	\$44,215	\$35,866	(0,651)	\$7,859	(8,510)	\$79,431	\$52,074	\$27,356
<b>Non-Labor</b>	<b>\$1,848,160</b>	<b>\$1,580,786</b>	<b>\$268,374</b>	<b>\$96,770</b>	<b>\$99,506</b>	<b>(2,736)</b>	<b>\$1,945,931</b>	<b>\$1,680,292</b>	<b>\$265,639</b>
<b>Other Expense Adjustments:</b>									
Other	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
<b>Other Expense Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$8,244,547</b>	<b>\$7,829,672</b>	<b>\$414,875</b>	<b>\$1,048,539</b>	<b>\$998,314</b>	<b>\$50,226</b>	<b>\$9,293,087</b>	<b>\$8,827,986</b>	<b>\$465,101</b>
Depreciation	\$1,767,390	\$1,885,414	(118,024)	\$0,000	\$0,000	-	\$1,767,390	\$1,885,414	(118,024)
GASB 75 OPEB Expense Adjustment	(33,793)	\$20,612	(54,405)	\$0,000	\$0,000	-	(33,793)	\$20,612	(54,405)
GASB 68 Pension Adjustment	(5,546)	\$32,690	(38,236)	\$0,000	\$0,000	-	(5,546)	\$32,690	(38,236)
Environmental Remediation	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
<b>Total Expenses</b>	<b>\$9,972,598</b>	<b>\$9,768,389</b>	<b>\$204,210</b>	<b>\$1,048,539</b>	<b>\$998,314</b>	<b>\$50,226</b>	<b>\$11,021,138</b>	<b>\$10,766,702</b>	<b>\$254,435</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(5,101,001)</b>	<b>(4,790,234)</b>	<b>\$310,767</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>(5,101,001)</b>	<b>(4,790,234)</b>	<b>\$310,767</b>

Note: Totals may not add due to rounding

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

For monthly reporting purposes only, the 12-month allocation reflects an adjustment to farebox and toll revenue projections captured in Volume 1 of the 2020 July Financial Plan.

**MTA NEW YORK CITY TRANSIT**  
**JULY FINANCIAL PLAN - 2020 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS**  
**NOVEMBER 2020**  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH		YEAR TO DATE			
		Favorable (Unfavorable) Variance	Reason for Variance	Favorable (Unfavorable) Variance	Reason for Variance		
		\$	%	\$	%		
Farebox Revenue	NR	63.5	81.9	Mainly due to higher ridership & higher average fares	185.2	11.4	Mainly due to higher ridership and higher average fares
Other Operating Revenue	NR	4.2	12.5	Primarily favorable timing of reimbursements	(78.7)	(2.4)	Mostly underrun of CARES Act funding, Paratransit reimbursement and Metrocard surcharges
Payroll	NR	14.9	4.7	Primarily due to vacancies and favorable timing of misc. payments	44.0	1.4	Primarily due to vacancy underruns and favorable timing of misc. payments, partly offset by RMB project underruns and an unbudgeted holiday
Overtime	NR	(4.7)	(8.7)	Primarily due to backfill of increasing employee vacancies and unavailability	16.1	2.9	Mainly reduced service requirements and basic inspection during prior months
Health & Welfare (including OPEB current payment)	NR	(0.4)	(0.3)		140.5	10.1	Favorable rates due to prescription drug contract rebates, lower medical utilization, and vacancy savings
Pension	NR	10.3	12.0	Due to favorable monthly timing of Covid-19 death benefit charges	(5.6)	(0.6)	Due to timing of \$58M accrual for Covid-19 death benefits
Other Fringe Benefits	NR	(8.7)	(18.0)	Mainly due to due to an increased workers compensation liability accrual estimate	(32.8)	(6.6)	Mainly due to reduction in capital project support requirements and higher workers compensation claims expense
Reimbursable Overhead	NR	1.4	8.0	Favorable timing of reimbursable project credits	(15.8)	(7.5)	Mainly due to a major reduction in capital project support requirements
Electric Power	NR	1.9	8.6	Primarily lower consumption	12.3	5.2	Primarily lower consumption due to reduced service levels in earlier months
Fuel	NR	0.7	15.3	Favorable timing of Compressed Natural Gas (CNG) credit	7.3	10.9	Mainly lower consumption due to reduced service levels sepecially in earlier months
Claims	NR	3.7	19.5	Reflects lower major claims due to lower ridership	29.8	14.2	Reflects lower major claims due to lower ridership
Paratransit Service Contracts	NR	6.5	20.3	Largely due to reduced trips	33.6	10.1	Largely due to reduced trips
Maintenance and Other Operating Contracts	NR	15.0	37.3	Primarily SAP initiative underrun due to COVID-19 constraints	72.4	19.9	Primarily SAP initiative underrun due to COVID-19 constraints
Professional Service Contracts	NR	11.3	77.4	Primarily due to MTA services accrual correction	21.9	13.5	Mainly underruns in IT service and outside services
Materials & Supplies	NR	13.3	42.1	Reflects reduced maintenance activity due to COVID-19 and rescheduling of SMS program work	55.3	16.8	Reflects reduced maintenance activity due to COVID-19 and rescheduling of SMS program work
Other Business	NR	3.9	53.9	Mainly due to lower card fees due to lower ridership	35.9	44.8	Mainly due to Capital Engineering fringe overhead adjustment credit and lower card fees due to lower ridership



MTA NEW YORK CITY TRANSIT  
July Financial Plan - 2020 Mid\_Year  
Cash Receipts and Expenditures

Nov FY20  
(\$ in Millions)

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	Month			Year-To-Date		
	Forecast	Actual	Favorable (Unfavorable)	Forecast	Actual	Favorable (Unfavorable)
	Mid_Year		Variance	Mid_Year		Variance
<b>Receipts</b>						
Farebox Revenue	\$77.574	\$141.315	\$63.741	\$1,618.374	\$1,814.690	\$196.316
Fare Reimbursement	\$6.313	\$0.000	(6.313)	\$32.704	\$0.000	(32.704)
Paratransit Reimbursement	\$1.335	\$18.929	\$17.594	\$173.989	\$197.834	\$23.845
Other Operating Revenue	\$3.158	\$1.732	(1.426)	\$2,924.673	\$2,865.759	(58.914)
<b>Other Revenue</b>	<b>\$10.806</b>	<b>\$20.661</b>	<b>\$9.855</b>	<b>\$3,131.367</b>	<b>\$3,063.593</b>	<b>(67.774)</b>
Capital and Other Reimbursements	\$92.717	\$68.566	(24.151)	\$1,053.769	\$880.865	(172.904)
<b>Total Revenue</b>	<b>\$181.097</b>	<b>\$230.542</b>	<b>\$49.445</b>	<b>\$5,803.510</b>	<b>\$5,759.148</b>	<b>(44.362)</b>
<b>Expenditures</b>						
<b>Labor :</b>						
Payroll	\$320.754	\$290.298	\$30.457	\$3,645.956	\$3,564.298	\$81.659
Overtime	\$62.653	\$68.661	(6.008)	\$660.178	\$635.426	\$24.751
<b>Total Salaries &amp; Wages</b>	<b>\$383.408</b>	<b>\$358.959</b>	<b>\$24.449</b>	<b>\$4,306.134</b>	<b>\$4,199.724</b>	<b>\$106.410</b>
Health and Welfare	\$84.226	\$68.441	\$15.785	\$916.075	\$829.437	\$86.638
OPEB Current Payment	\$46.868	\$47.459	(0.591)	\$505.732	\$438.357	\$67.375
Pensions	\$87.814	\$80.069	\$7.745	\$978.236	\$949.156	\$29.080
Other Fringe Benefits	\$43.826	\$19.071	\$24.755	\$489.137	\$299.211	\$189.926
<b>Total Fringe Benefits</b>	<b>\$262.733</b>	<b>\$215.040</b>	<b>\$47.693</b>	<b>\$2,889.180</b>	<b>\$2,516.161</b>	<b>\$373.019</b>
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Labor</b>	<b>\$646.141</b>	<b>\$573.999</b>	<b>\$72.142</b>	<b>\$7,195.314</b>	<b>\$6,715.885</b>	<b>\$479.429</b>
<b>Non-Labor :</b>						
Electric Power	\$21.838	\$20.239	\$1.599	\$249.056	\$234.939	\$14.117
Fuel	\$4.305	\$3.859	\$0.446	\$67.360	\$63.321	\$4.039
Insurance	\$0.000	\$0.000	\$0.000	\$52.833	\$54.850	(2.017)
Claims	\$13.847	\$4.131	\$9.716	\$130.020	\$88.634	\$41.386
Paratransit Service Contracts	\$31.741	\$24.029	\$7.712	\$330.002	\$302.558	\$27.444
Maintenance and Other Operating Contracts	\$43.665	\$31.338	\$12.327	\$407.656	\$299.386	\$108.270
Professional Service Contracts	\$15.312	\$21.819	(6.507)	\$173.430	\$163.109	\$10.321
Materials & Supplies	\$32.527	\$19.347	\$13.180	\$360.076	\$305.142	\$54.934
Other Business Expenses	\$7.424	\$4.727	\$2.697	\$79.431	\$54.384	\$25.047
<b>Non-Labor</b>	<b>\$170.658</b>	<b>\$129.489</b>	<b>\$41.169</b>	<b>\$1,849.865</b>	<b>\$1,566.323</b>	<b>\$283.542</b>
<b>Other Expense Adjustments:</b>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenditures before Depreciation and OPEB</b>	<b>\$816.800</b>	<b>\$703.488</b>	<b>\$113.312</b>	<b>\$9,045.179</b>	<b>\$8,282.208</b>	<b>\$762.971</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Environmental Remediation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Expenditures</b>	<b>\$816.800</b>	<b>\$703.488</b>	<b>\$113.312</b>	<b>\$9,045.179</b>	<b>\$8,282.208</b>	<b>\$762.971</b>
<b>Net Surplus/(Deficit)</b>	<b>(635.703)</b>	<b>(472.946)</b>	<b>\$162.757</b>	<b>(3,241.669)</b>	<b>(2,523.060)</b>	<b>\$718.609</b>

Note: 1) Totals may not add due to rounding  
2) For monthly reporting purposes only, the 12-month allocation reflects an adjustment to farebox and toll revenue projections captured in Volume 1 of the 2020 July Financial Plan

Mid\_Year\_FinalFY20

Table 5

**MTA NEW YORK CITY TRANSIT**  
**JULY FINANCIAL PLAN - 2020 MID-YEAR FORECAST**  
**EXPLANATION OF VARIANCES BETWEEN THE MID-YEAR FORECAST AND ACTUAL CASH BASIS**  
**Nov FY20**  
**(\$ in millions)**

	MONTH		YEAR TO DATE	
	Favorable (Unfavorable) Variance \$	% Reason for Variance	Favorable (Unfavorable) Variance \$	% Reason for Variance
<b>Operating Receipts or Disbursements</b>				
Farebox Receipts	63.7	82.2	196.3	12.1
Other Operating Receipts	9.9	91.2	(67.8)	(2.2)
Capital and Other Reimbursements	(24.2)	(26.0)	(172.9)	(16.4)
Payroll	30.5	9.5	81.7	2.2
Overtime	(6.0)	(9.6)	24.8	3.7
Health & Welfare/OPEB Current	15.2	11.6	154.0	10.8
Pension	7.7	8.8	29.1	3.0
Other Fringe Benefits	24.8	56.5	189.9	38.8
Electric Power	1.6	7.3	14.1	5.7
Fuel	0.4	10.4	4.0	6.0
Insurance	0.0 -		(2.0)	(3.8)
Claims	9.7	70.2	41.4	31.8
Paratransit Service Contracts	7.7	24.3	27.4	8.3
Maintenance and Other Operating Contracts	12.3	28.2	108.3	26.6
Professional Service Contracts	(6.5)	(42.5)	10.3	6.0
Materials & Supplies	13.2	40.5	54.9	15.3
Other Business	2.7	36.3	25.0	31.5

**MTA NEW YORK CITY TRANSIT**  
**July Financial Plan - 2020 Mid\_Year**  
**Cash Conversion (Cash Flow Adjustments)**

Nov FY20  
(\$ in Millions)

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	Month			Year-To-Date		
	Forecast Mid_Year	Favorable (Unfavorable)		Forecast Mid_Year	Favorable (Unfavorable)	
		Actual	Variance		Percent	Actual
<b>Revenue</b>						
<b>Farebox Revenue</b>	\$0.000	\$0.208	\$0.208	\$0.200	\$11.269	\$11.069
Fare Reimbursement	(0.017)	(8.126)	(8.109)	(44.982)	(76.302)	(31.321)
Paratransit Reimbursement	(17.345)	(1.050)	(1.050)	\$0.495	\$37.459	\$36.965
Other Operating Revenue	(4.991)	(7.474)	(2.482)	(77.571)	(72.298)	\$5.273
<b>Other Revenue</b>	<b>(22.353)</b>	<b>(16.650)</b>	<b>(5.703)</b>	<b>(122.058)</b>	<b>(111.141)</b>	<b>\$10.917</b>
Capital and Other Reimbursements	\$5.000	(19.290)	(24.290)	\$5.230	(117.449)	(122.679)
<b>Total Revenue</b>	<b>(17.353)</b>	<b>(35.732)</b>	<b>(18.379)</b>	<b>(116.628)</b>	<b>(217.321)</b>	<b>(86.3)</b>
<b>Expenses</b>						
<b>Labor:</b>						
Payroll	\$29.340	\$43.301	\$13.961	(19.040)	\$0.384	\$19.425
Overtime	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Salaries &amp; Wages</b>	<b>\$29.340</b>	<b>\$43.301</b>	<b>\$13.961</b>	<b>(19.040)</b>	<b>\$0.384</b>	<b>\$19.425</b>
Health and Welfare	\$0.000	\$15.380	\$15.380	(0.206)	\$12.988	\$13.194
OPEB Current Payment	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Pensions	\$0.000	(2.525)	(2.525)	\$0.000	\$34.526	\$34.526
Other Fringe Benefits	\$17.899	\$50.679	\$32.780	\$171.089	\$383.911	\$212.822
<b>Total Fringe Benefits</b>	<b>\$17.899</b>	<b>\$63.534</b>	<b>\$45.635</b>	<b>\$170.883</b>	<b>\$431.424</b>	<b>\$260.542</b>
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Labor</b>	<b>\$47.239</b>	<b>\$106.835</b>	<b>\$59.596</b>	<b>\$151.843</b>	<b>\$431.809</b>	<b>\$279.966</b>
<b>Non-Labor:</b>						
Electric Power	\$0.000	(0.271)	(0.271)	(11.743)	(9.941)	\$1.802
Fuel	\$0.000	(0.214)	(0.214)	\$0.000	(3.305)	(3.305)
Insurance	\$6.239	\$6.115	(0.124)	\$15.596	\$13.669	(1.927)
Claims	\$5.248	\$11.241	\$5.993	\$80.027	\$91.630	\$11.603
Paratransit Service Contracts	\$0.000	\$1.261	\$1.261	\$2.000	(4.198)	(6.198)
Maintenance and Other Operating Contracts	\$0.000	(3.750)	(3.750)	(4.879)	\$25.186	\$30.065
Professional Service Contracts	\$0.000	(18.761)	(18.761)	(0.894)	(5.001)	(4.107)
Materials & Supplies	\$3.542	\$5.055	\$1.513	\$15.958	\$8.239	(7.719)
Other Business Expenses	\$0.000	(1.026)	(1.026)	\$0.000	(2.310)	(2.310)
<b>Non-Labor</b>	<b>\$15.029</b>	<b>(0.350)</b>	<b>(15.379)</b>	<b>\$96.065</b>	<b>\$113.969</b>	<b>\$17.904</b>
<b>Other Expense Adjustments:</b>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$62.268</b>	<b>\$106.485</b>	<b>\$44.217</b>	<b>\$247.908</b>	<b>\$545.778</b>	<b>\$297.870</b>
Depreciation	\$160.672	\$175.784	\$15.112	\$1,767.390	\$1,885.414	\$118.024
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	\$0.000	(33.793)	\$20.612	\$54.405
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	(5.546)	\$32.690	\$38.236
Environmental Remediation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Expenditures</b>	<b>\$222.940</b>	<b>\$282.269</b>	<b>\$59.329</b>	<b>\$1,975.959</b>	<b>\$2,484.494</b>	<b>\$508.535</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$205.587</b>	<b>\$246.537</b>	<b>\$40.950</b>	<b>\$1,859.331</b>	<b>\$2,267.174</b>	<b>\$407.842</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 current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.  
3) For monthly reporting purposes only, the 12-month allocation reflects an adjustment to farebox and toll revenue projections captured in Volume 1 of the 2020 July Financial Plan

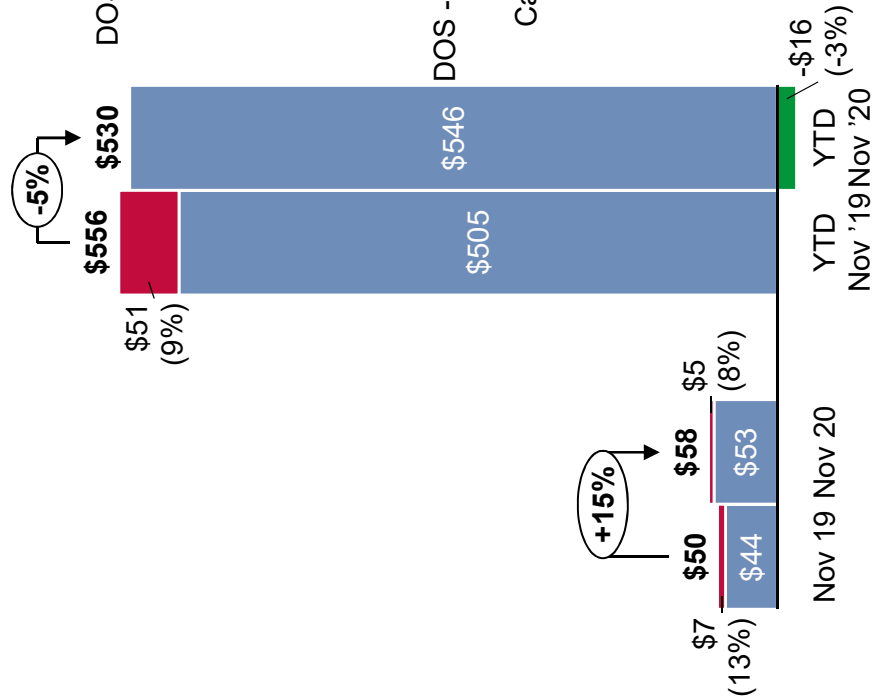
# NYCT – Non-Reimbursable Overtime Variance

## November 2020 and YTD forecast vs. variance

\$M

- Variance - Unfavorable
- Variance - Favorable
- Budget

Annual Budget  
Adopted: \$508M  
Forecast: \$603M

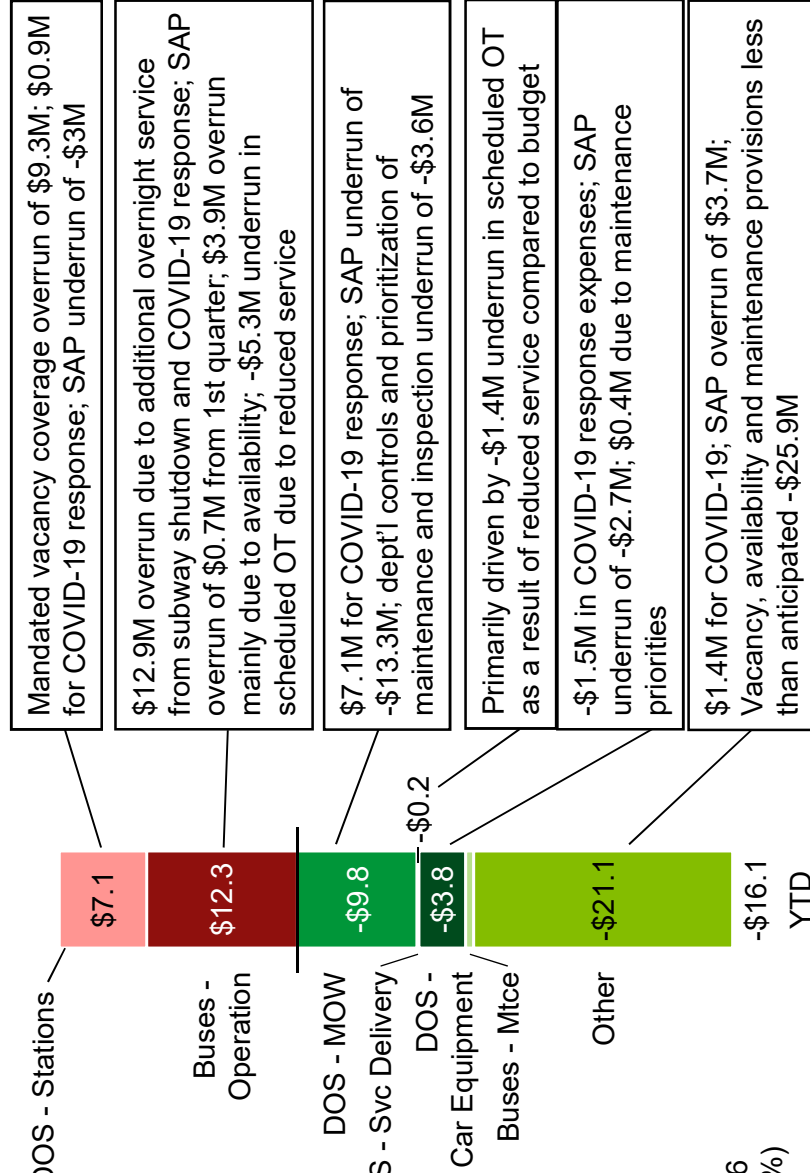


## Overview

- Overall decrease of \$26M or 5% compared to November YTD 2019
- \$16M or 3% below 2020 YTD budget
- Subways -\$5.8M overrun; \$3.4M for COVID-19 response; \$9.4M for vacancy coverage; -\$21.3M SAP; -\$1.4M scheduled overtime; \$4.1M prioritization of maintenance
- Buses \$11.5M overrun: \$13.1M for vacancy and availability coverage; \$5.9M for COVID-19 response; \$1.1M SAP from 1<sup>st</sup> quarter; -\$8.6M scheduled overtime

## YTD variance by division

\$M



Mandated vacancy coverage overrun of \$9.3M; \$0.9M for COVID-19 response; SAP overrun of -\$3M

\$12.9M overrun due to additional overnight service from subway shutdown and COVID-19 response; SAP overrun of \$0.7M from 1st quarter; \$3.9M overrun mainly due to availability; -\$5.3M overrun in scheduled OT due to reduced service

\$7.1M for COVID-19 response; SAP overrun of -\$13.3M; dept' controls and prioritization of maintenance and inspection overrun of -\$3.6M

Primarily driven by -\$1.4M overrun in scheduled OT as a result of reduced service compared to budget

-\$1.5M in COVID-19 response expenses; SAP overrun of -\$2.7M; \$0.4M due to maintenance priorities

\$1.4M for COVID-19; SAP overrun of \$3.7M; Vacancy, availability and maintenance provisions less than anticipated -\$25.9M

Source: Forecast budget. GL actuals for actual overtime spending.

# NYCT – Reimbursable Overtime Variance

## November 2020 and YTD forecast vs. variance

\$M

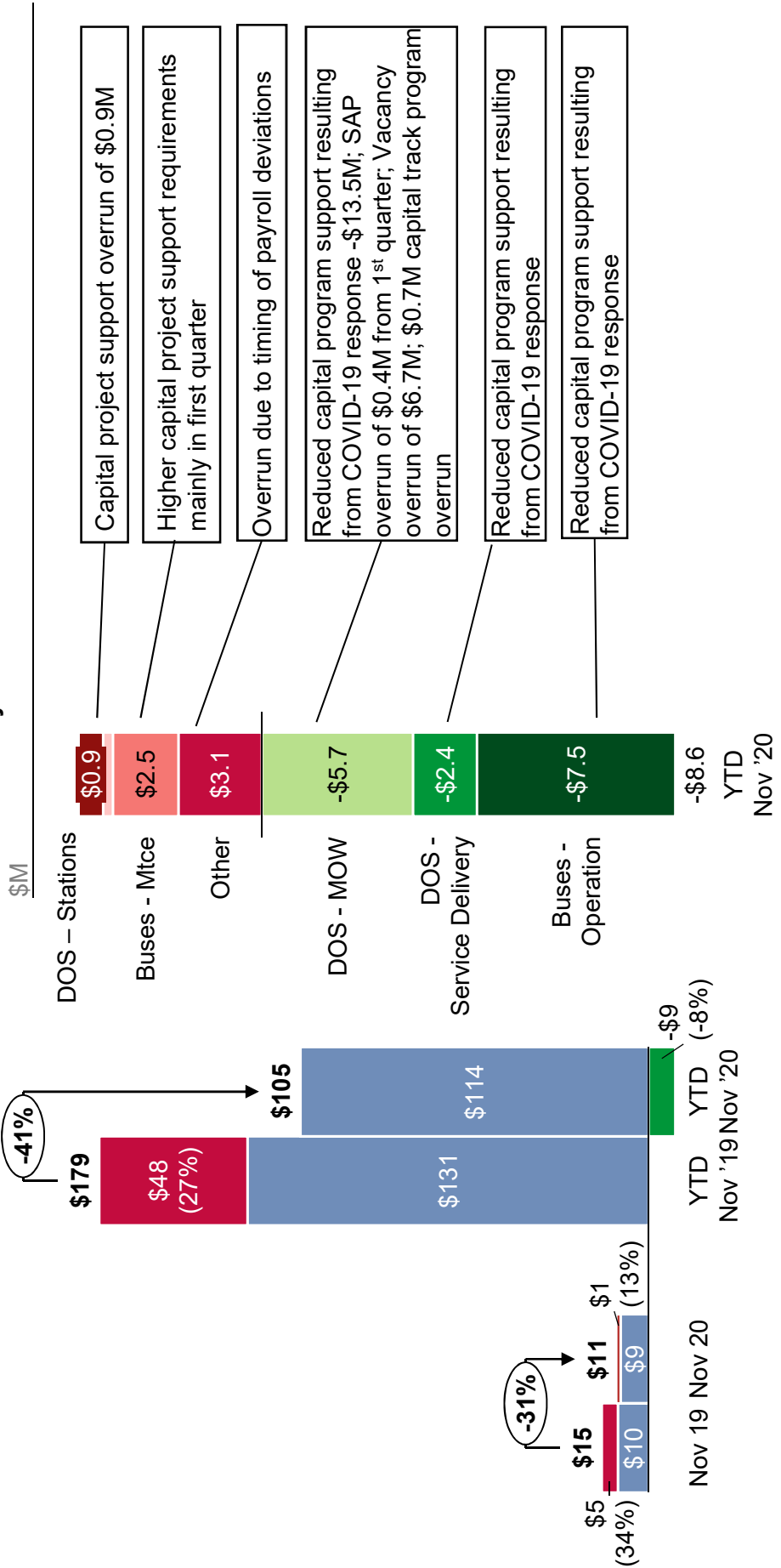
- Variance - Unfavorable
- Variance - Favorable
- Budget

Annual Budget  
Adopted: \$130M  
Forecast: \$123M

### Overview

- Overall decrease of \$74M or 41% compared to November YTD 2019
- \$9M or 8% below 2020 YTD budget
- Subways -\$6.6M underrun: \$6.8M for vacancies, -\$15.2M due to lower capital project support requirements; \$1.1M overrun for SAP; \$0.7M overrun in capital track program
- Buses -\$4.9M underrun due to lower capital project support requirements

### YTD variance by division



Source: Forecast budget. GL actuals for actual overtime spending.

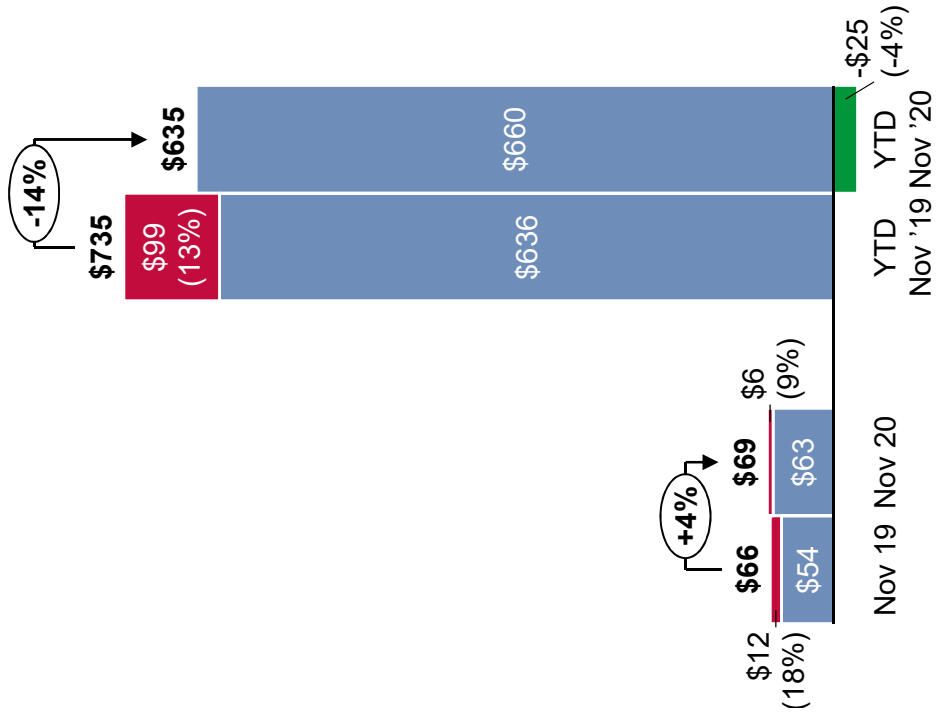
# NYCT – Total Overtime Variance

## November 2020 and YTD forecast vs. variance

\$M

- Variance - Unfavorable
- Variance - Favorable
- Budget

Annual Budget  
Adopted: \$638M  
Forecast: \$726M

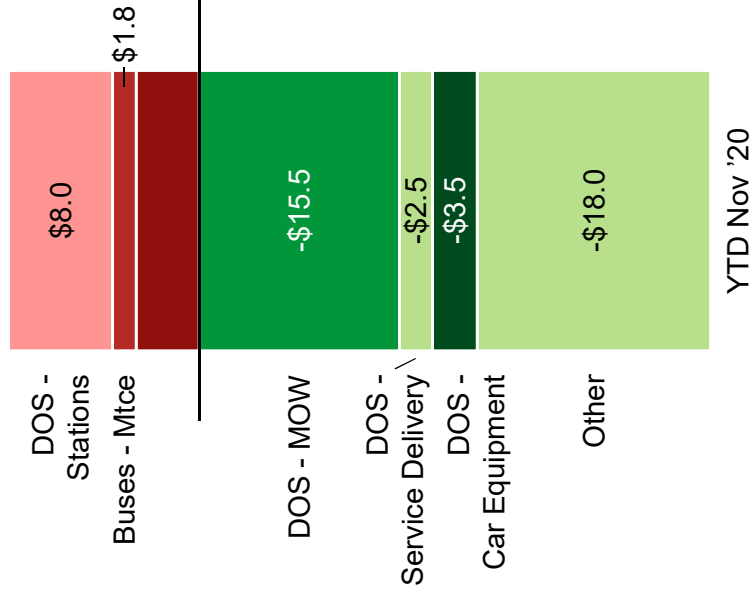


## Overview

- Overall decrease of \$100M or 14% compared to November YTD 2019
- \$25M or 4% below 2020 YTD budget

## YTD variance by division

\$M



**MTA NEW YORK CITY TRANSIT**  
**JULY FINANCIAL PLAN 2020**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE AND FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS**  
Nov 2020

	<u>Mid Year</u>	<u>Actual</u>	<u>Variance</u> <u>Fav./(Unfav)</u>	<u>Explanation</u>
<b><u>Administration:</u></b>				
Office of the President	25	23	2	
Law	281	240	41	
Office of the EVP	13	9	4	
Human Resources	218	183	35	
Office of Management and Budget	41	28	13	
Capital Planning and Budget	37	25	12	
Strategy & Customer Experience	187	178	9	
Non-Departmental	1	1	0	
Labor Relations	84	76	8	
Office of People & Business Transformation	18	11	7	
Materiel	235	203	32	
Controller	114	101	13	
<b>Total Administration</b>	<b>1,254</b>	<b>1,078</b>	<b>176</b>	
<b><u>Operations:</u></b>				
Subways Service Delivery	8,143	7,766	377	Vacancies mainly due to RVO titles.
Subways Operations Support/Admin	405	394	11	
Subways Stations	2,603	2,382	221	Vacancies mainly due to Station Agents.
<b>Subtotal Subways</b>	<b>11,151</b>	<b>10,542</b>	<b>609</b>	
Buses	11,008	10,738	270	Vacancies mainly due to Supt, and Bus Operators.
Paratransit	214	182	32	
Operations Planning	386	335	51	Vacancies mainly due to Mgr, and Hourlies.
Revenue Control	640	568	72	Vacancies mainly due to Mgr, PTE and Hourlies.
Non-Departmental	-	-	0	
<b>Total Operations</b>	<b>23,399</b>	<b>22,365</b>	<b>1,034</b>	
<b><u>Maintenance:</u></b>				
Subways Operations Support/Admin	123	80	43	
Subways Engineering	358	319	39	
Subways Car Equipment	4,946	4,720	226	Vacancies mainly due to PTE, and Hourlies.
Subways Infrastructure	1,881	1,852	29	
Subways Elevators & Escalators	476	447	29	
Subways Stations	3,483	3,223	260	Vacancies mainly due to Supv, and Hourlies.
Subways Track	3,164	2,826	338	Vacancies mainly due to Supt, TEM, PDM, and Trackworkers.
Subways Power	686	636	50	Vacancies mainly due to Mgr, and Hourlies.
Subways Signals	1,698	1,616	82	Vacancies mainly due to MS Signals and Signal Mtrs.
Subways Electronic Maintenance	1,620	1,477	143	Vacancies mainly due to PTE, and Hourlies.
<b>Subtotal Subways</b>	<b>18,435</b>	<b>17,196</b>	<b>1,239</b>	
Buses	3,487	3,376	111	Vacancies mainly due to Mgrs and Hourlies.
Supply Logistics	548	527	21	
System Safety	93	79	14	
Non-Departmental	(115)	14	(129)	
<b>Total Maintenance</b>	<b>22,448</b>	<b>21,192</b>	<b>1,256</b>	
<b><u>Engineering:</u></b>				
Capital Program Management	1,450	1,137	313	Vacancies mainly due to Mgrs and PTEs
<b>Total Engineering/Capital</b>	<b>1,450</b>	<b>1,137</b>	<b>313</b>	
<b><u>Public Safety:</u></b>				
Security	652	601	51	Vacancies mainly due to PTEs, Supv, and Hourlies.
<b>Total Public Safety</b>	<b>652</b>	<b>601</b>	<b>51</b>	
<b>Total Positions</b>	<b>49,203</b>	<b>46,373</b>	<b>2,830</b>	
Non-Reimbursable	44,163	41,982	2,181	
Reimbursable	5,040	4,391	649	
Total Full-Time	49,012	46,248	2,764	
Total Full-Time Equivalents	191	125	66	

**MTA NEW YORK TRANSIT  
JULY FINANCIAL PLAN 2020  
TOTAL POSITIONS by FUNCTION and OCCUPATION  
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS  
Nov 2020**

FUNCTION/OCCUPATION	Mid Year	Actual	Variance Fav./(Unfav)	Explanation
<b><u>Administration:</u></b>				
Managers/Supervisors	438	364	74	
Professional, Technical, Clerical	784	685	99	
Operational Hourlies	32	29	3	
<b>Total Administration</b>	<b>1,254</b>	<b>1,078</b>	<b>176</b>	
<b><u>Operations:</u></b>				
Managers/Supervisors	2,823	2,658	165	
Professional, Technical, Clerical	579	495	84	
Operational Hourlies	19,997	19,212	785	
<b>Total Operations</b>	<b>23,399</b>	<b>22,365</b>	<b>1034</b>	
<b><u>Maintenance:</u></b>				
Managers/Supervisors	3,990	3,725	265	
Professional, Technical, Clerical	1,073	841	232	
Operational Hourlies	17,385	16,626	759	
<b>Total Maintenance</b>	<b>22,448</b>	<b>21,192</b>	<b>1256</b>	
<b><u>Engineering/Capital:</u></b>				
Managers/Supervisors	364	279	85	
Professional, Technical, Clerical	1,084	856	228	
Operational Hourlies	2	2	0	
<b>Total Engineering/Capital</b>	<b>1,450</b>	<b>1,137</b>	<b>313</b>	
<b><u>Public Safety:</u></b>				
Managers/Supervisors	270	247	23	
Professional, Technical, Clerical	41	31	10	
Operational Hourlies	341	323	18	
<b>Total Public Safety</b>	<b>652</b>	<b>601</b>	<b>51</b>	
<b><u>Total Positions:</u></b>				
Managers/Supervisors	7,885	7,273	612	
Professional, Technical, Clerical	3,561	2,908	653	
Operational Hourlies	37,757	36,192	1565	
<b>Total Positions</b>	<b>49,203</b>	<b>46,373</b>	<b>2,830</b>	



**MTA NEW YORK CITY TRANSIT  
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)  
NOVEMBER 2020 YEAR-TO-DATE  
(\$ in millions)**

	<u>November 2020 Year-to-Date</u>			<u>Favorable/(Unfavorable) Variance</u>		
	<u>Mid-Year Forecast</u>	<u>November Forecast</u>	<u>Actual Results</u>	<u>Mid-Year Forecast</u>	<u>November Foreca</u>	<u>Variance</u>
	\$	\$	\$	\$	\$	%
Total Revenue	4,871.6	4,890.0	4,978.2	106.6	88.2	1.8
Total Expenses before Depreciation, OPEB and Environmental Remediation	8,244.5	8,186.0	7,829.7	414.9	356.3	4.4
Depreciation	1,767.4	1,767.4	1,885.4	(118.0)	(118.0)	(6.7)
GASB 75 OPEB Expense Adjustment	(33.8)	(33.8)	20.6	(54.4)	(54.4)	-
GASB 68 Pension Adjustment	(5.5)	(5.5)	32.7	(38.2)	(38.2)	-
Total Expenses	9,972.6	9,914.0	9,768.4	204.2	145.6	1.5
Net Surplus/(Deficit)	(5,101.0)	(5,024.0)	(4,790.2)	310.8	233.8	4.7

Note: Totals may not add due to rounding

**MTA NEW YORK CITY TRANSIT**  
**EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS**  
**NOVEMBER 2020 YEAR-TO-DATE**  
(\$ in millions)

		November 2020 Year-to-Date		
		Favorable (Unfavorable) Variance		Reason for Variance
		\$	%	
Total Revenue (Nonreimbursable)	88.2	1.8		Primarily favorable bus revenue of \$62.6 million (22.4 percent) and subway revenue of \$49.1 million (3.6 percent), partly offset by Paratransit Reimbursement underruns of (\$9.7) million (5.7 percent), and Other operating revenue shortfall of (\$12.4) million (0.4 percent)
Total Expenses (Nonreimbursable)	145.6	1.5		Operating expenses were favorable \$356.3 million (4.4 percent), including the following: Payroll underruns of \$34.9 million (1.1 percent) Overtime lower by \$29.9 million (5.3 percent) Health & welfare/OPEB current underruns of \$103.7 million (7.7 percent) Other fringe benefits favorable by \$14.2 million (2.6 percent) Paratransit service contracts lower by \$25.8 million (8.0 percent) Maintenance and operating contracts lower by \$40.5 million, (12.2 percent) Materials & supplies favorable by \$29.0 million, (9.6 percent) Other business expenses under by \$39.0 million (46.9 percent)
				Non-operating expense adjustments were unfavorable by \$210.7 million: Depreciation expense increase of (\$118.2) million GASB 75 OPEB Adjustment of (\$54.4) million GASB 68 Pension Adjustment of (\$38.2) million

NOTE: Regarding Mid-Year Forecast vs. Actual Results, variance explanations are provided in the monthly report to the Finance Committee.

# Preliminary November 2020 Report: Staten Island Railway

The purpose of this report is to provide the preliminary November 2020 financial results on an accrual basis. The accrual basis is presented on both a non-reimbursable and reimbursable account basis. These results are compared to the Mid-Year Forecast (forecast).

## **Summary of Preliminary Financial Results**

Preliminary ridership and accrual results, versus forecast, are summarized as follows:

- November 2020 Staten Island Railway ridership of 77,844 was 2,919 rides (3.9 percent) above forecast. Average weekday ridership of 3,660 was 12,920 rides (77.9 percent) lower than November 2019.
- Farebox revenue of \$0.127 million was \$0.015 million (13.6 percent) above forecast. The overrun was due to higher than expected ridership.
- Other revenue was below forecast in November by \$0.174 million (89.7 percent), primarily due to minimal reimbursement for school fares.
- Operating expenses were under forecast by \$1.979 million (27.8 percent).
  - Labor expenses were less than forecast by \$0.892 million (17.5 percent).
  - Non-labor expenses in total were less than forecast by \$1.087 million (53.8 percent).

## STATEN ISLAND RAILWAY FINANCIAL AND RIDERSHIP REPORT

November 2020

### Preliminary Actual Results Compared to the Mid-Year Forecast

November 2020 Staten Island Railway ridership of 77,844 was 2,919 rides (3.9 percent) above forecast. Average weekday ridership of 3,660 was 12,920 rides (77.9 percent) lower than November 2019. Average weekday ridership for the twelve months ending November 2020 was 6,563, which is 9,350 rides (58.8 percent) lower than the twelve months ending November 2019.

**Farebox revenue** of \$0.127 million was \$0.015 million (13.6 percent) above forecast. The overrun was due to higher than expected ridership.

**Operating revenue** of \$0.15 million was below forecast by \$0.16 million (51.8 percent) due to minimal reimbursement for school fares.

**Non-reimbursable expenses** in November, before depreciation, GASB 75 OPEB Expense Adjustment and GASB 68 Pension Adjustment, were under forecast by \$2.0 million (27.8 percent).

- Labor expenses were less than forecast by \$0.9 million (17.5 percent). Health and welfare and OPEB current expenses together underran the forecast by \$0.1 million (14.2 percent), due mostly to favorable rates for prescription drug contract rebates and vacancy savings. Payroll and overtime came in under forecast mainly due to vacancies and less backfill since the pandemic.
- Non-labor expenses in total were less than forecast by \$1.1 million (53.8 percent), of which Professional Services overran the forecast by \$0.02 million due unbudgeted IT expenses. Maintenance contract expenses were favorable by \$0.5 million (93.2 percent), resulting from favorable timing of maintenance expenses due to COVID-19. Electric power underran by \$0.1 million (37.7 percent), mainly due to less than expected non-traction power usage in facilities.

**Year-to-date** expenses were below forecast by \$12.0 million (19.4 percent), including underruns in labor expenses of \$7.4 million (15.5 percent), which were driven by several account underruns, primarily health and welfare expenses of \$2.6 million (28.3 percent), pensions expenses of \$1.0 million (12.7 percent) and overtime expenses of \$1.6 million (50.4 percent). Non-labor expenses were also below forecast by \$4.6 million (32.5 percent), due primarily to favorable results in maintenance contract expenses of \$2.3 million (77.4 percent) and other business expense underruns of \$1.4 million (82.9percent).

Depreciation expenses of \$9.9 million year-to-date were below forecast by \$1.0 million (9.3 percent). GASB #75 OPEB Expense Adjustment entries of \$0.2 million resulted in favorable timing variance of \$0.2 million.

The **operating cash deficit** (excluding subsidies) reported through November year-to-date was \$18.3 million, \$11.1 million (37.7 percent) favorable to forecast.

**MTA STATEN ISLAND RAILWAY**  
 Nov - 2020 Mid\_Year  
 Accrual Statement of Operations By Category  
 Month - Nov 2020  
 (\$ in Millions)

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	Nonreimbursable			Reimbursable			Total		
	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Forecast Mid_Year	Actual	Favorable (Unfavorable)
			Variance			Variance			Variance
			Percent			Percent			Percent
<b>Revenue</b>									
<b>Farebox Revenue:</b>									
Farebox Revenue	\$0.112	\$0.127	\$0.015	\$0.000	\$0.000	-	\$0.112	\$0.127	\$0.015
Other Revenue	\$0.194	\$0.020	(0.174)	\$0.000	\$0.000	-	\$0.194	\$0.020	(0.174)
Capital and Other Reimbursements	\$0.000	\$0.000	-	\$0.767	\$0.426	(0.341)	\$0.767	\$0.426	(0.341)
<b>Total Revenue</b>	<b>\$0.306</b>	<b>\$0.147</b>	<b>(0.158)</b>	<b>\$0.767</b>	<b>\$0.426</b>	<b>(0.341)</b>	<b>\$1.073</b>	<b>\$0.573</b>	<b>(0.499)</b>
<b>Expenses</b>									
<b>Labor :</b>									
Payroll	\$2.453	\$1.999	\$0.454	\$0.492	\$0.063	\$0.429	\$2.945	\$2.062	\$0.883
Overtime	\$0.544	\$0.211	\$0.333	\$0.031	\$0.157	(0.126)	\$0.575	\$0.368	\$0.207
<b>Total Salaries &amp; Wages</b>	<b>\$2.997</b>	<b>\$2.209</b>	<b>\$0.787</b>	<b>\$0.523</b>	<b>\$0.221</b>	<b>\$0.302</b>	<b>\$3.520</b>	<b>\$2.430</b>	<b>\$1.090</b>
Health and Welfare	\$0.730	\$0.571	\$0.159	\$0.000	\$0.000	-	\$0.730	\$0.571	\$0.159
OPEB Current Payment	\$0.249	\$0.268	(0.020)	\$0.000	\$0.249	\$0.000	\$0.249	\$0.268	(0.020)
Pensions	\$0.736	\$1.030	(0.294)	\$0.000	\$0.000	-	\$0.736	\$1.030	(0.294)
Other Fringe Benefits	\$0.447	\$0.318	\$0.129	\$0.175	\$0.000	\$0.175	\$0.622	\$0.318	\$0.304
<b>Total Fringe Benefits</b>	<b>\$2.162</b>	<b>\$2.187</b>	<b>(0.025)</b>	<b>\$0.175</b>	<b>\$0.000</b>	<b>\$0.175</b>	<b>\$2.337</b>	<b>\$2.187</b>	<b>\$0.150</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Reimbursable Overhead	(0.069)	(0.199)	\$0.130	\$0.069	\$0.199	(0.130)	\$0.000	\$0.000	\$0.000
<b>Labor</b>	<b>\$5.090</b>	<b>\$4.198</b>	<b>\$0.892</b>	<b>\$0.767</b>	<b>\$0.420</b>	<b>\$0.347</b>	<b>\$5.857</b>	<b>\$4.618</b>	<b>\$1.239</b>
<b>Non-Labor :</b>									
Electric Power	\$0.325	\$0.203	\$0.123	\$0.000	\$0.000	-	\$0.325	\$0.203	\$0.123
Fuel	\$0.021	\$0.010	\$0.011	\$0.000	\$0.000	-	\$0.021	\$0.010	\$0.011
Insurance	\$0.084	\$0.202	(0.118)	\$0.000	\$0.000	-	\$0.084	\$0.202	(0.118)
Claims	\$0.083	\$0.080	\$0.003	\$0.000	\$0.000	-	\$0.083	\$0.080	\$0.003
Paratransit Service Contracts	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.548	\$0.037	\$0.511	\$0.000	\$0.000	-	\$0.548	\$0.037	\$0.511
Professional Service Contracts	\$0.168	\$0.189	(0.021)	\$0.000	\$0.000	-	\$0.168	\$0.189	(0.021)
Materials & Supplies	\$0.473	\$0.159	\$0.313	\$0.000	\$0.006	(0.006)	\$0.473	\$0.166	\$0.307
Other Business Expenses	\$0.317	\$0.051	\$0.265	\$0.000	\$0.000	-	\$0.317	\$0.051	\$0.265
<b>Non-Labor</b>	<b>\$2.019</b>	<b>\$0.932</b>	<b>\$1.087</b>	<b>\$0.000</b>	<b>\$0.006</b>	<b>(0.006)</b>	<b>\$2.019</b>	<b>\$0.938</b>	<b>\$1.081</b>
<b>Other Expense Adjustments:</b>									
Other	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$7.109</b>	<b>\$5.130</b>	<b>\$1.979</b>	<b>\$0.767</b>	<b>\$0.426</b>	<b>\$0.341</b>	<b>\$7.876</b>	<b>\$5.556</b>	<b>\$2.320</b>
Depreciation	\$1.067	\$0.894	\$0.173	\$0.000	\$0.000	-	\$1.067	\$0.894	\$0.173
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
<b>Total Expenses</b>	<b>\$8.176</b>	<b>\$6.024</b>	<b>\$2.153</b>	<b>\$0.767</b>	<b>\$0.426</b>	<b>\$0.341</b>	<b>\$8.943</b>	<b>\$6.450</b>	<b>\$2.493</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(7.870)</b>	<b>(5.876)</b>	<b>\$1.994</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(7.870)</b>	<b>(5.876)</b>	<b>\$1.994</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 current month's actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.  
 3) For monthly reporting purposes only, the 12-month allocation reflects an adjustment to farebox and toll revenue projections captured in Volume 1 of the 2020 July Financial Plan.

MTA STATEN ISLAND RAILWAY

Nov - 2020 Mid\_Year  
 Accrual Statement of Operations By Category  
 Year-To-Date - Nov 2020

(\$ in Millions)

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	Nonreimbursable			Var Percent			Reimbursable			Total		
	Forecast	Actual	Favorable	Forecast	Actual	Favorable	Forecast	Actual	Favorable	Forecast	Actual	Favorable
	Mid_Year		(Unfavorable)	Mid_Year		(Unfavorable)	Mid_Year		(Unfavorable)	Mid_Year		(Unfavorable)
			Variance			Variance			Variance			Variance
			Percent			Percent			Percent			Percent
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Farebox Revenue	\$2,230	\$2,198	(0.032)	(1.4)	\$0,000	\$0,000		\$0,000		\$2,230	\$2,198	(0.032)
Other Revenue	\$24,877	\$24,518	(0.359)	(1.4)	\$0,000	\$0,000		\$0,000		\$24,877	\$24,518	(0.359)
Capital and Other Reimbursements	\$0,000	\$0,000	-	-	\$5,763	\$5,763	(1.190)	(17.1)		\$6,953	\$6,953	(1.190)
<b>Total Revenue</b>	<b>\$27,107</b>	<b>\$26,716</b>	<b>(0.391)</b>	<b>(1.4)</b>	<b>\$5,763</b>	<b>\$5,763</b>	<b>(1.190)</b>	<b>(17.1)</b>		<b>\$34,061</b>	<b>\$32,480</b>	<b>(1,581)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$24,066	\$23,383	\$0,683	2.8	\$0,892	\$0,892	\$2,485	73.6		\$27,443	\$24,275	\$3,168
Overtime	\$3,236	\$1,606	\$1,630	50.4	\$1,971	\$1,971	(1,102)			\$4,105	\$3,577	\$0,528
<b>Total Salaries &amp; Wages</b>	<b>\$27,301</b>	<b>\$24,989</b>	<b>\$2,313</b>	<b>8.5</b>	<b>\$2,863</b>	<b>\$2,863</b>	<b>\$1,383</b>	<b>32.6</b>		<b>\$31,547</b>	<b>\$27,851</b>	<b>\$3,696</b>
Health and Welfare	\$6,642	\$4,552	\$2,091	31.5	\$0,000	\$0,000	-			\$6,642	\$4,552	\$2,091
OPEB Current Payment	\$2,474	\$1,982	\$0,492	19.9	\$0,001	\$0,002	\$0,000	(37.3)		\$2,476	\$1,984	\$0,492
Pensions	\$8,102	\$7,070	\$1,032	12.7	\$0,000	\$0,000	-			\$8,102	\$7,070	\$1,032
Other Fringe Benefits	\$4,674	\$4,438	\$0,236	5.1	\$1,098	\$1,098	\$1,098			\$5,771	\$4,438	\$1,334
<b>Total Fringe Benefits</b>	<b>\$21,892</b>	<b>\$18,041</b>	<b>\$3,851</b>	<b>17.6</b>	<b>\$0,002</b>	<b>\$0,002</b>	<b>\$1,097</b>			<b>\$22,991</b>	<b>\$18,043</b>	<b>\$4,948</b>
Contribution to GASB Fund	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-			\$0,000	\$0,000	-
Reimbursable Overhead	(1,378)	(2,630)	\$1,252	90.8	\$2,631	\$2,631	(1,252)	(90.8)		\$0,001	\$0,002	(0,001)
<b>Labor</b>	<b>\$47,816</b>	<b>\$40,400</b>	<b>\$7,416</b>	<b>15.5</b>	<b>\$6,724</b>	<b>\$5,496</b>	<b>\$1,228</b>	<b>18.3</b>		<b>\$54,539</b>	<b>\$45,896</b>	<b>\$8,644</b>
<b>Non-Labor :</b>												
Electric Power	\$3,456	\$3,024	\$0,432	12.5	\$0,005	\$0,014	(0,009)			\$3,461	\$3,038	\$0,423
Fuel	\$0,253	\$0,180	\$0,073	29.0	\$0,000	\$0,000	-			\$0,253	\$0,180	\$0,073
Insurance	\$0,927	\$0,891	\$0,037	4.0	\$0,000	\$0,000	-			\$0,927	\$0,891	\$0,037
Claims	\$0,908	\$0,880	\$0,028	3.0	\$0,000	\$0,000	-			\$0,908	\$0,880	\$0,028
Paratransit Service Contracts	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-			\$0,000	\$0,000	-
Maintenance and Other Operating Contracts	\$3,017	\$0,682	\$2,335	77.4	\$0,000	\$0,000	-			\$3,017	\$0,682	\$2,335
Professional Service Contracts	\$0,991	\$1,459	(0,468)	(47.2)	\$0,009	\$0,018	(0,009)			\$1,000	\$1,477	(0,477)
Materials & Supplies	\$3,013	\$2,198	\$0,815	27.1	\$0,215	\$0,236	(0,020)	(9.3)		\$3,228	\$2,433	\$0,795
Other Business Expenses	\$1,638	\$0,280	\$1,358	82.9	\$0,000	\$0,000	-			\$1,638	\$0,280	\$1,358
<b>Non-Labor</b>	<b>\$14,204</b>	<b>\$9,593</b>	<b>\$4,611</b>	<b>32.5</b>	<b>\$0,230</b>	<b>\$0,268</b>	<b>(0,038)</b>	<b>(16.5)</b>		<b>\$14,433</b>	<b>\$9,860</b>	<b>\$4,573</b>
<b>Other Expense Adjustments:</b>												
Other	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-			\$0,000	\$0,000	-
<b>Other Expense Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>-</b>		<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$62,019</b>	<b>\$49,993</b>	<b>\$12,026</b>	<b>19.4</b>	<b>\$6,953</b>	<b>\$5,763</b>	<b>\$1,190</b>	<b>17.1</b>		<b>\$68,972</b>	<b>\$55,756</b>	<b>\$13,216</b>
Depreciation	\$10,933	\$9,915	\$1,018	9.3	\$0,000	\$0,000	-			\$10,933	\$9,915	\$1,018
GASB 75 OPEB Expense Adjustment	\$0,358	\$0,182	\$0,176	49.1	\$0,000	\$0,000	-			\$0,358	\$0,182	\$0,176
GASB 68 Pension Adjustment	(0,075)	(0,118)	\$0,043	56.7	\$0,000	\$0,000	-			(0,075)	(0,118)	\$0,043
Environmental Remediation	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-			\$0,000	\$0,000	-
<b>Total Expenses</b>	<b>\$73,235</b>	<b>\$59,972</b>	<b>\$13,263</b>	<b>18.1</b>	<b>\$6,953</b>	<b>\$5,763</b>	<b>\$1,190</b>	<b>17.1</b>		<b>\$80,188</b>	<b>\$65,735</b>	<b>\$14,453</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(46,128)</b>	<b>(33,256)</b>	<b>\$12,872</b>	<b>27.9</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>		<b>(46,128)</b>	<b>(33,256)</b>	<b>\$12,872</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 current month's actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.  
 3) For monthly reporting purposes only, the 12-month allocation reflects an adjustment to farebox and toll revenue projections captured in Volume 1 of the 2020 July Financial Plan.

**MTA STATEN ISLAND RAILWAY**  
**JULY FINANCIAL PLAN- 2020 FORECAST BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN NOVEMBER 2020 RESULTS AND THE JULY FINANCIAL PLAN**  
**November 2020**  
(\$ in millions)-Accrual Basis

Generic Revenue or Expense Category	MONTH			YEAR-TO-DATE			
	Non Reimb. or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		
		\$	%		\$	%	
Farebox Revenue	Non Reimb.	0.015	13.6	Higher than expected ridership	(0.032)	(1.4)	Lower average fare
Other Revenue	Non Reimb.	(0.174)	(89.7)	Unfavorable due to minimal reimbursement for school fares	(0.359)	(1.4)	Unfavorable mainly due to less-than-expected reimbursement for school fares, offset by CARES Act funding
Payroll	Non Reimb.	0.454	18.5	Favorable due to vacancies	0.683	2.8	Favorable due to vacancies
Overtime	Non Reimb.	0.333	61.3	Favorable due to less backfill of vacancies since the pandemic began	1.630	50.4	Favorable due to less backfill of vacancies since the pandemic began
Health and Welfare (including OPEB current payment)	Non Reimb.	0.139	14.2	Favorable rates due to prescription drug contract rebates and vacancy savings	2.583	28.3	Favorable rates due to prescription drug contract rebates and vacancy savings
Pension	Non Reimb.	(0.294)	(39.9)	Unfavorable timing of expenses	1.032	12.7	Favorable timing of expenses
Other Fringe Benefits	Non Reimb.	0.129	28.9	Favorable accrual for Workers Compensation	0.236	5.1	Favorable accrual for Workers Compensation
Reimbursable Overhead	Non Reimb.	0.130	-	Favorable overhead credits from RMB project work	1.252	90.8	Favorable overhead credits from RMB project work
Electric Power	Non Reimb.	0.123	37.7	Favorable mainly due to less than expected non-traction power usage in facilities	0.432	12.5	Favorable mainly due to lower than expected traction power usage
Maintenance & Other Operating Contracts	Non Reimb.	0.511	93.2	Favorable timing of maintenance work postponed due to COVID-19	2.335	77.4	Favorable timing of maintenance work postponed due to COVID-19
Professional Service Contracts	Non Reimb.	(0.021)	(12.4)	Unfavorable mainly due to unbudgeted IT expenses	(0.468)	(47.2)	Unfavorable mainly due to unbudgeted IT expenses
Materials and Supplies	Non Reimb.	0.313	66.3	Favorable due to the impact of COVID-19 on work tasks and projects	0.815	27.1	Favorable due to the impact of COVID-19 on work tasks and projects
Payroll	Reimb.	0.429	87.1	Favorable due to constrained project work caused by COVID-19	2.485	73.6	Favorable due to constrained project work caused by COVID-19
Overtime	Reimb.	(0.126)	-	Unfavorable due to timing of project work requirements budgeted on straight time but performed on OT	(1.102)	-	Unfavorable due to timing of project work requirements budgeted on straight time but performed on OT
Materials and Supplies	Reimb.	(0.006)	-	Draw down of project materials	(0.020)	(9.3)	Draw down of project materials

**MTA STATEN ISLAND RAILWAY**  
**July Financial Plan - 2020 Mid\_Year**  
**Cash Receipts and Expenditures**

Nov FY20  
(\$ in Millions)

12/09/2020 10:52 AM

	Month			Year-To-Date		
	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Forecast Mid_Year	Actual	Favorable (Unfavorable)
			Variance			Percent
<b>Receipts</b>						
Farebox Revenue	\$0.112	\$0.173	\$0.061	\$2.230	\$2.565	\$0.335
Other Revenue	\$0.033	\$0.000	(0.033)	\$25.038	\$25.146	\$0.108
Capital and Other Reimbursements	\$0.767	\$0.445	(0.322)	\$6.953	\$6.025	(0.927)
<b>Total Revenue</b>	<b>\$0.912</b>	<b>\$0.618</b>	<b>(0.294)</b>	<b>\$34.220</b>	<b>\$33.737</b>	<b>(0.484)</b>
			54.1			15.0
			-			0.4
			(42.0)			(13.3)
			(32.3)			(1.4)
<b>Expenditures</b>						
<b>Labor :</b>						
Payroll	\$2.600	\$1.760	\$0.840	\$25.625	\$22.569	\$3.055
Overtime	\$0.575	\$0.294	\$0.281	\$4.122	\$3.264	\$0.858
<b>Total Salaries &amp; Wages</b>	<b>\$3.175</b>	<b>\$2.054</b>	<b>\$1.121</b>	<b>\$29.746</b>	<b>\$25.833</b>	<b>\$3.913</b>
Health and Welfare	\$0.730	\$0.553	\$0.177	\$6.643	\$6.249	\$0.393
OPEB Current Payment	\$0.249	\$0.084	\$0.165	\$2.409	\$1.036	\$1.373
Pensions	\$0.737	\$1.030	(0.294)	\$8.102	\$7.070	\$1.032
Other Fringe Benefits	\$0.318	\$0.095	\$0.223	\$3.106	\$2.337	\$0.769
<b>Total Fringe Benefits</b>	<b>\$2.034</b>	<b>\$1.762</b>	<b>\$0.271</b>	<b>\$20.259</b>	<b>\$16.692</b>	<b>\$3.568</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	\$0.000	\$0.000	-
<b>Labor</b>	<b>\$5.209</b>	<b>\$3.816</b>	<b>\$1.392</b>	<b>\$50.006</b>	<b>\$42.524</b>	<b>\$7.481</b>
			26.7			15.0
<b>Non-Labor :</b>						
Electric Power	\$0.325	\$0.286	\$0.039	\$3.462	\$3.075	\$0.387
Fuel	\$0.021	\$0.010	\$0.011	\$0.253	\$0.216	\$0.037
Insurance	\$0.084	\$0.000	\$0.084	\$0.927	\$0.852	\$0.075
Claims	\$0.003	\$0.000	\$0.003	\$0.028	\$0.000	\$0.028
Paratransit Service Contracts	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.548	\$0.012	\$0.537	\$3.017	\$0.465	\$2.552
Professional Service Contracts	\$0.168	\$0.269	(0.102)	\$1.000	\$0.980	\$0.020
Materials & Supplies	\$0.402	\$0.055	\$0.347	\$3.301	\$3.800	(0.500)
Other Business Expenses	\$0.317	\$0.071	\$0.246	\$1.638	\$0.161	\$1.477
<b>Non-Labor</b>	<b>\$1.868</b>	<b>\$0.702</b>	<b>\$1.166</b>	<b>\$13.625</b>	<b>\$9.549</b>	<b>\$4.076</b>
			62.4			29.9
<b>Other Expense Adjustments:</b>						
Other	\$0.000	\$0.000	-	\$0.000	\$0.000	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures before Depreciation and OPEB</b>	<b>\$7.077</b>	<b>\$4.519</b>	<b>\$2.558</b>	<b>\$63.631</b>	<b>\$52.074</b>	<b>\$11.557</b>
			36.1			18.2
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	-	\$0.001	\$0.000	\$0.001
GASB 68 Pension Adjustment	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000
Environmental Remediation	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000
<b>Total Expenditures</b>	<b>\$7.077</b>	<b>\$4.519</b>	<b>\$2.558</b>	<b>\$63.631</b>	<b>\$52.074</b>	<b>\$11.557</b>
			36.1			18.2
<b>Net Surplus/(Deficit)</b>	<b>(6.165)</b>	<b>(3.901)</b>	<b>\$2.264</b>	<b>(29.410)</b>	<b>(18.337)</b>	<b>\$11.073</b>
			36.7			37.7

Note: 1) Totals may not add due to rounding  
2) For monthly reporting purposes only, the 12-month allocation reflects an adjustment to farebox and toll revenue projections captured in Volume 1 of the 2020 July Financial Plan





MTA STATEN ISLAND RAILWAY  
 July Financial Plan - 2020 Mid\_Year  
 Cash Conversion (Cash Flow Adjustments)  
 Nov FY20  
 (\$ in Millions)

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	Month			Year-To-Date		
	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Forecast Mid_Year	Actual	Favorable (Unfavorable)
			Variance			Variance
<b>Revenue</b>						
Farebox Revenue	\$0.000	\$0.045	\$0.045	\$0.000	\$0.367	\$0.368
Other Revenue	(0.160)	(0.020)	\$0.141	\$0.160	\$0.628	\$0.467
Capital and Other Reimbursements	\$0.000	\$0.019	\$0.019	(0.001)	\$0.262	\$0.262
<b>Total Revenue</b>	<b>(0.160)</b>	<b>\$0.045</b>	<b>\$0.205</b>	<b>\$0.160</b>	<b>\$1.257</b>	<b>\$1.097</b>
<b>Expenses</b>						
<b>Labor :</b>						
Payroll	\$0.345	\$0.303	(0.042)	\$1.818	\$1.705	(0.113)
Overtime	\$0.000	\$0.073	\$0.073	(0.017)	\$0.313	\$0.330
<b>Total Salaries &amp; Wages</b>	<b>\$0.345</b>	<b>\$0.376</b>	<b>\$0.031</b>	<b>\$1.801</b>	<b>\$2.018</b>	<b>\$0.217</b>
Health and Welfare	\$0.000	\$0.018	\$0.018	\$0.000	(1.698)	(1.697)
OPEB Current Payment	\$0.000	\$0.184	\$0.184	\$0.067	\$0.948	\$0.881
Pensions	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Fringe Benefits	\$0.303	\$0.222	(0.081)	\$2.665	\$2.101	(0.564)
<b>Total Fringe Benefits</b>	<b>\$0.303</b>	<b>\$0.425</b>	<b>\$0.122</b>	<b>\$2.732</b>	<b>\$1.351</b>	<b>(1.381)</b>
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	\$0.000	\$0.002	\$0.002
<b>Labor</b>	<b>\$0.648</b>	<b>\$0.801</b>	<b>\$0.153</b>	<b>\$4.533</b>	<b>\$3.371</b>	<b>(1.162)</b>
<b>Non-Labor :</b>						
Electric Power	\$0.000	(0.083)	(0.083)	\$0.000	(0.036)	(0.036)
Fuel	\$0.000	\$0.000	\$0.000	\$0.000	(0.036)	(0.036)
Insurance	\$0.000	\$0.202	\$0.202	\$0.000	\$0.038	\$0.038
Claims	\$0.080	\$0.080	\$0.000	\$0.880	\$0.880	\$0.000
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Maintenance and Other Operating Contracts	\$0.000	\$0.026	\$0.026	\$0.000	\$0.217	\$0.217
Professional Service Contracts	\$0.000	(0.081)	(0.081)	\$0.000	\$0.497	\$0.497
Materials & Supplies	\$0.071	\$0.111	\$0.041	(0.072)	(1.367)	(1.295)
Other Business Expenses	\$0.000	(0.019)	(0.019)	\$0.000	\$0.119	\$0.119
<b>Non-Labor</b>	<b>\$0.151</b>	<b>\$0.236</b>	<b>\$0.085</b>	<b>\$0.808</b>	<b>\$0.311</b>	<b>(0.497)</b>
<b>Other Expense Adjustments:</b>						
Other	\$0.000	\$0.000	-	\$0.000	\$0.000	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$0.799</b>	<b>\$1.037</b>	<b>\$0.238</b>	<b>\$5.341</b>	<b>\$3.682</b>	<b>(1.659)</b>
Depreciation	\$1.067	\$0.894	(0.173)	\$10.933	\$9.915	(1.019)
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	\$0.000	\$0.357	\$0.182	(0.175)
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	(0.075)	(0.118)	(0.043)
Environmental Remediation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Expenditures</b>	<b>\$1.866</b>	<b>\$1.931</b>	<b>\$0.065</b>	<b>\$16.557</b>	<b>\$13.662</b>	<b>(2.895)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$1.706</b>	<b>\$1.975</b>	<b>\$0.270</b>	<b>\$16.716</b>	<b>\$14.918</b>	<b>(1.798)</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 current month's actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.  
 3) For monthly reporting purposes only, the 12-month allocation reflects an adjustment to farebox and toll revenue projections captured in Volume 1 of the 2020 July Financial Plan

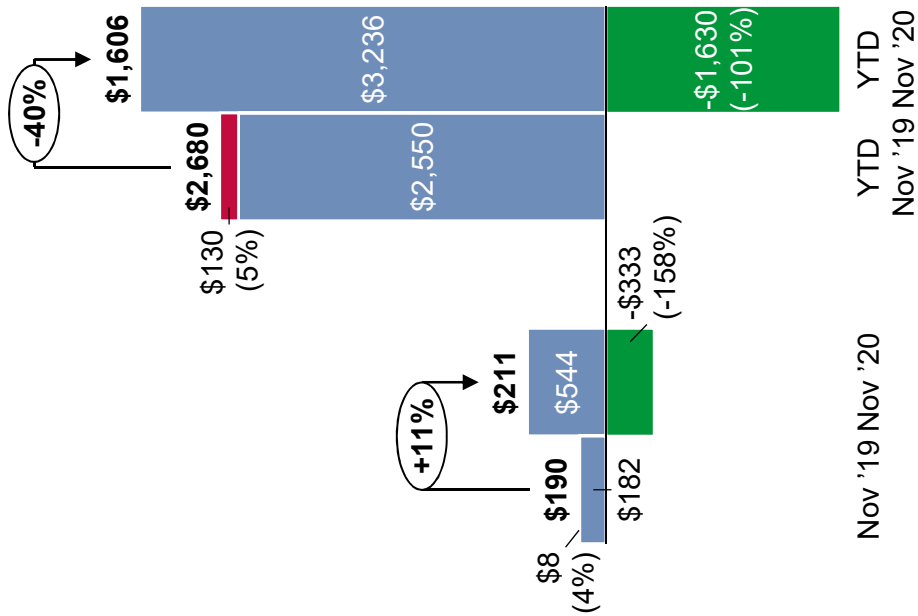
# SIRTOA – Non-Reimbursable Overtime Variance

## November 2020 and YTD forecast vs. variance

\$K

- Variance - Unfavorable
- Variance - Favorable
- Budget

Annual budget  
 Adopted: \$2,709K  
 Forecast: \$3,774

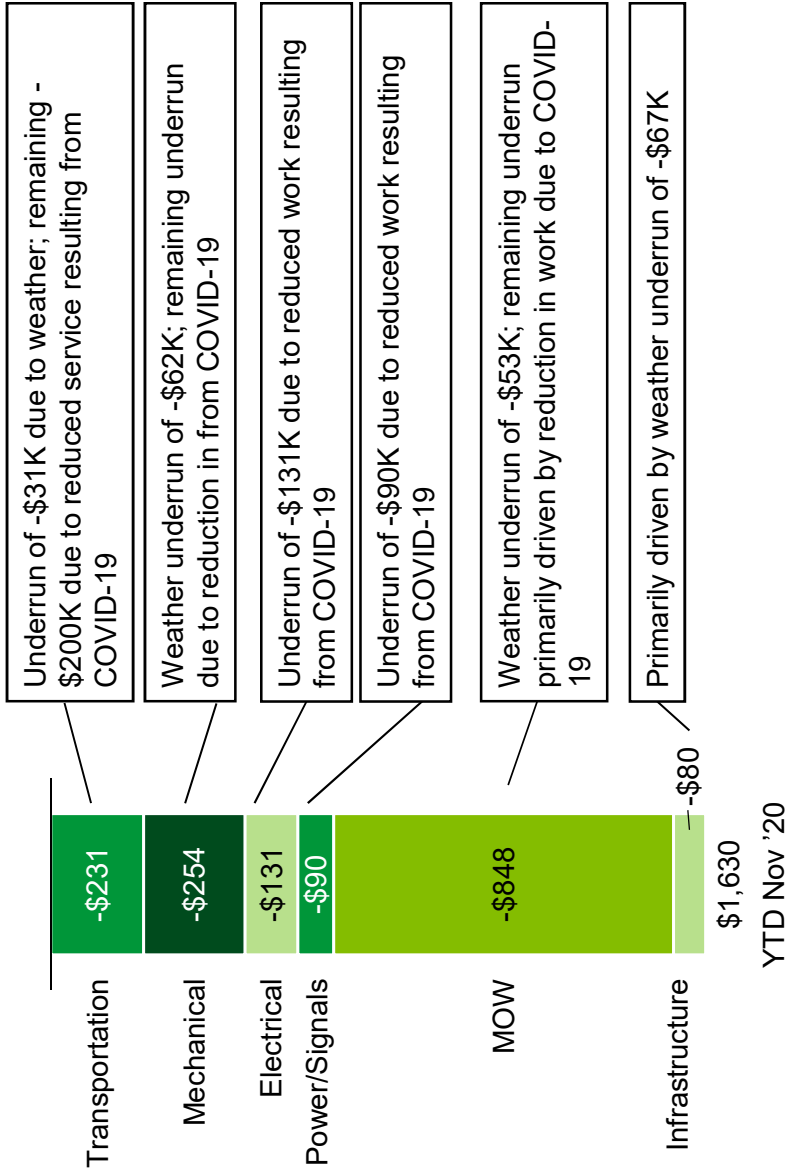


## Overview

- Overall decrease of -\$1,075K or 40% compared to November YTD 2019
- -\$1,630K or 101% below 2020 YTD budget
- Maintenance -\$1,402K underrun: -\$153K weather underrun; remaining underrun due to work reduction from COVID-19 partly offset by COVID-19 cleaning
- Service -\$231K underrun: -\$31K weather underrun; remaining underrun due to reduced work related to COVID-19 response

## YTD variance by division

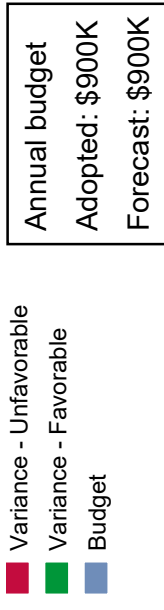
\$K



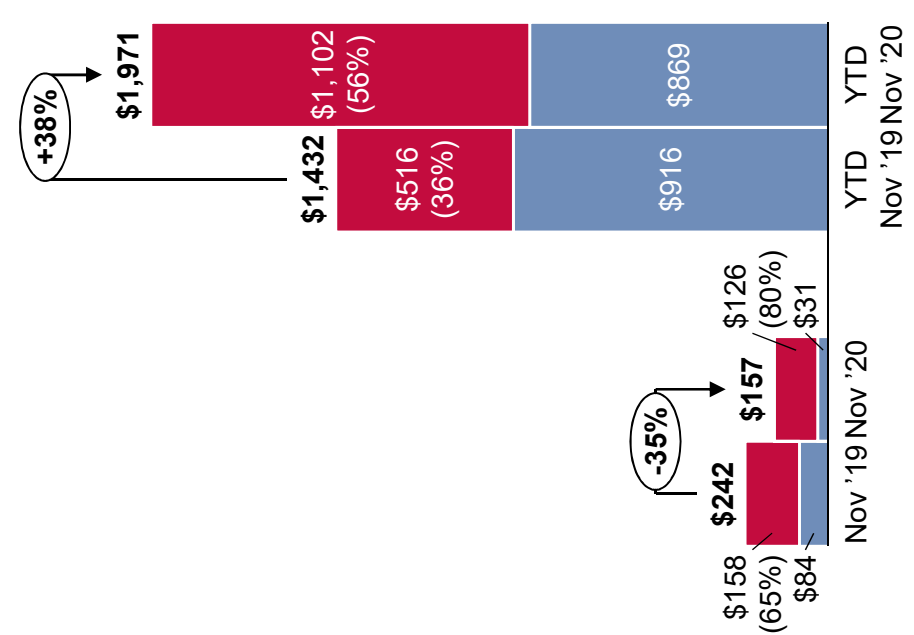
Source: Forecast budget. GL actuals for actual overtime spending.

# SIRTOA – Reimbursable Overtime Variance

## November 2020 and YTD forecast vs. variance



- Overview**
- Overall increase of \$538K or 38% compared to November YTD 2019
  - \$1,102K or 56% above 2020 YTD budget
  - Maintenance \$943K overrun: due primarily to reimbursable vacancy backfill for project work requirements
  - Service \$219K overrun: due primarily to reimbursable vacancy backfill for project related service shut-downs



Source: Forecast budget. GL actuals for actual overtime spending.

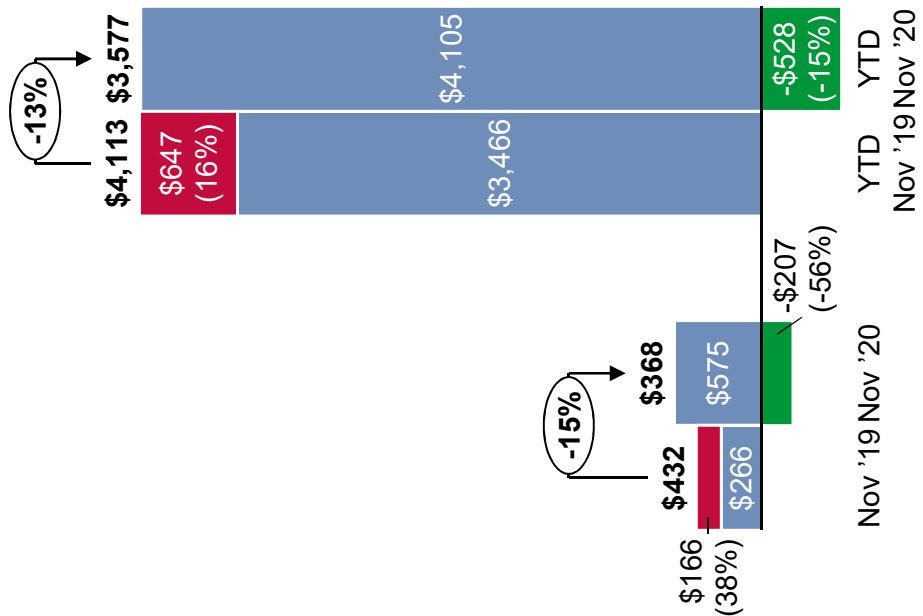
# SIRTOA – Total Overtime Variance

## November 2020 and YTD forecast vs. variance

\$K

- Variance - Unfavorable
- Variance - Favorable
- Budget

Annual budget  
Adopted: \$3,609K  
Forecast: \$4,674

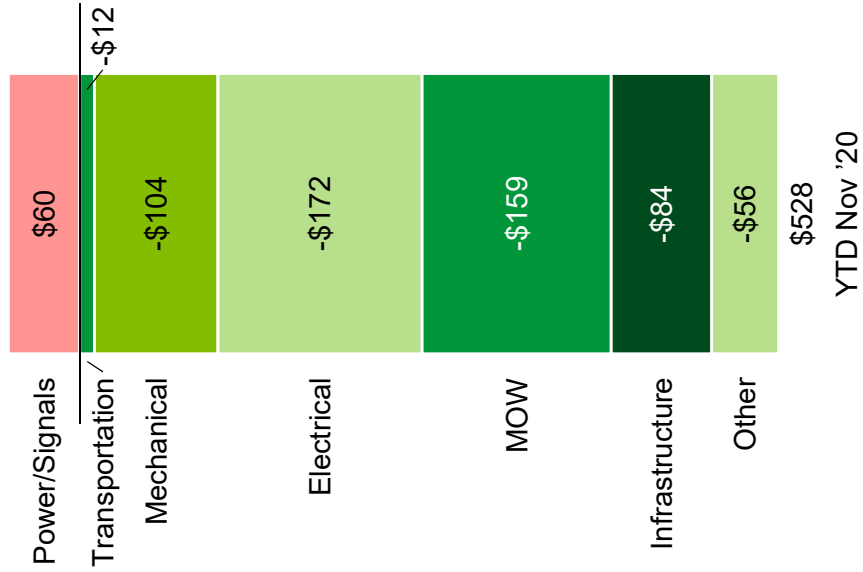


## Overview

- Overall decrease of -\$536K or 13% compared to November YTD 2019
- -\$528K or 15% below 2020 YTD budget

## YTD variance by division

\$K



MTA STATEN ISLAND RAILWAY  
 JULY FINANCIAL PLAN  
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS  
 November 2020

<u>Function/Departments</u>	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<b>Administration</b>				
Executive	13	8	5	
General Office	9	9	0	
Purchasing/Stores	6	4	2	
<b>Total Administration</b>	<b>28</b>	<b>21</b>	<b>7</b>	
<b>Operations</b>				
Transportation	130	116	14	
<b>Total Operations</b>	<b>130</b>	<b>116</b>	<b>14</b>	
<b>Maintenance</b>				
Mechanical	53	53	0	
Electronics/Electrical	15	19	(4)	
Power/Signals	32	28	4	
Maintenance of Way	83	74	9	
Infrastructure	26	26	0	
<b>Total Maintenance</b>	<b>209</b>	<b>200</b>	<b>9</b>	
<b>Engineering/Capital</b>				
Capital Project Support	16	9	7	
<b>Total Engineering Capital</b>	<b>16</b>	<b>9</b>	<b>7</b>	
<b>Total Positions</b>	<b>383</b>	<b>346</b>	<b>37</b>	
Non-Reimbursable	334	300	34	
Reimbursable	49	46	3	
<b>Total Full-Time</b>	<b>383</b>	<b>346</b>	<b>37</b>	
<b>Total Full-Time-Equivalents</b>	<b>0</b>	<b>0</b>	<b>0</b>	

MTA STATEN ISLAND RAILWAY  
 JULY FINANCIAL PLAN  
**TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION**  
 November 2020

	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<b>Administration</b>				
Managers/Supervisors	16	11	5	
Professional, Technical, Clerical Operational Hourlies	12 0	10 0	2 0	
<b>Total Administration</b>	<b>28</b>	<b>21</b>	<b>7</b>	
<b>Operations</b>				
Managers/Supervisors	11	7	4	
Professional, Technical, Clerical Operational Hourlies	3 116	1 108	2 8	
<b>Total Operations</b>	<b>130</b>	<b>116</b>	<b>14</b>	
<b>Maintenance</b>				
Managers/Supervisors	17	26	(9)	
Professional, Technical, Clerical Operational Hourlies	6 186	7 167	(1) 19	
<b>Total Maintenance</b>	<b>209</b>	<b>200</b>	<b>9</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	3	3	0	
Professional, Technical, Clerical Operational Hourlies	4 9	0 6	4 3	
<b>Total Engineering/Capital</b>	<b>16</b>	<b>9</b>	<b>7</b>	
<b>Total Positions</b>				
Managers/Supervisors	47	47	0	
Professional, Technical, Clerical Operational Hourlies	25 311	18 281	7 30	
<b>Total Positions</b>	<b>383</b>	<b>346</b>	<b>37</b>	

**MTA STATEN ISLAND RAILWAY  
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)  
NOVEMBER 2020 YEAR-TO-DATE  
(\$ in millions)**

	November 2020 Year-to-Date		Actual Results	Favorable/(Unfavorable) Variance	
	Mid-Year Forecast	November Forecast		Mid-Year Forecast	November Forecast
	\$	\$	\$	\$	%
Total Revenue	27.1	27.3	26.7	(0.4)	(1.4)
Total Expenses before Depreciation, OPEB and Environmental Remediation	62.0	54.6	50.0	12.0	19.4
Depreciation	10.9	10.1	9.9	1.0	9.3
OPEB Account	0.4	0.0	0.2	0.2	49.2
GASB 68 Pension Adjustment	(0.1)	(0.1)	(0.1)	0.0	(57.3)
Total Expenses	73.2	64.7	60.0	13.3	18.1
Net Surplus/(Deficit)	(46.1)	(37.3)	(33.3)	12.9	27.9
				4.7	7.2
				4.1	10.9

Note: Totals may not add due to rounding



**MTA STATEN ISLAND RAILWAY**  
**EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS**  
**NOVEMBER 2020 YEAR-TO-DATE**  
(\$ in millions)

	<b>November 2020 Year-to-Date</b>		
	<b>Favorable (Unfavorable) Variance</b>		<b>Reason for Variance</b>
	<b>\$</b>	<b>%</b>	
Total Revenue (Nonreimbursable)	(0.6)	(2.3)	Mostly due to lower subway revenue and lower school fares reimbursement
Total Expenses (Nonreimbursable)	4.7	7.2	Operating expenses before Depreciation, OPEB, and Environmental Remediation were favorable to the Estimate by \$4.6 million (8.4 %), including the following: Maintenance contracts underran by \$0.7 million--timing of contracts due to Covid-19. Health & welfare/OPEB current expenses were favorable by \$0.1 million--timing, mostly timing Payroll & Overtime expenses were lower by \$1.2 million--mainly vacancies and less backfill on overtime Materials & supplies favorable by \$0.6 million--timing of requirements Other business expenses favorable by \$1.1 million, timing of requirements

NOTE: Regarding Mid-Year Forecast vs. Actual Results, variance explanations are provided in the monthly report to the Finance Committee.

# Preliminary November 2020 Report: Bus Company

The purpose of this report is to provide the preliminary November 2020 financial results on an accrual basis. The accrual basis is presented on a non-reimbursable account basis. These results are compared to the Mid-Year Forecast.

## **Summary of Preliminary Financial Results**

Preliminary ridership and accrual results, versus Forecast, are summarized as follows:

November 2020 Bus Company ridership of 4.8 million was 2.6 million (118.1 percent) above Forecast.

- Farebox revenue of \$8.7 million was \$4.6 million (112.3 percent) above Forecast.
- Total expenses of \$71.5 million were \$27.9 million (28.0 percent) below Forecast.
- Labor expenses were higher than Forecast by \$2.6 million (5.3 percent), including an overrun in Payroll expenses of \$3.1 million (13.8 percent). Health and Welfare (including OPEB) expenses were higher than Forecast by \$1.4 million (17.6 percent). Other Fringe Benefits were lower than Forecast by \$1.0 million (15.9 percent). Pensions were favorable to Forecast by \$0.5 million (7.9 percent). Overtime expenses were better than Forecast by \$0.3 million (3.4 percent).

Non-labor expenses were less than Forecast by \$8.9 million (37.9 percent). Professional Service Contracts were lower than Forecast by \$3.0 million (62.7 percent). Maintenance and Other Operating Contracts expenses were lower than Forecast by \$2.8 million (62.5 percent). Materials and Supplies expenses were favorable by \$2.2 million (40.1 percent). Other Business expenses were less than forecast by \$0.3 million (57.2 percent).

**MTA BUS FINANCIAL AND RIDERSHIP REPORT**  
**November 2020**

(All data are preliminary and subject to audit)

**Preliminary Actual Results Compared to the Mid-Year Forecast (Forecast)**

**Total Revenue** was \$8.9 million in November, \$2.9 million (48.1 percent) greater than the Forecast, mainly due to higher Farebox Revenue partially offset by lower Other Operating Income. Farebox Revenue was favorable by \$4.6 million (112.3 percent) due to higher ridership partially offset by lower average fare. Other Operating Revenue was unfavorable by \$1.7 million (89.9 percent) due to lower student and senior reimbursement.

Total MTA Bus ridership in November 2020 was 4.8 million, 2.6 million (118.1 percent) above Forecast. November 2020 average weekday ridership was 187,917, a decrease of 52.3 percent (205,940 riders) from November 2019. Average weekday ridership for the twelve months ending November 2020 was 162,283, a decrease of 58.3 percent (226,869 riders) from the twelve months ending November 2019.

**Non-reimbursable expenses**, before Depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were \$67.6 million in November, \$6.3 million (8.5 percent) favorable to Forecast.

- Labor expenses were higher than Forecast by \$2.6 million (5.3 percent), including an overrun in Payroll expenses of \$3.1 million (13.8 percent), primarily due to timing of interagency payment and higher attrition. Health and Welfare (including OPEB) expenses were higher than Forecast by \$1.4 million (17.6 percent), due to high Medical & Hospitalization, and Prescription Coverage expenses. Other Fringe Benefits were lower than Forecast by \$1.0 million (15.9 percent), mainly due to Worker Compensation expenses. Pensions were favorable than Forecast by \$0.5 million (7.9 percent), due to timing of expenses. Overtime expenses were lower than Forecast by \$0.3 million (3.4 percent), primarily due to lower unscheduled service offset by programmatic maintenance due to COVID-19 bus disinfections, barrier / curtain installations and safety procedures, as well as vacancy/absentee coverage requirements.
- Non-labor expenses were lower than Forecast by \$8.9 million (37.9 percent). Professional Service Contracts were lower than Forecast by \$3.0 million (62.7 percent), due to timing of interagency billing, Bus Technology and the New Fare System / OMNY. Maintenance and Other Operating Contracts expenses were lower than Forecast by \$2.8 million (62.5 percent), mainly due the timing of facility maintenance, security, Bus Technology, farebox maintenance, janitorial and COVID-19 expenses. Materials and Supplies expenses were favorable by \$2.2 million (40.1 percent), due to lower usage of general maintenance material, construction material and the timing of bus radio and COVID-19 expenses. Other Business Expenses were favorable by \$0.3 million (57.2 percent), due to favorable Automatic Fare Collection (AFC) fees and lower Office and Stationery Supplies. Fuel was favorable by \$0.3 million (23.7 percent) and Claims expenses were favorable by \$0.1 million (1.3 percent), both due to the timing of expenses.

Depreciation expenses of \$3.9 million were favorable to Forecast by \$0.9 million (18.3 percent). No expenses nor credits were recorded in November regarding GASB 68 Pension Adjustment, and GASB 75 OPEB Expense adjustment.

The **operating cash deficit** (excluding subsidies) was \$44.3 million, \$21.2 million (32.4 percent) favorable to the Forecast.

TABLE 1

**MTA BUS COMPANY**  
**July Financial Plan - 2020 Mid -Year Forecast**  
**ACCURAL STATEMENT of OPERATIONS by CATEGORY**  
**November 2020**  
(\$ in millions)

	Nonreimbursable			Reimbursable			Total			
	Favorable			Favorable			Favorable			
	Mid Year Forecast	Actual	Variance Percent	Mid Year Forecast	Actual	Variance Percent	Mid Year Forecast	Actual	Variance Percent	
<b>Revenue</b>										
Farebox Revenue	4,085	\$8,674	\$4,589	*	\$0,000	\$0,000	-	\$8,674	\$4,590	*
Other Operating Income	1,903	\$0,192	(1,711)	(89.9)	-	-	-	0,192	(1,711)	(89.9)
Capital and Other Reimbursemt	-	-	-	-	0,471	(0,009)	(1.8)	0,461	(0,009)	(1.8)
<b>Total Revenue</b>	<b>\$5,988</b>	<b>\$8,866</b>	<b>\$2,878</b>	<b>48.1</b>	<b>\$0,471</b>	<b>(\$0,009)</b>		<b>\$9,328</b>	<b>\$2,869</b>	<b>44.4</b>
<b>Expenses</b>										
<b>Labor:</b>										
Payroll	\$22,421	\$25,525	(\$3,105)	(13.8)	\$0,129	\$0,288	(\$0,159)	\$25,813	(\$3,264)	(14.5)
Overtime	7,549	7,292	0,258	3.4	-	-	-	7,292	0,258	3.4
Health and Welfare	6,168	6,304	(0,136)	(2.2)	0,174	-	100.0	6,304	0,038	0.6
OPEB Current Payment	1,810	3,081	(1,272)	(70.2)	-	-	-	3,081	(1,272)	(70.2)
Pensions	6,154	5,671	0,483	7.9	-	-	-	5,671	0,483	7.9
Other Fringe Benefits	6,339	5,334	1,005	15.9	-	-	-	5,334	1,005	15.9
GASB Account	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0,054)	(0,173)	0,119	*	0,013	0,173	(0,161)	-	(0,041)	(100.0)
<b>Total Labor Expenses</b>	<b>\$50,387</b>	<b>\$53,034</b>	<b>(\$2,647)</b>	<b>(5.3)</b>	<b>\$0,316</b>	<b>\$0,461</b>	<b>(\$0,146)</b>	<b>\$53,495</b>	<b>(\$2,792)</b>	<b>(5.5)</b>
<b>Non-Labor:</b>										
Electric Power	\$0,154	\$0,146	\$0,007	4.3	\$0,000	\$0,000	-	\$0,146	\$0,007	4.3
Fuel	1,304	0,994	0,309	23.7	-	-	-	0,994	0,309	23.7
Insurance	0,545	0,427	0,118	21.7	-	-	-	0,427	0,118	21.7
Claims	6,079	6,000	0,079	1.3	-	-	-	6,000	0,079	1.3
Maintenance and Other Operati	4,546	1,703	2,843	62.5	0,033	-	0,033	1,703	2,876	62.8
Professional Service Contracts	4,853	1,809	3,043	62.7	-	-	-	1,809	3,044	62.7
Materials & Supplies	5,550	3,325	2,225	40.1	0,121	-	0,121	3,325	2,346	41.4
Other Business Expense	0,477	0,204	0,273	57.2	-	-	-	0,204	0,273	57.2
<b>Total Non-Labor Expenses</b>	<b>\$23,507</b>	<b>\$14,609</b>	<b>\$8,898</b>	<b>37.9</b>	<b>\$0,154</b>	<b>\$0,000</b>	<b>\$0,154</b>	<b>\$14,609</b>	<b>\$9,053</b>	<b>38.3</b>
<b>Total Expenses before Non-C</b>	<b>\$73,894</b>	<b>\$67,643</b>	<b>\$6,251</b>	<b>8.5</b>	<b>\$0,470</b>	<b>\$0,461</b>	<b>\$0,009</b>	<b>\$68,104</b>	<b>\$6,260</b>	<b>8.4</b>
Depreciation	\$4,781	\$3,906	\$0,876	18.3	\$0,000	\$0,000	\$0,000	\$3,906	\$0,876	18.3
GASB 75 OPEB Expense Adju	\$13,760	\$0,000	\$13,760	100.0	\$0,000	\$0,000	\$0,000	-	\$13,760	100.0
GASB 68 Pension Adjustment	6,993	-	6,993	100.0	-	-	-	-	6,993	100.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$99,428</b>	<b>\$71,548</b>	<b>\$27,880</b>	<b>28.0</b>	<b>\$0,470</b>	<b>\$0,461</b>	<b>\$0,009</b>	<b>\$72,010</b>	<b>\$27,889</b>	<b>27.9</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$93,440)</b>	<b>(\$62,682)</b>	<b>\$30,758</b>	<b>32.9</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>(\$0,000)</b>	<b>(\$62,682)</b>	<b>\$30,758</b>	<b>32.9</b>

NOTE: Totals may not add due to rounding

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

Note: For monthly reporting purposes only, the 12-month allocation reflects an adjustment to farebox projections captured in Volume 1 of the 2020 July Financial Plan

**MTA BUS COMPANY**  
**July Financial Plan - 2020 Mid -Year Forecast**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**November 2020 Year-To-Date**  
(\$ in millions)

	Nonreimbursable			Reimbursable			Total		
	Favorable			Favorable			Favorable		
	Mid Year Forecast	Actual	Percent (Unfavorable)	Mid Year Forecast	Actual	Percent (Unfavorable)	Mid Year Forecast	Actual	Percent (Unfavorable)
<b>Revenue</b>									
Farebox Revenue	74,653	\$84,009	12.5	\$0,000	\$0,000	-	\$74,653	\$84,009	12.5
Other Operating Income	339,408	342,027	0.8	-	-	-	339,408	342,027	0.8
Capital and Other Reimbursements	-	-	-	5,037	4,917	(2.4)	5,037	4,917	(0.119)
<b>Total Revenue</b>	<b>\$414,060</b>	<b>\$426,036</b>	<b>2.9</b>	<b>\$5,037</b>	<b>\$4,917</b>	<b>(2.4)</b>	<b>\$419,097</b>	<b>\$430,953</b>	<b>\$11,856</b>
<b>Expenses</b>									
<b>Labor:</b>									
Payroll	\$266,775	\$278,617	(4.4)	\$2,130	\$3,075	(44.4)	\$268,904	\$281,692	(\$12,788)
Overtime	75,534	73,517	2.7	(0,009)	(0,009)	0.0	75,525	73,508	2,017
Health and Welfare	73,187	66,783	8.7	1,080	-	100.0	74,266	66,783	7,482
OPEB Current Payment	23,123	22,802	1.4	-	-	-	23,123	22,802	0,321
Pensions	63,100	58,929	6.6	-	-	-	63,100	58,929	4,171
Other Fringe Benefits	66,999	59,429	11.3	(0,006)	(0,007)	(6.250)	66,991	59,422	7,569
GASB Account	(0,839)	(1,557)	0.718	0,883	1,859	(0.975)	0,044	0,302	(0,257)
Reimbursable Overhead									
<b>Total Labor Expenses</b>	<b>\$567,879</b>	<b>\$558,520</b>	<b>1.6</b>	<b>\$4,077</b>	<b>\$4,917</b>	<b>(20.6)</b>	<b>\$571,955</b>	<b>\$563,438</b>	<b>\$8,517</b>
<b>Non-Labor:</b>									
Electric Power	\$1,465	\$1,335	8.9	\$0,000	\$0,000	-	\$1,465	\$1,335	\$0,131
Fuel	14,613	13,966	4.4	-	-	-	14,613	13,966	0,647
Insurance	5,224	4,175	20.1	-	-	-	5,224	4,175	1,049
Claims	67,728	66,000	2.6	-	-	-	67,728	66,000	1,728
Maintenance and Other Operating Contracts	38,377	25,450	33.7	0,206	-	100.0	38,584	25,450	13,134
Professional Service Contracts	41,205	24,504	40.5	-	-	-	41,205	24,504	16,701
Materials & Supplies	49,081	36,871	24.9	0,751	-	100.0	49,832	36,871	12,962
Other Business Expense	4,021	2,248	44.1	-	-	-	4,021	2,248	1,773
<b>Total Non-Labor Expenses</b>	<b>\$221,714</b>	<b>\$174,548</b>	<b>21.3</b>	<b>\$0,958</b>	<b>\$0,000</b>	<b>100.0</b>	<b>\$222,670</b>	<b>\$174,548</b>	<b>\$48,123</b>
<b>Total Expenses before Non-Cash Liability</b>	<b>\$789,592</b>	<b>\$733,068</b>	<b>7.2</b>	<b>\$5,035</b>	<b>\$4,917</b>	<b>2.3</b>	<b>\$794,626</b>	<b>\$737,986</b>	<b>\$56,641</b>
Depreciation	\$49,215	42,973	12.7	\$0,000	\$0,000	-	\$49,215	\$42,973	\$6,242
GASB 75 OPEB Expense Adjustment	\$85,397	\$0,000	100.0	\$0,000	\$0,000	-	85,397	-	85,397
GASB 68 Pension Adjustment	43,402	-	100.0	-	-	-	43,402	-	43,402
Environmental Remediation	-	0,179	(0.179)	-	-	-	-	0,179	(0,179)
<b>Total Expenses</b>	<b>\$967,606</b>	<b>\$776,221</b>	<b>19.8</b>	<b>\$5,035</b>	<b>\$4,917</b>	<b>2.3</b>	<b>\$972,640</b>	<b>\$781,138</b>	<b>\$191,502</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$553,545)</b>	<b>(\$350,185)</b>	<b>36.7</b>	<b>\$0,002</b>	<b>\$0,000</b>	<b>(44.5)</b>	<b>(\$553,544)</b>	<b>(\$350,185)</b>	<b>\$203,359</b>

NOTE: Totals may not add due to rounding

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

Note: For monthly reporting purposes only, the 12-month allocation reflects an adjustment to farebox projections captured in Volume 1 of the 2020 July Financial Plan

**MTA BUS COMPANY**  
**July Financial Plan - 2020 Mid-Year Forecast**  
**EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS**  
 (\$ in millions)

Generic Revenue or Expense Category	November 2020		Year-to-Date		Reason for Variance
	Favorable (Unfavorable) Variance	%	Favorable (Unfavorable) Variance	%	
	\$		\$		
Nonreimb or Reimbs					
Farebox Revenue	NR	\$ 4,959 *	\$ 9,356	12.5	Higher average fare and higher ridership; partially offset by service reduction and rear door boarding with no fare collection policy, due to COVID-19
Other Operating Revenue	NR	\$ (1,711) (89.9)	\$ 2,619	0.8	Favorable CARES Act reimbursement, recovers from other insurance, offset by lower fare and Senior fare reimbursement due to COVID-19 and delayed school openings along with lower advertising revenue
Capital and Other Reimbursements	R	\$ (0,009) *	\$ (0,119) (2.4)	2.8	Timing of expense and vacancies
<b>Total Revenue Variance</b>		\$ <b>2,869</b> <b>44.4</b>	\$ <b>11,857</b>		
Payroll	NR	\$ (3,105) (13.8)	\$ (11,842) (4.4)		Primarily due to the timing of prior period interagency payments, higher vacation payment (higher than out of sick and personal time), retro payment and lower attrition
Overtime	NR	\$ 0,258 3.4 (a)	\$ 2,016 2.7		Lower unscheduled service due to traffic and service reductions, partially offset by programmatic maintenance due to COVID-19 bus disinfections, the installation of COVID-19 barriers and curtains for bus operators with the resumption of fare collection along with safety procedures, coverage/campaign work, and vacancy/absentee coverage requirements.
Health and Welfare (including OPEB)	NR	\$ (1,407) (17.6)	\$ 6,725 7.0		Timing of expenses
Pension	NR	\$ 0,483 7.9	\$ 4,171 6.6		Timing of expenses
Other Fringe Benefits	NR	\$ 1,005 15.9	\$ 7,570 11.3		Timing of interagency billing and Worker Compensation expenses
Reimbursable Overhead	NR	\$ 0,119 *	\$ 0,718 85.6		Timing of expense
Electric Power	NR	\$ 0,007 4.3 (a)	\$ 0,131 4.3		Timing of expense
Fuel	NR	\$ 0,309 23.7	\$ 0,647 4.4		Lower rates partially offset by higher diesel usage due to service
Insurance	NR	\$ 0,118 21.7	\$ 1,049 20.1		Timing of expenses
Claims	NR	\$ 0,079 1.3 (a)	\$ 1,728 2.6		Timing of expenses
Maintenance and Other Operating Contracts	NR	\$ 2,843 62.5	\$ 12,928 33.7		Mainly the timing of facility maintenance, Bus Technology, farebox maintenance, janitorial and COVID-19 expenses
Professional Service Contracts	NR	\$ 3,043 62.7	\$ 16,701 40.5		Timing of interagency billing, Bus Technology, New Fare System /OMNY) and Outside Training
Materials & Supplies	NR	\$ 2,225 40.1	\$ 12,210 24.9		Lower usage of general maintenance material and construction material due to the COVID-19 pandemic as well as timing of radio equipment and COVID-19 expenses
Other Business Expense	NR	\$ 0,273 57.2	\$ 1,773 44.1		Timing of Automatic Fare Collection (AFC) fees, mobility tax and other Misc. expenses
Depreciation	NR	\$ 0,876 18.3	\$ 6,242 12.7		Timing of asset replacement
Other Post Employment Benefits	NR	\$ 13,760 100.0 (a)	\$ 85,397 100.0		
GASB 68 Pension Adjustment	NR	\$ 6,993 100.0 (a)	\$ 43,402 100.0		
Environmental Remediation	NR	\$ -	\$ (0,179) -		
Payroll	R	\$ (0,159) *	\$ (0,945) (44.4)		
Overtime	R	\$ -	\$ -		
Health and Welfare	R	\$ 0,174 100.0	\$ 1,080 100.0		
Pension	R	\$ -	\$ -		
Other Fringe Benefits	R	\$ -	\$ (0,000) *		
Reimbursable Overhead	R	\$ -	\$ (0,975) *		
Professional Service Contracts	R	\$ 0,033 *	\$ 0,206 *		
Maintenance and Other Operating Contracts	R	\$ 0,121 *	\$ 0,751 *		
Materials & Supplies	R	\$ 27,867	\$ 191,503	19.7	Timing of charges
<b>Total Expense Variance</b>		\$ <b>27,867</b> <b>27.9</b>	\$ <b>191,503</b>		
<b>Net Variance</b>		\$ <b>30,756</b> <b>32.9</b>	\$ <b>203,360</b> <b>36.7</b>		

(a) - Variance less than 5%

**MTA BUS COMPANY**  
**July Financial Plan - 2020 Mid -Year Forecast**  
**CASH RECEIPTS AND EXPENDITURES**  
(\$ in millions)

	November 2020			Year-To-Date		
	Favorable (Unfavorable)			Favorable (Unfavorable)		
	Mid Year Forecast	Actual	Variance Percent	Mid Year Forecast	Actual	Variance Percent
<b>Receipts</b>						
Farebox Revenue	\$3,085	\$ 8,913	\$5,828 *	\$77,618	\$ 86,691	\$9,073 11.7
Other Operating Revenue	1,724	0,056	(1,667) (96.7)	339,574	345,770	6,196 1.8
Capital and Other Reimburs	1,269	0,598	(0,671) (52.8)	9,569	5,063	(4,506) (47.1)
<b>Total Receipts</b>	<b>\$6,078</b>	<b>\$9,567</b>	<b>\$3,489</b> 57.4	<b>\$426,761</b>	<b>\$437,524</b>	<b>\$10,763</b> 2.5
<b>Expenditures</b>						
<b>Labor:</b>						
Payroll	\$20,855	\$20,562	\$0,293 1.4	\$263,338	\$273,534	(\$10,196) (3.9)
Overtime	7,549	7,292	0,257 3.4	75,525	73,509	2,016 2.7
Health and Welfare	7,125	6,589	0,536 7.5	73,428	78,401	(4,973) (6.8)
OPEB Current Payment	2,376	3,081	(0,705) (29.7)	22,515	22,801	(0,285) (1.3)
Pensions	6,199	5,171	1,028 16.6	63,378	55,931	7,447 11.7
Other Fringe Benefits	4,394	2,035	2,359 53.7	52,027	42,855	9,172 17.6
GASB Account	-	-	- -	-	-	- -
Reimbursable Overhead	0,000	-	0,000 100.0	0,000	-	0,000 100.0
<b>Total Labor Expenditures</b>	<b>\$48,500</b>	<b>\$44,730</b>	<b>\$3,770</b> 7.8	<b>\$550,211</b>	<b>\$547,031</b>	<b>\$3,180</b> 0.6
<b>Non-Labor:</b>						
Electric Power	\$0,135	\$0,146	(\$0,011) (8.2)	\$1,485	\$1,470	\$0,015 1.0
Fuel	1,030	1,060	(0,030) (3.0)	13,483	14,528	(1,045) (7.8)
Insurance	1,073	0,000	1,073 100.0	6,657	-	6,657 100.0
Claims	1,486	1,018	0,468 31.5	34,466	33,748	0,718 2.1
Maintenance and Other Op	5,081	2,002	3,079 60.6	45,657	30,205	15,452 33.8
Professional Service Contri	7,406	0,963	6,443 87.0	54,667	17,997	36,670 67.1
Materials & Supplies	6,324	3,717	2,607 41.2	56,390	37,754	18,636 33.0
Other Business Expenses	0,506	0,214	0,292 57.7	4,240	2,046	2,194 51.8
<b>Total Non-Labor Expendit</b>	<b>\$23,041</b>	<b>\$9,120</b>	<b>\$13,921</b> 60.4	<b>\$217,044</b>	<b>\$137,749</b>	<b>\$79,296</b> 36.5
<b>Total Expenditures</b>	<b>\$71,541</b>	<b>\$53,850</b>	<b>\$17,691</b> 24.7	<b>\$767,255</b>	<b>\$684,779</b>	<b>\$82,476</b> 10.7
<b>Operating Cash Surplus/(</b>	<b>(\$65,462)</b>	<b>(\$44,283)</b>	<b>\$21,179</b> 32.4	<b>(\$340,495)</b>	<b>(\$247,255)</b>	<b>\$93,239</b> 27.4

NOTE: Totals may not add due to rounding



**MTA BUS COMPANY**  
**July Financial Plan - 2020 Mid -Year Forecast**  
**EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS**  
(\$ in millions)

	November 2020		Year-To-Date		Reason for Variance
	Favorable (Unfavorable) Variance	%	Favorable (Unfavorable) Variance	%	
<b>Operating Receipts or Disbursements</b>	\$	%	\$	%	
Farebox Revenue	\$ 5,828	*	\$ 9,073	11.7	Higher average fare and higher ridership; partially offset by service reduction and rear door boarding with no fare collection policy, due to COVID-19
Other Operating Revenue	(1,667)	(96.7)	6,196	1.8	Favorable CARES Act reimbursement, recoveries from other insurance, offset by lower Student and Senior fare reimbursement due to COVID-19 and delayed school openings along with lower advertising revenue
Capital and Other Reimbursements	(0,671)	(52.8)	(4,506)	(47.1)	Timing of reimbursement receipts
	<b>Total Receipts \$ 3,490</b>	<b>57.4</b>	<b>\$ 10,762</b>	<b>2.5</b>	
Payroll	\$ 0,293	1.4	\$ (10,196)	(3.9)	Primarily due to the timing of prior period interagency payments, higher vacation payment, higher cash out of sick and personal time, retro payment and lower attrition
Overtime	0,257	3.4	2,016	2.7	Lower unscheduled service due to traffic and service reductions, partially offset by programmatic maintenance due to COVID-19 bus disinfections, the installation of COVID-19 barriers and curtains for bus operators with the resumption of fare collection along with safety procedures, coverage/campaign work, and vacancy/absentee coverage requirements.
Health and Welfare (including OPEB)	(0,169)	(1.8)	(5,258)	(5.5)	Prior period payments of prescription drug coverage and medical hospitalization expenses.
Pension	1,028	16.6	7,447	11.7	Timing of expenses
Other Fringe Benefits	2,359	53.7	9,172	17.6	Timing of payments
GASB	-	-	-	-	(a)
Electric Power	(0,011)	(8.2)	0,015	1.0	(a)
Fuel	(0,030)	(3.0)	(1,045)	(7.8)	Prior period expenses
Insurance	1,073	100.0	6,657	100.0	Timing of payments
Claims	0,468	31.5	0,718	2.1	Higher expenses
Maintenance and Other Operating Contracts	3,079	60.6	15,452	33.8	Mainly the timing of facility maintenance, Bus Technology, farebox maintenance, janitorial and COVID-19 expenses
Professional Service Contracts	6,443	87.0	36,670	67.1	Timing of interagency billing, Bus Technology, New Fare System /(OMNY) and Outside Training
Materials & Supplies	2,607	41.2	18,636	33.0	Lower usage of general maintenance material and construction material due to the COVID-19 pandemic as well as timing of radio equipment and COVID-19 expenses
Other Business Expenditure	0,292	57.7	2,194	51.8	Favorable Print and Stationery Supplies, and timing of Automatic Fare Collection (AFC) fees, Mobility tax and Other Misc. expenses
	<b>Total Expenditures \$ 17,688</b>	<b>24.7</b>	<b>\$ 82,476</b>	<b>10.7</b>	
	<b>Net Cash Variance \$ 21,179</b>	<b>32.4</b>	<b>\$ 93,239</b>	<b>27.4</b>	

(a) - Variance less than 5%

**MTA BUS COMPANY**  
**July Financial Plan - 2020 Mid -Year Forecast**  
**CASH CONVERSION (CASH FLOW FLOW ADJUSTMENTS)**  
 (\$ in millions)

	November 2020				Year-To-Date			
	Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)	
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
<b>Receipts</b>								
Farebox Revenue	(\$1,000)	0.239	\$1,239	*	\$2,965	\$2,682	(\$2,283)	(9.6)
Other Operating Revenue	(0.179)	(0.136)	0.043	24.3	0.166	3,743	3,576	*
Capital and Other Reimbursements	0.799	0.137	(0.662)	(82.9)	4.533	0.146	(4,387)	(96.8)
<b>Total Receipts</b>	<b>(\$0.380)</b>	<b>\$0.241</b>	<b>\$0.621</b>	<b>*</b>	<b>\$7,664</b>	<b>\$6,570</b>	<b>(\$1,094)</b>	<b>(14.3)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$1,696	\$5,251	\$3,555	*	\$5,566	\$8,158	\$2,592	46.6
Overtime	-	0.000	0.000	-	(0.000)	(0.001)	(0.001)	*
Health and Welfare	(0.783)	(0.285)	0.498	63.6	0.838	(11,618)	(12,456)	*
OPEB Current Payment	(0.566)	(0.000)	0.565	99.9	0.608	0.001	(0.606)	(99.8)
Pensions	(0.045)	0.500	0.545	*	(0.278)	2,998	3,276	*
Other Fringe Benefits	1.945	3,299	1,355	69.7	14,965	16,567	1,603	10.7
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.041)	-	0.041	100.0	0.044	0.302	0.258	*
<b>Total Labor Expenditures</b>	<b>\$2,205</b>	<b>\$8,764</b>	<b>\$6,560</b>	<b>*</b>	<b>\$21,743</b>	<b>\$16,408</b>	<b>(\$5,336)</b>	<b>(24.5)</b>
<i>Non-Labor:</i>								
Electric Power	\$0.019	(\$0,000)	(\$0,019)	*	(\$0,020)	(\$0,135)	(\$0,115)	*
Fuel	0.273	(0,066)	(0,339)	*	1,130	(0,562)	(1,692)	*
Insurance	(0.527)	0.427	0.954	*	(1,433)	4,175	5,608	*
Claims	4.593	4,982	0.388	8.5	33,261	32,252	(1,010)	(3.0)
Maintenance and Other Operating Contracts	(0.502)	(0,299)	0.202	40.3	(7,073)	(4,755)	2,318	32.8
Professional Service Contracts	(2,553)	0,846	3,399	*	(13,462)	6,507	19,969	*
Materials & Supplies	(0,653)	(0,392)	0,262	40.0	(6,557)	(0,883)	5,674	86.5
Other Business Expenditures	(0,029)	(0,010)	0,019	65.5	(0,219)	0,202	0,420	*
<b>Total Non-Labor Expenditures</b>	<b>\$0,620</b>	<b>\$5,488</b>	<b>\$4,867</b>	<b>*</b>	<b>\$5,627</b>	<b>\$36,800</b>	<b>\$31,173</b>	<b>*</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjts.</b>	<b>\$2,444</b>	<b>\$14,493</b>	<b>\$12,048</b>	<b>*</b>	<b>\$35,034</b>	<b>\$59,778</b>	<b>\$24,744</b>	<b>70.6</b>
Depreciation Adjustment	4,781	3,906	(0,875)	(18.3)	49,215	42,973	(6,242)	(12.7)
GASB 75 OPEB Expense Adjustment	13,760	-	(13,760)	(100.0)	85,397	-	(85,397)	(100.0)
GASB 68 Pension Adjustment	6,993	-	(6,993)	(100.0)	43,402	-	(43,402)	(100.0)
Environmental Remediation	-	-	-	-	-	0,179	0,179	*
<b>Total Expenses/Expenditures</b>	<b>\$ 27,979</b>	<b>\$ 18,399</b>	<b>(\$ 9,580)</b>	<b>(34.2)</b>	<b>\$ 213,048</b>	<b>\$ 102,930</b>	<b>(\$ 110,118)</b>	<b>(51.7)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$27,979</b>	<b>\$18,399</b>	<b>(\$9,580)</b>	<b>(34.2)</b>	<b>\$213,048</b>	<b>\$102,930</b>	<b>(\$110,118)</b>	<b>(51.7)</b>

NOTE: Totals may not add due to rounding

# MTA Bus – Non-Reimbursable Overtime Variance

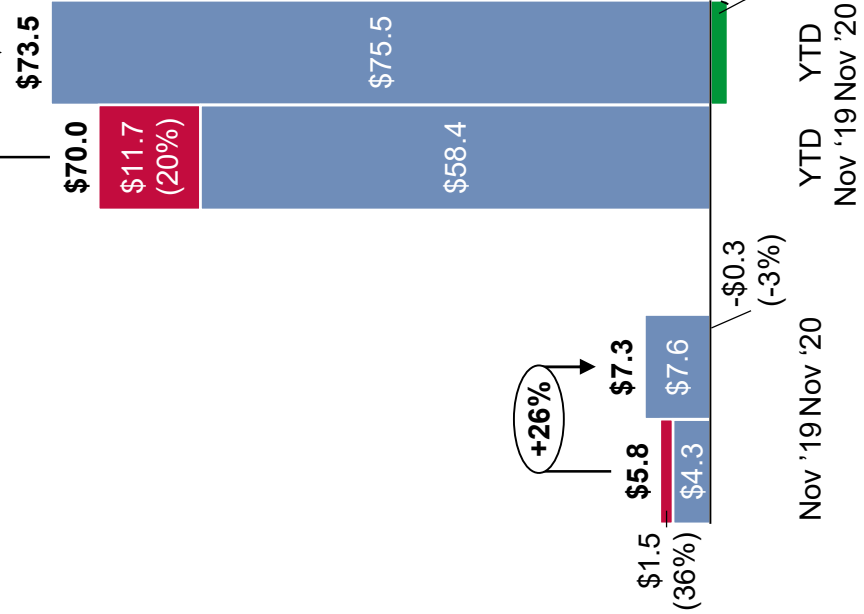
## Nov 2020 and YTD Forecast vs. Variance

\$M

- Favorable
- Unfavorable
- Budget

Annual Forecast  
Adopted: \$65M  
Forecast: \$85M

**+5.0%**

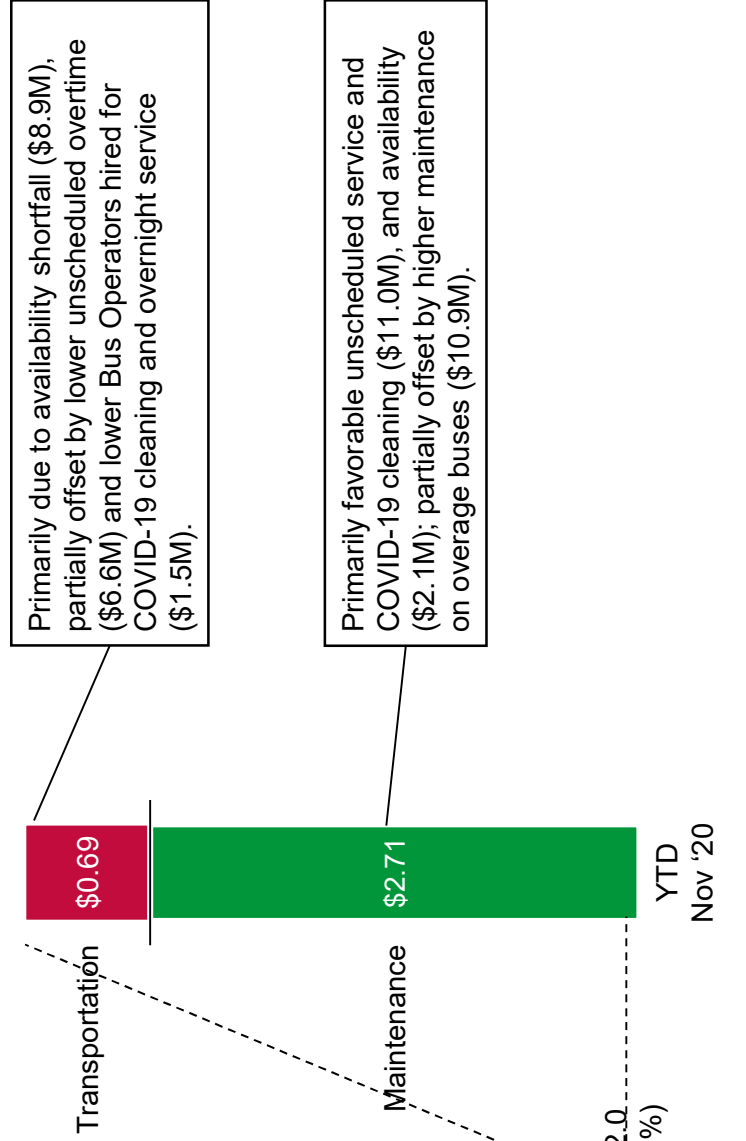


## Overview

- Overall increase of \$3.5M or 5.0% compared to November YTD 2019
- Nov 2020 is 3% under Forecast; Nov YTD is 3% under Forecast

## YTD variance by division

\$M



Source: Midyear Forecast - GL actual overtime spending.  
Note: MTABC does not have OT Reimbursable for 2019 and 2020.

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN - 2020 MID - YEAR FORECAST**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE / REIMBURSABLE AND FULL-TIME EQUIVALENTS**  
**NOVEMBER 2020**

FUNCTION/DEPARTMENT	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Office of the EVP	3	2	1	
Human Resources	17	14	3	
Office of Management and Budget	14	12	2	
Technology & Information Services	-	-	-	
Material	15	14	1	
Controller	18	18	-	
Office of the President	4	5	(1)	
System Safety Administration	-	-	-	
Law	20	19	1	
Corporate Communications	-	-	-	
Labor Relations	-	-	-	
Strategic Office	19	18	1	
Non-Departmental	3	-	3	
<b>Total Administration</b>	<b>113</b>	<b>102</b>	<b>11</b>	Vacancies
<b>Operations</b>				
Buses	2,328	2,274	55	Vacant Bus Operators
Office of the Executive VP	6	4	2	
Safety & Training	68	102	(34)	Bus Operator training
Road Operations	141	140	1	
Transportation Support	25	22	3	
Operations Planning	34	31	3	
Revenue Control	6	6	-	
<b>Total Operations</b>	<b>2,608</b>	<b>2,578</b>	<b>30</b>	
<b>Maintenance</b>				
Buses	731	725	6	
Maintenance Support/CMF	233	227	6	
Facilities	83	74	9	
Supply Logistics	104	97	7	
<b>Total Maintenance</b>	<b>1,151</b>	<b>1,123</b>	<b>28</b>	Vacancies
Capital Program Management	35	23	12	
<b>Total Engineering/Capital</b>	<b>35</b>	<b>23</b>	<b>12</b>	Vacancies mainly Managers
Security	13	11	2	
<b>Total Public Safety</b>	<b>13</b>	<b>11</b>	<b>2</b>	Vacancy
<b>Total Positions</b>	<b>3,920</b>	<b>3,837</b>	<b>83</b>	
Non-Reimbursable	3,882	3,802	80	
Reimbursable	38	35	3	
<b>Total Full-Time</b>	<b>3,902</b>	<b>3,825</b>	<b>78</b>	
Total Full-Time Equivalents	18	13	6	

**MTA BUS COMPANY**  
**JULY FINANCIAL PLAN 2020 MID - YEAR FORECAST**  
**TOTAL FULL - TIME POSITIONS AND FTE'S BY FUNCTION AND OCCUPATION**  
**NOVEMBER 2020**

FUNCTION/OCCUPATION/	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	46	41	5	
Professional, Technical, C	64	61	3	
Operational Hourlies	3	-	3	
<b>Total Administration</b>	<b>113</b>	<b>102</b>	<b>11</b>	Vacancies
<b>Operations</b>				
Managers/Supervisors	319	311	8	
Professional, Technical, C	45	46	(1)	
Operational Hourlies	2,244	2,221	23	
<b>Total Operations</b>	<b>2,608</b>	<b>2,578</b>	<b>30</b>	Bus Operator training
<b>Maintenance</b>				
Managers/Supervisors	241	235	6	
Professional, Technical, C	37	35	2	
Operational Hourlies	873	853	20	
<b>Total Maintenance</b>	<b>1,151</b>	<b>1,123</b>	<b>28</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	21	12	9	
Professional, Technical, C	14	11	3	
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>35</b>	<b>23</b>	<b>12</b>	Vacancies mainly Managers
<b>Public Safety</b>				
Managers/Supervisors	8	5	3	
Professional, Technical, C	5	6	(1)	
Operational Hourlies	-	-	-	
<b>Total Public Safety</b>	<b>13</b>	<b>11</b>	<b>2</b>	Vacancy
<b>Total Baseline Positions</b>				
Managers/Supervisors	635	604	31	
Professional, Technical, C	165	159	6	
Operational Hourlies	3,120	3,074	46	
<b>Total Baseline Positions</b>	<b>3,920</b>	<b>3,837</b>	<b>83</b>	

**MTA BUS COMPANY**  
**July Financial Plan - 2020 Mid -Year Forecast**  
**Utilization**  
(In millions)

	<u>November 2020</u>		<u>Year-to-date as of November 2020</u>		Favorable/ (Unfavorable) Variance
	Mid Year Forecast	Actual	Mid Year Forecast	Actual	
<b><u>Farebox Revenue</u></b>					
Fixed Route	\$4.085	\$8.674	\$74.653	\$84.009	\$9.356
<b>Total Farebox Revenue</b>	<b>\$4.085</b>	<b>\$8.674</b>	<b>\$74.653</b>	<b>\$84.009</b>	<b>\$9.356</b>
<b><u>Ridership</u></b>					
Fixed Route	2.205	4.810	38.327	41.183	2.856
<b>Total Ridership</b>	<b>2.205</b>	<b>4.810</b>	<b>38.327</b>	<b>41.183</b>	<b>2.856</b>

*Note: For monthly reporting purposes only, the 12-month allocation reflects the utilization impact of an adjustment to farebox revenue projections captured in Volume 1 of the 2020 July Financial Plan*

**MTA BUS COMPANY**  
**MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)**  
**NOVEMBER 2020 YEAR-TO-DATE**  
(\$ in millions)

	November Year-to-Date		Actual	Favorable(Unfavorable) Variance	
	Mid-Year Forecast	November Forecast		Mid-Year Forecast	November Forecast
	\$	\$	\$	\$	%
Total Revenue	414.1	414.8	426.0	12.0	2.9
Total Expenses before Non-Cash Liability Adjs	789.6	798.5	733.1	56.5	7.2
Depreciation	49.2	49.2	43.0	6.2	12.7
GASB75 OPEB Obligation	85.4	64.4	-	85.4	100.0
GASB 68 Pension Expense Adjustment	43.4	43.4	-	43.4	100.0
Environmental Remediation	-	0.0	0.2	(0.2)	0.0
Total Expenses	967.6	955.5	776.2	191.4	19.8
<b>Net Surplus/(Deficit)</b>	<b>(553.5)</b>	<b>(540.7)</b>	<b>(350.2)</b>	<b>203.4</b>	<b>36.7</b>
				<b>179.2</b>	<b>18.8</b>
				<b>190.5</b>	<b>35.2</b>

Note: Totals may not add due to rounding

**MTA BUS COMPANY**  
**EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS**  
**NON-REIMBURSABLE**  
**NOVEMBER 2020 YEAR-TO-DATE**  
**(\$ in millions)**

	<u>Favorable/(Unfavorable)</u> <u>Variance</u>	<u>Percent</u>	<u>Variance Explanation</u>
Total Revenue	\$11.3	2.7	Higher average fare and ridership, favorable CARES Act reimbursement, recoveries from other insurance, offset by lower Student and Senior fare reimbursement due to COVID-19 and delayed school openings along with lower advertising revenue
Total Expenses	\$179.2	18.8	Timing of GASB 68 Pension Expense Adjustment, the GASB 75 OPEB Obligation, lower usage of general maintenance material and construction material due to the COVID-19 pandemic as well as timing of COVID-19 expenses, Shop Program, Bus Technology, New Fare Payment System (NFS), and interagency billings. This is partially offset by higher Payroll expenses due to higher vacation payment, higher cash out of sick and

NOTE: Mid-Year Forecast vs. Actual Variance explanations are provided in the monthly report to the Finance Committee

(a) - Variance less than 5%



## January 2021 Highlights: Capital Program Status

The Capital Program Status Report provides a monthly and year-to-date overview of the progress of the Transit supported Capital Program including a brief discussion of the reporting month's highlights. The report focuses primarily on providing a summary of achievements and year-to-date performance regarding project awards and project completions for the period ending one month prior to the presentation of the report.

Transit's Capital Project Milestone performance at 2020 year-end is listed below:

2020 Capital Project Milestone Performance Year-End (\$M)

	<b><u>Planned</u></b>	<b><u>Achieved</u></b>	<b><u>%</u></b>
Construction Awards	\$8,439.9	\$2,879.2	34
Substantial Completions	\$2,890.2	\$2,504.0	87

In December 2020, \$517.9 million in Transit projects were awarded, including Americans with Disabilities (ADA) accessibility projects on various lines for \$282.5 million, escalator and elevator replacement projects on various lines for \$165.6 million and track and switch replacement projects for \$18.9 million.

Also in December 2020, \$208.2 million in Transit projects were completed, including Direct Fixation (type VIIM) Track Replacement and power improvements on the Archer Line for \$48.1 million, an ADA accessibility project at Eastern Parkway-Brooklyn Museum for \$39.2 million, supplemental negative cable replacement on the Queens Boulevard Line for \$34.2 million and mainline track switch replacement on the 4<sup>th</sup> Avenue Line for \$29.4 million.

## Capital Program Status January 2021

In December 2020, \$517.9 million in Transit projects were awarded, including Americans with Disabilities (ADA) accessibility projects on various lines for \$282.5 million. ADA accessibility at these stations will be achieved through the installation of 17 ADA-compliant elevators, construction of elevator machine rooms, provision of accessible travel routes, modification of platforms to reduce gaps, installation of tactile warning strips, modification of gates, handrails and stairs, modification of the public address/customer information system (PA/CIS), signage and public toilets. The stations that will be made accessible are 7<sup>th</sup> Avenue on the 6<sup>th</sup> Avenue Line in Brooklyn (F/G lines), New Dorp on the Staten Island Railroad (SIR), Beach 67<sup>th</sup> Street on the Rockaway Line in Queens (A line), Grand Street on the Canarsie Line in Brooklyn (L line), the northbound section of Dyckman Street on the 7<sup>th</sup> Avenue-Broadway Line (southbound is already ADA accessible) in Manhattan (1 line), 149<sup>th</sup> Street on the Pelham Line in the Bronx (6 line) and the Metropolitan Avenue-Lorimer Street Complex in Brooklyn (G/L Lines) on the Crosstown and Canarsie Lines. Furthermore, select station components will be repaired or replaced at Metropolitan Avenue and New Dorp stations. Making the eight stations fully accessible to customers with disabilities highlights the Authority's ongoing commitment to system-wide accessibility.

Furthermore, escalator and elevator replacement projects were awarded on various lines for \$165.6 million. Escalators were placed at the following stations: Pelham Parkway, White Plains Road Line (2 escalators), 125<sup>th</sup> Street, Broadway-7<sup>th</sup> Avenue Line (1 escalator), 181<sup>st</sup> Street, 8<sup>th</sup> Avenue Line (2 escalators), and Pelham Bay Park, Pelham Line (2 escalators). Hydraulic elevators will be replaced at the following stations: 207 Street, 8 Avenue Line (2 elevators), 34<sup>th</sup> Street, 6 Avenue Line (2 elevators), 34<sup>th</sup> Street-Penn Station, Broadway Line (6 elevators), Church Avenue, Nostrand Line (1 elevator), Flatbush Avenue, Nostrand Line (1 elevator), Jamaica Center-Parsons, Archer Line (2 elevators).

Lastly, track and switch replacement projects were awarded for \$18.9 million. Mainline track and switches will be replaced throughout the Staten Island Railroad, as required and switches will be replaced on the Broadway Line. Mainline track replacement includes replacing equipment and materials such as signals, contact rails and ballast. Mainline switch replacement work includes replacement of existing turnouts, track switches, switch valves, connecting rails, contact rails, ties, ballast and signal cables.

In December 2020, \$208.2 million in Transit projects were completed, including Direct Fixation (type VIIM) track replacement on the Archer Avenue Line for \$48.1 million. Direct Fixation (type VIIM) track replacement included replacing components such as rubber rail seats, the epoxy-sand plinths that hold the rubber rail seats, lag bolts and remediating water conditions that corrode the base of the rail. The Direct Fixation track replacement was also coordinated with 84C contact rail and negative side feeder replacement for improved power on the line. The track and power replacement work ran from Sutphin to Parsons and Jamaica Van Wyck station.

Additionally, an ADA accessibility project at Eastern Parkway-Brooklyn Museum for \$39.2 million. ADA accessibility was achieved through the installation of three ADA-compliant elevators-one from the street to the mezzanine and two from the mezzanine to the side platforms, construction of elevator machine rooms, provision of accessible travel routes, mezzanine expansion, modification of platforms to reduce gaps, installation of tactile warning

strips, modification of gates, handrails and stairs, modification of the public address/customer information system (PA/CIS), signage and public toilets.

Furthermore, supplemental negative cable replacement was completed on the Queens Boulevard Line for \$34.2 million. The cables were installed at the following segments: Jamaica Center Station to the 45<sup>th</sup> Street Substation, Kew Gardens-Union Turnpike station to Hulst Street Substation, Roosevelt Island Substation to 50<sup>th</sup> St-8<sup>th</sup> Avenue station and from 41<sup>st</sup> Avenue-24<sup>th</sup> Street Substation to the 63<sup>rd</sup> Street-2<sup>nd</sup> Avenue Substation. The cables will allow the traction power system to support additional train service from the Communications Based Train Control (CBTC) technology that is currently being implemented on the line.

Lastly, mainline track switch replacement was completed on the 4<sup>th</sup> Avenue Line for \$29.4 million. Mainline switch replacement work includes replacement of existing turnouts, track switches, switch valves, connecting rails, contact rails, ties, ballast and signal cables.

**CAPITAL PROJECT MILESTONE SUMMARY  
2020**

**(Through December 31, 2020)**

MILESTONES PLANNED*		MILESTONES ACCOMPLISHED		PERCENT PERFORMANCE	
\$M	#	\$M	#	%(\$)	%(#)

**December**

Construction Awards	1,220.9	12	517.9	26	42.4	216.7
Substantial Completions	259.5	22	208.2	19	80.2	86.4

**2020 Year-End**

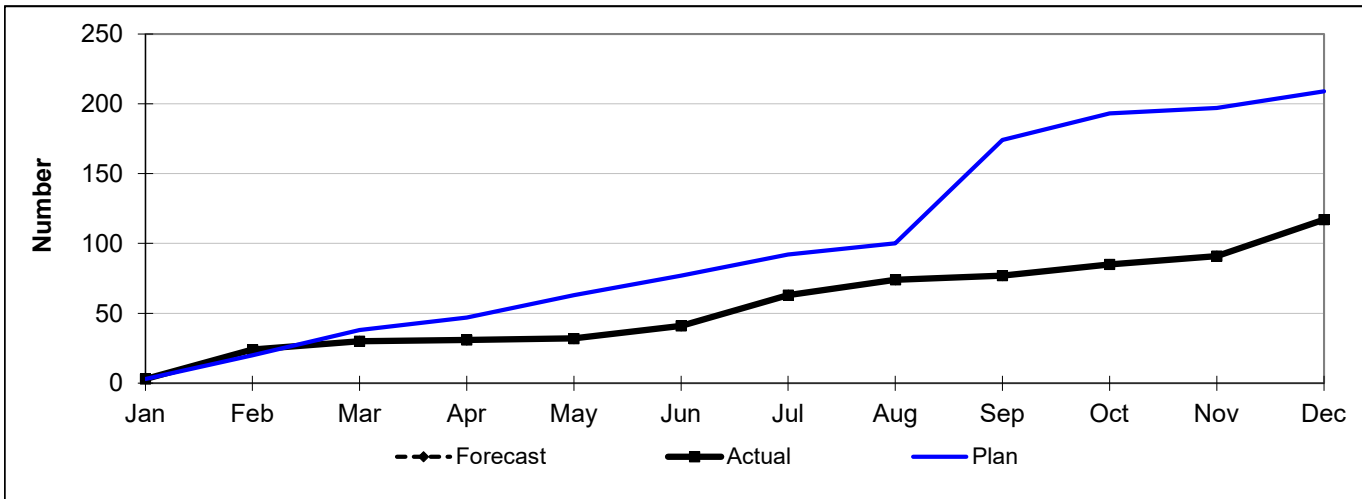
	Initial Plan		Current Forecast		%(\$)	%(#)
Construction Awards	8,439.9	209	2,879.2	117	34.1	56.0
Substantial Completions	2,890.2	174	2,504.0	153	86.6	87.9

Totals do not include contingency, emergency funds and miscellaneous reserves;  
performance percentages include early accomplishments.

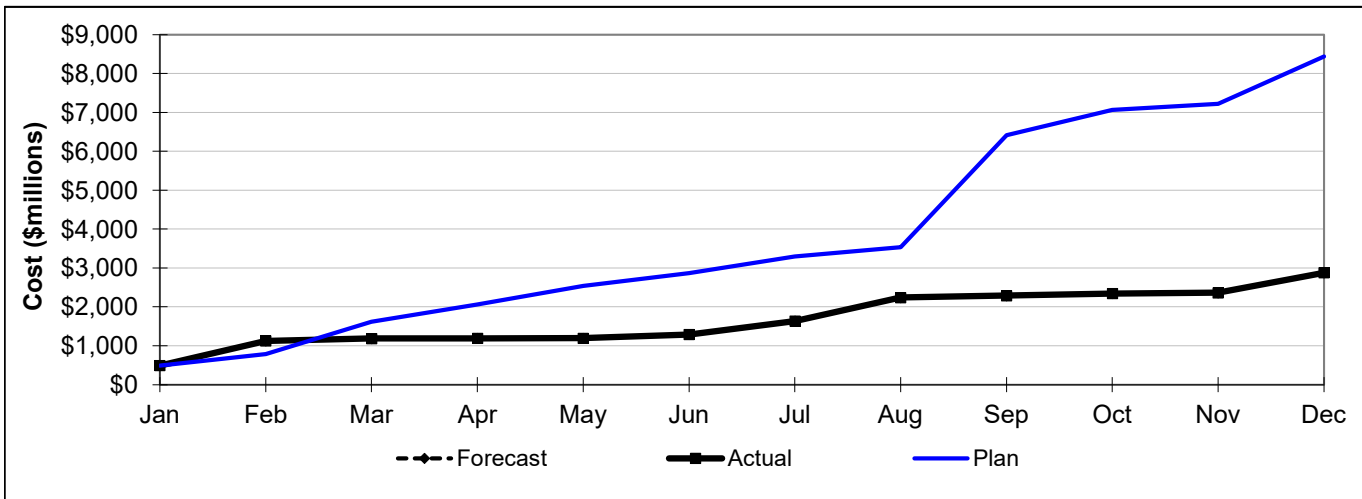
**\*The initial plan values were established prior to the schedule and financial impacts of COVID-19**

## 2020 Awards Charts

As of December 2020



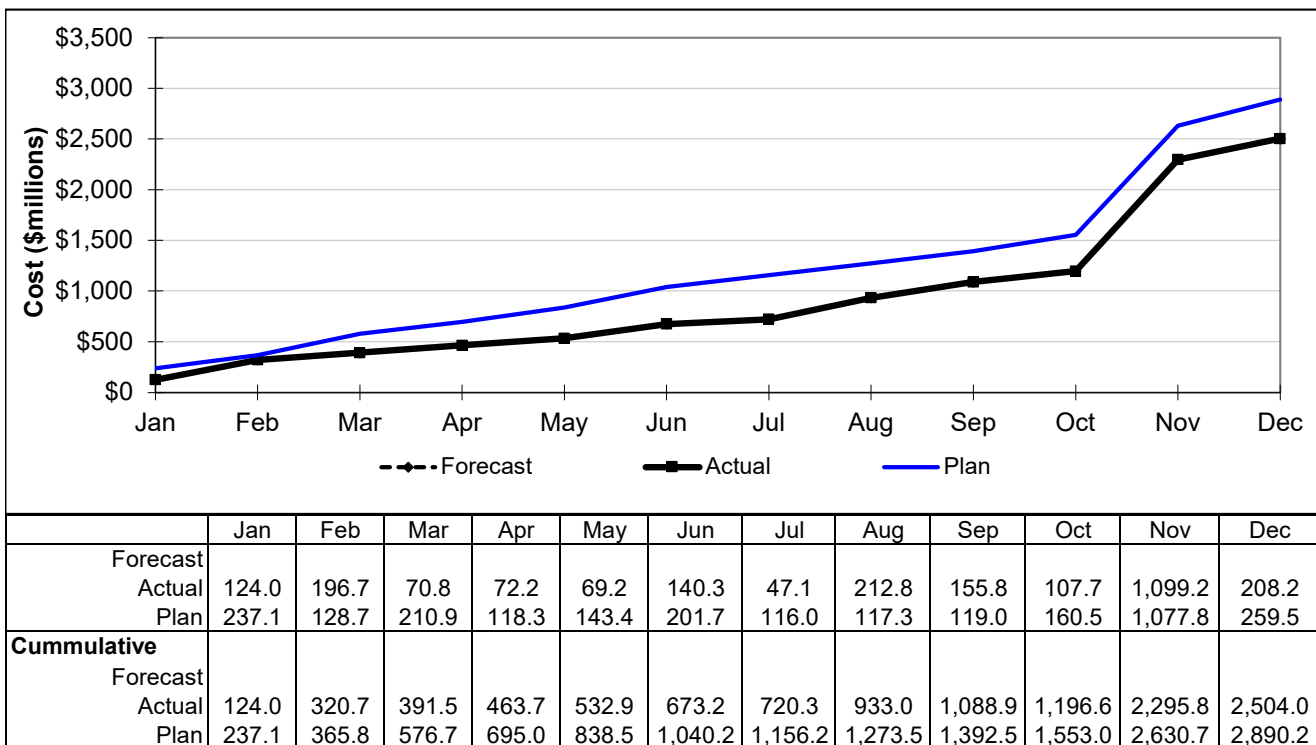
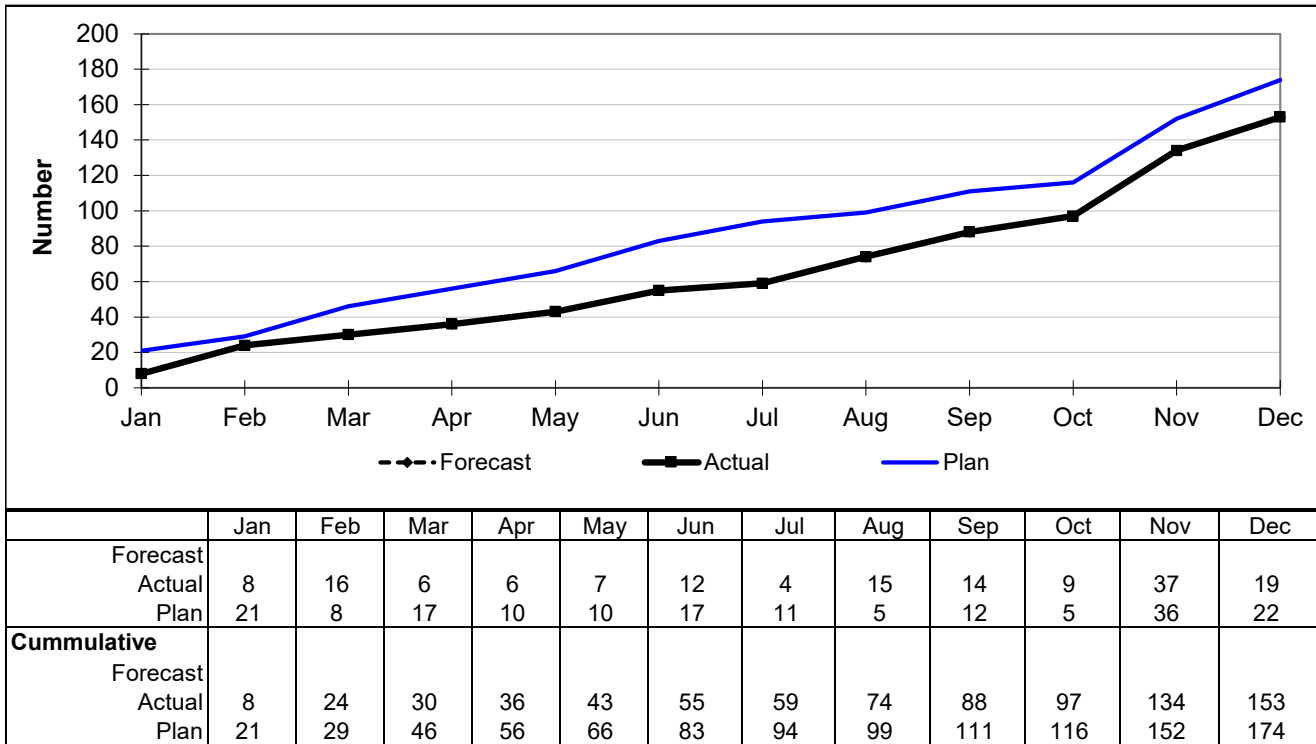
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast	3	21	6	1	1	9	22	11	3	8	6	26
Actual	3	17	18	9	16	14	15	8	74	19	4	12
Plan	3	20	38	47	63	77	92	100	174	193	197	209



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast	493.1	628.6	62.6	3.3	5.0	94.9	347.8	604.0	49.3	49.8	23.0	517.9
Actual	493.1	291.9	833.0	444.8	471.9	331.3	432.0	238.4	2,876.6	646.8	159.4	1,220.9
Plan	493.1	785.0	1,618.0	2,062.7	2,534.6	2,865.9	3,297.9	3,536.2	6,412.8	7,059.6	7,219.0	8,439.8

## 2020 Substantial Completions Charts

As of December 2020



# Procurement & Supply Chain

Louis Montanti, Acting Senior Vice President



The No. 7 line is equipped with a wayside and carborne CBTC signaling system. Its ongoing support and maintenance are part of a global signaling systems support contract with Thales, the system's manufacturer, for which Board approval is being sought.

PROCUREMENTS

The Procurement Agenda this month includes 2 actions for a proposed expenditure of \$59.2M.



<b>Subject</b> Request for Authorization to Award Various Procurements					
<b>Department</b> Procurement & Supply Chain – NYCT					
<b>Department Head Name</b> Louis A. Montanti					
<b>Department Head Signature</b> <i>Louis A. Montanti</i>					
<b>Project Manager Name</b> Rose Davis					
<b>Board Action</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	Committee	01/21/21			
2	Board	01/21/21			

January 12, 2021			
<b>Department</b>			
<b>Department Head Name</b>			
<b>Department Head Signature</b>			
<b>Internal Approvals</b>			
	<b>Approval</b>		<b>Approval</b>
<i>S7</i>	President NYCT	X	Pres. MTA Bus/SVP DOB
<i>PW</i>	COO NYCT	X	Subways
	Capital Prog. Management		Diversity/Civil Rights
X	Law		

**Internal Approvals (cont.)**

<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>

**PURPOSE**

To obtain approval of the Board to award various contracts and purchase orders, and to inform the NYC Transit Committee of these procurement actions.

**DISCUSSION**

**NYC Transit proposes to award Noncompetitive procurements in the following categories:**

Schedules Requiring Majority Vote:

Schedule G: Miscellaneous Service Contracts	1	\$	59.2 M
• Thales Transport & Security		\$	59.2 M
SUBTOTAL	1	\$	59.2 M

**MTA Bus Company proposes to award Noncompetitive procurements in the following categories: NONE**

**NYC Transit proposes to award Competitive procurements in the following categories:**

<u>Procurements Requiring Two-Thirds Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	1	\$ TBD M
SUBTOTAL	1	\$ TBD M

**MTA Bus Company proposes to award Competitive procurements in the following categories: NONE**

**MTA Bus Company proposes to award Ratifications in the following categories: NONE**

**NYC Transit proposes to award Ratifications in the following categories: NONE**

TOTAL 2 \$ 59.2 M

**COMPETITIVE BIDDING REQUIREMENTS:** The procurement actions in Schedules A, B, C, and D are subject to the competitive bidding requirements of PAL 1209 or 1265-a relating to contracts for the purchase of goods or public work. Procurement actions in the remaining Schedules are not subject to these requirements.

**BUDGET IMPACT:** The purchases/contracts will result in obligating funds in the amounts listed. Funds are available in the current operating/capital budgets for this purpose.

**RECOMMENDATION:** That the purchases/contracts be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)

## **BOARD RESOLUTION**

**WHEREAS**, in accordance with Sections 1265-a and 1209 of the Public Authorities Law and the All-Agency General Contract Procurement Guidelines, the Board authorizes the award of certain noncompetitive purchase and public work contracts, and the solicitation and award of requests for proposals in regard to purchase and public work contracts; and

**WHEREAS**, in accordance with the All-Agency Service Contract Procurement Guidelines and General Contract Procurement Guidelines the Board authorizes the award of certain noncompetitive miscellaneous service and miscellaneous procurement contracts, certain change orders to purchase, public work, and miscellaneous service and miscellaneous procurement contracts, and

**WHEREAS**, in accordance with Section 2879 of the Public Authorities Law and the All-Agency Service Contract Procurement Guidelines, the Board authorizes the award of certain service contracts and certain change orders to service contracts.

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.

2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals, and authorizes the solicitation of such proposals.

3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.

4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein, and ratifies each action for which ratification is requested.

5. The Board authorizes the execution of each of the following for which Board authorization is required: (i) the miscellaneous procurement contracts set forth in Schedule E; (ii) the personal service contracts set forth in Schedule F; (iii) the miscellaneous service contracts set forth in Schedule G; (iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; (v) the contract modifications to purchase and public work contracts set forth in Schedule I; and (vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.

6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

**JANUARY 2021**

**LIST OF NONCOMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Schedules Requiring Majority Vote:**

**G. Miscellaneous Service Contracts**

(Staff Summaries required for items estimated to be greater than \$1,000,000.)

- |  |                     |                                      |
|--|---------------------|--------------------------------------|
| <b>1. Thales Transport &amp; Security, Inc</b> | <b>\$59,235,090</b> | <b><u>Staff Summary Attached</u></b> |
| <b>Master Contract# 15645</b>                  |                     |                                      |

A five-year estimated quantity miscellaneous service contract to provide maintenance and support services for various NYC Transit signaling systems.

Item Number: 1

<b>Vendor Name (Location)</b> Thales Transport & Security, Inc.
<b>Description</b> Thales Signaling Global Maintenance Contract
<b>Contract Term (including Options, if any)</b> March 8, 2021–March 7, 2026
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole-Source

<b>Contract Number</b> Master Contract 15645	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Total Amount (including options):</b> \$59,235,090	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept./Div., Dept./Div. Head Name</b> MTA IT, Rafail Portnoy NYCT Subways, Frank Jezycki	

**Discussion:**

It is requested that the Board declare, pursuant to the All-Agency Service Contract Procurement Guidelines, that a competitive selection process is inappropriate due to the existence of a single responsible source, and approve the award of a five-year estimated quantity miscellaneous service contract to Thales Transport & Security, Inc. (“Thales”) to provide maintenance and engineering support services for various NYC Transit signaling systems designed and provided by Thales, in the estimated amount of \$59,235,090. Thales is the manufacturer of the hardware and software and does not have any authorized agents to provide the required services.

A global contract agreement with Thales for maintenance and support of existing Thales signaling systems and any other systems designed by Thales in the future at NYC Transit has been requested by the Department of Subways and MTA IT. Current systems to be supported include the following:

- Flushing line Communication-Based Train Control (“CBTC”) System (carborne, Data Communication System (“DCS”), and wayside)
- Flushing line Automated Train Supervision (“ATS”)
- 1st Avenue Solid-State Interlocking (“SSI”)
- Bergen Street SSI
- Queens Boulevard line (“QBL”) CBTC (carborne and wayside)

This contract spans multiple responsibility centers at the MTA and NYC Transit. User departments will include MTA IT divisions of Intelligent Transportation Systems and Internal Device Systems and NYC Transit Subways Division of Maintenance of Way (“MOW”), Division of Car Equipment (“DCE”), and the Electronics Maintenance Division (“EMD”).

The systems to be supported under this contract are critical to NYC Transit’s subway operation and must be properly maintained and supported. Thales is the original equipment manufacturer and the sole source for maintaining its proprietary systems. The bulk of the work under this contract will be for support of the Flushing line CBTC systems, which are scheduled to be out of warranty in March 2021. This contract will provide continued support for the Flushing line systems, including the 1st Avenue SSI beyond the warranty period. This contract will also support the QBL CBTC system upon expiration of its warranty period in Q1 2022 and the Bergen Street SSI upon expiration of its current maintenance contract in September 2021.

This contract includes a monthly fee for ongoing support maintenance services, inclusive of: (1) 24/7 remote on-call assistance with 15-minute response time for technical investigations and resolution of incidents, repeated faults, and identifying the cause of the incident or fault; (2) two-hour response time for on-site emergencies; (3) obsolescence analysis and reporting to identify parts that are obsolete or approaching obsolescence and include recommendations for resolving the obsolescence issues; (4) component-level life cycle analysis to help identify overall performance reliability, recommended maintenance, and potential upgrades; (5) preventative maintenance for support of the ATS system inclusive of regular system health checks, testing and cleaning of workstations; and software verification to ensure cybersecurity and operating systems are up to date; (6) on-site Thales engineering staff at the Corona shop to provide support in troubleshooting and corrective maintenance; and (7) monthly reporting and status meetings. The fees per subsystem and user department are listed in the table below:

Ongoing Support Maintenance Services		
Subsystem	User	Total Cost
1st Ave SSI	MOW	\$1,122,875
Flushing Zone Controllers	MOW	\$1,779,374
Flushing Wayside DCS	EMD and MOW	\$4,153,890
Flushing ATS	MTA IT	\$6,805,116
Flushing Carborne Controllers	DCE	\$13,920,585
QBL Zone and Carborne Controllers	MOW / DCE	\$2,212,695
Bergen St SSI	MOW	\$1,449,025
	Total	\$31,443,560

Thales submitted its initial proposal for ongoing maintenance services in the amount of \$47,757,700. Several rounds of negotiations focusing on staffing, contract terms and conditions, scope of work, and other cost factors took place. After that, Thales submitted its final proposal in the amount of \$31,443,560 for ongoing maintenance services. A savings in the amount of \$16,314,140 was achieved through negotiations of labor allocations, level of effort, and scope reduction.

This contract also includes a provision for additional services in the amount of \$27,791,530 that can be requested on an as-needed basis based upon negotiated pre-priced rates for labor, component repairs, and materials. The additional services include site assessments, refresher training, component repairs, new parts purchases, and task orders for system enhancements and obsolescence resolution. The first task order will cover implementation of upgrades to maximize cybersecurity protection.

Thales final proposal of \$31,443,560 for ongoing maintenance together with the \$27,791,530 for additional services brings the overall value of the contract to \$59,235,090.

Established labor rates for Thales were used to calculate the cost of the ongoing maintenance and the additional services as applicable based on the level of effort for each service provided. Thales' labor rates were reviewed by MTA Audit in 2019 and are subject to annual escalation based on an established Producer Price Index. Through negotiations of the rates in 2019, NYC Transit was able to reduce Thales' rates by an average of 19 percent. Thales' negotiated labor rates are comparable to the labor rates used in other similar maintenance contracts with other providers. It is intended that this global contract with Thales will also be modified to include the provision of support for future Thales signaling systems, where maintenance costs will be secured competitively with the acquisition of the new system and incorporated into this global contract.

The aforementioned pricing has been deemed fair and reasonable.

**JANUARY 2021**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Two-Thirds Vote:**

**B. Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)**  
(Staff Summaries required for items estimated to be greater than \$1,000,000.)

- |  |              |                                      |
|--|--------------|--------------------------------------|
| <b>1. RFP Authorizing Resolution</b>   | <b>\$TBD</b> | <b><u>Staff Summary Attached</u></b> |
| <b>Contract# B-40673</b>   |              |                                      |
| Procurement of 50 low-floor 40-foot diesel buses for MTA Bus Company with an option for 85 additional buses. |              |                                      |

<b>Item Number</b> 1			
<b>Department, Department Head Name</b> Procurement and Supply Chain, Louis A. Montanti			
<b>Internal Approvals</b>			
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>
1	Materiel		
2 X	Law		
3 X	CFO		
4	EVP, MTABC		
5	President, MTABC		

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b> RFP Authorizing Resolution	<b>Contract Nos.</b> B-40673
<b>Description</b> Purchase of 50 low-floor 40-foot diesel buses for MTA Bus Company with an option for 85 additional buses	
<b>Total Amount</b> TBD	
<b>Contract Term (including Options, if any)</b> TBD	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

**Purpose**

To request that the Board declare competitive bidding impractical or inappropriate for the procurement of 50 low-floor 40-foot diesel buses for MTA Bus Company (“MTABC”), and that it is in the public interest to issue a competitive Request for Proposal (“RFP”) pursuant to New York State Public Authorities Law, Section 1265-a, subdivision 4(g).

**Discussion**

The Public Authorities Law, Section 1265-a, subdivision 4(g) permits MTABC to use the competitive RFP process in lieu of competitive bidding to award contracts based on a formal evaluation of characteristics such as quality, delivery, and cost against stated selection criteria. MTABC is desirous of utilizing such a procedure with respect to the procurement of 50 low-floor 40-foot diesel buses with an option for an additional 85 buses.

NYC Transit will conduct the procurement of these buses on behalf of MTABC. Utilizing the RFP process will allow NYC Transit to select the proposal that offers the best overall value through negotiations and evaluation based on criteria that reflect the critical needs of MTABC. Upon completion of the RFP process, NYC Transit will obtain Board approval for the actual contract award.

By utilizing the RFP process for the federally funded low-floor 40-foot buses, NYC Transit, on behalf of MTABC, will be able to (1) weigh factors such as overall project price and overall quality of proposer and product including delivery; (2) negotiate specific contract terms, such as warranty and payment terms; (3) negotiate technical matters as deemed appropriate; and (4) include any other factors that MTABC deems relevant to its operation.

These low-floor 40-foot buses will replace aging buses that have reached the end of their 12-year useful life. These buses will be operated out of MTABC depots in Queens.

All of these buses will be outfitted with new features including improved driver visibility, pedestrian turn warning, Wi-Fi, USB charging ports, automatic passenger counters, digital information screens, and new branding.



## **Alternative**

Issue a competitive Invitation for Bid. Not recommended given the complexity of this procurement and the advantages offered by the RFP process.

## **Impact on Funding**

The procurement of 25 low-floor 40-foot diesel buses are funded under U7030219/SF02-7927 as part of the approved 2015–2019 Capital Program, and 25 low floor 40-foot diesel buses are funded under U8030202/SF02-8749 as part of the approved 2020–2024 Capital Program. It is anticipated that this project will be 80 percent federally funded and 20 percent locally funded.

## **Recommendation**

That the Board declare competitive bidding impractical or inappropriate for the procurement of 50 low-floor 40-foot diesel buses for MTABC, and that it is in the public interest to issue a competitive RFP pursuant to New York State Public Authorities Law Section 1265-a, subdivision 4(g).


# Contracts Department


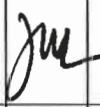

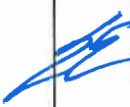
**Stephen Plochochi**, Senior Vice President

## PROCUREMENTS

The Procurement Agenda this month includes one procurement action for a proposed expenditure of \$3.6M

**Staff Summary**

<b>Subject</b> Request for Authorization to Award Various Procurement Actions					
<b>Department</b> Contracts					
<b>Department Head Name &amp; Title</b> Steve Plochocki, Sr. Vice President					
<b>Department Head Signature</b> 					
<b>Board Action</b>					
Order	To	Date	Approval	Info	Other
1	NYCT & Bus Committee	1/21/21	X		
2	Board	1/21/21	X		

<b>Date:</b> January 11, 2021			
<b>Internal Approvals</b>			
	<b>Approval</b>		<b>Approval</b>
	Deputy Chief Development Officer, Delivery		President
	Deputy Chief Development Officer, Development		Executive Vice President & General Counsel

**PURPOSE**

To obtain the approval of the Board to award a procurement action and, to inform the New York City Transit Committee of this procurement action.

**DISCUSSION**

MTA Construction & Development proposes to award a Ratification in the following category:

Schedules Requiring Majority Vote

K. Ratification of Completed Procurement Actions	1	\$ 3,580,000
TOTAL	1	\$ 3,580,000

**Budget Impact:**

The approval of this procurement action will obligate the capital funds in the amount listed. Funds are available in the capital budget for this purpose.

**Recommendation:**

The procurement action be approved as proposed. (The item is included in the resolution of approval at the beginning of the Procurement Section.)

**MTA Construction & Development**

**BOARD RESOLUTION**

**WHEREAS**, in accordance with Sections 1265-a and 1209 of the Public Authorities Law and the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive purchase and public works contracts, and the solicitation and award of request for proposals in regard to purchase and public work contracts; and

**WHEREAS**, in accordance with the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive miscellaneous service and miscellaneous procurement contracts, certain change orders to purchase, public work, and miscellaneous service and miscellaneous procurement contracts;

**WHEREAS**, in accordance with Section 2879 of the Public Authorities Law and the All-Agency Guidelines for Procurement of Services, the Board authorizes the award of certain service contracts and certain change orders to service contracts.

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.
2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals and authorizes the solicitation of such proposals.
3. As to each request for proposals (for purchase and public work contracts set forth in Schedule C for which a recommendation is made to award the contract), the Board authorizes the execution of said contract.
4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein, and ratifies each action for which ratification is requested.
5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.
6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

JANUARY 2021

**LIST OF RATIFICATIONS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

**Schedule K. Ratification of Completed Procurement Actions (Involving Schedules E-J)**  
(Staff Summaries required for items requiring Board Approval)

- |   |             |                                      |
|---|-------------|--------------------------------------|
| 1. L.K. Comstock & Company, Inc.<br>Contract No. P-36705.04 | \$3,580,000 | <i><u>Staff Summary Attached</u></i> |
|---|-------------|--------------------------------------|

MTA Construction and Development requests the Board ratify a retroactive modification for the repair of existing ducts and replacing positive feeder cables located between the Central Substation and the 51<sup>st</sup> Street Circuit Breaker House on the 6th Avenue Line.

**Item Number: 1**

<b>Vendor Name (Location)</b> L.K. Comstock & Company, Inc. (E. Farmingdale, NY)	<b>Contract Number</b> P-36705	<b>AWO/Mod. #s</b> 4
<b>Description</b> Central Substation Renewal and Rehabilitation of Negative Manholes, in the Borough of Manhattan	<b>Original Amount:</b>	\$ 23,650,000
<b>Contract Term (including Options, if any)</b> December 11, 2019 - October 10, 2022	<b>Prior Modifications:</b>	\$ 32,744
<b>Option(s) included in Total Amt?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	<b>Prior Budgetary Increases:</b>	\$ 0
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	<b>Current Amount:</b>	\$ 23,682,744
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	<b>This Request:</b>	\$ 3,580,000
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	<b>% of This Request to Current Amt.:</b>	15.1%
<b>Requesting Dept./Div., Dept./Div. Head Name:</b> Delivery/Mark Roche	<b>% of Modifications (including This Request) to Original Amount:</b>	15.3%

**Discussion:**

This Contract is for the rehabilitation of the Central Substation located on West 53rd Street in the borough of Manhattan. The work includes rehabilitation of the electrical, mechanical and communication systems; installation of new high-tension service and rectifier unit; replacement of the substation DC breaker lineup and associated monitoring and control work. This retroactive modification is for the repair of existing duct banks and replacing positive feeder cables located between the Central Substation and the 51<sup>st</sup> Street Circuit Breaker House on the 6th Avenue Line.

The existing positive feeder cables between the Central Substation and the 51st Street Circuit Breaker House on the 6th Avenue Line are approximately 60 years old and are in a deteriorated state. Temporary cables have been installed to stabilize the system, however, due to the condition of the existing cables and duct banks, it is prudent to accelerate this work and replace these cables now as part of this Contract. The replacement of these cables and associated work is part of the 2020-2024 Five Year Capital Program and includes repair of existing duct banks, replacement of existing lead sheathed positive feeder cables with new copper shielded cables and repair of manholes 32, 34 and 35. The experience of this Contractor, the proximity of the additional work and similarity in scope will allow for the expedited completion of this work during a period of low ridership thereby mitigating inconvenience to passengers.

The Contractor submitted a proposal of \$4,395,757.74. Negotiations resulted in the agreed upon lump sum price of \$3,580,000, which is considered to be fair and reasonable.

Permission was obtained from the President of C&D to process this modification on a retroactive basis and the Contractor was directed to proceed with the work, on December 22, 2020, up to a not-to-exceed amount of \$1 million.

In connection with a previous contract awarded to L.K. Comstock & Company Inc. ("Comstock"), Comstock was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in February 2016. No new SAI has been found relating to Comstock and Comstock has been found to be responsible.



## **New York City Transit**

**Sarah Feinberg**  
Interim President  
New York City Transit

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## **Bus Company**

**Craig Cipriano**  
President  
MTA Bus Company

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**2 Broadway**  
**New York, NY 10004-2207**