



Transit and Bus Committee Meeting

September 2021

Committee Members

H. Mihaltses (Chair)

V. Calise (Vice Chair)

A. Albert

J. Barbas

N. Brown

L. Cortès-Vázquez

R. Glucksman

D. Jones

R. Linn

D. Mack

R. Mujica

J. Samuelsen

L. Schwartz



Governor Kathy Hochul (right) recognizes Rosa Almonte (left) and the MTA workforce for their heroics and dedication in transporting customers during the height of the Hurricane Ida rainfalls on September 1. Rosa's route, like many bus operators that night, took her and several passengers through an area of heavy flooding. She reassured and calmed them as floodwaters entered the bus while safely navigating the roads.

New York City Transit and Bus Committee Meeting

2 BROADWAY, 20TH FLOOR BOARD ROOM

NEW YORK, NY

Monday, 9/13/2021

11:30 AM - 1:00 PM ET

1. PUBLIC COMMENT PERIOD

2. SUMMARY OF ACTIONS

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3. APPROVAL OF MINUTES – July 2021

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4. COMMITTEE WORK PLAN

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5. EXECUTIVE SUMMARY

Executive Summary - Page 21

6. PRESIDENT'S REPORT

a. Customer Service Report

i. Subway Report

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ii. NYCT, MTA Bus Reports

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Bus Report (July Data) - Page 104

iii. Paratransit Report

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iv. Strategy and Customer Experience Report

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b. Safety Report

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c. Crime Report

Crime Report - Page 156

d. NYCT, SIR, MTA Bus Financial & Ridership Reports

i. NYCT, SIR, MTA Bus Financial and Ridership Reports (July Data)

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e. Capital Program Status Report

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7. PROCUREMENTS

a. Non-Competitive (none)

b. Competitive (none)

c. Ratifications (none)

d. C&D Procurement

C&D Procurement Package - Page 225

8. STANDARD FOLLOW UP REPORTS

a. Transit Adjudication Bureau Report, 2nd Qtr 2021

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b. Fare Evasion Report, 2nd Qtr 2021

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

NYCT EEO and Diversity Report, 2nd Qtr, 2021 - Page 236

MTA Bus EEO and Diversity Report, 2nd Qtr, 2021 - Page 248

d. 2021 NYCT, SIR, MTA Bus Mid-Year Forecast Monthly Allocations

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SIR 2021 Mid-Year Forecast Monthly Allocation - Page 274

MTA Bus 2021 Mid-Year Forecast Monthly Allocation - Page 283

e. 2022 NYCT, SIR, MTA Bus Preliminary Budget (Materials Previously Distributed)

9. EXECUTIVE OFFICE CONTACT INFORMATION

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

Responsible Department	Vendor Name	Total Amount	Summary of action
<i>C&D Contracts</i>	Tracks Unlimited, LLC	\$26,500,000	MTA Construction and Development requests the Board ratify modification No. 23 to Contract T-80280 for the replacement of an additional 15,747 linear feet of Staten Island Railway mainline track systems

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,
MTA Construction & Development and MTA Bus Company
July 19, 2021

Meeting Held at:
Metropolitan Transportation Authority
Two Broadway
New York, New York 10004
10:30 AM

The following Members were present:

Hon. Haeda Mihaltses, Committee Chair
Hon. Victor Calise
Hon. Andrew Albert
Hon. David Jones
Hon. Rhonda Herman
Hon. Linda Lacewell
Hon. Robert Linn
Hon. Norman E. Brown
Hon. Robert Mujica
Hon. Lorraine Cortes Vazquez
Hon. Randolph Glucksman
Hon. Lawrence Schwartz

Hon. Sarah Feinberg participated in the meeting by videoconference

The following staff members attended in person or by videoconference:

Craig Cipriano, President, MTA Bus and Senior Vice President, NYCT Department of Buses
Demetrius Crichlow, Acting Executive Vice President & Chief Operating Officer, NYCT
Department of Subways
Monica Murray, Chief Administrative Officer, NYCT
Kathleen O'Reilly, Chief of Transit, NYPD
Patrick Warren, Chief Safety Officer, MTA and Acting Chief Operating Officer, NYCT
David Farber, General Counsel, NYCT
David Cannon, Vice President, Contracts, MTA Construction & Development
Quemuel Arroyo, MTA Chief Accessibility Officer
Leah Flax, Assistant Director, Government and Community Relations, NYCT
Sarah Meyer, Chief Customer Officer, NYCT
Louis Montanti, Deputy Chief, Procurement, MTA

I. Committee Chair Haeda Mihaltses Opened the Meeting

II. Public Speakers

There were seven public speakers. A video recording of the meeting produced by the MTA and maintained in MTA records includes the content of speakers' statements.

III. Interim President Sarah Feinberg's Remarks

Interim President Sarah Feinberg commented that the fact that folks are gathered today in person is a sign of how much progress has been made since April 2020. She noted that everyone obviously must remain vigilant about the delta variant and the fact that COVID-19 is still here but reiterated that meeting in person is a sign of progress.

Interim President Feinberg referred to the public speaker comments about mask vigilance and emphasized that NYCT continues to remind people in every way it can that masks are required including through signage and public announcements. She stated how important compliance will be in the coming weeks as we see what happens with the delta variant. Feinberg also reminded everyone that COVID-19 remains with us as we think about the ones we've lost. She also noted that NYCT is still grappling with and trying to recover from staff shortages due to COVID-19.

Interim President Feinberg reported that NYCT is going strong with full service, even as we struggle with the crew shortages that resulted from the hiring freeze implemented during the toughest days of the financial crisis. She noted that these challenges are basically unprecedented because the vacancies have occurred mostly in the operational ranks, and no transit agency wants to deal with an operational hiring freeze. Feinberg reported that NYCT is being aggressive in filling training classes without cutting corners in terms of training and safety and is also recruiting folks internally to be trained as train operators and conductors and bus operators. Feinberg noted that it is important to be transparent about this struggle as it will continue for some time but that NYCT will be in better shape in the fall.

Feinberg then reported on crime and said the numbers are improving significantly. Feinberg expressed her gratitude to NYPD Chief of Transit Kathleen O'Reilly and NYPD Commissioner Dermot Shea for stepping up and providing more officers as needed, which has helped the crime numbers come down. She noted that there have been one-off incidents over the last week that are troubling to everyone but reiterated that the numbers have improved dramatically and that NYCT is grateful for the support.

IV. Minutes and Committee Work Plan

The minutes for the June 23, 2021 New York City Transit and Bus Committee meeting indicate that, because of the ongoing COVID-19 public health crisis, the MTA Chair convened on that day a hybrid in-person and virtual Board and Committee meeting, which included the following committees: Long Island Rail Road and Metro-North Railroad, New York City Transit and Bus, MTA Bridges and Tunnels, Finance, and Capital Program Oversight. Those meeting minutes indicate that, to see a summary of the meeting and the actions taken by the New York City

Transit and Bus Committee, refer to the June 2021 MTA Board minutes in the July 2021 MTA Board Book.

Upon motion duly made and seconded, the Committee approved an amendment to the Work Plan to reflect that moving forward, NYCT will be issuing Customer Count surveys twice a year instead of four times a year and merging survey efforts with LIRR and Metro North Rail Road.

V. President's Report

a. Customer Service Report

i. Subway Report

Demetrius Crichlow, Acting Executive Vice President & Chief Operating Officer, NYCT Department of Subways, provided an update on subway performance including comparison between current and pre-pandemic performance. He reported a weekday ridership pandemic record of 2.6 million on June 25, 2021, 47.2% of the ridership level in 2019. Crichlow reported that weekend ridership was well over 50% of the June 2019 pre-pandemic level, a sign of the growing discretionary ridership of New Yorkers and other customers who are now traveling to attend entertainment, cultural and social events around the city. Crichlow reported that on-time performance remained well above 2019 levels, with on-time performance exceeding 80% for the first time in many years.

Crichlow stated that the 12-month moving average mean distance between failures, or distance (in miles) that a subway car can travel before a car “fails” and needs to be taken out of service because of a stuck door, malfunctioning brakes, etc., is improving while fluctuating a little bit from month to month. He noted, however, that June did not come without its challenges. He reported that weekday on-time performance was lower than what we saw in recent months due in large part to crew availability issues as mentioned by Interim President Feinberg. He also stated that there were several major incidents that caused more than 50 delays. Crichlow explained that crew availability issues resulted in lower service delivery and slightly longer additional platform time which are indicators of longer waiting times. He reported that additional train times increased slightly from 2020 to 2021 as more riders returned to the system. Crichlow said it is important to note that this metric remains well below pre-pandemic levels and continues to reflect our ongoing efforts to safely speed up the system. He emphasized that while riders may wait an average of a few seconds longer for trains to arrive, the trains are still running faster than pre-pandemic.

Crichlow said the reality is that the hiring freeze instituted during the pandemic led to downstream challenges, and while it was necessary at the time, NYCT now has fewer crews to run service as employees who retired or otherwise left the agency were not replaced by new employees. He emphasized that this is of course much preferable to layoffs which we averted thanks to help at the federal level. He stressed that Subways is now working relentlessly to recruit and hire hundreds of operators, conductors and other crew members as quickly as possible, and adjusting training protocols to accommodate the surge in new hires. He said that Subways is also focusing its attention on other critical operating titles including those within Signal, Track, Third Rail, Power and Infrastructure. In addition, he said Subways is adding new trainers, creating new locations for

classrooms for training and increasing class size when it is safe to do so and generally taking actions to minimize the impact of the crew shortages on customers. Crichlow said that although only about 4.4% of weekday trips are being cancelled due to crew shortages, that figure is higher than normal, and NYCT understands that any trip cancellation can be inconvenient to customers. Crichlow stated that NYCT's Service delivery teams have been proactively offering overtime and re-deploying crews to work additional trips. He said NYCT is also continuing to monitor ridership closely and work to avoid cancellations. He said that when it does become necessary to cancel a trip, the adjacent trips are adjusted to avoid long gaps in service and make sure that customers do not experience any more than an additional minute or two of wait time. Crichlow highlighted that the average waiting time has only increased by about a few seconds so the vast majority of customers are not experiencing a noticeable change in service. Crichlow noted that there are of course bigger challenges and that customers sometimes experience longer wait times. He assured that NYCT will continue to tackle these problems and work creatively to continue to improve the system.

Board Member Albert asked why NYCT was not putting out messages on the electronic billboards or through other means to let people know that normal service is not being provided due to crew shortages and that this is not the normal schedule. Crichlow responded that while the goal is to maintain full service all the time, the challenge is that at times NYCT does not know where the gap is going to come, or which crew is not going to be available. He said that Subways partners with Sarah Meyer and her team to make every effort to update the public through text messages and the website when there are issues. Crichlow emphasized that he does not want this to be the new normal, and that they will try to meet daily service goals all the time.

Board Member Schwartz commented that it may be helpful going forward to include an executive summary at the beginning of the Work Plan with critical items summarized for the group, such as on-time performance, safety and other important issues.

ii. NYCT, MTA Bus Report

Craig Cipriano, President, MTA Bus and Senior Vice President, NYCT Department of Buses, delivered the Buses Report. Cipriano said he wanted to provide a reminder of where Buses was last year at the lowest point. During the first week of April 2020, bus ridership dropped approximately 80% to 400,000 riders. He noted, however, that at the height of the pandemic, the MTA bus system was relied upon for more essential trips than was any other transit agency in North America. Cipriano said that today ridership is down 56% from pre-pandemic levels. He said that this month at the Hometown Heroes Ticker-Tape parade we were able to celebrate our amazing transit heroes who provided critical transit service when New York City needed it the most. He said that despite the pandemic and the navigation of the NYC Open Streets program, social unrest and protests, and our own employee vacancy and availability challenges, NYCT's 2020 full year bus statistics still show performance improvements over 2019. He said that reduction in traffic volume and resulting speed improvement contributed to those improvements.

Cipriano reported that NYCT's partner, the New York City Department of Transportation (DOT), installed 16.4 new miles of bus lanes and busways in 2020, more than double the average in the previous six years. It is clear more than ever that bus priority is the key to an efficient and reliable

bus system and we will focus on our work with the City as we welcome back our customers. Cipriano announced that in the first two months in 2021 we continued to see overall performance improvements against pre-pandemic levels. He said that the customer facing metrics, customer journey time and additional travel time, remain better in June 2021 than pre-pandemic levels, but that NYCT is clearly beginning to see degradation of performance primarily due to increased volume of traffic coupled with employee availability issues.

Cipriano noted that due to the pandemic and the historic fiscal challenges that resulted, NYCT implemented a hiring freeze in April 2020 on all operating positions. He reported that since the freeze was lifted earlier this year and NYCT instituted an aggressive hiring plan to fill vacancies, this year more than 350 new Bus Operators have been hired and there is a plan to hire at least 800 more before year end. Cipriano said that in July, Buses increased training class size from 60 to 80 students and plans a further increase to 100 students in September. Cipriano said the hiring plan will allow Buses to return to pre-pandemic staffing levels by fall when another uptick in ridership is expected.

iii. Paratransit Report

Cipriano presented the Paratransit Report. He said that Paratransit customers have returned at a higher rate than customers of any other MTA mode of transportation. Cipriano reported that weekday Paratransit ridership is currently around 80% of pre-pandemic levels and weekend ridership has reached 87%. Cipriano also reported that this month, Paratransit resumed shared rides, which had been suspended as a temporary but necessary response to the pandemic. Cipriano said that as NYC moves towards a full reopening and trip demand increases, the resumption of shared ride service has been an essential part of the plan to balance vehicle supply with increased daily trip demand. He said that Paratransit's approach followed similar steps taken by the NYC Taxi and Limousine Commission and paratransit agencies across the country including Chicago, Los Angeles, San Francisco and Philadelphia. Cipriano stated that as NYCT gradually returns to normal operations, Paratransit customers are now allowed to travel with guests. He also stated that as seen with Buses, performance is going to be impacted by increased traffic volume and driver shortages, but that Paratransit will continue to closely monitor these performance issues and work with contractors to address them.

Cipriano commented that as we approach the 31st anniversary of the ADA on July 26th, it is important to acknowledge the work being done to promote equal opportunity for people with disabilities. He stated that NYCT has made great strides by expanding the types of trips offered and leveraging taxis and for-hire vehicles. He expressed pride in being able to provide safe transportation to customers throughout the pandemic, and stated that he will continue to work closely with Quemuel Arroyo, the MTA's Chief Accessibility Officer, to push for more improvements in paratransit services.

Cipriano noted that the temporary restraining order that had halted the planned award of four paratransit broker car service contracts in May had been lifted so NYCT will be seeking Board approval on Wednesday to award those contracts. Cipriano noted that these contract awards are the result of the re-solicitation for paratransit broker car services in 2020 after the initial contract awards were terminated for the purpose of maximizing opportunities for MWBEs in a new

solicitation for such services. Cipriano stated that the proposed new paratransit broker car service contract awards include the first such award to a New York State certified MBE prime contractor and the first award that includes a New York State certified WBE as a subcontractor. Cipriano stated that importantly for paratransit customers, the proposed broker car service contracts will expand the pool of providers which will increase capacity.

Board Member Calise asked about the impact of driver shortages on broker and on-demand services and how the lifting of the TRO will increase availability. Cipriano responded that NYCT is hearing from most of our dedicated and non-dedicated providers that they are experiencing driver shortages as seen across the industry. He said that some of the providers have offered sign-on bonuses for new drivers, particularly the dedicated providers, but that has had lukewarm results. Cipriano conveyed that with the new broker car service contracts, NYCT anticipates that there will be approximately 50,000 more vehicles available from the new pool of brokers and about half of the City's 13,000 green and yellow taxi fleet will become available for paratransit services. He said he is hopeful that with the new brokers coming on board and the expansion of the vehicle fleet, customers will see better service.

Board Member Calise also inquired about whether shared rides have been implemented for 100% of the rides. Cipriano responded that the pre-pandemic level of shared rides was around 12.5% of total rides, that NYCT was taking a guarded approach to shared rides now and that currently around 15% of broker car service rides are shared.

iv. Strategy & Customer Experience

Sarah Meyer, NYCT Chief Customer Officer, delivered the Strategy and Customer Experience report. She commented that while in 2020 NYCT was focused on normalizing mask usage, NYCT is now focusing on normalizing public transit again and has launched several aspects of the "Take the Train Take the Bus Campaign." She said that because mask compliance now seems to be declining slightly, NYCT has increased the frequency of announcements in the system and posted thousands more signs over the past weekend. Meyer encouraged anyone who sees any area that needs more signage to let NYCT know and efforts will be made to post more in that area. She said NYCT will continue to work with our partners and ask our friends at the MTAPD and NYPD to wear their masks in the system and emphasized that there is nothing more important from her perspective than customers seeing that happen. Meyer also spoke about the 311 system and expressed a huge thanks to Interim President Sarah Feinberg and to NYC DOITT Commissioner Tisch who Meyer said really helped with the 311 app, which now recognizes the locations of subway stations, mezzanine, platforms, directions, etc. She encouraged people who see anyone in need of homeless assistance or mental health resources to download and use the 311 app, which is easy to use and intuitive. She also reminded everyone that the mask force was going out tomorrow and encouraged individuals to sign up since they are still looking for volunteers. She said to go to signupgenius.com/go/mask-force.

b. Safety and Security Report

MTA Chief Safety Officer Pat Warren spoke about safety and security issues. He noted that the Federal Transit Administration (FTA) established a new regulation two years ago that requires FTA regulated transportation agencies to develop a safety plan and update it each year with Board approval. He said that in 2020 NYCT's initial safety plan was approved by the Board, and that this year's update to the plan was included in this month's Board materials and will be submitted to the Board for approval on Wednesday at the Board meeting.

Warren commented that having riders feel safe on the subway and bus lines is a vital component of encouraging new and old customers to come back to NYCT and for the rejuvenation of New York City's economy. He said that to this end, NYCT continues to take a number of actions to improve safety and security, including cleaning and disinfecting of trains, buses and stations. He said that customers have reported remarkable levels of success of the MTA's efforts. Further, Warren cited the surge of police and security as improving safety, noting the reduction in most major index crimes, a welcome trend we want to see continue. He emphasized that there still is more work to be done, specifically with respect to felony assaults which were up 63.2% compared to last June. He reported that overall felonies from all categories were up 2% compared to June. For the period of January through June 2021, the number of felony assaults was 48.5% higher compared to the same period in 2020 but with the overall number of felonies from all categories decreasing 29.3% compared to the same period of 2020, which is good news.

c. Crime Report

Kathleen O'Reilly, Chief of Transit, NYPD provided the crime report. She reported that during the month of June 2021, the number of major felonies in the subway system was up three versus June of last year. There were 12 additional felony assaults, 10 additional grand larcenies but 14 fewer robberies during June 2021 compared to last June. Subway crime remains down overall year to date. She reported that total major felonies are down 29.3% with 303 fewer incidents this year, with 130 fewer robberies and 242 fewer grand larcenies for the year, but with 83 additional felony assaults. She assured members of the Board and the public that as riders continue to return to the system, deployments remain strong and additional officers are working throughout the system around the clock. She reminded all passengers to remain alert and be mindful of your personal belongings, particularly as trains and platforms see increased volume.

Committee Chair Mihaltses asked whether there was any update on an incident that happened on the Q train. Chief O'Reilly reported that the incident is still under investigation, that NYPD is still looking for the individual, that it is believed to have been an attempted robbery and that NYPD is looking into whether it was a hate crime.

Board Member Albert stated that while it seems great that numbers are declining, he would be interested to learn about the per capita decline, noting that customers are interested in their odds of getting attacked. Chief Safety Officer Warren responded that while he can try to obtain more data, they are doing their best to give the best picture of what is going on out there and the good news is overall numbers are declining.

Warren reported that the expansion of cameras into every subway station is another program representing an effort to drive improvement in crime. He said NYCT has an aggressive program to achieve 100% coverage of stations by the summer and is on track to achieving that, having completed installation in over half of the stations so far. He reported that there are 114 more stations in which to install cameras and approximately 450 more cameras to be installed going forward.

Board Member Albert asked whether Warren was referring to camera installations in all fare control areas in a station. Warren responded that the program was designed to provide cameras at all strategic spots in stations to get maximum coverage, and that stations are surveyed in an effort to determine where the best spots are.

VI. Procurements

Louis Montanti, Deputy Chief, Procurement, MTA, introduced the NYCT procurement package comprised of three items for a total amount of \$685.3 million.

Montanti reported that the first item consists of the proposed award of four three-year contracts for the provision of paratransit broker car services. He noted that these awards were planned to be presented to the Board for approval at its May meeting, but, as the Board was advised at the beginning of the May Board meeting, a TRO was issued that morning which temporarily enjoined the award of such contracts. Montanti reported that the TRO had been vacated so the proposed paratransit broker car service contract awards were now being presented for approval. Montanti explained that the proposed awards represent the best overall value to NYCT. He reported that the four vendors to whom contracts would be awarded are ARRO, Inc., Corporate Transportation Group Ltd., Sentry Management Solutions and Greenpoint Transit, LLC, for a total estimated amount of \$655.6 million. Montanti noted that the award to Sentry in the amount of \$162 million represents the first prime contract for broker car service awarded to a New York State Certified MBE. Additionally, Montanti said that if the full value of the four contracts is expended during their base three-year terms, it is estimated that New York State certified MWBE companies will be cumulatively paid \$172 million as broker car service subcontractors.

Montanti reported that the second item is a \$5.7 million non-competitive award to Simmons Machine Tool Corp for the inspection, maintenance and servicing of wheel truing and related machines for various NYCT, MNR and LIRR locations. Montanti explained that Simmons is the original manufacturer and sole provider of this specialized equipment and that this is a multi-agency award supporting maintenance needs of NYCT MNR and LIRR.

Montanti reported that the third item is a \$23.8 million award to Brookville Equipment Corp for the conversion of four R-110A cars into two pump cars and two generator cars for flood resiliency. He said this item was the result of a competitive RFP process and part of NYCT's storm preparedness efforts.

A motion was duly made and seconded to approve these competitive and non-competitive procurements. (See Schedule C, procurements requiring a two-thirds vote and Schedule G, procurements requiring a majority vote, in the Agenda).

Details of the above items are set forth in staff summaries, copies of which are on file with the records of the meeting of the Board of MTA NYC Transit /Staten Island Rapid Transit Operating Authority /MTA Bus Company.

MTA Construction & Development: Ratifications

David Cannon, Vice President, MTA Construction and Development, presented two procurement actions totaling approximately \$7,700,000. Both actions were ratifications. The first item was for ratification of a modification in the amount of \$5,150,00 to the contract for station reconstruction and ADA accessibility at the Times Square and Grand Central Stations with MLJ Contracting. The second item was for ratification of a modification in the amount of \$2,586,900 to the contract for long-term flood mitigation at the Coney Island Yard Complex with Tully Construction.

A motion was duly made and seconded to approve the above procurements, with an amendment to the second item to change the reference to “Times Square and Grand Central Stations” to say “Times Square/Grand Central Station”.

Details of the above items are set forth in staff summaries, copies of which are on file with the records of the meeting of the Board of MTA NYC Transit /Staten Island Rapid Transit Operating Authority/MTA Bus Company.

VII. Adjournment

Upon motion duly made and seconded, the meeting of the Committee was adjourned.

Respectfully submitted,

/s/Mariel A. Thompson

Assistant Secretary

2021 Proposed Transit & Bus Committee Work Plan

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

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
NYCT & MTA Bus EEO & Diversity Report, 2nd Qtr, 2021	EEO & Human Resources
Fare Evasion Report, 2nd Qtr, 2021	Management & Budget

October 2021

Biannual Customer Satisfaction Report	Strategy & Customer Experience
Public Comment/Committee Review of Budget	
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

SPECIFIC AGENDA ITEMS (con't)

Responsibility

January 2022

Approval of 2022 NYCT Committee Work Plan
Preliminary Review of NYCT 2021 Operating Results
Preliminary Review of SIR 2021 Operating Results
Preliminary Review of MTA Bus 2021 Operating Results

Committee Chair & Members
Management & Budget
Management & Budget
Management & Budget

February 2022

NYCT Adopted Budget/Financial Plan 2022-2025
SIR Adopted Budget/Financial Plan 2022-2025
MTA Bus Adopted Budget/Financial Plan 2022-2025
ADA Compliance Report
Transit Adjudication Bureau Report, 4th Qtr, 2021
NYCT & MTA Bus EEO & Diversity Report, 2021 Yr End Rpt
Fare Evasion Report, 4th Qtr, 2021

Management & Budget
Management & Budget
Management & Budget
Capital Program Management
Law
EEO & Human Resources
Management & Budget

March 2022

No Items

April 2022

Final Review of NYCT 2021 Operating Results
Final Review of SIR 2021 Operating Results
Final Review of MTA Bus 2021 Operating Results

Management & Budget
Management & Budget
Management & Budget

May 2022

Biannual Customer Satisfaction Report
Transit Adjudication Bureau Report, 1st Qtr, 2022
Fare Evasion Report, 1st Qtr, 2022
NYCT & MTA Bus EEO & Diversity Report, 1st Qtr, 2022

Strategy & Customer Experience
Law
Management & Budget
EEO & Human Resources

June 2022

No Items

July 2022

No Items

August 2022

No Meetings Held



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

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, 2nd 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, 2nd 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, 2nd 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.

Biannual Customer Satisfaction Report, Fall 2021

II. SPECIFIC AGENDA ITEMS

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, 3rd 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, 3rd 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 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, 3rd 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.

JANUARY 2022

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 2021 Operating Results

NYCT will present a brief review of its 2021 Budget results.

II. SPECIFIC AGENDA ITEMS

Preliminary Review of SIR 2021 Operating Results

SIR will present a brief review of SIR's 2021 Budget results.

Preliminary Review of MTA Bus 2021 Operating Results

MTA Bus will present a brief review of its 2021 Budget results.

FEBRUARY 2022

Adopted Budget/Financial Plan 2022-2025

NYCT 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 2021 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2022 by category.

SIR Adopted Budget/Financial Plan 2022-2025

NYCT will present SIR's 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 2021 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2022 by category.

MTA Bus 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 2021 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, 4th Qtr, 2021

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- 2021 Year-End Report

A detailed year-end 2021 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.

Fare Evasion Report, 4th 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.

MARCH 2022

No Items

II. SPECIFIC AGENDA ITEMS

APRIL 2022

Final Review of NYCT 2021 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 2021 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 2021 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.

MAY 2022

Transit Adjudication Bureau Report, 1st Qtr, 2022

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, 1st Qtr, 2022

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, 1st Qtr, 2022

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.

Biannual Customer Satisfaction Report, Spring 2022

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.

JUNE 2022

No Items

JULY 2022

No Items

AUGUST 2022

No Meetings Held



Transit and Bus Committee Report September 2021 Executive Summary

President's Message
Subways
Buses
Paratransit
Accessibility
Strategy and Customer Experience
Safety
Financial and Ridership
Capital Program Status

President's Message

Craig Cipriano, Interim President, NYCT

Over 30 years ago, I began my career at Coney Island Yard in the Subways Division and moved up through different positions within the organization, eventually serving as the President of MTA Bus. I am so proud to work alongside an amazing team and look forward to leading the agency at this critical juncture as we work to bring ridership back, support the city's recovery, and continue building upon the improvements we have already made.

I am committed to bringing back our riders by providing them with the best possible experience. We are laser-focused on delivering world-class customer service, safely making the subway and bus system smoother, more efficient, and more effective, while never losing sight of our goal of full accessibility.

We continue to be mindful of the coronavirus and we will do everything we can to maintain a safe system. I'll keep working closely with NYPD to mitigate and confront the threat of crime in the system. I want to make it clear that any assault on our employees is not acceptable. We want our employees and our customers to be safe and feel safe on our trains and buses.

It's time for Transit to think big again and get back to what we do best. We need to create a modernized, accountable operations that ensure we're operating in the most effective manner possible.

Before the pandemic, the Subways team delivered record improvements in performance, benefitting customers with fewer delays and faster travel times. We will build upon that progress. We need to improve our bus system by delivering on key Bus initiatives like all-door boarding, expanded bus lanes, camera-enforced lanes, a complete network redesign in all boroughs by 2026. I am committed to continuing to improve service for our Paratransit customers, including finding the right balance to incorporate the flexibility of on-demand services into our transportation offerings.

Finally, there's our historic \$51 billion Capital Plan. We will work to make our system more accessible with dozens of ADA accessibility projects, more reliable through installation of new signals, and more environmentally friendly through our pursuit of a zero-emissions bus fleet by 2040.

None of this is possible without a robust and energized workforce, which means we are bringing a renewed focus to hiring, succession planning and the internal development of talent for the future success of our organization.

We have big endeavors ahead - but we are ready. If there's anything we have shown over the past eighteen months, it is that New York City Transit is capable of anything.

Subways

Demetrius Crichlow, Senior Vice President

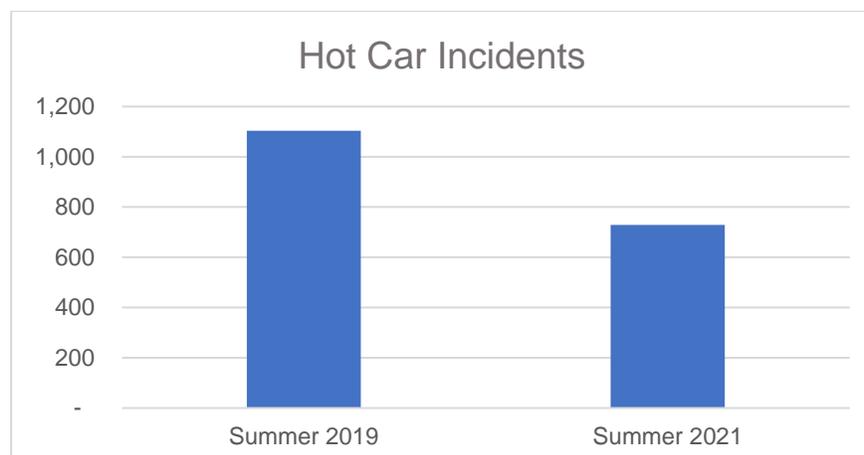
This summer was one of rainiest on record; in August, Tropical Storm Henri dumped over eight inches of rain over the course of three days, including very heavy downpours. Despite this record rainfall, the subway system performed extremely well. There were only limited disruptions to service due to flooding, and where it did occur, service was quickly restored. This is a credit not only to the preparations ahead of the storm, but also an incredible effort to clean and repair the entire subway drain system as part of the Subway Action Plan, and ongoing maintenance to keep it in working order.

While we are proud of our performance during Henri, Storm Ida hit us very hard on the first of September. With the highest rate of rainfall recorded, over 3" in an hour, the entire tri-state area was deluged and most of the subway system was flooded with service disruptions lasting over 24 hours. We are exploring further mitigation options to protect from these extreme weather events.

The summer months of July and August continued the pattern of ridership growth as we recover from the COVID pandemic, while Subways maintained the unprecedented steps taken to ensure customers have a clean and safe trip. Enhanced cleaning efforts ensure that every station is disinfected twice daily, all in-service subway cars are all disinfected at least once daily, and improved air filtration systems ensure clean air while on-board. The federal mask mandate was recently extended, and we continue to require everyone to wear face coverings in indoor (including underground) stations and onboard subway cars.

As was discussed in July, Subways has been facing challenges with crew availability as we rebuild our workforce following the hiring freeze put in place during the pandemic. Subways developed an expedited hiring and training plan and is working with our partners to recruit and hire new crews as quickly as we can. Our Service Delivery managers are offering overtime and "buying back" vacation time to increase the number of available crews. When it is necessary to cancel a trip due to no crew, we attempt to adjust adjacent trips to reduce gaps in service, and we avoid cancelling trips where it could result in crowding.

In late August, a momentary power outage resulted in the loss of key systems at the Rail Control Center and temporary suspensions of several subway lines. While we were fortunate that this occurred on a Sunday evening with relatively low ridership, we take any outages of this nature very seriously and are fully investigating both the root cause of the outage and our response during the incident.



This summer was also unusually hot, with many days above 90 degrees. During these heat waves, we ensure that our operations and maintenance crews in the field stay safe by taking cooling breaks and staying hydrated. We also focus on keeping air conditioning on subway cars in working order, so customers stay cool during their ride. I am very proud to report that incidents of “hot cars” were down by about one-third this summer compared to two years ago thanks to a program to improve the performance within our legacy fleet, allowing for better air circulation and replacement of less durable parts.

On a personal note, I am honored to have been appointed as Senior Vice President of the Department of Subways. I strongly believe that the subway system is a powerful force for equity in New York City and I am grateful for the opportunity to help move the department forward. The men and women who work for the Department of Subways are dedicated, committed professionals with real expertise and I am eager to work hand-in-hand with them.

Buses

Frank Annicaro, Acting MTA Bus President / Acting Senior Vice President NYCT Buses

The Buses team has done a tremendous job navigating through two major storms in less than two weeks. Tropical Storm Henri brought almost two months’ worth of rain in less than 48 hours, followed by the remnants of Hurricane Ida, which brought record-breaking rainfall and flash floods in several neighborhoods. I am incredibly proud that the team, once again faced with unprecedented challenges, was able to provide continuous service through both storms. We carefully monitored flood prone areas, were at the ready to move fleets and assets to higher ground, prepared emergency generators, prepositioned emergency equipment and deployed extra staff throughout both storms. Due to flash flood conditions, the team temporarily evacuated Castleton Depot in Staten Island, but continued running service from alternate locations.

I especially want to thank all our amazing operators, like Rosa Almonte (seen below with Governor Hochul on the day after the storm), who, like many of her colleagues, drove our customers to safety through severely flooded streets.



Extraordinary events such as these illustrate the vital role of the bus system and the importance of having a full complement of operators in service. As mentioned at the last committee meeting, operator vacancies and availability resulting from the pandemic and the ensuing April 2020 hiring freeze have impacted performance metrics. The hiring freeze has since been lifted and we have instituted an aggressive hiring plan to fill our vacancies and allow us to return to pre-pandemic vacancy levels later this Fall.

Last month, thanks to the leadership of Janno Lieber, Chairman and CEO, and Craig Cipriano, Acting Interim President of New York City Transit, we unveiled a robust plan to improve bus service. Alongside our partners at NYC DOT, we announced a joint initiative to add 20 miles of new bus lanes, installing hundreds of new cameras to improve bus lane enforcement, adding transit signal priority at 750 new intersections, and restarting our bus network redesign program. We are also looking to leverage the OMNY contactless fare payment system with an all-door boarding pilot on select routes prior to systemwide expansion of all-door boarding in 2023. And we will be providing riders with more real-time information than ever by adding over 1,000 onboard digital screens by the end of next year. Simultaneously, NYC DOT is also looking for ways to improve accessibility at 25 bus stops citywide. These bus priorities aim to provide the faster, more reliable, more accessible bus service New Yorkers deserve.

Additionally, with the restart of our historic 2020-2024 Capital Program, we plan to roll out more than 800 new buses with wider doors and more flexible seating options by 2023. We are also on target to award a contract for our first MTA-owned local electric buses by the end of the year.

We foresee a bright and exciting future for Buses as we welcome back our customers to a system that is better and more modern than ever – so come #TakeTheBus!

Paratransit

Frank Annicaro, Acting MTA Bus President / Acting Senior Vice President NYCT Buses

I want to thank our dedicated Paratransit team for their tremendous efforts during two major storms in the past few weeks. The team worked hard to provide continuous service during both Tropical Storm Henri and Hurricane Ida while messaging customers regarding weather conditions throughout.

Paratransit ridership remains at a higher percentage of pre-pandemic ridership than any other MTA mode of transportation. Weekday ridership is currently around 80% of pre-pandemic levels. Performance continues to be impacted by increased traffic volume in the city and industrywide driver shortages. The team is closely monitoring these performance issues and working with our primary and broker contractors to manage them daily.

We look forward to onboarding several new broker contracts that were approved by the board in July 2021. These include our first NYS Certified MBE prime contractor for broker car service, as well as the first NYS Certified M/WBE Paratransit subcontractors. The new contracts expand the pool of brokers, adding thousands of available vehicles and much needed capacity. One of the new brokers, Arro, already began providing trips in September and another new broker, Sentry, will begin in October. We expect that service will improve throughout Fall 2021 as driver availability increases, broker no-show rates decrease, and call center staff availability increases as a result of less work rescheduling trips on the day of service.

Over the past few months Paratransit began restoring shared rides, which are an integral component of the AAR service and a vital tool to help us balance daily trip demand with vehicle supply. The decision to resume shared rides was made in accordance with public health guidelines and follows similar decisions taken by the New York City Taxi and Limousine Commission, as well as by paratransit agencies across the country, including Boston, Chicago, Los Angeles, Philadelphia and San Francisco.

Although we restored shared rides in July, 85% of our trips continue to be direct trips. We work carefully to adjust our dispatching system to make rides as direct as possible, and we currently

limit shared rides to trips less than 7 miles to avoid longer possible trip deviations. As anticipated, since the resumption of shared rides in July, service performance has improved. Specifically, our broker no-show rates have improved by 60%, broker complaints per 1,000 scheduled trips has decreased by 37%, and average call wait times have improved by 57%.

The safety of our customers remains our primary concern and we continue to employ strict safety measures to protect against the transmission of COVID-19. The MTA encourages all Access-A-Ride users and guests to receive the COVID-19 vaccine, especially now as case counts remain high.

Accessibility

Quemuel Arroyo, Chief Accessibility Officer

The Systemwide Accessibility team welcomes cooler weather as a busy summer wraps up. On Monday July 26, we celebrated the 31st anniversary of the signing of the ADA at the Coney Island Train Yard. We showed off the latest model in our bus fleet, with wider door and ramps and more flexible seating, the R211 train car which is now in testing, and the newest Access-A-Ride dedicated carrier, blue and white vans. It was particularly exciting for many of us to see some of the accessibility features on the R211 for the first time, including additional priority and courtesy seating, wider doors, and clearer door opening and closing lights. I was proud to speak alongside NYCT Interim President Craig Cipriano, NYCT Senior Vice President of Subways Demetrius Crichlow, and accessibility advocates Leonard Blades and Christopher D. Greif to commemorate the progress we've made and talk about the work ahead.

While we had much to celebrate this summer, we continue to mourn the loss of disability advocate Edith Prentiss, who passed away this spring. We were proud to dedicate the street elevator at the 175 St (A) station - in Edith's home neighborhood of Washington Heights - in her memory on July 28. We thank the advocates and elected officials who attended for sharing such moving words about Edith's vast impact across New York, the accessibility advocacy community, and ultimately anyone who had the honor of working with her. The plaque reads as follows: "Edith's unwavering commitment to transit accessibility inspired us all to build a better system, in Washington Heights and across New York State. The MTA honors her legacy through our ongoing work toward systemwide accessibility."

In other subway news, we are pleased to report that installation of OMNY readers on all AutoGates was completed this month, and these validators will be live soon. We look forward to continuing to engage the community through the upcoming phases of the OMNY rollout, including the Reduced-Fare program and Paratransit OMNY program launching in the coming months.

We continue to support our Access-A-Ride colleagues as they work tirelessly to ensure we can complete every trip a customer requests during these challenging times. We look forward to the on-boarding of new brokers in the coming months, adding capacity to our broker fleet and more options for our customers. We note that Access-A-Ride's performance metrics have remained strong throughout the pandemic and as riders have continued to come back to the service at high rates, and look forward to continued partnership with the AAR team to provide the best service to our customers.



MTA Chief Accessibility Officer Quemuel Arroyo, Mayor's Office for People With Disabilities and MTA Board Member Victor Calise, other MTA staff, elected officials, and accessibility advocates at the reveal of a plaque in honor of the late Edith Prentiss' advocacy for accessibility at her local station, 175th St (A) in Washington Heights.

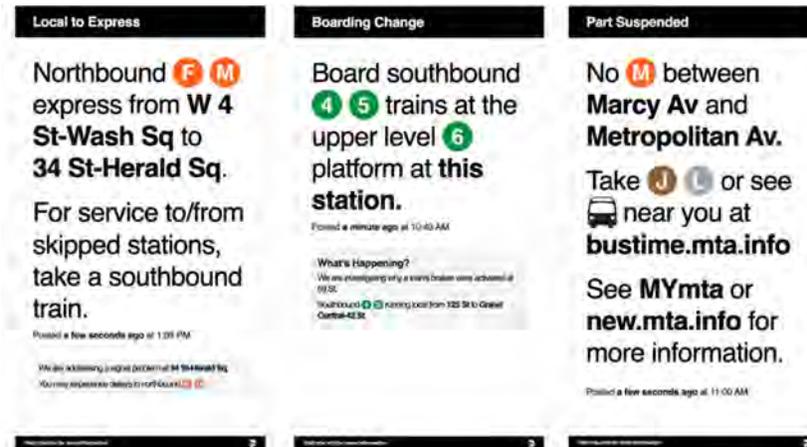
Lastly, we remind customers that we continue working on a series of elevator replacement projects to keep our existing ADA elevator fleet in a state of good repair. Elevator replacement and modernization projects are underway at Herald Square B/D/F/M and N/Q/R/W, Jamaica Center-Parsons Archer E/J/Z, Penn Station 2/3 and Flatbush Ave – Brooklyn College 2/5. Visit our website [for detailed information on all current and upcoming elevator modernization and replacement projects](#).

Strategy and Customer Experience

Sarah Meyer, Chief Customer Officer

The teams across Strategy and Customer Experience continue to prioritize their work to keep our customers and employees safe, between marketing and logistical support of vaccination efforts, calling employees about vaccination, and repeating in-system and online messaging about the importance of doing our parts by wearing masks when in the system. Our Mask Force was out on July 20, one year to the date from our launch of Operation Respect last summer, and again on August 25, distributing masks to customers on subway trains, at bus stops, and within subway and commuter rail stations across the city and surrounds. We are relieved that mask usage [is increasing again](#) and vaccination rates in the city continue to climb, but there is still a lot more to be done. We will continue these efforts to keep customers safe as they return to school, work, and to transit this fall.

In August our service communications team adopted a new service messaging strategy for in-station digital screens to convey the most pertinent, actionable information to riders as they move through the subway system. The revised guidelines are aimed to simplify messaging and establish a visual hierarchy, ensuring consistency across different types of situations, so customers can make better decisions more quickly.



Help Point wait time improved in August, decreasing to 13.5 seconds from 13.8 in June and July. Call center telephone wait times unfortunately increased in July and August to 354 and 432 seconds, with the calls answered rate decreasing to 74.3% and 71.1%. This was due to higher-than-expected unplanned absences in our contact center compounded by several recurring systems issues that impacted team productivity. We are adding several positions to the team this month and are also implementing a new contact center software system that will soon bring improved interactive voice response capability to increase call handling productivity.

Customer complaints about subway service increased slightly in August to 4.51 per 100,000 journeys, but down 21.1% from August 2020. Bus complaints held steady at 11.73 per 100,000 journeys. Access-A-Ride complaints decreased substantially from a peak in July to 824.7 per 100,000 journeys in August. While this is still triple the rate from a year ago due to TNC and TLC vehicle shortages and substantially higher street traffic, the resumption of shared rides in July has begun to lessen the impact. And bus commendations have been for three months at all-time highs. At 0.69 per 100,000 journeys in August, this is more than double the rate last year.

Lastly, we will be launching our Fall 2021 Customers Count and COVID travel survey on September 20. The survey measures customer satisfaction across all aspects of the journey experience, providing valuable data we use in planning service and investment. And for the first time, Customers Count will be targeted to all of MTA's public transportation customers, including Metro-North and Long Island Rail Road riders alongside subway, bus, and Access-A-Ride users. The survey, which will run through October 4, covers a wide array of topics, ranging from wait times, to station cleanliness, to safety concerns. Please take the survey (<http://www.mta.info/surveys>) – before the 20th, you can sign up there to be notified when it launches.

Safety

Robert Diehl, Senior Vice President, Safety & Security

Subway Customer Accident Rates increased by 50.3% when comparing the most recent 12-month period to the previous one, but the most-prolific Accident Type (Slip/Trip/Fall) declined by 27.3% between the same two (2) periods. It is worth noting that while the total number of accidents is down 22.5%, there is a rate increase per million customers due to low ridership (down 48.5%) in the latest 12-month period. In-depth analysis and observations indicate that the conditions created by the pandemic affected customer behavior which contributed to the customer accidents. Generally, the incidents were not caused by defects in the system nor how the system is operated. Further, with technology improvements, incident data will improve and is expected to allow more detailed analysis to guide mitigation efforts.

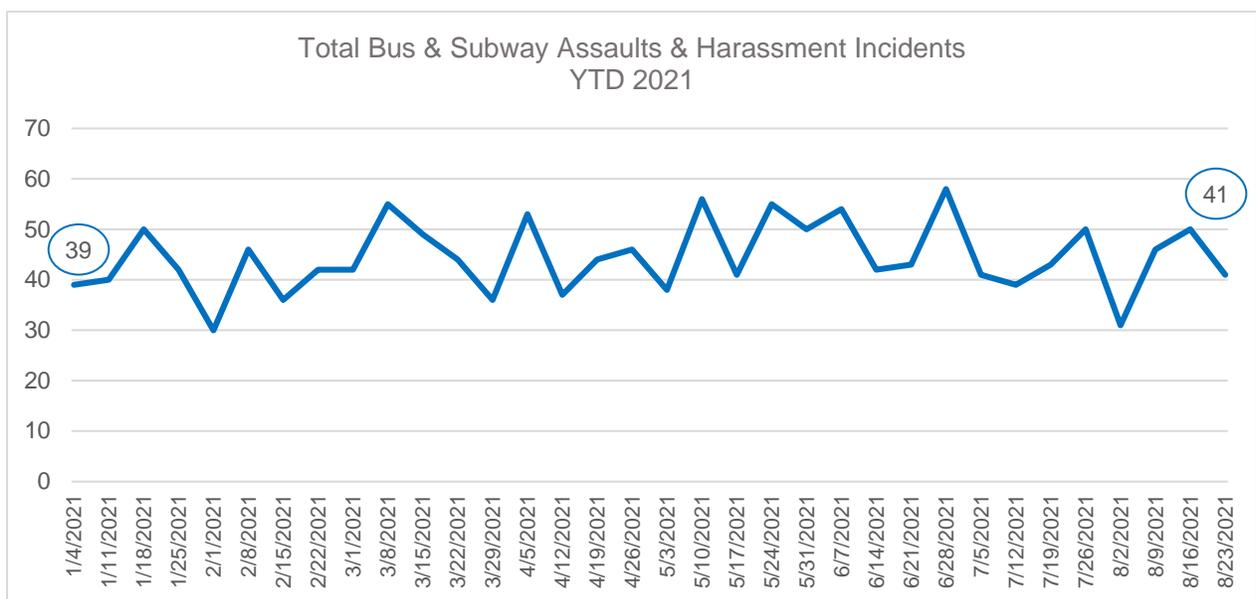
Bus Collisions grew by 4.4% and Collision Injuries declined by 10.6% while Customer Accidents increased when comparing the most-recent 12-month period to the previous one.

Employee Lost Time Accidents have shown a decrease when comparing the most recent 12-month period to the previous one due to the large number of March-April 2020 COVID-19 cases appearing in the previous period. This affected other statistics in a similar fashion as well.

NYCT Workplace Violence from August 2021 grew for both Buses and Subways when compared to the same month in 2020 while Felony Assaults rose as well for both of those Departments.

Lastly, when comparing figures from the two most-recent 12-month periods, Subway Fires increased.

This year, we started reporting on incidents of assaults and harassment within the Transit system. Most recent data is displayed here:



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>

Financial and Ridership

Jaibala Patel, Deputy CFO & Financial Liaison, NYCT & MTA Bus

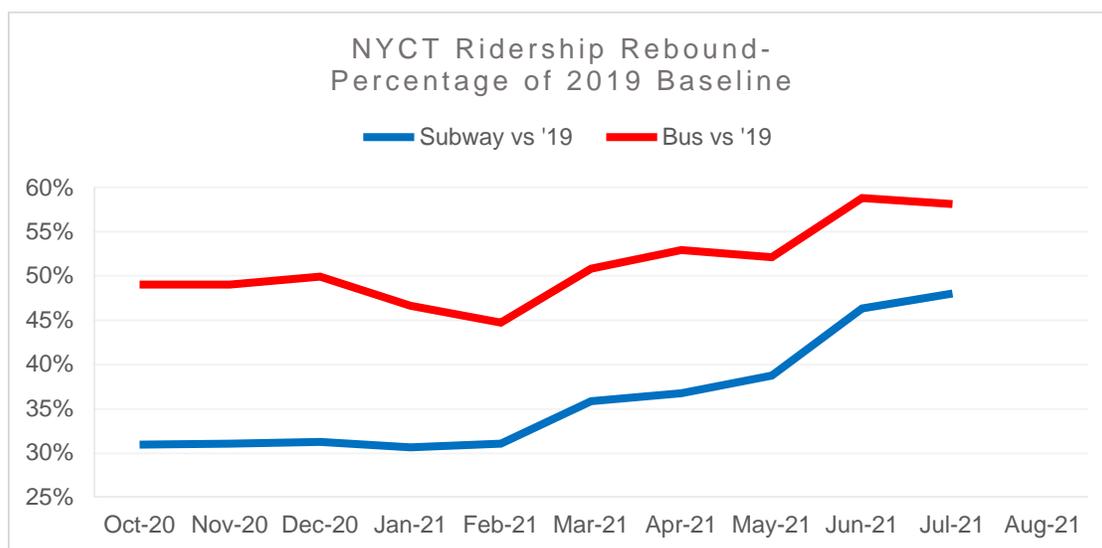
NYCT

Farebox Revenue of \$209M for July is above forecast by \$7.4M (3.7%), and YTD is favorable by \$56.3M (5%).

Ridership of 94.4M for the month is 0.9M, (1%) below forecast, although ridership YTD remains favorable by 17M (3.2%) compared with the forecast.

Total expenses in July 2021 (before non-cash liabilities) are unfavorable to forecast \$20.5M (2.7%), but favorable on a YTD basis by \$29.4M (0.6%).

- Labor expense in July is over forecast by \$33.4M (5.7%), mainly due to Health & Welfare/OPEB overruns of \$36.9M (27.4%) resulting from unfavorable timing of expense accruals and rebate credits. YTD labor expense is over forecast by \$29.2M (0.7%), due to Health & Welfare/OPEB overruns of \$23.4M (2.7%), and unfavorable Reimbursable OH credits of \$28.6M (19.1%), stemming from lower capital labor charges.
- Non-labor expense is favorable in July by \$12.9M (7.9%), mainly due to underruns in Materials & Supplies of \$9.9M (37.7%). YTD non-labor is favorable \$58.7M (5.5%), also due to Materials & Supplies below forecast by \$38.5M (21.1%) and Paratransit Service Contracts under by \$14.7M (6.9%).



MTABC

Farebox Revenue of \$11.6M for July is above forecast by \$0.8M (7.3%), and YTD is favorable by \$5.6M (8.1%).

Ridership of 6.0M for the month is 0.6M, (11.9%) above forecast, ridership YTD remains favorable by 2.3M (6.5%) compared with the forecast.

Total expenses in July 2021 (before non-cash liabilities) are favorable to forecast \$16.8M (20.50%), and favorable on a YTD basis by \$32.1M (6.5%).

- Labor expense in July is lower than forecast by \$3.7M (6.8%), mainly due to overtime expenses that were lower than forecast by \$2.3 million (24.7 percent), resulting from lower unscheduled overtime, COVID-related cleaning, and programmatic maintenance. Other Fringe Benefits were lower than forecast by \$1.4 million (21.4 percent), due to timing of interagency billing, and lower Worker's Compensation and Health Benefits Trust and Medicare expenses, partially offset by higher than forecast Payroll of \$0.8 million (3.2 percent) resulting from higher vacation and sick payments. YTD labor expenses are lower than forecast by \$5.3M (1.4%), due to Overtime underrun of \$4.6M (8.7%) and Other Fringe Benefits underrun of \$2.7M (6.7%), offset by an overrun in Payroll by \$2.5M (1.4%) stemming from higher vacation, sick and personal time.

- Non-labor expenses are favorable in July by \$13.1M (46.8%), mainly due to underruns in Claims by \$3.2M (41.9%), Maintenance & Other Operating Contracts by \$3.2M (58.3%), Professional Service Contracts by \$2.2 (50.2%) and Materials & Supplies by \$3.0M (46.67%). YTD non-labor is favorable by \$26.7M (21.5%), due to lower forecast of Fuel by \$2.2M (20.5%), Claims by \$6.3M (16.7%), Maintenance & Other Operating Contracts by \$6.5M (30.4%), Professional Service Contracts by \$4.7 (24.3%) and Materials & Supplies by \$6.2M (21.4%).

Capital Program Status Report

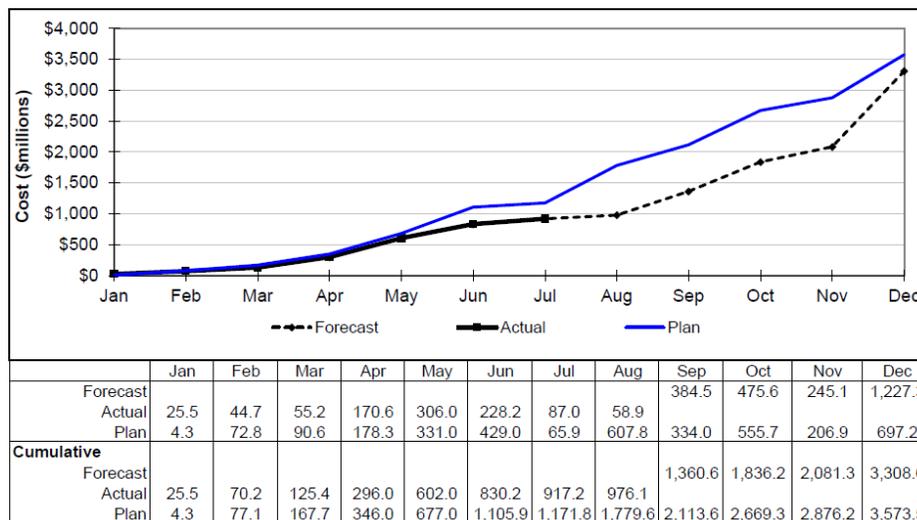
In July, \$151.4 million in Transit projects were awarded, including mainline track replacement projects for \$51.4 million, A Superstorm Sandy repair wrap-up project on the Rockaway Line for \$40.2 million, and station ventilator repair projects at five locations for \$15.4 million.

Also in July, \$87.0 million in Transit projects were completed, including power projects on the Queens Boulevard Line for \$64.1 million, a system-wide signals key-by circuit modification project for \$18.4 million and mainline switch replacement on the 8th Avenue line for \$4.5 million.

In August, \$79.7 million in Transit projects were awarded, including mainline track and switch replacement projects for \$56.2 million, a Public Address/Customer Information System (PA/CIS) upgrade to the Canarsie line for \$7.5 million and three station stair Small Business Mentoring Program (SBMP) projects for \$2.7 million.

Lastly, \$58.9 million in Transit projects were completed in August, including component rehabilitation at three railcar maintenance facilities for \$31.4 million and a connection-oriented ethernet (COE) core upgrade project for \$27.5 million.

2021 Completions as of August 2021



Customer Service Report: Subways

Demetrius Crichlow, Senior Vice President, Department of Subways



Following rehabilitation and upgrade work, Subway's Division of Car Equipment repainted locomotive 892 in tribute to all fallen Transit Heroes. The car serves as a reminder of the sacrifice of so many as it moves work equipment around the system supporting today's Transit Heroes as they maintain and repair the subway system.

Subway Report (Weekday & Full Month)

Subway Report Performance Indicators						
Performance Indicator	August 2021			12-Month Average		
	This Year	Last Year	Change	This Year	Last Year	Change
Weekday Customer-Focused Metrics						
Weekday Major Incidents (Chart 1) Unplanned incidents delaying 50+ trains	16	26	-38.5%	29.9	33.0	-9.4%
Weekday Service Delivered (Chart 3) % of scheduled trains operated Weekday rush hours (7-10a and 4-7p)	89.3%	95.6%	-6.3%	94.0%	96.6%	-2.6%
Additional Platform Time (h:mm:ss) (Chart 7) Average added time spent waiting for trains, compared with scheduled wait time	0:01:30	0:01:20	+0:00:10	0:01:18	0:01:10	0:00:08
Additional Train Time (h:mm:ss) (Chart 9) Average additional unanticipated time spent onboard train compared to scheduled travel time	0:00:09	0:00:03	0:00:06	0:00:05	0:00:35	-0:00:30
Customer Journey Time Performance (Chart 11) % of customers whose journeys are completed within five minutes of schedule.	83.2%	85.4%	-2.2%	85.1%	85.0%	+0.1%
Inputs to Operations						
Mean Distance Between Failures (Chart 13) Revenue car miles divided by the number of incidents attributed to car-related causes	145,685	145,185	+0.3%	151,616	136,530	+11.0%
Elevator Availability* (Chart 14) % of time elevators are operational systemwide	95.9%	96.4%	-0.5%	96.6%	96.5%	+0.1%
Escalator Availability* (Chart 14) % of time escalators are operational systemwide	90.6%	92.4%	-1.8%	91.5%	91.9%	-0.4%
Weekday Legacy Indicators						
Weekday Wait Assessment (Chart 15)	63.1%	73.9%	-10.8%	71.5%	75.7%	-4.2%
Weekday Terminal On-Time Performance (Chart 17)	83.2%	88.8%	-5.6%	87.1%	85.5%	+1.6%
Weekday Trains Delayed (Chart 19)	29,910	18,635	+60.5%	20,860	23,719	-12.1%

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

Subway Report (Weekend)

Subway Report Performance Indicators						
Performance Indicator	August 2021			12-Month Average		
	This Year	Last Year	Change	This Year	Last Year	Change
Weekend Customer-Focused Metrics						
Weekend Major Incidents (Chart 2) Unplanned incidents delaying 50+ trains	2	3	-33.3%	4.5	3.6	+25.0%
Weekend Service Delivered (Chart 5) % of scheduled trains operated during Weekends (10a-6p)	91.6%	97.7%	-6.1%	94.7%	97.4%	-2.7%
Weekend Legacy Indicators						
Weekend Wait Assessment (Chart 16)	66.2%	82.3%	-16.1%	75.7%	81.6%	-5.9%
Weekend Terminal On-Time Performance (Chart 18)	82.8%	89.7%	-6.9%	87.8%	87.4%	+0.4%
Weekend Trains Delayed (Chart 20)	8,158	5,136	+58.8%	6,286	7,081	-11.2%

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

Subway Report (Staten Island Railway)

Subway Report Performance Indicators						
Performance Indicator	August 2021			12-Month Average		
	This Year	Last Year	Change	This Year	Last Year	Change
On-Time Performance						
24 Hour On-Time Performance % of scheduled trains arriving within six minutes of their scheduled arrival time during a 24-hour period	96.9%	96.3%	+0.6%	97.2%	95.6%	+1.6%
AM Rush On-Time Performance % of scheduled trains arriving within six minutes of their scheduled arrival time	95.9%	99.5%	-3.6%	97.5%	96.8%	+0.7%
PM Rush On-Time Performance % of scheduled trains arriving within six minutes of their scheduled arrival time	93.4%	96.7%	-3.3%	95.3%	94.7%	+0.6%
Percentage of Completed Trips						
Percentage of Completed Trips	98.5%	99.9%	-1.4%	99.4%	99.8%	-0.4%
Mean Distance Between Failures						
Mean Distance Between Failures Revenue car miles divided by the number of incidents attributed to car-related causes	50,431	86,967	-42.0%	32,578	59,237	-45.0%

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.

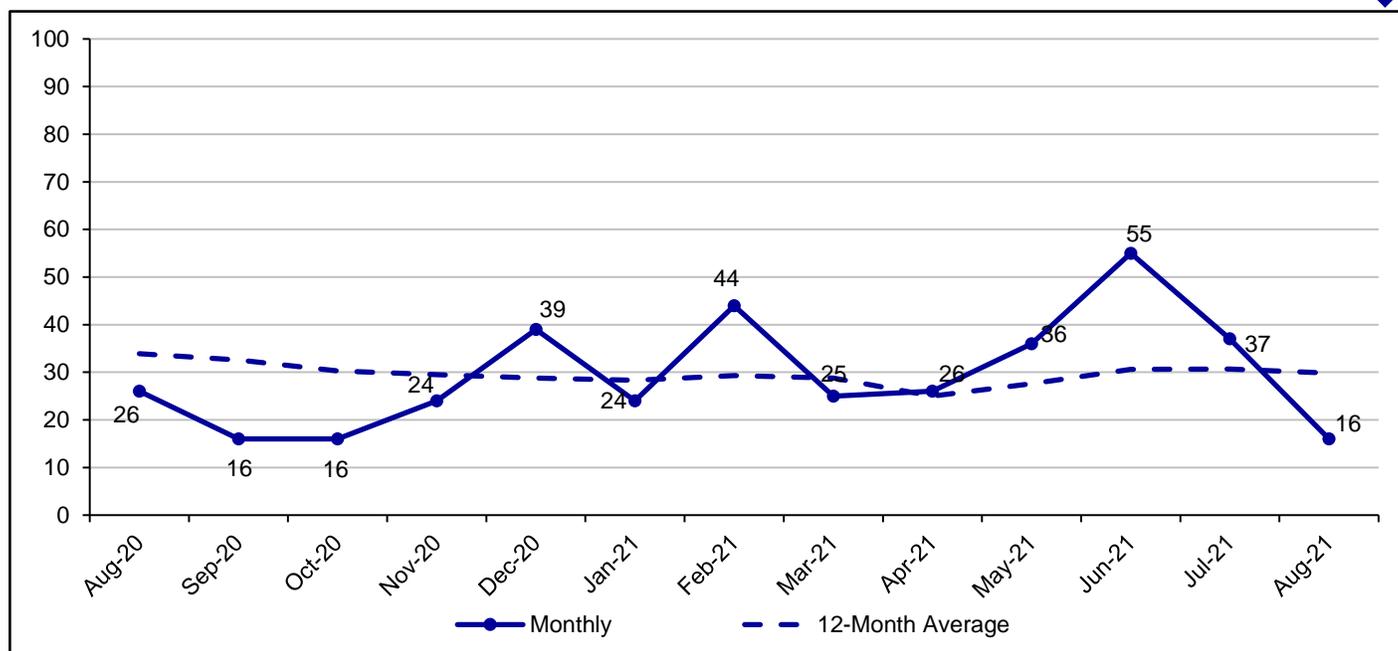
Customer Journey Time Performance (CJTP)

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		
	Aug 21	Aug 20	% Change	Aug 21	Aug 20	% Change
Track	2	0	0.0%	3.7	4.0	-7.5%
Signals	9	8	+12.5%	11.0	10.0	+10.0%
Persons on Trackbed/Police/Medical	2	9	-77.8%	7.8	9.1	-14.3%
Stations & Structures	1	1	0.0%	2.0	1.2	+66.7%
Subway Car	1	3	-66.7%	2.6	2.3	+13.0%
Other	1	5	-80.0%	2.8	6.4	-56.3%
Subdivision A	7	18	-61.1%	12.4	14.8	-16.2%
Subdivision B	9	8	+12.5%	17.4	18.6	-6.5%
Systemwide	16	26	-38.5%	29.9	33.0	-9.4%
Avg Incident Duration (h:mm:ss)	0:07:30	0:27:48	-73.0%	0:22:48	0:26:06	-12.6%
Avg Trains Delayed per Incident	102	102	0.0%	112	112	0.0%

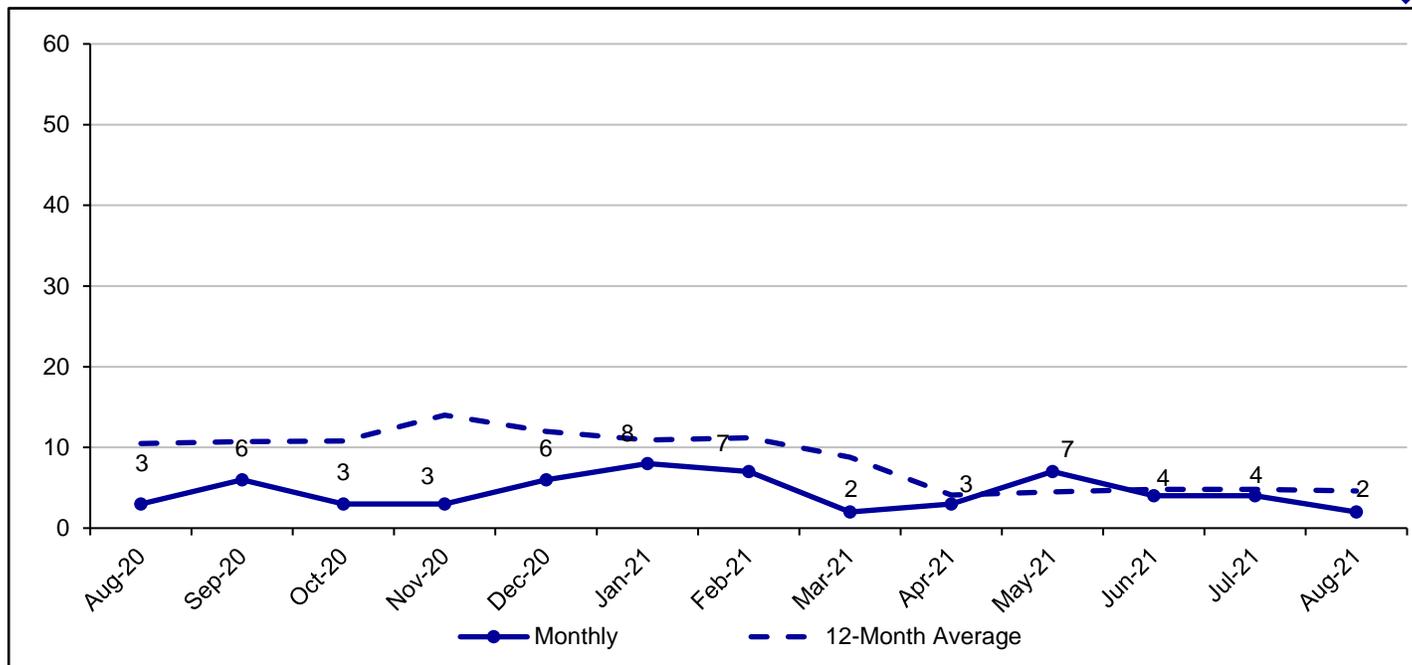
Major Incidents Discussion

- Major Incidents decreased by 38.5% in August 2021 compared to August 2020, and the 12-month average improved by 9.4%.

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

Subway Weekend Major Incidents (24 hours)

Desired trend



Categories	Monthly			12-Month Average		
	Aug 21	Aug 20	% Change	Aug 21	Aug 20	% Change
Track	0	0	0.0%	0.3	0.3	0.0%
Signals	0	1	-100.0%	1.4	0.8	+75.0%
Persons on Trackbed/Police/Medical	0	1	-100.0%	1.5	1.2	+25.0%
Stations & Structure	0	0	N/A	0.3	0.0	N/A
Subway Car	0	0	0.0%	0.5	0.1	+400.0%
Other	2	1	+100.0%	0.6	1.2	-50.0%
Subdivision A	0	1	-100.0%	1.3	1.7	-23.5%
Subdivision B	1	2	-50.0%	3.2	1.9	+68.4%
Systemwide	2	3	-33.3%	4.5	3.6	+25.0%
Avg Incident Duration (h:mm:ss)	1:25:30	0:11:42	+630.8%	0:24:54	0:26:30	-6.0%
Avg Trains Delayed per Incident	216	74	+191.9%	100	92	+8.7%

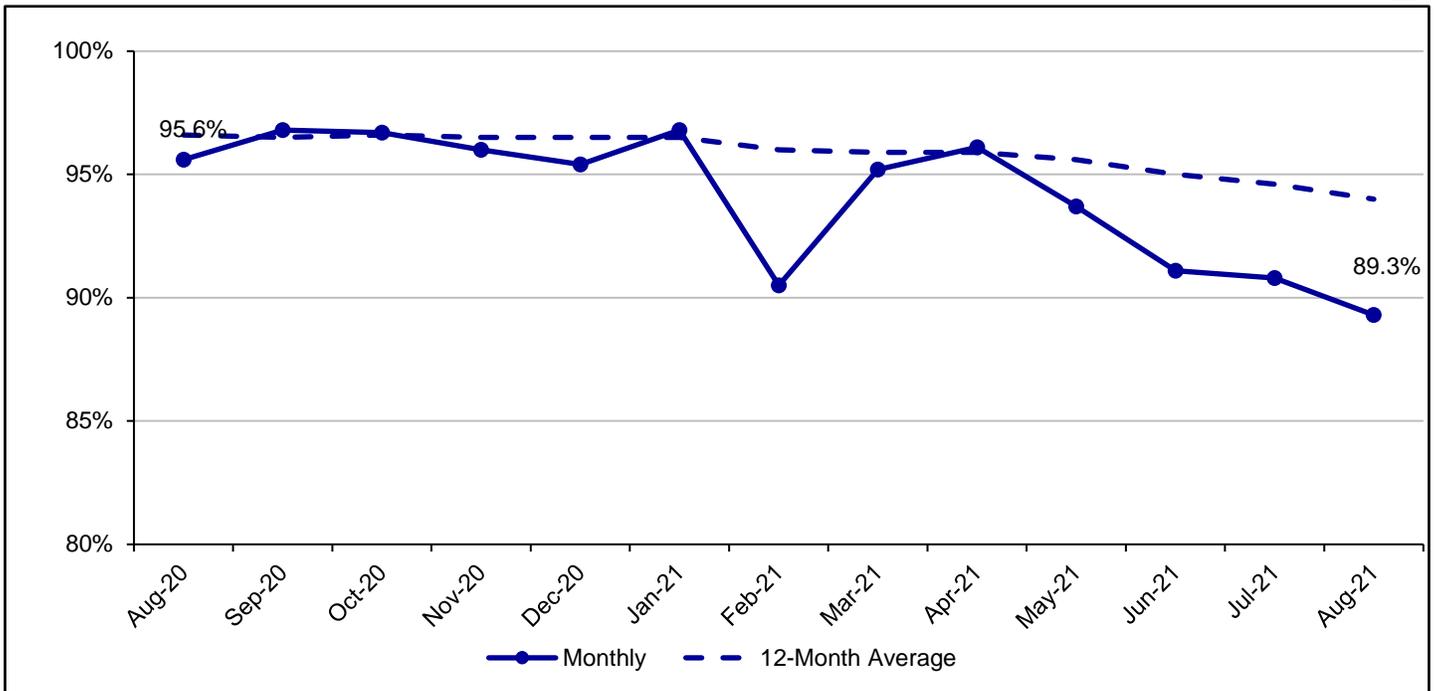
Major Incidents Discussion

- In August 2021, there were just 2 weekend major incidents.

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		
	Aug 21	Aug 20	Change	Aug 21	Aug 20	Change
Subdivision A	90.6%	94.3%	-3.7%	94.2%	96.7%	-2.5%
Subdivision B	88.5%	96.5%	-8.0%	93.9%	96.5%	-2.6%
Systemwide	89.3%	95.6%	-6.3%	94.0%	96.6%	-2.6%

Weekday Service Delivered Discussion

- Service Delivered in August 2021 decreased 6.3% compared to August 2020, while the 12-month average decreased by 2.6%.
- The decrease was mostly due to crew availability issues that resulted in cancellations of some peak period trips.

Subway Weekday % Service Delivered
Monthly
(Peak Hours)

Desired trend

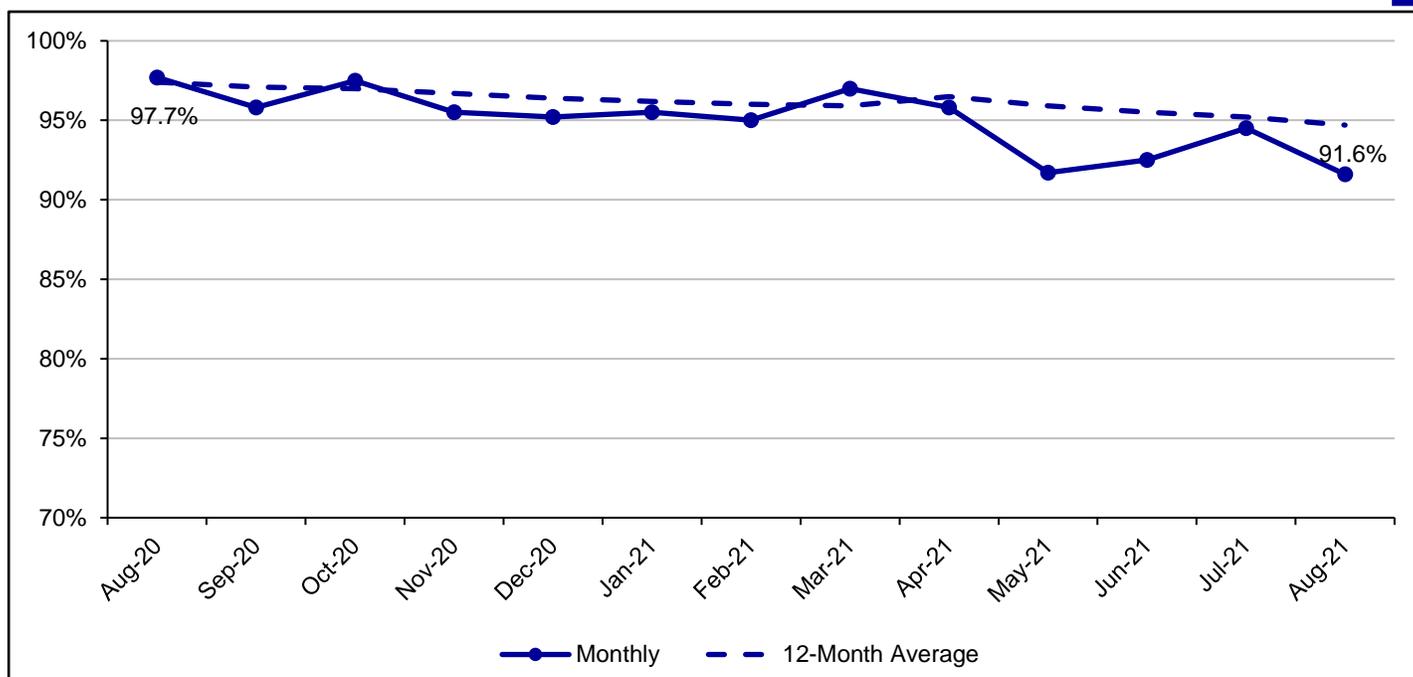


<u>Line</u>	<u>Aug 21</u>	<u>Aug 20</u>	<u>Change</u>
1	86.9%	97.0%	-10.1%
2	91.4%	93.4%	-2.0%
3	86.1%	92.4%	-6.3%
4	91.7%	94.7%	-3.0%
5	90.9%	92.0%	-1.1%
6	91.3%	96.0%	-4.7%
7	90.1%	92.8%	-2.7%
S 42nd	97.4%	99.1%	-1.7%
Subdivision A	90.6%	94.3%	-3.7%
A	84.6%	93.7%	-9.1%
B	87.0%	93.4%	-6.4%
C	83.9%	96.3%	-12.4%
D	90.4%	96.9%	-6.5%
E	91.2%	97.4%	-6.2%
F	86.4%	100.3%	-13.9%
S Fkln	99.5%	99.9%	-0.4%
G	94.3%	98.5%	-4.2%
S Rock	100.2%	97.2%	+3.0%
JZ	94.4%	98.2%	-3.8%
L	95.1%	100.3%	-5.2%
M	86.8%	96.6%	-9.8%
N	87.3%	95.2%	-7.9%
Q	85.4%	95.0%	-9.6%
R	86.0%	95.4%	-9.4%
W	84.3%	93.7%	-9.4%
Subdivision B	88.5%	96.5%	-8.0%
Systemwide	89.3%	95.6%	-6.3%

Chart 4

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

Desired trend



	Monthly			12-Month Average		
	Aug 21	Aug 20	% Change	Aug 21	Aug 20	% Change
Subdivision A	92.0%	97.1%	-5.1%	93.8%	97.1%	-3.3%
Subdivision B	91.3%	98.1%	-6.8%	95.4%	97.6%	-2.2%
Systemwide	91.6%	97.7%	-6.1%	94.7%	97.4%	-2.7%

Weekend Service Delivered Discussion

- Service Delivered in August 2021 was lower than August 2020 and the 12-month average was lower as well due mostly to crew availability issues.

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

Desired trend



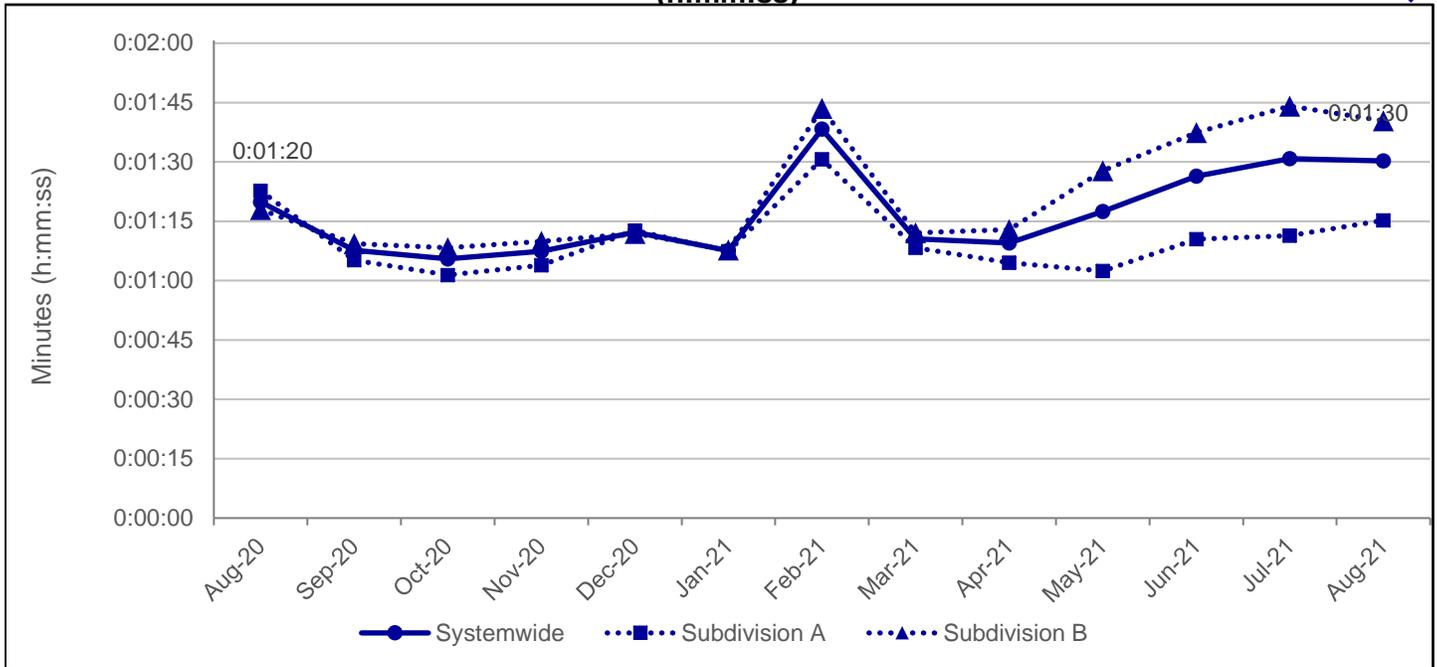
<u>Line</u>	<u>Aug 21</u>	<u>Aug 20</u>	<u>% Change</u>
1	88.3%	97.8%	-9.5%
2	92.5%	98.2%	-5.7%
3	93.0%	99.0%	-6.0%
4	88.9%	92.0%	-3.1%
5	94.1%	N/A	N/A
6	91.0%	92.9%	-1.9%
7	91.6%	99.4%	-7.8%
S 42nd	99.4%	99.3%	+0.1%
Subdivision A	92.0%	97.1%	-5.1%
A	83.5%	97.0%	-13.5%
C	87.1%	96.3%	-9.2%
D	92.7%	98.4%	-5.7%
E	97.9%	99.5%	-1.6%
F	91.9%	97.7%	-5.8%
S Fkln	98.6%	99.3%	-0.7%
G	93.5%	99.7%	-6.2%
S Rock	93.0%	99.6%	-6.6%
J	91.5%	88.5%	+3.0%
L	93.7%	99.2%	-5.5%
M	96.2%	99.0%	-2.8%
N	91.0%	98.1%	-7.1%
Q	88.9%	99.4%	-10.5%
R	93.1%	99.0%	-5.9%
Subdivision B	91.3%	98.1%	-6.8%
Systemwide	91.6%	97.7%	-6.1%

Notes:

B and W lines do not operate on weekends.

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

Desired trend



	Monthly			12-Month Average		
	Aug 21	Aug 20	Change	Aug 21	Aug 20	Change
Subdivision A	0:01:15	0:01:23	-0:00:08	0:01:10	0:01:03	+0:00:07
Subdivision B	0:01:41	0:01:18	+0:00:23	0:01:24	0:01:15	+0:00:08
Systemwide	0:01:30	0:01:20	+0:00:10	0:01:18	0:01:10	+0:00:08

Additional Platform Time Discussion

- August 2021 APT worsened by 10 seconds compared to August 2020, and the 12 month average worsened by 8 seconds.
- The 7 line showed significant improvement over August 2020. APT increased especially on the C and F lines due to changes in schedules and crew availability issues.

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)

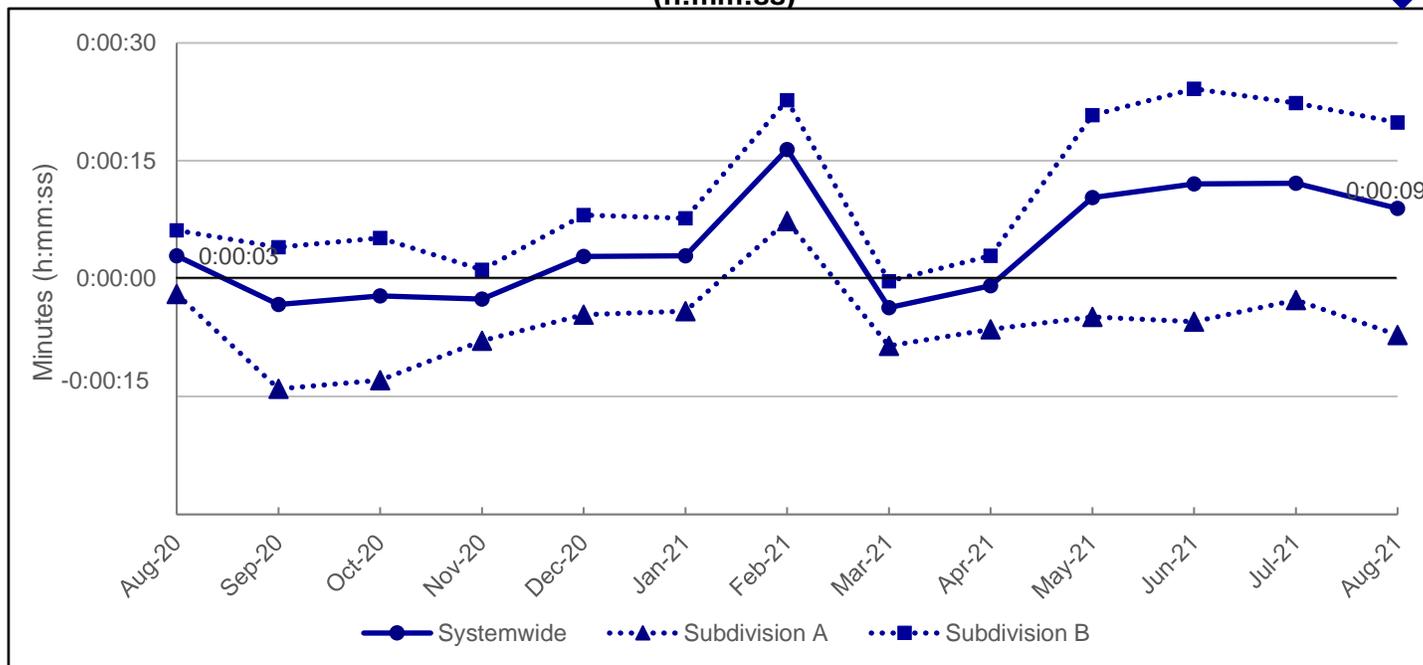
Desired trend



<u>Line</u>	<u>Aug 21</u>	<u>Aug 20</u>	<u>Change</u>
1	0:01:15	0:00:54	+0:00:21
2	0:01:27	0:01:37	-0:00:10
3	0:01:21	0:01:24	-0:00:03
4	0:01:16	0:01:25	-0:00:09
5	0:01:19	0:01:29	-0:00:10
6	0:01:06	0:01:04	+0:00:02
7	0:01:16	0:01:57	-0:00:41
S 42nd	0:00:35	0:00:30	+0:00:05
Subdivision A	0:01:15	0:01:23	-0:00:08
A	0:01:43	0:01:24	+0:00:19
B	0:02:01	0:01:50	+0:00:11
C	0:01:33	0:00:46	+0:00:47
D	0:01:52	0:01:37	+0:00:15
E	0:01:22	0:00:58	+0:00:24
F	0:01:42	0:00:44	+0:00:58
S Fkln	0:00:25	0:01:12	-0:00:47
G	0:01:23	0:01:08	+0:00:15
S Rock	0:00:49	0:02:05	-0:01:16
JZ	0:01:22	0:01:05	+0:00:17
L	0:00:55	0:00:38	+0:00:17
M	0:02:02	0:01:35	+0:00:27
N	0:01:47	0:01:35	+0:00:12
Q	0:01:54	0:01:53	+0:00:01
R	0:02:05	0:01:30	+0:00:35
W	0:01:28	0:01:17	+0:00:11
Subdivision B	0:01:41	0:01:18	+0:00:23
Systemwide	0:01:30	0:01:20	+0:00:10

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

Desired trend



	Monthly			12-Month Average		
	Aug 21	Aug 20	Change	Aug 21	Aug 20	Change
Subdivision A	-0:00:07	-0:00:02	-0:00:05	-0:00:06	0:00:23	-0:00:29
Subdivision B	0:00:20	0:00:06	+0:00:14	0:00:12	0:00:44	-0:00:32
Systemwide	0:00:09	0:00:03	+0:00:06	+0:00:05	0:00:35	-0:00:30

Additional Train Time Discussion

- August 2021 ATT worsened by 6 seconds compared to August 2020, while the 12 month average improved by 30 seconds.
- The average customer on the A division continues to experience faster train times than scheduled, reflecting ongoing efforts to improve subway speeds.

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)

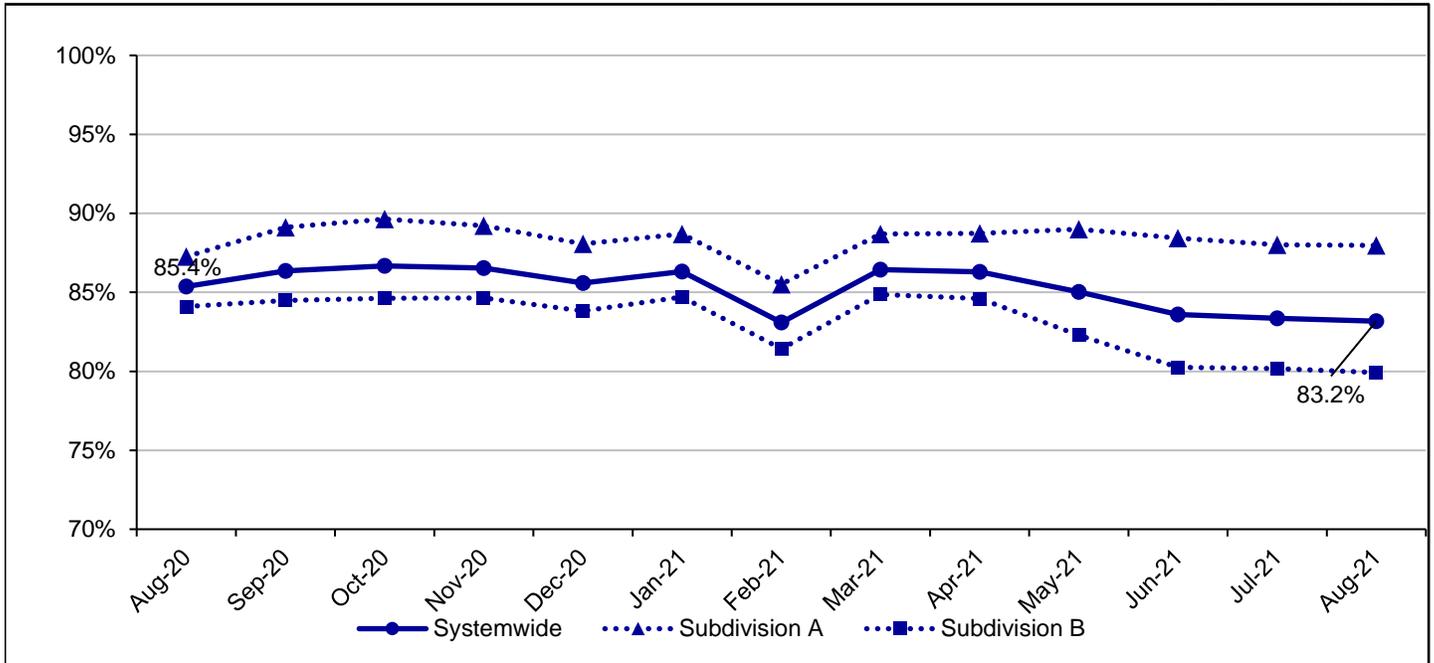
Desired trend



<u>Line</u>	<u>Aug 21</u>	<u>Aug 20</u>	<u>Change</u>
1	0:00:12	0:00:06	+0:00:06
2	-0:00:41	-0:00:14	-0:00:27
3	-0:00:31	-0:00:12	-0:00:19
4	-0:00:35	-0:00:24	-0:00:11
5	-0:00:51	-0:00:09	-0:00:42
6	0:00:18	0:00:03	+0:00:15
7	0:00:32	0:00:26	+0:00:06
S 42nd	0:00:07	0:00:04	+0:00:03
Subdivision A	-0:00:07	-0:00:02	-0:00:05
A	0:00:31	0:00:22	+0:00:09
B	0:00:31	0:00:30	+0:00:01
C	0:00:11	0:00:14	-0:00:03
D	0:00:26	0:00:26	+0:00:00
E	0:00:45	-0:00:28	+0:01:13
F	0:00:05	-0:00:39	+0:00:44
S Fkln	0:00:04	0:00:02	+0:00:02
G	0:00:40	0:00:26	+0:00:14
S Rock	0:00:06	-0:00:24	+0:00:30
JZ	0:00:15	0:00:28	-0:00:13
L	-0:00:04	0:00:01	-0:00:05
M	0:00:10	-0:00:06	+0:00:16
N	0:00:34	0:00:41	-0:00:07
Q	0:00:30	0:00:28	+0:00:02
R	-0:00:02	-0:00:13	+0:00:11
W	0:00:03	-0:00:08	+0:00:11
Subdivision B	0:00:20	0:00:06	+0:00:14
Systemwide	0:00:09	0:00:03	+0:00:06

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

Desired trend



	Monthly			12-Month Average		
	Aug 21	Aug 20	Change	Aug 21	Aug 20	Change
Subdivision A	88.0%	87.3%	+0.7%	88.4%	88.4%	0.0%
Subdivision B	79.9%	84.1%	-4.2%	82.8%	82.6%	+0.2%
Systemwide	83.2%	85.4%	-2.2%	85.1%	85.0%	+0.1%

Weekday Customer Journey Time Performance Discussion

- August 2021 CJTP worsened by 2.2% compared to August 2020, and the 12-month average improved by 0.1%.

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

Desired trend



<u>Line</u>	<u>Aug 21</u>	<u>Aug 20</u>	<u>Change</u>
1	87.0%	90.4%	-3.4%
2	87.4%	84.6%	+2.8%
3	88.6%	87.1%	+1.5%
4	87.6%	86.0%	+1.6%
5	88.5%	84.7%	+3.8%
6	89.1%	89.5%	-0.4%
7	87.0%	86.4%	+0.6%
S 42nd	96.7%	97.3%	-0.6%
Subdivision A	88.0%	87.3%	+0.7%
A	78.5%	82.2%	-3.7%
B	75.6%	80.0%	-4.4%
C	80.6%	87.5%	-6.9%
D	76.1%	79.8%	-3.7%
E	79.6%	89.5%	-9.9%
F	80.5%	86.2%	-5.7%
S Fkln	98.3%	94.9%	+3.4%
G	81.1%	83.1%	-2.0%
S Rock	87.3%	89.5%	-2.2%
JZ	82.5%	83.1%	-0.6%
L	94.0%	94.4%	-0.4%
M	77.7%	82.1%	-4.4%
N	77.6%	81.1%	-3.5%
Q	76.1%	80.9%	-4.8%
R	77.9%	81.9%	-4.0%
W	85.7%	88.3%	-2.6%
Subdivision B	79.9%	84.1%	-4.2%
Systemwide	83.2%	85.4%	-2.2%

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)

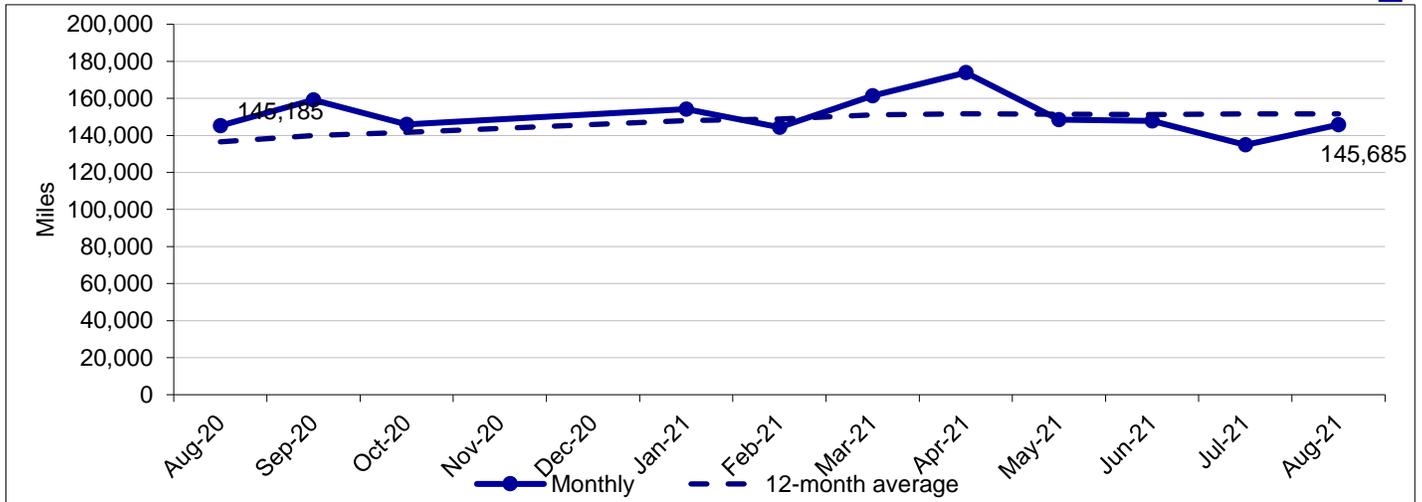
Subway MDBF is a measure of car fleet reliability. It is calculated as revenue car miles divided by the number of delay incidents attributed to car-related causes.

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



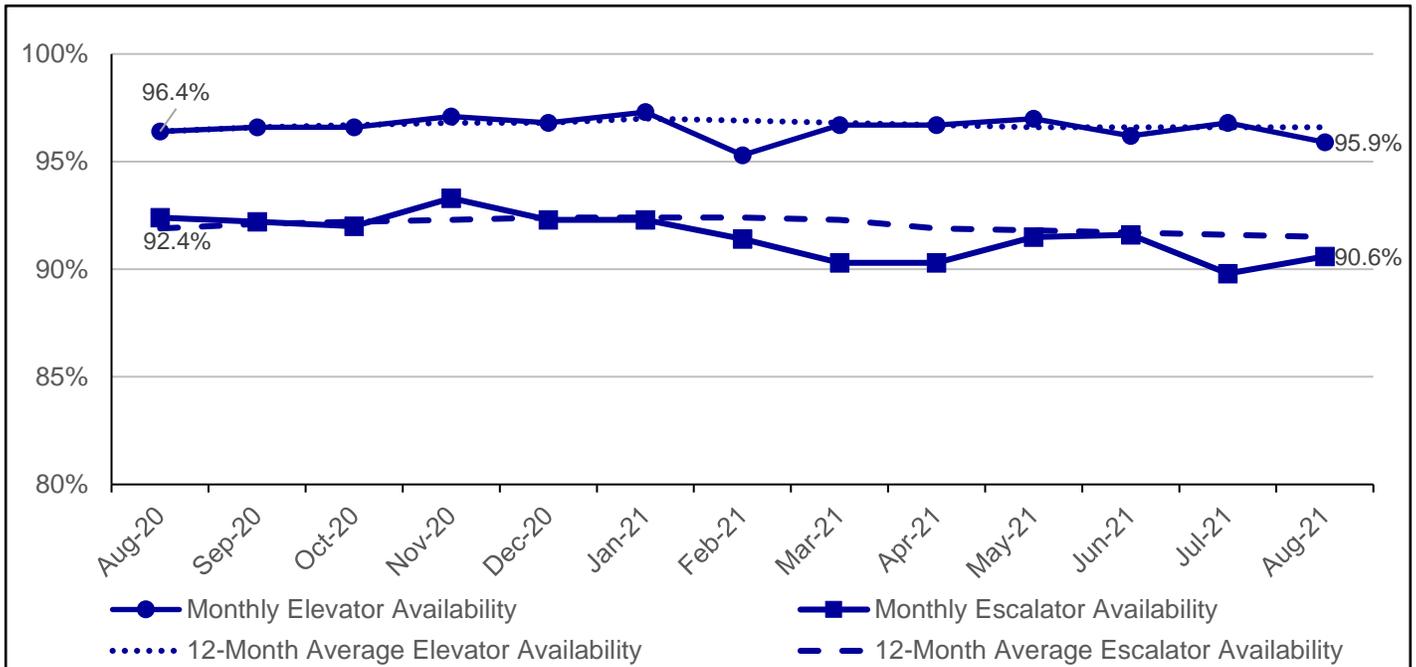
		<u>Monthly</u>		
	# of Cars	Aug '21	Aug '20	<u>% Change</u>
Subdivision A	2,890	194,031	183,202	+5.9%
Subdivision B	3,565	123,000	126,892	-3.1%
Systemwide	6,455	145,685	145,185	+0.3%
		<u>12-Month Average</u>		
	# of Cars	Aug '21	Aug '20	<u>% Change</u>
Car Class				
R46	748	58,697	60,319	-2.7%
R62	315	250,078	203,143	+23.1%
R62A	824	152,904	122,937	+24.4%
R68	425	110,844	88,943	+24.6%
R68A	200	77,119	72,194	+6.8%
R142	1,025	253,437	228,483	+10.9%
R142A	220	152,987	115,667	+32.3%
R143	212	198,635	169,048	+17.5%
R160	1,662	314,081	269,157	+16.7%
R179	318	143,020	143,164	-0.1%
R188 - New	126	416,159	253,010	+64.5%
R188 - Conversion	380	246,549	280,338	-12.1%
Subdivision A	2,890	206,054	173,228	+18.9%
Subdivision B	3,565	127,021	118,272	+7.4%
Systemwide	6,455	151,616	136,530	+11.0%

MDBF Discussion

- August 2021 MDBF was 145,685, an increase of 0.3% from one year ago.
- 12-month average MDBF was 151,616 in August 2021, an increase of 11% from one year ago.
- The largest improvements in MDBF (12-month average) were on the R142A and R188 fleets.

Elevator and Escalator Availability (24 Hours)

Desired trend



	Monthly			12-Month Average		
	Aug 21	Aug 20	% Change	Aug 21	Aug 20	% Change
Elevator Availability	95.9%	96.4%	-0.5%	96.6%	96.5%	+0.1%
Escalator Availability	90.6%	92.4%	-1.8%	91.5%	91.9%	-0.4%

Elevator and Escalator Availability Discussion

- August 2021 elevator availability decreased by 0.5% compared to August 2020, while the 12-month average improved by 0.1%.
- August 2021 escalator availability decreased by 1.8%, compared to August 2020, while the 12-month average decreased by 0.4%.

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	Aug 21					Aug 20					Desired trend	
	Monthly	Monthly Gap			12 month	Monthly	Monthly Gap			12 month	Monthly	
	Meets	Standard	Minor	Medium	Major	Meets	Standard	Minor	Medium	Major	Meets	Standard
1	64.1%	11.3%	12.9%	7.7%	76.0%	81.3%	8.4%	6.2%	2.4%	81.7%	-17.2%	
2	62.3%	11.6%	12.7%	9.3%	66.1%	64.7%	11.2%	12.2%	7.9%	71.1%	-2.4%	
3	54.0%	14.4%	18.1%	9.2%	67.3%	68.7%	12.0%	10.2%	5.5%	75.9%	-14.7%	
4	64.1%	11.3%	11.7%	8.7%	67.9%	66.7%	11.2%	10.5%	7.7%	71.9%	-2.6%	
5	64.1%	10.6%	10.8%	9.8%	67.0%	64.6%	10.5%	11.3%	8.9%	71.0%	-0.5%	
6	68.5%	10.9%	10.0%	6.6%	74.3%	73.9%	10.4%	8.8%	4.6%	77.7%	-5.4%	
7	68.9%	12.1%	10.1%	5.4%	76.3%	74.7%	10.9%	7.9%	3.8%	78.0%	-5.8%	
S 42nd	93.3%	1.8%	2.2%	1.7%	93.8%	92.1%	1.1%	2.9%	3.2%	93.8%	1.2%	
Subdivision A	64.4%	11.4%	12.0%	8.0%	71.1%	71.0%	10.4%	9.5%	5.9%	75.5%	-6.6%	
A	53.5%	12.8%	16.0%	11.2%	64.5%	67.7%	11.5%	11.0%	6.0%	70.3%	-14.2%	
B	58.7%	14.9%	16.2%	6.9%	69.2%	76.8%	12.3%	7.0%	2.3%	75.2%	-18.1%	
C	52.7%	19.4%	19.0%	5.7%	73.6%	78.5%	12.5%	6.3%	1.4%	77.4%	-25.8%	
D	61.1%	14.3%	14.0%	7.2%	69.7%	74.8%	11.9%	8.2%	3.2%	74.3%	-13.7%	
E	63.0%	13.4%	13.0%	7.1%	69.7%	75.1%	11.5%	8.6%	3.1%	74.2%	-12.1%	
F	55.9%	12.4%	15.2%	10.9%	68.7%	77.1%	11.2%	7.4%	2.8%	73.7%	-21.2%	
S Fkln	99.0%	0.3%	0.2%	0.2%	98.7%	97.1%	1.1%	0.2%	0.3%	98.1%	1.9%	
G	73.7%	12.6%	9.5%	2.5%	78.9%	81.5%	11.0%	5.8%	0.9%	79.3%	-7.8%	
S Rock	92.1%	5.5%	1.4%	0.6%	94.0%	93.7%	2.3%	1.1%	0.9%	95.3%	-1.6%	
JZ	75.1%	12.2%	9.1%	2.1%	80.8%	82.2%	9.5%	5.7%	1.6%	81.5%	-7.1%	
L	72.6%	12.3%	9.2%	3.8%	76.2%	79.4%	11.3%	6.7%	1.8%	79.8%	-6.8%	
M	61.7%	14.1%	13.6%	6.5%	73.2%	78.5%	11.0%	6.3%	2.6%	76.6%	-16.8%	
N	59.8%	13.8%	14.4%	8.0%	69.7%	73.1%	11.8%	9.0%	4.0%	73.5%	-13.3%	
Q	55.4%	14.4%	16.3%	9.0%	69.7%	74.8%	11.5%	8.1%	3.3%	75.6%	-19.4%	
R	60.3%	14.1%	14.4%	7.0%	70.6%	75.1%	11.6%	8.2%	3.3%	75.0%	-14.8%	
W	58.3%	14.3%	14.6%	7.6%	70.1%	75.7%	12.5%	7.3%	2.6%	74.7%	-17.4%	
Subdivision B	61.9%	13.5%	13.6%	7.1%	71.8%	76.4%	11.3%	7.6%	2.9%	75.9%	-14.5%	
Systemwide	63.1%	12.5%	12.9%	7.5%	71.5%	73.9%	10.9%	8.5%	4.3%	75.7%	-10.8%	



Weekday Wait Assessment Discussion

- Wait Assessment for August 2021 decreased by 10.8% compared to August 2020.
- Because wait assessment is based on headways, it is very sensitive to crew availability issues.

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

Line	Aug 21					Aug 20					Desired trend	
	Monthly	Monthly Gap			12 month	Monthly	Monthly Gap			12 month	Monthly	
	Meets	Standard	Minor	Medium	Major	Meets	Standard	Minor	Medium	Major	Meets	Standard
1	62.1%	15.6%	14.8%	4.2%	74.9%	90.6%	5.4%	2.6%	0.4%	88.6%	-28.5%	
2	63.3%	14.0%	13.6%	6.0%	67.4%	78.1%	11.0%	7.8%	2.2%	75.5%	-14.8%	
3	70.8%	11.6%	11.4%	3.6%	74.0%	87.6%	7.8%	3.1%	0.9%	84.9%	-16.8%	
4	60.7%	14.6%	14.5%	6.7%	69.8%	74.3%	10.0%	9.1%	4.3%	76.4%	-13.6%	
5	71.9%	10.7%	12.8%	2.7%	79.6%	N/A	N/A	N/A	N/A	N/A	N/A	
6	65.2%	14.0%	11.9%	4.9%	71.3%	83.4%	8.2%	4.9%	2.1%	84.3%	-18.2%	
7	72.4%	12.6%	8.6%	2.4%	81.2%	88.4%	8.1%	2.9%	0.3%	84.2%	-16.0%	
S 42nd	98.7%	0.1%	0.7%	0.3%	93.8%	97.3%	0.8%	1.3%	0.5%	98.4%	+1.4%	
Subdivision A	66.7%	13.2%	12.4%	4.5%	73.6%	83.8%	8.3%	5.2%	1.7%	82.0%	-17.1%	
A	58.7%	13.8%	16.3%	7.8%	67.7%	75.5%	11.6%	8.8%	2.8%	77.0%	-16.8%	
C	62.5%	17.4%	14.1%	2.9%	73.2%	75.4%	12.6%	9.0%	2.1%	81.0%	-12.9%	
D	66.2%	15.4%	12.9%	3.0%	74.1%	81.2%	11.8%	5.3%	1.0%	79.3%	-15.0%	
E	77.6%	13.0%	7.5%	0.8%	82.6%	87.1%	8.1%	3.3%	0.8%	85.7%	-9.5%	
F	58.3%	17.6%	16.8%	4.6%	75.2%	80.6%	11.4%	6.3%	0.9%	80.2%	-22.3%	
S Fkln	96.1%	1.3%	1.7%	0.6%	98.2%	99.2%	0.4%	0.0%	0.2%	98.5%	-3.1%	
G	66.7%	14.7%	12.6%	2.5%	84.4%	89.3%	7.7%	2.1%	0.5%	85.3%	-22.6%	
S Rock	86.0%	7.4%	3.7%	1.5%	94.0%	93.9%	3.9%	1.3%	0.4%	96.5%	-7.9%	
J	69.6%	11.7%	12.6%	3.6%	83.2%	79.0%	10.4%	7.8%	2.0%	85.4%	-9.4%	
L	70.5%	14.0%	10.8%	3.1%	80.5%	84.0%	10.1%	4.5%	0.8%	85.1%	-13.5%	
M	86.1%	6.7%	2.5%	1.4%	90.7%	92.8%	4.7%	1.3%	0.7%	78.8%	-6.7%	
N	61.2%	16.3%	14.8%	4.0%	73.2%	77.4%	11.8%	7.5%	2.0%	75.8%	-16.2%	
Q	59.5%	17.6%	14.2%	4.7%	74.2%	79.6%	11.4%	6.7%	1.4%	79.2%	-20.1%	
R	66.2%	16.2%	12.1%	2.9%	77.6%	79.9%	12.2%	5.9%	1.1%	80.7%	-13.7%	
Subdivision B	65.7%	14.9%	12.9%	3.7%	77.3%	81.4%	10.6%	5.9%	1.4%	81.3%	-15.7%	
Systemwide	66.2%	14.1%	12.7%	4.1%	75.7%	82.3%	9.7%	5.6%	1.5%	81.6%	-16.1%	

Weekend Wait Assessment Discussion

- August 2021 Wait Assessment worsened by 16.1% compared to August 2020 due to crew availability issues as well as more weekend construction work in 2021.

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>Aug 21</u>	<u>Aug 20</u>	<u>Change</u>
1	85.5%	93.8%	-8.3%
2	84.4%	81.1%	+3.3%
3	84.5%	84.1%	+0.4%
4	85.4%	83.9%	+1.5%
5	87.6%	83.3%	+4.3%
6	84.9%	88.4%	-3.5%
7	88.5%	89.6%	-1.1%
S 42nd	98.5%	99.2%	-0.7%
Subdivision A	87.3%	88.5%	-1.2%
A	68.7%	82.7%	-14.0%
B	75.5%	81.7%	-6.2%
C	72.4%	89.1%	-16.7%
D	76.2%	85.0%	-8.8%
E	75.6%	91.7%	-16.1%
F	72.8%	85.2%	-12.4%
S Fkn	99.5%	99.1%	+0.4%
G	84.2%	92.7%	-8.5%
S Rock	98.2%	95.6%	+2.6%
JZ	90.9%	91.5%	-0.6%
L	93.0%	94.7%	-1.7%
M	81.3%	93.1%	-11.8%
NW	74.4%	80.9%	-6.5%
Q	70.8%	86.3%	-15.5%
R	79.4%	90.1%	-10.7%
Subdivision B	80.3%	89.0%	-8.7%
Systemwide	83.2%	88.8%	-5.6%

Weekday Terminal On-Time Performance Discussion

- August weekday OTP worsened by 5.6% compared to the prior year, due in part to crew availability issues.

Subway Weekend Terminal On-Time Performance

Monthly
(24 hours)

Desired trend



<u>Line</u>	<u>Aug 21</u>	<u>Aug 20</u>	<u>Change</u>
1	85.2%	96.7%	-11.5%
2	63.7%	75.7%	-12.0%
3	79.5%	83.9%	-4.4%
4	76.1%	78.6%	-2.5%
5	88.9%	94.2%	-5.3%
6	84.6%	86.7%	-2.1%
7	92.3%	97.3%	-5.0%
S 42nd	99.4%	99.3%	+0.1%
Subdivision A	84.3%	89.2%	-4.9%
A	70.1%	80.6%	-10.5%
C	70.2%	79.6%	-9.4%
D	82.0%	95.3%	-13.3%
E	85.6%	89.1%	-3.5%
F	69.9%	81.8%	-11.9%
S Fkn	97.3%	99.4%	-2.1%
G	81.9%	89.9%	-8.0%
S Rock	96.0%	94.6%	+1.4%
J	86.8%	91.4%	-4.6%
L	85.2%	97.9%	-12.7%
M	96.4%	98.2%	-1.8%
N	73.1%	75.4%	-2.3%
Q	75.3%	86.8%	-11.5%
R	82.8%	92.6%	-9.8%
Subdivision B	81.8%	90.1%	-8.3%
Systemwide	82.8%	89.7%	-6.9%

Weekend Terminal On-Time Performance Discussion

- August weekend OTP worsened by 6.9% compared to the prior year.
- The decreased OTP was due in part to crew availability and additional planned work in August 2021.

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

Subway Weekday Trains Delayed
Monthly - August 2021
(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>1,278</u>	<u>58</u>	<u>4.3%</u>
Rail and Roadbed	789	36	2.6%
Fire, Smoke, Debris	489	22	1.6%
Signal Failures and Emergency Remediation	3,945	179	13.2%
Subway Car	<u>948</u>	<u>43</u>	<u>3.2%</u>
Door-Related	257	12	0.9%
Propulsion	146	7	0.5%
Braking	183	8	0.6%
Other	362	16	1.2%
Stations and Structure	123	6	0.4%
Other Internal	<u>14,276</u>	<u>649</u>	<u>47.7%</u>
Service Delivery (e.g. crew performance)	347	16	1.2%
Crew Availability (e.g. operator vacancy)	13,491	613	45.1%
Train Brake Activation - cause unknown	182	8	0.6%
Other Internal Disruptions (e.g. IT system failure)	256	12	0.9%
External	<u>3,057</u>	<u>139</u>	<u>10.2%</u>
Public Conduct, Crime, Police Response	1,518	69	5.1%
Sick/Injured Customer	643	29	2.1%
Persons on Roadbed (including persons struck by train)	490	22	1.6%
External Debris on Roadbed (e.g., trees, shopping cart)	325	15	1.1%
Inclement Weather	50	2	0.1%
External Agency or Utility	31	1	0.1%
Operating Environment	3,109	141	10.4%
Planned Right-of-Way Work	3,174	144	10.6%
Total Trains Delayed	29,910	1,360	100%

Subway Weekend Trains Delayed
Monthly - August 2021
(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>333</u>	<u>37</u>	<u>4.1%</u>
Rail and Roadbed	243	27	3.0%
Fire, Smoke, Debris	90	10	1.1%
Signal Failures and Emergency Remediation	647	72	7.9%
Subway Car	<u>200</u>	<u>22</u>	<u>2.5%</u>
Door-Related	55	6	0.7%
Propulsion	15	2	0.2%
Braking	20	2	0.2%
Other	110	12	1.3%
Stations and Structure	123	14	1.5%
Other Internal	<u>3,643</u>	<u>405</u>	<u>44.7%</u>
Service Delivery (e.g. crew performance)	75	8	0.9%
Crew Availability (e.g. operator vacancy)	3,292	366	40.4%
Train Brake Activation - cause unknown	47	5	0.6%
Other Internal Disruptions (e.g. IT system failure)	229	25	2.8%
External	<u>1,189</u>	<u>132</u>	<u>14.6%</u>
Public Conduct, Crime, Police Response	473	53	5.8%
Sick/Injured Customer	152	17	1.9%
Persons on Roadbed (including persons struck by train)	191	21	2.3%
External Debris on Roadbed (e.g., trees, shopping cart)	72	8	0.9%
Inclement Weather	301	33	3.7%
External Agency or Utility	0	0	0.0%
Operating Environment	881	98	10.8%
Planned Right-of-Way Work	1,142	127	14.0%
Total Trains Delayed	<u>8,158</u>	<u>906</u>	<u>100%</u>

Subway Report (Weekday & Full Month)

Subway Report Performance Indicators						
Performance Indicator	July 2021			12-Month Average		
	This Year	Last Year	Change	This Year	Last Year	Change
Weekday Customer-Focused Metrics						
Weekday Major Incidents (Chart 1) Unplanned incidents delaying 50+ trains	40	36	+11.1%	31.0	33.7	-8.0%
Weekday Service Delivered (Chart 3) % of scheduled trains operated Weekday rush hours (7-10a and 4-7p)	90.8%	96.4%	-5.6%	94.6%	96.7%	-2.1%
Additional Platform Time (h:mm:ss) (Chart 7) Average added time spent waiting for trains, compared with scheduled wait time	0:01:31	0:01:10	+0:00:21	0:01:17	0:01:10	0:00:07
Additional Train Time (h:mm:ss) (Chart 9) Average additional unanticipated time spent onboard train compared to scheduled travel time	0:00:12	0:00:01	0:00:11	0:00:04	0:00:36	-0:00:32
Customer Journey Time Performance (Chart 11) % of customers whose journeys are completed within five minutes of schedule.	83.4%	85.5%	-2.1%	85.3%	85.1%	+0.2%
Inputs to Operations						
Mean Distance Between Failures (Chart 13) Revenue car miles divided by the number of incidents attributed to car-related causes	134,873	132,982	+1.4%	151,556	134,407	+12.8%
Elevator Availability* (Chart 14) % of time elevators are operational systemwide	96.8%	96.2%	+0.6%	96.6%	96.3%	+0.3%
Escalator Availability* (Chart 14) % of time escalators are operational systemwide	89.8%	91.3%	-1.5%	91.6%	91.5%	+0.1%
Weekday Legacy Indicators						
Weekday Wait Assessment (Chart 15)	65.5%	75.0%	-9.5%	72.5%	75.9%	-3.4%
Weekday Terminal On-Time Performance (Chart 17)	83.1%	92.6%	-9.5%	88.1%	84.3%	+3.8%
Weekday Trains Delayed (Chart 19)	29,071	17,368	+67.4%	19,938	25,301	-21.2%

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

Subway Report (Weekend)

Subway Report Performance Indicators						
Performance Indicator	July 2021			12-Month Average		
	This Year	Last Year	Change	This Year	Last Year	Change
Weekend Customer-Focused Metrics						
Weekend Major Incidents (Chart 2) Unplanned incidents delaying 50+ trains	4	6	-33.3%	5.0	3.6	+38.9%
Weekend Service Delivered (Chart 5) % of scheduled trains operated during Weekends (10a-6p)	94.5%	97.7%	-3.2%	95.2%	97.5%	-2.3%
Weekend Legacy Indicators						
Weekend Wait Assessment (Chart 16)	76.6%	82.9%	-6.3%	77.0%	81.6%	-4.6%
Weekend Terminal On-Time Performance (Chart 18)	82.3%	90.8%	-8.5%	88.7%	85.5%	+3.2%
Weekend Trains Delayed (Chart 20)	6,920	4,748	+45.7%	6,031	7,238	-16.7%

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

Subway Report (Staten Island Railway)

Subway Report Performance Indicators						
Performance Indicator	July 2021			12-Month Average		
	This Year	Last Year	Change	This Year	Last Year	Change
On-Time Performance						
24 Hour On-Time Performance % of scheduled trains arriving within six minutes of their scheduled arrival time during a 24-hour period	96.6%	99.1%	-2.5%	97.1%	95.8%	+1.3%
AM Rush On-Time Performance % of scheduled trains arriving within six minutes of their scheduled arrival time	98.0%	100.0%	-2.0%	97.8%	98.1%	-0.3%
PM Rush On-Time Performance % of scheduled trains arriving within six minutes of their scheduled arrival time	92.3%	99.6%	-7.3%	95.6%	94.3%	+1.3%
Percentage of Completed Trips						
Percentage of Completed Trips	98.9%	100.0%	-1.1%	99.5%	99.8%	-0.3%
Mean Distance Between Failures						
Mean Distance Between Failures Revenue car miles divided by the number of incidents attributed to car-related causes	19,197	58,856	-67.4%	33,136	57,272	-42.1%

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.

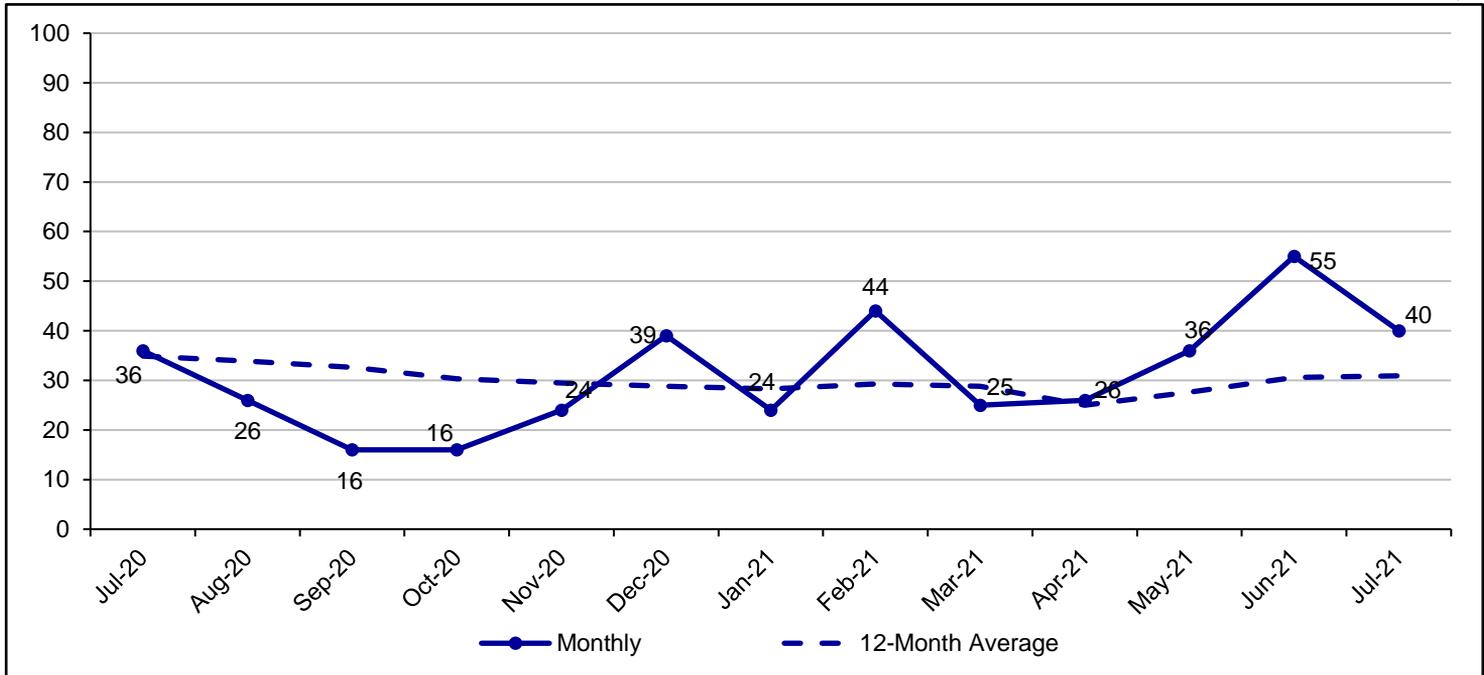
Customer Journey Time Performance (CJTP)

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		
	Jul 21	Jul 20	% Change	Jul 21	Jul 20	% Change
Track	11	7	+57.1%	3.5	5.0	-30.0%
Signals	12	10	+20.0%	10.9	10.6	+2.8%
Persons on Trackbed/Police/Medical	10	13	-23.1%	8.6	9.5	-9.5%
Stations & Structures	3	1	+200.0%	2.0	1.5	+33.3%
Subway Car	3	4	-25.0%	2.8	2.7	+3.7%
Other	1	1	0.0%	3.2	4.4	-27.3%
Subdivision A	11	15	-26.7%	13.4	14.9	-10.1%
Subdivision B	29	21	+38.1%	17.5	19.4	-9.8%
Systemwide	40	36	+11.1%	31.0	33.7	-8.0%
Avg Incident Duration (h:mm:ss)	0:22:42	0:15:42	+44.6%	0:23:48	0:26:06	-8.8%
Avg Trains Delayed per Incident	106	94	+12.8%	113	111	+1.8%

Major Incidents Discussion

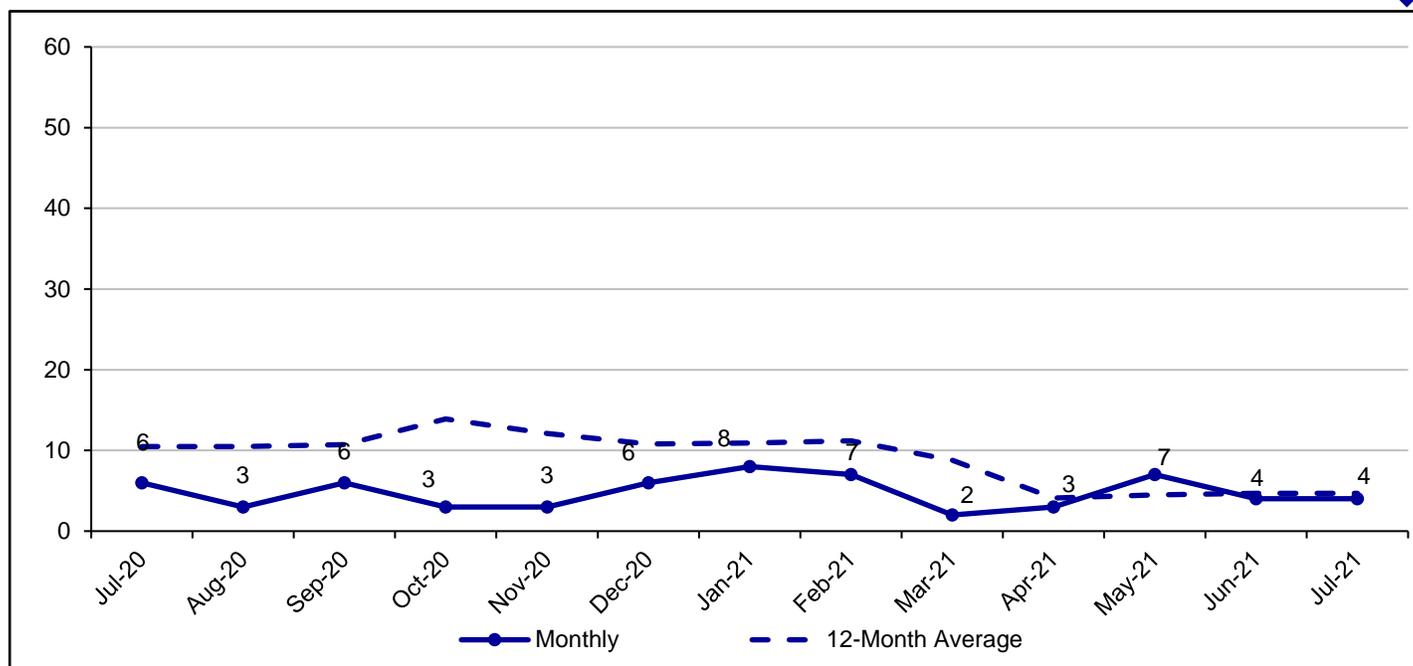
- Major Incidents increased by 11.1% in July 2021 compared to July 2020, and the 12-month average improved by 8.0%.
- Track incidents increased by four compared to July 2020, including three incidents related to water conditions from the unusually heavy rain in July 2021, as well as an unusual incident involving a late end to planned construction work.

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		
	Jul 21	Jul 20	% Change	Jul 21	Jul 20	% Change
Track	0	1	-100.0%	0.3	0.4	-25.0%
Signals	3	3	0.0%	1.5	0.8	+87.5%
Persons on Trackbed/Police/Medical	0	2	-100.0%	1.7	1.4	+21.4%
Stations & Structure	0	0	N/A	0.4	0.0	N/A
Subway Car	0	0	0.0%	0.5	0.1	+400.0%
Other	1	0	0.0%	0.6	0.9	-33.3%
Subdivision A	1	3	-66.7%	1.7	1.7	0.0%
Subdivision B	3	3	0.0%	3.3	1.9	+73.7%
Systemwide	4	6	-33.3%	5.0	3.6	+38.9%
Avg Incident Duration (h:mm:ss)	0:25:48	0:11:42	+120.5%	0:22:36	0:26:30	-14.7%
Avg Trains Delayed per Incident	124	74	+67.6%	99	92	+7.6%

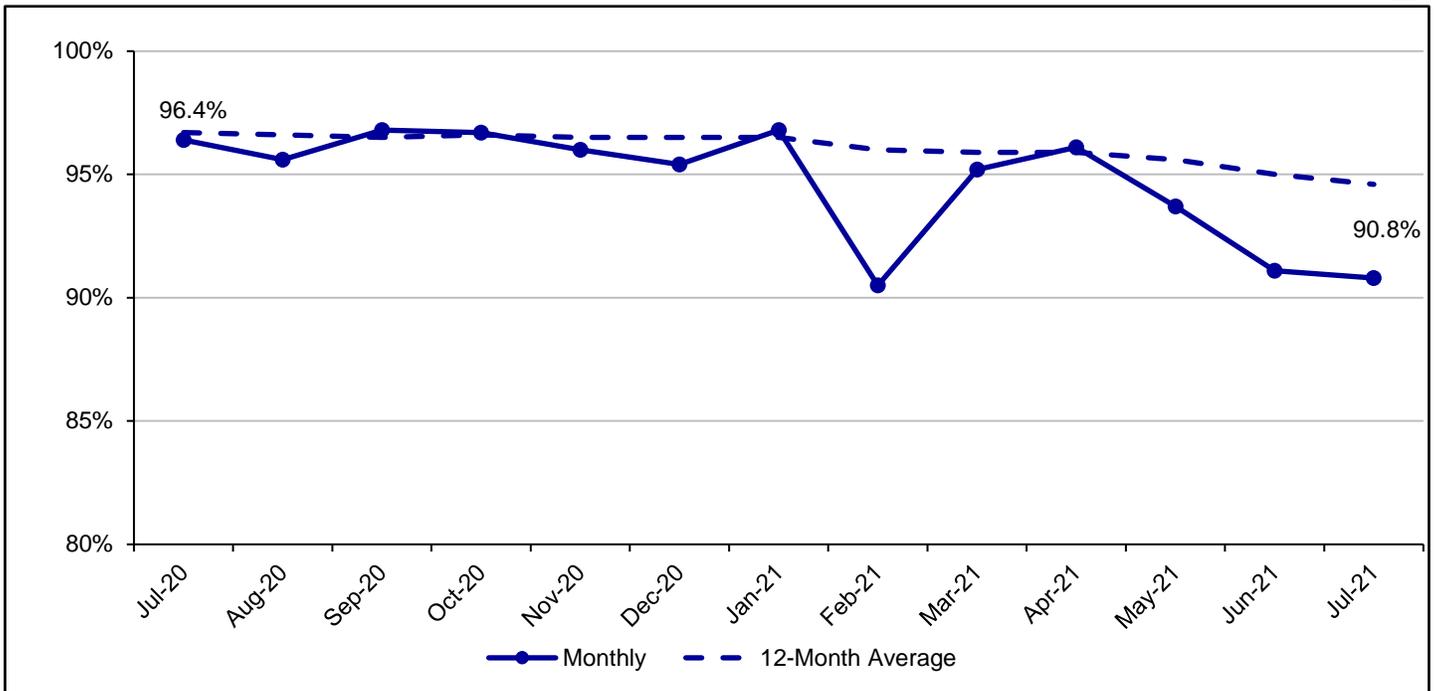
Major Incidents Discussion

- In July 2021, there was less than one major incident per weekend day.

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		
	Jul 21	Jul 20	Change	Jul 21	Jul 20	Change
Subdivision A	92.8%	96.6%	-3.8%	94.6%	96.9%	-2.3%
Subdivision B	89.5%	96.3%	-6.8%	94.6%	96.6%	-2.0%
Systemwide	90.8%	96.4%	-5.6%	94.6%	96.7%	-2.1%

Weekday Service Delivered Discussion

- Service Delivered in July 2021 decreased 5.6% compared to July 2020, while the 12-month average decreased by 2.1%.
- The decrease was mostly due to crew availability issues that resulted in cancellations of some peak period trips.

Subway Weekday % Service Delivered
Monthly
(Peak Hours)

Desired trend

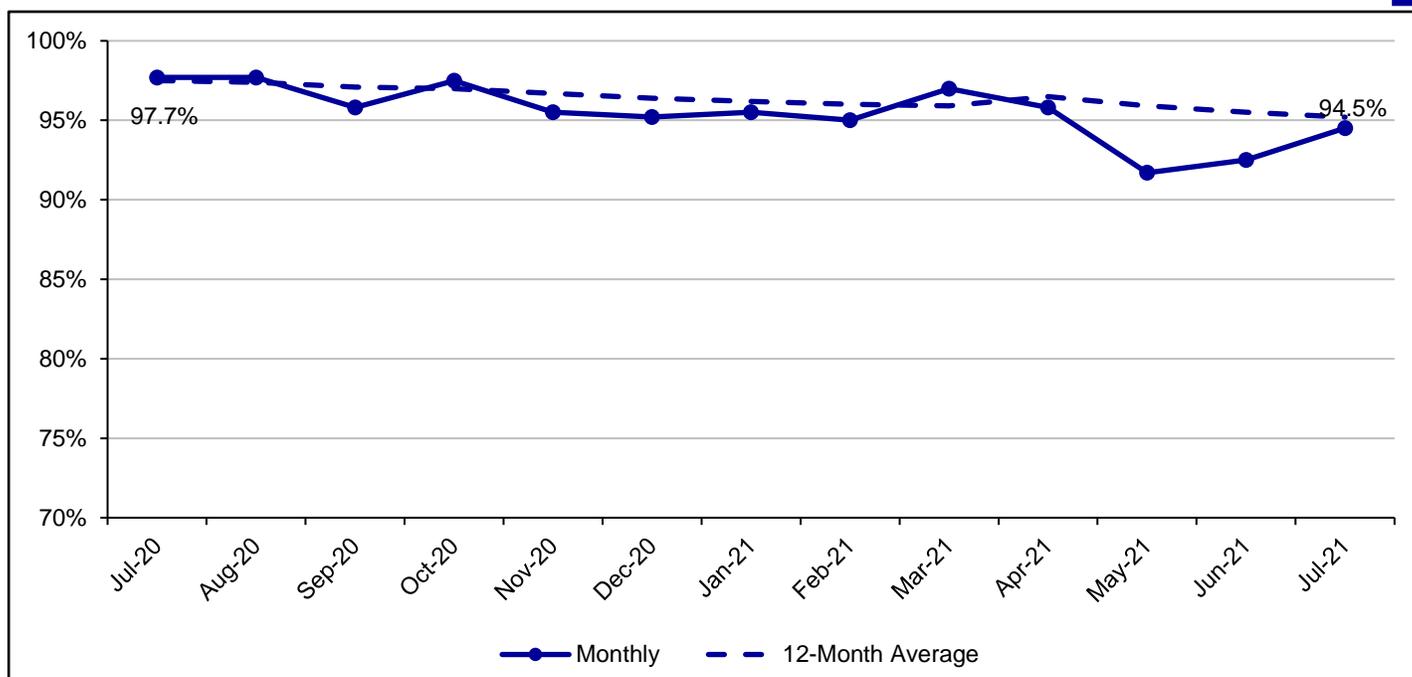


<u>Line</u>	<u>Jul 21</u>	<u>Jul 20</u>	<u>Change</u>
1	89.4%	98.7%	-9.3%
2	91.9%	96.5%	-4.6%
3	89.8%	97.2%	-7.4%
4	91.3%	96.9%	-5.6%
5	91.8%	92.4%	-0.6%
6	93.9%	97.3%	-3.4%
7	95.0%	97.7%	-2.7%
S 42nd	98.4%	N/A	N/A
Subdivision A	92.8%	96.6%	-3.8%
A	86.9%	93.9%	-7.0%
B	87.2%	95.3%	-8.1%
C	89.1%	95.6%	-6.5%
D	89.5%	97.3%	-7.8%
E	89.0%	97.7%	-8.7%
F	86.2%	98.5%	-12.3%
S Fkn	99.1%	99.6%	-0.5%
G	95.9%	98.9%	-3.0%
S Rock	101.1%	99.6%	+1.5%
JZ	93.7%	97.6%	-3.9%
L	96.6%	99.0%	-2.4%
M	88.8%	95.7%	-6.9%
N	88.2%	94.2%	-6.0%
Q	88.2%	96.2%	-8.0%
R	88.0%	94.4%	-6.4%
W	82.1%	91.0%	-8.9%
Subdivision B	89.5%	96.3%	-6.8%
Systemwide	90.8%	96.4%	-5.6%

Chart 4

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

Desired trend



	Monthly			12-Month Average		
	Jul 21	Jul 20	% Change	Jul 21	Jul 20	% Change
Subdivision A	95.6%	96.8%	-1.2%	94.2%	97.2%	-3.0%
Subdivision B	93.8%	98.2%	-4.4%	96.0%	97.6%	-1.6%
Systemwide	94.5%	97.7%	-3.2%	95.2%	97.5%	-2.3%

Weekend Service Delivered Discussion

- Service Delivered in July 2021 was lower than July 2020 and the 12-month average due mostly to crew availability issues.
- The 42 Street Shuttle did not operate in July 2020.

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

Desired trend



<u>Line</u>	<u>Jul 21</u>	<u>Jul 20</u>	<u>% Change</u>
1	97.3%	97.5%	-0.2%
2	97.4%	96.9%	+0.5%
3	98.3%	97.2%	+1.1%
4	95.4%	94.4%	+1.0%
5	100.0%	96.8%	+3.2%
6	96.9%	97.6%	-0.7%
7	93.6%	99.2%	-5.6%
S 42nd	86.6%	N/A	N/A
Subdivision A	95.6%	96.8%	-1.2%
A	80.4%	98.1%	-17.7%
C	83.7%	97.7%	-14.0%
D	93.7%	93.9%	-0.2%
E	97.5%	99.9%	-2.4%
F	96.3%	97.0%	-0.7%
S Fkln	99.9%	99.4%	+0.5%
G	96.6%	99.0%	-2.4%
S Rock	93.8%	99.6%	-5.8%
J	97.8%	99.6%	-1.8%
L	97.4%	99.3%	-1.9%
M	94.5%	99.6%	-5.1%
N	94.6%	98.3%	-3.7%
Q	94.1%	97.5%	-3.4%
R	95.8%	100.1%	-4.3%
Subdivision B	93.8%	98.2%	-4.4%
Systemwide	94.5%	97.7%	-3.2%

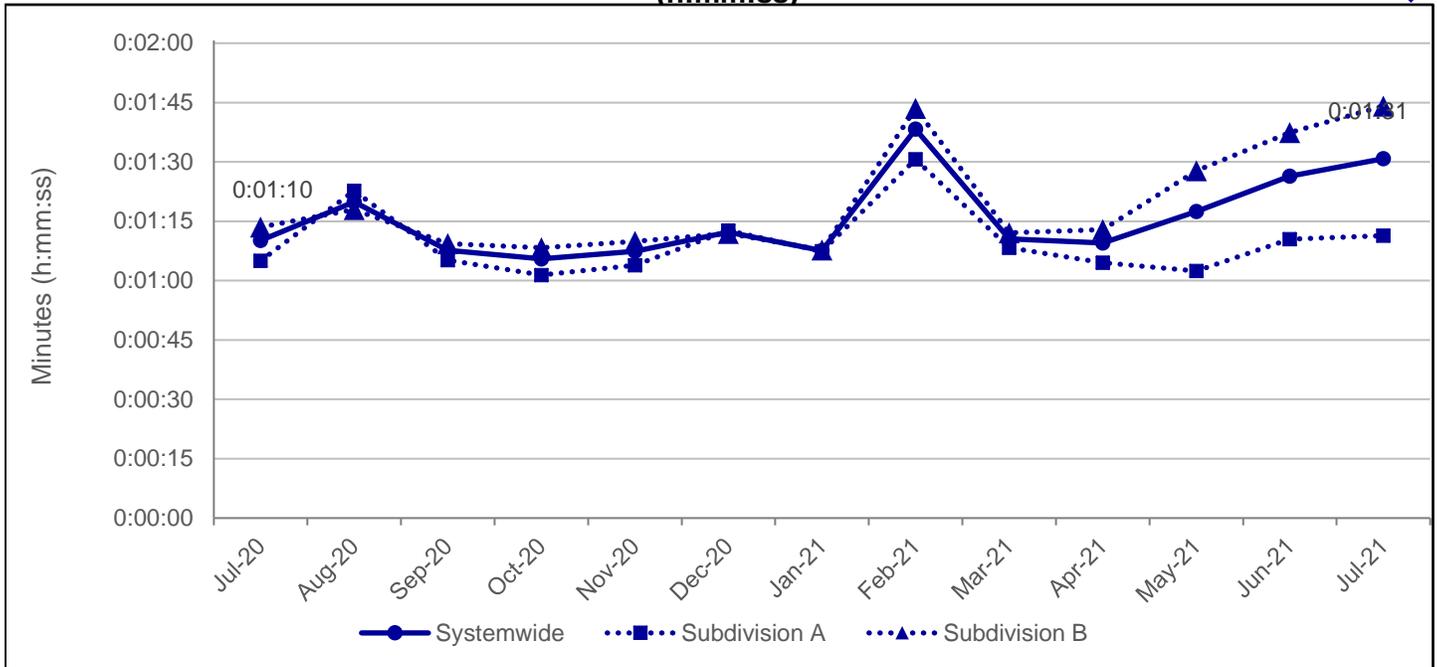
Notes:

B and W lines do not operate on weekends.

A line Service Delivered is not available for June 2021 due to planned work that rerouted service every weekend.

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

Desired trend ↓



	Monthly			12-Month Average		
	Jul 21	Jul 20	Change	Jul 21	Jul 20	Change
Subdivision A	0:01:12	0:01:05	+0:00:07	0:01:10	0:01:03	+0:00:07
Subdivision B	0:01:44	0:01:14	+0:00:30	0:01:21	0:01:15	+0:00:06
Systemwide	0:01:31	0:01:10	+0:00:21	0:01:17	0:01:10	+0:00:07

Additional Platform Time Discussion

- July 2021 APT worsened by 21 seconds compared to July 2020, and the 12 month average worsened by 7 seconds.
- Some of the largest increases in APT were on the E, F, and M lines due in part to incidents on the Queens Boulevard line.

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)

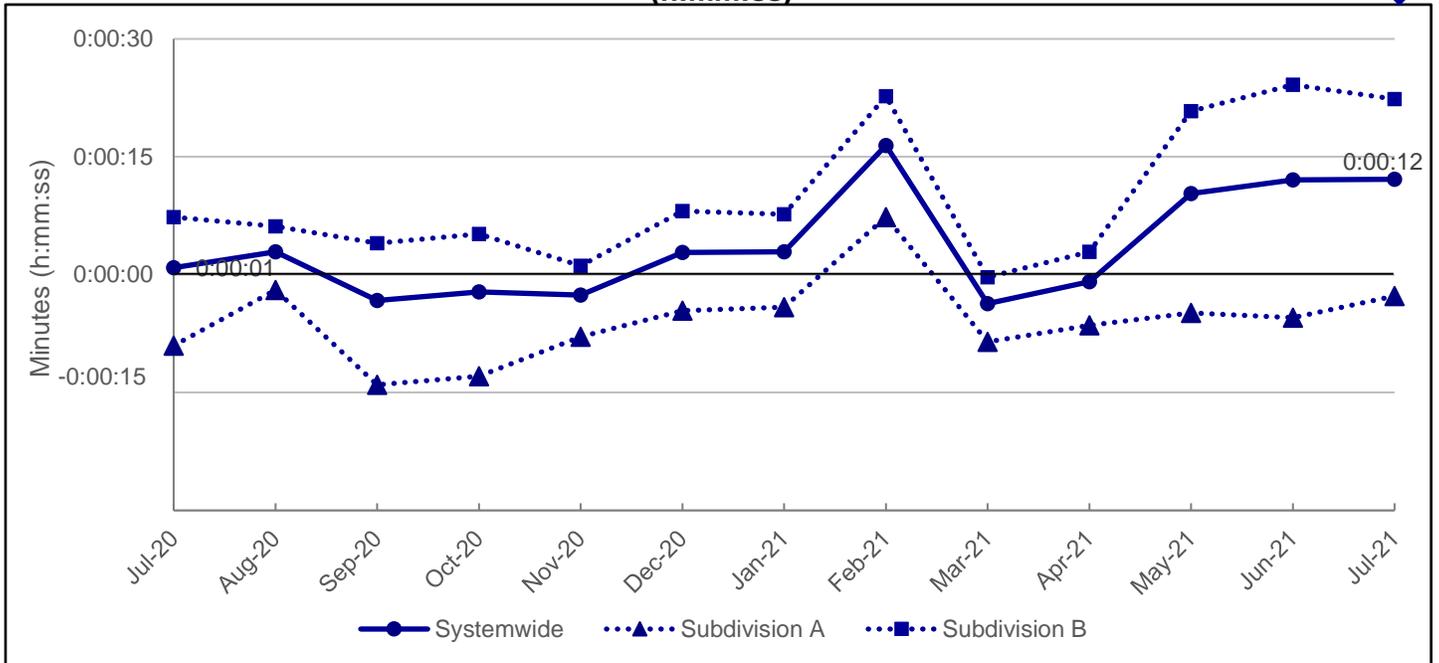
Desired trend



<u>Line</u>	<u>Jul 21</u>	<u>Jul 20</u>	<u>Change</u>
1	0:01:17	0:00:50	+0:00:27
2	0:01:31	0:01:19	+0:00:12
3	0:01:22	0:01:08	+0:00:14
4	0:01:14	0:01:10	+0:00:04
5	0:01:20	0:01:16	+0:00:04
6	0:01:03	0:00:59	+0:00:04
7	0:00:53	0:01:00	-0:00:07
S 42nd	0:00:36	N/A	N/A
Subdivision A	0:01:12	0:01:05	+0:00:07
A	0:01:40	0:01:09	+0:00:31
B	0:02:09	0:01:43	+0:00:26
C	0:01:54	0:00:50	+0:01:04
D	0:01:54	0:01:23	+0:00:31
E	0:01:51	0:01:00	+0:00:51
F	0:01:52	0:00:49	+0:01:03
S Fkln	0:00:29	0:00:29	+0:00:00
G	0:01:21	0:01:09	+0:00:12
S Rock	0:00:28	0:00:32	-0:00:04
JZ	0:01:27	0:01:01	+0:00:26
L	0:00:48	0:00:47	+0:00:01
M	0:02:11	0:01:29	+0:00:42
N	0:01:40	0:01:36	+0:00:04
Q	0:01:44	0:01:23	+0:00:21
R	0:02:02	0:01:37	+0:00:25
W	0:01:29	0:01:32	-0:00:03
Subdivision B	0:01:44	0:01:14	+0:00:30
Systemwide	0:01:31	0:01:10	+0:00:21

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

Desired trend ↓



	Monthly			12-Month Average		
	Jul 21	Jul 20	Change	Jul 21	Jul 20	Change
Subdivision A	-0:00:03	-0:00:09	+0:00:06	-0:00:06	0:00:24	-0:00:29
Subdivision B	0:00:22	0:00:07	+0:00:15	0:00:11	0:00:45	-0:00:34
Systemwide	0:00:12	0:00:01	+0:00:11	+0:00:04	0:00:36	-0:00:32

Additional Train Time Discussion

- July 2021 ATT worsened by 11 seconds compared to July 2020, while the 12 month average improved by 32 seconds.
- ATT remains very close to scheduled times overall and faster than schedule in the A Division, reflecting ongoing efforts to improve subway speeds.

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)

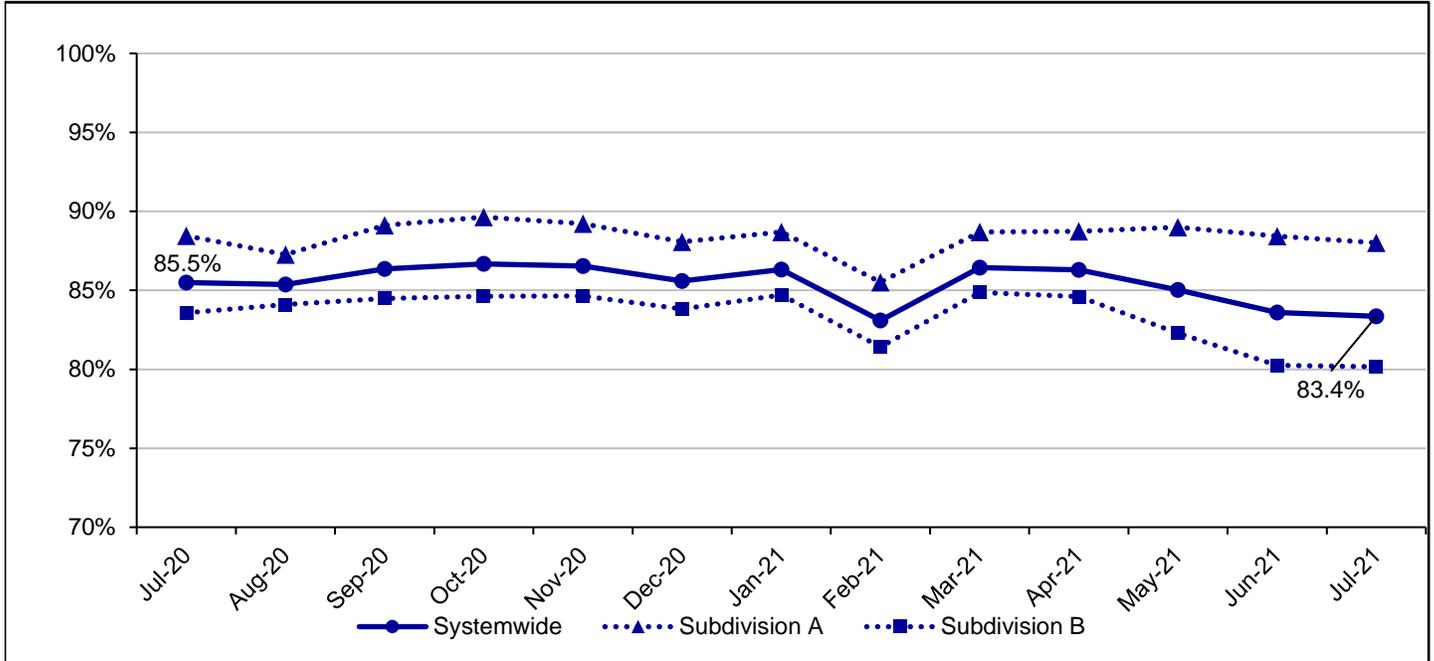
Desired trend



<u>Line</u>	<u>Jul 21</u>	<u>Jul 20</u>	<u>Change</u>
1	0:00:17	0:00:04	+0:00:13
2	-0:00:22	-0:00:19	-0:00:03
3	-0:00:21	-0:00:20	-0:00:01
4	-0:00:23	-0:00:32	+0:00:09
5	-0:00:32	-0:00:20	-0:00:12
6	0:00:17	0:00:04	+0:00:13
7	0:00:15	0:00:09	+0:00:06
S 42nd	0:00:08	N/A	N/A
Subdivision A	-0:00:03	-0:00:09	+0:00:06
A	0:00:32	0:00:17	+0:00:15
B	0:00:37	0:00:23	+0:00:14
C	0:00:14	0:00:15	-0:00:01
D	0:00:33	0:00:21	+0:00:12
E	0:01:05	-0:00:14	+0:01:19
F	0:00:13	-0:00:33	+0:00:46
S Fkln	0:00:02	-0:00:00	+0:00:02
G	0:00:39	0:00:33	+0:00:06
S Rock	-0:00:27	-0:00:25	-0:00:02
JZ	0:00:27	0:00:16	+0:00:11
L	-0:00:02	-0:00:01	-0:00:01
M	0:00:18	-0:00:04	+0:00:22
N	0:00:21	0:00:43	-0:00:22
Q	0:00:14	0:00:27	-0:00:13
R	-0:00:05	-0:00:09	+0:00:04
W	-0:00:01	-0:00:03	+0:00:02
Subdivision B	0:00:22	0:00:07	+0:00:15
Systemwide	0:00:12	0:00:01	+0:00:11

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

Desired trend



	Monthly			12-Month Average		
	Jul 21	Jul 20	Change	Jul 21	Jul 20	Change
Subdivision A	88.0%	88.4%	-0.4%	88.4%	88.5%	-0.1%
Subdivision B	80.2%	83.6%	-3.4%	83.2%	82.6%	+0.6%
Systemwide	83.4%	85.5%	-2.1%	85.3%	85.1%	+0.2%

Weekday Customer Journey Time Performance Discussion

- July 2021 CJTP worsened by 2.1% compared to July 2020, and the 12-month average improved by 0.2%.

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

Desired trend 

<u>Line</u>	<u>Jul 21</u>	<u>Jul 20</u>	<u>Change</u>
1	86.6%	91.0%	-4.4%
2	85.6%	85.9%	-0.3%
3	87.6%	88.9%	-1.3%
4	86.8%	87.2%	-0.4%
5	87.1%	86.0%	+1.1%
6	89.7%	90.2%	-0.5%
7	90.2%	89.1%	+1.1%
S 42nd	96.4%	N/A	N/A
Subdivision A	88.0%	88.4%	-0.4%
A	79.3%	83.1%	-3.8%
B	75.1%	79.4%	-4.3%
C	77.7%	86.1%	-8.4%
D	76.0%	79.9%	-3.9%
E	77.9%	88.0%	-10.1%
F	80.2%	84.9%	-4.7%
S Fkln	97.2%	96.5%	+0.7%
G	82.5%	82.2%	+0.3%
S Rock	92.1%	91.5%	+0.6%
JZ	81.3%	84.5%	-3.2%
L	94.2%	94.3%	-0.1%
M	78.1%	82.1%	-4.0%
N	79.6%	79.4%	+0.2%
Q	78.8%	80.0%	-1.2%
R	79.1%	81.0%	-1.9%
W	85.5%	87.2%	-1.7%
Subdivision B	80.2%	83.6%	-3.4%
Systemwide	83.4%	85.5%	-2.1%

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)

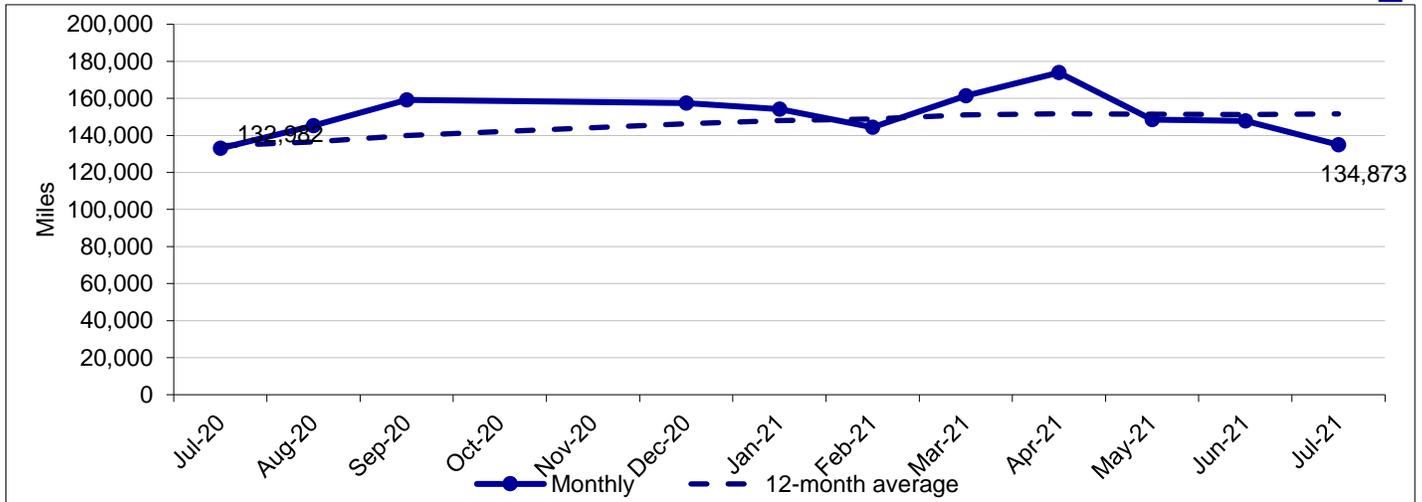
Subway MDBF is a measure of car fleet reliability. It is calculated as revenue car miles divided by the number of delay incidents attributed to car-related causes.

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



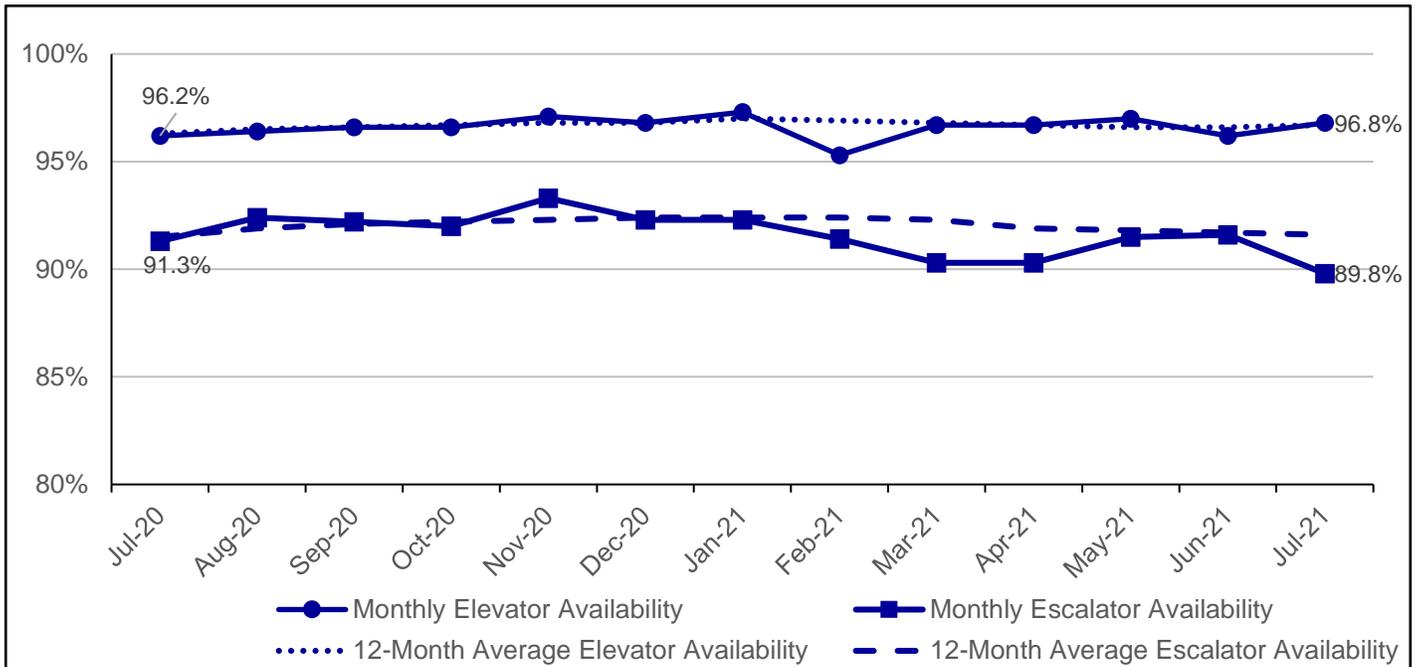
	# of Cars	Monthly		<u>% Change</u>
		Jul '21	Jul '20	
Subdivision A	2,890	165,285	169,104	-2.3%
Subdivision B	3,565	118,428	115,042	+2.9%
Systemwide	6,455	134,873	132,982	+1.4%
		12-Month Average		
Car Class	# of Cars	Jul '21	Jul '20	<u>% Change</u>
R46	748	59,000	60,813	-3.0%
R62	315	244,937	204,035	+20.0%
R62A	824	154,367	119,068	+29.6%
R68	425	113,338	84,021	+34.9%
R68A	200	73,942	78,090	-5.3%
R142	1,025	256,753	225,059	+14.1%
R142A	220	144,277	115,823	+24.6%
R143	212	182,279	182,777	-0.3%
R160	1,662	321,011	263,441	+21.9%
R179	318	142,382	143,943	-1.1%
R188 - New	126	343,101	295,779	+16.0%
R188 - Conversion	380	246,398	298,945	-17.6%
Subdivision A	2,890	205,000	171,572	+19.5%
Subdivision B	3,565	127,351	116,083	+9.7%
Systemwide	6,455	151,556	134,407	+12.8%

MDBF Discussion

- July 2021 MDBF was 134,873, an increase of 1.4% from one year ago.
- 12-month average MDBF was 151,556 in July 2021, an increase of 12.8% from one year ago.
- The largest improvements in MDBF (12-month average) were on the R62A and R68 fleets.

Elevator and Escalator Availability (24 Hours)

Desired trend



	Monthly			12-Month Average		
	Jul 21	Jul 20	% Change	Jul 21	Jul 20	% Change
Elevator Availability	96.8%	96.2%	+0.6%	96.6%	96.3%	+0.3%
Escalator Availability	89.8%	91.3%	-1.5%	91.6%	91.5%	+0.1%

Elevator and Escalator Availability Discussion

- July 2021 elevator availability increased by 0.6% compared to July 2020, while the 12-month average improved by 0.3%.
- July 2021 escalator availability decreased by 1.5%, compared to July 2020, while the 12-month average improved by 0.1%.

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	Jul 21					Jul 20					Desired trend
	Monthly Meets		Monthly Gap			12 month Meets		12 month Meets			Monthly Standard
	Standard	Minor	Medium	Major	Standard	Standard	Minor	Medium	Major	Standard	Change
1	67.4%	9.9%	11.6%	7.2%	77.5%	83.2%	8.0%	5.2%	2.3%	81.6%	-15.8%
2	63.0%	10.9%	12.2%	9.4%	66.3%	69.1%	10.9%	10.4%	6.5%	71.8%	-6.1%
3	61.5%	12.9%	14.3%	7.1%	68.6%	72.5%	12.6%	9.1%	3.6%	76.5%	-11.0%
4	66.4%	10.5%	10.9%	7.9%	68.2%	69.4%	11.0%	10.0%	6.4%	72.4%	-3.0%
5	63.9%	10.8%	11.5%	9.1%	67.0%	69.7%	10.0%	9.7%	6.7%	71.6%	-5.8%
6	71.7%	9.3%	8.8%	6.4%	74.8%	78.4%	9.5%	6.8%	3.3%	78.2%	-6.7%
7	76.1%	11.3%	7.9%	3.1%	76.9%	78.6%	10.7%	6.7%	2.6%	78.4%	-2.5%
S 42nd	92.4%	1.6%	2.1%	3.0%	93.7%	N/A	N/A	N/A	N/A	94.0%	N/A
Subdivision A	67.7%	10.4%	10.8%	7.3%	71.7%	74.2%	10.4%	8.3%	4.6%	76.0%	-6.5%
A	57.4%	12.0%	15.0%	9.8%	65.7%	69.2%	11.7%	10.2%	5.4%	70.7%	-11.8%
B	57.3%	15.6%	16.8%	6.9%	70.7%	74.4%	12.0%	8.4%	3.5%	75.4%	-17.1%
C	58.6%	20.2%	14.6%	3.8%	76.2%	75.7%	13.7%	8.1%	1.2%	77.2%	-17.1%
D	59.9%	14.2%	14.7%	7.3%	70.9%	74.7%	12.4%	8.3%	3.1%	74.5%	-14.8%
E	62.0%	12.2%	13.1%	8.0%	70.8%	73.8%	11.7%	8.8%	3.8%	74.0%	-11.8%
F	56.8%	11.9%	14.6%	10.7%	70.7%	76.1%	11.1%	8.2%	3.1%	73.2%	-19.3%
S Fkn	97.8%	0.7%	0.4%	0.6%	98.5%	98.4%	0.9%	0.3%	0.2%	98.2%	-0.6%
G	73.4%	12.6%	9.0%	3.0%	79.5%	79.3%	12.0%	6.1%	1.6%	79.4%	-5.9%
S Rock	92.5%	5.4%	1.4%	0.3%	94.2%	94.8%	2.3%	1.1%	0.8%	95.2%	-2.3%
JZ	73.8%	12.4%	9.2%	2.6%	81.4%	83.7%	9.5%	4.7%	1.2%	81.6%	-9.9%
L	73.8%	11.7%	8.9%	3.7%	76.8%	77.5%	11.6%	7.2%	2.4%	79.5%	-3.7%
M	66.1%	12.7%	11.1%	5.9%	74.7%	77.6%	11.0%	6.8%	2.7%	76.4%	-11.5%
N	63.4%	13.0%	13.1%	6.5%	70.8%	72.1%	11.4%	9.3%	4.4%	73.9%	-8.7%
Q	61.5%	14.6%	13.8%	6.4%	71.3%	75.7%	10.6%	7.9%	3.7%	75.9%	-14.2%
R	63.7%	13.3%	12.7%	6.6%	71.9%	74.1%	11.3%	8.6%	3.7%	75.0%	-10.4%
W	56.8%	14.5%	15.1%	8.5%	71.6%	72.6%	10.8%	8.3%	4.7%	75.1%	-15.8%
Subdivision B	63.7%	13.0%	12.7%	6.7%	73.1%	75.6%	11.3%	7.9%	3.3%	75.9%	-11.9%
Systemwide	65.5%	11.8%	11.8%	6.9%	72.5%	75.0%	10.9%	8.1%	3.8%	75.9%	-9.5%

Weekday Wait Assessment Discussion

- Wait Assessment for July 2021 decreased by 9.5% compared to July 2020.
- Wait Assessment is very sensitive to changes in frequency, and the decrease was due mostly to service adjustments related to crew availability.

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

Line	Jul 21					Jul 20					Desired trend	
	Monthly	Monthly Gap			12 month	Monthly	Monthly Gap			12 month		Monthly
	Meets	Standard	Minor	Medium	Major	Meets	Standard	Minor	Medium	Major		Meets
1	86.6%	7.3%	4.3%	0.8%	77.3%	90.7%	5.9%	2.2%	0.6%	88.3%	-4.1%	
2	74.9%	11.7%	9.1%	2.9%	68.7%	80.3%	9.7%	5.3%	2.4%	75.4%	-5.4%	
3	83.5%	9.6%	4.8%	1.3%	75.4%	81.7%	8.8%	4.7%	2.1%	84.6%	+1.8%	
4	75.5%	11.0%	8.4%	3.4%	70.9%	74.1%	11.7%	8.4%	3.7%	76.4%	+1.4%	
5	93.4%	5.0%	1.4%	0.1%	80.5%	95.8%	2.0%	0.5%	1.0%	83.8%	-2.4%	
6	78.7%	10.5%	7.2%	2.6%	72.6%	84.8%	8.8%	4.2%	1.1%	84.6%	-6.1%	
7	79.0%	10.7%	6.4%	2.1%	82.8%	89.7%	6.2%	2.0%	1.1%	83.8%	-10.7%	
S 42nd	84.4%	0.6%	6.9%	7.1%	93.8%	N/A	N/A	N/A	N/A	98.4%	N/A	
Subdivision A	80.3%	9.6%	6.5%	2.3%	74.9%	82.7%	8.8%	4.8%	2.0%	81.9%	-2.4%	
A	58.3%	14.8%	15.9%	7.7%	69.1%	76.8%	10.8%	7.4%	3.0%	76.9%	-18.5%	
C	68.0%	15.7%	11.5%	2.4%	74.0%	80.7%	10.8%	5.7%	1.8%	81.2%	-12.7%	
D	69.7%	14.9%	10.6%	2.3%	75.5%	77.2%	12.1%	6.9%	2.6%	79.4%	-7.5%	
E	83.1%	10.3%	5.4%	0.6%	83.5%	88.6%	7.4%	2.9%	0.8%	85.7%	-5.5%	
F	74.8%	13.4%	8.8%	1.9%	76.9%	83.8%	9.7%	4.3%	1.3%	80.4%	-9.0%	
S Fkln	97.8%	0.4%	1.0%	0.5%	98.5%	99.5%	0.3%	0.0%	0.0%	98.2%	-1.7%	
G	80.4%	10.2%	6.8%	1.5%	86.2%	89.5%	7.1%	2.3%	0.8%	85.1%	-9.1%	
S Rock	85.5%	7.1%	3.8%	1.3%	94.7%	94.3%	4.0%	1.4%	0.0%	96.2%	-8.8%	
J	83.3%	9.6%	5.6%	0.8%	83.7%	90.2%	6.7%	2.4%	0.5%	86.2%	-6.9%	
L	78.4%	11.0%	6.3%	2.4%	81.7%	82.2%	10.3%	4.9%	1.5%	85.6%	-3.8%	
M	82.3%	9.3%	4.9%	1.3%	91.1%	92.9%	3.4%	1.0%	1.3%	77.8%	-10.6%	
N	68.9%	13.8%	11.4%	3.5%	74.6%	78.9%	11.6%	6.7%	1.7%	76.2%	-10.0%	
Q	69.9%	14.0%	10.6%	3.1%	75.9%	81.2%	9.2%	5.8%	2.0%	79.7%	-11.3%	
R	76.1%	13.5%	7.5%	1.2%	78.7%	83.5%	10.5%	4.9%	0.9%	80.9%	-7.4%	
Subdivision B	74.2%	12.5%	8.8%	2.6%	78.5%	83.0%	9.6%	4.9%	1.5%	81.3%	-8.8%	
Systemwide	76.6%	11.3%	7.9%	2.5%	77.0%	82.9%	9.3%	4.9%	1.7%	81.6%	-6.3%	

Weekend Wait Assessment Discussion

- July 2021 Wait Assessment worsened compared to July 2020 due to crew availability issues as well as more weekend construction work in 2021.
- The 42 St Shuttle did not run in June 2020.

Note: B and W lines do not operate on weekends; S Rockaway Shuttle did not operate on weekends in March 2021 due to planned work.

Subway Weekday Terminal On-Time Performance

Monthly
(24 hours)

Desired trend



<u>Line</u>	<u>Jul 21</u>	<u>Jul 20</u>	<u>Change</u>
1	83.5%	96.7%	-13.2%
2	79.6%	90.5%	-10.9%
3	85.1%	93.5%	-8.4%
4	84.8%	91.2%	-6.4%
5	85.3%	90.0%	-4.7%
6	85.9%	93.7%	-7.8%
7	93.4%	94.6%	-1.2%
S 42nd	99.3%	N/A	N/A
Subdivision A	88.0%	93.3%	-5.3%
A	71.1%	89.9%	-18.8%
B	72.4%	85.5%	-13.1%
C	75.4%	92.1%	-16.7%
D	70.6%	90.1%	-19.5%
E	68.9%	94.3%	-25.4%
F	68.8%	90.2%	-21.4%
S Fkln	99.4%	99.4%	+0.0%
G	84.9%	94.6%	-9.7%
S Rock	98.4%	98.5%	-0.1%
JZ	86.0%	96.1%	-10.1%
L	93.4%	97.2%	-3.8%
M	80.0%	94.5%	-14.5%
NW	74.7%	83.1%	-8.4%
Q	75.1%	92.3%	-17.2%
R	80.8%	90.1%	-9.3%
Subdivision B	79.3%	92.2%	-12.9%
Systemwide	83.1%	92.6%	-9.5%

Weekday Terminal On-Time Performance Discussion

- July weekday OTP worsened by 9.5% compared to the prior year.
- The decrease was due in part to trips cancelled due to crew availability issues.
- The lowest OTP was on the E and F lines due in part to incidents on the Queens Boulevard line.

Subway Weekend Terminal On-Time Performance

Monthly
(24 hours)

Desired trend



<u>Line</u>	<u>Jul 21</u>	<u>Jul 20</u>	<u>Change</u>
1	82.0%	95.6%	-13.6%
2	44.3%	81.1%	-36.8%
3	64.6%	89.1%	-24.5%
4	76.2%	80.9%	-4.7%
5	64.8%	96.5%	-31.7%
6	77.9%	94.5%	-16.6%
7	84.7%	93.7%	-9.0%
S 42nd	99.8%	N/A	N/A
Subdivision A	77.6%	90.4%	-12.8%
A	80.7%	94.9%	-14.2%
C	69.2%	94.2%	-25.0%
D	80.5%	93.5%	-13.0%
E	89.8%	90.3%	-0.5%
F	84.5%	86.4%	-1.9%
S Fkn	99.8%	99.9%	-0.1%
G	87.1%	92.2%	-5.1%
S Rock	97.6%	99.4%	-1.8%
J	90.0%	89.6%	+0.4%
L	95.6%	93.8%	+1.8%
M	95.1%	98.8%	-3.7%
N	74.1%	72.2%	+1.9%
Q	69.1%	86.3%	-17.2%
R	75.9%	84.7%	-8.8%
Subdivision B	85.2%	91.1%	-5.9%
Systemwide	82.3%	90.8%	-8.5%

Weekend Terminal On-Time Performance Discussion

- July weekend OTP worsened by 8.5% compared to the prior year.
- The decreased OTP was due in part to crew availability and additional planned work in July 2021.

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

Subway Weekday Trains Delayed
Monthly - July 2021
(24 hours)

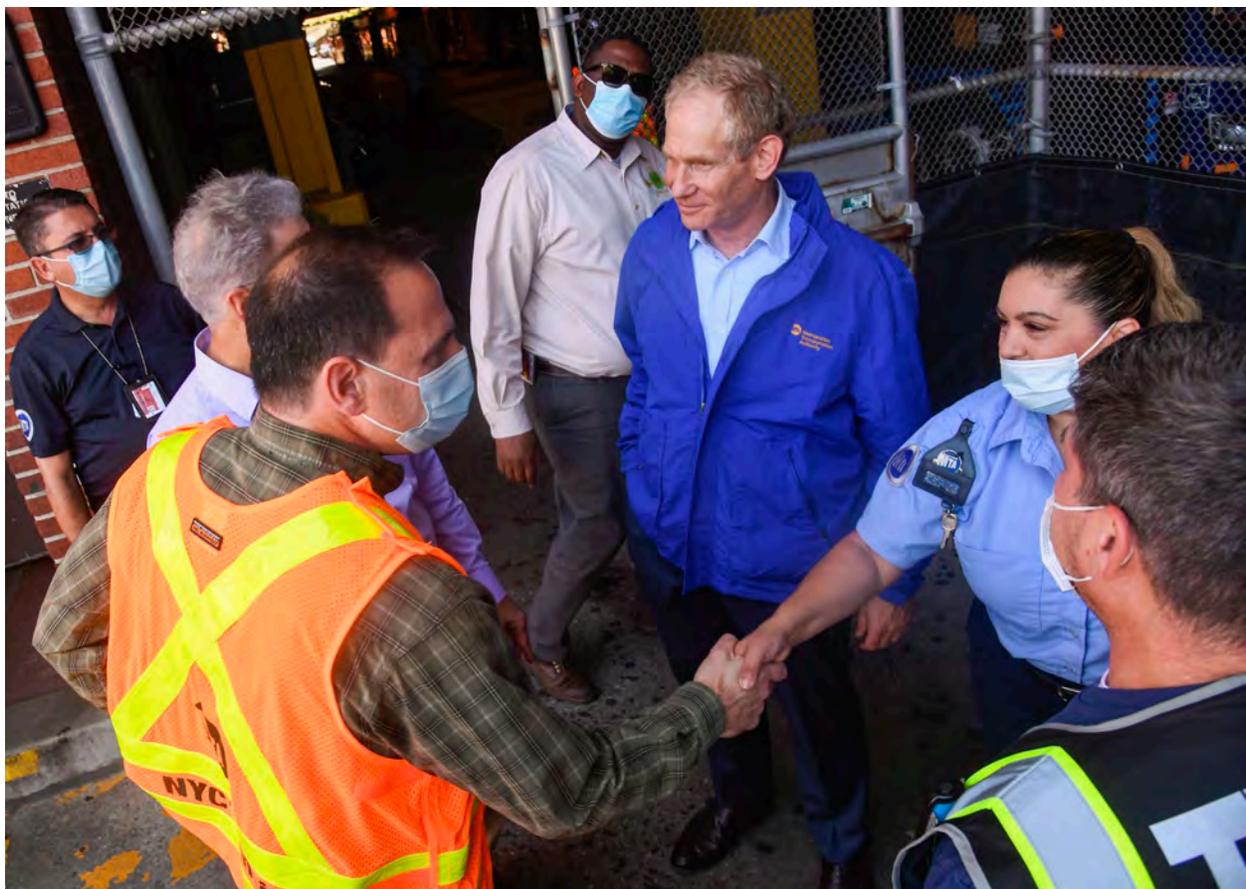
<u>Delay Categories</u>	<u>Trains Delayed</u>	<u>Delayed Trains Per Day (21)</u>	<u>% of Delayed Trains</u>
Track Failures and Emergency Remediation	<u>1,955</u>	<u>93</u>	<u>6.7%</u>
Rail and Roadbed	1,705	81	5.9%
Fire, Smoke, Debris	250	12	0.9%
Signal Failures and Emergency Remediation	4,234	202	14.6%
Subway Car	<u>1,181</u>	<u>56</u>	<u>4.0%</u>
Door-Related	345	16	1.2%
Propulsion	144	7	0.5%
Braking	329	16	1.2%
Other	363	17	1.2%
Stations and Structure	342	16	1.2%
Other Internal	<u>11,381</u>	<u>542</u>	<u>39.2%</u>
Service Delivery (e.g. crew performance)	324	15	1.1%
Crew Availability (e.g. operator vacancy)	10,233	487	35.2%
Train Brake Activation - cause unknown	317	15	1.1%
Other Internal Disruptions (e.g. IT system failure)	507	24	1.7%
External	<u>3,759</u>	<u>179</u>	<u>12.9%</u>
Public Conduct, Crime, Police Response	1,564	74	5.3%
Sick/Injured Customer	511	24	1.7%
Persons on Roadbed (including persons struck by train)	1,107	53	3.8%
External Debris on Roadbed (e.g., trees, shopping cart)	247	12	0.9%
Inclement Weather	67	3	0.2%
External Agency or Utility	263	13	0.9%
Operating Environment	2,414	115	8.3%
Planned Right-of-Way Work	3,805	181	13.1%
Total Trains Delayed	29,071	1,384	100%

Subway Weekend Trains Delayed
Monthly - July 2021
(24 hours)

<u>Delay Categories</u>	<u>Trains Delayed</u>	<u>Delayed Trains Per Day (10)</u>	<u>% of Delayed Trains</u>
Track Failures and Emergency Remediation	<u>121</u>	<u>12</u>	<u>1.7%</u>
Rail and Roadbed	50	5	0.7%
Fire, Smoke, Debris	71	7	1.0%
Signal Failures and Emergency Remediation	876	88	12.7%
Subway Car	<u>213</u>	<u>21</u>	<u>3.1%</u>
Door-Related	41	4	0.6%
Propulsion	17	2	0.2%
Braking	57	6	0.8%
Other	98	10	1.4%
Stations and Structure	91	9	1.3%
Other Internal	<u>2,398</u>	<u>240</u>	<u>34.7%</u>
Service Delivery (e.g. crew performance)	109	11	1.6%
Crew Availability (e.g. operator vacancy)	2,223	222	32.1%
Train Brake Activation - cause unknown	41	4	0.6%
Other Internal Disruptions (e.g. IT system failure)	25	3	0.4%
External	<u>921</u>	<u>92</u>	<u>13.3%</u>
Public Conduct, Crime, Police Response	528	53	7.6%
Sick/Injured Customer	129	13	1.9%
Persons on Roadbed (including persons struck by train)	159	16	2.3%
External Debris on Roadbed (e.g., trees, shopping cart)	67	7	1.0%
Inclement Weather	6	1	0.1%
External Agency or Utility	32	3	0.5%
Operating Environment	1,044	104	15.1%
Planned Right-of-Way Work	1,256	126	18.2%
Total Trains Delayed	6,920	692	100%

Customer Service Report: Buses

Frank Annicaro, Acting President, MTA Bus Company/
Senior Vice President, NYCT Department of Buses



Bus Operator Rosa Almonte was recognized by Acting Chairman and CEO, Janno Lieber, and Acting MTA Bus President and SVP of NYCT Buses, Frank Annicaro, for her heroic work transporting customers safely amid Tropical Storm Ida, which caused heavy flooding in the area. As floodwater entered her bus, Rosa remained calm and assured customers' safety while navigating the roads. Rosa is one of many heroes among the 18,000 men and women in Buses, a shining example of their dedication to public service.

Bus Report

Bus Report Performance Indicators							
Category	Performance Indicator	Current Month: August 2021			12-Month Average		
		This Year	Last Year	Change	This Year	Last Year	Change
Customer Focused Metrics	Service Delivered (Chart 1)	93.5%	95.5%	-2.0%	94.6%	96.6%	-2.0%
	Additional Bus Stop Time (h:mm:ss) (Chart 3)*	0:01:51	N/A	N/A	0:01:43	N/A	N/A
	Additional Travel Time (h:mm:ss) (Chart 5)*	-0:00:11	N/A	N/A	-0:00:25	N/A	N/A
	Customer Journey Time Performance (Chart 7)*	76.9%	N/A	N/A	78.9%	N/A	N/A
Inputs To Operations	Mean Distance Between Failures (Chart 9)	5,901	6,745	-12.5%	7,766	8,171	-5.0%
	Speed (MPH) (Chart 11)	8.2	8.3	-1.2%	8.3	8.2	+1.2%
Legacy Indicators	Wait Assessment (Chart 13)	75.8%	79.4%	-3.6%	78.5%	78.7%	-0.2%
	System MDBSI (Chart 16)	3,006	3,607	-16.7%	3,305	3,479	-5.0%
	NYCT Bus	2,945	3,467	-15.1%	3,215	3,311	-2.9%
	MTA Bus	3,209	4,117	-22.1%	3,622	4,134	-12.4%
	System Trips Completed (Chart 17)*	94.3%	96.8%	-2.5%	96.1%	98.7%	-2.6%
	NYCT Bus	94.3%	96.9%	-2.6%	96.2%	98.8%	-2.6%
	MTA Bus	94.7%	96.3%	-1.6%	96.0%	98.5%	-2.5%
	System AM Pull Out (Chart 18)*	94.7%	97.2%	-2.5%	96.3%	99.1%	-2.8%
	NYCT Bus	94.7%	97.5%	-2.8%	96.4%	99.2%	-2.8%
	MTA Bus	94.7%	96.1%	-1.4%	95.8%	98.9%	-3.1%
	System PM Pull Out (Chart 19)*	95.7%	97.5%	-1.8%	97.2%	99.3%	-2.1%
	NYCT Bus	95.9%	97.6%	-1.7%	97.4%	99.4%	-2.0%
	MTA Bus	94.8%	96.9%	-2.1%	96.6%	99.1%	-2.5%
	System Buses >= 12 years	23.0%	18.7%				
	NYCT Bus	11.9%	7.0%				
	MTA Bus	61.2%	59.6%				
	System Fleet Age	8.2	7.7				
	NYCT Bus	7.2	6.6				
MTA Bus	11.7	11.4					

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 Trips Completed, AM Pull Out, and PM Pull Out metrics exclude April and May 2020
 - August 2020 ABST, ATT, and CJTP metrics are not available

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.

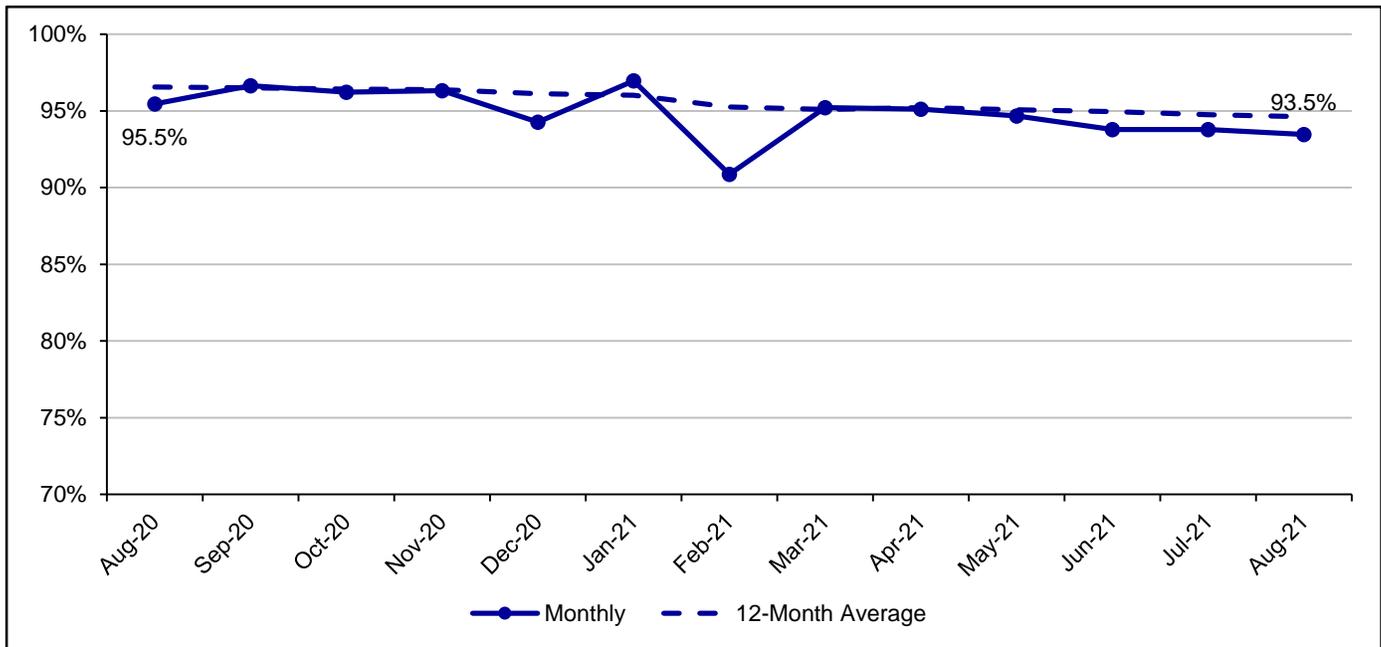
Customer Journey Time Performance (CJTP)

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		
	Aug 21	Aug 20	Change (Pts)	Aug 21	Aug 20	Change (Pts)
Bronx	94.6%	96.5%	-1.9%	95.6%	97.3%	-1.7%
Brooklyn	93.8%	94.4%	-0.6%	94.6%	97.0%	-2.4%
Manhattan	95.9%	98.5%	-2.6%	97.0%	96.8%	+0.2%
Queens	93.5%	95.2%	-1.7%	94.0%	95.9%	-1.9%
Staten Island	88.6%	93.0%	-4.4%	92.1%	96.5%	-4.4%
Systemwide	93.5%	95.5%	-2.0%	94.6%	96.6%	-2.0%

Service Delivered Discussion

- Service Delivered in August 2021 decreased by 2.0 percentage points to 93.5 percent compared to August 2020, and decreased by 2.0 percentage points to 94.6 percent on a 12-month average basis.

Note: The metrics in this report are preliminary

**Service Delivered
Monthly
(Peak Hours)**

Desired trend

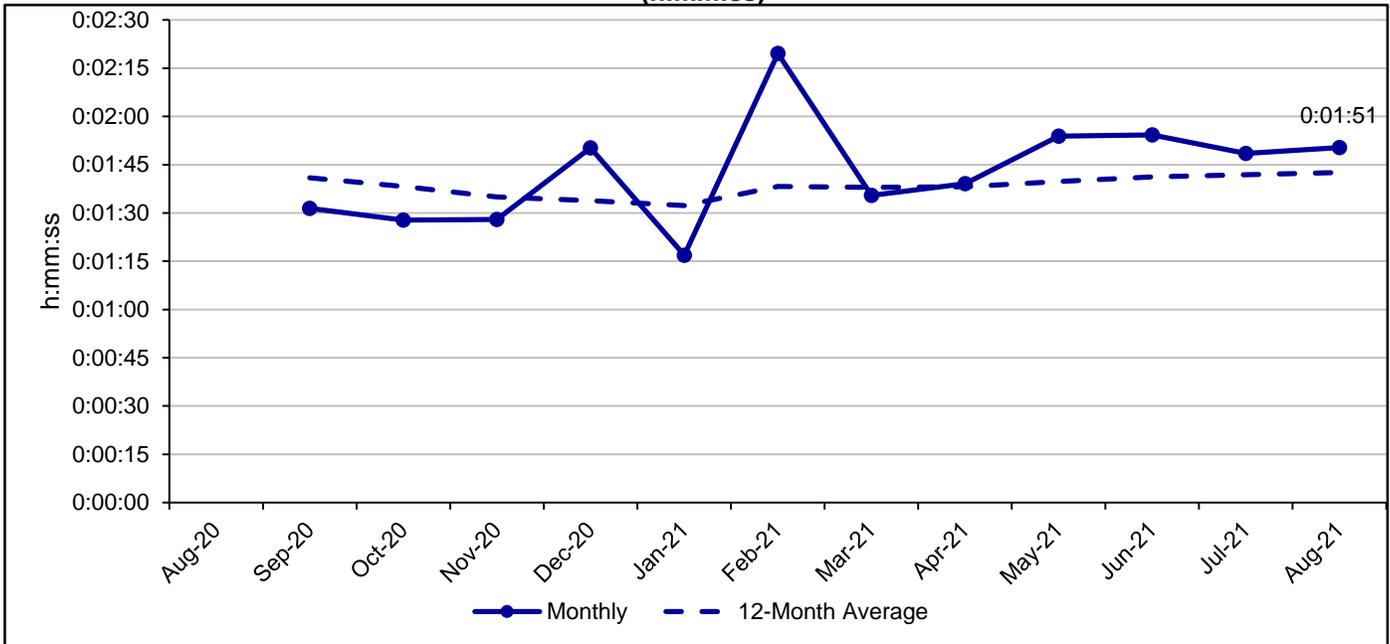


<u>Borough</u>	<u>Aug 21</u>	<u>Aug 20</u>	<u>Change (Pts)</u>
Bronx	94.6%	96.5%	-1.9%
Local/Limited	94.1%	96.0%	-1.9%
Select Bus Service	95.1%	98.8%	-3.7%
Express	97.1%	97.8%	-0.7%
Brooklyn	93.8%	94.4%	-0.6%
Local/Limited	93.6%	93.8%	-0.2%
Select Bus Service	93.3%	94.7%	-1.4%
Express	95.6%	98.4%	-2.8%
Manhattan	95.9%	98.5%	-2.6%
Local/Limited	96.0%	98.4%	-2.4%
Select Bus Service	95.8%	98.9%	-3.1%
Express	N/A	N/A	N/A
Queens	93.5%	95.2%	-1.7%
Local/Limited	93.2%	94.9%	-1.7%
Select Bus Service	91.3%	96.7%	-5.4%
Express	95.9%	97.2%	-1.3%
Staten Island	88.6%	93.0%	-4.4%
Local/Limited	89.0%	93.4%	-4.4%
Select Bus Service	86.3%	95.8%	-9.5%
Express	88.4%	92.3%	-3.9%
Systemwide	93.5%	95.5%	-2.0%
Local/Limited	93.5%	95.2%	-1.7%
Select Bus Service	94.1%	97.7%	-3.6%
Express	93.0%	95.6%	-2.6%

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		
	Aug 21	Aug 20	Change	Aug 21	Aug 20	Change
Bronx	0:01:51	N/A	N/A	0:01:39	N/A	N/A
Brooklyn	0:02:03	N/A	N/A	0:02:00	N/A	N/A
Manhattan	0:01:19	N/A	N/A	0:01:15	N/A	N/A
Queens	0:01:46	N/A	N/A	0:01:37	N/A	N/A
Staten Island	0:03:08	N/A	N/A	0:02:27	N/A	N/A
Systemwide	0:01:51	N/A	N/A	0:01:43	N/A	N/A

Additional Bus Stop Time Discussion

- 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)

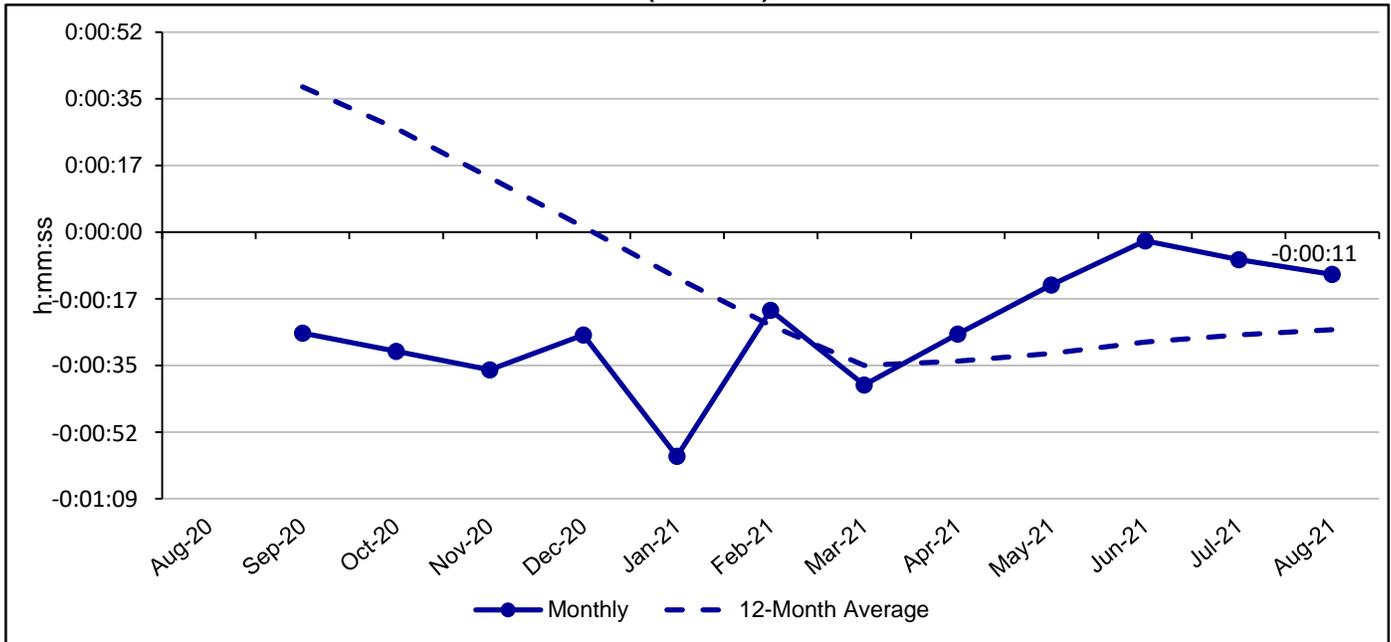
Desired trend 

<u>Borough</u>	<u>Aug 21</u>	<u>Aug 20</u>	<u>Change</u>
Bronx	0:01:51	N/A	N/A
Local/Limited	0:01:54	N/A	N/A
Select Bus Service	0:01:21	N/A	N/A
Express	0:02:31	N/A	N/A
Brooklyn	0:02:03	N/A	N/A
Local/Limited	0:02:05	N/A	N/A
Select Bus Service	0:01:39	N/A	N/A
Express	0:03:02	N/A	N/A
Manhattan	0:01:19	N/A	N/A
Local/Limited	0:01:30	N/A	N/A
Select Bus Service	0:00:59	N/A	N/A
Express	N/A	N/A	N/A
Queens	0:01:46	N/A	N/A
Local/Limited	0:01:46	N/A	N/A
Select Bus Service	0:01:40	N/A	N/A
Express	0:02:22	N/A	N/A
Staten Island	0:03:08	N/A	N/A
Local/Limited	0:03:22	N/A	N/A
Select Bus Service	0:01:59	N/A	N/A
Express	0:02:33	N/A	N/A
Systemwide	0:01:51	N/A	N/A
Local/Limited	0:01:55	N/A	N/A
Select Bus Service	0:01:18	N/A	N/A
Express	0:02:34	N/A	N/A

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		
	Aug 21	Aug 20	Change	Aug 21	Aug 20	Change
Bronx	0:00:08	N/A	N/A	-0:00:03	N/A	N/A
Brooklyn	-0:00:07	N/A	N/A	-0:00:20	N/A	N/A
Manhattan	-0:00:29	N/A	N/A	-0:00:40	N/A	N/A
Queens	-0:00:08	N/A	N/A	-0:00:28	N/A	N/A
Staten Island	-0:01:42	N/A	N/A	-0:01:55	N/A	N/A
Systemwide	-0:00:11	N/A	N/A	-0:00:25	N/A	N/A

Additional Travel Time Discussion

- 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)

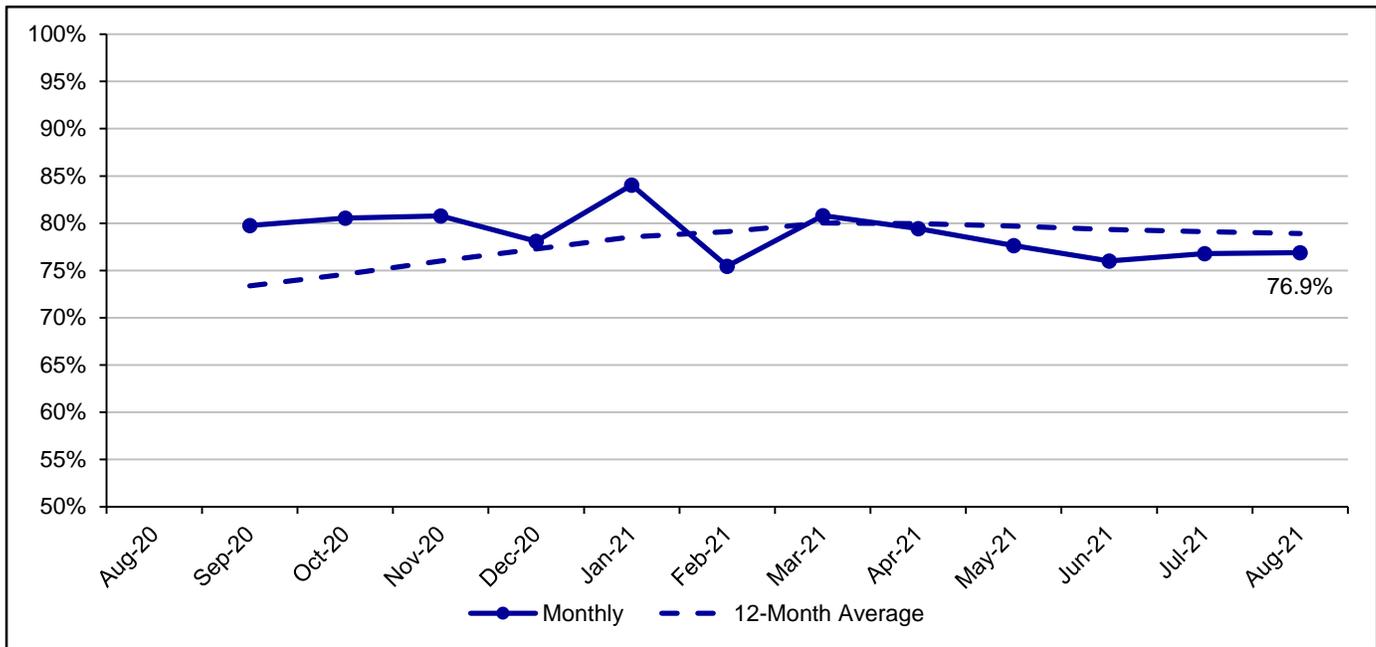
Desired trend 

<u>Borough</u>	<u>Aug 21</u>	<u>Aug 20</u>	<u>Change</u>
Bronx	0:00:08	N/A	N/A
Local/Limited	0:00:03	N/A	N/A
Select Bus Service	0:00:42	N/A	N/A
Express	0:00:14	N/A	N/A
Brooklyn	-0:00:07	N/A	N/A
Local/Limited	-0:00:10	N/A	N/A
Select Bus Service	0:00:31	N/A	N/A
Express	-0:02:42	N/A	N/A
Manhattan	-0:00:29	N/A	N/A
Local/Limited	-0:00:33	N/A	N/A
Select Bus Service	-0:00:23	N/A	N/A
Express	N/A	N/A	N/A
Queens	-0:00:08	N/A	N/A
Local/Limited	-0:00:08	N/A	N/A
Select Bus Service	0:00:12	N/A	N/A
Express	-0:02:01	N/A	N/A
Staten Island	-0:01:42	N/A	N/A
Local/Limited	-0:01:04	N/A	N/A
Select Bus Service	-0:01:07	N/A	N/A
Express	-0:06:07	N/A	N/A
Systemwide	-0:00:11	N/A	N/A
Local/Limited	-0:00:11	N/A	N/A
Select Bus Service	0:00:04	N/A	N/A
Express	-0:02:48	N/A	N/A

Note: The metrics in this report are preliminary

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

Desired trend



	Monthly			12-Month Average		
	Aug 21	Aug 20	Change (Pts)	Aug 21	Aug 20	Change (Pts)
Bronx	74.8%	N/A	N/A	77.3%	N/A	N/A
Brooklyn	74.4%	N/A	N/A	75.8%	N/A	N/A
Manhattan	82.7%	N/A	N/A	83.7%	N/A	N/A
Queens	77.8%	N/A	N/A	80.6%	N/A	N/A
Staten Island	76.7%	N/A	N/A	80.3%	N/A	N/A
Systemwide	76.9%	N/A	N/A	78.9%	N/A	N/A

Customer Journey Time Performance Discussion

- 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>Aug 21</u>	<u>Aug 20</u>	<u>Change (Pts)</u>
Bronx	74.8%	N/A	N/A
Local/Limited	75.1%	N/A	N/A
Select Bus Service	73.9%	N/A	N/A
Express	62.9%	N/A	N/A
Brooklyn	74.4%	N/A	N/A
Local/Limited	74.5%	N/A	N/A
Select Bus Service	74.3%	N/A	N/A
Express	72.5%	N/A	N/A
Manhattan	82.7%	N/A	N/A
Local/Limited	80.6%	N/A	N/A
Select Bus Service	86.6%	N/A	N/A
Express	N/A	N/A	N/A
Queens	77.8%	N/A	N/A
Local/Limited	78.2%	N/A	N/A
Select Bus Service	72.3%	N/A	N/A
Express	72.5%	N/A	N/A
Staten Island	76.7%	N/A	N/A
Local/Limited	75.8%	N/A	N/A
Select Bus Service	77.8%	N/A	N/A
Express	81.5%	N/A	N/A
Systemwide	76.9%	N/A	N/A
Local/Limited	76.5%	N/A	N/A
Select Bus Service	79.6%	N/A	N/A
Express	72.6%	N/A	N/A

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.

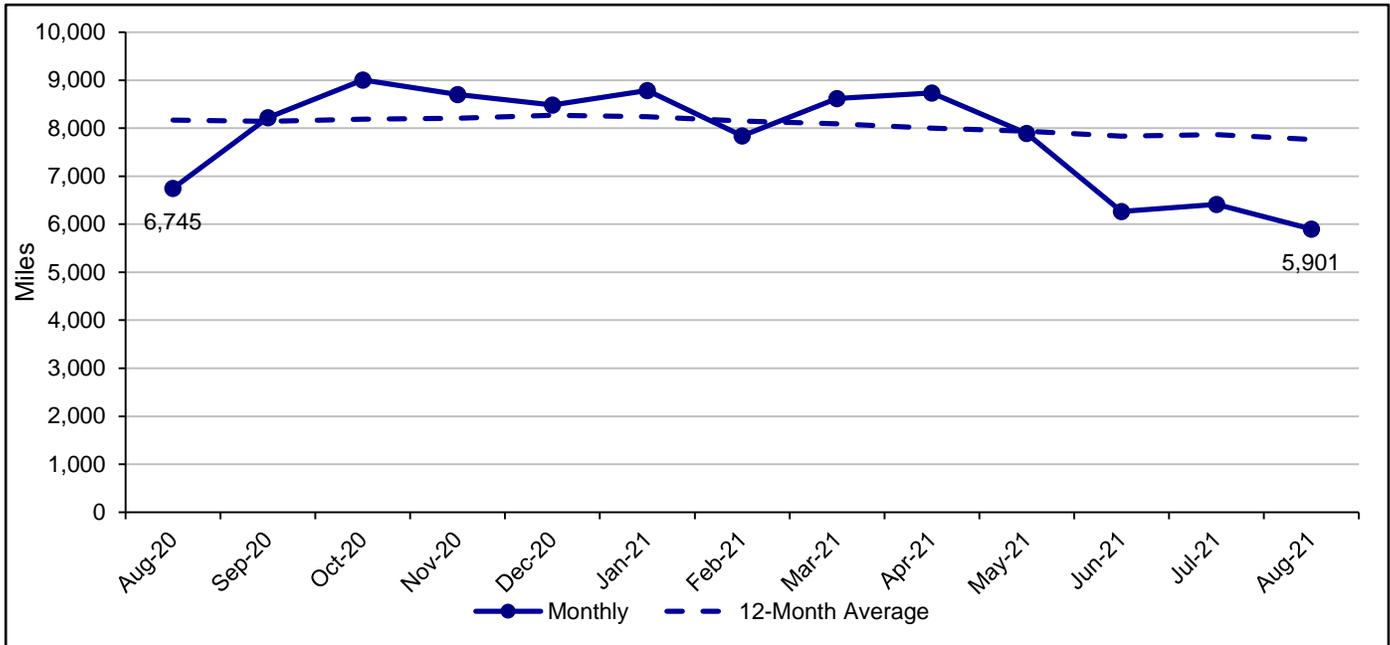
Note: The metrics in this report are preliminary

Mean Distance Between Failures

(24 Hours)

Miles

Desired trend



	Monthly			12-Month Average		
	Aug 21	Aug 20	% Change	Aug 21	Aug 20	% Change
Bronx	4,279	4,727	-9.5%	5,490	6,291	-12.7%
Brooklyn	6,382	6,891	-7.4%	8,529	8,615	-1.0%
Manhattan	3,372	4,287	-21.4%	4,885	5,221	-6.4%
Queens	5,960	6,849	-13.0%	7,601	7,909	-3.9%
Staten Island	19,644	24,462	-19.7%	24,970	23,208	+7.6%
Systemwide	5,901	6,745	-12.5%	7,766	8,171	-5.0%

Mean Distance Between Failures Discussion

- Mean Distance Between Failures in August 2021 decreased by 12.5 percent to 5,901 miles compared to August 2020, and decreased by 5.0 percent to 7,766 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

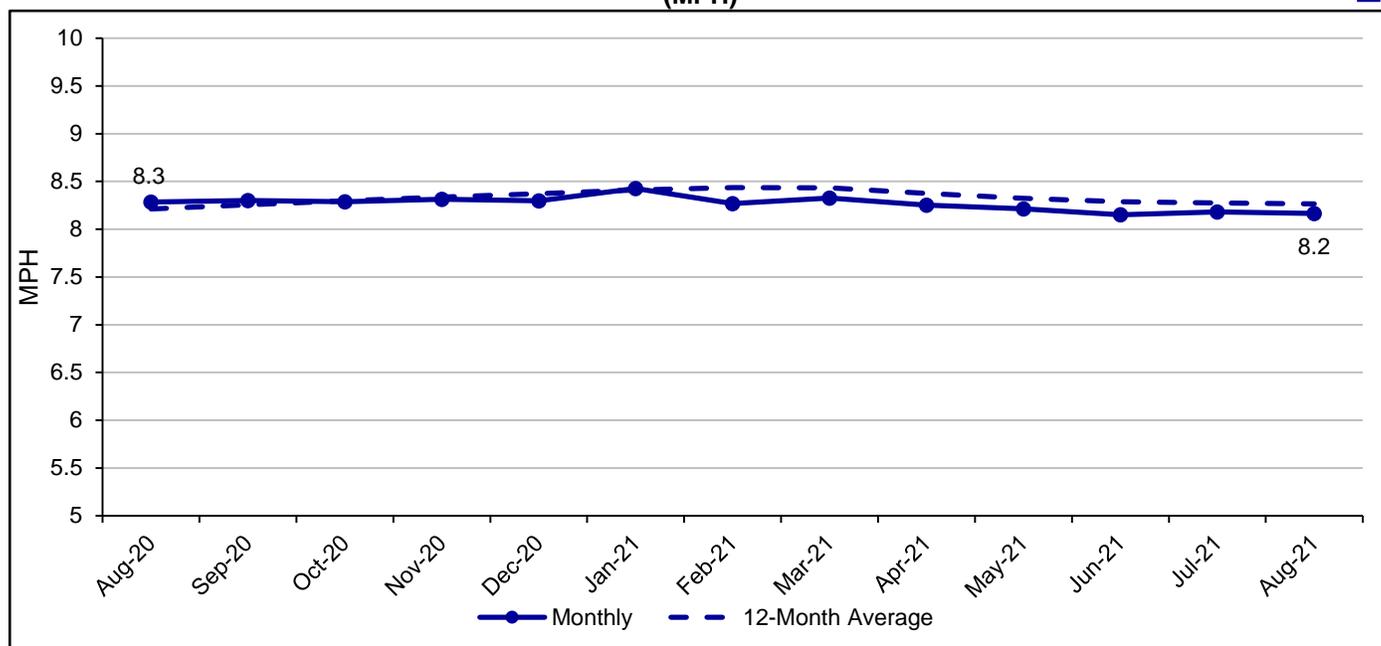
Desired trend 

<u>Borough</u>	<u>Aug 21</u>	<u>Aug 20</u>	<u>% Change</u>
Bronx	5,490	6,291	-12.7%
Local/Limited	4,828	5,448	-11.4%
Select Bus Service	6,288	10,513	-40.2%
Express	9,469	10,370	-8.7%
Brooklyn	8,529	8,615	-1.0%
Local/Limited	8,338	8,391	-0.6%
Select Bus Service	11,051	10,809	+2.2%
Express	9,634	10,276	-6.2%
Manhattan	4,885	5,221	-6.4%
Local/Limited	4,427	4,471	-1.0%
Select Bus Service	7,134	9,788	-27.1%
Express	N/A	N/A	N/A
Queens	7,601	7,909	-3.9%
Local/Limited	7,216	7,809	-7.6%
Select Bus Service	7,984	7,564	+5.6%
Express	9,805	8,600	+14.0%
Staten Island	24,970	23,208	+7.6%
Local/Limited	29,203	23,579	+23.9%
Select Bus Service	15,383	27,260	-43.6%
Express	23,743	22,653	+4.8%
Systemwide	7,766	8,171	-5.0%
Local/Limited	6,943	7,341	-5.4%
Select Bus Service	8,210	9,719	-15.5%
Express	13,437	12,831	+4.7%

Note: The metrics in this report are preliminary

Bus Speeds (24 Hours) (MPH)

Desired trend



	Monthly			12-Month Average		
	Aug 21	Aug 20	% Change	Aug 21	Aug 20	% Change
Bronx	7.7	7.8	-1.3%	7.7	7.6	+1.3%
Brooklyn	7.4	7.5	-1.3%	7.5	7.4	+1.4%
Manhattan	6.3	6.4	-1.6%	6.4	6.3	+1.6%
Queens	9.2	9.4	-2.1%	9.3	9.2	+1.1%
Staten Island	14.3	14.2	+0.7%	14.3	13.9	+2.9%
Systemwide	8.2	8.3	-1.2%	8.3	8.2	+1.2%

Speed Discussion

- Bus Speeds in August 2021 decreased by 1.2 percent to 8.2 mph compared to August 2020, and increased by 1.2 percent to 8.3 mph on a 12-month average basis.

Note: The metrics in this report are preliminary

Bus Speeds
Monthly (24 Hours)
MPH

Desired trend 

<u>Borough</u>	<u>Aug 21</u>	<u>Aug 20</u>	<u>% Change</u>
Bronx	7.7	7.8	-1.3%
Local/Limited	7.0	7.1	-1.4%
Select Bus Service	8.9	9.0	-1.1%
Express	12.2	12.9	-5.4%
Brooklyn	7.4	7.5	-1.3%
Local/Limited	7.1	7.2	-1.4%
Select Bus Service	8.7	8.8	-1.1%
Express	13.5	14.3	-5.6%
Manhattan	6.3	6.4	-1.6%
Local/Limited	5.9	6.2	-4.8%
Select Bus Service	7.5	7.4	+1.4%
Express	N/A	N/A	N/A
Queens	9.2	9.4	-2.1%
Local/Limited	8.9	9.0	-1.1%
Select Bus Service	11.3	11.7	-3.4%
Express	14.1	15.0	-6.0%
Staten Island	14.3	14.2	+0.7%
Local/Limited	12.5	12.5	+0.0%
Select Bus Service	15.2	15.1	+0.7%
Express	18.2	18.4	-1.1%
Systemwide	8.2	8.3	-1.2%
Local/Limited	7.7	7.8	-1.3%
Select Bus Service	9.2	9.4	-2.1%
Express	14.3	15.1	-5.3%

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.

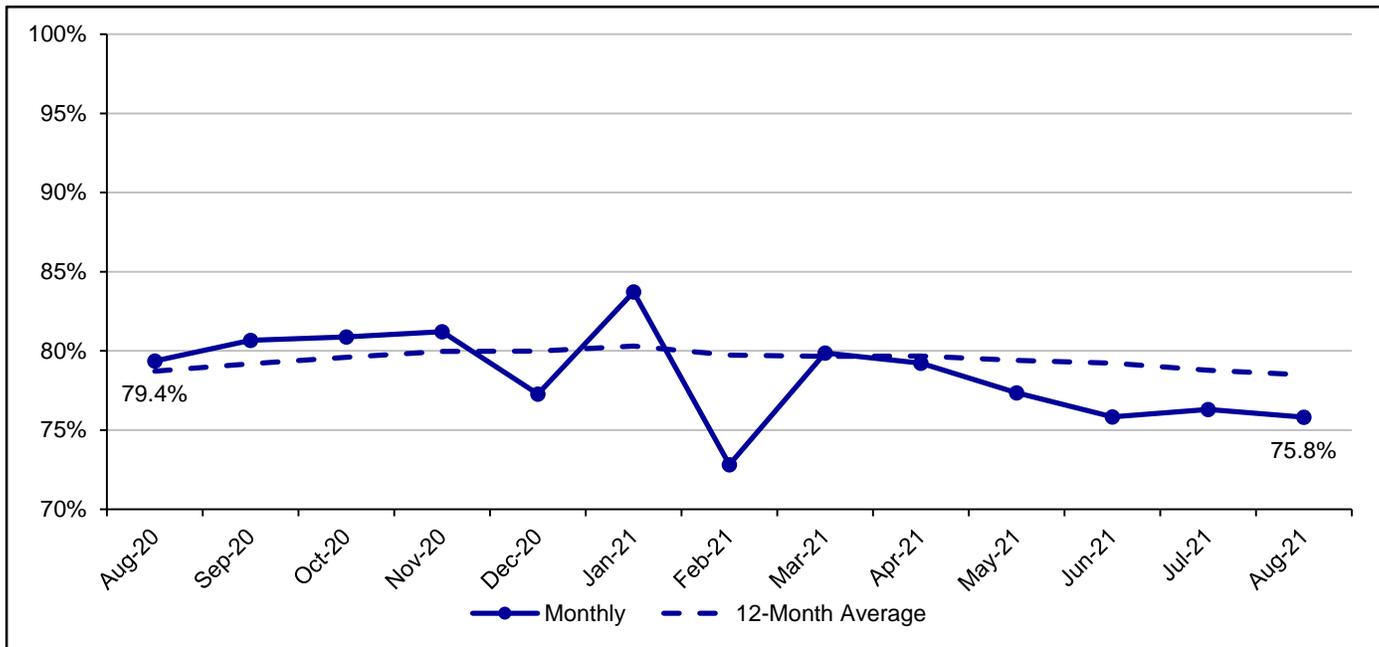
Bus PM Weekday Pull Out Performance

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		
	Aug 21	Aug 20	Change (Pts)	Aug 21	Aug 20	Change (Pts)
Bronx	74.4%	79.6%	-5.2%	77.7%	78.1%	-0.4%
Brooklyn	73.1%	73.9%	-0.8%	74.9%	76.3%	-1.4%
Manhattan	79.7%	83.2%	-3.5%	81.7%	78.7%	+3.0%
Queens	78.3%	81.8%	-3.5%	80.5%	80.5%	0.0%
Staten Island	71.6%	79.6%	-8.0%	78.2%	81.4%	-3.2%
Systemwide	75.8%	79.4%	-3.6%	78.5%	78.7%	-0.2%

Note: The metrics in this report are preliminary

Wait Assessment Monthly

Desired trend 

<u>Borough</u>	<u>Aug 21</u>	<u>Aug 20</u>	<u>Change (Pts)</u>
Bronx	74.4%	79.6%	-5.2%
Local/Limited	73.7%	79.1%	-5.4%
Select Bus Service	76.7%	83.5%	-6.8%
Express	85.2%	88.5%	-3.3%
Brooklyn	73.1%	73.9%	-0.8%
Local/Limited	72.9%	73.7%	-0.8%
Select Bus Service	75.8%	79.8%	-4.0%
Express	78.0%	79.7%	-1.7%
Manhattan	79.7%	83.2%	-3.5%
Local/Limited	79.3%	82.6%	-3.3%
Select Bus Service	82.7%	87.8%	-5.1%
Express	N/A	N/A	N/A
Queens	78.3%	81.8%	-3.5%
Local/Limited	78.2%	81.8%	-3.6%
Select Bus Service	76.2%	83.2%	-7.0%
Express	82.0%	82.3%	-0.3%
Staten Island	71.6%	79.6%	-8.0%
Local/Limited	71.2%	79.0%	-7.8%
Select Bus Service	72.8%	83.5%	-10.7%
Express	72.9%	81.1%	-8.2%
Systemwide	75.8%	79.4%	-3.6%
Local/Limited	75.6%	79.0%	-3.4%
Select Bus Service	79.0%	84.9%	-5.9%
Express	78.7%	83.1%	-4.4%

Note: The metrics in this report are preliminary

Bus Mean Distance Between Service Interruptions

Desired trend

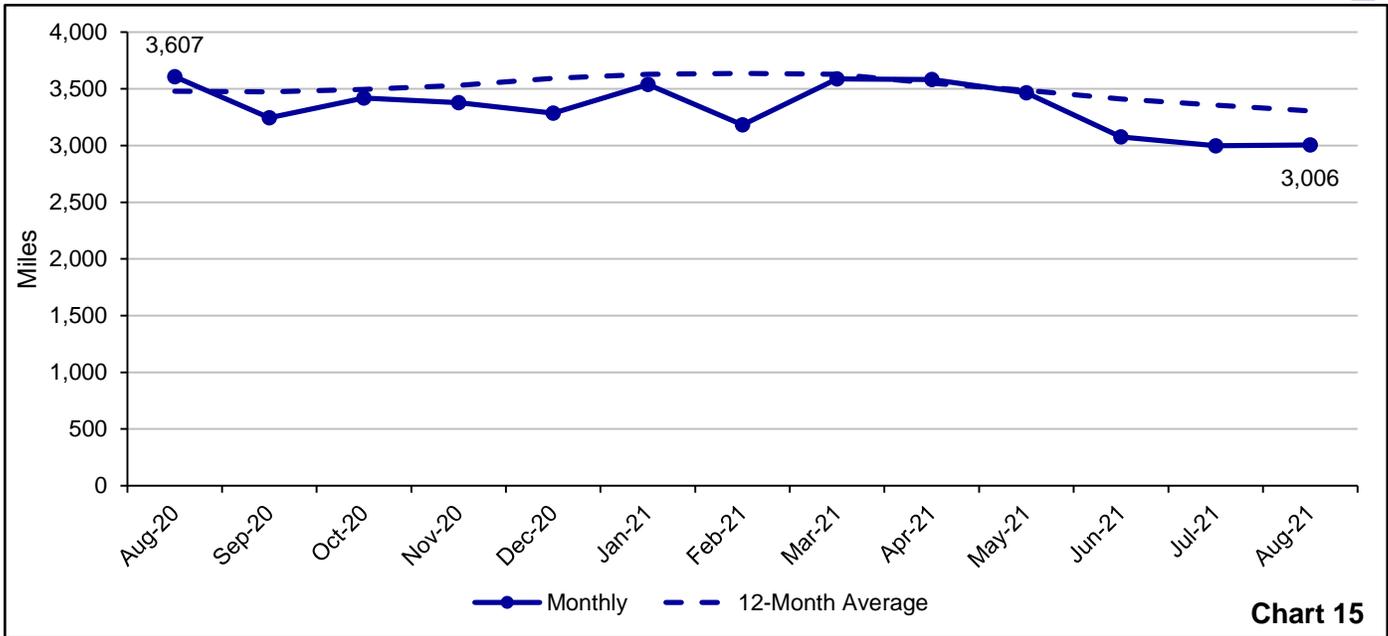


Chart 15

	Monthly			12-Month Average		
	Aug 21	Aug 20	% Change	Aug 21	Aug 20	% Change
Systemwide	3,006	3,607	-16.7%	3,305	3,479	-5.0%

Bus Percentage of Completed Trips

Desired trend

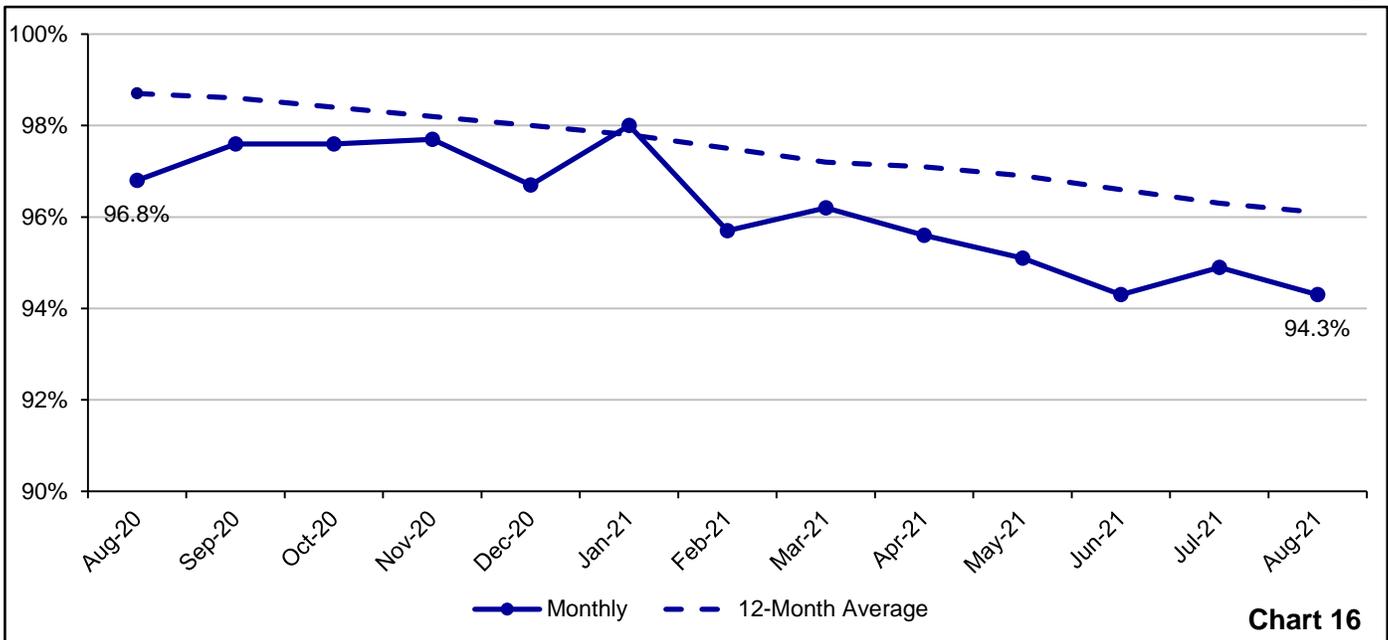


Chart 16

	Monthly			12-Month Average		
	Aug 21	Aug 20	Change (Pts)	Aug 21	Aug 20	Change (Pts)
Systemwide	94.3%	96.8%	-2.5%	96.1%	98.7%	-2.6%

Note: The metrics in this report are preliminary

Bus AM Weekday Pull Out Performance

Desired trend 

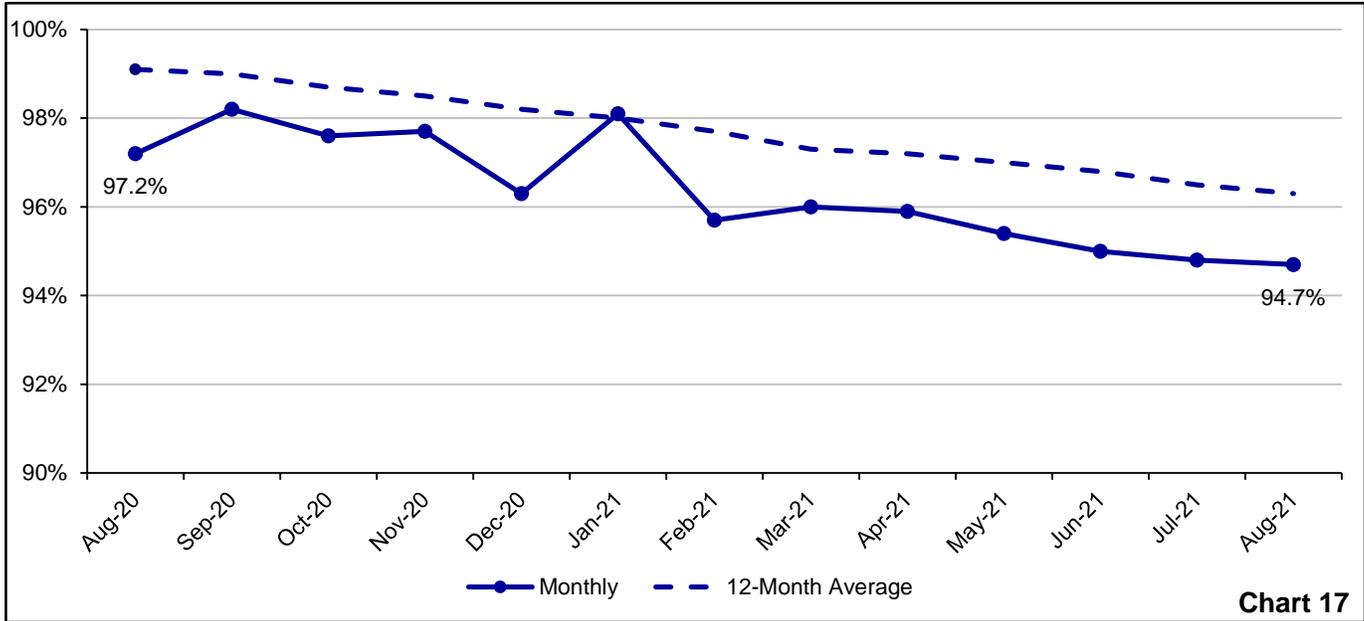


Chart 17

	Monthly			12-Month Average		
	Aug 21	Aug 20	Change (Pts)	Aug 21	Aug 20	Change (Pts)
Systemwide	94.7%	97.2%	-2.5%	96.3%	99.1%	-2.8%

Bus PM Weekday Pull Out Performance

Desired trend 

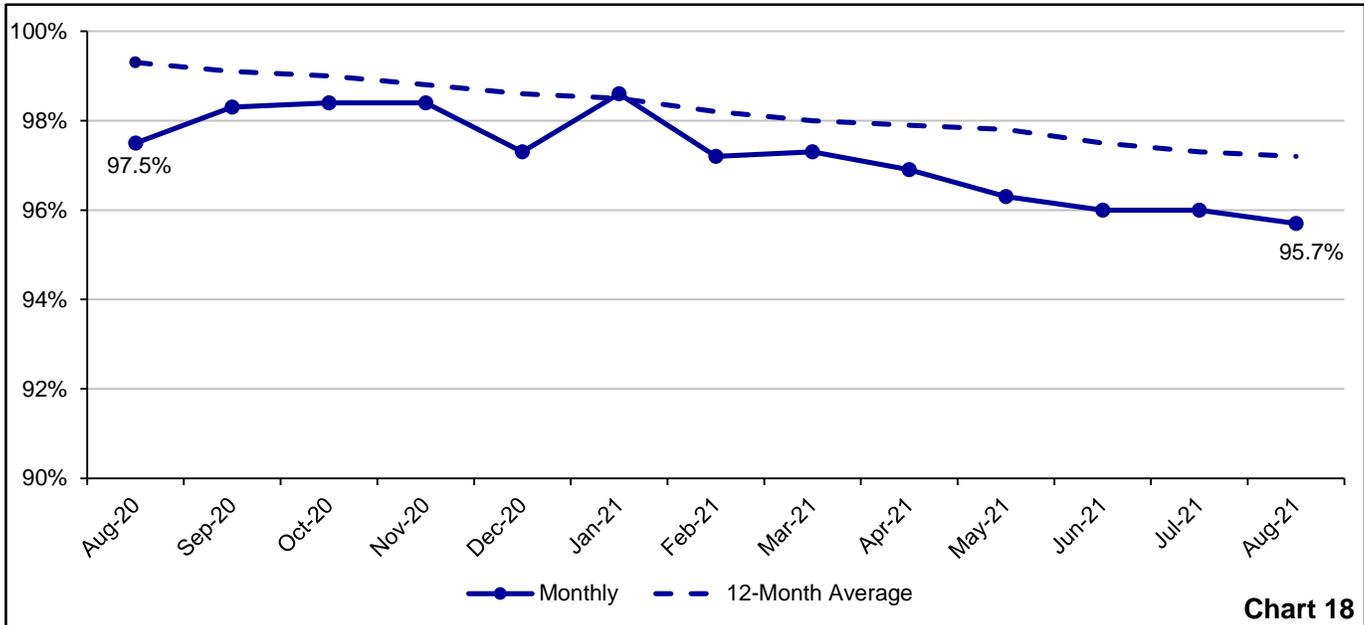


Chart 18

	Monthly			12-Month Average		
	Aug 21	Aug 20	Change (Pts)	Aug 21	Aug 20	Change (Pts)
Systemwide	95.7%	97.5%	-1.8%	97.2%	99.3%	-2.1%

Note: The metrics in this report are preliminary

Bus Report

Bus Report Performance Indicators							
Category	Performance Indicator	Current Month: July 2021			12-Month Average		
		This Year	Last Year	Change	This Year	Last Year	Change
Customer Focused Metrics	Service Delivered (Chart 1)	93.8%	96.6%	-2.8%	94.8%	96.8%	-2.0%
	Additional Bus Stop Time (h:mm:ss) (Chart 3)*	0:01:49	N/A	N/A	0:01:42	N/A	N/A
	Additional Travel Time (h:mm:ss) (Chart 5)*	-0:00:07	N/A	N/A	-0:00:27	N/A	N/A
	Customer Journey Time Performance (Chart 7)*	76.8%	N/A	N/A	79.1%	N/A	N/A
Inputs To Operations	Mean Distance Between Failures (Chart 9)	6,414	6,245	+2.7%	7,868	8,259	-4.7%
	Speed (MPH) (Chart 11)	8.2	8.3	-1.2%	8.3	8.2	+1.2%
Legacy Indicators	Wait Assessment (Chart 13)	76.3%	81.7%	-5.4%	78.8%	78.7%	+0.1%
	System MDBSI (Chart 16)	2,998	3,616	-17.1%	3,356	3,442	-2.5%
	NYCT Bus	3,019	3,458	-12.7%	3,260	3,268	-0.2%
	MTA Bus	2,934	4,196	-30.1%	3,700	4,124	-10.3%
	System Trips Completed (Chart 17)*	94.9%	97.7%	-2.8%	96.3%	99.0%	-2.7%
	NYCT Bus	94.8%	97.6%	-2.8%	96.4%	99.0%	-2.6%
	MTA Bus	95.6%	97.9%	-2.3%	96.1%	98.9%	-2.8%
	System AM Pull Out (Chart 18)*	94.8%	98.1%	-3.3%	96.5%	99.4%	-2.9%
	NYCT Bus	94.8%	98.1%	-3.3%	96.7%	99.5%	-2.8%
	MTA Bus	94.7%	98.3%	-3.6%	95.9%	99.3%	-3.4%
	System PM Pull Out (Chart 19)*	96.0%	98.3%	-2.3%	97.3%	99.6%	-2.3%
	NYCT Bus	96.1%	98.2%	-2.1%	97.5%	99.6%	-2.1%
	MTA Bus	95.7%	98.5%	-2.8%	96.7%	99.4%	-2.7%
	System Buses >=12 years	22.4%	18.5%				
	NYCT Bus	11.2%	6.7%				
	MTA Bus	61.2%	60.0%				
	System Fleet Age	8.1	7.6				
NYCT Bus	7.1	6.6					
MTA Bus	11.7	11.3					

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 Trips Completed, AM Pull Out, and PM Pull Out metrics exclude April and May 2020
- July 2020 ABST, ATT, and CJTP metrics are not available

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.

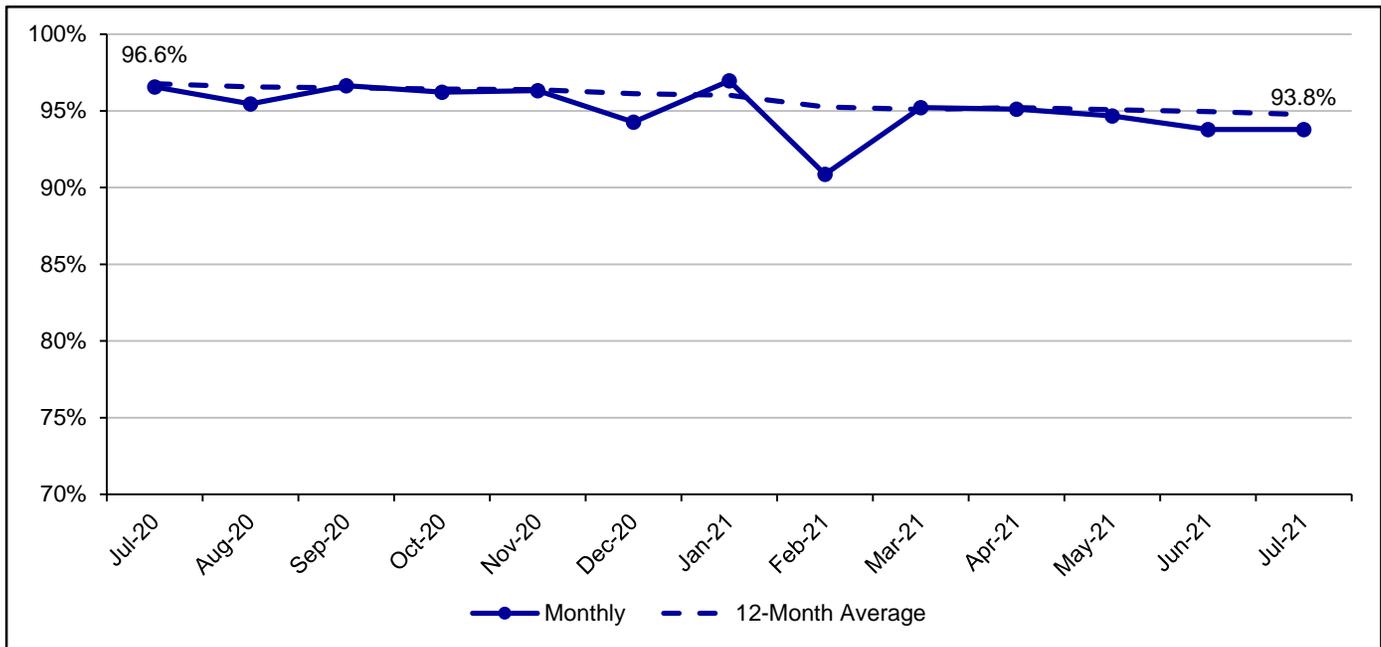
Customer Journey Time Performance (CJTP)

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		
	Jul 21	Jul 20	Change (Pts)	Jul 21	Jul 20	Change (Pts)
Bronx	94.4%	97.3%	-2.9%	95.7%	97.4%	-1.7%
Brooklyn	94.1%	95.6%	-1.5%	94.6%	97.3%	-2.7%
Manhattan	96.2%	98.8%	-2.6%	97.2%	96.7%	+0.5%
Queens	93.8%	96.8%	-3.0%	94.2%	96.0%	-1.8%
Staten Island	89.5%	94.0%	-4.5%	92.4%	97.0%	-4.6%
Systemwide	93.8%	96.6%	-2.8%	94.8%	96.8%	-2.0%

Service Delivered Discussion

- Service Delivered in July 2021 decreased by 2.8 percentage points to 93.8 percent compared to July 2020, and decreased by 2.0 percentage points to 94.8 percent on a 12-month average basis.

Note: The metrics in this report are preliminary

Service Delivered
Monthly
(Peak Hours)

Desired trend

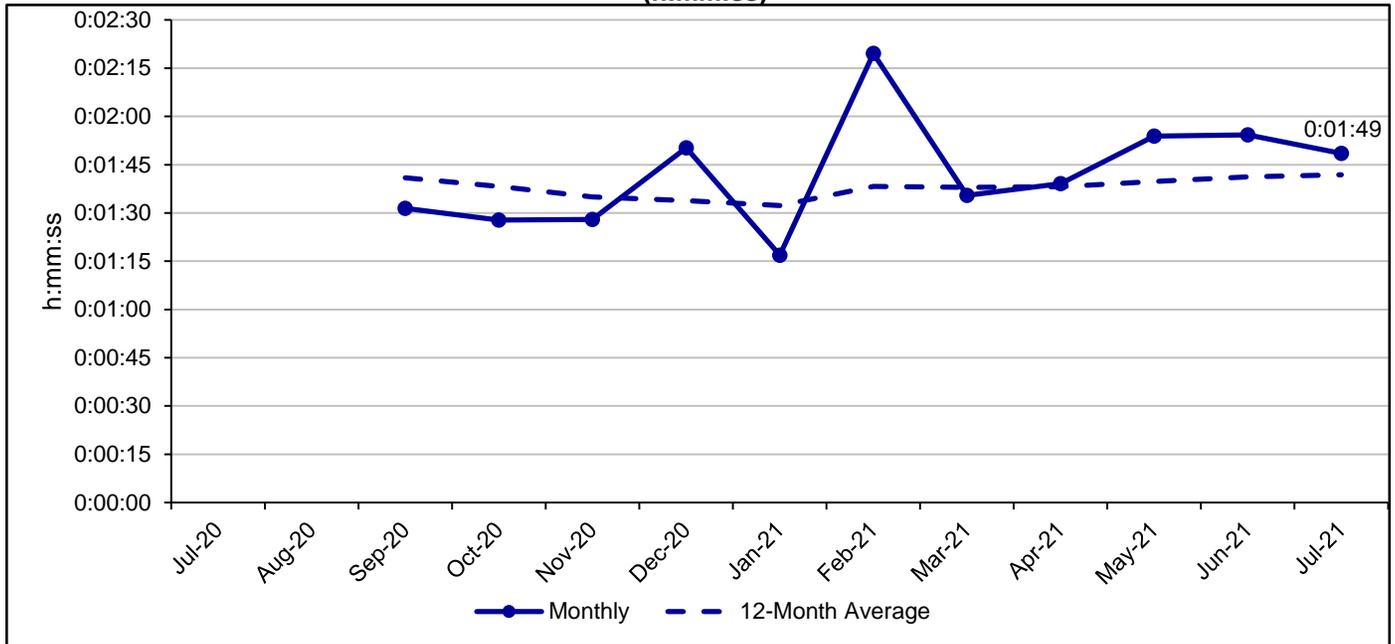


<u>Borough</u>	<u>Jul 21</u>	<u>Jul 20</u>	<u>Change (Pts)</u>
Bronx	94.4%	97.3%	-2.9%
Local/Limited	94.3%	96.8%	-2.5%
Select Bus Service	94.8%	99.1%	-4.3%
Express	95.0%	99.1%	-4.1%
Brooklyn	94.1%	95.6%	-1.5%
Local/Limited	94.0%	94.9%	-0.9%
Select Bus Service	93.9%	96.3%	-2.4%
Express	94.9%	100.6%	-5.7%
Manhattan	96.2%	98.8%	-2.6%
Local/Limited	96.0%	98.7%	-2.7%
Select Bus Service	96.6%	99.1%	-2.5%
Express	N/A	N/A	N/A
Queens	93.8%	96.8%	-3.0%
Local/Limited	93.8%	96.3%	-2.5%
Select Bus Service	93.0%	99.2%	-6.2%
Express	94.4%	99.5%	-5.1%
Staten Island	89.5%	94.0%	-4.5%
Local/Limited	89.8%	94.6%	-4.8%
Select Bus Service	92.4%	96.3%	-3.9%
Express	88.9%	93.3%	-4.4%
Systemwide	93.8%	96.6%	-2.8%
Local/Limited	93.9%	96.2%	-2.3%
Select Bus Service	95.1%	98.5%	-3.4%
Express	92.3%	97.1%	-4.8%

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		
	Jul 21	Jul 20	Change	Jul 21	Jul 20	Change
Bronx	0:01:51	N/A	N/A	0:01:38	N/A	N/A
Brooklyn	0:02:00	N/A	N/A	0:02:00	N/A	N/A
Manhattan	0:01:18	N/A	N/A	0:01:14	N/A	N/A
Queens	0:01:44	N/A	N/A	0:01:37	N/A	N/A
Staten Island	0:02:59	N/A	N/A	0:02:23	N/A	N/A
Systemwide	0:01:49	N/A	N/A	0:01:42	N/A	N/A

Additional Bus Stop Time Discussion

- 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)

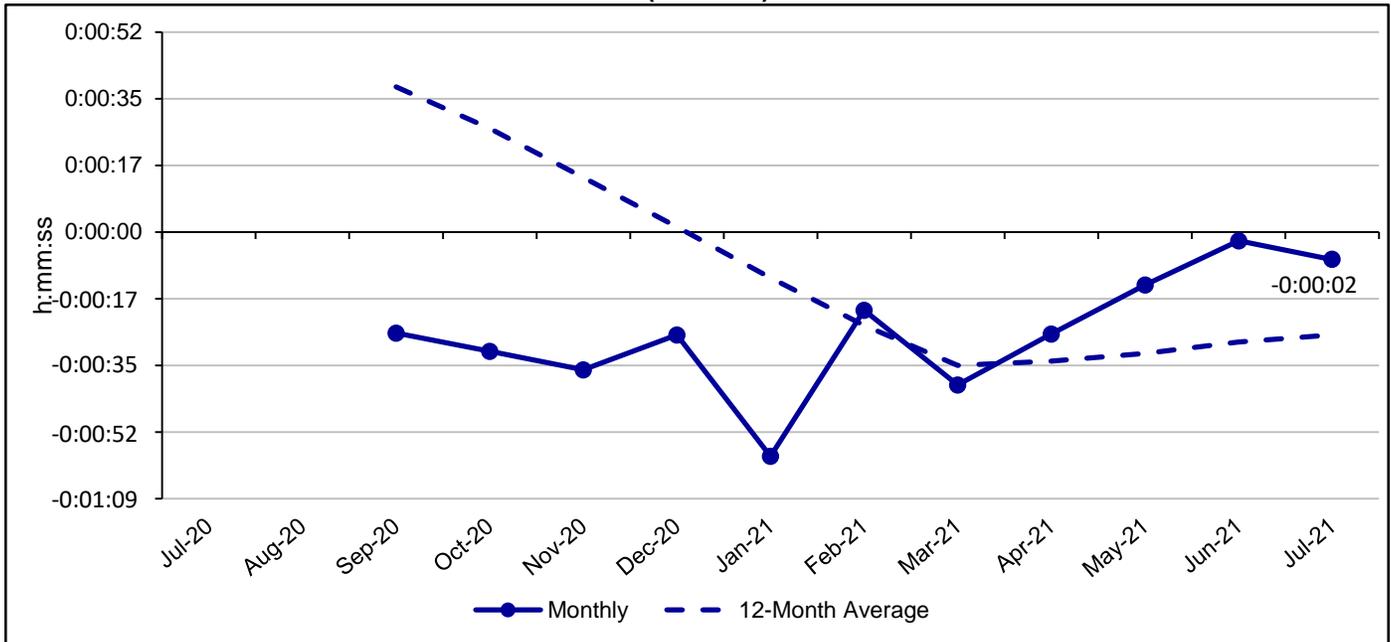
Desired trend 

<u>Borough</u>	<u>Jul 21</u>	<u>Jul 20</u>	<u>Change</u>
Bronx	0:01:51	N/A	N/A
Local/Limited	0:01:53	N/A	N/A
Select Bus Service	0:01:25	N/A	N/A
Express	0:02:42	N/A	N/A
Brooklyn	0:02:00	N/A	N/A
Local/Limited	0:02:02	N/A	N/A
Select Bus Service	0:01:33	N/A	N/A
Express	0:03:12	N/A	N/A
Manhattan	0:01:18	N/A	N/A
Local/Limited	0:01:28	N/A	N/A
Select Bus Service	0:01:00	N/A	N/A
Express	N/A	N/A	N/A
Queens	0:01:44	N/A	N/A
Local/Limited	0:01:43	N/A	N/A
Select Bus Service	0:01:40	N/A	N/A
Express	0:02:32	N/A	N/A
Staten Island	0:02:59	N/A	N/A
Local/Limited	0:03:14	N/A	N/A
Select Bus Service	0:01:28	N/A	N/A
Express	0:02:34	N/A	N/A
Systemwide	0:01:49	N/A	N/A
Local/Limited	0:01:53	N/A	N/A
Select Bus Service	0:01:17	N/A	N/A
Express	0:02:42	N/A	N/A

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		
	Jul 21	Jul 20	Change	Jul 21	Jul 20	Change
Bronx	0:00:14	N/A	N/A	-0:00:04	N/A	N/A
Brooklyn	-0:00:09	N/A	N/A	-0:00:21	N/A	N/A
Manhattan	-0:00:24	N/A	N/A	-0:00:41	N/A	N/A
Queens	-0:00:03	N/A	N/A	-0:00:30	N/A	N/A
Staten Island	-0:01:31	N/A	N/A	-0:01:56	N/A	N/A
Systemwide	-0:00:07	N/A	N/A	-0:00:27	N/A	N/A

Additional Travel Time Discussion

- 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)

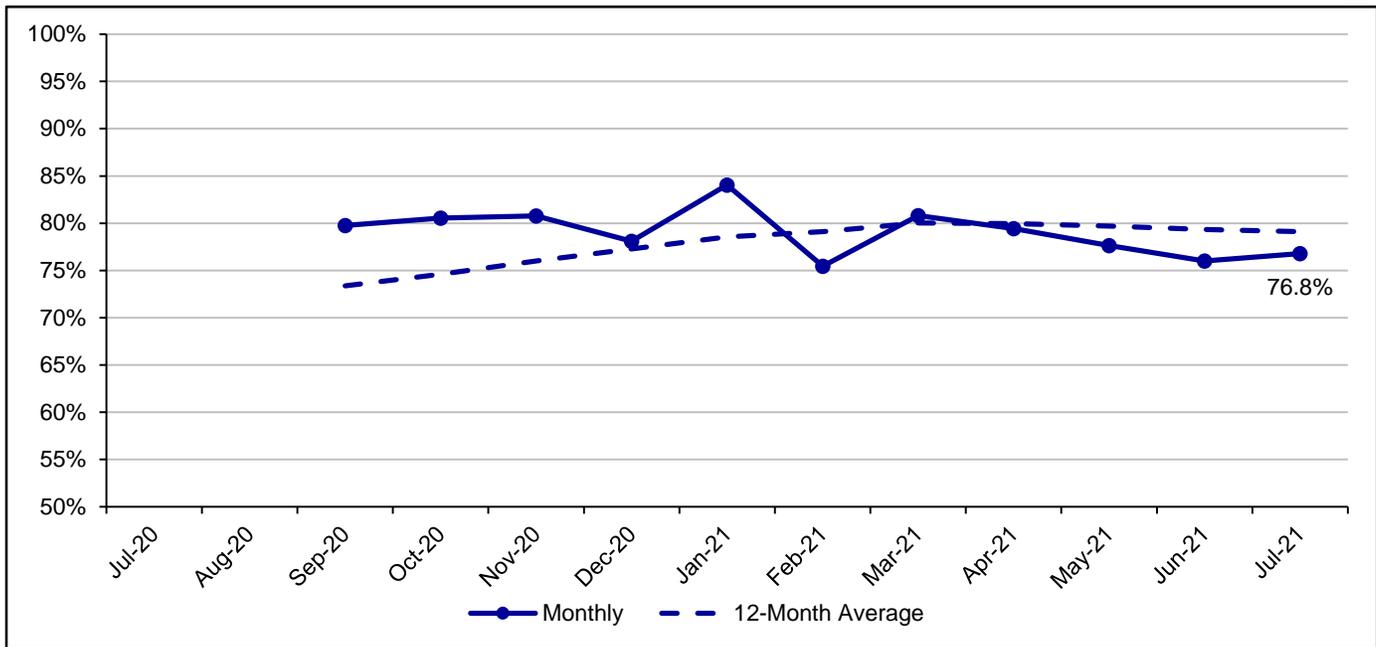
Desired trend 

<u>Borough</u>	<u>Jul 21</u>	<u>Jul 20</u>	<u>Change</u>
Bronx	0:00:14	N/A	N/A
Local/Limited	0:00:08	N/A	N/A
Select Bus Service	0:00:59	N/A	N/A
Express	0:00:28	N/A	N/A
Brooklyn	-0:00:09	N/A	N/A
Local/Limited	-0:00:12	N/A	N/A
Select Bus Service	0:00:32	N/A	N/A
Express	-0:02:23	N/A	N/A
Manhattan	-0:00:24	N/A	N/A
Local/Limited	-0:00:27	N/A	N/A
Select Bus Service	-0:00:17	N/A	N/A
Express	N/A	N/A	N/A
Queens	-0:00:03	N/A	N/A
Local/Limited	-0:00:03	N/A	N/A
Select Bus Service	0:00:23	N/A	N/A
Express	-0:00:57	N/A	N/A
Staten Island	-0:01:31	N/A	N/A
Local/Limited	-0:00:53	N/A	N/A
Select Bus Service	-0:00:57	N/A	N/A
Express	-0:05:32	N/A	N/A
Systemwide	-0:00:07	N/A	N/A
Local/Limited	-0:00:08	N/A	N/A
Select Bus Service	0:00:12	N/A	N/A
Express	-0:02:22	N/A	N/A

Note: The metrics in this report are preliminary

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

Desired trend



	Monthly			12-Month Average		
	Jul 21	Jul 20	Change (Pts)	Jul 21	Jul 20	Change (Pts)
Bronx	74.3%	N/A	N/A	77.6%	N/A	N/A
Brooklyn	74.9%	N/A	N/A	76.0%	N/A	N/A
Manhattan	82.4%	N/A	N/A	83.8%	N/A	N/A
Queens	77.6%	N/A	N/A	80.8%	N/A	N/A
Staten Island	76.5%	N/A	N/A	80.5%	N/A	N/A
Systemwide	76.8%	N/A	N/A	79.1%	N/A	N/A

Customer Journey Time Performance Discussion

- 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>Jul 21</u>	<u>Jul 20</u>	<u>Change (Pts)</u>
Bronx	74.3%	N/A	N/A
Local/Limited	74.8%	N/A	N/A
Select Bus Service	72.1%	N/A	N/A
Express	62.7%	N/A	N/A
Brooklyn	74.9%	N/A	N/A
Local/Limited	75.0%	N/A	N/A
Select Bus Service	74.7%	N/A	N/A
Express	70.6%	N/A	N/A
Manhattan	82.4%	N/A	N/A
Local/Limited	80.5%	N/A	N/A
Select Bus Service	86.0%	N/A	N/A
Express	N/A	N/A	N/A
Queens	77.6%	N/A	N/A
Local/Limited	78.1%	N/A	N/A
Select Bus Service	71.3%	N/A	N/A
Express	68.7%	N/A	N/A
Staten Island	76.5%	N/A	N/A
Local/Limited	75.6%	N/A	N/A
Select Bus Service	79.8%	N/A	N/A
Express	79.7%	N/A	N/A
Systemwide	76.8%	N/A	N/A
Local/Limited	76.6%	N/A	N/A
Select Bus Service	79.0%	N/A	N/A
Express	71.1%	N/A	N/A

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.

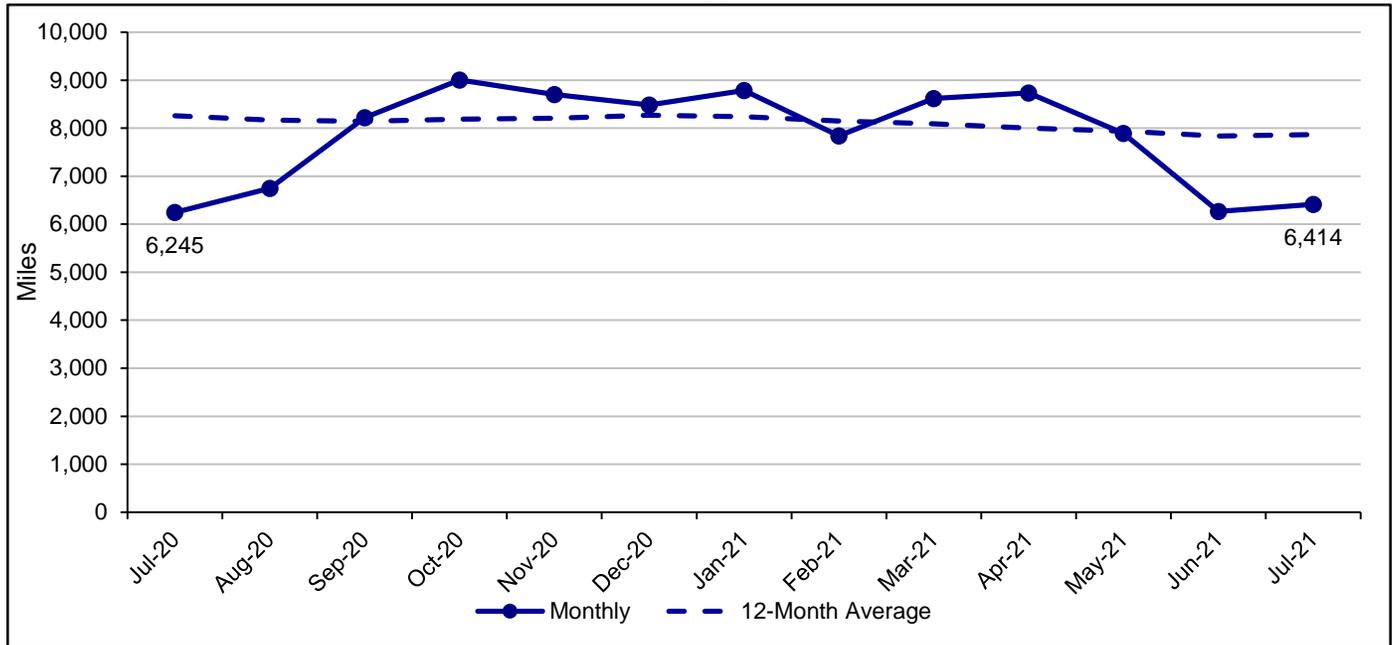
Note: The metrics in this report are preliminary

Mean Distance Between Failures

(24 Hours)

Miles

Desired trend



	Monthly			12-Month Average		
	Jul 21	Jul 20	% Change	Jul 21	Jul 20	% Change
Bronx	4,744	4,449	+6.6%	5,541	6,404	-13.5%
Brooklyn	7,080	6,624	+6.9%	8,599	8,851	-2.8%
Manhattan	4,336	3,764	+15.2%	5,001	5,254	-4.8%
Queens	5,955	6,503	-8.4%	7,704	7,935	-2.9%
Staten Island	19,498	17,615	+10.7%	25,486	22,484	+13.4%
Systemwide	6,414	6,245	+2.7%	7,868	8,259	-4.7%

Mean Distance Between Failures Discussion

- Mean Distance Between Failures in July 2021 increased by 2.7 percent to 6,414 miles compared to July 2020, and decreased by 4.7 percent to 7,868 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

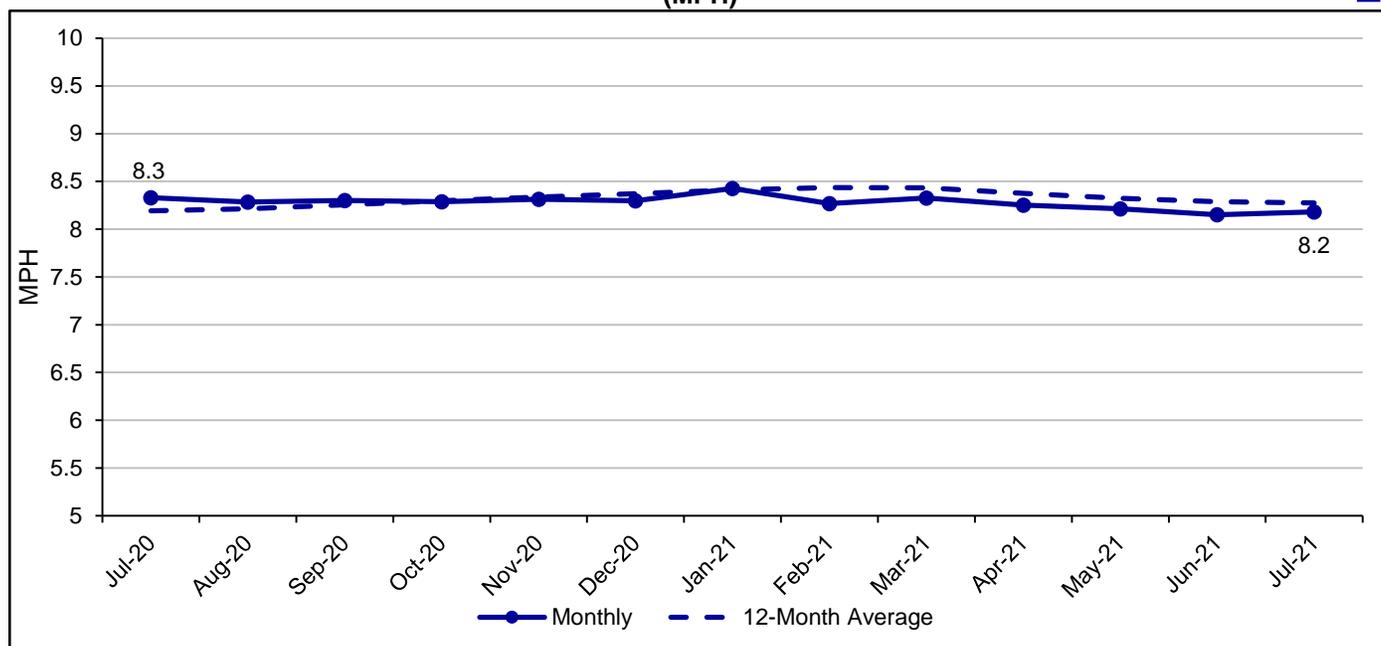
Desired trend 

<u>Borough</u>	<u>Jul 21</u>	<u>Jul 20</u>	<u>% Change</u>
Bronx	5,541	6,404	-13.5%
Local/Limited	4,851	5,563	-12.8%
Select Bus Service	6,967	10,467	-33.4%
Express	9,425	10,453	-9.8%
Brooklyn	8,599	8,851	-2.8%
Local/Limited	8,432	8,615	-2.1%
Select Bus Service	10,253	11,771	-12.9%
Express	9,976	9,924	+0.5%
Manhattan	5,001	5,254	-4.8%
Local/Limited	4,490	4,513	-0.5%
Select Bus Service	7,658	9,749	-21.5%
Express	N/A	N/A	N/A
Queens	7,704	7,935	-2.9%
Local/Limited	7,342	7,850	-6.5%
Select Bus Service	8,029	7,778	+3.2%
Express	9,745	8,431	+15.6%
Staten Island	25,486	22,484	+13.4%
Local/Limited	28,752	24,220	+18.7%
Select Bus Service	16,353	23,835	-31.4%
Express	24,620	21,091	+16.7%
Systemwide	7,868	8,259	-4.7%
Local/Limited	7,022	7,458	-5.9%
Select Bus Service	8,513	9,909	-14.1%
Express	13,557	12,481	+8.6%

Note: The metrics in this report are preliminary

Bus Speeds (24 Hours) (MPH)

Desired trend



	Monthly			12-Month Average		
	Jul 21	Jul 20	% Change	Jul 21	Jul 20	% Change
Bronx	7.7	7.7	0.0%	7.7	7.6	+1.3%
Brooklyn	7.4	7.5	-1.3%	7.5	7.4	+1.4%
Manhattan	6.3	6.4	-1.6%	6.4	6.2	+3.2%
Queens	9.2	9.4	-2.1%	9.4	9.2	+2.2%
Staten Island	14.3	14.3	0.0%	14.3	13.9	+2.9%
Systemwide	8.2	8.3	-1.2%	8.3	8.2	+1.2%

Speed Discussion

- Bus Speeds in July 2021 decreased by 1.2 percent to 8.2 mph compared to July 2020, and increased by 1.2 percent to 8.3 mph on a 12-month average basis.

Note: The metrics in this report are preliminary

Bus Speeds
Monthly (24 Hours)
MPH

Desired trend 

<u>Borough</u>	<u>Jul 21</u>	<u>Jul 20</u>	<u>% Change</u>
Bronx	7.7	7.7	+0.0%
Local/Limited	7.0	7.1	-1.4%
Select Bus Service	8.7	9.1	-4.4%
Express	12.2	13.1	-6.9%
Brooklyn	7.4	7.5	-1.3%
Local/Limited	7.1	7.3	-2.7%
Select Bus Service	8.7	8.9	-2.2%
Express	13.5	14.5	-6.9%
Manhattan	6.3	6.4	-1.6%
Local/Limited	5.9	6.1	-3.3%
Select Bus Service	7.4	7.5	-1.3%
Express	N/A	N/A	N/A
Queens	9.2	9.4	-2.1%
Local/Limited	8.9	9.1	-2.2%
Select Bus Service	11.4	11.7	-2.6%
Express	14.0	15.0	-6.7%
Staten Island	14.3	14.3	+0.0%
Local/Limited	12.5	12.7	-1.6%
Select Bus Service	15.1	15.2	-0.7%
Express	18.1	18.4	-1.6%
Systemwide	8.2	8.3	-1.2%
Local/Limited	7.7	7.9	-2.5%
Select Bus Service	9.2	9.4	-2.1%
Express	14.4	15.2	-5.3%

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.

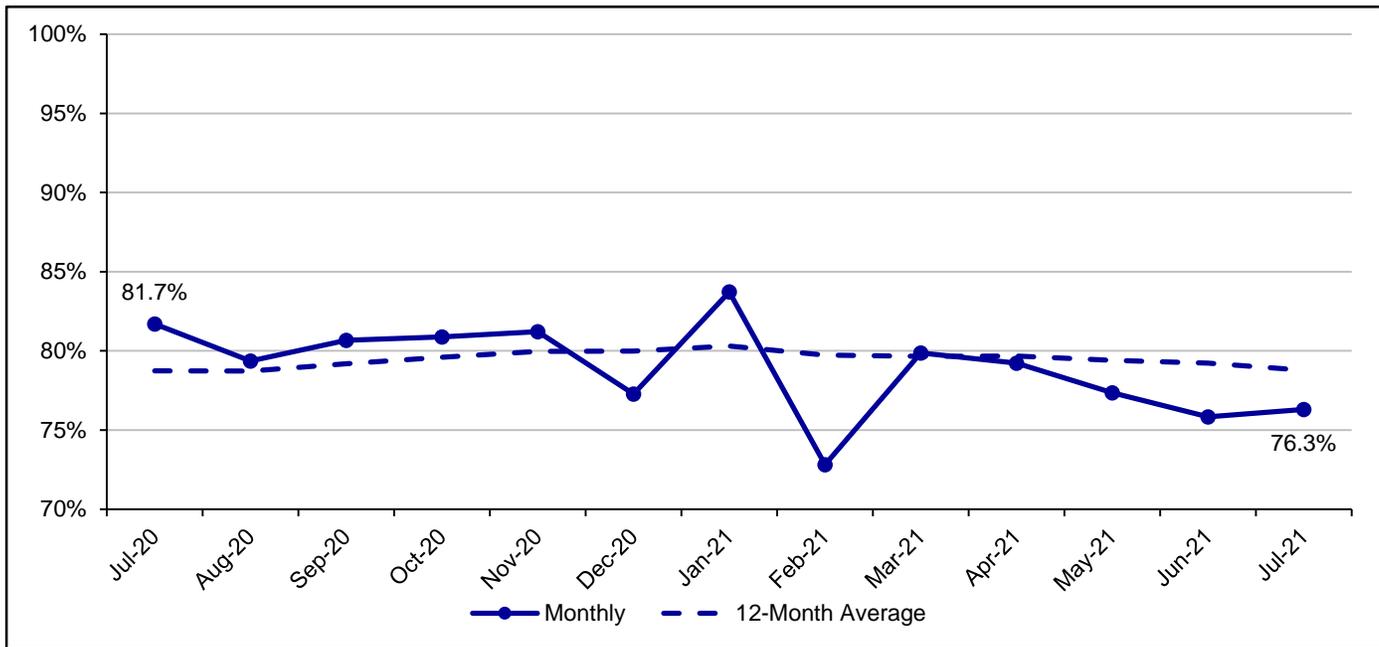
Bus PM Weekday Pull Out Performance

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		
	Jul 21	Jul 20	Change (Pts)	Jul 21	Jul 20	Change (Pts)
Bronx	74.3%	81.2%	-6.9%	78.1%	78.0%	+0.1%
Brooklyn	73.8%	76.3%	-2.5%	75.0%	76.7%	-1.7%
Manhattan	79.8%	84.5%	-4.7%	82.0%	78.3%	+3.7%
Queens	78.9%	85.2%	-6.3%	80.8%	80.4%	+0.4%
Staten Island	72.9%	82.1%	-9.2%	78.9%	81.7%	-2.8%
Systemwide	76.3%	81.7%	-5.4%	78.8%	78.7%	+0.1%

Note: The metrics in this report are preliminary

Wait Assessment Monthly

Desired trend 

<u>Borough</u>	<u>Jul 21</u>	<u>Jul 20</u>	<u>Change (Pts)</u>
Bronx	74.3%	81.2%	-6.9%
Local/Limited	73.8%	80.7%	-6.9%
Select Bus Service	74.1%	84.6%	-10.5%
Express	82.9%	88.8%	-5.9%
Brooklyn	73.8%	76.3%	-2.5%
Local/Limited	73.6%	76.1%	-2.5%
Select Bus Service	78.3%	82.0%	-3.7%
Express	77.8%	80.0%	-2.2%
Manhattan	79.8%	84.5%	-4.7%
Local/Limited	79.5%	84.1%	-4.6%
Select Bus Service	82.3%	87.5%	-5.2%
Express	N/A	N/A	N/A
Queens	78.9%	85.2%	-6.3%
Local/Limited	78.9%	85.2%	-6.3%
Select Bus Service	75.8%	87.0%	-11.2%
Express	80.5%	82.9%	-2.4%
Staten Island	72.9%	82.1%	-9.2%
Local/Limited	72.4%	81.6%	-9.2%
Select Bus Service	77.5%	85.4%	-7.9%
Express	74.0%	83.1%	-9.1%
Systemwide	76.3%	81.7%	-5.4%
Local/Limited	76.1%	81.4%	-5.3%
Select Bus Service	79.4%	86.2%	-6.8%
Express	78.1%	84.2%	-6.1%

Note: The metrics in this report are preliminary

Bus Mean Distance Between Service Interruptions

Desired trend

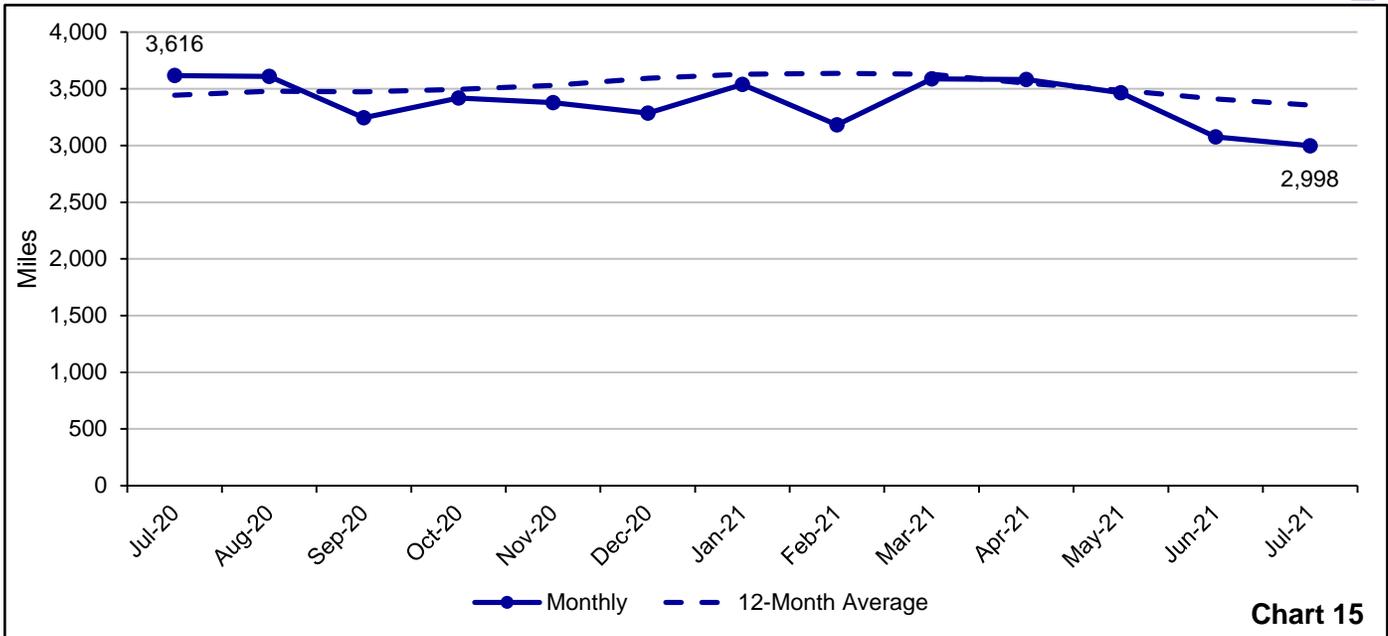


Chart 15

	Monthly			12-Month Average		
	Jul 21	Jul 20	% Change	Jul 21	Jul 20	% Change
Systemwide	2,998	3,616	-17.1%	3,356	3,442	-2.5%

Bus Percentage of Completed Trips

Desired trend

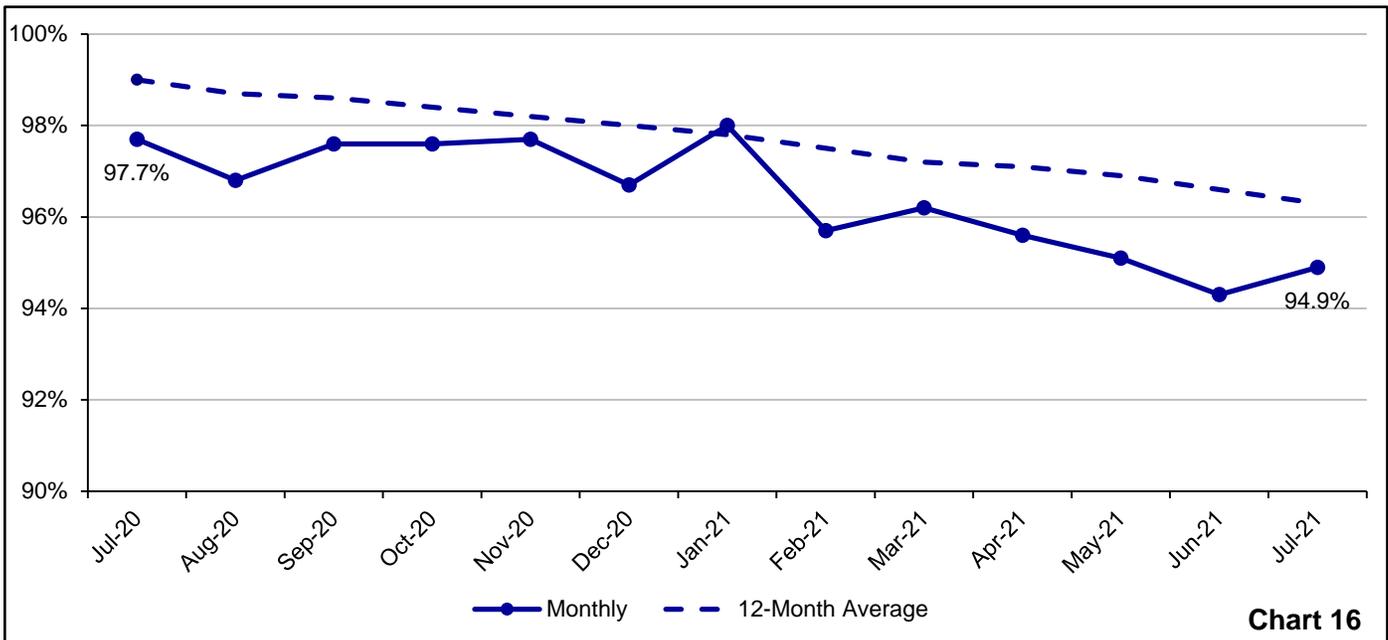


Chart 16

	Monthly			12-Month Average		
	Jul 21	Jul 20	Change (Pts)	Jul 21	Jul 20	Change (Pts)
Systemwide	94.9%	97.7%	-2.8%	96.3%	99.0%	-2.7%

Note: The metrics in this report are preliminary

Bus AM Weekday Pull Out Performance

Desired trend

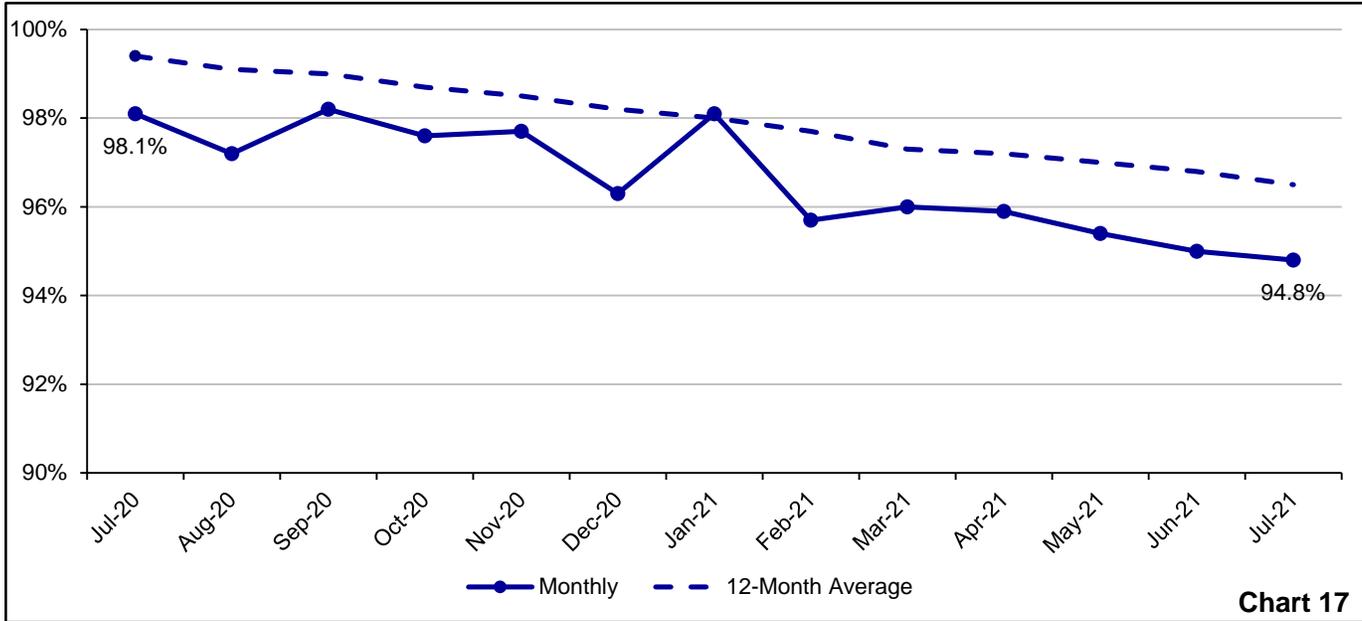


Chart 17

Systemwide	Monthly			12-Month Average		
	Jul 21	Jul 20	Change (Pts)	Jul 21	Jul 20	Change (Pts)
		94.8%	98.1%	-3.3%	96.5%	99.4%

Bus PM Weekday Pull Out Performance

Desired trend

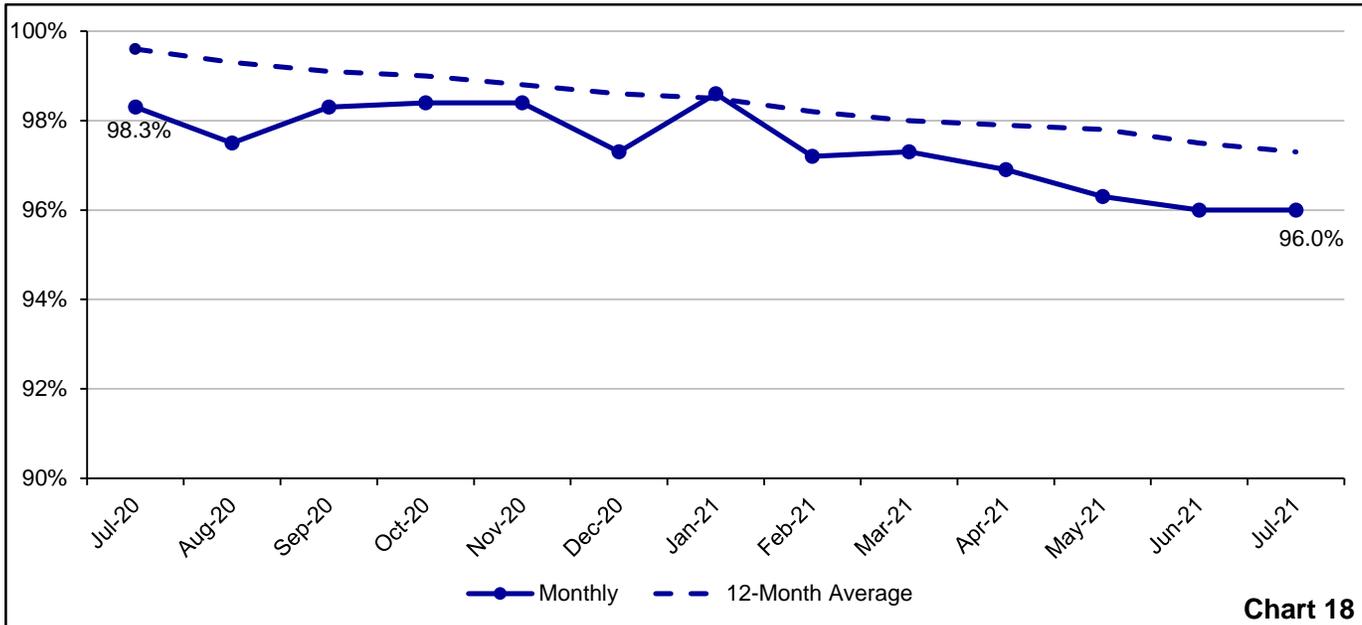


Chart 18

Systemwide	Monthly			12-Month Average		
	Jul 21	Jul 20	Change (Pts)	Jul 21	Jul 20	Change (Pts)
		96.0%	98.3%	-2.3%	97.3%	99.6%

Note: The metrics in this report are preliminary

Customer Service Report: Paratransit

Frank Annicaro, Acting President, MTA Bus Company/
Senior Vice President, NYCT Department of Buses



MTA Acting Chair & CEO, Janno Lieber, together with Interim President of NYC Transit, Craig Cipriano, visited Paratransit headquarters in Queens and greeted Call Center agents and staff. Global Contact Services (GCS) Executive VP, Frank Camp, demonstrated to the executives how the Paratransit Call Center monitors performance.

Paratransit Report

Statistical results for the month of July 2021 are shown below.

Paratransit Operations - Monthly Operations Report Service Indicators							
Category	Performance Indicator	Current Month: July 2021			12-Month Average		
		This Year	Last Year	% Change	This Year	Last Year	% Change
Ridership	Total Trips Completed*	501,960	376,143	+33.5%	474,359	535,083	-11.4%
	Total Ridership	702,727	498,287	+41.0%	642,923	718,512	-10.5%
On-Time Performance	Pick-up Primary 30 Minute	92.0%	98.0%	-6.0%	96.5%	96.9%	-0.4%
	Pick-up Primary 15 Minute	81.0%	92.0%	-11.0%	88.7%	88.3%	+0.4%
	Pick-up Broker 30 Minute	89.0%	97.0%	-8.0%	95.6%	97.1%	-1.5%
	Pick-up Broker 15 Minute	72.0%	90.0%	-18.0%	84.6%	89.1%	-4.5%
	Appointment OTP Trips Primary - 30 Min Early to <1 Late (On-Time)*	n/a	n/a	n/a	n/a	46.3%	n/a
	Appointment OTP Trips Primary - Early*	n/a	n/a	n/a	n/a	46.0%	n/a
	Appointment OTP Trips Broker - 30 Min Early to <1 Late (On-Time)*	n/a	n/a	n/a	n/a	32.6%	n/a
	Appointment OTP Trips Broker - Early*	n/a	n/a	n/a	n/a	59.1%	n/a
Ride Time	Ride Time Variance Performance: Actual Trip Duration vs. Planned Trip Duration - At or Better Than Plan	81.0%	88.0%	-7.0%	86.2%	83.7%	+2.5%
	Average Actual Trip Duration in Minutes	34	28	+21.4%	29	33	-12.0%
	Max Ride Time Performance Primary	99.0%	99.0%	0.0%	99.0%	98.5%	+0.5%
	Max Ride Time Performance Broker	99.0%	99.0%	0.0%	99.0%	98.8%	+0.3%
Customer Experience	Frequent Rider Experience Primary*	n/a	n/a	n/a	n/a	75.3%	n/a
	Frequent Rider Experience Broker*	n/a	n/a	n/a	n/a	70.7%	n/a
Provider No-Shows	Provider No-Shows per 1,000 Schedule Trips Primary	3.85	0.43	+795.4%	1.46	0.87	+68.5%
	Provider No-Shows per 1,000 Schedule Trips Broker	5.45	0.67	+713.4%	1.70	0.87	+96.6%
Customer Complaints	Passenger Complaints - Transportation Service Quality Per 1000 Completed Trips	7.1	1.8	+294.4%	2.8	2.2	+27.6%
	Passenger Complaints - Non-Transportation Service Quality Per 1000 Completed Trips	3.3	1.2	+175.0%	1.4	1.6	-13.9%
Call Center	Percent of Calls Answered	86.0%	97.0%	-11.0%	93.8%	96.8%	-3.0%
	Average Call Answer Speed in Seconds	233	41	+468.3%	86	45	+90.4%
Eligibility	Total Registrants	165,008	162,116	+1.8%	162,090	161,739	+0.2%

*NOTE: The Drop-off On-Time Performance and Customer Experience metrics are not available to present monthly data comparison due to the temporary suspension of appointment time booking of trips associated with the COVID-19 pandemic which started in March 2020. Consequently, the current 12-Month Average rate for these two metrics cannot be calculated.

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.

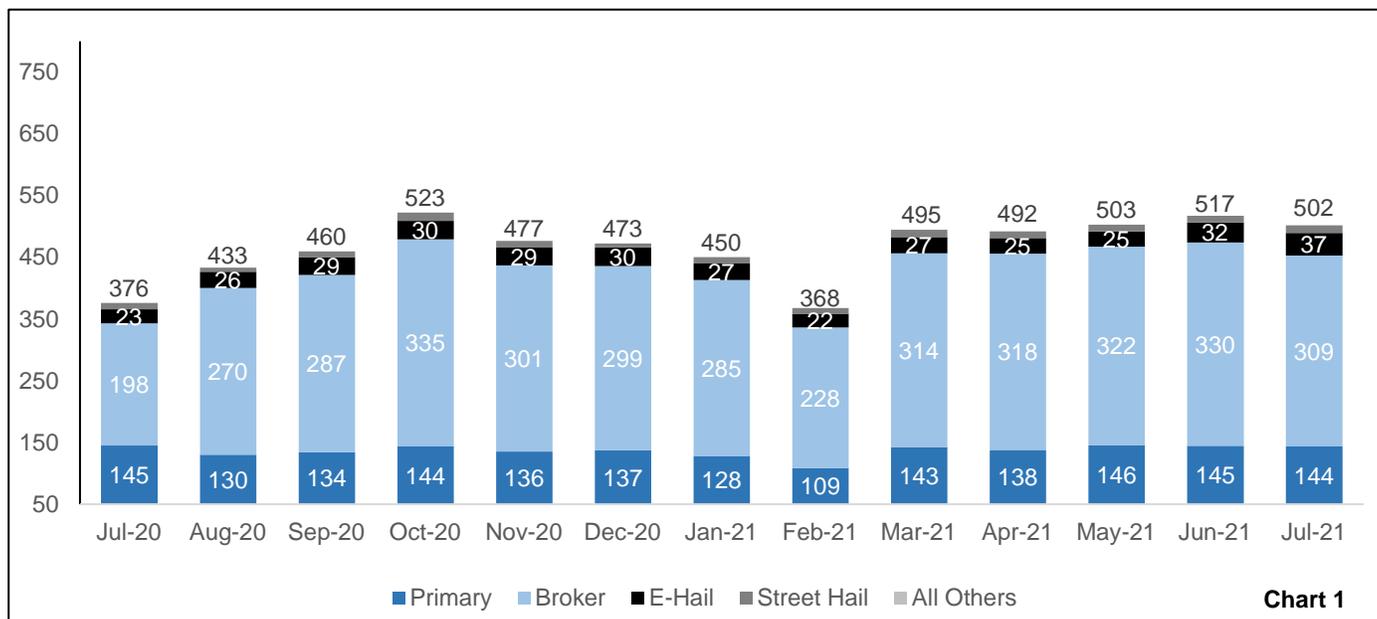
The phone number customers call to make complaints and other comments is the same familiar number they use for reservations. Access-A-Ride reviews all complaints received and works to resolve all specific customer concerns.

Call Center

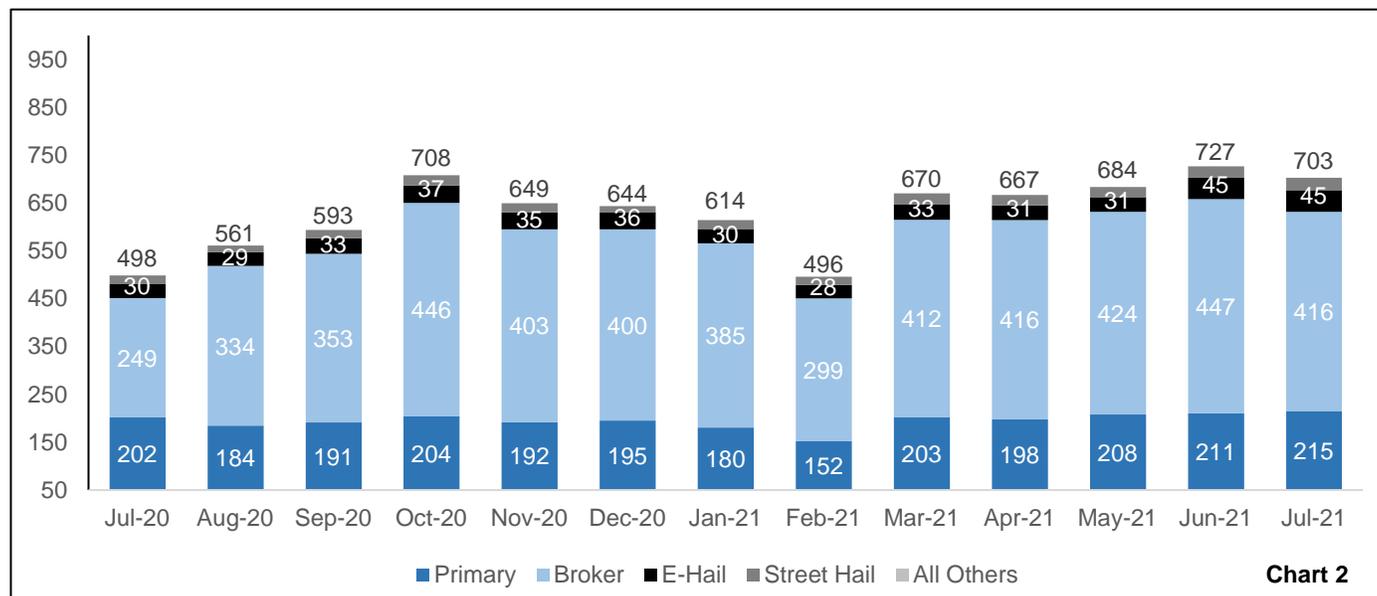
Access-A-Ride Call Center performance is measured as the percent of calls that are answered and the average speed with which those calls are answered. The call center handles reservation and day-of service status calls from customers.

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 July 2021 decreased by 15K (or 2.9%) when compared to June 2021, and increased by 126K (or 33.5%) when compared to July 2020.

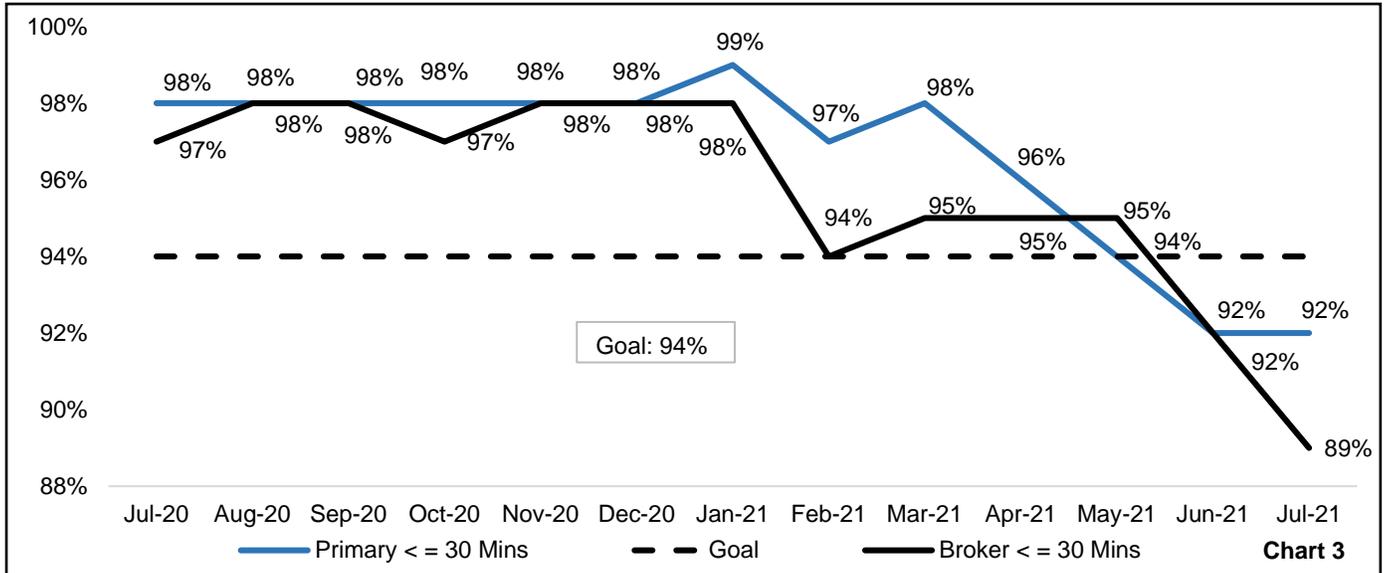
Total Ridership Discussion

- Total Ridership in July 2021 decreased by 24K (or 3.3%) when compared to June 2021, and increased by 204K (or 41%) when compared to July 2020.

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

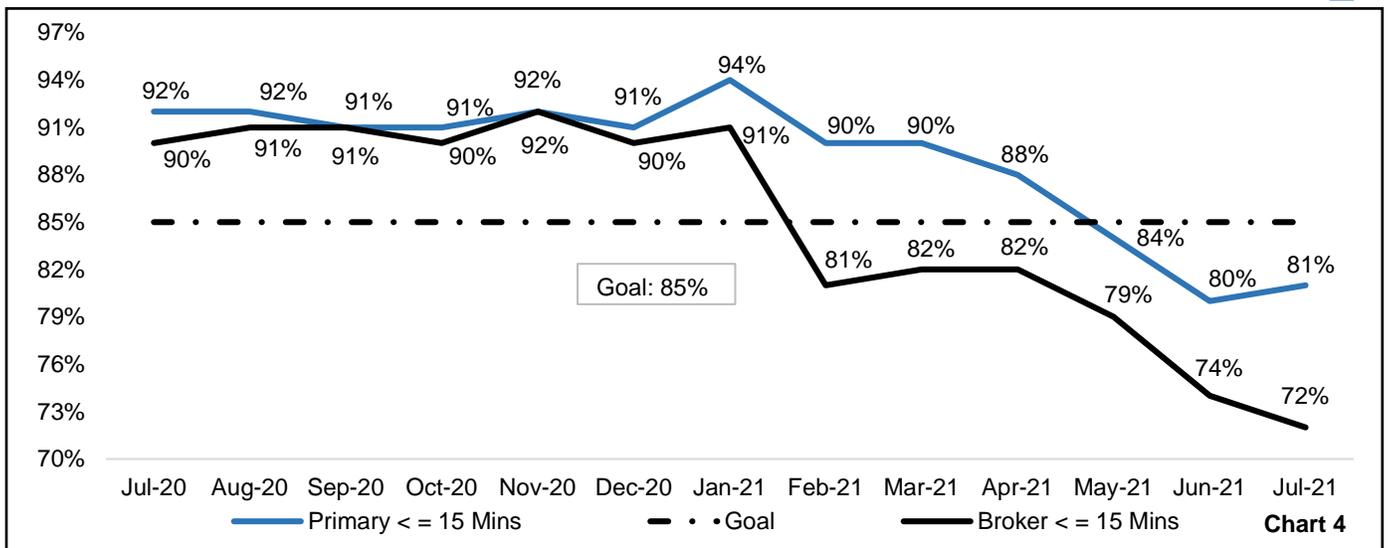
OTP <= 30 Minutes Primary and Broker

Desired trend 



OTP <= 15 Minutes Primary and Broker

Desired trend 



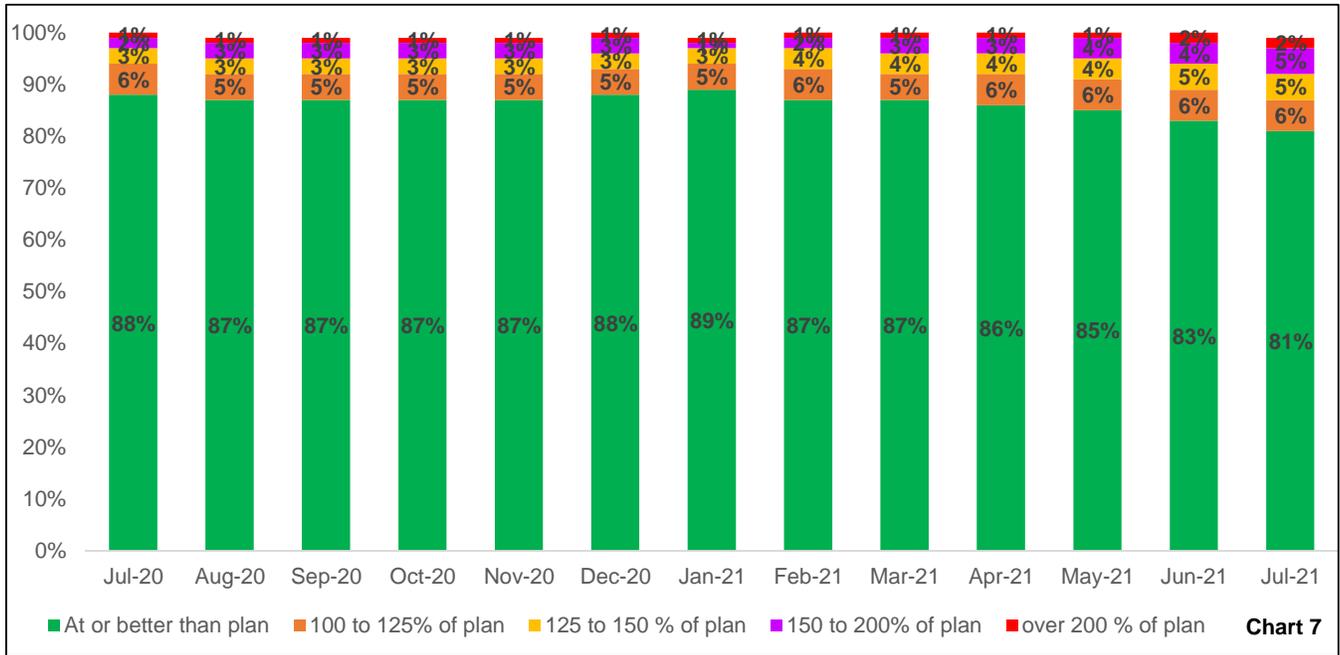
<= 30 Minutes Pick Up On-Time Performance Discussion

- July 2021 Primary 30 minute P/U, OTP result of 92% remained flat when compared to June 2021, and declined by 6 percentage points when compared to July 2020.
- July 2021 Broker 30 minute P/U, OTP result of 89% declined by 3 percentage points when compared to June 2021, and declined by 8 percentage points when compared to July 2020.

<= 15 Minutes Pick Up On-Time Performance Discussion

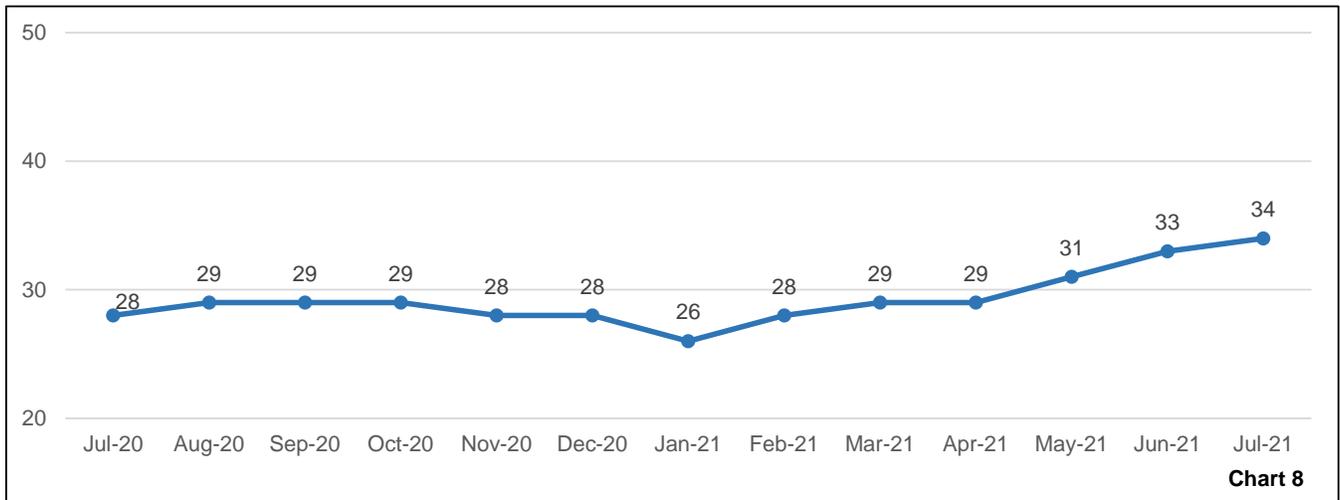
- July 2021 Primary 15 minute P/U, OTP result of 81% improved by 1 percentage point when compared to June 2021, declined by 11 percentage points when compared to July 2020.
- July 2021 Broker 15 minute P/U, OTP result of 72% declined by 2 percentage points when compared to June 2021, and declined by 18 percentage points when compared to July 2020.

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

- 81% of trips in July 2021 performed within the scheduled time or better which declined by 2 percentage points when compared to June 2021, and declined by 7 percentage points when compared to July 2020.

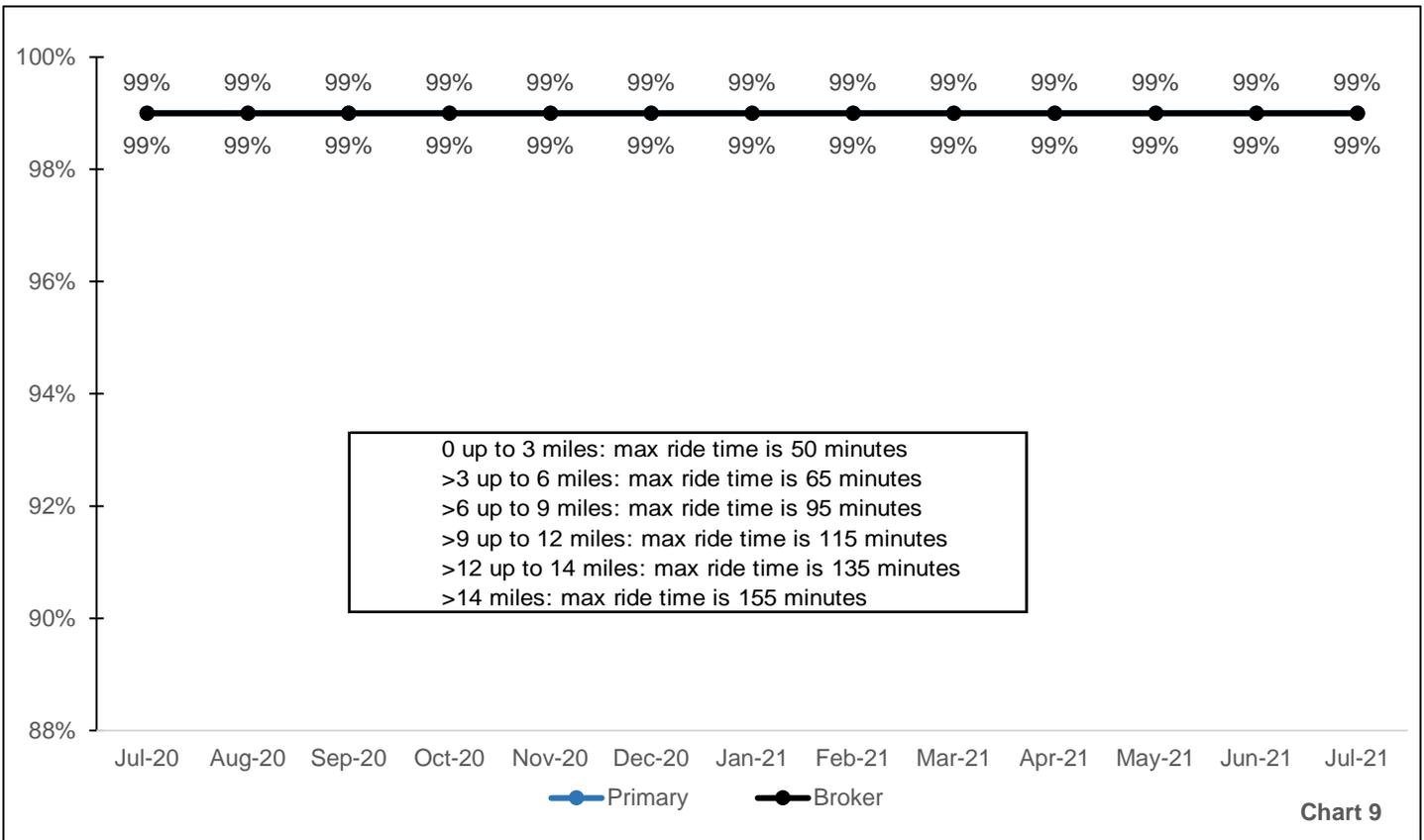
Average Actual Trip Duration in Minutes Discussion

- Actual Trip Duration in July 2021 increased by 1 minute (or 3%) when compared to June 2021, and increased by 6 minutes (or 21.4%) when compared to July 2020.

Note: Percentages may not be exact due to rounding.

Max Ride Time Performance

Desired trend 

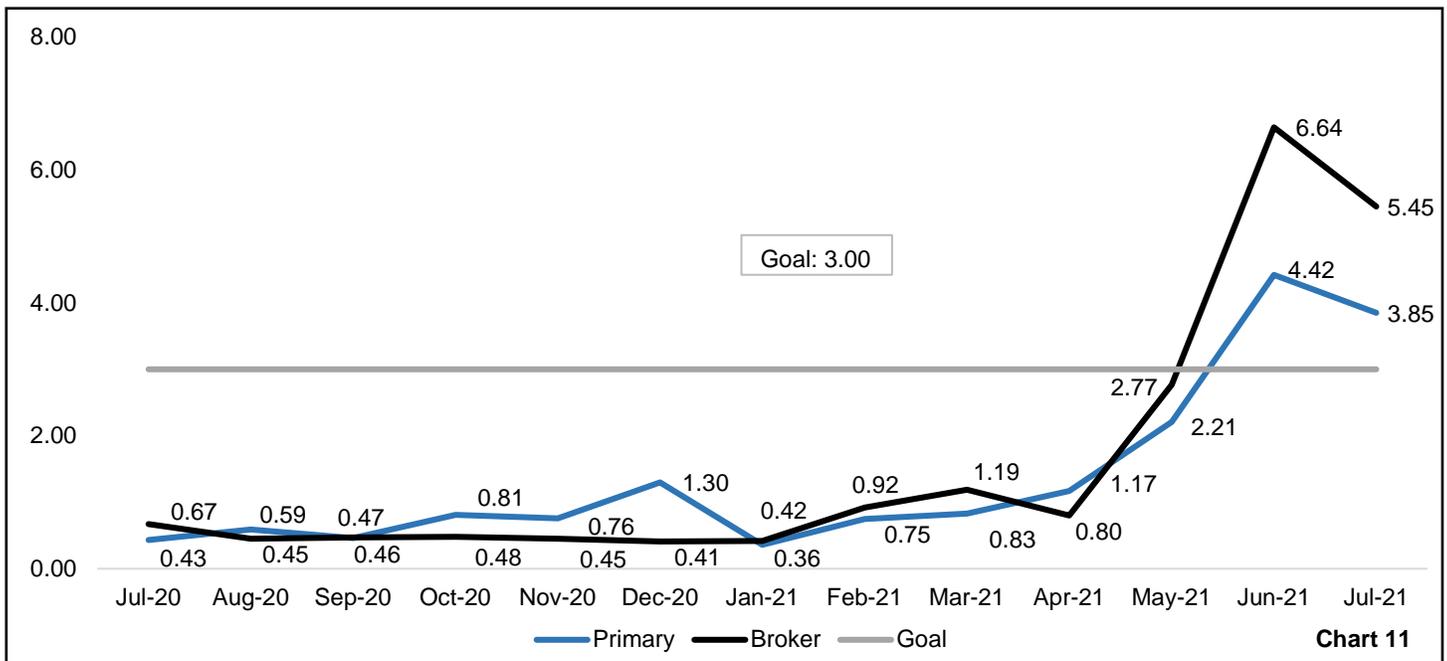


Max Ride Time Performance Discussion

- In the month of July 2021, 99% of Primary trips were completed within the Max Ride Time parameters. Performance remained flat when compared to June 2021 and July 2020.
- In the month of July 2021, 99% of Broker trips were completed within the Max Ride Time parameters. Performance remained flat when compared to June 2021 and July 2020.

Provider No Shows Per 1,000 Scheduled Trips

Desired trend

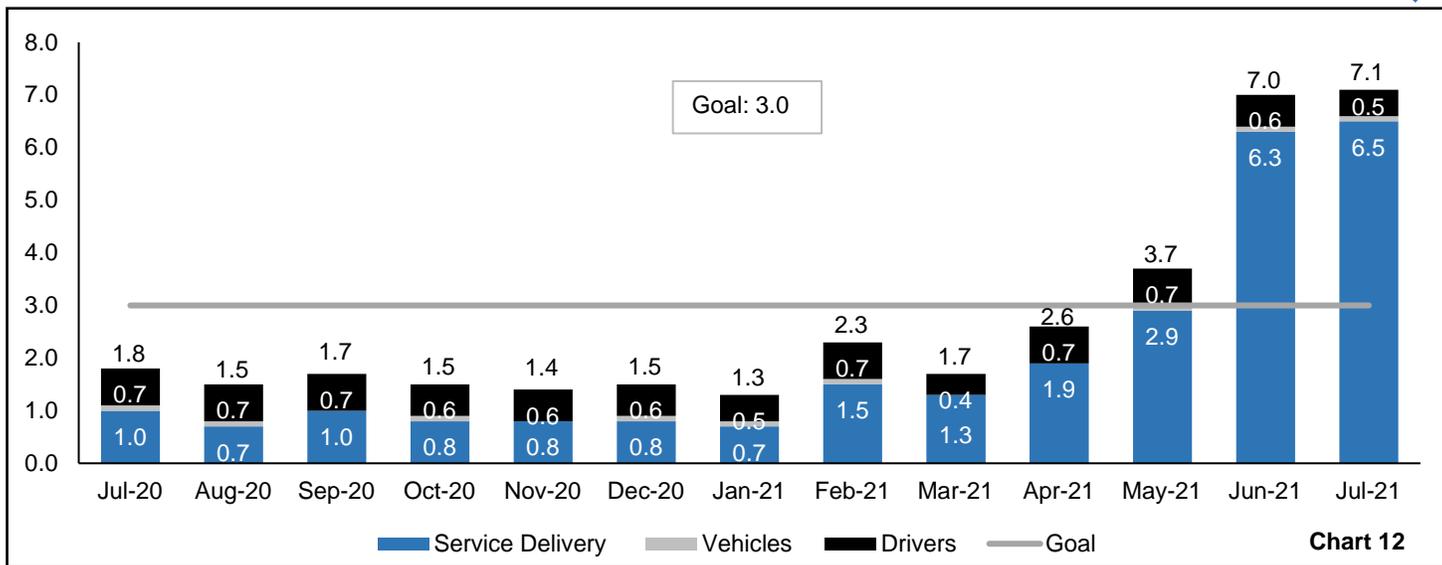


Provider No Shows Per 1000 Scheduled Trips Discussion

- Primary No-Shows decreased by 0.57 per 1,000 trips (or 12.9%) in July 2021 when compared to June 2021, and increased by 3.42 per 1,000 trips (or 795.4%) when compared to the same month last year.
- Broker No-Shows decreased by 1.19 per 1,000 trips (or 17.9%) in July 2021 when compared to June 2021, and increased by 4.78 per 1,000 trips (or 713.4%) when compared to the same month last year.

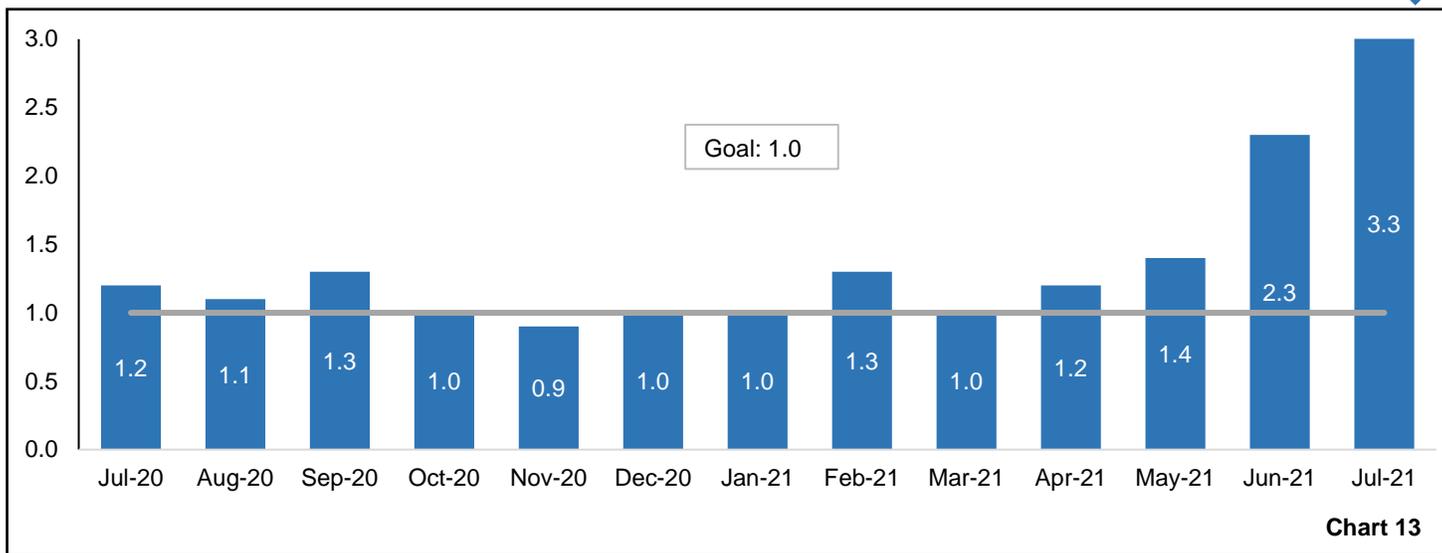
Passenger Complaints Related to Transportation Service Quality Per 1,000 Completed Trips

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 in July 2021 increased by 0.1 per 1,000 trips (or 1.4%) when compared to June 2021, and increased by 5.3 per 1,000 trips (or 294.4%) when compared to July 2020.

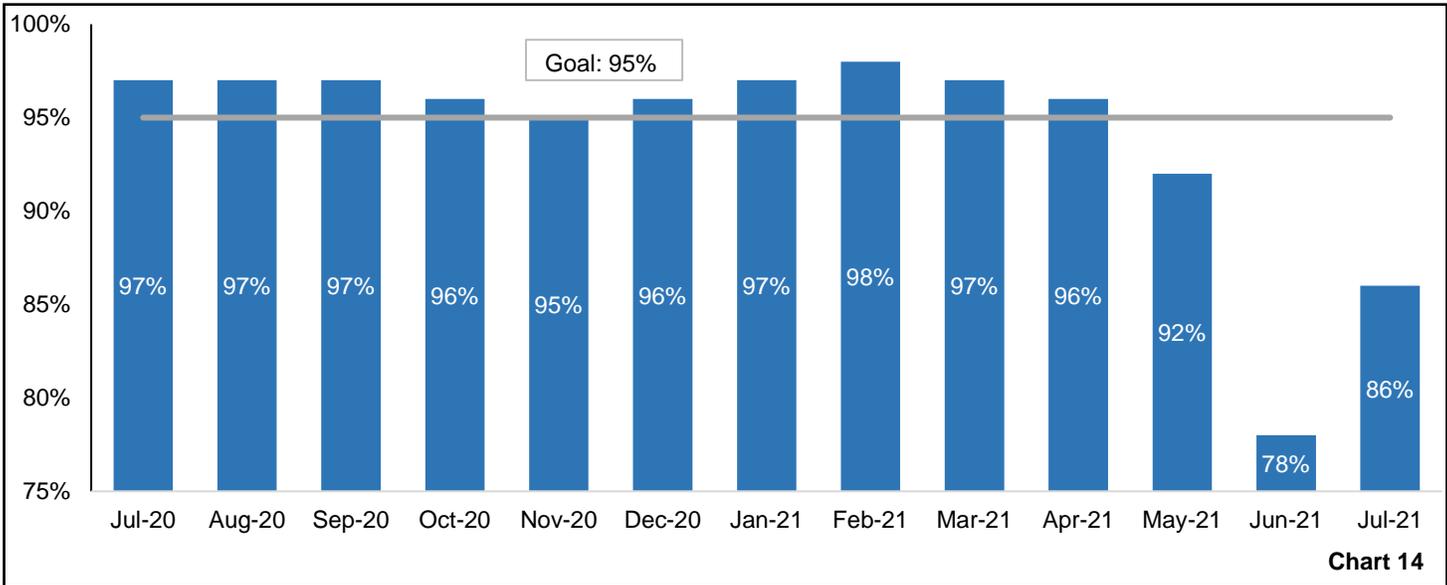
Passenger Complaints Related to Non-Transportation Service Quality Per 1,000 Completed Trips Discussion:

- Passenger Complaints related to Non-Transportation Service in July 2021 increased by 1.0 per 1,000 trips (or 43.5%) when compared to June 2021, and increased by 2.1 per 1,000 trips (or 175%) when compared to July 2020.

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

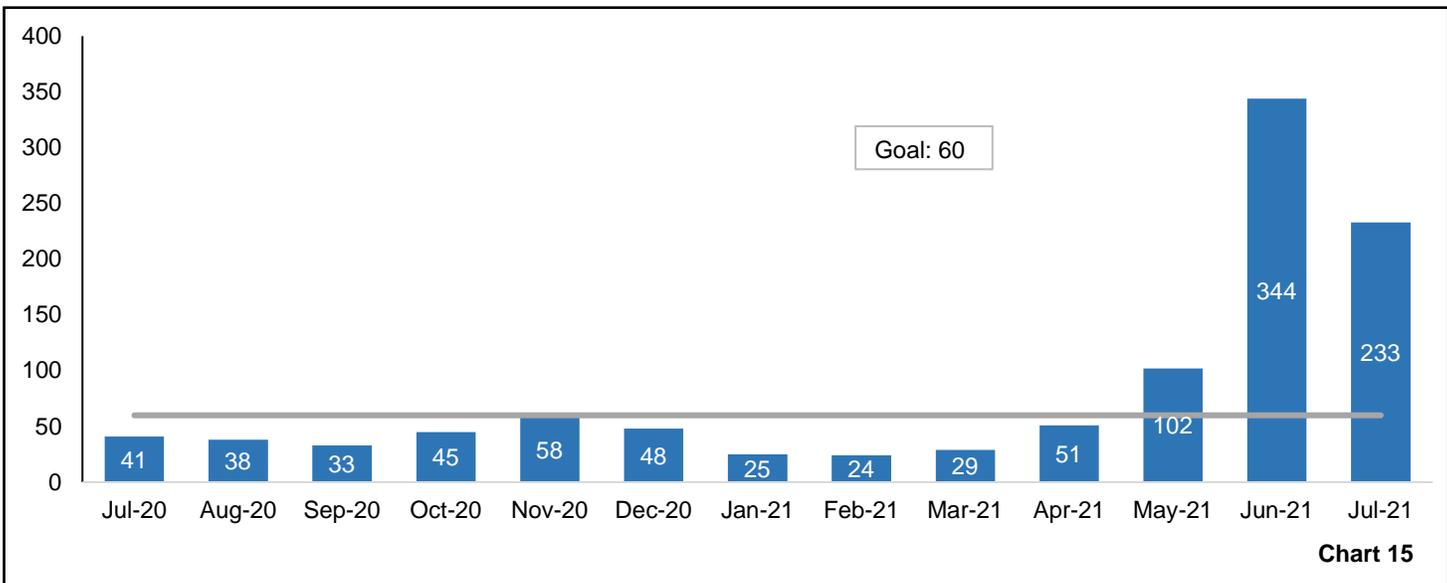
Percent of Calls Answered

Desired trend 



Average Call Answer Speed in Seconds

Desired trend 



Percent of Calls Answered Discussion

- The Percent of Calls Answered in July 2021 improved by 8 percentage points when compared to June 2021, and declined by 11 percentage points when compared to July 2020.

Average Call Answer Speed in Seconds Discussion

- The Average Call Answer Speed in July 2021 decreased by 111 seconds (or 32.3%) when compared to June 2021, and increased by 192 seconds (or 468.3%) when compared to July 2020.

Paratransit Report

Statistical results for the month of June 2021 are shown below.

Paratransit Operations - Monthly Operations Report Service Indicators							
Category	Performance Indicator	Current Month: June 2021			12-Month Average		
		This Year	Last Year	% Change	This Year	Last Year	% Change
Ridership	Total Trips Completed*	517,130	317,075	+63.1%	463,874	558,821	-17.0%
	Total Ridership	726,752	410,327	+77.1%	625,887	750,122	-16.6%
On-Time Performance	Pick-up Primary 30 Minute	92.0%	96.0%	-4.0%	97.0%	96.8%	+0.3%
	Pick-up Primary 15 Minute	80.0%	84.0%	-4.0%	89.6%	87.9%	+1.7%
	Pick-up Broker 30 Minute	92.0%	98.0%	-6.0%	96.3%	97.0%	-0.8%
	Pick-up Broker 15 Minute	74.0%	91.0%	-17.0%	86.1%	88.9%	-2.8%
	Appointment OTP Trips Primary - 30 Min Early to <1 Late (On-Time)*	n/a	n/a	n/a	n/a	46.0%	n/a
	Appointment OTP Trips Primary - Early*	n/a	n/a	n/a	n/a	46.4%	n/a
	Appointment OTP Trips Broker - 30 Min Early to <1 Late (On-Time)*	n/a	n/a	n/a	n/a	32.5%	n/a
Ride Time	Appointment OTP Trips Broker - Early*	n/a	n/a	n/a	n/a	59.4%	n/a
	Ride Time Variance Performance: Actual Trip Duration vs. Planned Trip Duration - At or Better Than Plan	83.0%	83.0%	0.0%	86.8%	83.1%	+3.7%
	Average Actual Trip Duration in Minutes	33	34	-2.9%	29	34	-15.8%
	Max Ride Time Performance Primary	99.0%	99.0%	0.0%	99.0%	98.4%	+0.6%
Customer Experience	Max Ride Time Performance Broker	99.0%	98.0%	+1.0%	99.0%	98.8%	+0.3%
	Frequent Rider Experience Primary*	n/a	n/a	n/a	n/a	75.1%	n/a
Provider No-Shows	Frequent Rider Experience Broker*	n/a	n/a	n/a	n/a	70.6%	n/a
	Provider No-Shows per 1,000 Schedule Trips Primary	4.42	1.07	+313.1%	1.17	0.95	+24.3%
Customer Complaints	Provider No-Shows per 1,000 Schedule Trips Broker	6.64	0.50	+1,228.0%	1.31	0.91	+44.0%
	Passenger Complaints - Transportation Service Quality Per 1000 Completed Trips	7.0	1.6	+337.5%	2.3	2.3	+2.2%
Call Center	Passenger Complaints - Non-Transportation Service Quality Per 1000 Completed Trips	2.3	1.3	+76.9%	1.2	1.8	-30.7%
	Percent of Calls Answered	78.0%	96.0%	-18.0%	94.7%	96.8%	-2.1%
Eligibility	Average Call Answer Speed in Seconds	344	45	+664.4%	70	45	+56.9%
	Total Registrants	164,134	162,219	+1.2%	161,849	161,307	+0.3%

*NOTE: The Drop-off On-Time Performance and Customer Experience metrics are not available to present monthly data comparison due to the temporary suspension of appointment time booking of trips associated with the COVID-19 pandemic which started in March 2020. Consequently, the current 12-Month Average rate for these two metrics cannot be calculated.

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).
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- 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
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>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.

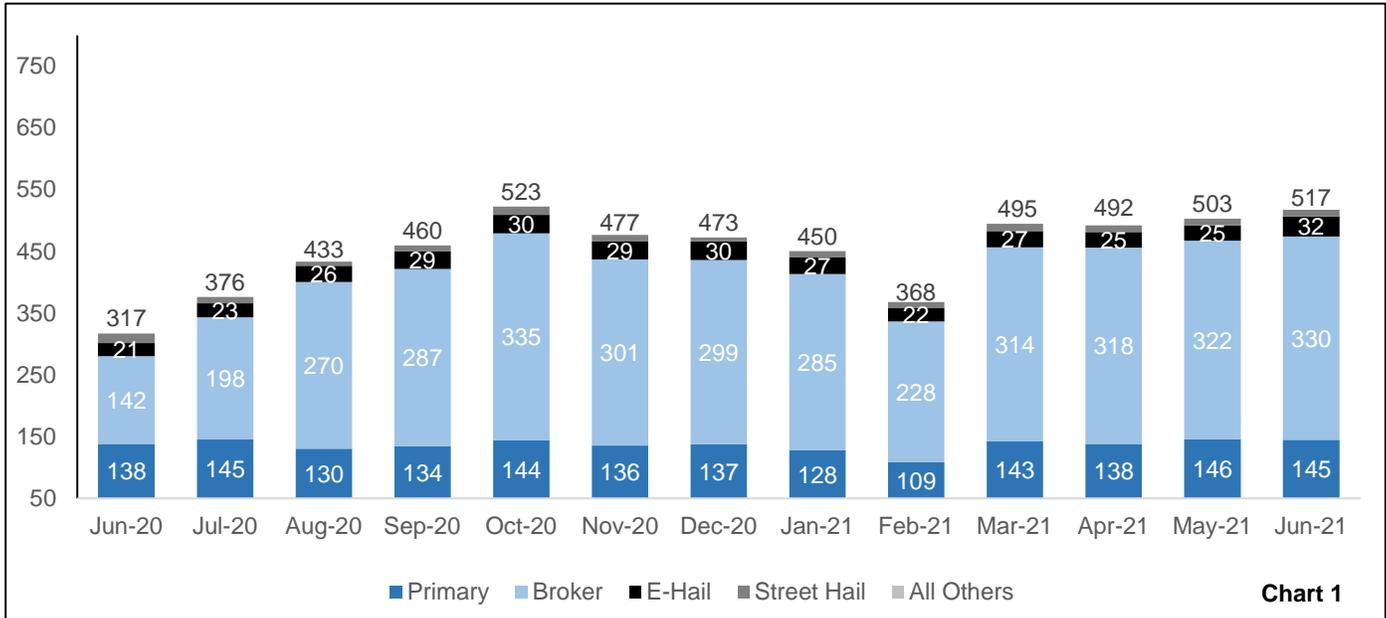
The phone number customers call to make complaints and other comments is the same familiar number they use for reservations. Access-A-Ride reviews all complaints received and works to resolve all specific customer concerns.

Call Center

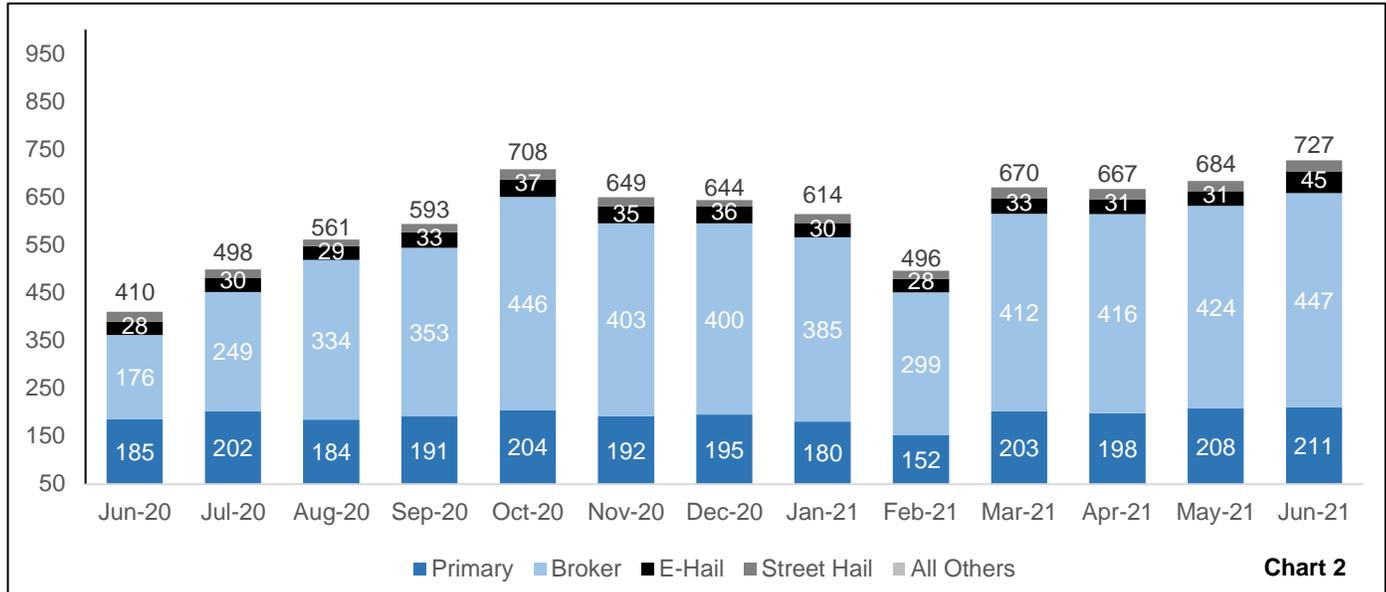
Access-A-Ride Call Center performance is measured as the percent of calls that are answered and the average speed with which those calls are answered. The call center handles reservation and day-of service status calls from customers.

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 June 2021 increased by 14K (or 2.9%) when compared to May 2021, and increased by 200K (or 63.1%) when compared to June 2020.

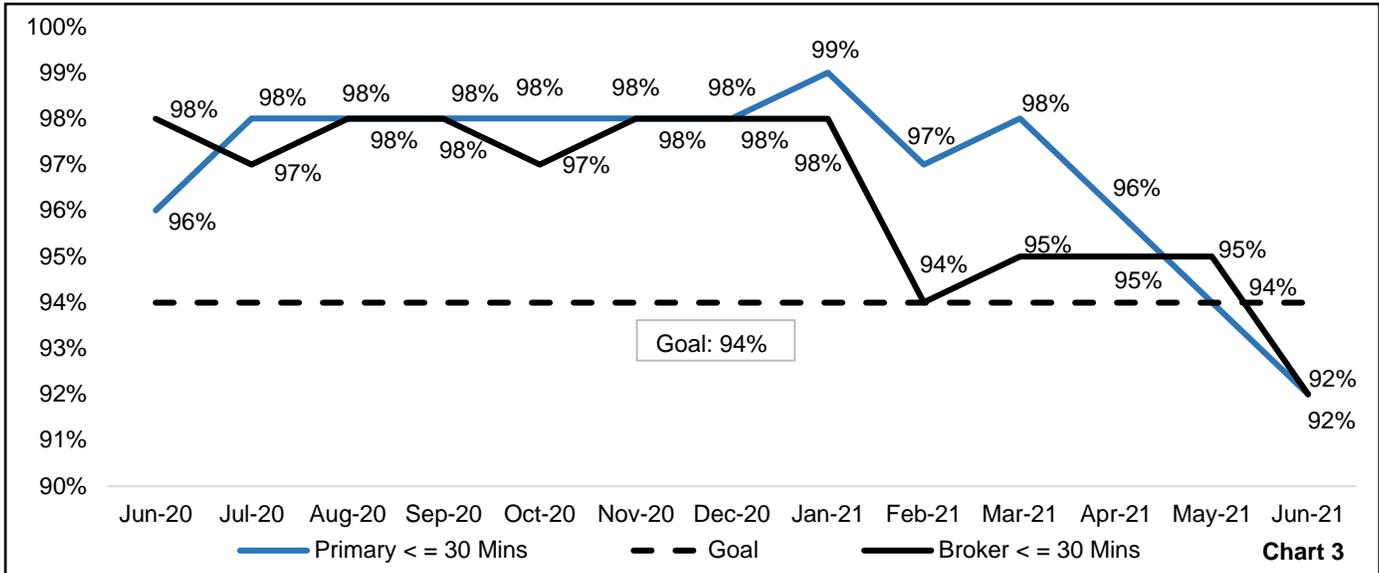
Total Ridership Discussion

- Total Ridership in June 2021 increased by 43K (or 6.3%) when compared to May 2021, and increased by 316K (or 77.1%) when compared to June 2020.

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

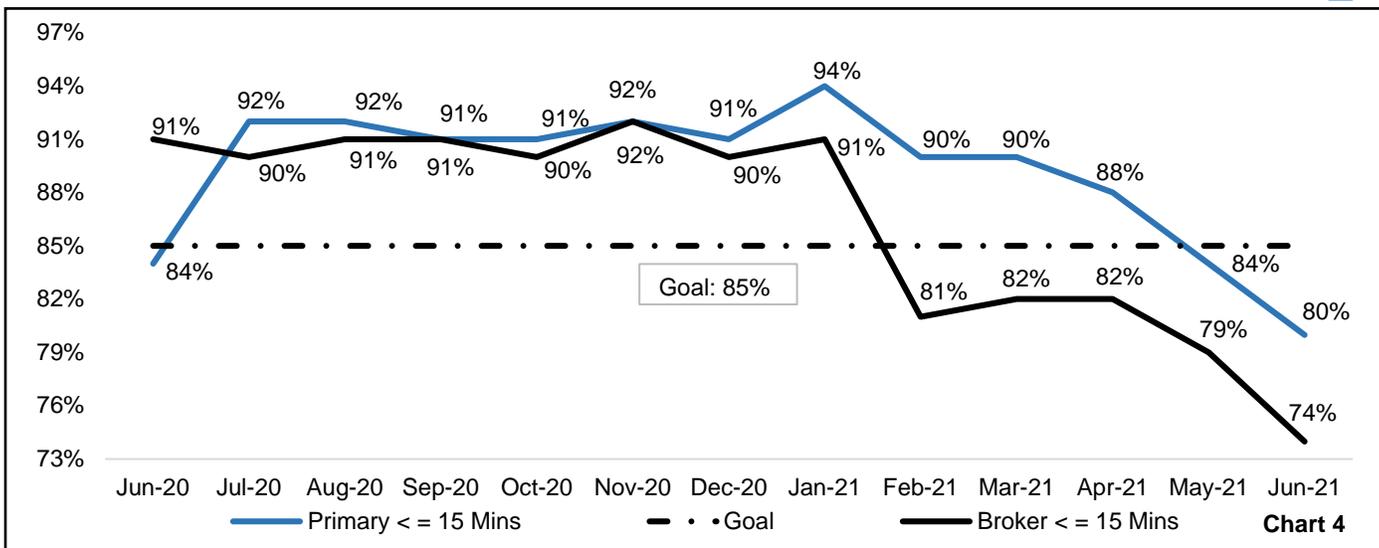
OTP <= 30 Minutes Primary and Broker

Desired trend 



OTP <= 15 Minutes Primary and Broker

Desired trend 



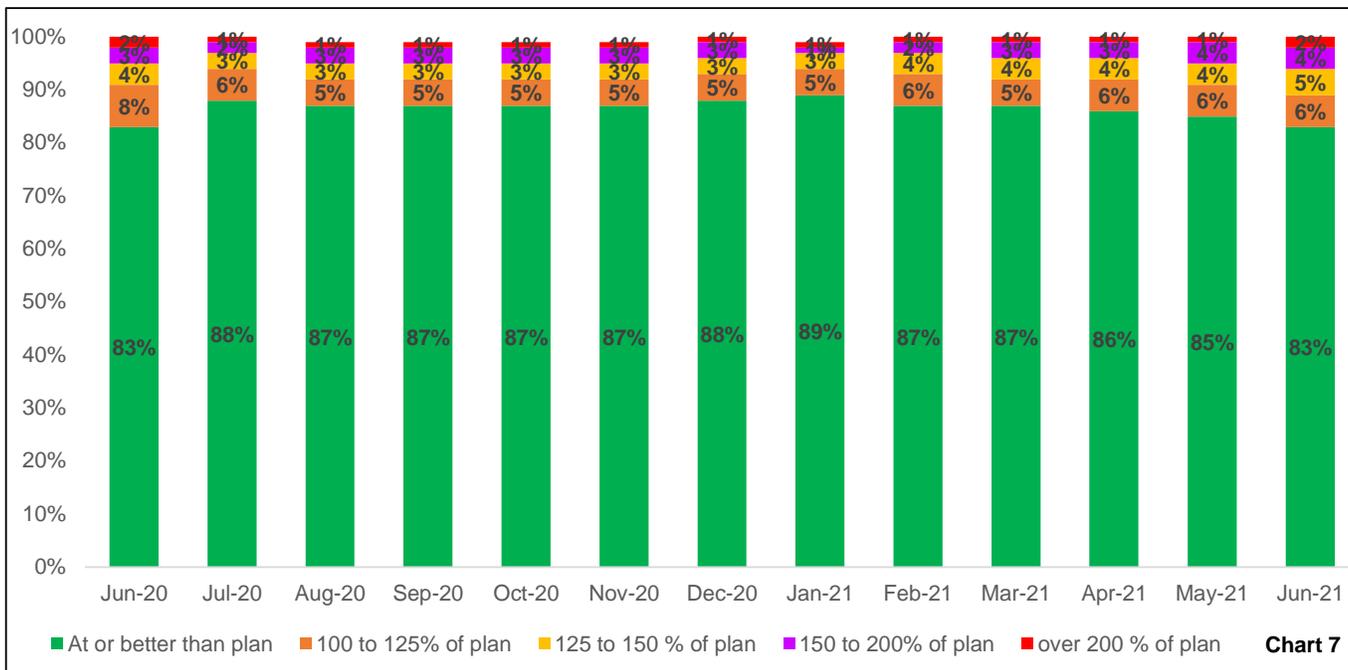
<= 30 Minutes Pick Up On-Time Performance Discussion

- June 2021 Primary 30 minute P/U, OTP result of 92% declined by 2 percentage points when compared to May 2021, and declined by 4 percentage points when compared to June 2020.
- June 2021 Broker 30 minute P/U, OTP result of 92% declined by 3 percentage points when compared to May 2021, and declined by 6 percentage points when compared to June 2020.

<= 15 Minutes Pick Up On-Time Performance Discussion

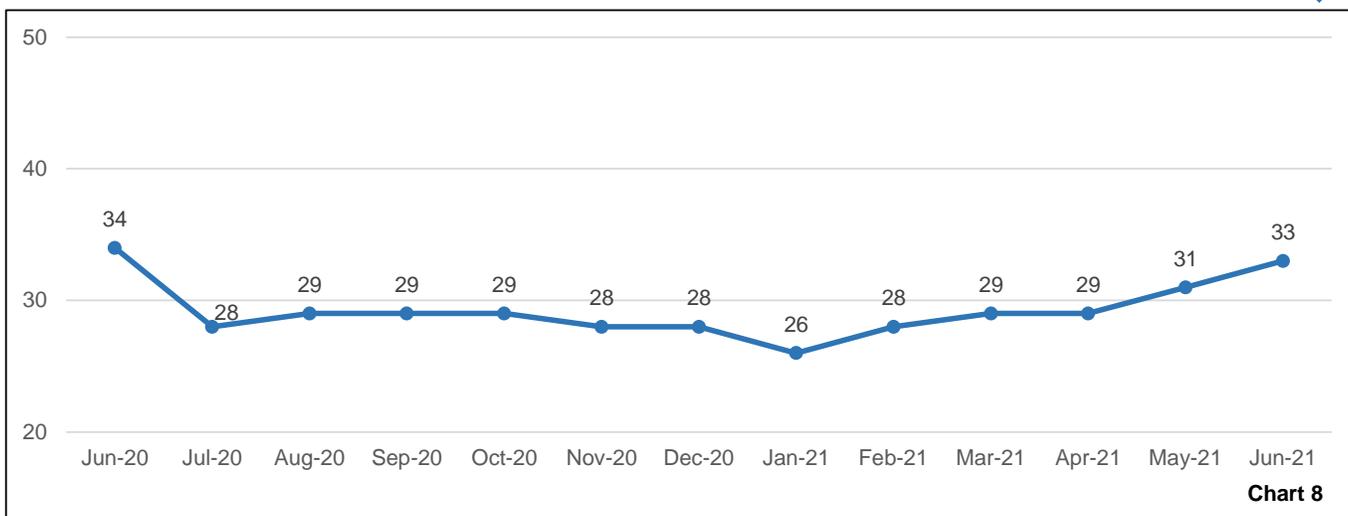
- June 2021 Primary 15 minute P/U, OTP result of 80% declined by 4 percentage points when compared to May 2021 and June 2020.
- June 2021 Broker 15 minute P/U, OTP result of 74% declined by 5 percentage points when compared to May 2021, and declined by 17 percentage points when compared to June 2020.

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

- 83% of trips in June 2021 performed within the scheduled time or better which declined by 2 percentage points when compared to May 2021, and remained flat when compared to June 2020.

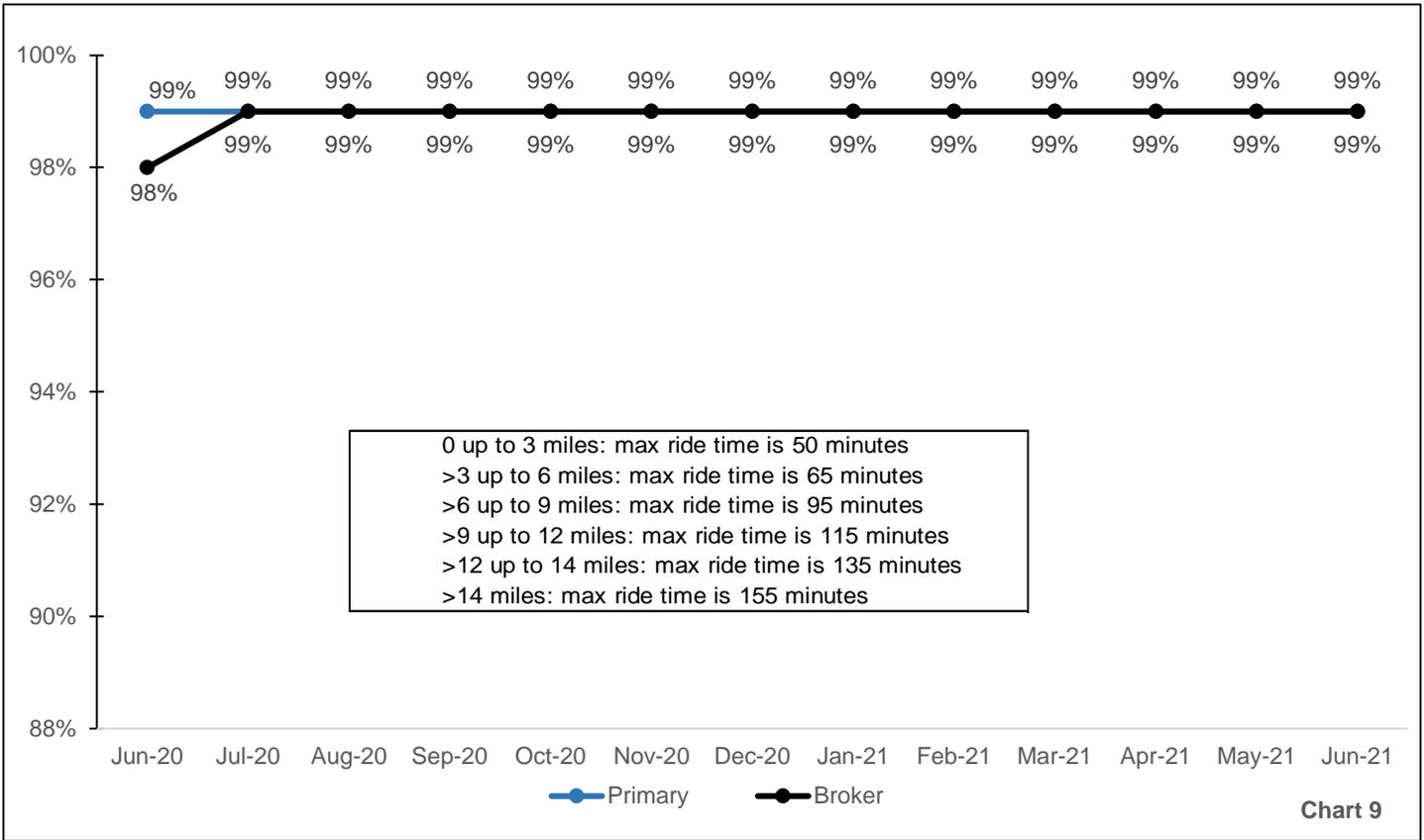
Average Actual Trip Duration in Minutes Discussion

- Actual Trip Duration in June 2021 increased by 2 minutes (or 6.5%) when compared to May 2021, and decreased by 1 minute (or 2.9%) when compared to June 2020.

Note: Percentages may not be exact due to rounding.

Max Ride Time Performance

Desired trend 

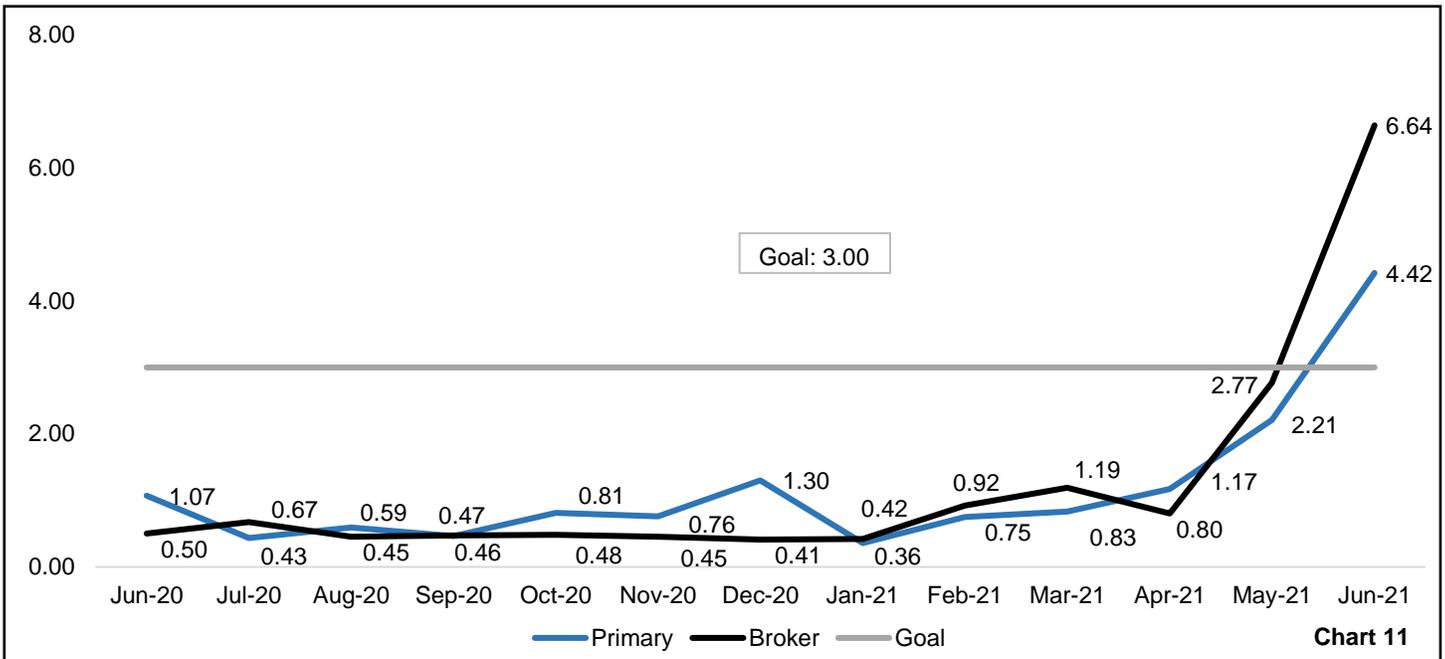


Max Ride Time Performance Discussion

- In the month of June 2021, 99% of Primary trips were completed within the Max Ride Time parameters. Performance remained flat when compared to May 2021 and June 2020.
- In the month of June 2021, 99% of Broker trips were completed within the Max Ride Time parameters. Performance remained flat when compared to May 2021, and improved by 1 percentage point when compared to June 2020.

Provider No Shows Per 1,000 Scheduled Trips

Desired trend

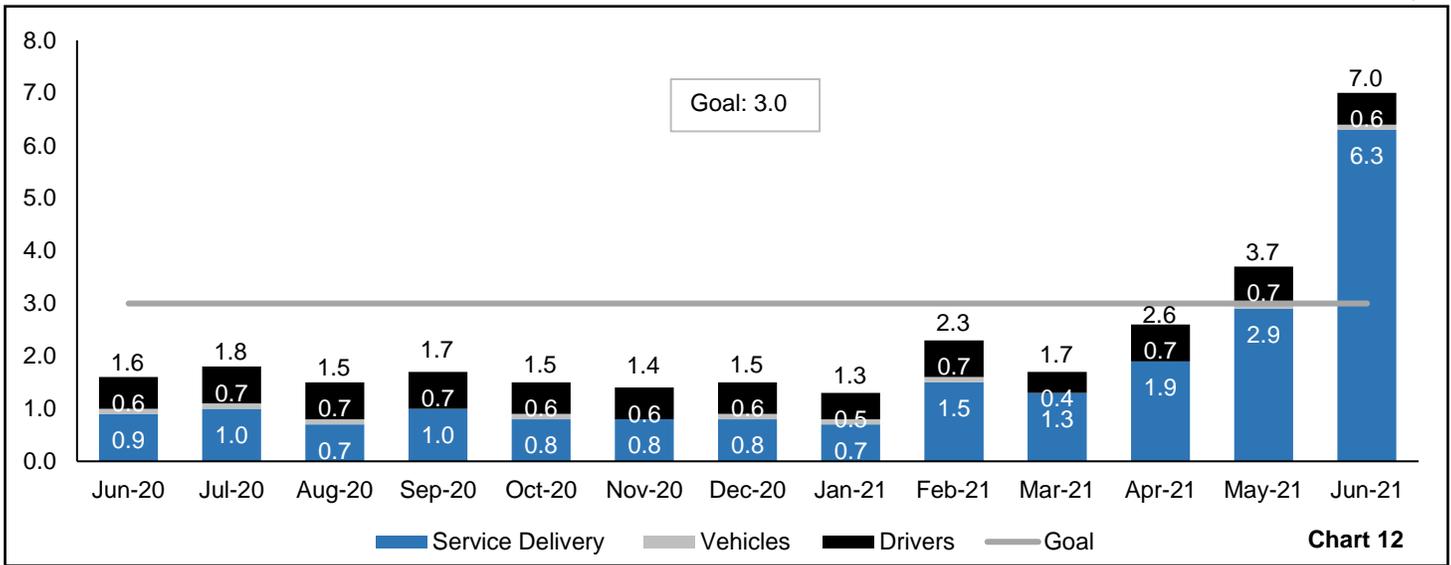


Provider No Shows Per 1000 Scheduled Trips Discussion

- Primary No-Shows increased by 2.21 per 1,000 trips (or 100%) in June 2021 when compared to May 2021, and increased by 3.35 per 1,000 trips (or 313.1%) when compared to the same month last year.
- Broker No-Shows increased by 3.87 per 1,000 trips (or 139.7%) in June 2021 when compared to May 2021, and increased by 6.14 per 1,000 trips (or 1228%) when compared to the same month last year.

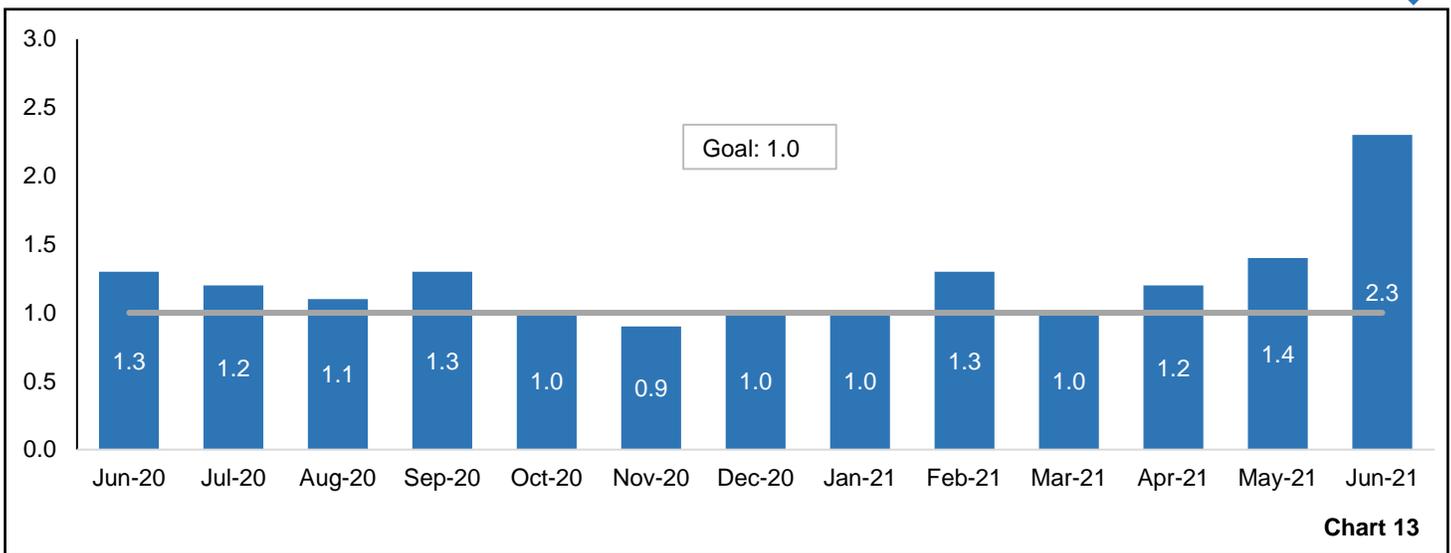
Passenger Complaints Related to Transportation Service Quality Per 1,000 Completed Trips

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 in June 2021 increased by 3.3 per 1,000 trips (or 89.2%) when compared to May 2021, and increased by 5.4 per 1,000 trips (or 337.5%) when compared to June 2020.

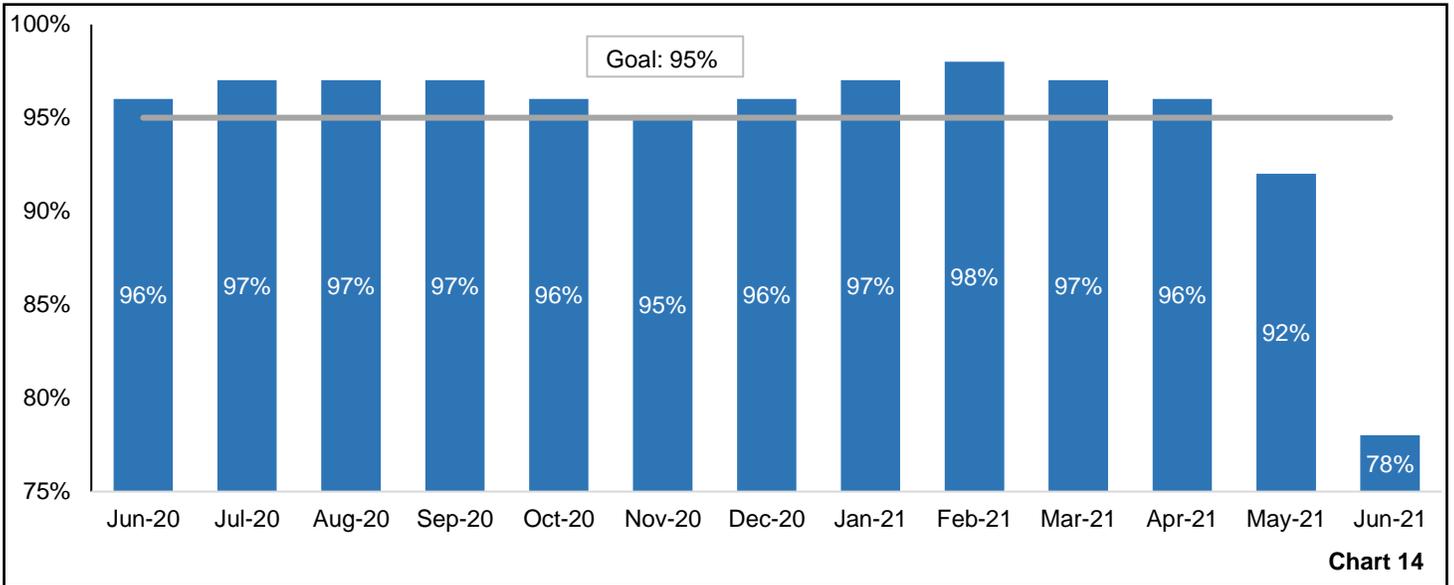
Passenger Complaints Related to Non-Transportation Service Quality Per 1,000 Completed Trips Discussion:

- Passenger Complaints related to Non-Transportation Service in June 2021 increased by 0.9 per 1,000 trips (or 64.3%) when compared to May 2021, and increased by 1.0 per 1,000 trips (or 76.9%) when compared to June 2020.

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

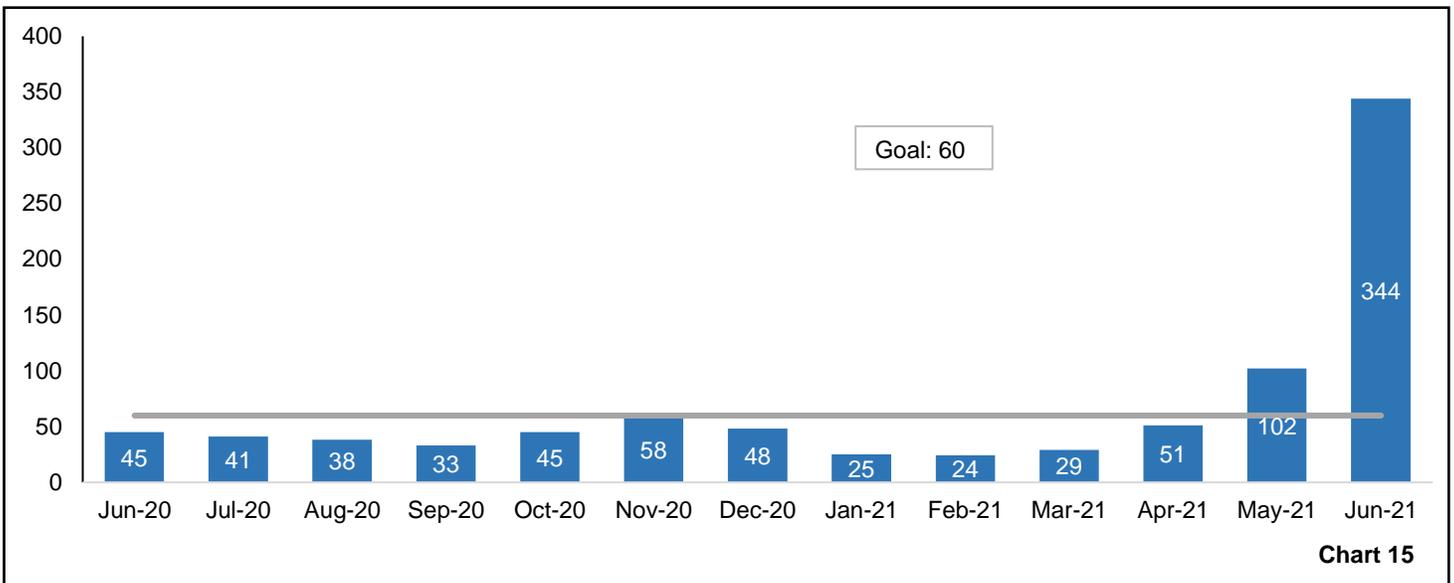
Percent of Calls Answered

Desired trend 



Average Call Answer Speed in Seconds

Desired trend 



Percent of Calls Answered Discussion

- The Percent of Calls Answered in June 2021 declined by 14 percentage points when compared to May 2021, and declined by 18 percentage points when compared to June 2020.

Average Call Answer Speed in Seconds Discussion

- The Average Call Answer Speed in June 2021 increased by 242 seconds (or 237.3%) when compared to May 2021, and increased by 299 seconds (or 664.4%) when compared to June 2020.

Strategy and Customer Experience

Sarah Meyer, Chief Customer Officer



MTA Safe Working

Starting September 7, 2021

120 testing sites across the MTA.

Get vaccinated or get tested.

 **Learn more at new.mta.info/COVID-19**

A cartoon illustration of an MTA worker wearing a yellow hard hat with the MTA logo, a white face mask, and a white bandage on their left arm. The worker is giving a thumbs-up gesture.

The MTA continues to encourage all employees to become vaccinated against COVID-19 through an extensive outreach campaign. Our teams provided digital communications, employee videos, vaccine finder resources, and telephone reminders to employees. To further protect everyone, all employees should now either be vaccinated or participate in voluntary weekly COVID-19 diagnostic testing. The campaign aims to reassure MTA staff that the vaccines are safe, free, effective, and widely available without appointments at many MTA locations.

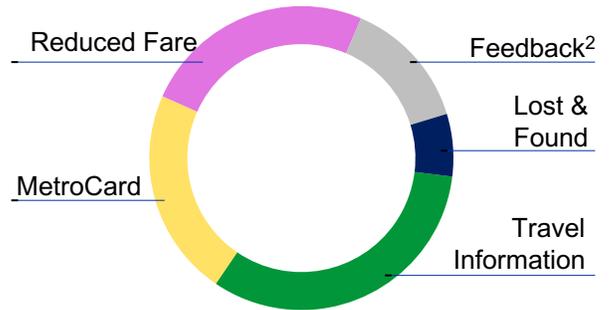
Customer engagement

12-month rolling averages through 5/21, throughout this section, reflect the very unusual travel levels and customer service needs between March and June 2020.

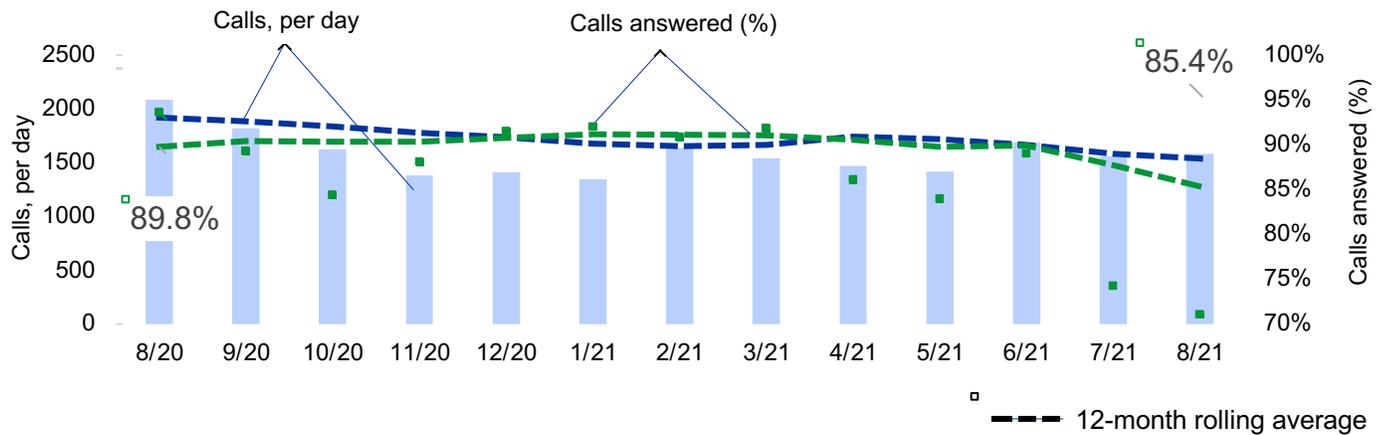
Telephone

	Aug 2021	Aug 2020	Variance
Telephone calls	48,973	64,585	▼24.2%
Calls answered	71.1%	93.6%	▼24.1%
Average time to answer ¹ (seconds)	432	123	▲252.5%

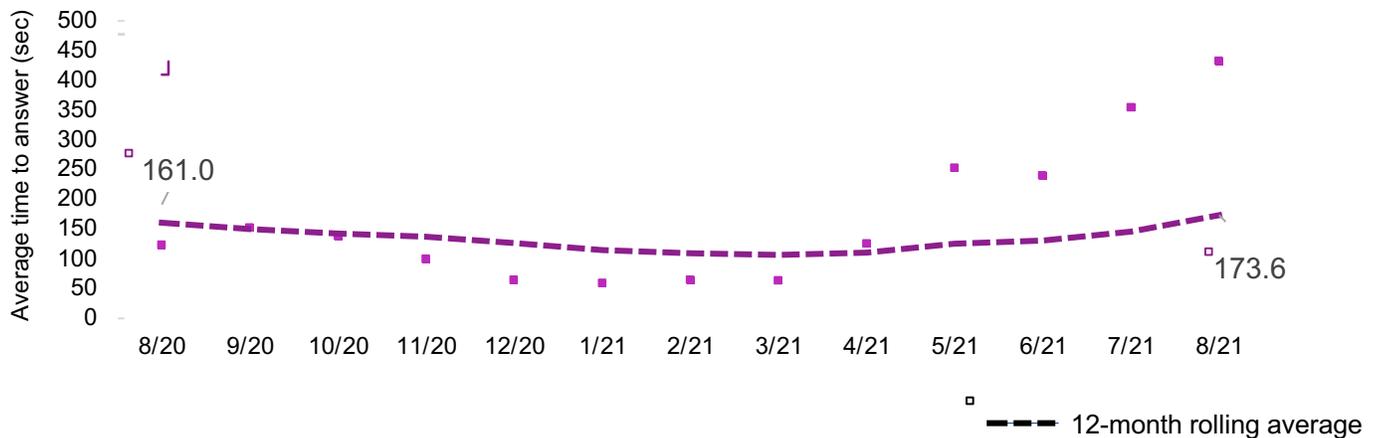
1. Excludes automated self-service calls
2. Feedback is customers calling with comments or concerns



Telephone: calls received and answered



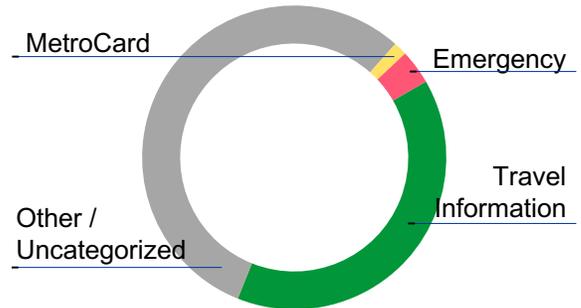
Telephone: average time to answer



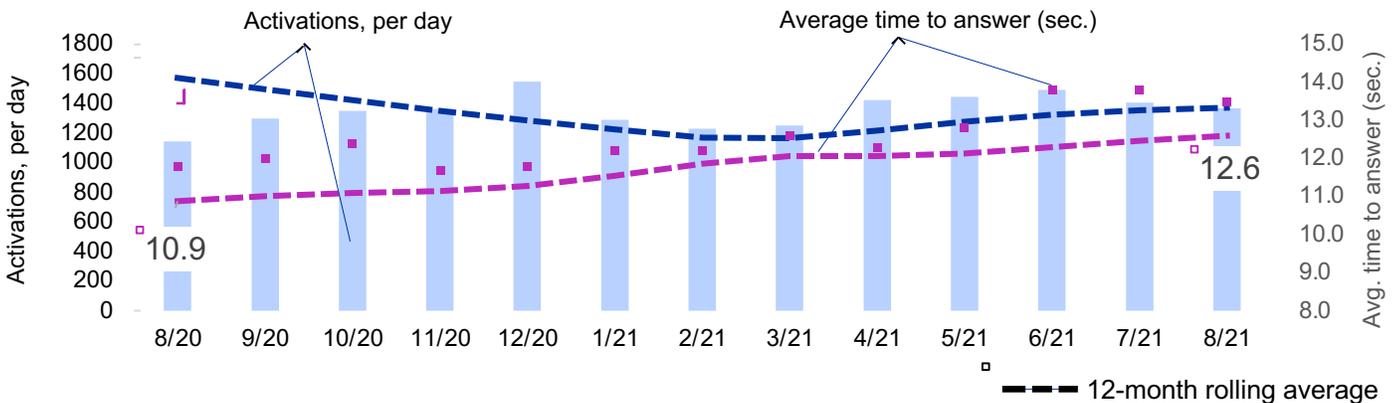
Customer engagement

Help Point

	Aug 2021	Aug 2020	Variance
Help Point activations	42,363	35,474	▲ 19.4%
Average time to answer (seconds)	13.5	11.8	▲ 14.3%

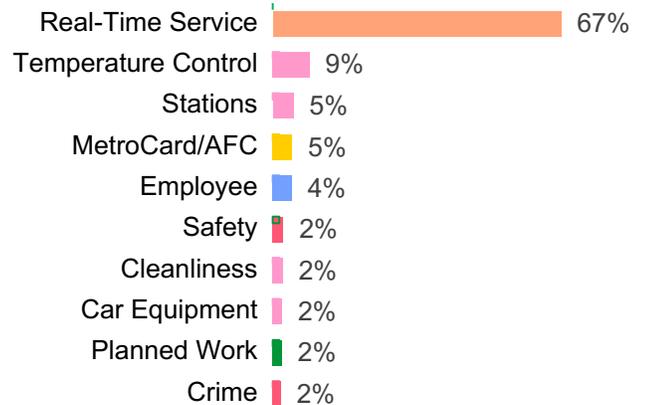


Help Point: activations and average time to answer

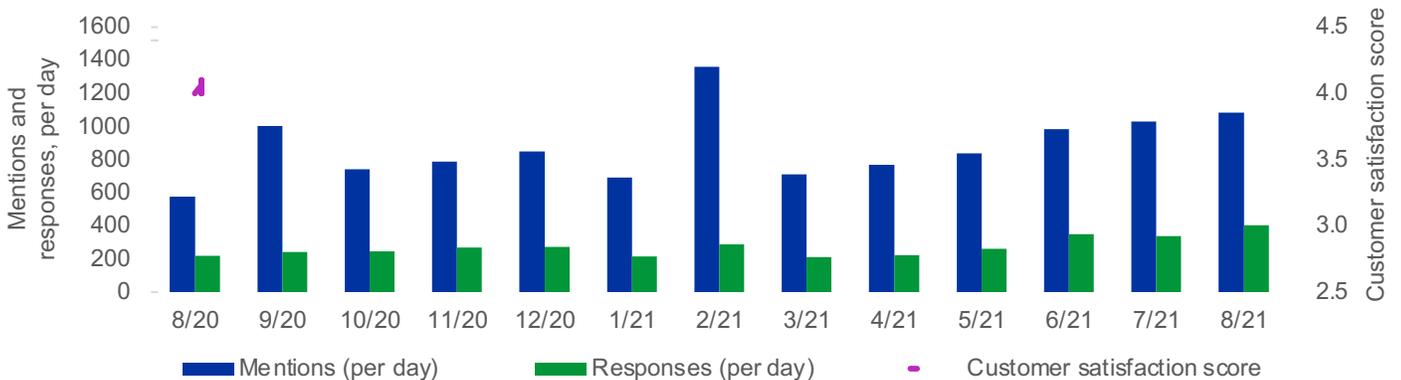


Social media

	Aug 2021	Aug 2020	Variance
Social media mentions ¹	33,581	17,842	▲ 88.2%
Responses sent	12,463	6,854	▲ 81.8%
Customer satisfaction score ²	3.60	4.02	▼ 10.4%



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

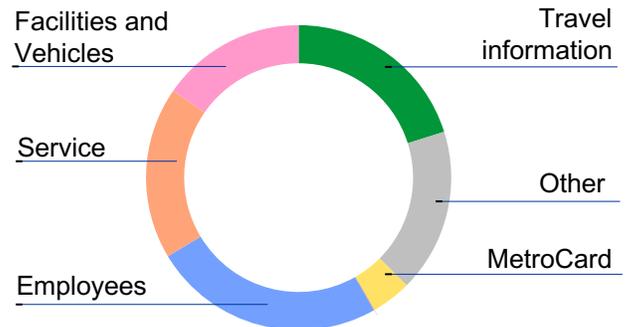


Customer engagement

Web, mobile app, and written feedback

	Aug 2021	Aug 2020	Variance
Received	7,090	3,612	▲96.3%
Responses sent ¹	9,920	5,585	▲77.6%

1. Includes automated and manual responses



Keeping customers informed

Alerts and service notices

	Aug 2021
Web	5,986
Twitter	4,476
Kiosks / Digital Displays ¹	3,853
Email and text alerts	
• Service	4,375
• Elevator and escalator status	8,659
Service Notice posters developed	540

1. Excludes countdown clocks

Social media followers

		Aug 2021	Aug 2020	Variance
Twitter	@NYCTSubway	997.0k	1,013.0k	▼1.6%
	@NYCTBus	31.5k	30.4k	▲3.6%
	@MTA	1,312.3k	1,326.0k	▼1.0%
Facebook	MTA	155.0k	--	--
Instagram	@mtanyctransit	44.9k	30.4k	▲47.7%

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

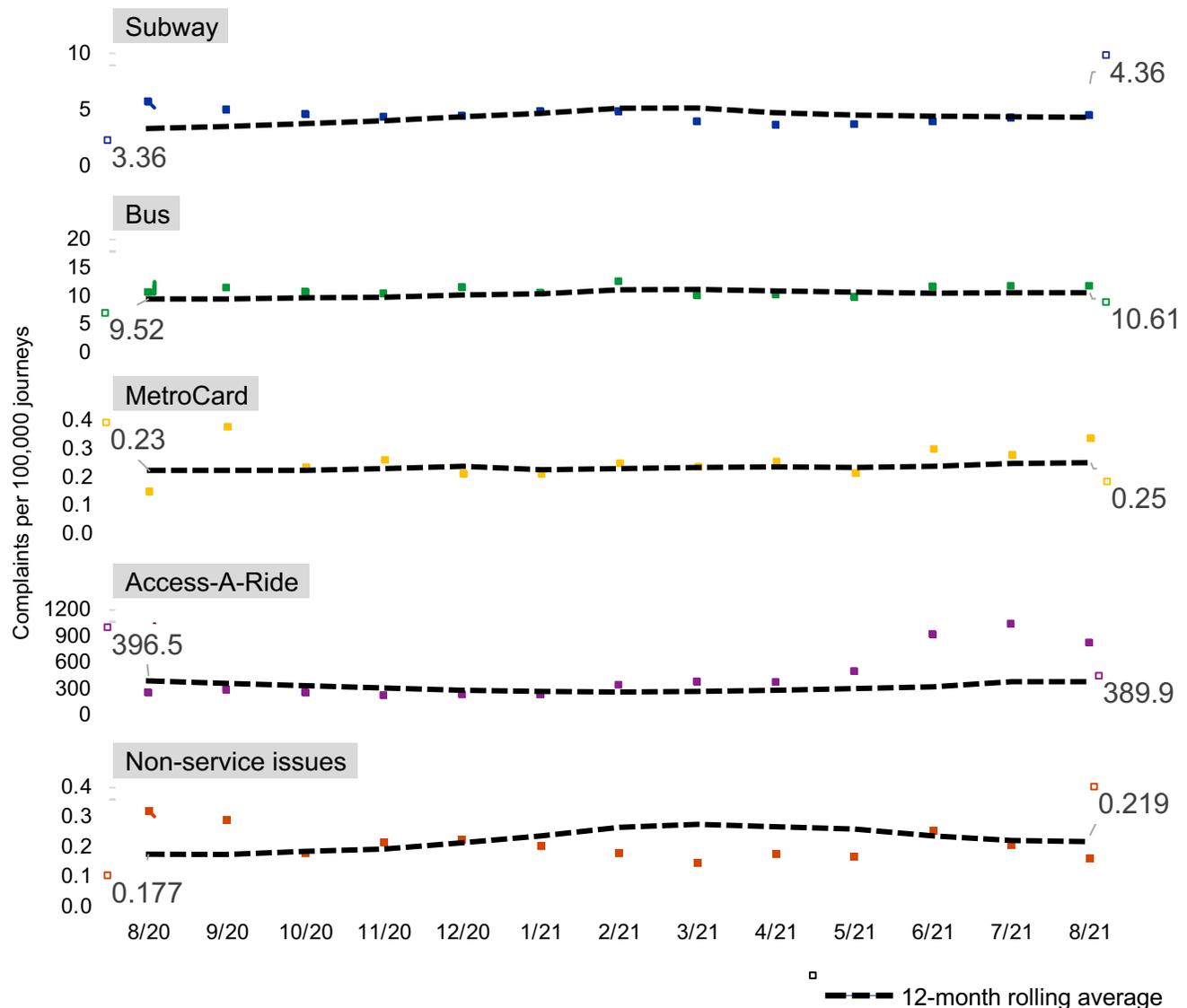
	Aug 2021	Aug 2020	Variance
Subway	4.51	5.71	▼21.1%
Bus	11.73	10.69	▲9.8%
MetroCard	0.34	0.15	▲125.1%
Access-A-Ride	824.7	262.3	▲214.4%
Non-service issues ¹	0.166	0.323	▼48.4%

Commendations per 100,000 journeys

	Aug 2021	Aug 2020	Variance
Subway	0.095	0.216	▼56.1%
Bus	0.69	0.33	▲109.8%
Access-A-Ride	84.1	82.4	▲2.1%
Non-service issues incl. MetroCard	0.020	0.020	▲2.7%

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

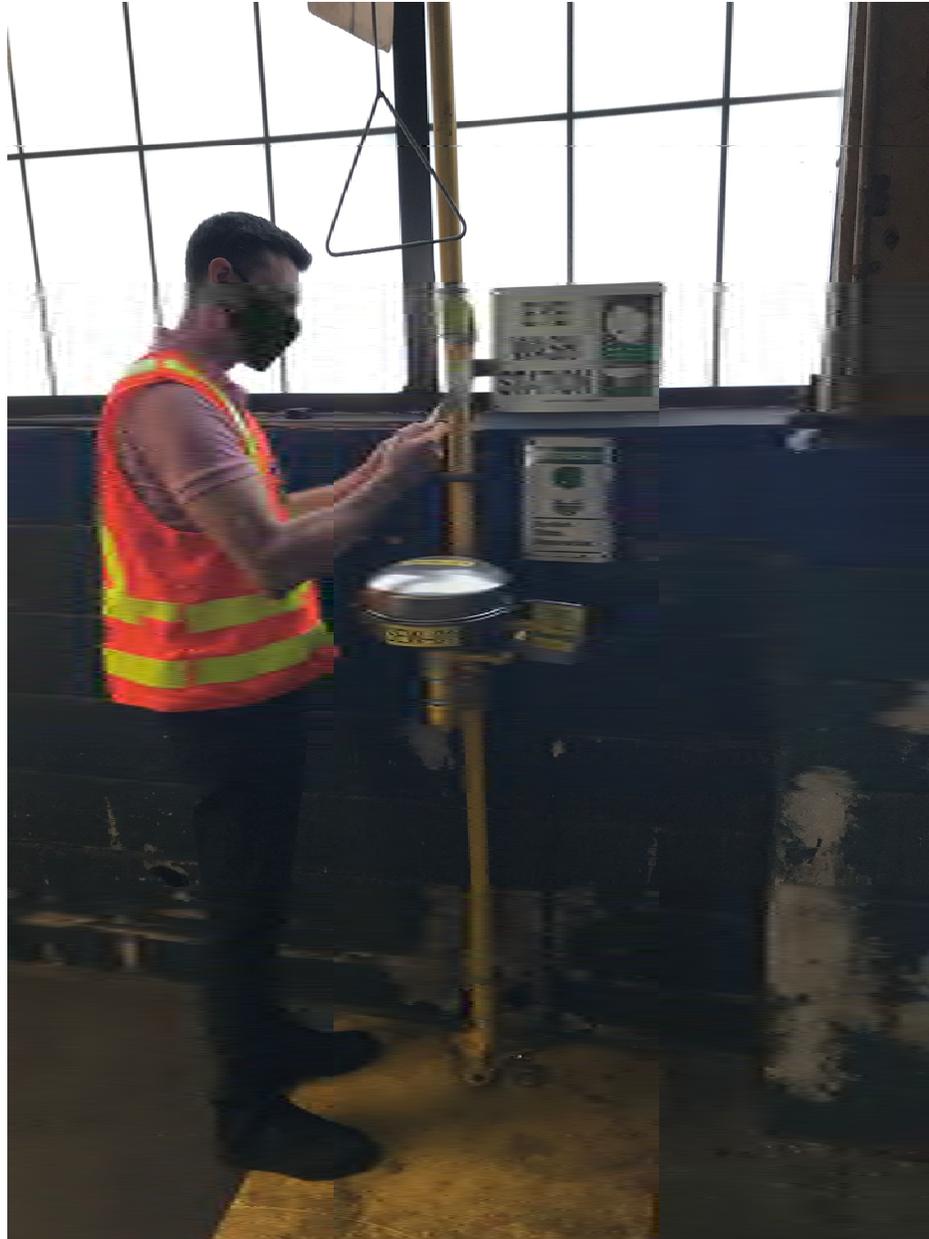
Complaints per 100,000 journeys: trends



Safety

Robert Diehl

Senior Vice President, Safety & Security



System Safety Specialist Dmitriy Ayzenberg conducts a Safety Inspection - reviewing the eye wash station inspection tag to ensure compliance with the proper inspection schedule.

Monthly Operations Report

Statistical results for the 12-Month period are shown below

Safety Report				
Performance Indicators		12-Month Average		
		Sep 18 - Aug 19	Sep 19 - Aug 20	Sep 20 - Aug 21
Subways				
Subway Customer Accidents per Million Customers ¹		2.99	3.24	4.87
Subway Collisions ²				
Total		1	2	2
Mainline		0	0	0
Yard		1	2	2
Subway Derailments ²				
Total		4	7	12
Mainline		0	4	2
Yard		4	3	10
Subway Fires ²		704	862	979
Buses				
Bus Collisions Per Million Miles Regional		54.77	45.23	47.20
Bus Collision Injuries Per Million Miles Regional		6.11	5.42	4.84
Bus Customer Accidents Per Million Customers ¹ Regional*		1.45	1.55	1.91
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees ¹		4.15	5.17	4.78

¹ 12-month Average data from August through July.

² 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 30, 2020, to determine ridership. During this time, ridership was estimated using Automated Passenger Counter (APC) data.

Leading Indicators				
Subways	August	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	28	247	340	72.6%
Joint Track Safety Audits -- Compliance Rate	100.0%	99.7%	100.0%	99.7%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	4,530	20,150	9,999	201.5%
Friction Pad Installation	2,079	15,671	22,000	71.2%
Buses	August	YTD	Goal	YTD as % of Goal
Collision Prevention				
Audible Pedestrian Turn Warning System	10	178	780	22.8%
Vision Zero Employee Training	443	3,644	5,800	62.8%

Monthly Operations Report

Statistical results for the 12-Month period are shown below

Safety Report				
Performance Indicators		12-Month Average		
		Aug 18 - Jul 19	Aug 19 - Jul 20	Aug 20 - Jul 21
Subways				
Subway Customer Accidents per Million Customers ¹		3.00	3.09	5.04
Subway Collisions ²				
Total		0	3	2
Mainline		0	0	0
Yard		0	3	2
Subway Derailments ²				
Total		5	8	12
Mainline		0	4	2
Yard		5	4	10
Subway Fires ²		720	847	983
Buses				
Bus Collisions Per Million Miles Regional		54.69	45.82	46.51
Bus Collision Injuries Per Million Miles Regional		5.94	5.41	4.94
Bus Customer Accidents Per Million Customers ¹ Regional*		1.42	1.56	1.88
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees ¹		4.02	5.25	4.88

¹ 12-month Average data from July through June.

² 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 30, 2020, to determine ridership. During this time, ridership was estimated using Automated Passenger Counter (APC) data.

Leading Indicators				
Subways	July	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	29	217	340	63.8%
Joint Track Safety Audits -- Compliance Rate	99.3%	99.6%	100.0%	99.6%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	1,645	15,620	9,999	156.2%
Friction Pad Installation	1,797	13,592	22,000	61.8%
Buses	July	YTD	Goal	YTD as % of Goal
Collision Prevention				
Audible Pedestrian Turn Warning System	53	168	780	21.5%
Vision Zero Employee Training	482	3,201	5,800	55.2%

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, and MTA Construction & Development 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

August 2021

Fire severity is classified as follows:

Severity	Criteria
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:	90.9%	Train:	7
Average:	9.1%	Right-of-way:	47
Above Average:	0.0%	Station:	12
High:	0.0%	Other:	0
		Total:	66

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

Train:		Right-of-Way:		Station:	
Low Volt Wiring:	2	Debris:	23	Debris:	10
Blower Motor:	1	Tie:	8	Electrical:	1
				Electronic	
Contact Shoe:	1	Cable, Power/3rd Rail:	7	Device:	1
Debris:	1	Insulator:	6		
High Volt Wiring:	1	Large Object Debris:	2		

Subway Fires

July 2021

Fire severity is classified as follows:

Severity	Criteria
Low	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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:	95.0%	Train:	8
Average:	5.0%	Right-of-way:	33
Above Average:	0.0%	Station:	19
High:	0.0%	Other:	0
		Total:	60

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

Train:		Right-of-Way:		Station:	
Brake Shoes:	2	Debris:	19	Debris:	15
Debris:	2	Tie:	6	Advertisement:	2
Blower Motor:	1	Insulator:	4	Electrical:	2
Relay:	1	Electrical Wire:	1		
Trolley Lead:	1	Material:	1		



September 2021 Crime Report (August and July Data)

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 in the NYCT Subway system. The report is submitted by NYPD's Transit Bureau on a monthly basis for the month ending prior to the reporting period. The report also includes statistics on employee assaults and harassment as well as vandalism, compiled by the NYCT Department of Safety and Security.

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 August 30, 2021

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

We plan to update the page weekly with the prior week's figures. Each week's update will be based on verified incidents as of the report date. Data for prior weeks may change as additional incidents are verified.

of incidents of assault & harassment against transit employees by week (Last 6 Months)

Week beginning	Assault: Subways	Assault: Buses	Harassment: Subways	Harassment: Buses	Total
8/23/2021	0	1	9	31	41
8/16/2021	0	3	6	41	50
8/9/2021	0	2	6	38	46
8/2/2021	0	1	9	21	31
7/26/2021	0	0	7	43	50
7/19/2021	0	1	14	28	43
7/12/2021	1	3	5	30	39
7/5/2021	2	0	8	31	41
6/28/2021	2	0	12	44	58
6/21/2021	1	3	9	30	43
6/14/2021	0	1	5	36	42
6/7/2021	1	1	8	44	54
5/31/2021	0	3	7	40	50
5/24/2021	1	4	7	43	55
5/17/2021	3	0	10	28	41
5/10/2021	3	3	13	37	56
5/3/2021	1	1	9	27	38
4/26/2021	0	0	6	40	46
4/19/2021	1	3	12	28	44
4/12/2021	0	1	13	23	37
4/5/2021	0	2	14	37	53
3/29/2021	0	0	9	27	36
3/22/2021	0	1	12	31	44
3/15/2021	1	0	12	36	49
3/8/2021	0	0	18	37	55

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 August 30, 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.

We plan to update the page weekly with the prior week's figures. Each week's update will be based on verified incidents as of the report date. Data for prior weeks may change as additional incidents are verified.

of units vandalized by week and component (Last 6 Months)

Week beginning	Graffiti: Subways	Graffiti: Buses	Liquid Crystal Display (LCD) Screen	Metrocard Vending Machine (MVM)	OMNY Reader	Train Glass	Bus Glass	Total
8/23/2021	9	0	3	4	0	3	0	19
8/16/2021	20	0	0	4	0	4	0	28
8/9/2021	19	0	4	0	0	4	2	29
8/2/2021	27	0	1	0	0	4	2	34
7/26/2021	4	0	3	8	0	12	3	30
7/19/2021	11	0	1	7	0	13	0	32
7/12/2021	15	0	4	1	1	8	2	31
7/5/2021	18	0	2	1	0	8	6	35
6/28/2021	13	0	0	0	0	11	0	24
6/21/2021	3	0	2	6	0	17	1	29
6/14/2021	27	0	8	0	0	2	4	41
6/7/2021	16	0	2	0	2	4	1	25
5/31/2021	6	0	2	1	2	3	3	17
5/24/2021	11	0	4	1	1	9	5	31
5/17/2021	22	0	1	5	6	6	0	40
5/10/2021	11	0	3	3	1	3	0	21
5/3/2021	18	0	4	0	1	6	3	32
4/26/2021	11	0	7	1	0	9	1	29
4/19/2021	6	0	8	1	0	5	0	20
4/12/2021	14	0	3	0	0	2	0	19
4/5/2021	18	0	7	0	1	5	3	34
3/29/2021	8	0	4	0	0	6	1	19
3/22/2021	15	0	1	0	0	5	6	27
3/15/2021	22	0	2	0	0	10	0	34
3/8/2021	14	0	3	7	0	8	1	33

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



CRIME STATISTICS AUGUST

	2021	2020	Diff	% Change
MURDER	0	1	-1	-100.0%
RAPE	2	2	0	0.0%
ROBBERY	44	45	-1	-2.2%
GL	64	33	31	93.9%
FELASSAULT	35	30	5	16.7%
BURGLARY	1	1	0	0.0%
<u>TOTAL MAJOR FELONIES</u>	<u>146</u>	<u>112</u>	<u>34</u>	<u>30.4%</u>

During August, the daily Robbery average decreased from 1.5 to 1.4

During August, the daily Major Felony average increased from 3.6 to 4.7

CRIME STATISTICS JANUARY THRU AUGUST

	2021	2020	Diff	% Change
MURDER	5	5	0	0.0%
RAPE	4	6	-2	-33.3%
ROBBERY	283	415	-132	-31.8%
GL	388	576	-188	-32.6%
FELASSAULT	313	234	79	33.8%
BURGLARY	4	20	-16	-80.0%
<u>TOTAL MAJOR FELONIES</u>	<u>997</u>	<u>1256</u>	<u>-259</u>	<u>-20.6%</u>

Year to date the daily Robbery average decreased from 1.7 to 1.2

Year to date the daily Major Felony average decreased from 5.2 to 4.1

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



AUGUST ACTIVITY

	2021	2020	Diff	% Change
Total Arrests	552	155	397	256.1%
TOS Arrests	106	1	105	10500.0%
Total Summons	5487	307	5180	1687.3%
TOS TABs	4562	209	4353	2082.8%
TOS C-Summ	58	0	58	***.*%

JANUARY THRU AUGUST ACTIVITY

	2021	2020	Diff	% Change
Total Arrests	3680	2861	819	28.6%
TOS Arrests	640	408	232	56.9%
Total Summons	51331	27658	23673	85.6%
TOS TABs	42282	17760	24522	138.1%
TOS C-Summ	675	441	234	53.1%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

JANUARY- AUGUST

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
<i>Murder</i>	2	1	4	1	2	1	1	2	4	2	3	2	1	1	0	0	1	1	1	1	0	1	2	5	5
<i>Rape</i>	1	10	0	4	1	0	2	2	3	3	0	2	1	0	2	7	4	5	1	0	3	0	2	6	4
<i>Robbery</i>	1429	1241	1111	900	804	830	769	704	783	641	523	501	466	469	499	573	416	283	332	344	298	307	327	415	283
<i>Assault</i>	290	298	287	229	186	189	173	179	152	127	138	116	108	133	128	129	130	130	169	204	217	227	233	230	313
<i>Burglary</i>	24	10	6	5	33	12	7	6	1	5	2	5	1	2	6	18	25	11	12	14	19	6	5	20	4
<i>GL</i>	2264	1739	1581	1653	1489	1427	1120	1224	1197	968	828	868	759	787	1014	1119	1073	1013	1069	1023	1040	1031	977	569	388
TOTAL MAJOR FELONIES	4010	3299	2989	2792	2515	2459	2072	2117	2140	1746	1494	1494	1336	1392	1649	1846	1649	1443	1584	1586	1577	1572	1546	1245	997
<i>Major Fel Per Day</i>	16.50	13.58	12.30	11.44	10.35	10.12	8.53	8.68	8.81	7.19	6.15	6.12	5.50	5.73	6.79	7.57	6.79	5.94	6.52	6.50	6.49	6.47	6.36	5.12	4.10

**Hate Crime Task Force
Transit Bureau
HCTF Statistical Data
(As of 8/31/2021)**

Motivation:

Motivation	2021	2020	Diff	% Change
ASIAN	28	8	20	250%
BLACK	4	2	2	100%
ETHNIC	3	0	3	***.*
GENDER	5	6	-1	-17%
HISPANIC	1	0	1	***.*
JEWISH	9	18	-9	-50%
SEXUAL ORIENTATION	11	4	7	175%
WHITE	4	1	3	300%
Grand Total	65	39	26	67%

Crime Name:

Crime Name	2021	2020	Diff	% Change
Aggravated Harassment 1	9	16	-7	-44%
Aggravated Harassment 2	13	7	6	86%
Assault 2	6	1	5	500%
Assault 3	23	8	15	188%
Criminal Mischief 2	0	1	-1	-100%
Criminal Mischief 3	3	0	3	***.*
Criminal Mischief 4	4	2	2	100%
Forcible Touching	1	0	1	***.*
Grand Larceny 4	0	1	-1	-100%
Menacing 2	3	0	3	***.*
Menacing 3	1	1	0	0%
Reckless Endangerment 1	1	0	1	***.*
Robbery 3	1	2	-1	-50%
Grand Total	65	39	26	67%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

Southern Region

Staten Island Rapid Transit

August 2021 vs. 2020

	2021	2020	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	1	-1	-100%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	0	0	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	0	1	-1	-100%

Year to Date 2021 vs. 2020

	2021	2020	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	3	-3	-100%
Felony Assault	0	1	-1	-100%
Burglary	0	0	0	0%
Grand Larceny	0	0	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	0	4	-4	-100%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



CRIME STATISTICS JULY

	2021	2020	Diff	% Change
MURDER	0	1	-1	-100.0%
RAPE	0	0	0	0.0%
ROBBERY	39	40	-1	-2.5%
GL	55	34	21	61.8%
FELASSAULT	26	33	-7	-21.2%
BURGLARY	0	3	-3	-100.0%
<u>TOTAL MAJOR FELONIES</u>	<u>120</u>	<u>111</u>	<u>9</u>	<u>8.1%</u>

During July, the daily Robbery average decreased from 1.3 to 1.3

During July, the daily Major Felony average increased from 3.6 to 3.9

CRIME STATISTICS JANUARY THRU JULY

	2021	2020	Diff	% Change
MURDER	4	4	0	0.0%
RAPE	2	4	-2	-50.0%
ROBBERY	239	370	-131	-35.4%
GL	322	543	-221	-40.7%
FELASSAULT	280	204	76	37.3%
BURGLARY	3	19	-16	-84.2%
<u>TOTAL MAJOR FELONIES</u>	<u>850</u>	<u>1144</u>	<u>-294</u>	<u>-25.7%</u>

Year to date the daily Robbery average decreased from 1.7 to 1.1

Year to date the daily Major Felony average decreased from 5.4 to 4

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

MTA Report

JULY ACTIVITY

	2021	2020	Diff	% Change
Total Arrests	498	83	415	500.0%
TOS Arrests	87	2	85	4250.0%
Total Summons	5518	154	5364	3483.1%
TOS TABs	4507	87	4420	5080.5%
TOS C-Summ	101	1	100	10000.0%

JANUARY THRU JULY ACTIVITY

	2021	2020	Diff	% Change
Total Arrests	3125	2706	419	15.5%
TOS Arrests	534	407	127	31.2%
Total Summons	45844	27351	18493	67.6%
TOS TABs	37722	17551	20171	114.9%
TOS C-Summ	617	441	176	39.9%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

JANUARY-JULY

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Murder	1	0	4	1	1	0	1	2	4	2	2	2	1	1	0	0	1	1	0	1	0	1	2	4	4
Rape	1	8	0	3	1	0	2	1	3	3	0	2	1	0	2	6	3	5	0	0	2	0	2	4	2
Robbery	1046	961	852	683	641	624	588	532	622	573	476	438	396	416	425	513	360	242	289	305	256	265	271	368	239
Assault	229	248	211	178	143	145	143	142	129	116	118	1405	94	120	121	118	111	114	140	181	190	198	204	199	280
Burglary	20	10	2	4	16	6	3	5	1	1	1	5	1	2	3	18	22	9	7	11	13	5	4	19	3
GL	1629	1273	1152	1205	1080	1017	823	882	907	823	726	759	656	668	852	954	936	893	919	857	927	888	856	536	322
TOTAL MAJOR FELONIES	2926	2500	2221	2074	1882	1792	1560	1564	1666	1518	1323	2611	1149	1207	1403	1609	1433	1264	1355	1355	1388	1357	1339	1130	850
Major Fel Per Day	16.17	13.81	12.27	11.40	10.40	9.90	8.62	8.59	9.20	8.39	7.31	14.35	6.35	6.67	7.75	8.84	7.92	6.98	7.49	7.45	7.67	7.50	7.40	6.24	4.70

**Hate Crime Task Force
Transit Bureau
HCTF Statistical Data
(As of 7/31/2021)**

Motivation:

Motivation	2021	2020	Diff	% Change
ASIAN	26	8	18	225%
BLACK	4	2	2	100%
ETHNIC	3	0	3	***.*
GENDER	5	6	-1	-17%
HISPANIC	1	0	1	***.*
JEWISH	8	16	-8	-50%
SEXUAL ORIENTATION	7	3	4	133%
WHITE	4	1	3	300%
Grand Total	58	36	22	61%

Crime Name:

Crime Name	2021	2020	Diff	% Change
Aggravated Harassment 1	7	14	-7	-50%
Aggravated Harassment 2	12	7	5	71%
Assault 2	5	1	4	400%
Assault 3	20	8	12	150%
Criminal Mischief 2	0	1	-1	-100%
Criminal Mischief 3	3	0	3	***.*
Criminal Mischief 4	4	2	2	100%
Forcible Touching	1	0	1	***.*
Grand Larceny 4	0	1	-1	-100%
Menacing 2	3	0	3	***.*
Menacing 3	1	1	0	0%
Reckless Endangerment 1	1	0	1	***.*
Robbery 3	1	1	0	0%
Grand Total	58	36	22	61%



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Staten Island Rapid Transit

July 2021 vs. 2020

	2021	2020	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	1	-1	-100%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	0	0	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	0	1	-1	-100%

Year to Date 2021 vs. 2020

	2021	2020	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	2	-2	-100%
Felony Assault	0	1	-1	-100%
Burglary	0	0	0	0%
Grand Larceny	0	0	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	0	3	-3	-100%

Financial and Ridership Reports

Jaibala Patel, Financial Liaison, New York City Transit



OMNY surpassed 100 million taps in July 2021. The OMNY system rollout in all subway stations and on the entire MTA bus fleet was completed in December 2020. Subway OMNY market share has increased more than five times from a year ago, surpassing one in every five subway entries utilizing OMNY as of month-end.

Preliminary July 2021 Monthly Report:

New York City Transit

The purpose of this report is to provide the preliminary July 2021 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:

- July 2021 New York City Transit ridership of 94.4 million was 0.9 million (1 percent) under forecast, of which subway ridership of 67 million was 1.5 million (2.1 percent) under forecast, and bus ridership of 26.8 million was 0.6 million (2.5 percent) above forecast. For July 2021 year-to-date, total ridership was above forecast by 17 million (3.2 percent).
- July 2021 ridership compared with July 2019 was lower by 92.2 million (49.4 percent). Subway ridership was lower by 52 percent and bus ridership was lower by 42.2 percent. Total July 2021 year-to-date ridership compared to July 2019 year-to-date ridership was 762.7 million (58.1 percent) lower.
- July 2021 year-to-date ridership was 2.5 million (0.5 percent) above July 2020 year-to-date ridership. Subway YTD ridership was 11.9 percent lower, while bus ridership was 45.4 percent higher.
- July 2021 farebox revenue of \$209.2 million was \$7.4 million (3.7 percent), above forecast. July 2021 YTD farebox revenue exceeded forecast by \$56.3 million (5.0 percent).

July 2021 operating expenses of \$765.6 million were \$20.5 million (2.7 percent), over forecast.

- Labor expenses were over forecast by \$26.9 million (10.3 percent), mainly due to health and welfare /OPEB current combined overruns of \$36.9 million (27.4 percent), unfavorable reimbursable overhead credits of \$3.7 million (18.1 percent), and minor payroll and overtime overruns of \$1.7 million (0.6 percent), and \$1.0 million (2.1 percent) respectively. Underruns in other fringe benefits of \$5.5 million (12.3 percent), and pension of \$4.5 million (5.5 percent), provided partial offsets.
- Non-labor expenses were below forecast by \$12.9 million (7.9 percent), mainly due to underruns in materials and supplies of \$9.9 million (37.7 percent), paratransit service contracts lower by \$5.0 million (14.1 percent), and maintenance and other operating contracts favorable by \$3.9 million (13.1 percent), which were partly offset by overruns in other business expenses higher by \$5.4 million (121.7 percent) and professional service contracts over forecast by \$2.0 million (13.7 percent).

Preliminary financial results for July 2021 are presented in the table below and compared to the budget.

Preliminary Financial Results Compared to Forecast						
Category (\$ in millions)	July Results		Forecast	July Year-to-Date Results		
	Variance Fav(UnFav)			Prelim Actual	Variance Fav(UnFav)	
	\$	%	\$		\$	\$
Total Farebox Revenue	7.4	3.7	1,135.0	1,191.4	56.3	5.0
Nonreimb. Exp. before Dep./OPEB	(20.5)	(2.7)	(4,970.1)	(4,940.6)	29.4	0.6
Net Cash Deficit*	(36.9)	(8.8)	(3,512.3)	(3,278.3)	234.0	6.7

*Excludes Subsidies and Debt Service

July 2021 farebox revenue of \$209.2 million was \$7.4 million (3.7 percent) above forecast. Subway revenue was \$4.9 million (3.3 percent) above forecast, bus revenue was \$1.9 million (4 percent) above forecast, and paratransit revenue was \$0.387 million (36.3 percent) above forecast. Accrued fare media liability was \$0.229 million (7.1 percent) favorable to forecast. The July 2021 non-student average fare of \$2.19 decreased 63.5¢ from July 2020; subway fare decreased 47.8¢; local bus fare decreased 34.4¢; express bus fare decreased 14.7¢.

Total ridership in July 2021 of 94.4 million was 0.9 million (1 percent) under forecast. Average weekday ridership in July 2021 was 3.4 million, which is 2.2 million (177.6 percent) above July 2020 and 3.6 million (50.8 percent) below July 2019.

Average weekday ridership for the twelve months ending July 2021 was 2.7 million, 44.1 percent lower than the twelve months ending July 2020 and 4.6 million (63.1 percent) lower than the twelve months ending July 2019.

Non-reimbursable expenses before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment, of \$765.6 million were \$20.5 million (2.7 percent), over forecast.

Labor expenses were over forecast by \$33.4 million (5.7 percent), mainly due to health and welfare /OPEB current combined overruns of \$36.9 million (27.4 percent), unfavorable reimbursable overhead credits of \$3.7 million (18.1 percent), and minor payroll and overtime overruns of \$1.7 million (0.6 percent), and \$1.0 million (2.1 percent) respectively. Underruns in other fringe benefits of \$5.5 million (12.3 percent), and pension of \$4.5 million (5.5 percent), provided partial offsets

Non-labor expenses were below forecast by \$12.9 million (7.9 percent), mainly due to underruns in materials and supplies of \$9.9 million (37.7 percent), paratransit service contracts lower by \$5.0 million (14.1 percent), and maintenance and other operating contracts favorable by \$3.9 million (13.1 percent), which were partly offset by overruns in other business expenses higher by \$5.4 million (121.7 percent) and professional service contracts over forecast by \$2.0 million (13.7 percent).

Year-to-date, non-reimbursable expenses were lower than forecast by \$29.4 million (0.6 percent), of which labor expenses overran by \$29.2 million (0.7 percent). Reimbursable overhead credits were unfavorable by \$28.6 million (19.1 percent), and health and welfare/OPEB current expenses were over forecast by a combined \$23.4 million (2.7 percent). Underruns in payroll of \$15.6 million (0.8 percent), and pension expenses lower by \$12.1 million (2.2 percent) provided a partial offset in labor. Non-labor expenses were favorable to forecast by \$58.7 million (5.5 percent), including underruns in materials & supplies of \$38.5 million (21.1 percent), paratransit service contracts lower by \$14.7 million (6.9 percent), and lower energy costs with fuel below forecast by \$6.6 million (10.4 percent), and electric power down \$6.2 million (4.0 percent). Other business expenses overran by \$11.2 million (36.5 percent), providing a partial offset in the non-labor expense category.

Financial Results

Farebox Revenue

July 2021 Farebox Revenue - (\$ in millions)								
	July				July Year-to-Date			
	Forecast	Prelim Actual	Favorable(Unfavorable)		Forecast	Prelim Actual	Favorable(Unfavorable)	
			Amount	Percent			Amount	Percent
Subway	150.7	155.6	4.9	3.3%	819.6	858.6	39.1	4.8%
NYCT Bus	46.8	48.6	1.9	4.0%	290.2	305.7	15.5	5.3%
Paratransit	1.1	1.5	0.4	36.3%	7.7	8.7	1.0	12.5%
Subtotal	198.6	205.7	7.2	3.6%	1,117.4	1,173.0	55.5	5.0%
Fare Media Liability	3.2	3.4	0.2	7.1%	17.6	18.4	0.8	4.8%
Total - NYCT	201.8	209.2	7.4	3.7%	1,135.0	1,191.4	56.3	5.0%

Note: Total may not add due to rounding

Average Fare

July Non-Student Average Fare - (in \$)				
	NYC Transit			
	2020	Prelim 2021	Change	
			Amount	Percent
Subway	2.807	2.330	(0.478)	(17.0%)
Local Bus	2.118	1.774	(0.344)	(16.2%)
Subway & Local Bus	2.801	2.174	(0.627)	(22.4%)
Express Bus	6.134	5.987	(0.147)	(2.4%)
Total	2.825	2.190	(0.635)	(22.5%)

The non-student average fare decreased by 22.4 percent from the prior year.

Non-reimbursable Expenses

Non-reimbursable expenses before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment, of \$765.6 million were \$20.5 million (2.7 percent), over forecast.

Labor expenses were over forecast by \$33.4 million (5.7 percent):

- Health and welfare/OPEB current expenses together were over forecast by a combined \$36.9 million (27.4 percent), due to the unfavorable timing of expense and rebate credits
- Reimbursable overhead credits were unfavorable to forecast by \$3.7 million (18.1 percent), reflecting less than anticipated capital labor expense
- Payroll was over by \$1.7 million (0.6 percent) primarily due to reimbursable project underruns partly offset by vacancies
- Overtime expenses overran budget by \$1.0 million (2.1 percent), primarily reflecting vacancy coverage
- Other fringe benefits were favorable by \$5.5 million (12.3 percent) reflecting unemployment insurance credit
- Pension expenses underran by \$4.5 million (5.5 percent), reflecting lower pension expenses

Non-labor expenses were below forecast by \$12.9 million (7.9 percent):

- Materials and Supplies were lower by \$9.9 million (37.7 percent), reflecting primarily reduced usage due to maintainer vacancies and favorable maintenance program timing
- Paratransit service contracts underran by \$5.0 million (14.1 percent), reflecting fewer trips and favorable timing of support costs
- Maintenance and other operating contract expenses underran by \$3.9 million (13.1 percent), largely due to the favorable timing of expenses
- Other business expenses were higher by \$5.4 million (121.7 percent), mainly due to higher card fees
- Professional service contracts were over by \$2.0 million (13.7 percent)

Depreciation expense in July of \$174.2 million underran forecast by \$2.1 million (1.2 percent).

GASB 75 OPEB expense adjustment of \$0.0 million was on forecast for July.

GASB 68 Pension adjustment of \$0.0 million was on forecast for July.

The **operating cash deficit** (excluding subsidies) of \$458.3 million for July was \$36.9 million (8.8 percent) unfavorable to forecast.

Year to date non-reimbursable expenses before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment were lower than forecast by \$29.4 million (0.6 percent).

Labor expenses overran forecast by \$29.2 million (0.7 percent):

- Reimbursable overhead was unfavorable to the forecast by \$28.6 million (19.1 percent), mainly due to less than anticipated capital labor expense
- Health and welfare/OPEB current expenses together were over forecast by a combined \$23.4 million (2.7 percent) resulting from unfavorable timing of expense accruals
- Payroll expenses were lower than forecast by \$15.6 million (0.8 percent), mainly due to vacancies
- Pension was less than forecast by \$12.1 million (2.2 percent), mainly reflecting favorable expense reclassification to reimbursable

Non-labor expenses were net favorable to forecast by \$58.7 million (5.5 percent):

- Materials and supplies underran by \$38.5 million (21.1 percent), reflecting primarily reduced usage due to maintainer vacancies and favorable maintenance program timing
- Paratransit service contracts were favorable \$14.7 million (6.9 percent), reflecting fewer trips and favorable timing of support costs
- Electric power was lower \$6.2 million (4.0 percent), mainly due to lower consumption
- Fuel was favorable \$6.6 million (10.4 percent), mainly due to lower consumption
- Maintenance and other operating contract expenses underran by \$4.0 million (2.0 percent), largely due to the favorable timing of expenses
- Other business expenses overran forecast by \$11.2 million (36.5 percent), mainly due to higher card fees

Depreciation expense of \$1,209.9 million was under forecast by \$18.8 million (1.5 percent).

GASB 75 OPEB expense adjustment credit of (\$28.3) million was below forecast by \$38.3 million.

GASB 68 Pension adjustment of \$28.7 million was over forecast by \$9.4 million (48.7 percent).

The year-to-date **operating cash deficit** of \$3,278.3 million (excluding subsidies) is \$234.0 million (6.7 percent) favorable to forecast.

Ridership Results

July 2021 Ridership vs. Forecast - (in millions)								
	July				July Year-to-Date			
	Forecast	Prelim Actual	More(Less)		Forecast	Prelim Actual	More(Less)	
			Amount	Percent			Amount	Percent
Subway	68.4	67.0	(1.5)	(2.1%)	365.8	375.8	10.0	2.7%
NYCT Bus	26.1	26.8	0.6	2.5%	161.6	168.8	7.2	4.4%
Paratransit	0.8	0.7	(0.1)	(13.7%)	4.7	4.6	(0.2)	(3.4%)
Total - NYCT	95.4	94.4	(0.9)	(1.0%)	532.1	549.1	17.0	3.2%

Note: Total may not add due to rounding

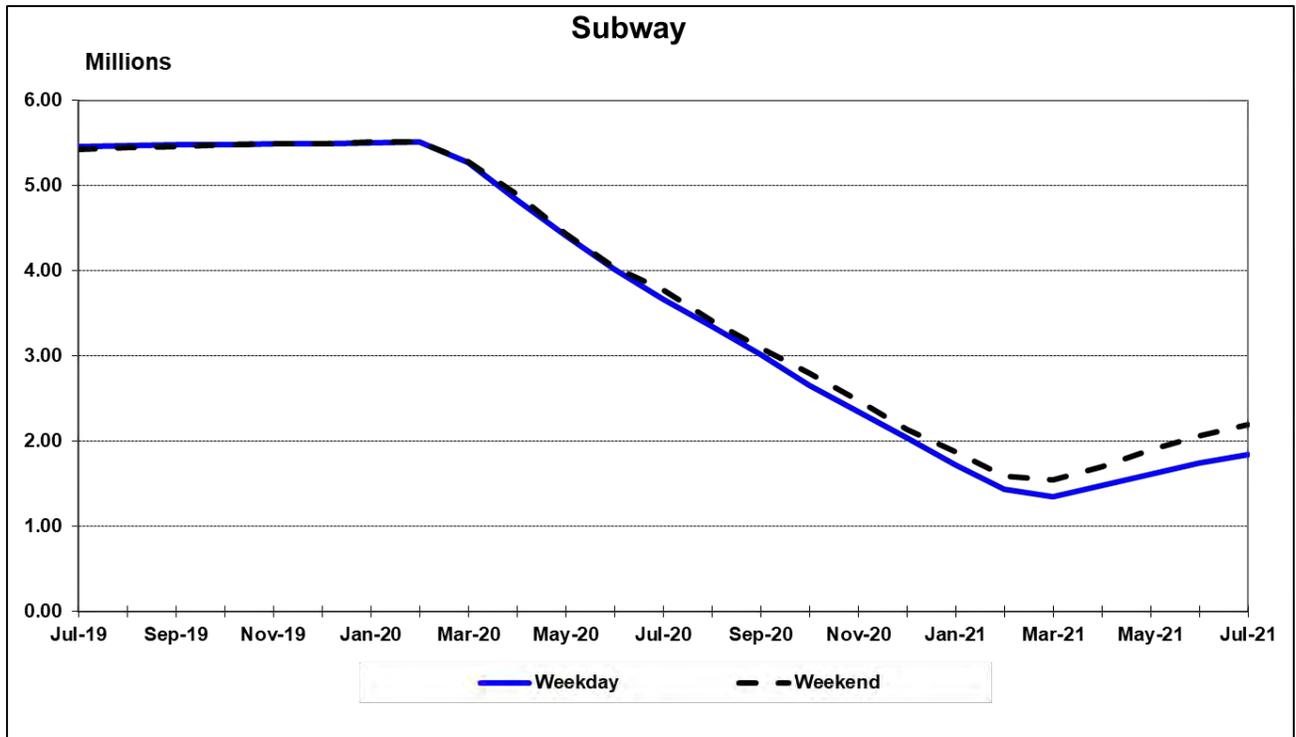
July Average Weekday and Weekend Ridership vs. Prior Year								
Month	Average Weekday - (thousands)				Average Weekend - (thousands)			
	2020	Preliminary 2021	Change		2020	Preliminary 2021	Change	
			Amount	Percent			Amount	Percent
Subway	1,200	2,435	1,235	+102.9%	1,347	3,123	1,776	+131.8%
NYCT Local Bus	12	966	954	+7950.0%	12	1,180	1,168	+9733.3%
NYCT Express Bus	10	17	7	+70.0%	5	8	3	+60.0%
Paratransit	19	26	8	+40.1%	18	29	11	+62.7%
TOTAL - NYCT	1,241	3,444	2,204	+177.6%	1,382	4,340	2,958	+214.1%
12-Month Rolling Average								
Subway	3,669	1,842	(1,827)	-49.8%	3,771	2,195	(1,576)	-41.8%
NYCT Local Bus	1,077	805	(272)	-25.3%	1,230	964	(266)	-21.6%
NYCT Express Bus	27	14	(13)	-48.1%	10	7	(3)	-30.0%
Paratransit	27	25	(2)	-9.0%	31	27	(4)	-14.3%
TOTAL - NYCT	4,800	2,686	(2,114)	-44.1%	5,042	3,193	(1,849)	-36.7%

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

- July 2021 subway ridership was 2.1 percent unfavorable to forecast and bus ridership was 2.5 percent favorable. Paratransit ridership was 13.7 percent unfavorable to forecast.
- Compared to the previous year, average weekday ridership made significant gains on all modes of transportation. Subway results were higher 102.9 percent and local bus surged 7,950 percent. Express bus ridership was up 70 percent. Paratransit average weekday ridership was up 40.1 percent. These results are due to restoring full overnight subway service, lifting many COVID-19 travel restrictions, and terminating fare-free back-door boarding policy on local buses that was in effect last year from late March 2020 through late August 2020.
- Rolling average weekday ridership for the twelve-month period ending in July 2021, compared to twelve-month period ending in July 2020, is down 49.8 percent on subway, down 25.3 percent on local bus, down 48.1 percent on express bus, and down 9 percent on paratransit.

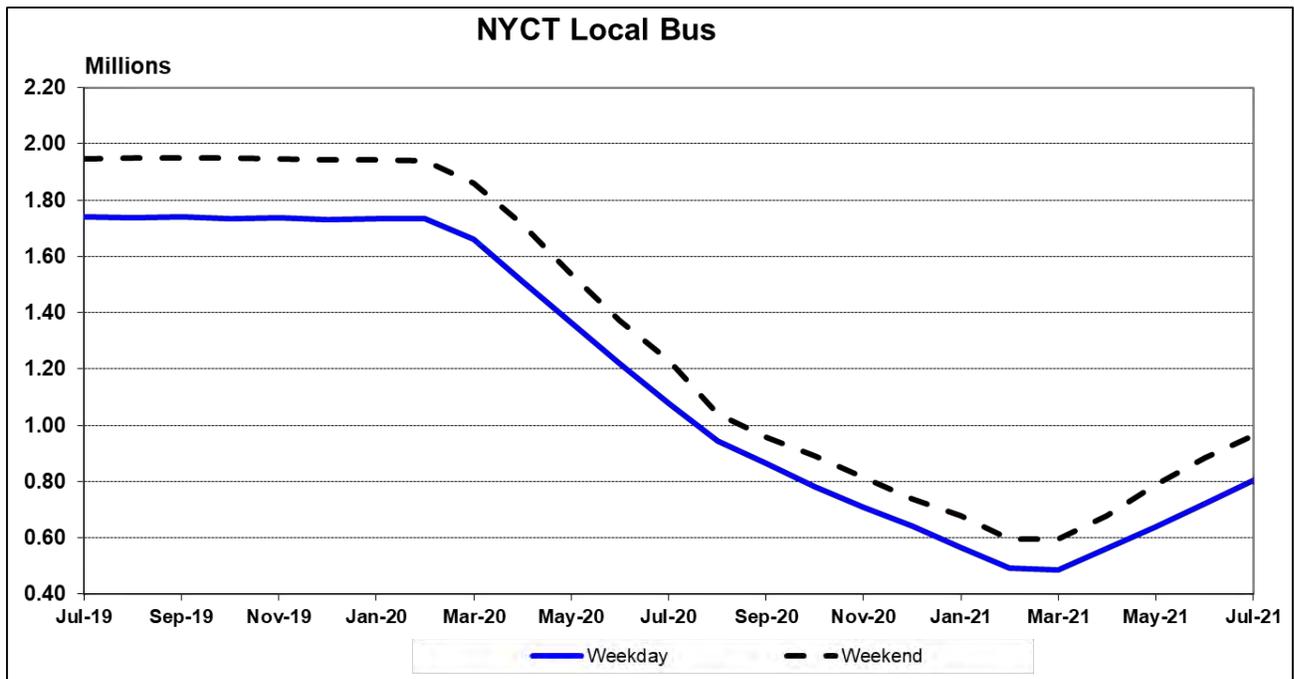
Average Weekday and Weekend Ridership

12-Month Rolling Averages



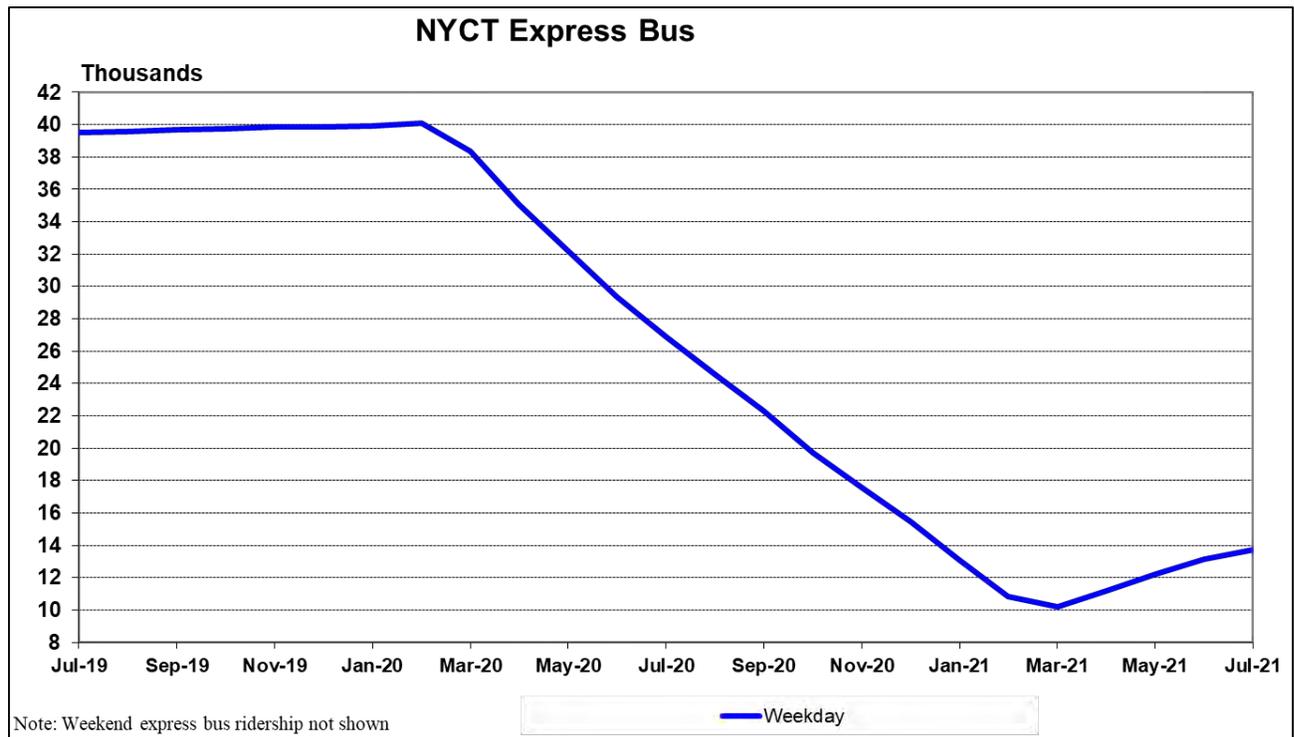
- Average weekday and weekend ridership increased moderately in 2019, before drastic declines due to COVID-19 travel restrictions, which began in March 2020.
- In February 2021, the ridership decline slowed, and in March 2021, a new period of growth began.

12-Month Rolling Averages



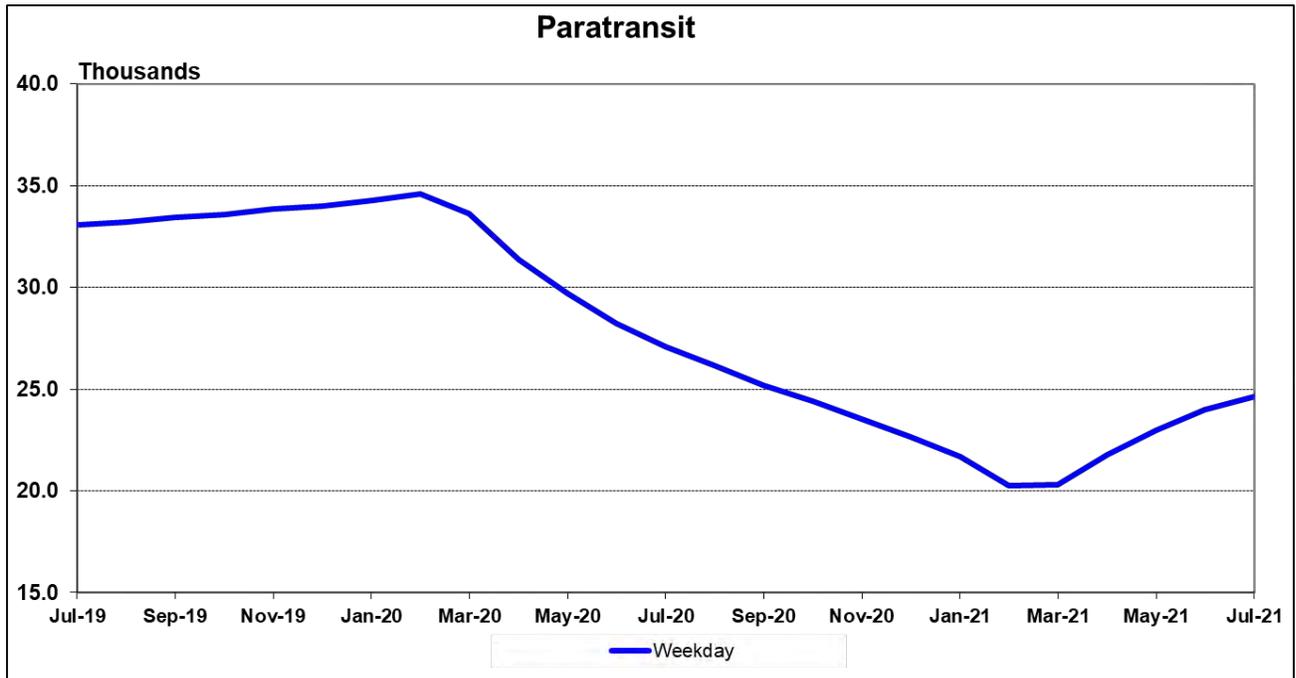
- Local bus ridership decreased slightly in 2019 and early 2020 before declining drastically starting in March 2020 due to COVID-19 travel limitations. Fare-free back door boarding was also in effect from late March through end of August 2020.
- In February 2021, the ridership decline slowed, and in March 2021, a new period of growth began.

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.
- In February 2021, the ridership decline slowed, and in March 2021, a new period of growth began.

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.
- In February 2021, the ridership decline ceased, and in March 2021, a new period of growth began.

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 from late March 2020 through early 2021.

In February - March 2021, the rate of decline started to slow down in all agencies and on all modes of transportation, and in March - July 2021 a new period of growth began. While ridership still hasn't reached July 2019 levels, the growth is very significant in comparison with July 2020.

The rolling average ridership is still low, both on weekdays and weekends, for the 12-month period ending in July 2021, compared to 12-month period ending in July 2020.

Ridership on Transit Services in the New York Area						
(thousands)						
Transit Service	Jul-20	Prelim Jul-21	Percent Change	Rolling Avg Prior Year	Rolling Avg Current Year	12-Month Rolling Average Percent Change
Average Weekday						
Subway	1,200	2,435	+102.9%	3,669	1,842	-49.8%
NYCT Local Bus	12	966	+7950.0%	1,077	805	-25.3%
NYCT Express Bus	10	17	+70.0%	27	14	-48.1%
Paratransit	19	26	+40.1%	27	25	-9.0%
SIR	3	5	+98.3%	11	4	-62.4%
MTA Local Bus	1	213	+14476.2%	225	172	-23.7%
MTA Express Bus	9	9	-1.5%	19	12	-39.9%
LIRR	60	123	+105.0%	204	84	-58.8%
Metro-North	47	102	+117.0%	183	66	-63.9%
PATH	47	99	+110.6%	186	68	-63.4%
Average Weekend						
Subway	1,347	3,123	+131.8%	3,771	2,195	-41.8%
NYCT Local Bus	12	1,180	+9733.3%	1,230	964	-21.6%
NYCT Express Bus	5	8	+60.0%	10	7	-30.0%
Paratransit	18	29	+62.7%	31	27	-14.3%
SIR	1	1	+6.0%	2	1	-27.2%
MTA Local Bus	2	254	+10636.6%	245	196	-19.8%
MTA Express Bus	5	4	-17.6%	9	7	-29.0%
LIRR	65	141	+116.9%	142	90	-36.6%
Metro-North	60	148	+146.7%	162	89	-45.1%
PATH	52	129	+148.1%	125	83	-33.6%

Note: Percentages are based on unrounded data.

MTA NEW YORK CITY TRANSIT
Jul - 2021 Mid_Year
Accrual Statement of Operations By Category
Month - Jul 2021
(\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent
			Variance				Variance				Variance	
Revenue												
Farebox Revenue:												
Subway	\$150.720	\$155.628	\$4.908	3.3	\$0.000	\$0.000	-	-	\$150.720	\$155.628	\$4.908	3.3
Bus	\$46.778	\$48.647	\$1.869	4.0	\$0.000	\$0.000	-	-	\$46.778	\$48.647	\$1.869	4.0
Paratransit	\$1.066	\$1.453	\$0.387	36.3	\$0.000	\$0.000	-	-	\$1.066	\$1.453	\$0.387	36.3
Fare Liability	\$3.205	\$3.434	\$0.229	7.1	\$0.000	\$0.000	-	-	\$3.205	\$3.434	\$0.229	7.1
Farebox Revenue	\$201.769	\$209.162	\$7.393	3.7	\$0.000	\$0.000	-	-	\$201.769	\$209.162	\$7.393	3.7
Fare Reimbursement	\$4.752	\$4.752	\$0.000	0.0	\$0.000	\$0.000	-	-	\$4.752	\$4.752	\$0.000	0.0
Paratransit Reimbursement	\$20.255	\$20.345	\$0.089	0.4	\$0.000	\$0.000	-	-	\$20.255	\$20.345	\$0.089	0.4
Other Operating Revenue	\$12.180	\$13.904	\$1.725	14.2	\$0.000	\$0.000	-	-	\$12.180	\$13.904	\$1.725	14.2
Other Revenue	\$37.187	\$39.001	\$1.814	4.9	\$0.000	\$0.000	-	-	\$37.187	\$39.001	\$1.814	4.9
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$100.128	\$86.953	(13.175)	(13.2)	\$100.128	\$86.953	(13.175)	(13.2)
Total Revenue	\$238.956	\$248.163	\$9.207	3.9	\$100.128	\$86.953	(13.175)	(13.2)	\$339.083	\$335.116	(3.968)	(1.2)
Expenses												
Labor :												
Payroll	\$292.463	\$294.186	(1.723)	(0.6)	\$40.471	\$36.244	\$4.227	10.4	\$332.935	\$330.430	\$2.504	0.8
Overtime	\$50.321	\$51.362	(1.041)	(2.1)	\$9.356	\$7.732	\$1.624	17.4	\$59.677	\$59.094	\$0.583	1.0
Total Salaries & Wages	\$342.785	\$345.548	(2.764)	(0.8)	\$49.827	\$43.976	\$5.851	11.7	\$392.611	\$389.524	\$3.087	0.8
Health and Welfare	\$84.750	\$108.468	(23.717)	(28.0)	\$2.195	\$1.609	\$0.586	26.7	\$86.945	\$110.077	(23.132)	(26.6)
OPEB Current Payment	\$49.842	\$62.983	(13.142)	(26.4)	\$1.221	\$1.048	\$0.172	14.1	\$51.063	\$64.032	(12.969)	(25.4)
Pensions	\$81.673	\$77.175	\$4.499	5.5	\$2.363	\$3.327	(0.964)	(40.8)	\$84.036	\$80.502	\$3.535	4.2
Other Fringe Benefits	\$44.384	\$38.928	\$5.456	12.3	\$15.244	\$14.629	\$0.615	4.0	\$59.628	\$53.557	\$6.071	10.2
Total Fringe Benefits	\$260.649	\$287.554	(26.905)	(10.3)	\$21.023	\$20.614	\$0.409	1.9	\$281.672	\$308.168	(26.495)	(9.4)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(20.479)	(16.783)	(3.697)	(18.1)	\$20.479	\$16.783	\$3.697	18.1	\$0.000	\$0.000	\$0.000	-
Labor	\$582.955	\$616.320	(33.365)	(5.7)	\$91.329	\$81.372	\$9.957	10.9	\$674.284	\$697.692	(23.408)	(3.5)
Non-Labor :												
Electric Power	\$23.866	\$23.319	\$0.547	2.3	\$0.020	\$0.020	\$0.000	1.1	\$23.886	\$23.340	\$0.547	2.3
Fuel	\$9.150	\$8.328	\$0.822	9.0	\$0.000	\$0.000	\$0.000	-	\$9.150	\$8.328	\$0.822	9.0
Insurance	\$6.068	\$5.877	\$0.192	3.2	\$0.000	\$0.000	\$0.000	-	\$6.068	\$5.877	\$0.192	3.2
Claims	\$12.237	\$12.237	\$0.000	0.0	\$0.000	\$0.000	-	-	\$12.237	\$12.237	\$0.000	0.0
Paratransit Service Contracts	\$35.360	\$30.365	\$4.995	14.1	\$0.000	\$0.000	\$0.000	-	\$35.360	\$30.365	\$4.995	14.1
Maintenance and Other Operating Contracts	\$30.104	\$26.175	\$3.930	13.1	\$3.599	\$3.733	(0.134)	(3.7)	\$33.704	\$29.908	\$3.795	11.3
Professional Service Contracts	\$14.742	\$16.760	(2.018)	(13.7)	\$0.720	\$1.255	(0.535)	(74.3)	\$15.462	\$18.015	(2.553)	(16.5)
Materials & Supplies	\$26.162	\$16.304	\$9.858	37.7	\$4.303	\$3.307	\$0.996	23.2	\$30.465	\$19.611	\$10.854	35.6
Other Business Expenses	\$4.473	\$9.917	(5.444)	(121.7)	\$0.156	(2.735)	\$2.891	-	\$4.629	\$7.182	(2.553)	(55.2)
Non-Labor	\$162.163	\$149.282	\$12.881	7.9	\$8.798	\$5.581	\$3.218	36.6	\$170.961	\$154.862	\$16.099	9.4
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$745.118	\$765.601	(20.484)	(2.7)	\$100.128	\$86.953	\$13.175	13.2	\$845.245	\$852.554	(7.309)	(0.9)
Depreciation	\$176.302	\$174.173	\$2.129	1.2	\$0.000	\$0.000	-	-	\$176.302	\$174.173	\$2.129	1.2
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$921.420	\$939.775	(18.355)	(2.0)	\$100.128	\$86.953	\$13.175	13.2	\$1,021.548	\$1,026.727	(5.180)	(0.5)
OPERATING SURPLUS/DEFICIT	(682.464)	(691.612)	(9.148)	(1.3)	\$0.000	\$0.000	\$0.000	-	(682.464)	(691.612)	(9.148)	(1.3)

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
Jul - 2021 Mid_Year
Accrual Statement of Operations By Category
Year-To-Date - Jul 2021
(\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent
			Variance				Variance				Variance	
Revenue												
Farebox Revenue:												
Subway	\$819.552	\$858.637	\$39.085	4.8	\$0.000	\$0.000	-	-	\$819.552	\$858.637	\$39.085	4.8
Bus	\$290.198	\$305.662	\$15.464	5.3	\$0.000	\$0.000	-	-	\$290.198	\$305.662	\$15.464	5.3
Paratransit	\$7.699	\$8.661	\$0.962	12.5	\$0.000	\$0.000	-	-	\$7.699	\$8.661	\$0.962	12.5
Fare Liability	\$17.571	\$18.408	\$0.837	4.8	\$0.000	\$0.000	-	-	\$17.571	\$18.408	\$0.837	4.8
Farebox Revenue	\$1,135.020	\$1,191.368	\$56.348	5.0	\$0.000	\$0.000	-	-	\$1,135.020	\$1,191.368	\$56.348	5.0
Fare Reimbursement	\$51.720	\$51.721	\$0.000	0.0	\$0.000	\$0.000	-	-	\$51.720	\$51.721	\$0.000	0.0
Paratransit Reimbursement	\$125.039	\$125.669	\$0.630	0.5	\$0.000	\$0.000	-	-	\$125.039	\$125.669	\$0.630	0.5
Other Operating Revenue	\$99.756	\$100.830	\$1.074	1.1	\$0.000	\$0.000	-	-	\$99.756	\$100.830	\$1.074	1.1
Other Revenue	\$276.515	\$278.219	\$1.705	0.6	\$0.000	\$0.000	-	-	\$276.515	\$278.219	\$1.705	0.6
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$697.356	\$610.406	(86.950)	(12.5)	\$697.356	\$610.406	(86.950)	(12.5)
Total Revenue	\$1,411.535	\$1,469.587	\$58.052	4.1	\$697.356	\$610.406	(86.950)	(12.5)	\$2,108.891	\$2,079.994	(28.898)	(1.4)
Expenses												
Labor :												
Payroll	\$1,976.697	\$1,961.056	\$15.641	0.8	\$272.508	\$232.975	\$39.533	14.5	\$2,249.205	\$2,194.031	\$55.174	2.5
Overtime	\$347.064	\$348.724	(1.660)	(0.5)	\$71.214	\$56.033	\$15.181	21.3	\$418.279	\$404.757	\$13.521	3.2
Total Salaries & Wages	\$2,323.762	\$2,309.780	\$13.982	0.6	\$343.722	\$289.008	\$54.714	15.9	\$2,667.484	\$2,598.788	\$68.696	2.6
Health and Welfare	\$573.114	\$579.124	(6.011)	(1.0)	\$15.023	\$13.173	\$1.851	12.3	\$588.137	\$592.297	(4.160)	(0.7)
OPEB Current Payment	\$306.080	\$323.434	(17.354)	(5.7)	\$8.402	\$6.978	\$1.425	17.0	\$314.483	\$330.412	(15.930)	(5.1)
Pensions	\$550.084	\$538.012	\$12.072	2.2	\$16.020	\$30.327	(14.307)	(89.3)	\$566.104	\$568.339	(2.235)	(0.4)
Other Fringe Benefits	\$301.798	\$305.113	(3.315)	(1.1)	\$107.292	\$94.845	\$12.448	11.6	\$409.090	\$399.958	\$9.133	2.2
Total Fringe Benefits	\$1,731.077	\$1,745.684	(14.607)	(0.8)	\$146.737	\$145.322	\$1.416	1.0	\$1,877.814	\$1,891.006	(13.192)	(0.7)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(149.598)	(120.975)	(28.623)	(19.1)	\$149.598	\$120.975	\$28.623	19.1	\$0.000	\$0.000	\$0.000	103.3
Labor	\$3,905.241	\$3,934.489	(29.248)	(0.7)	\$640.057	\$555.305	\$84.752	13.2	\$4,545.298	\$4,489.794	\$55.504	1.2
Non-Labor :												
Electric Power	\$155.010	\$148.799	\$6.211	4.0	\$0.147	\$0.219	(0.071)	(48.3)	\$155.157	\$149.018	\$6.140	4.0
Fuel	\$63.727	\$57.088	\$6.639	10.4	\$0.000	\$0.000	\$0.000	-	\$63.727	\$57.088	\$6.639	10.4
Insurance	\$43.477	\$42.026	\$1.451	3.3	\$0.000	\$0.000	\$0.000	-	\$43.477	\$42.026	\$1.451	3.3
Claims	\$85.662	\$85.662	\$0.000	0.0	\$0.000	\$0.000	-	-	\$85.662	\$85.662	\$0.000	0.0
Paratransit Service Contracts	\$213.770	\$199.047	\$14.724	6.9	\$0.000	\$0.000	\$0.000	-	\$213.770	\$199.047	\$14.724	6.9
Maintenance and Other Operating Contracts	\$201.780	\$197.748	\$4.031	2.0	\$22.546	\$29.275	(6.729)	(29.8)	\$224.326	\$227.023	(2.697)	(1.2)
Professional Service Contracts	\$88.633	\$90.300	(1.667)	(1.9)	\$5.470	\$6.555	(1.085)	(19.8)	\$94.103	\$96.854	(2.751)	(2.9)
Materials & Supplies	\$182.075	\$143.591	\$38.483	21.1	\$30.422	\$23.642	\$6.779	22.3	\$212.496	\$167.234	\$45.263	21.3
Other Business Expenses	\$30.690	\$41.881	(11.190)	(36.5)	(1.286)	(4.589)	\$3.303	256.9	\$29.405	\$37.292	(7.887)	(26.8)
Non-Labor	\$1,064.824	\$1,006.142	\$58.682	5.5	\$57.299	\$55.102	\$2.198	3.8	\$1,122.123	\$1,061.244	\$60.880	5.4
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$4,970.065	\$4,940.631	\$29.434	0.6	\$697.356	\$610.406	\$86.950	12.5	\$5,667.421	\$5,551.038	\$116.384	2.1
Depreciation	\$1,228.690	\$1,209.867	\$18.823	1.5	\$0.000	\$0.000	-	-	\$1,228.690	\$1,209.867	\$18.823	1.5
GASB 75 OPEB Expense Adjustment	\$10.000	(28.275)	\$38.275	382.7	\$0.000	\$0.000	-	-	\$10.000	(28.275)	\$38.275	382.7
GASB 68 Pension Adjustment	\$19.288	\$28.688	(9.400)	(48.7)	\$0.000	\$0.000	-	-	\$19.288	\$28.688	(9.400)	(48.7)
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$6,228.043	\$6,150.912	\$77.131	1.2	\$697.356	\$610.406	\$86.950	12.5	\$6,925.399	\$6,761.318	\$164.081	2.4
OPERATING SURPLUS/DEFICIT	(4,816.508)	(4,681.325)	\$135.183	2.8	\$0.000	\$0.000	\$0.000	-	(4,816.508)	(4,681.325)	\$135.183	2.8

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN THE ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
JULY 2021
(\$ 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	7.4	3.7	Primarily due to higher average fares	56.3	5.0	Primarily due to higher ridership and higher average fares
Other Operating Revenue	NR	1.8	4.9	Primarily favorable TAB and advertising revenues	1.7	0.6	Primarily TAB revenues and AFC favorable Transaction fees
Payroll	NR	(1.7)	(0.6)	Primarily due to reimbursable project underruns partly offset by vacancies	15.6	0.8	Primarily due to vacancies
Overtime	NR	(1.0)	(2.1)	Primarily vacancy coverage	(1.7)	(0.5)	Primarily vacancy coverage
Health & Welfare (including OPEB current payment)	NR	(36.9)	(27.4)	Unfavorable timing of expense accruals and rebate credits	(23.4)	(2.7)	Unfavorable timing of expense accruals
Pension	NR	4.5	5.5	Lower pension expenses	12.1	2.2	Mainly reflecting favorable expense reclass to reimbursable
Other Fringe Benefits	NR	5.5	12.3	Reflects \$5M unemployment insurance credit	(3.3)	(1.1)	Mainly lower reimbursable OH credits than expected
Reimbursable Overhead	NR	(3.7)	(18.1)	Mainly due to less than anticipated capital labor expense	(28.6)	(19.1)	Mainly due to less than anticipated capital labor expense
Electric Power	NR	0.5	2.3	Minor variance	6.2	4.0	Mainly lower consumption.
Fuel	NR	0.8	9.0	Favorable due to lower consumption offset by unfavorable pricing	6.6	10.4	Mainly lower consumption
Paratransit Service Contracts	NR	5.0	14.1	Reflecting fewer trips and favorable timing of support costs	14.7	6.9	Reflecting fewer trips and favorable timing of support costs
Maintenance and Other Operating Contracts	NR	3.9	13.1	Largely favorable timing of expenses	4.0	2.0	Largely favorable timing of expenses
Professional Service Contracts	NR	(2.0)	(13.7)	Mainly timing of bond issuance expense	(1.7)	(1.9)	Mainly timing of expenses
Materials & Supplies	NR	9.9	37.7	Primarily reduced usage due to maintainer vacancies and favorable maintenance program timing	38.5	21.1	Primarily reduced usage due to maintainer vacancies and favorable maintenance program timing
Other Business	NR	(5.4)	(121.7)	Mainly higher card fees	(11.2)	(36.5)	Mainly higher card fees

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2021 Mid_Year
Cash Receipts and Expenditures
Jul FY21
(\$ in Millions)

8/10/2021 09:20 AM

	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$201.769	\$209.335	\$7.566	3.7	\$1,140.944	\$1,233.740	\$92.796	8.1
Fare Reimbursement	\$45.000	\$13.800	(31.200)	(69.3)	\$85.129	\$83.963	(1.166)	(1.4)
Paratransit Reimbursement	\$20.227	\$19.953	(0.274)	(1.4)	\$129.792	\$127.375	(2.417)	(1.9)
Other Operating Revenue	\$2.662	\$3.155	\$0.493	18.5	\$23.158	\$22.077	(1.081)	(4.7)
Other Revenue	\$67.889	\$36.908	(30.981)	(45.6)	\$238.078	\$233.415	(4.663)	(2.0)
Capital and Other Reimbursements	\$120.128	\$71.372	(48.756)	(40.6)	\$654.620	\$577.172	(77.448)	(11.8)
Total Revenue	\$389.786	\$317.615	(72.171)	(18.5)	\$2,033.643	\$2,044.327	\$10.684	0.5
Expenditures								
Labor :								
Payroll	\$303.862	\$295.933	\$7.929	2.6	\$2,189.380	\$2,139.755	\$49.626	2.3
Overtime	\$59.677	\$59.094	\$0.583	1.0	\$418.279	\$404.757	\$13.521	3.2
Total Salaries & Wages	\$363.539	\$355.027	\$8.512	2.3	\$2,607.659	\$2,544.512	\$63.147	2.4
Health and Welfare	\$86.945	\$98.042	(11.097)	(12.8)	\$595.964	\$586.931	\$9.033	1.5
OPEB Current Payment	\$51.063	\$64.032	(12.969)	(25.4)	\$314.483	\$330.412	(15.930)	(5.1)
Pensions	\$86.036	\$80.975	\$5.061	5.9	\$577.561	\$578.073	(0.512)	(0.1)
Other Fringe Benefits	\$53.139	\$48.031	\$5.108	9.6	\$340.781	\$308.761	\$32.020	9.4
Total Fringe Benefits	\$277.183	\$291.080	(13.897)	(5.0)	\$1,828.789	\$1,804.177	\$24.612	1.3
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$640.722	\$646.107	(5.385)	(0.8)	\$4,436.448	\$4,348.689	\$87.759	2.0
Non-Labor :								
Electric Power	\$23.886	\$21.947	\$1.939	8.1	\$160.618	\$154.248	\$6.370	4.0
Fuel	\$9.150	\$9.611	(0.461)	(5.0)	\$56.729	\$49.636	\$7.093	12.5
Insurance	\$9.848	\$3.762	\$6.086	61.8	\$25.676	\$27.052	(1.376)	(5.4)
Claims	\$10.760	\$3.443	\$7.317	68.0	\$75.317	\$32.535	\$42.782	56.8
Paratransit Service Contracts	\$35.360	\$26.356	\$9.004	25.5	\$212.270	\$194.186	\$18.084	8.5
Maintenance and Other Operating Contracts	\$33.704	\$25.525	\$8.179	24.3	\$233.826	\$207.617	\$26.209	11.2
Professional Service Contracts	\$13.212	\$7.925	\$5.287	40.0	\$96.586	\$85.496	\$11.090	11.5
Materials & Supplies	\$29.923	\$23.950	\$5.973	20.0	\$219.062	\$182.845	\$36.217	16.5
Other Business Expenses	\$4.629	\$7.298	(2.669)	(57.7)	\$29.405	\$40.314	(10.909)	(37.1)
Non-Labor	\$170.472	\$129.817	\$40.655	23.8	\$1,109.489	\$973.929	\$135.560	12.2
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$811.194	\$775.924	\$35.270	4.3	\$5,545.937	\$5,322.618	\$223.319	4.0
Depreciation	\$0.000	\$0.000	\$0.000	(100.0)	\$0.000	\$0.000	\$0.000	(100.0)
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	100.0
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$811.194	\$775.924	\$35.270	4.3	\$5,545.937	\$5,322.618	\$223.319	4.0
Net Surplus/(Deficit)	(421.408)	(458.309)	(36.901)	(8.8)	(3,512.294)	(3,278.291)	\$234.003	6.7

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN THE ADOPTED BUDGET AND ACTUAL CASH BASIS
Jul FY21
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	7.6	3.7	Higher average fares	92.8	8.1	Due to higher ridership and average fares
Other Operating Receipts	(31.0)	(45.6)	Largely unfavorable timing of school fare reimbursements	(4.7)	(2.0)	Mainly underruns in Paratransit reimbursements
Capital and Other Reimbursements	(48.8)	(40.6)	Unfavorable timing of reimbursement receipts	(77.4)	(11.8)	Unfavorable timing of reimbursement receipts
Payroll	7.9	2.6	Primarily due to vacancies	49.6	2.3	Primarily due to vacancies
Overtime	0.6	1.0	Minor variance	(2.1)	3.2	Primarily vacancy coverage
Health & Welfare/OPEB Current	(24.1)	(17.4)	Unfavorable timing of payments	116.0	12.7	Favorable timing of rebates, lower rates, and vacancies.
Pension	5.1	5.9	Favorable timing of payments	(0.5)	(0.1)	Minor variance
Other Fringe Benefits	5.1	9.6	Favorable timing of deferred FICA repayments	32.0	9.4	Favorable timing of deferred FICA repayments
Electric Power	1.9	8.1	Lower consumption	6.4	4.0	Lower consumption and favorable rates
Fuel	(0.5)	(5.0)	Unfavorable timing of payments	7.1	12.5	Lower consumption and favorable timing of payments
Insurance	6.1	61.8	Favorable timing of payments	(1.4)	(5.4)	Unfavorable timing of payments
Claims	7.3	68.0	Fewer settlements and favorable timing of payments	42.8	56.8	Fewer settlements and favorable timing of payments
Paratransit Service Contracts	9.0	25.5	Fewer trips and favorable expense timing	18.1	8.5	Fewer trips and favorable expense timing
Maintenance and Other Operating Contracts	8.2	24.3	Favorable timing of payments	(17.9)	11.2	Largely unfavorable timing of expenses and higher COVID vendor costs
Professional Service Contracts	5.3	40.0	Favorable timing of payments	11.1	11.5	Favorable timing of payments
Materials & Supplies	6.0	20.0	Primarily reduced usage due to maintainer vacancies and favorable maintenance program timing.	36.2	16.5	Primarily reduced usage due to maintainer vacancies and favorable maintenance program timing.
Other Business	(2.7)	(57.7)	Primarily higher card fees	(10.9)	(37.1)	Primarily higher card fees

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2021 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Jul FY21
(\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	\$0.000	\$0.173	\$0.173	-	\$5.924	\$42.372	\$36.448	615.3
Fare Reimbursement	\$40.248	\$9.048	(31.200)	(77.5)	\$33.409	\$32.242	(1.166)	(3.5)
Paratransit Reimbursement	(0.028)	(0.392)	(0.363)	-	\$4.753	\$1.706	(3.047)	(64.1)
Other Operating Revenue	(9.517)	(10.749)	(1.232)	(12.9)	(76.598)	(78.753)	(2.155)	(2.8)
Other Revenue	\$30.702	(2.093)	(32.795)	(106.8)	(38.436)	(44.804)	(6.368)	(16.6)
Capital and Other Reimbursements	\$20.000	(15.581)	(35.581)	(177.9)	(42.736)	(33.234)	\$9.502	22.2
Total Revenue	\$50.702	(17.501)	(68.203)	(134.5)	(75.248)	(35.667)	\$39.582	52.6
Expenses								
Labor :								
Payroll	\$29.073	\$34.497	\$5.425	18.7	\$59.825	\$54.276	(5.549)	(9.3)
Overtime	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Salaries & Wages	\$29.073	\$34.497	\$5.425	18.7	\$59.825	\$54.276	(5.549)	(9.3)
Health and Welfare	\$0.000	\$12.035	\$12.035	-	(7.827)	\$5.366	\$13.193	168.6
OPEB Current Payment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Pensions	(2.000)	(0.473)	\$1.527	76.3	(11.457)	(9.734)	\$1.723	15.0
Other Fringe Benefits	\$6.490	\$5.526	(0.963)	(14.8)	\$68.309	\$91.197	\$22.888	33.5
Total Fringe Benefits	\$4.490	\$17.088	\$12.598	280.6	\$49.025	\$86.829	\$37.804	77.1
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Labor	\$33.562	\$51.585	\$18.023	53.7	\$108.850	\$141.105	\$32.255	29.6
Non-Labor :								
Electric Power	\$0.000	\$1.393	\$1.393	-	(5.461)	(5.230)	\$0.231	4.2
Fuel	\$0.000	(1.283)	(1.283)	-	\$6.998	\$7.452	\$0.454	6.5
Insurance	(3.780)	\$2.115	\$5.895	155.9	\$17.801	\$14.974	(2.827)	(15.9)
Claims	\$1.478	\$8.794	\$7.317	495.1	\$10.345	\$53.127	\$42.782	413.6
Paratransit Service Contracts	\$0.000	\$4.009	\$4.009	-	\$1.500	\$4.861	\$3.361	224.0
Maintenance and Other Operating Contracts	\$0.000	\$4.383	\$4.383	-	(9.500)	\$19.406	\$28.906	304.3
Professional Service Contracts	\$2.250	\$10.090	\$7.840	348.5	(2.483)	\$11.358	\$13.841	557.4
Materials & Supplies	\$0.542	(4.339)	(4.881)	(901.1)	(6.566)	(15.611)	(9.046)	(137.8)
Other Business Expenses	\$0.000	(0.116)	(0.116)	-	\$0.000	(3.022)	(3.022)	-
Non-Labor	\$0.489	\$25.045	\$24.556	-	\$12.634	\$87.315	\$74.681	591.1
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$34.052	\$76.630	\$42.578	125.0	\$121.484	\$228.420	\$106.936	88.0
Depreciation	\$176.302	\$174.173	(2.129)	(1.2)	\$1,228.690	\$1,209.867	(18.823)	(1.5)
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	\$0.000	-	\$10.000	(28.275)	(38.275)	(382.7)
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$19.288	\$28.688	\$9.400	48.7
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$210.354	\$250.803	\$40.449	19.2	\$1,379.462	\$1,438.700	\$59.238	4.3
Total Cash Conversion Adjustments	\$261.056	\$233.303	(27.754)	(10.6)	\$1,304.213	\$1,403.034	\$98.820	7.6

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.

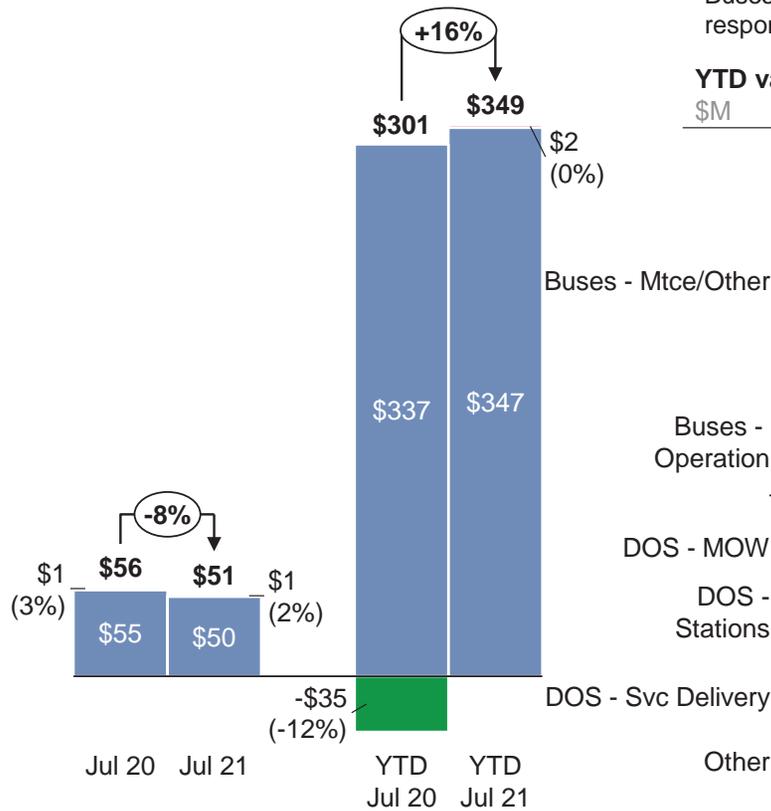
NYCT – Non-Reimbursable Overtime Variance

July 2021 and YTD forecast vs. variance

\$M

- Variance - Unfavorable
- Variance - Favorable
- Budget

Annual Budget
 Adopted: \$532M
 Forecast: \$592M

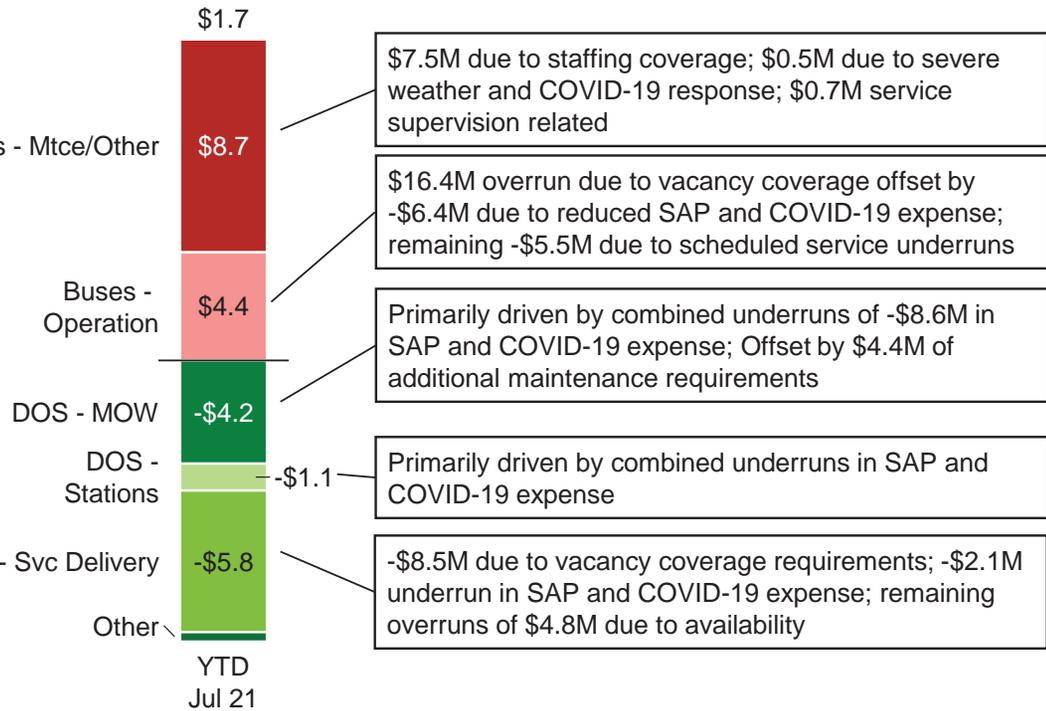


Overview

- Overall increase of \$47.4M or 16% compared to July YTD 2020
- Overall decrease of -\$13.1M or -4% compared to July YTD 2019
- \$1.7M or 0.5% above 2021 YTD budget
- Subways -\$11.1M underrun: \$1.2M for severe weather response; -\$8.5M for vacancy coverage requirements; -\$3.2 for COVID-19 response; remaining underrun of -\$0.6M due to scheduled overtime, Subway Action Plan, and other maintenance requirements
- Buses \$13.2M overrun: \$24.0M for vacancy/availability coverage; -\$6.0M for COVID-19 response; -\$4.8M scheduled overtime

YTD variance by division

\$M



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

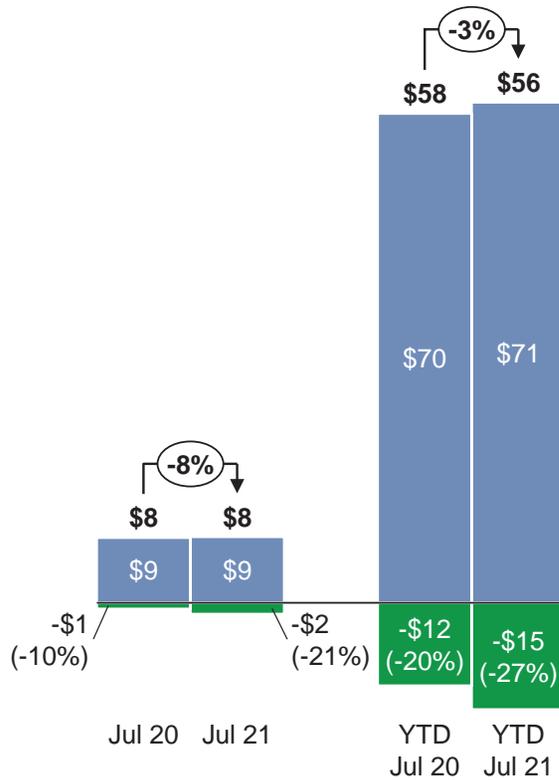
NYCT – Reimbursable Overtime Variance

July 2021 and YTD forecast vs. variance

\$M

- Variance - Unfavorable
- Variance - Favorable
- Budget

Annual Budget
 Adopted: \$125M
 Forecast: \$125M

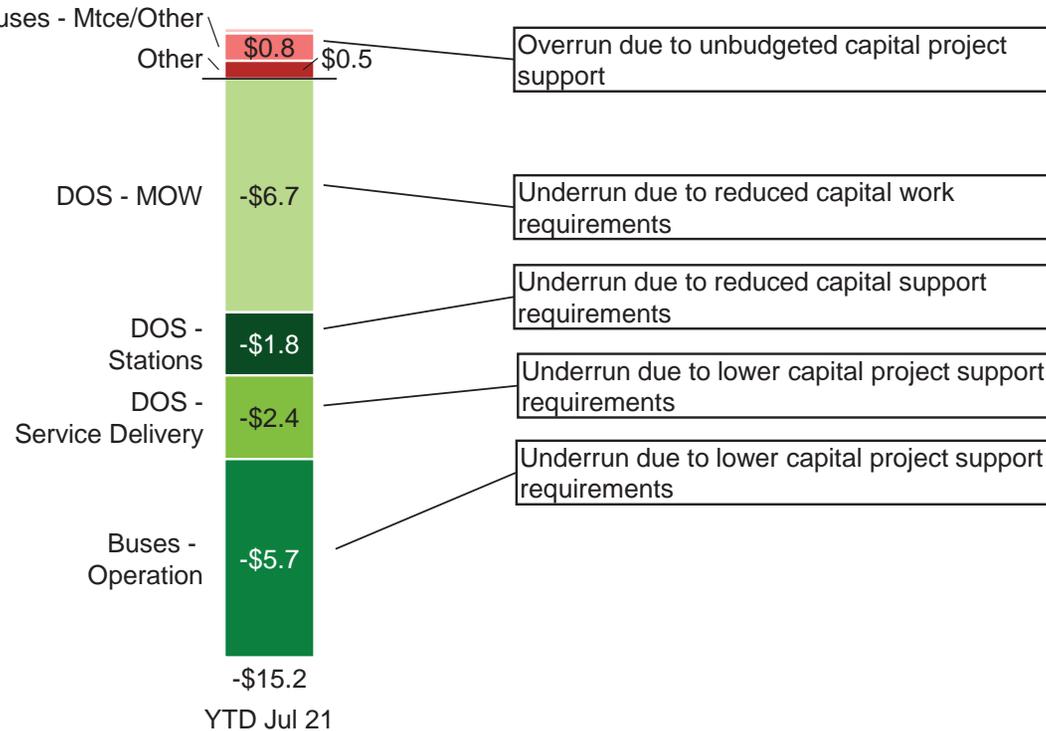


Overview

- Overall decrease of -\$1.8M or -3% compared to July YTD 2020
- Overall decrease of -\$60.9M or -52% compared to July YTD 2019
- -\$15.2M or 27% below 2021 YTD budget
- Subways -\$10.8M underrun due to lower capital support requirements and severe weather project cancellations
- Buses -\$4.9M underrun due to lower capital support requirements

YTD variance by division

\$M



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

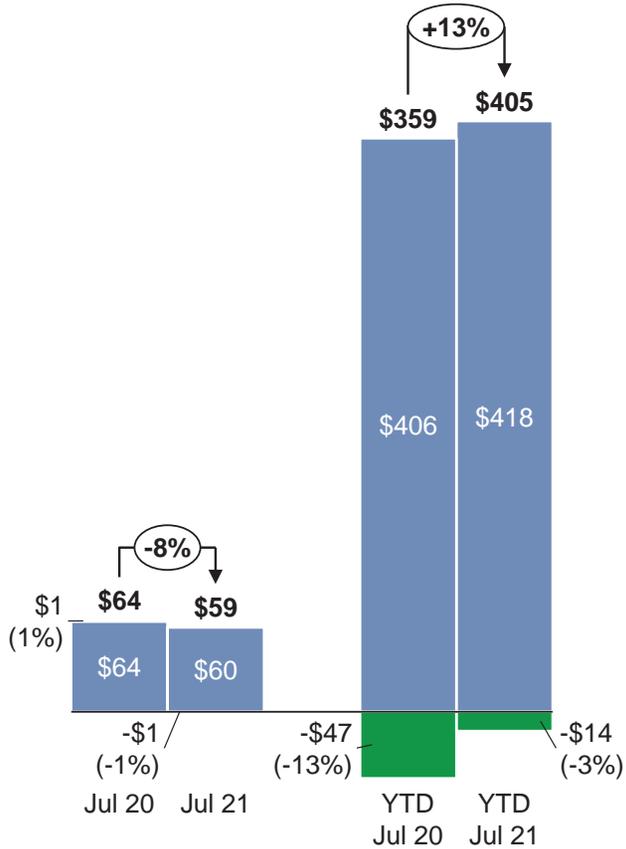
NYCT – Total Overtime Variance

July 2021 and YTD forecast vs. variance

\$M

- Variance - Unfavorable
- Variance - Favorable
- Budget

Annual Budget
 Adopted: \$657M
 Forecast: \$717M

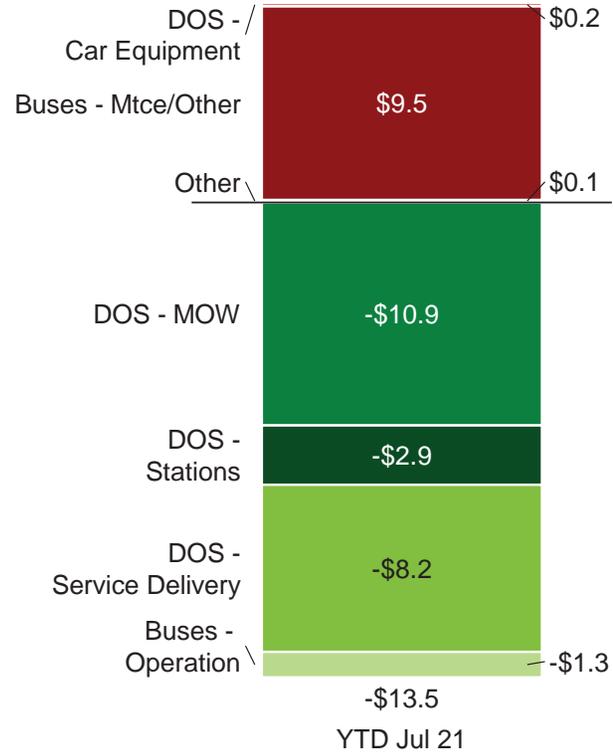


Overview

- Overall increase of \$45.7M or 13% compared to July YTD 2020
- Overall decrease of -\$74.0M or -15% compared to July YTD 2019
- -\$13.5M or 3% below 2021 YTD budget

YTD variance by division

\$M



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

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN 2021
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE AND FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
July 2021

	<u>Mid-Year</u> <u>Forecast</u>	<u>Actual</u>	<u>Variance</u> <u>Fav./(Unfav)</u>	<u>Explanation</u>
<u>Administration:</u>				
Office of the President	26	19	7	
Law	240	228	12	
Office of the EVP	19	16	3	
Human Resources	197	174	23	
Office of Management and Budget	30	25	5	
Strategy & Customer Experience	177	161	16	
Non-Departmental	-	0	0	
Labor Relations	78	75	3	
Office of People & Business Transformation	14	15	(1)	
Materiel	154	192	(38)	
Controller	103	103	0	
Total Administration	1,038	1,008	30	
<u>Operations:</u>				
Subways Service Delivery	8,099	7,604	495	Mainly Supv, Train Operator, and Conductor vacancies.
Subways Operations Support/Admin	378	414	(36)	
Subways Stations	2,328	2,224	104	Mainly Station Agent vacancies.
Subtotal Subways	10,805	10,242	563	
Buses	10,795	10,507	288	Mainly Bus Operator vacancies.
Paratransit	185	177	8	
Operations Planning	357	303	54	Mainly Traffic Checker vacancies.
Revenue Control	559	528	31	
Non-Departmental	173	-	173	
Total Operations	22,874	21,757	1,117	
<u>Maintenance:</u>				
Subways Operations Support/Admin	102	76	26	
Subways Engineering	327	311	16	
Subways Car Equipment	4,163	4,107	56	Mainly Mgr, and PTE vacancies.
Subways Infrastructure	1,870	1,800	70	Mainly hourly vacancies.
Subways Elevators & Escalators	470	452	18	
Subways Stations	3,676	3,511	165	Mainly Supv and hourly vacancies.
Subways Track	3,118	2,781	337	Mainly Supv and hourly vacancies.
Subways Power	636	610	26	
Subways Signals	1,706	1,636	70	Mainly Signal Mtr vacancies.
Subways Electronic Maintenance	1,578	1,412	166	Mainly PTE and hourly vacancies.
Subtotal Subways	17,646	16,696	950	
Buses	3,385	3,281	104	Mainly hourly vacancies.
Supply Logistics	523	512	11	
System Safety	85	76	9	
Non-Departmental	(138)	-	(138)	
Total Maintenance	21,501	20,565	936	
<u>Engineering:</u>				
Capital Program Management	1,302	1,092	210	Mainly Mgr, and PTE vacancies.
Total Engineering/Capital	1,302	1,092	210	
<u>Public Safety:</u>				
Security	620	593	27	
Total Public Safety	620	593	27	
Total Positions	47,335	45,015	2,320	
Non-Reimbursable	42,591	41,182	1,410	
Reimbursable	4,744	3,833	911	
Total Full-Time	47,178	44,916	2,262	
Total Full-Time Equivalents	157	99	58	

**MTA NEW YORK TRANSIT
JULY FINANCIAL PLAN 2021
TOTAL POSITIONS by FUNCTION and OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
July 2021**

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Variance Fav./ (Unfav)	Explanation
<u>Administration:</u>				
Managers/Supervisors	328	313	15	
Professional, Technical, Clerical	678	667	11	
Operational Hourlies	32	28	4	
Total Administration	1,038	1,008	30	
<u>Operations:</u>				
Managers/Supervisors	2,800	2,592	208	
Professional, Technical, Clerical	484	451	33	
Operational Hourlies	19,590	18,714	876	
Total Operations	22,874	21,757	1117	
<u>Maintenance:</u>				
Managers/Supervisors	3,895	3,605	290	
Professional, Technical, Clerical	909	797	112	
Operational Hourlies	16,697	16,163	534	
Total Maintenance	21,501	20,565	936	
<u>Engineering/Capital:</u>				
Managers/Supervisors	353	275	78	
Professional, Technical, Clerical	947	815	132	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,302	1,092	210	
<u>Public Safety:</u>				
Managers/Supervisors	265	239	26	
Professional, Technical, Clerical	32	31	1	
Operational Hourlies	323	323	0	
Total Public Safety	620	593	27	
<u>Total Positions:</u>				
Managers/Supervisors	7,641	7,024	617	
Professional, Technical, Clerical	3,050	2,761	289	
Operational Hourlies	36,644	35,230	1414	
Total Positions	47,335	45,015	2,320	

Preliminary July 2021 Report: Staten Island Railway

The purpose of this report is to provide the preliminary July 2021 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:

- July 2021 Staten Island Railway ridership of 115,512 was 13,899 rides (13.7 percent) above forecast. For July 2021 year-to-date, ridership exceeded forecast by 5.9 percent.
- Compared with July 2019, July 2021 ridership was lower by 65.2 percent. Compared with July 2020, July 2021 ridership was higher by 85.4 percent.
- July 2021 Farebox revenue was \$0.023 million (12.6 percent) above forecast. July 2021 YTD farebox revenue exceeded forecast by \$0.069 million (6.7 percent).
- Operating expenses were under forecast by \$0.704 million (11.3 percent).
 - Labor expenses were less than forecast by \$0.277 million (6.1 percent).
 - Non-labor expenses were also less than forecast by \$0.427 million (25.1 percent).

STATEN ISLAND RAILWAY FINANCIAL AND RIDERSHIP REPORT

July 2021

(All data are preliminary and subject to audit)

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

July 2021 Staten Island Railway ridership of 115,512 was 13,899 rides (13.7 percent) above forecast. Average weekday ridership of 5,026 was 2,491 rides (98.3 percent) higher than July 2020 and 8,731 rides (63.5 percent) lower than July 2019.

Operating revenue of \$0.267 million was below forecast by \$0.101 million (27.5 percent).

- Farebox revenue of \$0.202 million was \$0.023 million (12.6 percent) above forecast. The overrun was due to higher than expected ridership.
- Other Revenue of \$0.065 million was \$0.124 million (65.6 percent) below forecast due to lower school fare reimbursement and advertising revenue.

Year-to-date operating revenue of \$1.540 million was \$0.199 million (11.4 percent) below budget, due to underruns in school fare reimbursement and advertising revenue, partly offset by favorable farebox revenue.

Nonreimbursable expenses in July, before depreciation, GASB 75 OPEB Expense Adjustment and GASB 68 Pension Adjustment, were less than forecast by \$0.704 million (11.3 percent).

- Labor expenses underran forecast by \$0.277 million (6.1 percent), due primarily to an underrun of \$0.149 million (6.3 percent) in Payroll, and Overtime underran by \$0.066 million (27.6 percent) due to vacancies and the timing of project. Other Fringe Benefits underran forecast by \$0.028 million (9.9 percent).
- Non-labor expenses were below forecast by \$0.427 million (25.1 percent), including an underrun in Maintenance and Other Operating contracts of \$0.208 million (41.8 percent) and an Other Business Expenses underrun of \$0.130 million (90.5 percent) due to timing. Professional Services Contracts underran by \$0.112 million (40.7 percent) and Electric Power underrun is \$0.072 million (21.2 percent) both due to timing. Materials and Supplies underran forecast by \$0.067 million (33.2 percent) and Claims overran forecast by \$0.163 million (over 100.0 percent) due to the timing of expenses.

Year-to-date, expenses were below forecast by \$2.253 million (5.9 percent).

- Labor expenses were under by \$0.810 million (2.7 percent), mostly due to underruns in Payroll of \$0.495 million (3.2 percent) due to vacancies and Health & Welfare/OPEB underran by \$0.205 million (3.8 percent). Other Fringe Benefits underran forecast by \$0.050 million (2.1 percent) and Overtime underrun is \$0.045 million (2.5 percent).
- Non-labor expenses were favorable by \$1.443 million (18.1 percent), mainly due to timing in Maintenance and Other Operating Contracts of \$0.481 million (33.0 percent) and Electric Power of \$0.406 million (19.0 percent). Professional Service Contracts were under forecast by \$0.275 million (24.0 percent) and Other Business Expenses underran by \$0.178 million (34.8 percent) due to timing. Materials and Supplies underran forecast by \$0.100 (7.4 percent).

Operating cash deficit (excluding subsidies) in July of \$5.174 million was \$0.506 million (10.8 percent) unfavorable to forecast. On a year-to-date basis, the operating cash deficit was \$33.337 million, which was \$0.209 million (0.6 percent) unfavorable to forecast.

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2021 Mid_Year
Ridership (Utilization) Actual to Budget
Jul FY21
 (# in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance Percent		Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance Percent	
<u>Ridership</u>								
Ridership - Subway	0.102	0.116	0.014	13.7	0.643	0.681	0.038	5.9
Total Ridership	0.102	0.116	0.014	13.7	0.643	0.681	0.038	5.9
<u>FareBox Revenue</u>								
Farebox Revenue	\$0.179	\$0.202	\$0.023	12.6	\$1.029	\$1.098	\$0.069	6.7
Total Farebox Revenue	\$0.179	\$0.202	\$0.023	12.6	\$1.029	\$1.098	\$0.069	6.7

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
Jul - 2021 Mid_Year
Accrual Statement of Operations By Category
Month - Jul 2021
(\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent
			Variance				Variance				Variance	
Revenue												
Farebox Revenue:												
Farebox Revenue	\$0.179	\$0.202	\$0.023	12.6	\$0.000	\$0.000	-	-	\$0.179	\$0.202	\$0.023	12.6
Other Revenue	\$0.189	\$0.065	(0.124)	(65.6)	\$0.000	\$0.000	-	-	\$0.189	\$0.065	(0.124)	(65.6)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.948	\$0.166	(0.781)	(82.5)	\$0.948	\$0.166	(0.781)	(82.5)
Total Revenue	\$0.368	\$0.267	(0.101)	(27.5)	\$0.948	\$0.166	(0.781)	(82.5)	\$1.316	\$0.433	(0.883)	(67.1)
Expenses												
Labor :												
Payroll	\$2.356	\$2.207	\$0.149	6.3	\$0.539	\$0.038	\$0.501	93.0	\$2.894	\$2.245	\$0.650	22.5
Overtime	\$0.239	\$0.173	\$0.066	27.6	\$0.094	\$0.053	\$0.041	44.0	\$0.333	\$0.226	\$0.107	32.2
Total Salaries & Wages	\$2.595	\$2.380	\$0.215	8.3	\$0.633	\$0.091	\$0.542	85.7	\$3.228	\$2.470	\$0.757	23.5
Health and Welfare	\$0.804	\$0.757	\$0.047	5.9	\$0.000	\$0.000	\$0.000	-	\$0.804	\$0.757	\$0.047	5.9
OPEB Current Payment	\$0.207	\$0.228	(0.022)	(10.5)	\$0.000	\$0.000	\$0.000	-	\$0.207	\$0.229	(0.022)	(10.6)
Pensions	\$0.655	\$0.646	\$0.008	1.3	\$0.000	\$0.000	-	-	\$0.655	\$0.646	\$0.008	1.3
Other Fringe Benefits	\$0.285	\$0.257	\$0.028	9.9	\$0.315	\$0.071	\$0.243	77.3	\$0.600	\$0.328	\$0.272	45.3
Total Fringe Benefits	\$1.951	\$1.888	\$0.062	3.2	\$0.315	\$0.072	\$0.243	77.3	\$2.265	\$1.960	\$0.306	13.5
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	\$0.000	\$0.001	(0.001)	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.001	(0.001)	-
Labor	\$4.545	\$4.269	\$0.277	6.1	\$0.948	\$0.162	\$0.786	82.9	\$5.493	\$4.431	\$1.062	19.3
Non-Labor :												
Electric Power	\$0.341	\$0.268	\$0.072	21.2	\$0.000	\$0.004	(0.004)	-	\$0.341	\$0.272	\$0.069	20.1
Fuel	\$0.020	\$0.011	\$0.008	43.3	\$0.000	\$0.000	-	-	\$0.020	\$0.011	\$0.008	43.3
Insurance	\$0.105	\$0.112	(0.007)	(6.6)	\$0.000	\$0.000	-	-	\$0.105	\$0.112	(0.007)	(6.6)
Claims	\$0.119	\$0.282	(0.163)	(137.0)	\$0.000	\$0.000	-	-	\$0.119	\$0.282	(0.163)	(137.0)
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$0.497	\$0.289	\$0.208	41.8	\$0.000	\$0.000	-	-	\$0.497	\$0.289	\$0.208	41.8
Professional Service Contracts	\$0.274	\$0.163	\$0.112	40.7	\$0.000	\$0.000	\$0.000	-	\$0.274	\$0.163	\$0.112	40.7
Materials & Supplies	\$0.201	\$0.135	\$0.067	33.2	\$0.000	\$0.000	\$0.000	-	\$0.201	\$0.135	\$0.067	33.0
Other Business Expenses	\$0.143	\$0.014	\$0.130	90.5	\$0.000	\$0.000	-	-	\$0.143	\$0.014	\$0.130	90.5
Non-Labor	\$1.701	\$1.274	\$0.427	25.1	\$0.000	\$0.004	(0.004)	-	\$1.701	\$1.278	\$0.423	24.9
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$6.246	\$5.542	\$0.704	11.3	\$0.948	\$0.166	\$0.781	82.5	\$7.194	\$5.709	\$1.485	20.6
Depreciation	\$1.046	\$0.949	\$0.097	9.3	\$0.000	\$0.000	-	-	\$1.046	\$0.949	\$0.097	9.3
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$7.293	\$6.492	\$0.801	11.0	\$0.948	\$0.166	\$0.781	82.5	\$8.241	\$6.658	\$1.583	19.2
OPERATING SURPLUS/DEFICIT	(6.925)	(6.224)	\$0.700	10.1	\$0.000	\$0.000	\$0.000	100.0	(6.925)	(6.224)	\$0.700	10.1

Note: Totals may not add due to rounding

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

MTA STATEN ISLAND RAILWAY
Jul - 2021 Mid_Year
Accrual Statement of Operations By Category
Year-To-Date - Jul 2021
(\$ 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	Percent			Variance	Percent
Revenue												
Farebox Revenue:												
Farebox Revenue	\$1.029	\$1.098	\$0.069	6.7	\$0.000	\$0.000	-	-	\$1.029	\$1.098	\$0.069	6.7
Other Revenue	\$0.710	\$0.442	(0.268)	(37.7)	\$0.000	\$0.000	-	-	\$0.710	\$0.442	(0.268)	(37.7)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$2.789	\$1.169	(1.621)	(58.1)	\$2.789	\$1.169	(1.621)	(58.1)
Total Revenue	\$1.739	\$1.540	(0.199)	(11.4)	\$2.789	\$1.169	(1.621)	(58.1)	\$4.528	\$2.709	(1.819)	(40.2)
Expenses												
Labor :												
Payroll	\$15.562	\$15.067	\$0.495	3.2	\$1.257	\$0.245	\$1.012	80.5	\$16.819	\$15.312	\$1.508	9.0
Overtime	\$1.788	\$1.743	\$0.045	2.5	\$0.548	\$0.380	\$0.169	30.7	\$2.336	\$2.122	\$0.214	9.2
Total Salaries & Wages	\$17.350	\$16.809	\$0.541	3.1	\$1.805	\$0.624	\$1.181	65.4	\$19.155	\$17.434	\$1.722	9.0
Health and Welfare	\$3.628	\$3.304	\$0.325	8.9	\$0.000	\$0.000	\$0.000	-	\$3.628	\$3.304	\$0.325	8.9
OPEB Current Payment	\$1.769	\$1.888	(0.120)	(6.8)	\$0.000	\$0.001	(0.001)	-	\$1.769	\$1.889	(0.121)	(6.8)
Pensions	\$5.176	\$5.159	\$0.017	0.3	\$0.000	\$0.000	-	-	\$5.176	\$5.159	\$0.017	0.3
Other Fringe Benefits	\$2.430	\$2.380	\$0.050	2.1	\$0.984	\$0.504	\$0.480	48.8	\$3.414	\$2.884	\$0.530	15.5
Total Fringe Benefits	\$13.003	\$12.731	\$0.272	2.1	\$0.984	\$0.505	\$0.479	48.7	\$13.987	\$13.236	\$0.751	5.4
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	\$0.000	\$0.002	(0.002)	-	\$0.000	\$0.002	(0.002)	-	\$0.000	\$0.004	(0.004)	-
Labor	\$30.353	\$29.542	\$0.810	2.7	\$2.789	\$1.131	\$1.659	59.5	\$33.142	\$30.673	\$2.469	7.4
Non-Labor :												
Electric Power	\$2.139	\$1.733	\$0.406	19.0	\$0.000	\$0.004	(0.004)	-	\$2.139	\$1.737	\$0.402	18.8
Fuel	\$0.189	\$0.149	\$0.040	21.2	\$0.000	\$0.000	-	-	\$0.189	\$0.149	\$0.040	21.2
Insurance	\$0.780	\$0.741	\$0.040	5.1	\$0.000	\$0.000	-	-	\$0.780	\$0.741	\$0.040	5.1
Claims	\$0.398	\$0.474	(0.076)	(19.1)	\$0.000	\$0.000	-	-	\$0.398	\$0.474	(0.076)	(19.1)
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$1.457	\$0.976	\$0.481	33.0	\$0.000	\$0.000	-	-	\$1.457	\$0.976	\$0.481	33.0
Professional Service Contracts	\$1.146	\$0.871	\$0.275	24.0	\$0.000	\$0.005	(0.005)	-	\$1.146	\$0.876	\$0.270	23.5
Materials & Supplies	\$1.347	\$1.247	\$0.100	7.4	\$0.000	\$0.029	(0.029)	-	\$1.347	\$1.277	\$0.070	5.2
Other Business Expenses	\$0.511	\$0.333	\$0.178	34.8	\$0.000	\$0.000	-	-	\$0.511	\$0.333	\$0.178	34.8
Non-Labor	\$7.968	\$6.525	\$1.443	18.1	\$0.000	\$0.038	(0.038)	-	\$7.968	\$6.563	\$1.405	17.6
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$38.320	\$36.067	\$2.253	5.9	\$2.789	\$1.169	\$1.621	58.1	\$41.110	\$37.236	\$3.874	9.4
Depreciation	\$6.768	\$6.577	\$0.191	2.8	\$0.000	\$0.000	-	-	\$6.768	\$6.577	\$0.191	2.8
GASB 75 OPEB Expense Adjustment	\$0.550	(0.684)	\$1.234	224.4	\$0.000	\$0.000	-	-	\$0.550	(0.684)	\$1.234	224.4
GASB 68 Pension Adjustment	(0.550)	(0.889)	\$0.339	61.6	\$0.000	\$0.000	-	-	(0.550)	(0.889)	\$0.339	61.6
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$45.088	\$41.071	\$4.017	8.9	\$2.789	\$1.169	\$1.621	58.1	\$47.877	\$42.240	\$5.637	11.8
OPERATING SURPLUS/DEFICIT	(43.349)	(39.531)	\$3.818	8.8	\$0.000	\$0.000	\$0.000	566.3	(43.349)	(39.531)	\$3.818	8.8

Note: Totals may not add due to rounding

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

Table 3

**MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN- 2021 FORECAST BUDGET
EXPLANATION OF VARIANCES BETWEEN JULY 2021 RESULTS AND THE JULY FINANCIAL PLAN
JULY 2021**

(\$ in millions)-Accrual Basis

<u>Generic Revenue or Expense Category</u>	<u>Non Reimb. or Reimb.</u>	<u>MONTH</u>			<u>YEAR-TO-DATE</u>		
		<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>	<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>
		<u>\$</u>	<u>%</u>		<u>\$</u>	<u>%</u>	
Farebox Revenue	Non Reimb.	0.023	12.6	Favorable due to higher than anticipated ridership	0.069	6.7	Favorable due to higher than anticipated ridership
Other Revenue	Non Reimb.	(0.124)	(65.6)	Unfavorable due to minimal reimbursement for school fares	(0.268)	(37.7)	Unfavorable due to minimal reimbursement for school fares
Payroll	Non Reimb.	0.149	6.3	Favorable due to vacancies	0.495	3.2	Favorable due to vacancies
Overtime	Non Reimb.	0.066	27.6	Favorable primarily due to timing of work assignment.	0.045	2.5	Favorable primarily due to timing of work assignment and weather
Health and Welfare (including OPEB current payment)	Non Reimb.	0.025	2.5	Favorable rates due to prescription drug contract rebates and vacancy savings	0.205	3.8	Favorable rates due to prescription drug contract rebates and vacancy savings
Pension	Non Reimb.	0.008	1.3	Favorable timing of expenses	0.017	0.3	Favorable timing of expenses
Other Fringe Benefits	Non Reimb.	0.028	9.9	Favorable accrual for Workers Compensation	0.050	2.1	Favorable accrual for Workers Compensation
Reimbursable Overhead	Non Reimb.	(0.001)	0.0		(0.002)	0.0	
Electric Power	Non Reimb.	0.072	21.2	Favorable primarily due to timing of bills	0.406	19.0	Favorable primarily due to timing of bills
Claims	Non Reimb.	(0.163)	(137.0)	Unfavorable due to timing of expenses	(0.076)	(19.1)	Unfavorable due to timing of expenses
Maintenance & Other Operating Contracts	Non Reimb.	0.208	41.8	Favorable due to the timing of material requirements	0.481	33.0	Favorable due to timing of Covid-19 cleaning expenses
Professional Service Contracts	Non Reimb.	0.112	40.7	Favorable due to timing of Covid-19 cleaning expenses	0.275	24.0	Favorable due to timing of Covid-19 cleaning expenses
Materials and Supplies	Non Reimb.	0.067	33.2	Favorable due to the timing of material requirements	0.100	7.4	Unfavorable due to the timing of material requirements
Other Business Expenses	Non Reimb.	0.130	90.5	Favorable due to timing of project expenses	0.178	34.8	Favorable due to timing of project expenses
Payroll	Reimb.	0.501	93.0	Favorable due to constrained project work caused by COVID-19	1.012	80.5	Favorable due to constrained project work caused by COVID-19
Overtime	Reimb.	0.041	44.0	Favorable due to less backfill of vacancies	0.169	30.7	Favorable due to less backfill of vacancies since the pandemic began
Materials and Supplies	Reimb.	0.000	0.0	Draw down of project materials	(0.029)	-	Draw down of project materials

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2021 Mid_Year
Cash Receipts and Expenditures
Jul FY21
(\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.179	\$0.184	\$0.005	2.6	\$1.029	\$1.008	(0.020)	(2.0)
Other Revenue	\$0.660	\$0.057	(0.602)	(91.3)	\$1.048	\$0.352	(0.696)	(66.4)
Capital and Other Reimbursements	\$0.948	\$0.091	(0.856)	(90.3)	\$3.210	\$1.633	(1.577)	(49.1)
Total Revenue	\$1.787	\$0.333	(1.454)	(81.4)	\$5.287	\$2.993	(2.293)	(43.4)
Expenditures								
Labor :								
Payroll	\$2.435	\$1.805	\$0.630	25.9	\$15.290	\$14.135	\$1.154	7.5
Overtime	\$0.333	\$0.276	\$0.057	17.2	\$2.336	\$2.152	\$0.184	7.9
Total Salaries & Wages	\$2.768	\$2.081	\$0.687	24.8	\$17.626	\$16.287	\$1.338	7.6
Health and Welfare	\$0.804	\$1.076	(0.271)	(33.8)	\$3.628	\$4.959	(1.331)	(36.7)
OPEB Current Payment	\$0.207	\$0.075	\$0.132	63.8	\$1.768	\$0.709	\$1.060	59.9
Pensions	\$0.655	\$0.646	\$0.008	1.3	\$5.176	\$5.159	\$0.017	0.3
Other Fringe Benefits	\$0.423	\$0.342	\$0.081	19.1	\$2.416	\$2.440	(0.024)	(1.0)
Total Fringe Benefits	\$2.089	\$2.139	(0.050)	(2.4)	\$12.989	\$13.267	(0.278)	(2.1)
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$4.857	\$4.220	\$0.637	13.1	\$30.615	\$29.554	\$1.060	3.5
Non-Labor :								
Electric Power	\$0.341	\$0.217	\$0.123	36.2	\$2.139	\$1.859	\$0.280	13.1
Fuel	\$0.020	\$0.013	\$0.006	32.0	\$0.190	\$0.203	(0.013)	(6.7)
Insurance	\$0.105	\$0.180	(0.075)	(70.8)	\$0.781	\$0.668	\$0.113	14.4
Claims	\$0.087	\$0.250	(0.163)	(187.4)	\$0.174	\$0.472	(0.298)	(171.5)
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.497	\$0.173	\$0.324	65.1	\$1.457	\$0.832	\$0.625	42.9
Professional Service Contracts	\$0.274	\$0.173	\$0.101	36.8	\$1.146	\$0.916	\$0.230	20.0
Materials & Supplies	\$0.131	\$0.267	(0.137)	(104.7)	\$1.401	\$1.439	(0.037)	(2.7)
Other Business Expenses	\$0.143	\$0.013	\$0.131	91.2	\$0.512	\$0.387	\$0.125	24.5
Non-Labor	\$1.598	\$1.287	\$0.311	19.5	\$7.800	\$6.776	\$1.024	13.1
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$6.455	\$5.507	\$0.948	14.7	\$38.415	\$36.330	\$2.084	5.4
Depreciation	\$0.000	\$0.000	\$0.000	(100.0)	\$0.000	\$0.000	\$0.000	(100.0)
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$6.455	\$5.507	\$0.948	14.7	\$38.415	\$36.330	\$2.084	5.4
Net Surplus/(Deficit)	(4.668)	(5.174)	(0.506)	(10.8)	(33.128)	(33.337)	(0.209)	(0.6)

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN- 2021 FORECAST BUDGET
EXPLANATION OF VARIANCES BETWEEN JULY 2021 RESULTS AND THE JULY FINANCIAL PLAN
JULY 2021
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	0.005	2.6	Primarily due to favorable ridership	(0.020)	(2.0)	Primarily due to timing of revenue
Other Revenue	(0.602)	(91.3)	Primarily due to receipt timing lag of fare reimbursement	(0.696)	(66.4)	Primarily due to receipt timing lag of fare reimbursement
Capital and Other Reimbursements	(0.856)	(90.3)	Timing of reimbursements	(1.577)	(49.1)	Timing of reimbursements
Payroll	0.630	25.9	Favorable due to vacancies	1.154	7.5	Favorable due to vacancies
Overtime	0.057	17.2	Timing of payments	0.184	7.9	Timing of payments
Health and Welfare (including OPEB current payment)	(0.139)	0.0	Timing of payments	(0.271)	0.0	Timing of payments
Other Fringe Benefits	0.081	19.1	Deferral of payroll expenditure (FICA) under CARES Act as well as vacancies	(0.024)	(1.0)	Timing of payroll expenditure (FICA) under CARES Act as well as vacancies
Electric Power	0.123	36.2	Favorable mainly due to timing	0.280	13.1	Favorable mainly due to timing
Maintenance Contracts	0.324	65.1	Favorable timing of maintenance work postponed due to COVID-19	0.625	42.9	Favorable timing of maintenance work postponed due to COVID-19
Professional Services Contracts	0.101	36.8	Timing of contract payments	0.230	20.0	Timing of contract payments
Materials & Supplies	(0.137)	(104.7)	Timing of payments	(0.037)	(2.7)	Timing of payments

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2021 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Jul FY21
(\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid Year	Actual	Favorable (Unfavorable)		Forecast Mid Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	\$0.000	(0.018)	(0.018)	-	\$0.000	(0.090)	(0.090)	-
Other Revenue	\$0.471	(0.008)	(0.478)	(101.6)	\$0.338	(0.090)	(0.428)	(126.6)
Capital and Other Reimbursements	\$0.000	(0.075)	(0.075)	-	\$0.421	\$0.464	\$0.044	10.4
Total Revenue	\$0.471	(0.100)	(0.571)	(121.3)	\$0.759	\$0.285	(0.474)	(62.5)
Expenses								
Labor :								
Payroll	\$0.459	\$0.439	(0.020)	(4.4)	\$1.530	\$1.176	(0.353)	(23.1)
Overtime	\$0.000	(0.050)	(0.050)	-	\$0.000	(0.030)	(0.030)	-
Total Salaries & Wages	\$0.459	\$0.389	(0.070)	(15.3)	\$1.530	\$1.146	(0.383)	(25.1)
Health and Welfare	\$0.000	(0.319)	(0.319)	-	\$0.000	(1.655)	(1.655)	-
OPEB Current Payment	\$0.000	\$0.154	\$0.154	-	\$0.000	\$1.181	\$1.180	-
Pensions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Other Fringe Benefits	\$0.177	(0.014)	(0.191)	(108.1)	\$0.997	\$0.443	(0.554)	(55.5)
Total Fringe Benefits	\$0.177	(0.179)	(0.356)	(201.5)	\$0.998	(0.031)	(1.029)	(103.1)
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.001	\$0.001	-	\$0.000	\$0.004	\$0.004	-
Labor	\$0.636	\$0.210	(0.426)	(66.9)	\$2.527	\$1.119	(1.408)	(55.7)
Non-Labor :								
Electric Power	\$0.000	\$0.055	\$0.055	-	\$0.000	(0.122)	(0.122)	-
Fuel	\$0.000	(0.002)	(0.002)	-	(0.001)	(0.054)	(0.053)	-
Insurance	\$0.000	(0.068)	(0.068)	-	\$0.000	\$0.073	\$0.073	-
Claims	\$0.032	\$0.032	\$0.000	0.0	\$0.224	\$0.002	(0.222)	(99.3)
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.000	\$0.116	\$0.116	-	\$0.000	\$0.143	\$0.143	-
Professional Service Contracts	\$0.000	(0.011)	(0.011)	-	\$0.000	(0.040)	(0.040)	-
Materials & Supplies	\$0.071	(0.132)	(0.203)	(286.8)	(0.054)	(0.162)	(0.108)	(199.0)
Other Business Expenses	\$0.000	\$0.001	\$0.001	-	(0.001)	(0.053)	(0.053)	-
Non-Labor	\$0.103	(0.009)	(0.112)	(109.0)	\$0.168	(0.213)	(0.381)	(227.2)
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$0.739	\$0.201	(0.538)	(72.8)	\$2.695	\$0.906	(1.789)	(66.4)
Depreciation	\$1.046	\$0.949	(0.097)	(9.3)	\$6.768	\$6.577	(0.191)	(2.8)
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.550	(0.684)	(1.234)	(224.4)
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	(0.550)	(0.889)	(0.339)	(61.6)
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$1.786	\$1.150	(0.635)	(35.6)	\$9.463	\$5.910	(3.553)	(37.5)
Total Cash Conversion Adjustments	\$2.256	\$1.050	(1.206)	(53.5)	\$10.221	\$6.194	(4.027)	(39.4)

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.

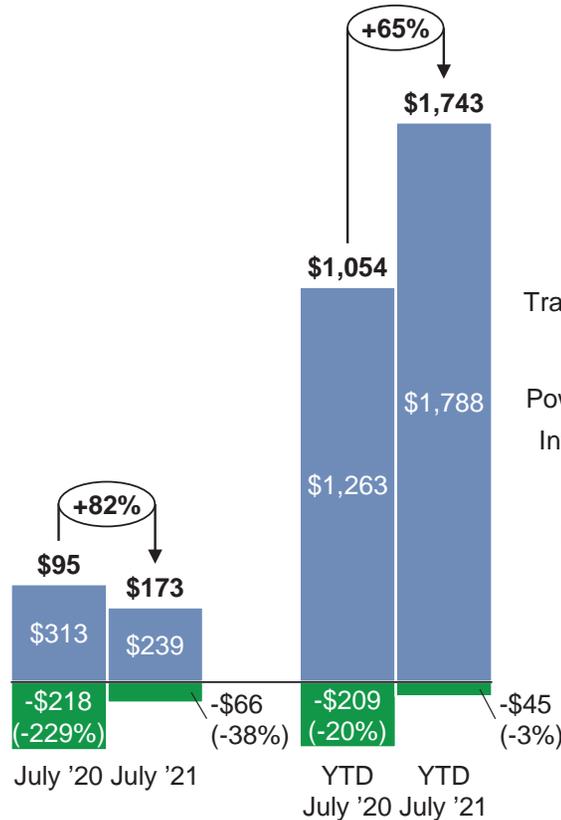
SIRTOA – Non-Reimbursable Overtime Variance

July 2021 and YTD forecast vs. variance

\$K

- Variance - Unfavorable
- Variance - Favorable
- Budget

Annual budget
 Adopted: \$2,415
 Forecast: \$3,048

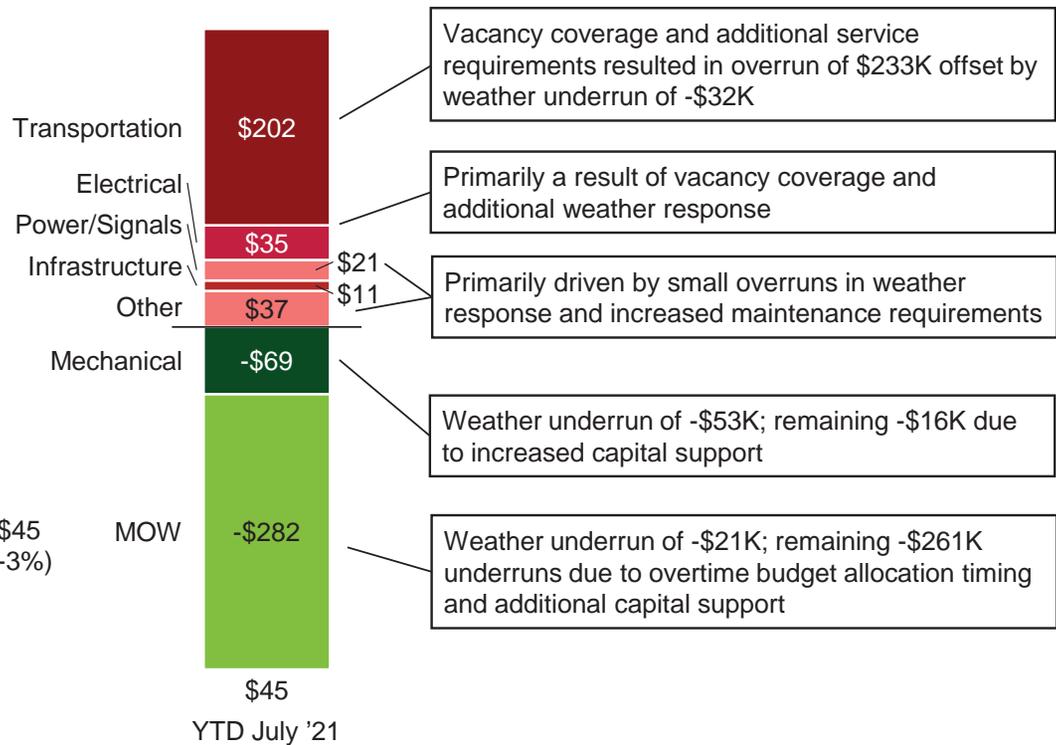


Overview

- Overall increase of \$689K or 65% compared to July YTD 2020
- -\$45K or -3% below 2021 YTD budget
- Maintenance -\$284K underrun: -\$6K weather underrun; -\$5K vacancy underrun; remaining underrun of -\$283K due to budget allocation and increased capital project support
- Service \$202K overrun: -\$32K weather underrun offset by \$141K overrun due to vacancies and \$92K due to other service requirements

YTD variance by division

\$K



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

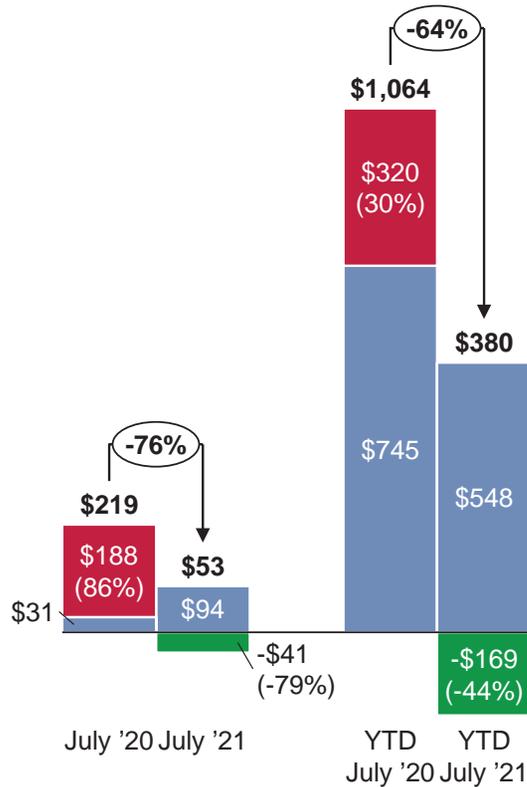
SIRTOA – Reimbursable Overtime Variance

July 2021 and YTD forecast vs. variance

\$K

- Variance - Unfavorable
- Variance - Favorable
- Budget

Annual budget
 Adopted: \$1,110K
 Forecast: \$1,118K

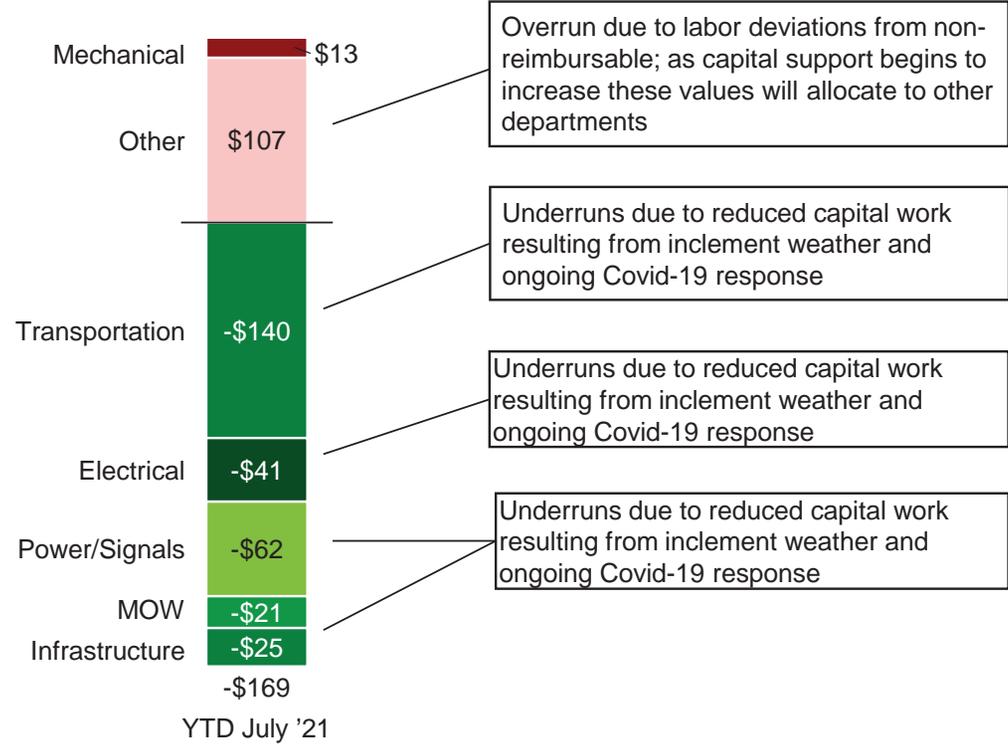


Overview

- Overall decrease of -\$685K or 64% compared to July YTD 2020
- -\$169K or -44% below 2021 YTD budget
- Maintenance -\$136K underrun due to reduced capital work resulting from inclement weather and Covid-19 response
- Service -\$140K underrun due to reduced capital support resulting from inclement weather and Covid-19 response

YTD variance by division

\$K



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

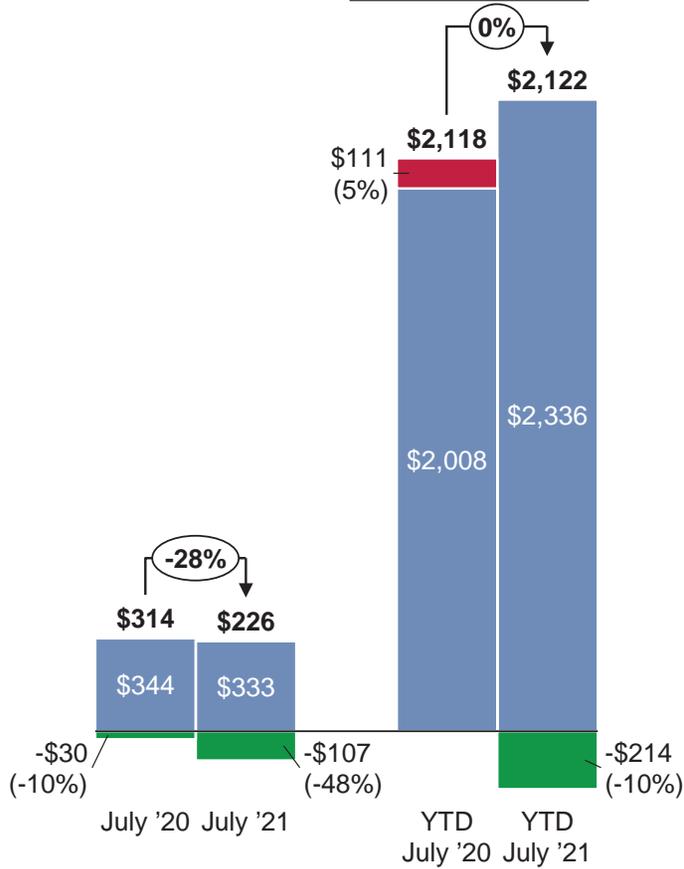
SIRTOA – Total Overtime Variance

July 2021 and YTD forecast vs. variance

\$K

- Variance - Unfavorable
- Variance - Favorable
- Budget

Annual budget
 Adopted: \$3,526K
 Forecast: \$4,166K

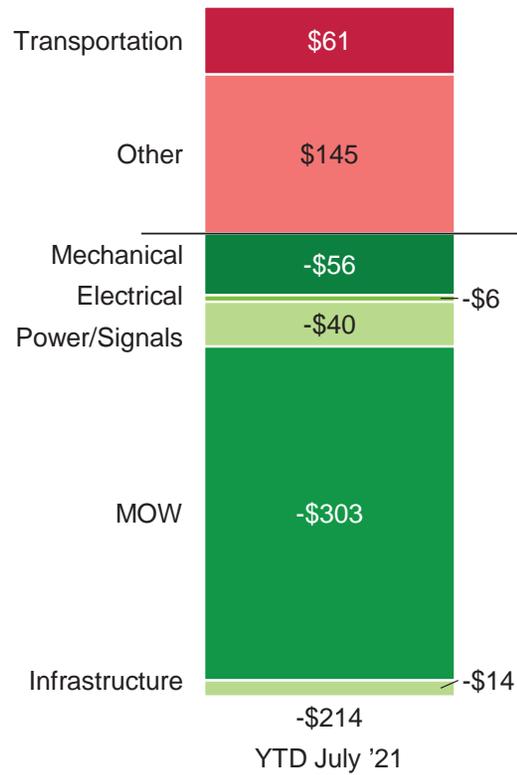


Overview

- Overall increase of \$4K or 0% compared to July YTD 2020
- -\$214K or -10% below 2021 YTD budget

YTD variance by division

\$K



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

**MTA Staten Island Railway
July Financial Plan
Total Full-Time Positions and Full-Time Equivalents
Jul 2021**

	Forecast	Actual	Favorable/ (Unfavorable)
Administration			
SIR Executive	6	5	1
SIR General Office	13	11	2
SIR Purchasing Stores	4	3	1
Total Administration	23	19	4
Operations			
SIR Transportation	152	130	22
Total Operations	152	130	22
Maintenance			
SIR Mechanical	53	50	3
SIR Electronics Electrical	18	18	0
SIR Power Signals	32	29	3
SIR Maintenance of Way	89	74	15
SIR Infrastructure	16	18	(2)
Total Maintenance	208	189	19
Engineering/Capital			
SIR Reimbursable Program Support	6	2	4
Total Engineering/Capital	6	2	4
Total Positions	389	340	49
Non-Reimbursable	336	330	6
Reimbursable	53	10	43
Total Full-Time	389	340	49
Total Full-Time-Equivalents	0	0	0

**MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN
TOTAL POSITIONS by FUNCTION and OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
Jul 2021**

FUNCTION/OCCUPATION	Forecast	Actual	Favorable/ (Unfavorable)
<u>Administration</u>			
Managers/Supervisors	13	11	2
Professional/Technical/Clerical	6	6	0
Operational Hourlies	4	2	2
Total Administration	23	19	4
<u>Operations</u>			
Managers/Supervisors	26	22	4
Professional/Technical/Clerical	6	6	0
Operational Hourlies	120	102	18
Total Operations	152	130	22
<u>Maintenance</u>			
Managers/Supervisors	25	23	2
Professional/Technical/Clerical	6	6	0
Operational Hourlies	177	160	17
Total Maintenance	208	189	19
<u>Engineering/Capital</u>			
Managers/Supervisors	4	2	2
Professional/Technical/Clerical	2	0	2
Operational Hourlies	0	0	-
Total Engineering/Capital	6	2	4
<u>Total Positions</u>			
Managers/Supervisors	68	58	10
Professional/Technical/Clerical	20	18	2
Operational Hourlies	301	264	37
Total Positions	389	340	49

Preliminary July 2021 Report: Bus Company

The purpose of this report is to provide the preliminary July 2021 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 (forecast).

Summary of Preliminary Financial Results

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

July 2021 Bus Company ridership of 6.0 million was 0.6 million (11.9 percent) above forecast.

- Farebox revenue of \$11.6 million was \$0.8 million (7.3 percent) above forecast.
- Total expenses of \$68.8 million were \$35.4 million (34.0 percent) below forecast.
 - Labor expenses were lower than forecast by \$3.7 million (6.8 percent). Payroll expenses were higher than forecast by \$0.8 million (3.2 percent). Overtime expenses were lower than forecast by \$2.3 million (24.7 percent). Health and Welfare (including OPEB) expenses were lower than forecast by \$0.4 million (4.7 percent). Pension expenses were lower by \$0.1 million (1.4 percent). Other Fringe Benefits were lower than forecast by \$1.4 million (21.4 percent).
 - Non-labor expenses were favorable to forecast by \$13.1 million (46.8 percent). Fuel was lower than forecast by \$1.1 million (38.1 percent). Claims expenses were favorable by \$3.2 million (41.9 percent). Maintenance and Other Operating Contracts expenses were lower than forecast by \$3.2 million (58.3 percent). Professional Service Contracts were lower than forecast by \$2.2 million (50.2 percent). Materials and Supplies expenses were favorable by \$3.0 million (46.6 percent). Other Business expenses were lower than forecast by \$0.3 million (53.4 percent).

MTA BUS FINANCIAL AND RIDERSHIP REPORT
July 2021

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to Mid-Year Forecast (forecast).

Total Revenue was \$12.3 million in July, \$1.2 million (9.2 percent) lower than forecast, mainly due to lower Other Operating Revenue. Farebox Revenue was favorable by \$0.8 million (7.3 percent) due to higher ridership, partially offset by lower average fare. Other Operating Revenue was unfavorable by \$2.0 million (74.9 percent) due to lower Student and Senior Citizen fare reimbursement due to COVID-19, as well as lower recoveries from Other Insurance and Other Contract services.

2021 July YTD farebox revenue of \$74.3 million was \$22.0 million (42.2 percent) above 2020 and \$54.1 million (42.1 percent) below 2019.

Total Ridership Total MTA Bus ridership in July 2021 was 6 million, (11.9 percent) 0.6 million riders above forecast. July 2021 average weekday ridership was 222,550, a 1,967.9 percent increase from July 2020. Compared to July 2019, average weekday ridership decreased (41.1 percent) 155,133 riders. Average weekday ridership for the twelve months ending July 2021 was 183,273, a decrease of (25 percent) 61,151 riders from the twelve months ending July 2020. This is a decrease of (53.1 percent) 207,398 riders in comparison to the twelve months ending July 2019.

2021 July YTD actual ridership of 37.4 million was 11.9 million (46.8 percent) above 2020 and 31.5 million (45.7 percent) below 2019.

Non-reimbursable expenses, before Depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were \$65.1 million in July, \$16.8 million (20.5 percent) favorable to budget.

- Labor expenses were lower than forecast by \$3.7 million (6.8 percent). Payroll expenses were higher than forecast by \$0.8 million (3.2 percent), primarily due to higher vacation, and sick payments. Overtime expenses were lower than forecast by \$2.3 million (24.7 percent), primarily due to lower unscheduled overtime, COVID-related cleaning, and programmatic maintenance, partially offset by lower availability. Health and Welfare (including OPEB expenses) were lower than forecast by \$0.4 million (4.7 percent), primary due to lower medical & hospitalization and dental cost offset by higher prescription drugs and insurance. Pension expenses were lower by \$0.1 million (1.4 percent), due to timing of expenses. Other Fringe Benefits were lower than forecast by \$1.4 million (21.4 percent), due to timing of interagency billing, and lower Worker's Compensation and Health Benefits Trust and Medicare expenses.
- Non-labor expenses were favorable to forecast by \$13.1 million (46.8 percent). Fuel was lower than forecast by \$1.1 million (38.1 percent) primarily due to the receipt of the IRS CNG excise tax rebate and lower usage, partially offset by higher fuel prices. Claims expenses were favorable by \$3.2 million (41.9 percent), due to timing of expenses. Maintenance and Other Operating Contracts expenses were lower than forecast by \$3.2 million (58.3 percent), mainly due to the timing of facility maintenance, Security expenses, Bus Technology, farebox maintenance, Shop Program and COVID-19 expenses. Professional Service Contracts were lower than forecast by \$2.2 million (50.2 percent), due to timing of interagency billing, Bus Technology, and service contracts. Materials and Supplies expenses were favorable by \$3.0 million (46.6 percent), mainly due to lower usage of general maintenance material as well as timing of radio equipment maintenance/repairs, construction material, and COVID-19 expenses. Other Business expenses were lower than forecast by \$0.3 million (53.4 percent), due to lower print and

stationery supplies, and the timing of Automatic Fare Collection (AFC) fees, Mobility tax, and other miscellaneous expenses.

Depreciation expenses of \$3.7 million were \$1.3 million (25.9 percent) below forecast due to the timing of asset replacement. No expenses or credits were recorded in July regarding GASB 68 Pension Adjustment and GASB 75 OPEB Expense adjustment.

Year-to-date, expenses were less than forecast by a net \$68.7 million (12.3 percent), including favorable non-labor expenses of \$26.7 million (21.5 percent), as well as favorable labor expenses of \$5.3 million (1.4 percent). The major causal factors driving these year-to-date results were consistent with the factors affecting the month results described above.

Depreciation expenses year-to-date were \$27.9 million, favorable to forecast by \$2.3 million (7.5 percent). No expenses or credits were recorded year-to-date regarding GASB 68 Pension adjustment, and GASB 75 OPEB Expense adjustment.

The **operating cash deficit** (excluding subsidies) for July was \$50.9 million, \$30.7 million (37.7 percent) favorable to the budget; the year-to-date operating cash deficit is \$357.7 million, \$31.7 million (8.1 percent) favorable to budget.

MTA BUS COMPANY
July Financial Plan - 2021 Mid-Year Forecast
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
July 2021
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$10.851	\$11.638	\$0.787	7.3	\$0.000	\$0.000	\$0.000	-	\$10.851	\$11.638	\$0.787	7.3
Other Operating Income	2.712	0.680	(2.033)	(74.9)	-	-	-	-	2.712	0.680	(2.033)	(74.9)
Capital and Other Reimbursements	-	-	-	-	\$0.443	\$0.541	0.098	22.2	0.443	0.541	0.098	22.2
Total Revenue	\$13.563	\$12.318	(\$1.246)	(9.2)	\$0.443	\$0.541	\$0.098		\$14.006	\$12.859	(\$1.147)	(8.2)
Expenses												
<i>Labor:</i>												
Payroll	\$24.199	\$24.981	(\$0.782)	(3.2)	\$0.106	\$0.308	(\$0.202)	*	\$24.305	\$25.289	(\$0.983)	(4.0)
Overtime	9.332	7.025	2.307	24.7	-	\$0.005	(0.005)	-	9.332	7.030	2.302	24.7
Health and Welfare	6.641	6.229	0.411	6.2	\$0.199	-	0.199	100.0	6.839	6.229	0.610	8.9
OPEB Current Payment	1.897	1.906	(0.009)	(0.5)	-	-	-	-	1.897	1.906	(0.009)	(0.5)
Pensions	5.129	5.057	0.072	1.4	-	-	-	-	5.129	5.057	0.072	1.4
Other Fringe Benefits	6.599	5.185	1.414	21.4	(0.003)	\$0.004	(0.006)	*	6.596	5.188	1.408	21.3
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	0.023	(0.224)	0.25	*	(\$0.023)	\$0.224	(0.248)	*	0.000	-	-	0.0
Total Labor Expenses	\$53.820	\$50.159	\$3.661	6.8	\$0.279	\$0.541	(\$0.262)	(94.0)	\$54.099	\$50.700	\$3.399	6.3
<i>Non-Labor:</i>												
Electric Power	\$0.126	\$0.164	(\$0.038)	(30.0)	\$0.000	\$0.000	\$0.000	-	\$0.126	\$0.164	(\$0.038)	(30.0)
Fuel	2.766	1.712	1.055	38.1	-	-	-	-	2.766	1.712	1.055	38.1
Insurance	0.644	0.432	0.212	33.0	-	-	-	-	0.644	0.432	0.212	33.0
Claims	7.744	4.500	3.244	41.9	-	-	-	-	7.744	4.500	3.244	41.9
Maintenance and Other Operating Contract	5.433	2.267	3.167	58.3	\$0.035	-	0.035	100.0	5.469	2.267	3.202	58.5
Professional Service Contracts	4.467	2.226	2.241	50.2	-	-	-	-	4.467	2.226	2.241	50.2
Materials & Supplies	6.330	3.380	2.950	46.6	\$0.129	-	0.129	100.0	6.459	3.380	3.079	47.7
Other Business Expense	0.513	0.239	0.274	53.4	-	-	-	-	0.513	0.239	0.274	53.4
Total Non-Labor Expenses	\$28.024	\$14.919	\$13.105	46.8	\$0.164	\$0.000	\$0.164	100.0	\$28.188	\$14.919	\$13.269	47.1
Total Expenses before Non-Cash Liabilities	\$81.844	\$65.078	\$16.766	20.5	\$0.443	\$0.541	(\$0.099)	(22.4)	\$82.287	\$65.619	\$16.668	20.3
Depreciation	4.985	\$3.695	\$1.290	25.9	\$0.000	\$0.000	\$0.000	-	\$4.985	\$3.695	\$1.290	25.9
GASB 75 OPEB Expense Adjustment	10.099	-	10.099	100.0	-	-	-	-	10.099	-	10.099	100.0
GASB 68 Pension Adjustment	7.282	-	7.282	100.0	-	-	-	-	7.282	-	7.282	100.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$104.210	\$68.773	\$35.437	34.0	\$0.443	\$0.541	(\$0.099)	(22.4)	\$104.653	\$69.314	\$35.338	33.8
Net Surplus/(Deficit)	(\$90.646)	(\$56.455)	\$34.191	37.7	\$0.000	\$0.000	\$0.000	-	(\$90.646)	(\$56.455)	\$34.191	37.7

NOTE: Totals may not add due to rounding

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

MTA BUS COMPANY
July Financial Plan - 2021 Mid-Year Forecast
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
July 2021 Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	\$68.713	\$74.277	\$5.564	8.1	\$0.000	\$0.000	\$0.000	-	\$68.713	\$74.277	\$5.564	8.1
Other Operating Income	7.790	\$4.136	(3.654)	(46.9)	-	-	-	-	7.790	4.136	(3.654)	(46.9)
Capital and Other Reimburs	-	\$0.000	-	-	\$3.457	\$3.574	0.117	3.4	3.457	3.574	0.117	3.4
Total Revenue	\$76.503	\$78.413	\$1.910	2.5	\$3.457	\$3.574	\$0.117	3.4	\$79.960	\$81.987	\$2.027	2.5
Expenses												
<i>Labor:</i>												
Payroll	\$172.930	\$175.409	(2.479)	(1.4)	\$1.704	\$2.034	(\$0.330)	(19.4)	\$174.634	\$177.443	(\$2.809)	(1.6)
Overtime	53.396	48.763	4.633	8.7	0.013	0.034	(0.021)	*	53.409	48.797	4.612	8.6
Health and Welfare	53.344	52.318	1.026	1.9	\$0.393	-	0.393	100.0	53.737	52.318	1.419	2.6
OPEB Current Payment	14.898	15.959	(1.061)	(7.1)	-	-	-	-	14.898	15.959	(1.061)	(7.1)
Pensions	35.359	35.314	0.044	0.1	-	-	-	-	35.359	35.314	0.044	0.1
Other Fringe Benefits	40.473	37.757	2.716	6.7	0.000	\$0.024	(0.024)	*	40.474	37.781	2.693	6.7
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.852)	(1.313)	0.461	54.1	\$1.021	\$1.482	(0.461)	(45.1)	0.169	0.169	0.000	0.1
Total Labor Expenses	\$369.549	\$364.207	\$5.341	1.4	\$3.132	\$3.574	(\$0.442)	(14.1)	\$372.679	\$367.781	\$4.898	1.3
<i>Non-Labor:</i>												
Electric Power	\$0.932	\$1.001	(\$0.069)	(7.4)	-	-	-	-	\$0.932	\$1.001	(\$0.069)	(7.4)
Fuel	10.534	8.369	2.165	20.5	-	-	-	-	10.534	8.369	2.165	20.5
Insurance	3.385	3.005	0.381	11.2	-	-	-	-	3.385	3.005	0.381	11.2
Claims	37.836	31.500	6.336	16.7	-	-	-	-	37.836	31.500	6.336	16.7
Maintenance and Other Op	21.356	14.861	6.495	30.4	\$0.070	-	0.070	100.0	21.426	14.861	6.565	30.6
Professional Service Contr	19.273	14.592	4.681	24.3	-	-	-	-	19.273	14.592	4.681	24.3
Materials & Supplies	28.917	22.739	6.177	21.4	\$0.255	-	0.255	100.0	29.172	22.739	6.432	22.0
Other Business Expense	2.066	1.520	0.546	26.4	-	-	-	-	2.066	1.520	0.546	26.4
Total Non-Labor Expense	\$124.299	\$97.587	\$26.712	21.5	\$0.324	\$0.000	\$0.324	100.0	\$124.624	\$97.587	\$27.037	21.7
Total Expenses before Nc	\$493.847	\$461.794	\$32.053	6.5	\$3.456	\$3.574	(\$0.118)	(3.4)	\$497.303	\$465.368	\$31.935	6.4
Depreciation	\$30.146	27.886	\$2.259	7.5	-	-	-	-	\$30.146	\$27.886	\$2.259	7.5
GASB 75 OPEB Expense A	20.000	-	20.000	100.0	-	-	-	-	20.000	-	20.000	100.0
GASB 68 Pension Adjustm	14.420	-	14.420	100.0	-	-	-	-	14.420	-	14.420	100.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$558.413	\$489.681	\$68.732	12.3	\$3.456	\$3.574	(\$0.118)	(3.4)	\$561.869	\$493.255	\$68.614	12.2
Net Surplus/(Deficit)	(\$481.910)	(\$411.268)	\$70.642	14.7	\$0.000	\$0.000	(\$0.000)	(100.0)	(\$481.909)	(\$411.268)	\$70.642	14.7

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NOTE: Totals may not add due to rounding

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

MTA BUS COMPANY
July Financial Plan - 2021 Mid-Year Forecast
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
 (\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimbs	July 2021				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Farebox Revenue	NR	\$ 0.787	7.3	Higher ridership and lower average fare	\$ 5.564	8.1	Higher ridership and higher average fare		
Other Operating Revenue	NR	\$ (2.033)	(74.9)	Lower Student and Senior Citizen fare reimbursement due to COVID-19 as well as lower recoveries from Other Insurance and Other Contract services	\$ (3.654)	(46.9)	Lower Student and Senior Citizen fare reimbursement due to COVID-19 as well as lower recoveries from Other Insurance and Other Contract services		
Capital and Other Reimbursements	R	\$ 0.098	*	(a)	\$ 0.117	3.4	Timing of Reimbursements		
Total Revenue Variance		\$ (1.147)	(8.2)		\$ 2.028	2.5			
Payroll	NR	\$ (0.782)	(3.2)	Primarily due to higher vacation and sick payment	\$ (2.479)	(1.4)	Primarily due to higher vacation payment, higher cash out of sick and personal time, and lower attrition		
Overtime	NR	\$ 2.307	24.7	Primarily lower unscheduled overtime, COVID-related cleaning, and programmatic maintenance partially offset by lower availability	\$ 4.633	8.7	Primarily lower unscheduled overtime, COVID-related cleaning, and programmatic maintenance partially offset by the essential overnight service and lower availability		
Health and Welfare (including OPEB)	NR	\$ 0.402	4.7	Primary due to lower medical & hospitalization and dental cost offset by higher prescription drugs and insurance	\$ (0.035)	(0.1)	(a)		
Pension	NR	\$ 0.072	1.4	(a)	\$ 0.044	0.1	(a)		
Other Fringe Benefits	NR	\$ 1.414	21.4	Timing of interagency billing, lower Worker's Compensation, Health Benefit Trust and Medicare expenses.	\$ 2.716	6.7	Timing of interagency billing, lower Worker's Compensation, Health Benefit Trust and Medicare expenses.		
Reimbursable Overhead	NR	\$ 0.248	*	Timing of Expenses	\$ 0.461	54.1	Timing of Expenses		
Electric Power	NR	\$ (0.038)	(30.0)	(a)	\$ (0.069)	(30.0)	(a)		
Fuel	NR	\$ 1.055	38.1	Primarily due to the receipt of the IRS CNG excise tax rebate and lower usage partially offset by higher fuel prices.	\$ 2.165	20.5	Primarily due to the receipt of the IRS CNG excise tax rebate, Con Edison credit adjustment and lower usage partially offset by higher fuel prices.		
Insurance	NR	\$ 0.212	33.0	Timing of expenses	\$ 0.381	11.2	Timing of expenses		
Claims	NR	\$ 3.244	41.9	Timing of expenses	\$ 6.336	16.7	Timing of expenses		
Maintenance and Other Operating Contracts	NR	\$ 3.167	58.3	Mainly the timing of facility maintenance, Security expenses, Bus Technology, farebox maintenance, Shop Program and COVID-19 expenses	\$ 6.495	30.4	Mainly the timing of facility maintenance, Security expenses, Bus Technology, farebox maintenance, Shop Program and COVID-19 expenses		
Professional Service Contracts	NR	\$ 2.241	50.2	Timing of interagency billing, Bus Technology, and service contracts	\$ 4.681	24.3	Timing of interagency billing, Bus Technology, and service contracts		
Materials & Supplies	NR	\$ 2.950	46.6	Mainly due to lower usage of general maintenance material as well as timing of radio equipment maintenance/repairs, construction material, and COVID-19 expenses	\$ 6.177	21.4	Mainly due to lower usage of general maintenance material as well as timing of radio equipment maintenance/repairs, construction material, and COVID-19 expenses		
Other Business Expense	NR	\$ 0.274	53.4	Lower print and stationery supplies, and the timing of Automatic Fare Collection (AFC) fees, Mobility tax, and other miscellaneous expenses	\$ 0.546	26.4	Lower print and stationery supplies, and the timing of Automatic Fare Collection (AFC) fees, Mobility tax, and other misc. expenses		
Depreciation	NR	\$ 1.290	25.9	Timing of asset replacement	\$ 2.259	7.5	Timing of asset replacement		
Other Post Employment Benefits	NR	\$ 10.099	100.0	(a)	\$ 20.000	100.0			
GASB 68 Pension Adjustment	NR	\$ 7.282	100.0	(a)	\$ 14.420	100.0			
Environmental Remediation	NR	\$ -	-		\$ -	-			
Payroll	R	\$ (0.202)	*	(a)	\$ (0.330)	(19.4)			
Overtime	R	\$ (0.005)	*	(a)	\$ (0.021)	*			
Health and Welfare	R	\$ 0.199	100.0	Timing of charges	\$ 0.393	100.0			
Pension	R	\$ -	-		\$ -	-			
Other Fringe Benefits	R	\$ (0.006)	*		\$ (0.024)	*			
Reimbursable Overhead	R	\$ (0.248)	*		\$ (0.461)	*			
Professional Service Contracts	R	\$ -	-	(a)	\$ -	-			
Maintenance and Other Operating	R	\$ 0.035	*	(a)	\$ 0.070	*			
Materials & Supplies	R	\$ 0.129	*	(a)	\$ 0.255	*			
Total Expense Variance		\$ 35.339	33.8		\$ 68.614	12.2			
Net Variance		\$ 34.192	37.7		\$ 70.642	14.7			

(a) - Variance less than 5%

MTA BUS COMPANY
July Financial Plan - 2021 Mid-Year Forecast
CASH RECEIPTS AND EXPENDITURES

(\$ in millions)

	July 2021				Year-To-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$10.851	\$11.763	\$0.912	8.4	\$68.454	\$73.507	\$5.053	7.4
Other Operating Revenue	\$2.791	0.537	(2.254)	(80.8)	7.240	4.692	(2.548)	(35.2)
Capital and Other Reimbursements	\$0.439	0.397	(0.042)	(9.5)	3.451	3.628	0.177	5.1
Total Receipts	\$14.080	\$12.697	(\$1.383)	(9.8)	\$79.144	\$81.827	\$2.683	3.4
Expenditures								
<i>Labor:</i>								
Payroll	\$34.260	\$25.404	\$8.856	25.8	\$168.703	\$169.573	(\$0.869)	(0.5)
Overtime	9.332	7.030	2.302	24.7	53.410	48.797	4.613	8.6
Health and Welfare	9.224	9.887	(0.664)	(7.2)	48.382	60.125	(11.745)	(24.3)
OPEB Current Payment	2.106	1.906	0.200	9.5	13.740	14.346	(0.606)	(4.4)
Pensions	5.618	5.057	0.561	10.0	35.936	34.815	1.122	3.1
Other Fringe Benefits	5.441	4.846	0.595	10.9	32.918	33.980	(1.062)	(3.2)
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.000)	-	(0.000)	(100.0)	(0.000)	-	(0.000)	(100.0)
Total Labor Expenditures	\$65.981	\$54.130	\$11.851	18.0	\$353.089	\$361.635	(\$8.546)	(2.4)
<i>Non-Labor:</i>								
Electric Power	\$0.101	\$0.164	(\$0.064)	(63.3)	\$1.053	\$1.170	(\$0.116)	(11.0)
Fuel	2.189	1.599	0.590	27.0	13.377	12.359	1.019	7.6
Insurance	0.938	-	0.938	100.0	1.876	-	1.876	100.0
Claims	4.641	0.597	4.044	87.1	13.790	6.547	7.241	52.5
Maintenance and Other Operating Contrac	5.752	2.143	3.609	62.7	22.210	15.920	6.290	28.3
Professional Service Contracts	8.298	1.308	6.991	84.2	30.412	17.113	13.299	43.7
Materials & Supplies	7.210	3.459	3.751	52.0	30.533	23.353	7.181	23.5
Other Business Expenses	0.540	0.147	0.394	72.8	2.198	1.459	0.739	33.6
Total Non-Labor Expenditures	\$29.670	\$9.417	\$20.251	68.3	\$115.450	\$77.921	\$37.529	32.5
Total Expenditures	\$95.651	\$63.547	\$32.105	33.6	\$468.539	\$439.556	\$28.983	6.2
Operating Cash Surplus/(Deficit)	(\$81.571)	(\$50.850)	\$30.721	37.7	(\$389.394)	(\$357.729)	\$31.665	8.1

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
July Financial Plan - 2021 Mid-Year Forecast
EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS
(\$ in millions)

	July 2021			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
Operating Receipts or Disbursements	\$	%		\$	%	
Farebox Revenue	\$ 0.912	8.4	Higher ridership and lower average fare	\$ 5.053	7.4	Higher ridership and higher average fare
Other Operating Revenue	(2.254)	(80.8)	Lower Student fare reimbursement due to COVID-19 as well as lower recoveries from Other Insurance and Other Contract services partially offset by higher Senior Citizen reimbursement	(2.548)	(35.2)	Lower Student fare reimbursement due to COVID-19 as well as lower recoveries from Other Insurance and Other Contract services partially offset by higher Senior Citizen reimbursement
Capital and Other Reimbursements	(0.042)	(9.5)	Timing of reimbursement receipts	0.177	5.1	Timing of reimbursement receipts
Total Receipts	\$ (1.383)	(9.8)		\$ 2.683	3.4	
Payroll	\$ 8.856	25.8	Timing of Payment	\$ (0.869)	(0.5)	Prior period payments of interagency billing offset by timing of expenses
Overtime	2.302	24.7	Primarily lower unscheduled overtime, COVID-related cleaning, and programmatic maintenance partially offset by lower availability	4.613	8.6	Primarily lower unscheduled overtime, COVID-related cleaning, and programmatic maintenance partially offset by the essential overnight service and lower availability
Health and Welfare (including OPEB)	(0.463)	(4.1)	Prior period interagency billings	(12.351)	(19.9)	Primary due to higher medical & hospitalization, Life Insurance cost, OPEB expenses, lower Health & Welfare Reimbursement, and prescription drugs rebate partially offset by lower dental cost
Pension	0.561	10.0	Timing of payments	1.122	3.1	Timing of expenses
Other Fringe Benefits	0.595	10.9	Prior period interagency billings	(1.062)	(3.2)	Prior period interagency billings
GASB	-	(a)		-	-	
Electric Power	(0.064)	(63.3)	(a)	(0.116)	(11.0)	(a)
Fuel	0.590	27.0	(a)	1.019	7.6	Primarily due to the receipt of the IRS CNG excise tax rebate, Con Edison credit adjustment and lower usage partially offset by higher fuel prices.
Insurance	0.938	100.0	Timing of payments	1.876	100.0	Timing of payments
Claims	4.044	87.1	Timing of payments	7.241	52.5	Timing of payments
Maintenance and Other Operating Contracts	3.609	62.7	Mainly the timing of facility maintenance, Security expenses, Bus Technology, farebox maintenance, Shop Program and COVID-19 expenses	6.290	28.3	Mainly the timing of facility maintenance, Security expenses, Bus Technology, farebox maintenance, Shop Program and COVID-19 expenses
Professional Service Contracts	6.991	84.2	Timing of interagency billing, Bus Technology, and service contracts	13.299	43.7	Timing of interagency billing, Bus Technology, and service contracts
Materials & Supplies	3.751	52.0	Mainly due to lower usage of general maintenance material as well as timing of radio equipment maintenance/repairs, construction material, and COVID-19 expenses	7.181	23.5	Mainly due to lower usage of general maintenance material as well as timing of radio equipment maintenance/repairs, construction material, and COVID-19 expenses
Other Business Expenditure	0.394	72.8	Lower print and stationery supplies, and the timing of Automatic Fare Collection (AFC) fees, Mobility tax, and other miscellaneous expenses	0.739	33.6	Lower print and stationery supplies, and the timing of Automatic Fare Collection (AFC) fees, Mobility tax, and other miscellaneous expenses
Total Expenditures	\$ 32.101	33.6		\$ 28.980	6.2	
Net Cash Variance	\$ 30.721	37.7		\$ 31.665	8.1	

(a) - Variance less than 5%

MTA BUS COMPANY
July Financial Plan - 2021 Mid-Year Forecast
CASH CONVERSION (CASH FLOW ADJUSTMENTS)

(\$ in millions)

	July 2021				Year-To-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.000	0.125	\$0.125	-	(\$0.259)	(\$0.770)	(\$0.511)	*
Other Operating Revenue	0.078	(0.143)	(0.221)	*	(0.549)	0.556	1.105	*
Capital and Other Reimbursements	(0.004)	(0.144)	(0.140)	*	(0.006)	0.054	0.060	*
Total Receipts	\$0.074	(\$0.162)	(\$0.236)	*	(\$0.814)	(\$0.160)	\$0.654	80.3
Expenditures								
<i>Labor:</i>								
Payroll	(\$9.954)	(\$0.116)	\$9.838	98.8	\$5.931	\$7.870	\$1.939	32.7
Overtime	0.000	-	(0.000)	(100.0)	(0.001)	0.000	0.001	*
Health and Welfare	(2.385)	(3.658)	(1.273)	(53.4)	5.356	(7.807)	(13.163)	*
OPEB Current Payment	(0.209)	0.000	0.210	*	1.159	1.613	0.454	39.2
Pensions	(0.489)	-	0.489	100.0	(0.578)	0.499	1.077	*
Other Fringe Benefits	1.155	0.342	(0.813)	(70.4)	7.556	3.801	(3.755)	(49.7)
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	0.000	-	(0.000)	(100.0)	0.169	0.169	(0.000)	(0.2)
Total Labor Expenditures	(\$11.882)	(\$3.431)	\$8.451	71.1	\$19.592	\$6.145	(\$13.448)	(68.6)
<i>Non-Labor:</i>								
Electric Power	\$0.026	\$0.000	(\$0.026)	(100.0)	(\$0.121)	(\$0.169)	(\$0.048)	(39.6)
Fuel	0.577	0.113	(0.465)	(80.5)	(2.844)	(3.990)	(1.146)	(40.3)
Insurance	(0.294)	0.432	0.726	*	1.509	3.005	1.496	99.1
Claims	3.103	3.903	0.800	25.8	24.045	24.953	0.908	3.8
Maintenance and Other Operating Contracts	(0.283)	0.124	0.407	*	(0.784)	(1.059)	(0.275)	(35.1)
Professional Service Contracts	(3.831)	0.918	4.749	*	(11.139)	(2.521)	8.618	77.4
Materials & Supplies	(0.752)	(0.080)	0.672	89.4	(1.362)	(0.613)	0.749	55.0
Other Business Expenditures	(0.028)	0.092	0.120	*	(0.131)	0.061	0.192	*
Total Non-Labor Expenditures	(\$1.482)	\$5.501	\$6.983	*	\$9.174	\$19.667	\$10.493	*
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	(\$13.289)	\$1.908	\$15.197	*	\$27.952	\$25.652	(\$2.300)	(8.2)
Depreciation Adjustment	4.985	3.695	(1.290)	(25.9)	30.146	27.886	(2.260)	(7.5)
GASB 75 OPEB Expense Adjustment	10.099	-	(10.099)	(100.0)	20.000	-	(20.000)	(100.0)
GASB 68 Pension Adjustment	7.282	-	(7.282)	(100.0)	14.420	-	(14.420)	(100.0)
Environmental Remediation	-	-	-	-	-	-	-	-
Total Expenses/Expenditures	\$ 9.076	\$ 5.603	\$ (3.473)	(38.3)	\$ 92.518	\$ 53.538	\$ (38.980)	(42.1)
Total Cash Conversion Adjustments	\$9.076	\$5.603	(\$3.473)	(38.3)	\$92.518	\$53.538	(\$38.980)	(42.1)

NOTE: Totals may not add due to rounding

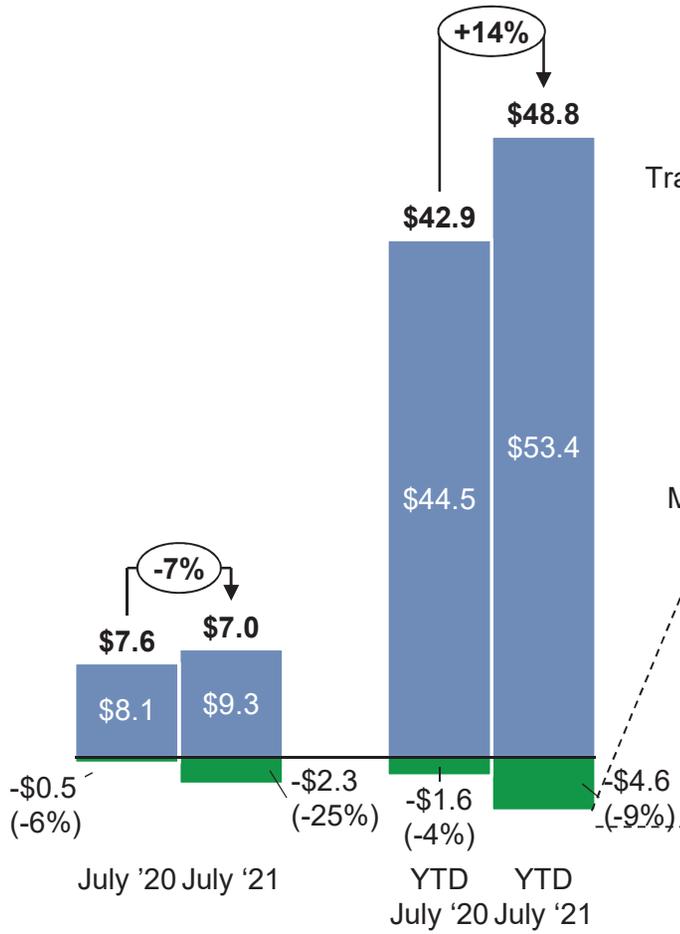
MTA Bus – Non-Reimbursable Overtime Variance

July 2021 and YTD Mid-Year Forecast vs. Variance

\$M

- Favorable
- Unfavorable
- Budget

Annual Budget
Forecast: \$99.8M

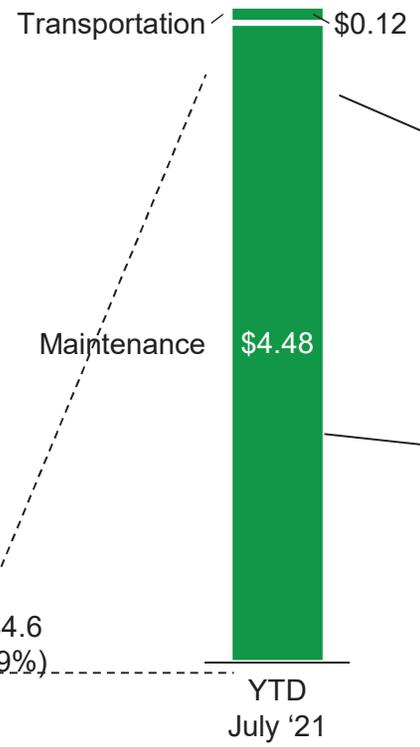


Overview

- July 2021 decreased by \$0.6M or 7% compared to July 2020
- July YTD 2021 is 9% under budget

YTD variance by division

\$M



Primarily due to lower scheduled/unscheduled service (\$3.0M); partially offset by availability shortfall (\$2.9M).

Primarily due to favorable COVID cleaning/ programmatic maintenance (\$3.2M), availability (\$0.8M), and unscheduled service (\$0.4M).

Source: Forecast budget, GL actuals for overtime spending.

Note: MTABC does not have Reimbursable OT for 2020; 2021 Reimbursable OT is less than \$35K.

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2021 MID - YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE / REIMBURSABLE AND FULL-TIME EQUIVALENTS
JULY 2021

FUNCTION/DEPARTMENT	Mid -Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	2	1	
Human Resources	16	12	4	
Office of Management and Budget	14	12	2	
Material	15	14	1	
Controller	18	17	1	
Office of the President	4	5	(1)	
System Safety Administration	-	-	-	
Law	20	17	3	
Labor Relations	-	-	-	
Strategic Office	19	17	2	
Non-Departmental	2	-	2	
Total Administration	111	96	15	Vacancies
Operations				
Buses	2,298	2,271	27	Vacancies Bus Operators
Office of the Executive VP	6	4	2	
Safety & Training	68	46	22	Less Bus Operator training
Road Operations	141	134	7	
Transportation Support	25	22	3	
Operations Planning	34	28	6	
Revenue Control	6	6	-	
Total Operations	2,578	2,511	67	
Maintenance				
Buses	723	717	6	
Maintenance Support/CMF	210	197	13	
Facilities	76	74	2	
Supply Logistics	104	93	11	
Total Maintenance	1,113	1,081	32	Vacancies
Capital Program Management	35	23	12	
Total Engineering/Capital	35	23	12	Vacancies mainly Managers
Security	13	9	4	
Total Public Safety	13	9	4	Vacancy
Total Positions	3,850	3,720	130	
Non-Reimbursable	3,812	3,700	112	
Reimbursable	38	20	18	
Total Full-Time	3,832	3,705	127	
Total Full-Time Equivalents	18	15	3	

MTA BUS COMPANY
JULY FINANCIAL PLAN 2021 MID - YEAR FORECAST
TOTAL FULL - TIME AND FTE'S BY FUNCTION AND OCCUPATION
JULY 2021

FUNCTION/OCCUPATIONAL GROUP	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	46	38	8	
Professional, Technical, Clerical	63	58	5	
Operational Hourlies	2	-	2	
Total Administration	111	96	15	Vacancies
Operations				
Managers/Supervisors	319	308	11	
Professional, Technical, Clerical	45	43	2	
Operational Hourlies	2,214	2,160	54	
Total Operations	2,578	2,511	67	Mainly Bus Operator vacancies
Maintenance				
Managers/Supervisors	241	224	17	
Professional, Technical, Clerical	35	33	2	
Operational Hourlies	837	824	13	
Total Maintenance	1,113	1,081	32	
Engineering/Capital				
Managers/Supervisors	21	12	9	
Professional, Technical, Clerical	14	11	3	
Operational Hourlies	-	-	-	
Total Engineering/Capital	35	23	12	Vacancies mainly Managers
Public Safety				
Managers/Supervisors	8	4	4	
Professional, Technical, Clerical	5	5	-	
Operational Hourlies	-	-	-	
Total Public Safety	13	9	4	Vacancy
Total Baseline Positions				
Managers/Supervisors	635	586	49	
Professional, Technical, Clerical	162	150	12	
Operational Hourlies	3,053	2,984	69	
Total Baseline Positions	3,850	3,720	130	

MTA BUS COMPANY
July Financial Plan - 2021 Mid-Year Forecast
Utilization
(In millions)

	<u>July 2021</u>			<u>Year-to-date as of July 2021</u>		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<u>Farebox Revenue</u>						
Fixed Route	\$10.851	\$11.638	\$0.787	\$68.713	\$74.277	\$5.564
Total Farebox Revenue	\$10.851	\$11.638	\$0.787	\$68.713	\$74.277	\$5.564
 <u>Ridership</u>						
Fixed Route	5.386	6.025	0.639	35.101	37.382	2.281
Total Ridership	5.386	6.025	0.639	35.101	37.382	2.281

September 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 through August 2021 is listed below:

2021 Capital Project Milestone Performance Year to Date (\$M)

	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Construction Awards	\$1,873.2	\$960.2	51
Substantial Completions	\$1,779.6	\$822.3	74

In July 2021, \$151.4 million in Transit projects were awarded, including mainline track replacement projects for \$51.4 million, A Superstorm Sandy repair wrap-up project on the Rockaway Line for \$40.2 million, and station ventilator repair projects at five locations for \$15.4 million.

Also in July, \$87.0 million in Transit projects were completed, including power projects on the Queens Boulevard Line for \$64.1 million, a system-wide signals key-by circuit modification project for \$18.4 million and mainline switch replacement on the 8th Avenue line for \$4.5 million.

In August 2021, \$79.7 million in Transit projects were awarded, including mainline track and switch replacement projects for \$56.2 million, a Public Address/Customer Information System (PA/CIS) upgrade to the Canarsie line for \$7.5 million and three station stair Small Business Mentoring Program (SBMP) projects for \$2.7 million.

Lastly, \$58.9 million in Transit projects were completed in August, including component rehabilitation at three railcar maintenance facilities for \$31.4 million and a connection-oriented ethernet (COE) core upgrade project for \$27.5 million.

Capital Program Status September 2021

In July 2021, \$151.4 million in Transit projects were awarded, including mainline track replacement projects for \$51.4 million. Mainline track will be replaced on the Jamaica Line between Crescent Street and Cypress Hills stations and Continuous Welded Rail (CWR) will be installed at select stations system-wide. The awarded value also includes a track and switch force account for engineering services on track and switch projects system-wide. Track replacement will include replacing equipment and materials to bring the components on select segments of these lines to a state of good repair. CWR projects will improve the condition of the track for a smoother and quieter rider that also reduces the possibility of broken rails.

Additionally, a Superstorm Sandy repair wrap-up project on the Rockaway Line was awarded for \$40.2 million. While emergency repairs quickly restored service to the Rockaway Line after the storm, this project will ensure that the line's critical assets are fully brought back to a state of good repair. The project will include infrastructure and electrical repairs to the North Channel Bridge, communication systems repair at circuit breaker house (CBH) #539, Edgemere Substation and Wavecrest Substation, fiber optic cable installation between Howard Beach Station and Hammels Wye, and other various repairs along the line.

Lastly, station ventilator repair projects were awarded at five locations for \$15.4 million. The stations that will receive ventilator repair are 42nd Street-Port Authority Bus Terminal on the 8th Avenue Line, 168th St-Broadway on the 7th Avenue Line, 138th Street-Grand Concourse on the Jerome Line, and Rockaway Avenue and Liberty Avenue on the Fulton line. Work will include rehabilitation of the ventilator structures, repair of spalled concrete, replacement of ventilator gratings, frames check valves and drip pans, waterproofing of the structures and drainage modification improvements as needed.

Also in July, \$87.0 million in Transit projects were completed, including power projects on the Queens Boulevard Line for \$64.1 million. Line structure repairs were conducted from 36th Street to 46th Street on the line, which included repair or replacement of beams and columns, concrete spall and crack repairs on the ceiling and walls, and leak repairs on the ceiling and walls. In order to enable additional train service from ongoing Communications Based Train Control (CBTC), low-resistance contact rail and supplemental negative cables were also installed on sections of the line.

Furthermore, a system-wide signals key-by circuit modification project was completed for \$18.4 million. Installation of signal key-by timers into the existing circuits of automatic and approach signals at 240 locations system-wide will ensure that arriving trains are able to maintain adequate emergency braking distance when approaching a train stopped in a station.

Lastly, mainline switch replacement was completed on the 8th Avenue line for \$4.5 million. Switch replacement included replacing equipment and materials to bring the components on select segments of the line to a state of good repair.

In August 2021 \$79.7 million in Transit projects were awarded, including mainline track and switch replacement projects for \$56.2 million. Both mainline track and switches will be replaced on the Staten Island Railroad (SIR), the Lenox-White Plains Road Line and the Pelham Line will receive track replacement, and the 6th Avenue-Culver Line will receive switch replacement. Track and switch replacement will include replacing equipment and materials to bring the components on select segments of these lines to a state of good repair.

Additionally, a Public Address/Customer Information System (PA/CIS) upgrade to the Canarsie line was awarded for \$7.5 million. This project will update the Passenger Station Local Area Network (PSLAN) system to support the PA/CIS system at nine stations: Wyckoff Avenue, 14th Street-8th Avenue, 14th Street-Union Square, Lorimer Street, Montrose Avenue, Atlantic Avenue, Sutter Avenue, New Lots Avenue and East 105th Street. This includes installing supporting infrastructure and edge system components and making associated communication room upgrades at each station such as replacing data cabinet switches. This is phase 2 of the project; upon completion of this project, a fully upgraded PSLAN and PA/CIS system will be established along the Canarsie Line.

Furthermore, three station stair Small Business Mentoring Program (SBMP) projects were awarded for \$2.7 million. One subway street stair will be rehabilitated at Ralph Avenue on the Fulton Line, two stairs will be rehabilitated at Rector Street on the Broadway Line and one stair will be rehabilitated at Vernon Boulevard-Jackson Avenue on the Flushing Line.

Also in August, \$58.9 million in Transit projects were completed in August, including component rehabilitation at three railcar maintenance facilities for \$31.4 million. The facilities that received component rehabilitation are the 180th Street Maintenance Facility and the Pelham Maintenance Facility in the Bronx and the Coney Island Complex in Brooklyn. The rehabilitations included HVAC repair, roof repair, new communication controls, and electrical and mechanical component replacement as required.

Lastly, a connection-oriented ethernet (COE) core upgrade project was completed for \$27.5 million. Completion of this project adds additional resiliency to the existing 24 core locations that encompass NYCT's Connected Oriented Ethernet (COE) communication network by increasing network connectivity and capacity. A more resilient COE core allows critical NYCT facilities like the Rail Control Center (RCC) to better withstand man-made and natural disasters.

CAPITAL PROJECT MILESTONE SUMMARY - NYCT

2021

(Through August 31, 2021)

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

August

Construction Awards	331.9	11	79.7	12	24.0	109.1
Substantial Completions	607.8	21	58.9	2	9.7	9.5
Closeouts	126.6	10	38.9	3	30.7	30.0

2021 Year-To-Date

Construction Awards	1,873.2	103	960.2	75	51.3	72.8
Substantial Completions	1,779.6	96	976.1	56	54.8	58.3
Closeouts	4,244.7	163	754.3	54	17.8	33.1

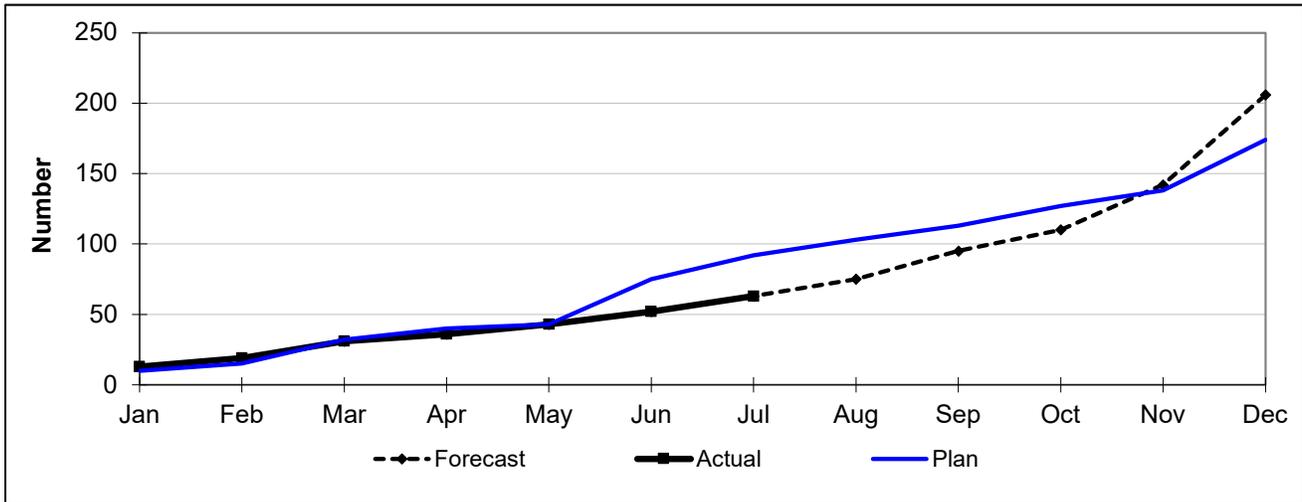
2021 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Construction Awards	3,839.2	174	4,140.3	206	107.8	118.4
Substantial Completions	3,573.5	162	3,308.6	163	92.6	100.6
Closeouts	5,836.8	216	5,575.4	207	95.5	95.8

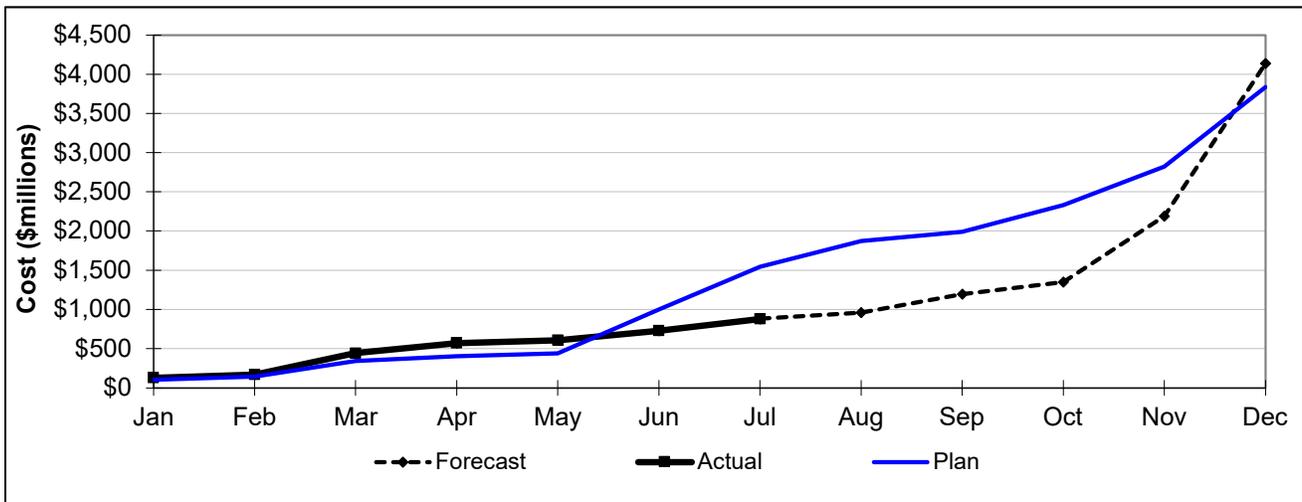
Totals do not include contingency, emergency funds and miscellaneous reserves; performance percentages include early accomplishments.

2021 Awards Charts

As of August 2021



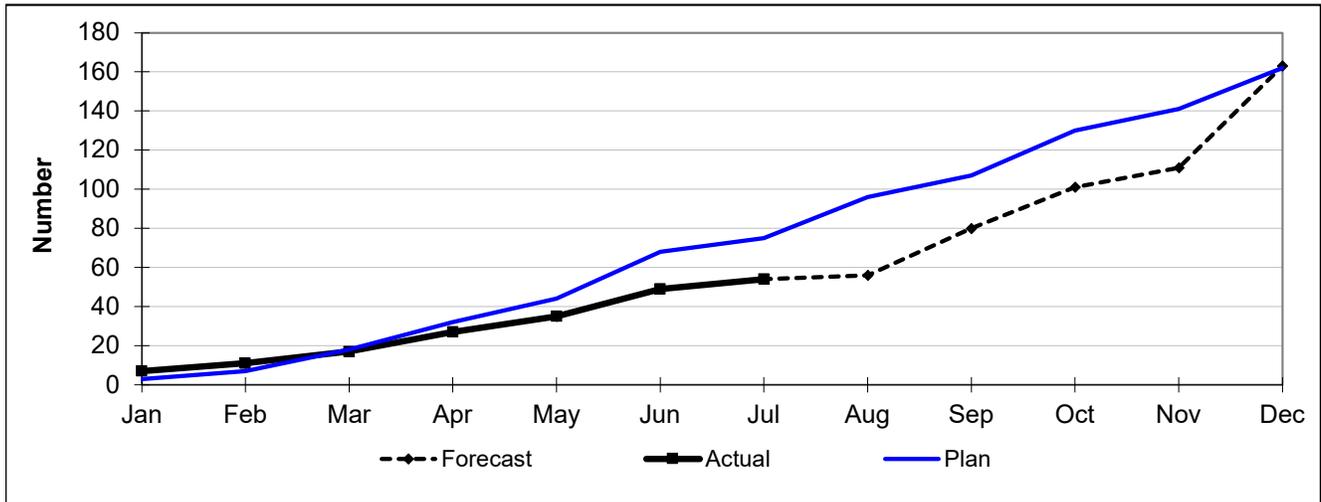
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast	13	6	12	5	7	9	11	12	20	15	32	64
Actual	10	5	17	8	3	32	17	11	10	14	11	36
Plan	10	5	17	8	3	32	17	11	10	14	11	36
Cumulative												
Forecast									95	110	142	206
Actual	13	19	31	36	43	52	63	75	95	110	142	206
Plan	10	15	32	40	43	75	92	103	113	127	138	174



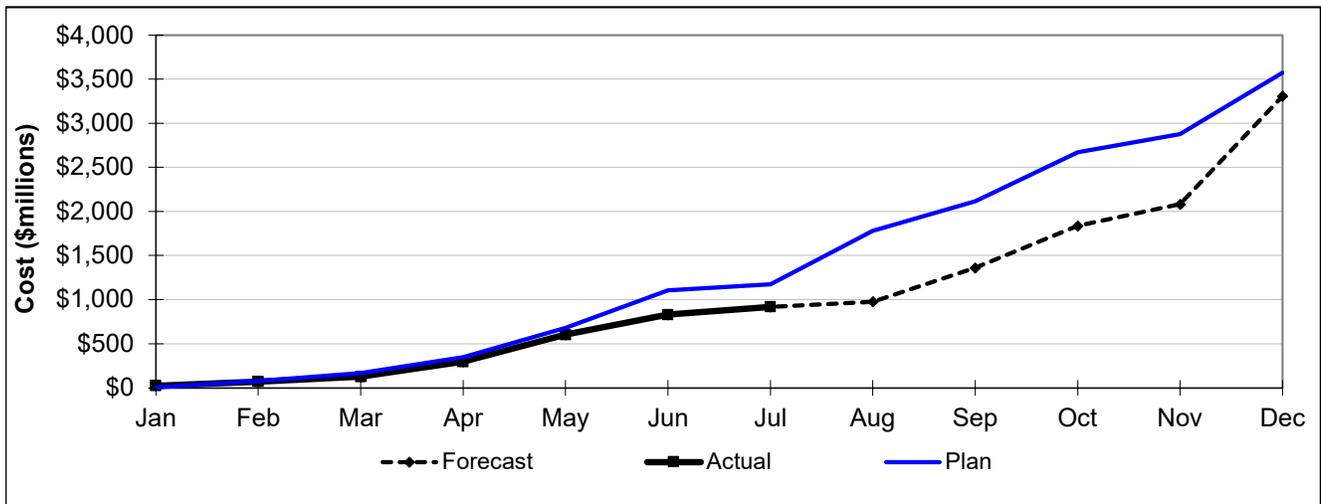
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast	126.7	41.2	273.3	128.9	35.3	123.7	151.4	79.7	235.6	153.9	840.2	1,950.4
Actual	105.7	37.7	198.5	61.5	37.2	558.3	542.4	331.9	117.2	341.4	490.2	1,017.3
Plan	105.7	37.7	198.5	61.5	37.2	558.3	542.4	331.9	117.2	341.4	490.2	1,017.3
Cumulative												
Forecast									1,195.8	1,349.7	2,189.9	4,140.3
Actual	126.7	167.8	441.1	570.0	605.4	729.1	880.5	960.2	1,195.8	1,349.7	2,189.9	4,140.3
Plan	105.7	143.3	341.9	403.4	440.6	998.9	1,541.3	1,873.2	1,990.3	2,331.7	2,821.9	3,839.2

2021 Completions Charts

As of August 2021



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast									24	21	10	52
Actual	7	4	6	10	8	14	5	2				
Plan	3	4	11	14	12	24	7	21	11	23	11	21
Cumulative												
Forecast									80	101	111	163
Actual	7	11	17	27	35	49	54	56				
Plan	3	7	18	32	44	68	75	96	107	130	141	162



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast									384.5	475.6	245.1	1,227.3
Actual	25.5	44.7	55.2	170.6	306.0	228.2	87.0	58.9				
Plan	4.3	72.8	90.6	178.3	331.0	429.0	65.9	607.8	334.0	555.7	206.9	697.2
Cumulative												
Forecast									1,360.6	1,836.2	2,081.3	3,308.6
Actual	25.5	70.2	125.4	296.0	602.0	830.2	917.2	976.1				
Plan	4.3	77.1	167.7	346.0	677.0	1,105.9	1,171.8	1,779.6	2,113.6	2,669.3	2,876.2	3,573.5

Contracts

Stephen Plochochi, Senior Vice President, Contracts



The photo depicts a ballast hopper dropping ballast onto new trackwork including new railroad ties, contact and running rail, that was recently installed between Tysens Lane and the Jefferson Avenue Station as part of Phase I of the Mainline Track Replacement Program for the Staten Island Railway under Contract T-80280.

PROCUREMENTS

The Procurement Agenda this month includes one procurement action for a proposed expenditure of \$26.5M.

Staff Summary

Subject Request for Authorization to Award a Procurement Action					
Department Contracts					
Department Head Name & Title Stephen Plochochi, Senior Vice President, Contracts					
Department Head Signature 					
Board Action					
Order	To	Date	Approval	Info	Other
1	NYCT & Bus Committee	9/13/21	X		
2	Board	9/15/21	X		

Date: September 7, 2021			
Internal Approvals			
	Approval		Approval
	Deputy Chief Development Officer, Delivery		President
	Deputy Chief Development Officer, Development		Executive Vice President & General Counsel

PURPOSE

To obtain the approval of the Board for one procurement action and, to inform the New York City Transit Committee of this procurement action.

DISCUSSION

MTA Construction & Development proposes a Ratification in the following category:

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule K: Ratification of Completed Procurement Actions	1	\$ 26,500,000
TOTAL	1	\$ 26,500,000

Budget Impact:

This procurement action will obligate capital funds in the amount listed. Funds are available in the capital budget for this purpose.

Recommendation:

The procurement action be ratified 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.

SEPTEMBER 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. | Tracks Unlimited, LLC
Contract No. T-80280.23 | \$ 26,500,000 | <u>Staff Summary Attached</u> |
|----|--|----------------------|--------------------------------------|

MTA Construction and Development requests the Board ratify contract modification No. 23 for the replacement of an additional 15,747 linear feet of Staten Island Railway mainline track.

Schedule K: Ratification of Completed Procurement Actions

Item No. 1

Vendor Name (Location) Tracks Unlimited, LLC (Mountainside, NJ)	Contract Number T-80280	AWO/Mod. #s 23
Description Mainline Track Rehabilitation and Clifton Yard Switch Reconfiguration in the Borough of Staten Island	Original Amount:	\$ 44,427,000
Contract Term (including Options, if any) December 28, 2018–September 30, 2021	Prior Modifications:	\$ 12,925,244
Option(s) included in Total Amt? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	Prior Budgetary Increases:	\$ 0
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	Current Amount:	\$ 57,352,244
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	This Request:	\$ 26,500,000
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	% of This Request to Current Amt.:	46%
Requesting Dept./Div., Dept./Div. Head Name: Delivery/Mark Roche	% of Modifications (including This Request) to Original Amount:	89%

Discussion:

This Contract is for track rehabilitation on the Staten Island Railway (SIR) mainline and track reconfiguration at the Clifton Yard. MTA Construction and Development (“C&D”) requests that the Board ratify contract modification No. 23 for the replacement of an additional 15,747 linear feet of SIR mainline track.

The SIR mainline track rehabilitation project will replace tracks rated at Condition 4 (the lowest condition rating requiring track replacement) in order to minimize the risk of derailment and maintain a state of good repair. This Contract, the first of two phases of the project, was awarded for the replacement of 22,889 linear feet of mainline track and for the reconfiguration of tracks in the Clifton Yard associated with the construction of the new Clifton Shop. An additional 7,187 linear feet of mainline track replacement was advanced from Phase II through the issuance of Modification No. 16, which was ratified by the November 2020 Board.

This modification will accelerate the replacement of an additional 15,747 linear feet of the most critical remaining Condition 4 track from Phase II. Advancing this work now will allow it to start approximately 12 months earlier than the latest plan to award the Phase II contract and will allow the Work to be performed by an experienced contractor that has an effective team and equipment already mobilized and in place. Advancing this work by modification will also result in it being performed during lower wage periods and during the current period of lower ridership, which will reduce the inconvenience to the riding public. Combined with savings in internal construction support costs as well as cost savings for service diversions, C&D estimates that accelerating this work by modification will result in overall project savings of approximately \$9.1 million.

Phase II Contract T-80282, currently scheduled for award in 3rd quarter 2022, is for the replacement of mainline switches and additional mainline track.

The Contractor submitted a cost proposal of \$27,491,063. Negotiations resulted in the agreed upon lump sum price of \$26,500,000 which has been determined to be fair and reasonable. This agreement also includes an excusable and non-impactable time extension extending the Substantial Completion Date from September 30, 2021 to December 19, 2022.

In order to meet the revised schedule, the President approved a retroactive waiver to procure long-lead track materials and the Contractor was directed to proceed on August 20, 2021 for the not to exceed amount of \$1,600,000.



Standard Follow-Up Report: Transit Adjudication Bureau, 2nd Quarter 2021

The purpose of this quarterly report is to update the Transit Committee on Transit Adjudication Bureau (TAB) activities and outcomes, as reflected by several Key Indicators.

TAB is the statutory administrative tribunal that receives, processes, adjudicates and pursues collection of civil penalties arising from the tens of thousands of civil summonses that are issued each year for violations of the Transit Rules of Conduct.

This quarterly reporting on TAB activities and outcomes commenced in 1992. The report provides the Committee with metrics, covering the most recently completed quarter, for the following Key Indicators:

- Number of TAB violations received by TAB
- Number and dollar amount of payments TAB received
- TAB revenues and expenses for the quarter
- Number of cases adjudicated

David Farber

Vice President and General Counsel, NYC Transit Law Department
General Counsel, MTA Bus Company

Transit Adjudication Bureau, Second Quarter 2021

The following is a comparison of the key indicators for the second quarter of 2021 as compared to the same period in 2020. Please note: The sharp percentage increases and decreases in 2021 are attributed to TAB's limited operation during the same period in 2020 due to the COVID-19 pandemic.

- TAB violations issued in the second quarter of 2021 (Q2 2021) increased by 2334.8%, from 1,135 in 2020 to 27,635 in 2021.
- TAB received 35,205 payments in Q2 2021, a 270.2% increase from the 9,509 received in Q2 2020. Direct payments increased by 462.6% (from 2,686 to 15,112) compared to the second quarter of 2020. The number of second quarter payments received from state tax refunds increased from 6,823 in 2020 to 20,093 in 2021.
- Total revenue for Q2 2021 was 232.22% higher than in 2020 (\$4,488,127 versus \$1,350,954). Receipts from direct payments in Q2 2021 increased by 434.1% (\$1,410,416 compared to \$264,058 in 2020). Receipts from state tax refunds for Q2 2021 relating to outstanding judgments from prior years totaled \$3,097,082, representing an 184.1% increase from Q2 2020 state tax refund receipts of \$1,090,208.
- TAB revenue for Q2 2021 exceeded expenses by \$3,511,732. This compared to a margin of \$926,704 for Q2 2020. Second-quarter expenses increased by 130.1% relative to 2020 (\$976,404 compared to \$424,250).

For further information, see the Key Indicators Chart on the following page.

<http://www.mta.info/nyct/TransitAdjudicationBureau.html>

**MTA New York City Transit
Transit Adjudication Bureau
Key Indicators
First Quarter 2021**

Indicator	2nd Qtr 2021	2nd Qtr 2020
Issuance Data		
Violations Issued*	27,635	1,135
Payment Data		
Number of Payments	35,205	9,509
Regular	15,112	2,686
State Tax Refund	20,093	6,823
Amount Paid	\$4,507,498	\$1,354,266
Regular	\$1,410,416	\$264,058
State Tax Refund	\$3,097,082	\$1,090,208
Average Payment	\$128.04	\$142.42
Yield per NOV	\$163.11	\$1,193.19
Revenue/Expense Data		
Revenue	\$4,488,127	\$1,350,954
Expenses*	\$976,531	\$424,250
Adjudications		
Total Cases Adjudicated	2,606	10

*2020 Summonses count updated as of 07/21/2021. The sharp increases and decreases in 2021 are attributed to TAB's limited operation during the same period in 2020 due to the COVID-19 pandemic

Note:

Due to the COVID-19 pandemic, the Transit Adjudication Bureau office was closed to the public March 17, 2020 - July 31, 2020.



Standard Follow-up Report: Fare Evasion, 2nd Quarter 2021

This report provides fare evasion rates and estimated lost revenue on subways and buses. Note that bus fare evasion is based on data collected using Automatic Passenger Counters (APCs). The APCs count total ridership and this is compared with paid ridership counts to estimate the level of fare evasion.

Subway Fare Evasion Results

Subway fare evasion in the 2nd quarter of 2021 (Q2 2021) was 10.6%, 0.7% lower than the 11.3% rate in the 1st quarter. The Q2 2021 revenue loss increased by \$10M. NYPD enforcement actions decreased by 16% from prior quarter.

Subway Fare Evasion Survey Summary

	Apr-Jun 2021 (2Q21)*	Jan-Mar 2021 (1Q21)*	Change (2Q21 vs 1Q21)
Total Subway Fare Evasion	10.6%	11.3%	-0.7%
Estimated Fare Evasion Revenue Loss (\$ Millions)	\$40	\$30	\$10
Enforcement Actions			
TOS TABS Summonses	15,148	17,983	(2,835)
TOS C-Summonses	225	294	(69)
TOS Arrests	212	232	(20)
Total Enforcement Actions	15,585	18,509	(2,924)

*Apr-Jun 2021 (2Q21) Margin of error was +/-0.8% and Jan-Mar 2021 (1Q21) was +/-1.0%.

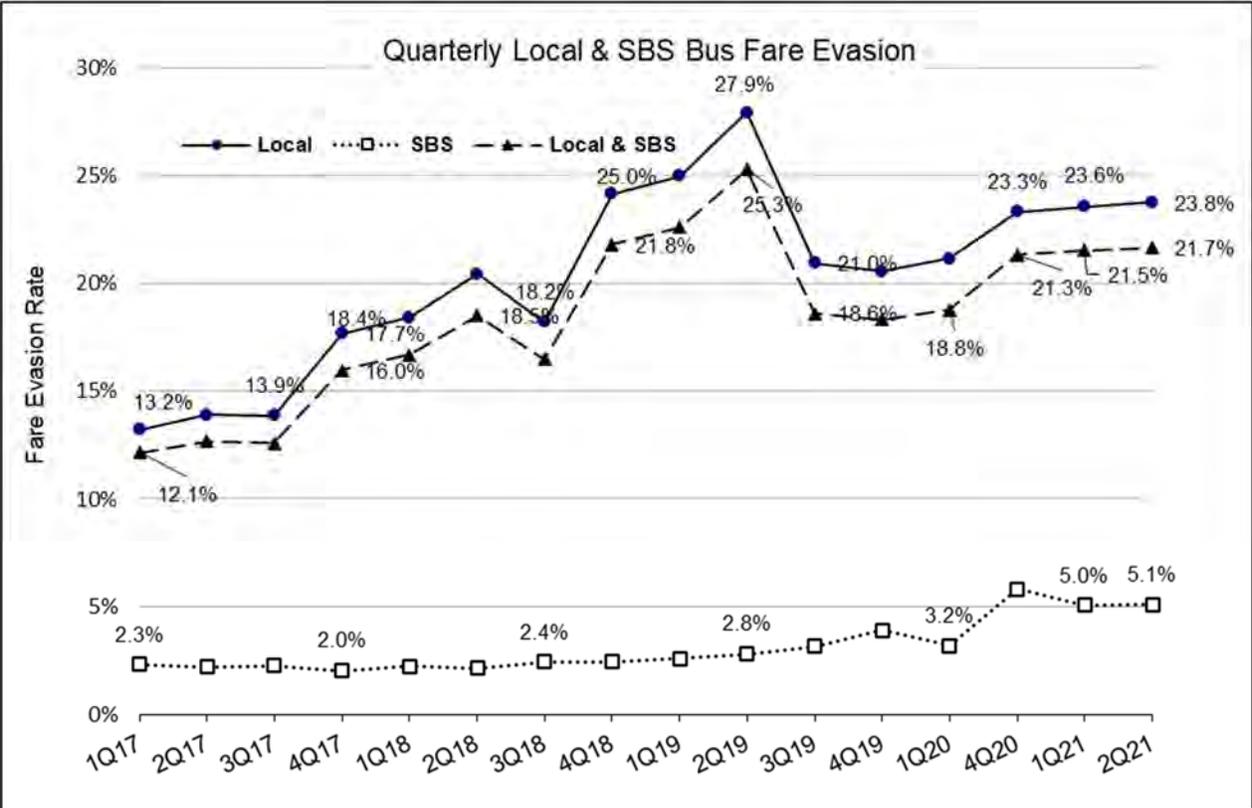
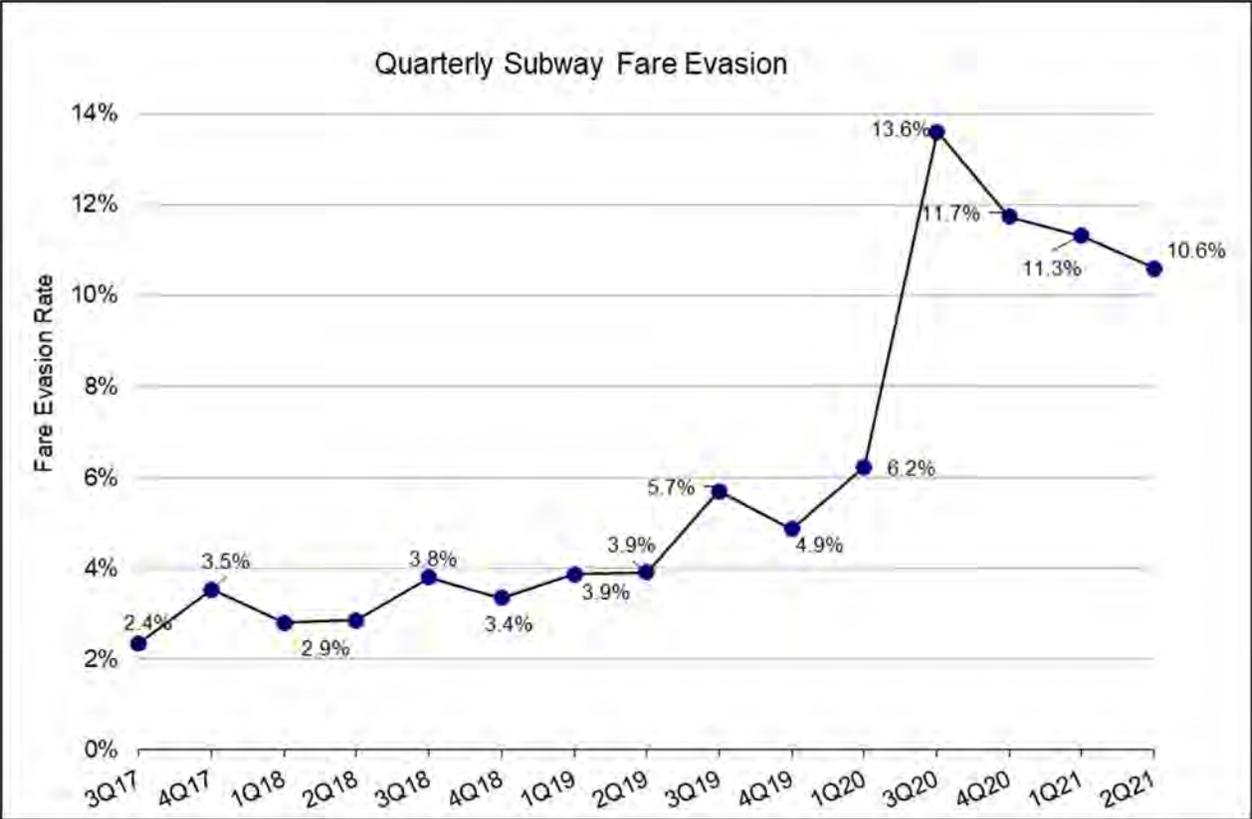
Bus Fare Evasion Results

Bus fare evasion in Q2 2021 was 21.7%, 0.1 percentage points higher than 1st quarter. Bus fare evasion revenue loss in Q2 2021 was \$36M, \$7M more than prior quarter.

Bus Fare Evasion Survey Summary

	Apr-Jun 2021 (2Q21)*	Jan-Mar 2021 (1Q21)*	Change (2Q21 vs 1Q21)
Bus Fare Evasion			
Local Bus Evasion (Excl SBS)	23.8%	23.6%	0.2%
Select Bus Service (SBS) Evasion	5.1%	5.0%	0.0%
Total Local & SBS Bus Evasion	21.7%	21.6%	0.1%
Estimated Fare Evasion Revenue Loss (\$ Millions)	\$36	\$29	\$7

* Fare evasion based on APC counts



New York City Transit NYCT

EEO Report – 2nd Quarter 2021

September 13, 2021



Executive Summary

■ EEO

As of **June 30, 2021**, NYCT workforce included 47,733 total employees. This represents a 5% decrease from the second quarter 2020 (2Q20).

- Females represent 18% (8,813) of our workforce, a decrease of 1 percentage point when compared to the percentage in 2Q20.
- Females were hired above their current representation.
- Minorities represent 80% (37,985) of our workforce, an increase of 1 percentage point, when compared to the percentage in 2Q20.
- Minorities were hired above their current representation.



Executive Summary

NYCT conducted a **utilization analysis*** of females and minorities in its workforce as of June 30, 2021. Based on the analysis, the underrepresentation for females and minorities occurred in the following EEO categories:

Females:

- Officials and Administrators – Whites
- Professionals – Whites
- Technicians –Asians and Whites
- Protective Services – Asians and Whites
- Paraprofessionals – Whites
- Administrative Support – Hispanics, Asians and Whites
- Skilled Craft– Blacks, Hispanics, Asians and Whites
- Service Maintenance – Hispanic, Asians and Whites

Minorities:

- Technicians –Asians
- Protective Services –Asians
- Administrative Support – Hispanics, Asians
- Skilled Craft– Blacks, Hispanics and Asians
- Service Maintenance – Hispanic, Asians



*The utilization analysis compares the percentages of females and minorities employed in each job group to 80 percent of the females and minorities available within the relevant labor market.

Executive Summary

■ Diversity Initiatives to increase representation

■ Initiatives taken to address underrepresented females and minorities

■ **Females** – Disseminated Monthly Notices of Examination (NOE) to *Empowering Women in Transit* (a Transit Employee Group (TEG)), via MTA MTV screens and on the MTA Facebook page. Commenced the expansion of Diversity & Inclusion initiatives across all MTA agencies.

■ **Minorities** – Disseminated NOEs to NYCT TEG officers, the NYC Department of Education vocational high school work-based learning coordinators, the NYS Department of Labor and to over 50 external organizations based in the tri-state area using the NYCT Mobile Van service. Participated in monthly career fairs sponsored by the Queens Borough President's Office. Queens County continues to be the most diverse county in the tri-state area.

■ Initiatives to increase representation of veterans and persons with disabilities

■ **Veterans** – All NYCT and MaBSTOA monthly examination schedules will continue to be disseminated by the MTA Director of Veterans Recruitment to job developers who work with veterans and to veterans and active military personnel who have expressed interest in employment at the MTA.

■ **Persons with Disabilities** - NYCT Director of Recruitment and the leads for the NYC Transit Examinations and the Compensation Units met with Department of Citywide Administrative Services 55-A coordinators to discuss best practices for including 55-a language in JVN that qualify for this program. This new initiative will enhance NYC Transit's ability to attract talent with disabilities.



NYCT

Workforce
as of June 30, 2020



Definitions of EEO Job Categories

Officials & Administrators

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.

Professionals

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

Technicians

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

Protective Services

Occupations in which workers are entrusted with public safety, security and protection from destructive forces.

Paraprofessionals

Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.

Administrative Support

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

Skilled Craft

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

Service Maintenance

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.



NYCT Workforce

JOB CATEGORY	TOTAL ¹		Minorities		WHITES		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		2+ RACES		VETERANS		PWD	
	#	%	#	%	#	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	2,030		1275	63%	755	37%	616	30%	252	12%	293	14%	7	0%	2	0%	105	5%	106	5%	65	3%
F	456	22%	353	17%	103	5%	227	11%	50	2%	56	3%	0	0%	0	0%	20	1%	5	5%	19	29%
M	1,574	78%	922	45%	652	32%	389	19%	202	10%	237	12%	7	0%	2	0%	85	4%	101	95%	46	71%
Professionals	2,350		1732	74%	618	26%	731	31%	244	10%	644	27%	4	0%	0	0%	109	5%	32	1%	48	2%
F	909	39%	737	31%	172	7%	392	17%	122	5%	176	7%	2	0%	0	0%	45	2%	7	22%	22	46%
M	1,441	61%	995	42%	446	19%	339	14%	122	5%	468	20%	2	0%	0	0%	64	3%	25	78%	26	54%
Technicians	94		72	77%	22	23%	39	41%	11	12%	16	17%	0	0%	0	0%	6	6%	3	3%	2	2%
F	20	21%	18	19%	2	2%	14	15%	2	2%	1	1%	0	0%	0	0%	1	1%	0	0%	0	0%
M	74	79%	54	57%	20	21%	25	27%	9	10%	15	16%	0	0%	0	0%	5	5%	3	100%	2	100%
Protective Services	830		695	84%	135	16%	396	48%	223	27%	50	6%	0	0%	2	0%	24	3%	54	7%	6	1%
F	134	16%	124	15%	10	1%	91	11%	26	3%	1	0%	0	0%	0	0%	6	1%	7	13%	0	0%
M	696	84%	571	69%	125	15%	305	37%	197	24%	49	6%	0	0%	2	0%	18	2%	47	87%	6	0%
Paraprofessionals	49		45	92%	4	8%	27	55%	11	22%	4	8%	0	0%	0	0%	3	6%	0	0%	0	0%
F	30	61%	29	59%	1	2%	16	33%	8	16%	2	4%	0	0%	0	0%	3	6%	0	0%	0	0%
M	19	39%	16	33%	3	6%	11	22%	3	6%	2	4%	0	0%	0	0%	0	0%	0	0%	0	0%
Administrative Support	3,871		3496	90%	375	10%	2,103	54%	510	13%	753	19%	9	0%	2	0%	119	3%	38	1%	26	1%
F	1,855	48%	1756	45%	99	3%	1,336	35%	238	6%	115	3%	5	0%	2	0%	60	2%	14	37%	12	46%
M	2,016	52%	1740	45%	276	7%	767	20%	272	7%	638	16%	4	0%	0	0%	59	2%	24	63%	14	54%
Skilled Craft	18,226		12803	70%	5,423	30%	6,748	37%	2,496	14%	2,818	15%	56	0%	8	0%	677	4%	359	2%	34	0%
F	1,008	6%	946	5%	62	0%	739	4%	140	1%	30	0%	3	0%	2	0%	32	0%	11	3%	2	6%
M	17,218	94%	11857	65%	5,361	29%	6,009	33%	2,356	13%	2,788	15%	53	0%	6	0%	645	4%	348	97%	32	94%
Service Maintenance	20,283		17867	88%	2,416	12%	11,323	56%	4,691	23%	1,270	6%	41	0%	4	0%	538	3%	282	1%	34	0%
F	4,401	22%	4233	21%	168	1%	3,203	16%	849	4%	68	0%	6	0%	0	0%	107	1%	20	7%	7	21%
M	15,882	78%	13634	67%	2,248	11%	8,120	40%	3,842	19%	1,202	6%	35	0%	4	0%	431	2%	262	93%	27	79%
Total	47,733		37,985	79.58%	9,748	20%	21,983	46%	8,438	18%	5,848	12%	117	0%	18	0%	1,581	3%	874	1.83%	215	0.45%

*American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

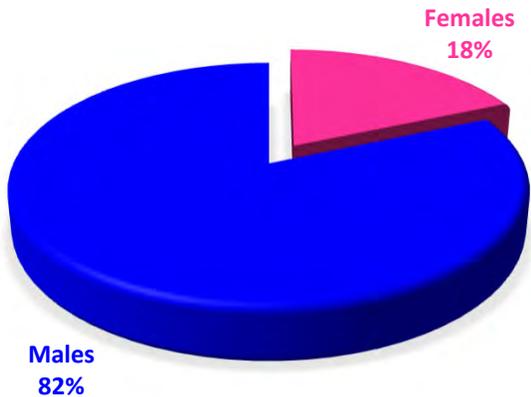
*** Headcount indicates employees who self-identify as persons with disabilities

Note: All percentages have been rounded to the nearest whole number;

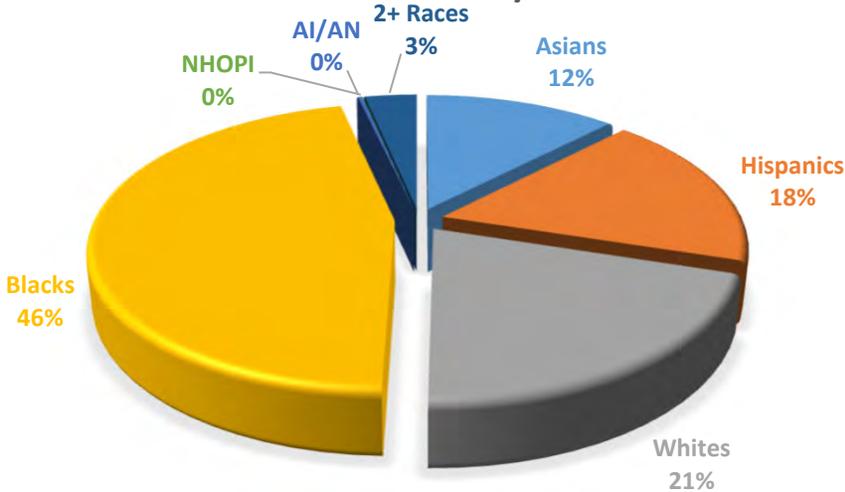


NYCT Workforce

WORKFORCE BY GENDER



WORKFORCE BY RACE/ETHNICITY



NYCT workforce consists of **47,733** employees

- ❑ **18.46%** females, **79.58%** minorities, **1.83%** veterans and **0.45%** persons with disabilities
- ❑ The percentage of females **has decreased by 1 percentage point** when compared to 2Q20
- ❑ The percentage of minorities **has increased by 1 percentage point** as it relates to race and ethnicity when compared to 2Q20.



Underutilization Analysis Overview

A utilization analysis was conducted to determine whether there is underutilization of females and minorities in NYCT's workforce. This analysis compared **June 30, 2021** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market. Underutilization exists if the percentage of females or minorities in a job category is less than 80% of their expected estimated availability.

The following chart provides: (1) the female and minority workforce percentages for this agency; (2) 80% of the females and minorities available for work based on the 2010 Census by job category; and (3) the bold/shaded areas indicate whether or not the estimated availability percentages were met for females and minorities within each of the job categories.



NYCT Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN		NHOPI		2+ RACES		WHITES	
		Est Avail	Actual %												
Officials & Administrators	F	6%	11%	2%	2%	1%	3%	0%	0%	0%	0%	0%	1%	7%	5%
	M	18%	19%	9%	10%	8%	12%	0%	0%	0%	0%	2%	4%		
Professionals	F	12%	17%	5%	5%	5%	7%	0%	0%	0%	0%	1%	2%	16%	7%
	M	8%	14%	4%	5%	8%	20%	0%	0%	0%	0%	1%	3%		
Technicians	F	4%	15%	5%	2%	4%	1%	0%	0%	0%	0%	0%	1%	21%	2%
	M	6%	27%	5%	10%	5%	16%	0%	0%	0%	0%	0%	5%		
Protective Services	F	8%	11%	3%	3%	1%	0%	0%	0%	0%	0%	0%	1%	3%	1%
	M	26%	37%	15%	24%	3%	6%	0%	0%	0%	0%	0%	2%		
Paraprofessionals	F	5%	33%	5%	16%	2%	4%	0%	0%	0%	0%	0%	6%	16%	2%
	M	2%	22%	1%	6%	1%	4%	0%	0%	0%	0%	0%	0%		
Administrative Support	F	15%	35%	16%	6%	7%	3%	0%	0%	0%	0%	0%	2%	16%	3%
	M	6%	20%	8%	7%	4%	16%	0%	0%	0%	0%	0%	2%		
Skilled Craft	F	3%	4%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
	M	23%	33%	19%	13%	8%	15%	0%	0%	0%	0%	1%	4%		
Service Maintenance	F	7%	16%	7%	4%	1%	0%	0%	0%	0%	0%	0%	1%	3%	1%
	M	19%	40%	24%	19%	5%	6%	0%	0%	0%	0%	0%	2%		

*American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

Note: Pursuant to FTA Circular 4704.1A, EEO requirements and guideline, *white males* have been excluded from the underutilization analysis. The shaded areas represent underutilization.



NYCT

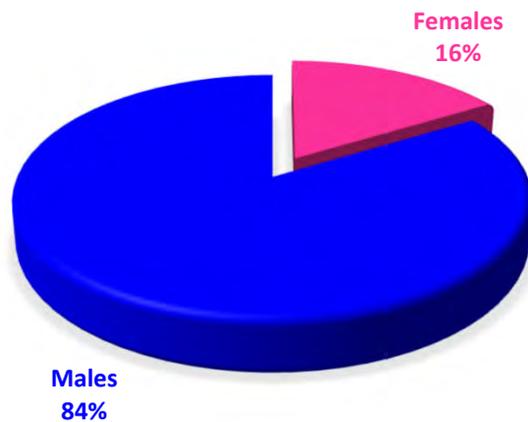
New Hires and Veterans

January 1, 2021 – June 30, 2021

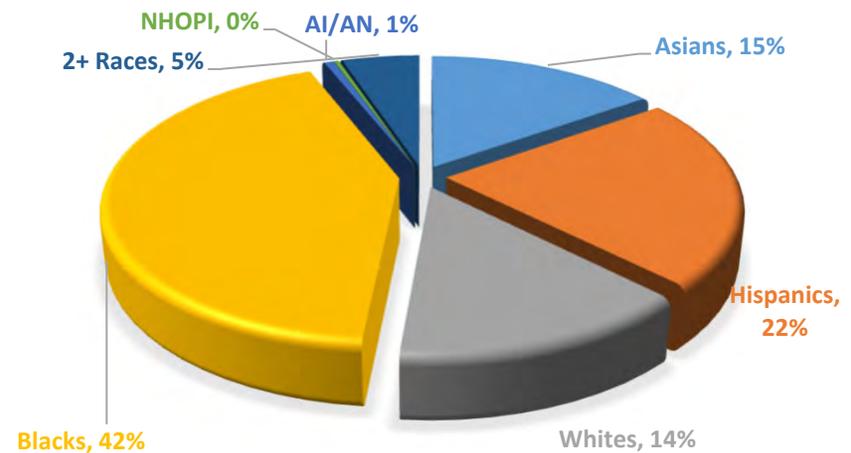


NYCT New Hires and Veterans

NEW HIRES BY GENDER



NEW HIRES BY RACE/ETHNICITY



We hired **645** employees including **16** veterans and **1** person with a disability.

- ❑ **16.28%** females of which **0.95%** were female veterans and **0.00%** were female persons with disabilities.
- ❑ Female hires were above their current representation in the workforce.
- ❑ **86.05%** minorities of which **2.52%** were minority veterans and **0.18%** were minority persons with disabilities.
- ❑ The share of minority hires was greater than their current representation in the workforce.



MTA Bus Company MTABC

EEO Report – 2nd Quarter 2021

September 13, 2021



Executive Summary

■ EEO

As of **June 30, 2021**, MTA Bus's workforce included 3,982 total employees. This represents a decrease of 81 employees from the second quarter 2020 (2Q20) workforce.

- Female representation of 13% (514) is unchanged when compared to 2Q20.
- Females were hired above their current representation.
- Minorities representation of 81% (3,243) increased 1% when compared to 2Q20.
- Minorities were hired above their current representation.



Executive Summary

MTA Bus Company conducted a **utilization analysis*** of females and minorities in its workforce as of June 30, 2021. Based on the analysis, underrepresentation for females and minorities occurred in the following EEO categories:

Females:

- ❑ Officials/Administrators – Hispanics, Asians, and Whites
- ❑ Professionals – Whites
- ❑ Technicians – Blacks and Asians
- ❑ Protective Services – Blacks and Asians
- ❑ Administrative Support – Whites
- ❑ Skilled Craft– Blacks and Hispanics
- ❑ Service Maintenance – Hispanics, Asians, and Whites

Minorities:

- ❑ Officials/Administrators – Hispanics and Asians
- ❑ Professionals – Hispanics
- ❑ Technicians – Blacks, Hispanic, and Asians
- ❑ Protective Services – Black, Asians, and Multiple Race
- ❑ Administrative Support – Blacks and Hispanics
- ❑ Skilled Craft– Blacks and Hispanics
- ❑ Service Maintenance – Hispanics and Asians

*The utilization analysis compares the percentages of females and minorities employed in each job group to 80 percent of the females and minorities available within the relevant labor market.



Executive Summary

■ Diversity Initiatives to increase representation

MTA Bus diversify recruitment strategy continued its return to normal following a period where it could participate in virtual events only. And while that allowed us to maintain relationships, it has been good to make face-to-face contact once again. Some of those contacts include:

- Jobs for Humanity (disability/underserved communities)
- The NYU Rusk Business Advisory Council (disability)
- Women in Need Career Fair (women in underserved communities)
- Pace University Military Career Fair (veterans)

Additionally, we have initiated contact with our IT team with the objective of building a talent pipeline within that organization. This pipeline will engage candidates that attend CUNY and other colleges, along with IT bootcamp attendees. We will report the results of that initiative in the next quarter.

Finally, we are looking at new ways to address talent and succession opportunities. Buses has leveraged Transformation to fill key leadership and executive-level positions. Potential candidates have been notified and encouraged to apply for various promotional opportunities. We also conducted the 2nd Superintendent of Transportation Roundtable. Consisting of senior managers who have been in the role, the objective of the Roundtable is to provide insight into the job for Dispatchers and Bus Operators who may have an interest in the role.



MTABC

Workforce

as of June 30, 2021



Definitions of EEO Job Categories

Officials & Administrators

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.

Professionals

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

Technicians

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

Protective Services

Occupations in which workers are entrusted with public safety, security and protection from destructive forces.

Paraprofessionals

Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.

Administrative Support

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

Skilled Craft

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

Service Maintenance

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.



MTABC Workforce

MTA Bus Workforce as of June 30, 2021

JOB CATEGORY	TOTAL		Minorities		Est	WHITES		Est	BLACKS		Est	HISPANICS		Est	ASIANS		Est	AI/AN*		Est	NHOPI**		Est	2+ RACES		Est	VETERANS ¹		PWD***	
	#	%	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	#	%
Officials & Administrators	223		137	61%		86	39%		57	26%		35	16%		30	13%		0	0%		0	0%		15	7%		16	7%	12	5%
F	51	23%	42	19%	15%	9	4%	5%	23	10%	4%	6	3%	4%	8	4%	0%	0	0%	0%	0	0%	1%	5	2%	1%	0	0%	0	0%
M	172	77%	95	43%	27%	77	35%	8%	34	15%	8%	29	13%	7%	22	10%	0%	0	0%	0%	0	0%	1%	10	4%	1%	16	100%	12	100%
Professionals	117		92	79%		27	23%		37	32%		16	14%		31	26%		0	0%		0	0%		6	5%		4	3%	4	3%
F	53	45%	45	38%	11%	8	7%	8%	21	18%	5%	12	10%	2%	10	9%	0%	0	0%	0%	0	0%	1%	2	2%	2%	3	75%	2	50%
M	64	55%	45	38%	22%	19	16%	8%	16	14%	6%	4	3%	12%	21	18%	0%	0	0%	0%	0	0%	1%	4	3%	1%	1	25%	2	50%
Technicians	8		4	50%		5	63%		0	0%		1	13%		1	13%		0	0%		0	0%		1	13%		0	0%	0	0%
F	4	50%	1	13%	6%	3	38%	4%	0	0%	3%	1	13%	3%	0	0%	0%	0	0%	0%	0	0%	1%	0	0%	0%	0	0%	0	0%
M	4	50%	2	25%	23%	2	25%	9%	0	0%	11%	0	0%	18%	1	13%	0%	0	0%	0%	0	0%	2%	1	13%	5%	0	0%	0	0%
Protective Services	6		5	83%		1	17%		3	50%		2	33%		0	0%		0	0%		0	0%		0	0%		0	0%	0	0%
F	2	33%	1	17%	2%	1	17%	10%	0	0%	4%	1	17%	1%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0	0%
M	4	67%	4	67%	11%	0	0%	29%	3	50%	15%	1	17%	5%	0	0%	0%	0	0%	0%	0	0%	2%	0	0%	13%	0	0%	0	0%
Administrative Support	87		68	78%		23	26%		27	31%		12	14%		15	17%		0	0%		0	0%		10	11%		2	2%	3	3%
F	26	30%	23	26%	7%	3	3%	7%	10	11%	7%	8	9%	2%	2	2%	0%	0	0%	0%	0	0%	1%	3	3%	2%	1	50%	2	67%
M	61	70%	41	47%	11%	20	23%	22%	17	20%	16%	4	5%	6%	13	15%	0%	0	0%	0%	0	0%	2%	7	8%	5%	1	50%	1	33%
Skilled Craft	681		481	71%	0%	205	30%		233	34%		103	15%		78	11%		2	0%		6	1%		54	8%		17	2%	7	1%
F	3	0%	2	0%	0%	1	0%	2%	2	0%	1%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	1	6%	0	0%
M	678	100%	474	70%	20%	204	30%	22%	231	34%	22%	103	15%	8%	78	11%	0%	2	0%	0%	6	1%	4%	54	8%	4%	16	94%	7	100%
Service Maintenance	2,860		2456	86%		381	13%		1,436	50%		715	25%		205	7%		8	0%		4	0%		111	4%		33	1%	1	0%
F	375	13%	355	12%	3%	20	1%	8%	231	8%	7%	109	4%	1%	4	0%	0%	1	0%	0%	0	0%	0%	10	0%	0%	1	3%	0	0%
M	2,485	87%	2,124	74%	12%	361	13%	26%	1,205	42%	15%	606	21%	6%	201	7%	0%	7	0%	0%	4	0%	1%	101	4%	1%	32	97%	1	0%
Total	3,982		3,243	81%		728	18%		1,793	45%		884	22%		360	9%		10	0%		10	0%		197	5%		72	2%	27	1%

* American Indian/Alaskan Native

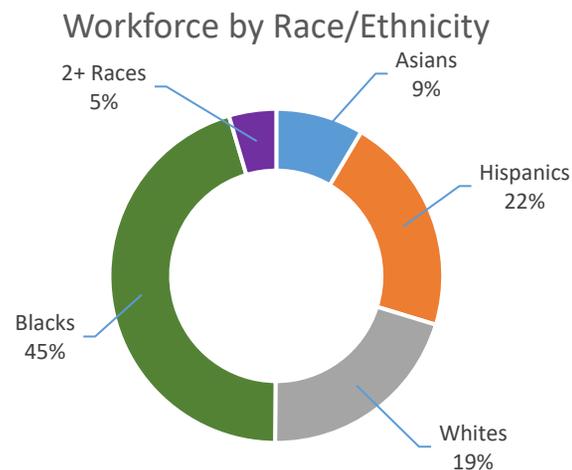
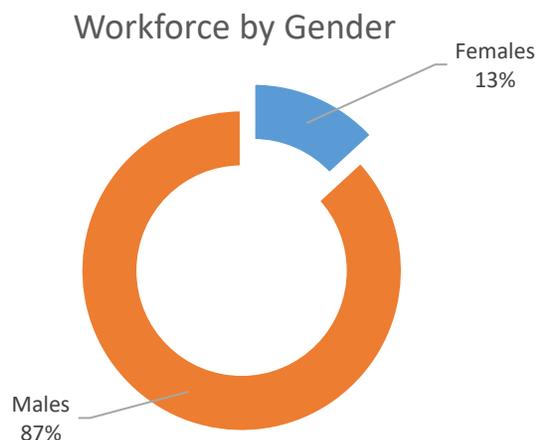
** Native Hawaiian Other Pacific Islander

*** Persons with Disabilities



Note: All percentages have been rounded up to the nearest whole number.

MTABC Workforce



MTABC workforce consists of 3,982 employees

- ❑ 13% females, 81% minorities, and 2% veterans.
- ❑ The percentage of females employed was unchanged when compared to 2Q20.
- ❑ The percentage of minorities increased 1% when compared to 2Q20.



Underutilization Analysis Overview

A utilization analysis was conducted to determine whether there is underutilization of females and minorities in its workforce. This analysis consists of comparing **June 30, 2021** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market. Underutilization exists if the percentage of females or minorities in a job category is less than 80 percent of their expected estimated availability.

The following chart provide shaded/bolded areas that represent below 80 percent of the Census availability or underutilization: (1) the female and minority workforce percentages for this agency; (2) 80 percent of the females and minorities available for work based on the 2010 Census by job category; and (3) whether or not the estimated availability percentages were met for females and minorities within each of the job categories.



MTABC Underutilization Analysis

WORKFORCE UTILIZATION ANALYSIS As of June 30, 2021

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN*		NHOPI**		2+ RACES		WHITES	
		Est Avail	Actual %												
Officials & Administrators	F	5%	10%	4%	3%	4%	4%	0%	0%	0%	0%	1%	2%	15%	4%
	M	8%	15%	8%	13%	7%	10%	0%	0%	0%	0%	1%	4%		
Professionals	F	7%	18%	5%	10%	2%	9%	0%	0%	0%	0%	1%	2%	11%	7%
	M	8%	14%	6%	3%	12%	18%	0%	0%	0%	0%	1%	3%		
Technicians	F	4%	0%	3%	13%	3%	0%	0%	0%	0%	0%	1%	0%	6%	38%
	M	9%	0%	11%	0%	18%	13%	0%	0%	0%	0%	2%	13%		
Protective Services	F	10%	0%	4%	17%	1%	0%	0%	0%	0%	0%	0%	0%	2%	17%
	M	29%	50%	15%	17%	5%	0%	0%	0%	0%	0%	2%	0%		
Paraprofessionals	F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	M	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Administrative Support	F	7%	11%	7%	9%	2%	2%	0%	0%	0%	0%	1%	3%	7%	3%
	M	22%	20%	16%	5%	6%	15%	0%	0%	0%	0%	2%	8%		
Skilled Craft	F	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	M	22%	34%	22%	15%	8%	11%	0%	0%	0%	1%	4%	8%		
Service Maintenance	F	8%	8%	7%	4%	1%	0%	0%	0%	0%	0%	0%	0%	3%	1%
	M	26%	42%	15%	21%	6%	7%	0%	0%	0%	0%	1%	4%		

*American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander



Note: Pursuant to FTA Circular 4704.1A, EEO requirements and guideline, *white males* have been excluded from the underutilization analysis. The shaded areas represent underutilization.

MTABC

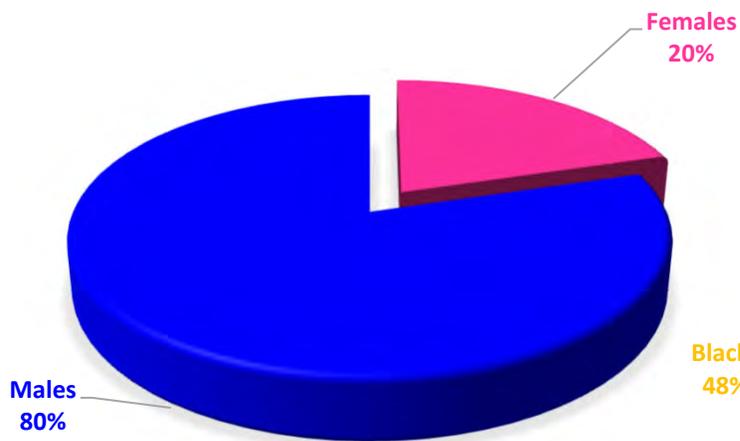
New Hires and Veterans

January 1, 2021 – June 30, 2021

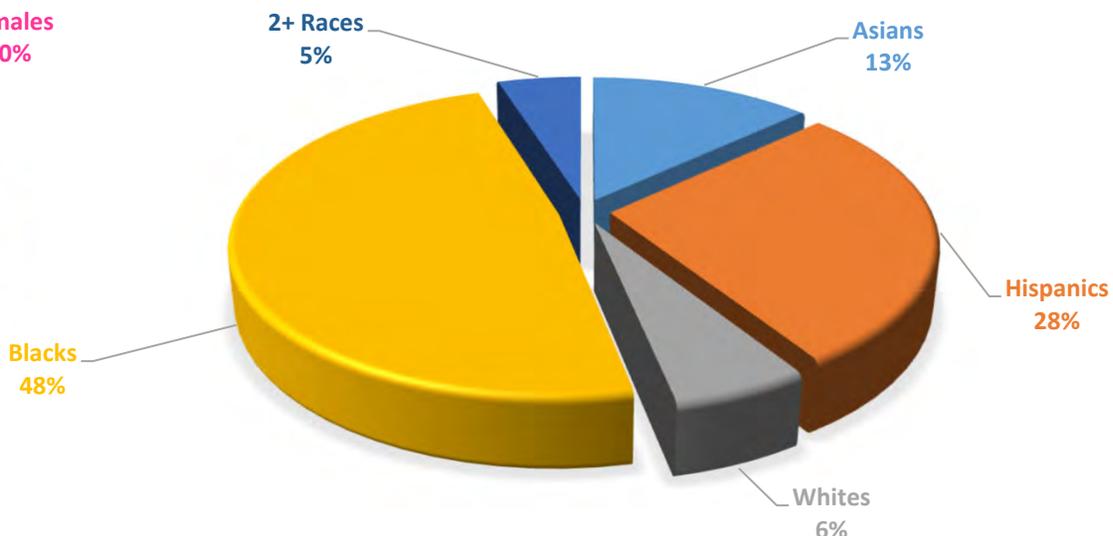


MTABC New Hires and Veterans

NEW HIRE BY GENDER



NEW HIRE BY RACE/ETHNICITY



We hired 123 employees including 1 veterans

- ❑ 20% females of which 0% were female veterans.
- ❑ Female hires exceeded their current representation in the workforce.
- ❑ 94% minorities of which 0% were minority veterans.
- ❑ Minorities hires exceeded their current representation in the workforce.



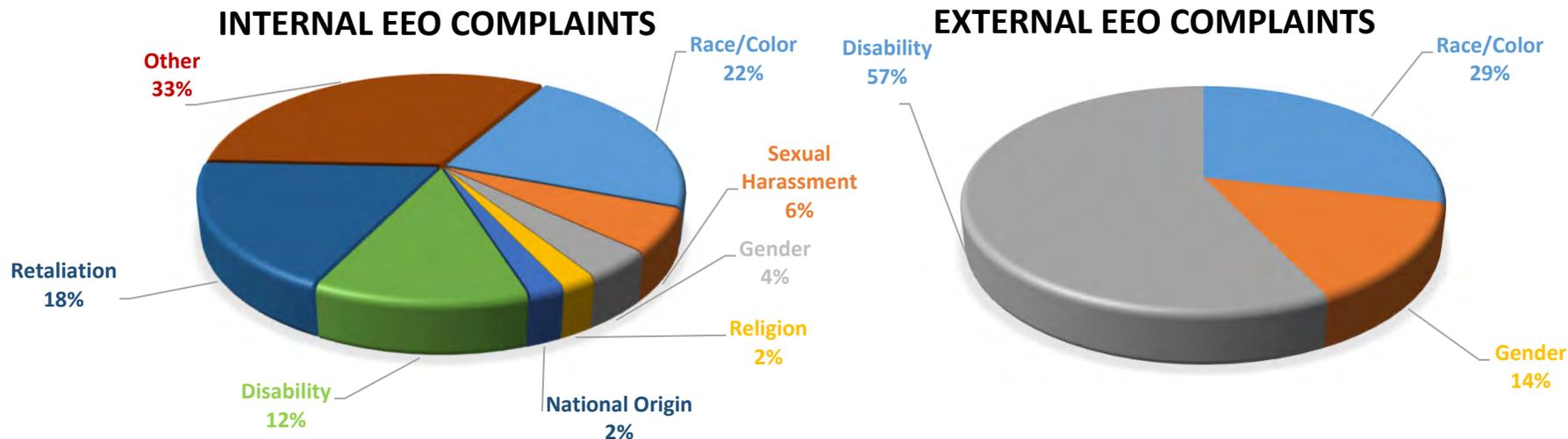
MTABC

Complaints and Lawsuits

January 1, 2021 – June 30, 2021



MTABC Internal/External EEO Complaints and Lawsuits



MTABC handled 42 EEO complaints, citing 62 separate allegations, and including 3 lawsuits.

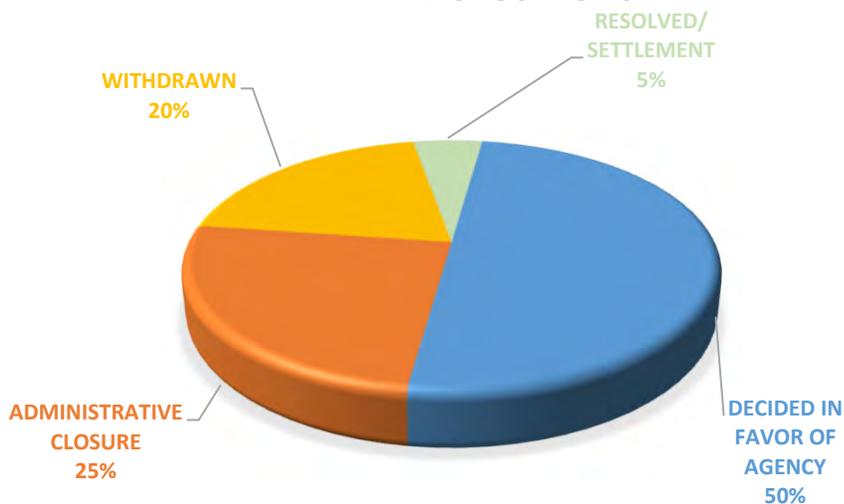
- ❑ 35 handled internal complaints.
- ❑ 7 handled external complaints/lawsuits.
- ❑ The most frequently cited basis internally was "Other "and externally was disability.



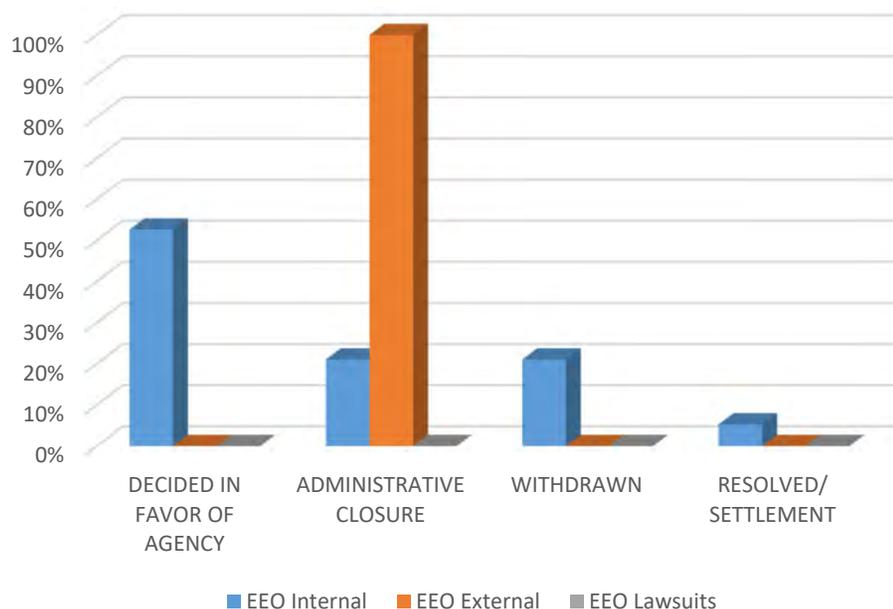
These charts include all pending matters as of the date of the report, including matters filed prior to the reporting period. "Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e., Sexual Orientation, Military status, or Marital Status etc.).

MTABC EEO Complaints and Lawsuits Dispositions

OVERALL EEO COMPLAINTS AND LAWSUITS DISPOSITIONS



EEO COMPLAINTS AND LAWSUITS DISPOSITIONS

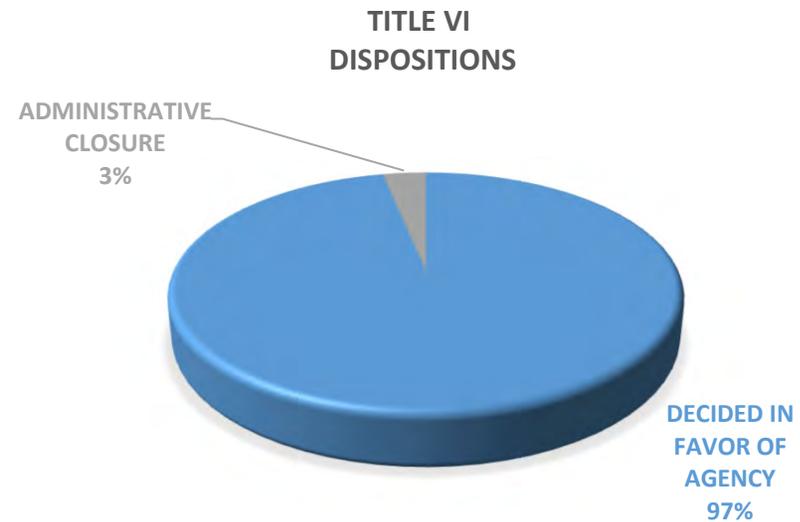
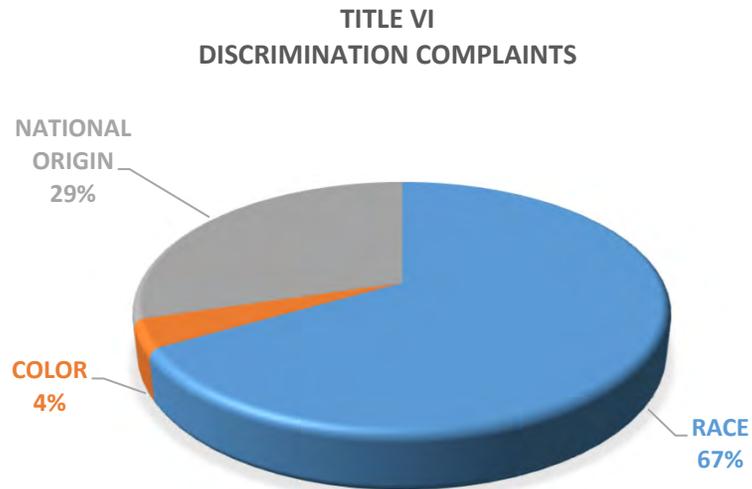


Through June 30, MTABC disposed 19 internal EEO complaints, one external EEO complaint, and no lawsuits.

- 20% complaints were withdrawn.
- 50% complaints decided in favor of the agency.
- 25% complaints were administratively closed.
- 5% resolved/settlement.



MTABC Title VI Discrimination Complaints, Lawsuits and Dispositions



MTABC handled 52 Title VI complaints, citing 54 separate allegations and no Title VI lawsuits. MTABC disposed of 31 complaints.

- 97% complaints/lawsuits decided in favor of the agency.
- 3% Administratively closed.





Standard Follow-Up Report: NYCT 2021 Mid-Year Forecast Monthly Allocation

Monthly allocation of MTA New York City Transit's 2021 Mid-Year Forecast, including revenues/receipts, expenses/expenditures, ridership and positions.

Jaibala Patel
Deputy CFO and Financial Liaison

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2021 Mid-Year Forecast
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable													
Operating Revenue													
<i>Farebox Revenue</i>													
Subway	\$94.898	\$91.029	\$116.143	\$120.215	\$131.977	\$114.571	\$150.720	\$144.840	\$146.451	\$176.206	\$164.021	\$145.181	\$1,596.251
Bus	38.482	35.231	45.021	44.583	45.616	34.488	46.778	45.314	44.786	49.696	45.031	34.021	509.046
Paratransit	0.528	1.052	1.405	1.397	1.355	0.896	1.066	1.184	1.257	1.352	1.280	0.843	13.614
Fare Media Liability	<u>2.126</u>	<u>2.211</u>	<u>2.290</u>	<u>2.538</u>	<u>2.780</u>	<u>2.420</u>	<u>3.205</u>	<u>3.205</u>	<u>3.205</u>	<u>3.631</u>	<u>3.631</u>	<u>3.271</u>	<u>34.514</u>
Farebox Revenue	\$136.034	\$129.523	\$164.859	\$168.733	\$181.728	\$152.375	\$201.769	\$194.544	\$195.699	\$230.884	\$213.963	\$183.315	\$2,153.425
<i>Other Operating Revenue</i>													
Fare Reimbursement	7.741	7.690	7.853	8.171	8.151	7.362	4.752	3.369	8.316	8.749	8.459	8.453	89.066
Paratransit Reimbursement	19.776	16.920	11.862	10.064	25.250	20.911	20.255	20.398	20.377	21.727	20.068	23.256	230.864
Other	<u>8.716</u>	<u>12.630</u>	<u>13.198</u>	<u>24.444</u>	<u>17.240</u>	<u>11.349</u>	<u>12.180</u>	<u>12.223</u>	<u>12.267</u>	<u>12.284</u>	<u>12.301</u>	<u>12.544</u>	<u>161.375</u>
Other Operating Revenue	\$36.233	\$37.239	\$32.913	\$42.680	\$50.641	\$39.621	\$37.187	\$35.990	\$40.960	\$42.759	\$40.828	\$44.252	\$481.305
Total Revenues	\$172.267	\$166.762	\$197.772	\$211.412	\$232.370	\$191.997	\$238.956	\$230.534	\$236.659	\$273.644	\$254.791	\$227.567	\$2,634.730
Operating Expenses													
<i>Labor:</i>													
Payroll	\$283.145	\$255.782	\$288.620	\$262.436	\$293.627	\$300.624	\$292.463	\$291.657	\$279.045	\$286.644	\$306.749	\$323.284	\$3,464.076
Overtime	<u>41.565</u>	<u>59.577</u>	<u>54.615</u>	<u>43.656</u>	<u>48.860</u>	<u>48.472</u>	<u>50.321</u>	<u>50.217</u>	<u>42.635</u>	<u>50.488</u>	<u>49.728</u>	<u>51.732</u>	<u>591.865</u>
Total Salaries & Wages	\$324.710	\$315.358	\$343.235	\$306.091	\$342.487	\$349.096	\$342.785	\$341.875	\$321.680	\$337.132	\$356.477	\$375.016	\$4,055.941
Health and Welfare	77.970	77.461	71.302	86.992	80.082	94.557	84.750	85.374	84.825	84.671	84.563	97.049	1,009.596
OPEB Current Payments	46.342	4.704	54.748	55.473	23.637	71.332	49.842	49.842	49.842	49.842	49.842	49.944	555.391
Pension	77.458	79.326	79.446	79.328	78.199	74.655	81.673	81.303	80.917	80.958	82.628	84.597	960.487
Other Fringe Benefits	<u>51.953</u>	<u>49.579</u>	<u>51.493</u>	<u>45.297</u>	<u>22.152</u>	<u>36.940</u>	<u>44.384</u>	<u>44.331</u>	<u>38.745</u>	<u>43.379</u>	<u>45.690</u>	<u>46.841</u>	<u>520.786</u>
Total Fringe Benefits	\$253.723	\$211.070	\$256.990	\$267.091	\$204.070	\$277.484	\$260.649	\$260.850	\$254.328	\$258.850	\$262.724	\$278.431	\$3,046.260
Reimbursable Overhead	(14.811)	(15.439)	(17.651)	(25.108)	(15.870)	(40.240)	(20.479)	(19.962)	(32.542)	(20.665)	(19.232)	(19.870)	(261.868)
Total Labor Expenses	\$563.622	\$510.990	\$582.574	\$548.074	\$530.687	\$586.340	\$582.955	\$582.763	\$543.466	\$575.317	\$599.969	\$633.577	\$6,840.333
<i>Non-Labor:</i>													
Electric Power	\$29.012	\$18.411	\$18.752	\$19.937	\$21.166	\$23.865	\$23.866	\$23.025	\$21.087	\$22.686	\$22.185	\$20.992	\$264.985
Fuel	2.870	11.033	9.759	7.965	8.181	14.768	9.150	8.846	8.282	8.452	8.247	8.018	105.572
Insurance	6.468	6.468	5.724	5.724	5.746	7.277	6.068	6.068	6.068	6.068	6.455	6.455	74.592
Claims	18.487	18.487	18.487	18.487	18.487	(19.013)	12.237	12.237	12.237	12.237	12.237	12.237	146.849
Paratransit Service Contracts	26.591	23.148	29.021	28.692	29.676	41.282	35.360	35.788	35.752	38.338	35.082	37.179	395.910
Maintenance and Other Operating Contracts	27.354	26.492	29.910	34.202	25.993	27.726	30.104	30.309	30.067	30.115	30.104	30.934	353.310
Professional Services Contracts	10.924	11.639	10.054	13.143	10.353	17.779	14.742	12.494	12.748	15.144	12.851	14.270	156.139
Materials and Supplies	24.258	20.216	28.374	9.387	18.630	55.047	26.162	26.204	26.102	29.688	26.971	25.459	316.498
Other Business Expenses	3.359	3.737	4.913	5.955	5.343	2.909	4.473	4.462	4.624	4.358	4.513	4.508	53.155
Total Non-Labor Expenses	\$149.324	\$139.633	\$154.995	\$143.493	\$143.575	\$171.642	\$162.163	\$159.434	\$156.968	\$167.086	\$158.646	\$160.053	\$1,867.011
<i>Other Expense Adjustments:</i>													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000											
Total Expenses	\$712.946	\$650.623	\$737.569	\$691.567	\$674.261	\$757.982	\$745.118	\$742.197	\$700.434	\$742.403	\$758.615	\$793.630	\$8,707.344
Depreciation	\$173.589	\$173.589	\$176.477	\$174.373	\$163.369	\$190.989	\$176.302	\$176.302	\$176.302	\$176.302	\$176.302	\$176.302	\$2,110.201
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	10.000	0.000	0.000	10.000	0.000	0.000	1,212.143	1,232.143
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	19.288	0.000	0.000	(6.762)	0.000	0.000	(74.566)	(62.040)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Non-Cash Liability Adjs.	\$886.536	\$824.212	\$914.046	\$865.940	\$837.631	\$978.259	\$921.420	\$918.499	\$879.974	\$918.705	\$934.917	\$2,107.510	\$11,987.648
Net Surplus/(Deficit)	(\$714.269)	(\$657.450)	(\$716.274)	(\$654.528)	(\$605.261)	(\$786.262)	(\$682.464)	(\$687.965)	(\$643.315)	(\$645.062)	(\$680.126)	(\$1,879.942)	(\$9,352.918)

-- Differences are due to rounding

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2021 Mid-Year Forecast
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Reimbursable													
Operating Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	73.039	75.821	85.983	118.354	81.922	162.110	100.128	96.427	130.127	99.340	94.039	97.383	1,214.673
Total Revenues	\$73.039	\$75.821	\$85.983	\$118.354	\$81.922	\$162.110	\$100.128	\$96.427	\$130.127	\$99.340	\$94.039	\$97.383	\$1,214.673
Operating Expenses													
Labor:													
Payroll	\$29.957	\$30.612	\$33.180	\$41.187	\$31.518	\$65.581	\$40.471	\$37.721	\$46.492	\$39.124	\$36.468	\$37.908	\$470.222
Overtime	6.841	6.831	8.515	11.870	7.174	20.628	9.356	9.422	16.489	9.369	9.253	9.378	125.125
Total Salaries & Wages	\$36.799	\$37.443	\$41.695	\$53.057	\$38.692	\$86.209	\$49.827	\$47.143	\$62.981	\$48.493	\$45.721	\$47.287	\$595.347
Health and Welfare	1.795	1.827	1.740	1.683	2.043	3.739	2.195	2.195	2.195	2.195	2.195	2.291	26.094
OPEB Current Payments	0.929	1.022	0.997	0.944	1.013	2.277	1.221	1.221	1.221	1.221	1.221	1.221	14.507
Pension	2.063	2.164	2.164	2.164	3.317	1.784	2.363	2.363	2.363	2.363	2.363	2.363	27.835
Other Fringe Benefits	11.876	12.678	13.140	17.846	12.488	24.020	15.244	14.738	19.837	15.296	14.274	14.755	186.191
Total Fringe Benefits	\$16.663	\$17.691	\$18.041	\$22.638	\$18.861	\$31.820	\$21.023	\$20.517	\$25.616	\$21.075	\$20.053	\$20.629	\$254.626
Reimbursable Overhead	14.811	15.439	17.651	25.108	15.870	40.240	20.479	19.962	32.542	20.665	19.232	19.870	261.868
Total Labor Expenses	\$68.272	\$70.573	\$77.387	\$100.803	\$73.423	\$158.270	\$91.329	\$87.621	\$121.138	\$90.233	\$85.005	\$87.786	\$1,111.841
Non-Labor:													
Electric Power	\$0.099	\$0.020	\$0.022	\$0.019	\$0.020	(\$0.055)	\$0.020	\$0.021	\$0.020	\$0.021	\$0.020	\$0.021	\$0.252
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	2.586	2.986	3.477	10.325	4.074	(4.499)	3.599	3.599	3.609	3.609	3.627	3.664	40.655
Professional Services Contracts	0.173	0.074	1.222	1.509	0.048	1.723	0.720	0.720	0.944	0.903	0.904	1.129	10.071
Materials and Supplies	2.474	1.820	3.592	5.705	4.580	7.947	4.303	4.309	4.247	4.418	4.327	4.613	52.336
Other Business Expenses	(0.566)	0.347	0.283	(0.007)	(0.223)	(1.275)	0.156	0.155	0.168	0.156	0.156	0.170	(0.482)
Total Non-Labor Expenses	\$4.767	\$5.248	\$8.596	\$17.550	\$8.499	\$3.841	\$8.798	\$8.806	\$8.989	\$9.107	\$9.034	\$9.597	\$102.832
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$73.039	\$75.821	\$85.983	\$118.354	\$81.922	\$162.110	\$100.128	\$96.427	\$130.127	\$99.340	\$94.039	\$97.383	\$1,214.673
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

-- Differences are due to rounding

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2021 Mid-Year Forecast
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable / Reimbursable													
Operating Revenue													
<i>Farebox Revenue</i>													
Subway	\$94,898	\$91,029	\$116,143	\$120,215	\$131,977	\$114,571	\$150,720	\$144,840	\$146,451	\$176,206	\$164,021	\$145,181	\$1,596,251
Bus	38,482	35,231	45,021	44,583	45,616	34,488	46,778	45,314	44,786	49,696	45,031	34,021	509,046
Paratransit	0,528	1,052	1,405	1,397	1,355	0,896	1,066	1,184	1,257	1,352	1,280	0,843	13,614
Fare Media Liability	<u>2,126</u>	<u>2,211</u>	<u>2,290</u>	<u>2,538</u>	<u>2,780</u>	<u>2,420</u>	<u>3,205</u>	<u>3,205</u>	<u>3,205</u>	<u>3,631</u>	<u>3,631</u>	<u>3,271</u>	<u>34,514</u>
Farebox Revenue	\$136,034	\$129,523	\$164,859	\$168,733	\$181,728	\$152,375	\$201,769	\$194,544	\$195,699	\$230,884	\$213,963	\$183,315	\$2,153,425
<i>Other Operating Revenue</i>													
Fare Reimbursement	7,741	7,690	7,853	8,171	8,151	7,362	4,752	3,369	8,316	8,749	8,459	8,453	89,066
Paratransit Reimbursement	19,776	16,920	11,862	10,064	25,250	20,911	20,255	20,398	20,377	21,727	20,068	23,256	230,864
Other	<u>8,716</u>	<u>12,630</u>	<u>13,198</u>	<u>24,444</u>	<u>17,240</u>	<u>11,349</u>	<u>12,180</u>	<u>12,223</u>	<u>12,267</u>	<u>12,284</u>	<u>12,301</u>	<u>12,544</u>	<u>161,375</u>
Other Operating Revenue	\$36,233	\$37,239	\$32,913	\$42,680	\$50,641	\$39,621	\$37,187	\$35,990	\$40,960	\$42,759	\$40,828	\$44,252	\$481,305
Capital and Other Reimbursements	73,039	75,821	85,983	118,354	81,922	162,110	100,128	96,427	130,127	99,340	94,039	97,383	1,214,673
Total Revenues	\$245,306	\$242,583	\$283,755	\$329,766	\$314,292	\$354,107	\$339,083	\$326,961	\$366,786	\$372,984	\$348,830	\$324,951	\$3,849,403
Operating Expenses													
Labor:													
Payroll	\$313,102	\$286,394	\$321,800	\$303,623	\$325,146	\$366,206	\$332,935	\$329,378	\$325,536	\$325,768	\$343,217	\$361,193	\$3,934,297
Overtime	<u>48,406</u>	<u>66,407</u>	<u>63,130</u>	<u>55,226</u>	<u>56,034</u>	<u>69,100</u>	<u>59,677</u>	<u>59,640</u>	<u>59,124</u>	<u>59,856</u>	<u>58,981</u>	<u>61,110</u>	<u>716,990</u>
Total Salaries & Wages	\$361,508	\$352,801	\$384,930	\$359,149	\$381,179	\$435,305	\$392,611	\$389,017	\$384,660	\$385,625	\$402,198	\$422,303	\$4,651,287
Health and Welfare	79,766	79,288	73,042	88,675	82,125	98,296	86,945	87,569	87,020	86,866	86,758	99,340	1,035,690
OPEB Current Payments	47,271	5,726	55,745	56,417	24,650	73,609	51,063	51,063	51,063	51,063	51,063	51,165	569,898
Pension	79,521	81,490	81,610	81,492	81,516	76,439	84,036	83,666	83,280	83,322	84,991	86,960	988,322
Other Fringe Benefits	<u>63,828</u>	<u>62,258</u>	<u>64,633</u>	<u>63,143</u>	<u>34,640</u>	<u>60,960</u>	<u>59,628</u>	<u>59,069</u>	<u>58,581</u>	<u>58,675</u>	<u>59,964</u>	<u>61,596</u>	<u>706,976</u>
Total Fringe Benefits	\$270,386	\$228,762	\$275,031	\$289,728	\$222,931	\$309,304	\$281,672	\$281,366	\$279,944	\$279,925	\$282,776	\$299,061	\$3,300,886
Reimbursable Overhead	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Total Labor Expenses	\$631,894	\$581,563	\$659,961	\$648,877	\$604,110	\$744,610	\$674,284	\$670,384	\$664,604	\$665,550	\$684,975	\$721,364	\$7,952,174
Non-Labor:													
Electric Power	\$29,112	\$18,432	\$18,774	\$19,957	\$21,186	\$23,811	\$23,886	\$23,047	\$21,107	\$22,707	\$22,206	\$21,013	\$265,237
Fuel	2,870	11,033	9,759	7,965	8,181	14,768	9,150	8,846	8,282	8,452	8,247	8,018	105,572
Insurance	6,468	6,468	5,724	5,724	5,746	7,277	6,068	6,068	6,068	6,068	6,455	6,455	74,592
Claims	18,487	18,487	18,487	18,487	18,487	(19,013)	12,237	12,237	12,237	12,237	12,237	12,237	146,849
Paratransit Service Contracts	26,591	23,148	29,021	28,692	29,676	41,282	35,360	35,788	35,752	38,338	35,082	37,179	395,910
Maintenance and Other Operating Contracts	29,939	29,477	33,386	44,527	30,066	23,226	33,704	33,909	33,677	33,725	33,731	34,599	393,965
Professional Services Contracts	11,097	11,713	11,276	14,652	10,401	19,503	15,462	13,214	13,692	16,047	13,755	15,399	166,210
Materials and Supplies	26,732	22,037	31,966	15,091	23,211	62,994	30,465	30,513	30,349	34,105	31,298	30,071	368,833
Other Business Expenses	2,793	4,085	5,196	5,948	5,120	1,634	4,629	4,618	4,792	4,514	4,669	4,677	52,674
Total Non-Labor Expenses	\$154,091	\$144,880	\$163,591	\$161,043	\$152,074	\$175,482	\$170,961	\$168,240	\$165,957	\$176,194	\$167,679	\$169,650	\$1,969,843
Other Expense Adjustments:													
Other Expense Adjustments	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Total Other Expense Adjustments	\$0,000	\$0,000											
Total Expenses	\$785,985	\$726,443	\$823,552	\$809,920	\$756,184	\$920,092	\$845,245	\$838,624	\$830,561	\$841,743	\$852,654	\$891,014	\$9,922,017
Depreciation	\$173,589	\$173,589	\$176,477	\$174,373	\$163,369	\$190,989	\$176,302	\$176,302	\$176,302	\$176,302	\$176,302	\$176,302	\$2,110,201
OPEB Liability Adjustment	0,000	0,000	0,000	0,000	0,000	0,000	0,000	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	10,000	0,000	0,000	10,000	0,000	0,000	1,212,143	1,232,143
GASB 68 Pension Expense Adjustment	0,000	0,000	0,000	0,000	0,000	19,288	0,000	0,000	(6,762)	0,000	0,000	(74,566)	(62,040)
Environmental Remediation	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Total Expenses After Non-Cash Liability Adjs.	\$959,574	\$900,032	\$1,000,029	\$984,293	\$919,553	\$1,140,369	\$1,021,548	\$1,014,926	\$1,010,101	\$1,018,046	\$1,028,956	\$2,204,893	\$13,202,321
Net Surplus/(Deficit)	(\$714,269)	(\$657,450)	(\$716,274)	(\$654,528)	(\$605,261)	(\$786,262)	(\$682,464)	(\$687,965)	(\$643,315)	(\$645,062)	(\$680,126)	(\$1,879,942)	(\$9,352,918)

-- Differences are due to rounding

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2021 Mid-Year Forecast
Cash Receipts and Expenditures
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Receipts and Expenditures													
Receipts													
Farebox Revenue	\$116.216	\$124.375	\$144.570	\$136.872	\$136.241	\$280.902	\$201.769	\$194.544	\$195.699	\$230.884	\$213.963	\$183.315	\$2,159.349
<i>Other Operating Revenue:</i>													
Fare Reimbursement	0.000	15.000	4.264	0.000	7.099	13.766	45.000	6.312	0.000	0.000	6.312	6.312	104.066
Paratransit Reimbursement	2.411	19.671	32.401	17.883	16.847	20.352	20.227	20.369	20.349	21.698	20.040	23.227	235.476
Other	1.040	1.496	1.903	10.267	2.191	3.598	2.662	2.706	2.749	2.767	2.784	8.450	42.613
Other Operating Revenue	\$3.451	\$36.167	\$38.568	\$28.150	\$26.137	\$37.716	\$67.889	\$29.388	\$23.098	\$24.465	\$29.136	\$37.990	\$382.155
Capital and Other Reimbursements	88.946	83.356	51.582	54.187	94.312	162.110	120.128	116.427	150.127	119.340	114.039	198.132	1,352.685
Total Receipts	\$208.613	\$243.898	\$234.720	\$219.208	\$256.690	\$480.729	\$389.786	\$340.358	\$368.924	\$374.689	\$357.138	\$419.436	\$3,894.189
Expenditures													
Labor:													
Payroll	\$293.593	\$276.075	\$274.977	\$429.682	\$284.937	\$326.254	\$303.862	\$287.867	\$473.996	\$284.257	\$314.584	\$384.330	\$3,934.413
Overtime	48.406	66.407	63.130	55.526	56.034	69.100	59.677	59.640	59.124	59.856	58.981	61.110	716.990
Total Salaries and Wages	\$341.999	\$342.482	\$338.107	\$485.208	\$340.970	\$395.354	\$363.539	\$347.506	\$533.120	\$344.114	\$373.565	\$445.440	\$4,651.403
Health and Welfare	86.366	98.640	78.937	102.820	46.348	95.908	86.945	87.569	87.020	86.866	86.758	87.488	1,031.665
OPEB Current Payments	47.271	5.726	55.745	56.417	24.650	73.609	51.063	51.063	51.063	51.063	51.063	51.165	569.898
Pension	80.037	82.513	84.512	83.012	83.012	78.439	86.036	85.666	85.280	85.322	86.991	67.503	988.322
Other Fringe Benefits	40.151	39.299	42.803	52.634	39.474	73.282	53.139	51.646	63.949	58.049	53.507	82.927	650.860
Total Fringe Benefits	\$253.825	\$226.178	\$261.998	\$294.884	\$193.484	\$321.238	\$277.183	\$275.944	\$287.311	\$281.299	\$278.320	\$289.083	\$3,240.746
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$595.824	\$568.660	\$600.105	\$780.092	\$534.454	\$716.592	\$640.722	\$623.450	\$820.431	\$625.413	\$651.885	\$734.523	\$7,892.149
Non-Labor:													
Electric Power	\$23.109	\$21.470	\$23.753	\$21.260	\$22.568	\$24.573	\$23.886	\$23.047	\$23.837	\$22.707	\$22.206	\$23.744	\$276.159
Fuel	5.871	7.693	11.536	8.221	7.165	7.092	9.150	8.846	8.282	8.452	8.247	8.018	98.574
Insurance	(0.001)	(0.001)	3.348	7.482	0.146	4.852	9.848	0.069	3.762	7.483	0.000	31.767	68.758
Claims	2.756	3.161	6.355	4.846	2.356	45.081	10.760	10.760	10.760	10.760	10.760	10.760	129.115
Paratransit Service Contracts	20.080	24.774	36.409	23.931	31.372	40.344	35.360	35.788	35.252	38.338	35.082	37.179	393.910
Maintenance and Other Operating Contracts	30.539	27.157	31.119	32.971	30.829	47.506	33.704	33.909	33.677	33.725	33.731	41.793	410.659
Professional Services Contracts	9.064	12.931	14.327	9.196	13.173	24.684	13.212	13.214	13.692	13.797	13.755	15.399	166.443
Materials and Supplies	18.568	29.885	29.841	28.303	26.354	56.187	29.923	27.472	27.307	31.064	28.256	27.001	360.162
Other Business Expenses	3.548	4.485	5.224	5.916	5.784	(0.181)	4.629	4.618	4.792	4.514	4.669	4.677	52.674
Total Non-Labor Expenditures	\$113.536	\$131.555	\$161.914	\$142.126	\$139.747	\$250.139	\$170.472	\$157.721	\$161.362	\$170.839	\$156.705	\$200.338	\$1,956.455
Other Expenditure Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000												
Total Expenditures	\$709.360	\$700.215	\$762.019	\$922.218	\$674.201	\$966.731	\$811.194	\$781.171	\$981.793	\$796.252	\$808.589	\$934.861	\$9,848.604
Net Cash Balance	(\$500.747)	(\$456.318)	(\$527.299)	(\$703.010)	(\$417.510)	(\$486.002)	(\$421.408)	(\$440.813)	(\$612.868)	(\$421.563)	(\$451.452)	(\$515.425)	(\$5,954.415)

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2021 Mid-Year Forecast
Cash Conversion (Cash Flow Adjustments)
 Favorable/(Unfavorable)
 (\$ in millions)

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	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Flow Adjustments													
Receipts													
Farebox Revenue	(\$19.818)	(\$5.148)	(\$20.289)	(\$31.861)	(\$45.487)	\$128.527	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$5.924
<i>Other Operating Revenue:</i>													
Fare Reimbursement	(7.741)	7.310	(3.589)	(8.171)	(1.052)	6.404	40.248	2.943	(8.316)	(8.749)	(2.147)	(2.141)	15.000
Paratransit Reimbursement	(17.365)	2.961	19.801	7.819	(9.102)	0.517	0.000	0.000	0.000	0.000	0.000	0.000	4.632
Other	(7.676)	(11.344)	(10.557)	(14.177)	(14.350)	(8.826)	(9.546)	(9.546)	(9.546)	(9.546)	(9.546)	(4.122)	(118.782)
Other Operating Revenue	(\$32.782)	(\$1.072)	\$5.655	(\$14.530)	(\$24.504)	(\$1.905)	\$30.702	(\$6.602)	(\$17.862)	(\$18.294)	(\$11.692)	(\$6.263)	(\$99.150)
Capital and Other Reimbursements	15.907	7.535	(34.401)	(64.167)	12.390	0.000	20.000	20.000	20.000	20.000	20.000	100.748	138.012
Total Receipts	(\$36.693)	\$1.315	(\$49.035)	(\$110.558)	(\$57.601)	\$126.622	\$50.702	\$13.398	\$2.138	\$1.706	\$8.308	\$94.486	\$44.786
Expenditures													
<i>Labor:</i>													
Payroll	\$19.509	\$10.319	\$46.823	(\$126.059)	\$40.209	\$39.951	\$29.073	\$41.511	(\$148.459)	\$41.511	\$28.633	(\$23.137)	(\$0.116)
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Salaries and Wages	\$19.509	\$10.319	\$46.823	(\$126.059)	\$40.209	\$39.951	\$29.073	\$41.511	(\$148.459)	\$41.511	\$28.633	(\$23.137)	(\$0.116)
Health and Welfare	(6.600)	(19.352)	(5.895)	(14.145)	35.777	2.388	0.000	0.000	0.000	0.000	0.000	11.852	4.025
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	(0.516)	(1.023)	(2.902)	(1.520)	(1.496)	(2.000)	(2.000)	(2.000)	(2.000)	(2.000)	(2.000)	19.457	0.000
Other Fringe Benefits	23.677	22.959	21.830	10.509	(4.834)	(12.322)	6.490	7.423	(5.367)	0.626	6.457	(21.331)	56.116
Total Fringe Benefits	\$16.561	\$2.584	\$13.033	(\$5.156)	\$29.447	(\$11.934)	\$4.490	\$5.423	(\$7.367)	(\$1.374)	\$4.457	\$9.978	\$60.141
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$36.070	\$12.903	\$59.856	(\$131.215)	\$69.656	\$28.018	\$33.562	\$46.934	(\$155.827)	\$40.137	\$33.090	(\$13.159)	\$60.025
<i>Non-Labor:</i>													
Electric Power	\$6.003	(\$3.038)	(\$4.979)	(\$1.303)	(\$1.382)	(\$0.762)	\$0.000	\$0.000	(\$2.731)	\$0.000	\$0.000	(\$2.731)	(\$10.922)
Fuel	(3.001)	3.340	(1.777)	(0.256)	1.016	7.676	0.000	0.000	0.000	0.000	0.000	0.000	6.998
Insurance	6.469	6.469	2.376	(1.758)	5.600	2.425	(3.780)	5.999	2.306	(1.415)	6.455	(25.312)	5.834
Claims	15.731	15.326	12.132	13.641	16.131	(64.094)	1.478	1.478	1.478	1.478	1.478	1.478	17.734
Paratransit Service Contracts	6.511	(1.626)	(7.388)	4.761	(1.696)	0.938	0.000	0.000	0.500	0.000	0.000	0.000	2.000
Maintenance and Other Operating Contracts	(0.600)	2.320	2.267	11.556	(0.763)	(24.280)	0.000	0.000	0.000	0.000	0.000	(7.194)	(16.694)
Professional Services Contracts	2.033	(1.218)	(3.051)	5.456	(2.772)	(5.181)	2.250	0.000	0.000	2.250	0.000	0.000	(0.233)
Materials and Supplies	8.164	(7.848)	2.125	(13.212)	(3.143)	6.807	0.542	3.042	3.042	3.042	3.042	3.070	8.671
Other Business Expenses	(0.755)	(0.400)	(0.028)	0.032	(0.664)	1.815	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$40.555	\$13.325	\$1.677	\$18.917	\$12.327	(\$74.656)	\$0.489	\$10.518	\$4.595	\$5.354	\$10.974	(\$30.689)	\$13.388
<i>Other Expenditure Adjustments:</i>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$76.625	\$26.228	\$61.533	(\$112.298)	\$81.983	(\$46.639)	\$34.052	\$57.452	(\$151.232)	\$45.491	\$44.065	(\$43.848)	\$73.413
Total Cash Conversion before Non-Cash Liability Adjs.	\$39.932	\$27.543	\$12.498	(\$222.856)	\$24.382	\$79.983	\$84.754	\$70.850	(\$149.093)	\$47.197	\$52.372	\$50.638	\$118.199
Depreciation	\$173.589	\$173.589	\$176.477	\$174.373	\$163.369	\$190.989	\$176.302	\$176.302	\$176.302	\$176.302	\$176.302	\$176.302	\$2,110.201
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	10.000	0.000	0.000	10.000	0.000	0.000	1,212.143	1,232.143
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	19.288	0.000	0.000	(6.762)	0.000	0.000	(74.566)	(62.040)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$213.521	\$201.132	\$188.975	(\$48.482)	\$187.751	\$300.260	\$261.056	\$247.152	\$30.447	\$223.499	\$228.674	\$1,364.518	\$3,398.503

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2021 Mid-Year Forecast
Ridership and Traffic Volume (Utilization)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>RIDERSHIP</u>													
Subway	41.124	39.170	51.395	53.232	58.400	54.024	68.434	65.978	68.374	84.660	76.914	71.610	733.316
Bus	20.769	18.823	24.533	24.995	25.814	20.525	26.122	25.384	26.263	30.308	26.577	21.427	291.539
Paratransit	0.610	0.508	0.677	0.667	0.684	0.776	0.814	0.827	0.812	0.858	0.807	0.933	8.972
Total Ridership	62.503	58.501	76.605	78.894	84.898	75.326	95.370	92.188	95.449	115.826	104.298	93.969	1,033.827
<u>FAREBOX REVENUE</u> (Excluding fare media liability)													
Subway	\$94.898	\$91.029	\$116.143	\$120.215	\$131.977	\$114.571	\$150.720	\$144.840	\$146.451	\$176.206	\$164.021	\$145.181	\$1,596.251
Bus	38.482	35.231	45.021	44.583	45.616	34.488	46.778	45.314	44.786	49.696	45.031	34.021	509.046
Paratransit	0.528	1.052	1.405	1.397	1.355	0.896	1.066	1.184	1.257	1.352	1.280	0.843	13.614
Total Farebox Revenue	\$133.908	\$127.312	\$162.569	\$166.194	\$178.948	\$149.955	\$198.563	\$191.338	\$192.494	\$227.254	\$210.332	\$180.044	\$2,118.911

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2021 Mid-Year Forecast
Non-Reimbursable - Reimbursable Positions By Function and Department
Full-Time Positions and Full-Time Equivalents

Function/Department	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration:												
Office of the President	21	20	21	21	19	25	26	26	26	26	26	26
Law	233	235	236	233	227	240	240	240	240	240	240	240
Office of the EVP	8	17	17	17	17	19	19	19	19	19	19	19
Human Resources	186	186	185	184	180	197	197	197	197	197	197	197
Office of Management and Budget	27	27	27	26	26	30	30	30	30	30	30	30
Strategy & Customer Experience	173	173	172	172	169	177	177	177	177	177	177	177
Non-Departmental	-	-	-	-	-	-	-	-	-	-	-	(1)
Labor Relations	75	75	74	73	74	78	78	78	78	78	78	78
Office of People & Business Transformation	11	11	11	11	11	14	14	14	14	14	14	14
Materiel	201	200	199	196	195	153	154	154	154	154	154	153
Controller	98	99	101	101	100	103	103	103	103	103	103	103
Total Administration	1,033	1,043	1,043	1,034	1,018	1,036	1,038	1,038	1,038	1,038	1,038	1,036
Operations:												
Subways Service Delivery	7,692	7,650	7,648	7,650	7,693	8,099	8,099	8,099	8,090	8,086	8,025	8,261
Subways Operations Support/Admin	396	395	398	404	401	395	378	378	378	378	378	378
Subways Stations	2,350	2,319	2,297	2,303	2,319	2,334	2,328	2,328	2,328	2,310	2,310	2,322
SubTotal Subways	10,438	10,364	10,343	10,357	10,413	10,828	10,805	10,805	10,796	10,774	10,713	10,961
Buses	10,559	10,497	10,556	10,502	10,551	10,835	10,795	10,795	10,835	10,787	10,787	10,870
Paratransit	182	181	179	179	178	183	185	185	185	185	185	185
Operations Planning	340	324	316	313	319	357	357	357	357	357	357	357
Revenue Control	559	552	547	548	547	560	559	559	559	559	559	559
Non-Departmental	0	0	0	0	0	(98)	173	173	173	173	173	(98)
Total Operations	22,078	21,918	21,941	21,899	22,008	22,665	22,874	22,874	22,905	22,835	22,774	22,834
Maintenance:												
Subways Operations Support/Admin	78	78	76	74	74	93	102	102	102	102	102	102
Subways Engineering	312	311	308	305	310	313	327	327	327	327	327	327
Subways Car Equipment	4,669	4,639	4,621	4,187	4,179	4,165	4,163	4,163	4,163	4,163	4,163	4,163
Subways Infrastructure	1,823	1,807	1,801	1,818	1,833	1,870	1,870	1,870	1,870	1,870	1,870	1,869
Subways Elevators & Escalators	451	467	472	472	461	441	470	470	470	470	470	470
Subways Stations	3,179	3,133	3,118	3,548	3,583	3,676	3,676	3,676	3,676	3,665	3,665	3,666
Subways Track	2,805	2,772	2,754	2,752	2,825	3,119	3,118	3,118	3,118	3,118	3,118	3,118
Subways Power	631	625	623	621	623	636	636	636	636	636	636	629
Subways Signals	1,608	1,602	1,610	1,600	1,626	1,706	1,706	1,706	1,706	1,706	1,706	1,706
Subways Electronic Maintenance	1,459	1,451	1,442	1,439	1,434	1,564	1,578	1,577	1,577	1,577	1,577	1,576
Subtotal Subways	17,015	16,885	16,825	16,816	16,948	17,583	17,646	17,645	17,645	17,634	17,634	17,626
Buses	3,312	3,312	3,300	3,288	3,325	3,404	3,385	3,385	3,388	3,388	3,388	3,389
Supply Logistics	526	518	515	514	513	523	523	523	523	523	523	523
System Safety	79	78	78	78	78	86	85	85	85	85	85	85
Non-Departmental	14	14	14	-	-	(170)	(138)	(138)	(138)	(138)	(138)	(170)
Total Maintenance	20,946	20,807	20,732	20,696	20,864	21,426	21,501	21,500	21,503	21,492	21,492	21,453

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2021 Mid-Year Forecast
Non-Reimbursable - Reimbursable Positions By Function and Department
Full-Time Positions and Full-Time Equivalents

Function/Department	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Engineering:												
Capital Program Management	1,142	1,135	1,129	1,121	1,116	1,302	1,302	1,302	1,302	1,302	1,302	1,302
Total Engineering/Capital	1,142	1,135	1,129	1,121	1,116	1,302						
Public Safety:												
Security	589	584	584	580	577	620	620	620	620	620	620	620
Total Public Safety	589	584	584	580	577	620						
Total Positions	45,788	45,487	45,429	45,330	45,583	47,049	47,335	47,334	47,368	47,287	47,226	47,245
NON_REIMB	41,752	41,565	41,467	41,284	41,577	42,332	42,591	42,590	42,633	42,556	42,546	42,538
REIMBURSABLE	4,036	3,922	3,962	4,046	4,006	4,717	4,744	4,744	4,735	4,731	4,680	4,707
Total Full-Time	45,666	45,370	45,312	45,222	45,473	46,892	47,178	47,177	47,211	47,130	47,069	47,091
Total Full-Time Equivalents	122	117	117	108	110	157	157	157	157	157	157	154

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2021 Mid-Year Forecast
Total Positions by Function and Occupation

FUNCTION / OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	345	340	339	333	325	328	328	328	328	328	328	328
Professional/Technical/Clerical	659	672	673	670	662	676	678	678	678	678	678	676
Operational Hourlies	29	31	31	31	31	32	32	32	32	32	32	32
Total Administration Headcount	1,033	1,043	1,043	1,034	1,018	1,036	1,038	1,038	1,038	1,038	1,038	1,036
Operations												
Managers/Supervisors	2,639	2,595	2,565	2,593	2,586	2,798	2,800	2,800	2,800	2,800	2,800	2,810
Professional/Technical/Clerical	494	486	479	480	478	485	484	484	485	485	485	484
Operational Hourlies	18,945	18,837	18,897	18,826	18,944	19,382	19,590	19,590	19,620	19,550	19,489	19,540
Total Operations Headcount	22,078	21,918	21,941	21,899	22,008	22,665	22,874	22,874	22,905	22,835	22,774	22,834
Maintenance												
Managers/Supervisors	3,670	3,641	3,619	3,611	3,622	3,870	3,895	3,899	3,901	3,902	3,902	3,891
Professional/Technical/Clerical	827	821	814	809	804	887	909	909	910	910	910	908
Operational Hourlies	16,449	16,345	16,299	16,276	16,438	16,669	16,697	16,692	16,692	16,680	16,680	16,654
Total Maintenance Headcount	20,946	20,807	20,732	20,696	20,864	21,426	21,501	21,500	21,503	21,492	21,492	21,453
Engineering / Capital												
Managers/Supervisors	288	286	283	280	279	353	353	353	353	353	353	353
Professional/Technical/Clerical	852	847	844	839	835	947	947	947	947	947	947	947
Operational Hourlies	2	2	2	2	2	2	2	2	2	2	2	2
Total Engineering Headcount	1,142	1,135	1,129	1,121	1,116	1,302						
Public Safety												
Managers/Supervisors	241	240	239	237	237	265	265	265	265	265	265	265
Professional, Technical, Clerical	31	31	31	32	32	32	32	32	32	32	32	32
Operational Hourlies	317	313	314	311	308	323	323	323	323	323	323	323
Total Public Safety Headcount	589	584	584	580	577	620						
Total Positions												
Managers/Supervisors	7,183	7,102	7,045	7,054	7,049	7,614	7,641	7,645	7,647	7,648	7,648	7,647
Professional, Technical, Clerical	2,863	2,857	2,841	2,830	2,811	3,027	3,050	3,050	3,052	3,052	3,052	3,047
Operational Hourlies	35,742	35,528	35,543	35,446	35,723	36,408	36,644	36,639	36,669	36,587	36,526	36,551
Total Positions	45,788	45,487	45,429	45,330	45,583	47,049	47,335	47,334	47,368	47,287	47,226	47,245



Standard Follow-Up Report: SIR 2021 Mid-Year Forecast Monthly Allocation

Monthly allocation of Staten Island Railway's 2021 Mid-Year Forecast, including revenues/receipts, expenses/expenditures, ridership and positions.

Jaibala Patel
Deputy CFO and Financial Liaison

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2021 Mid-Year Forecast
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable													
Operating Revenue													
Farebox Revenue	\$0.128	\$0.119	\$0.142	\$0.156	\$0.162	\$0.142	\$0.179	\$0.174	\$0.167	\$0.194	\$0.164	\$0.147	\$1.874
Other Operating Revenue	0.133	0.016	0.052	0.081	0.050	0.189	0.189	0.189	0.189	0.189	0.189	0.088	1.553
Total Revenues	\$0.261	\$0.135	\$0.195	\$0.237	\$0.213	\$0.330	\$0.368	\$0.362	\$0.356	\$0.383	\$0.353	\$0.235	\$3.428
Operating Expenses													
Labor:													
Payroll	\$2.019	\$2.094	\$2.562	\$1.935	\$2.165	\$2.433	\$2.356	\$2.329	\$2.318	\$2.315	\$2.490	\$2.390	\$27.404
Overtime	(0.059)	0.592	0.148	0.363	0.276	0.228	0.239	0.244	0.245	0.243	0.229	0.300	3.048
Health and Welfare	0.516	0.483	0.342	0.461	0.219	0.804	0.804	0.804	0.804	0.804	0.804	0.809	7.655
OPEB Current Payments	0.219	0.340	0.368	0.303	0.125	0.207	0.207	0.207	0.207	0.207	0.207	0.207	2.802
Pension	0.985	0.985	0.604	0.646	0.646	0.655	0.655	0.655	0.655	0.655	0.655	0.655	8.449
Other Fringe Benefits	0.216	0.450	0.447	0.298	0.426	0.307	0.285	0.281	0.280	0.272	0.291	0.275	3.830
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$3.896	\$4.944	\$4.470	\$4.006	\$3.858	\$4.633	\$4.545	\$4.520	\$4.509	\$4.496	\$4.675	\$4.636	\$53.188
Non-Labor:													
Electric Power	\$0.352	\$0.246	\$0.379	\$0.240	\$0.118	\$0.464	\$0.341	\$0.341	\$0.464	\$0.341	\$0.341	\$0.464	\$4.088
Fuel	0.029	0.047	0.001	0.027	0.019	0.047	0.020	0.020	0.020	0.020	0.023	0.027	0.298
Insurance	0.076	0.209	0.083	0.083	0.096	0.129	0.105	0.105	0.105	0.105	0.105	0.105	1.307
Claims	0.080	(0.016)	0.032	0.032	0.032	0.119	0.119	0.119	0.119	0.119	0.119	0.119	0.993
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.054	0.094	0.123	0.203	0.094	0.393	0.497	0.467	0.467	0.457	0.457	0.457	3.764
Professional Services Contracts	0.045	0.172	0.011	0.218	0.126	0.299	0.274	0.274	0.274	0.274	0.274	0.274	2.517
Materials and Supplies	0.100	0.402	0.143	0.126	0.212	0.161	0.201	0.201	0.201	0.201	0.201	0.201	2.354
Other Business Expenses	0.039	0.101	(0.028)	0.045	0.068	0.143	0.143	0.143	0.143	0.143	0.143	0.143	1.229
Total Non-Labor Expenses	\$0.775	\$1.254	\$0.743	\$0.974	\$0.765	\$1.755	\$1.701	\$1.671	\$1.794	\$1.661	\$1.665	\$1.791	\$16.550
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000											
Total Expenses	\$4.671	\$6.198	\$5.214	\$4.980	\$4.623	\$6.389	\$6.246	\$6.191	\$6.303	\$6.157	\$6.340	\$6.428	\$69.738
Depreciation	\$0.894	\$0.894	\$0.999	\$0.891	\$0.998	\$1.046	\$1.046	\$1.046	\$1.046	\$1.046	\$1.046	\$1.046	\$12.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.550	0.000	0.000	0.275	0.000	0.000	2.875	3.700
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	(0.550)	0.000	0.000	(0.275)	0.000	0.000	1.825	1.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Non-Cash Liability Adjs.	\$5.565	\$7.092	\$6.212	\$5.870	\$5.621	\$7.435	\$7.293	\$7.237	\$7.349	\$7.203	\$7.386	\$12.174	\$86.438
Net Surplus/(Deficit)	(\$5.304)	(\$6.956)	(\$6.018)	(\$5.634)	(\$5.408)	(\$7.105)	(\$6.925)	(\$6.875)	(\$6.993)	(\$6.820)	(\$7.033)	(\$11.939)	(\$83.010)

-- Differences are due to rounding

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2021 Mid-Year Forecast
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Reimbursable													
Operating Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.171	0.143	0.312	0.081	0.117	1.019	0.948	0.954	0.954	0.961	0.937	1.062	7.658
Total Revenues	\$0.171	\$0.143	\$0.312	\$0.081	\$0.117	\$1.019	\$0.948	\$0.954	\$0.954	\$0.961	\$0.937	\$1.062	\$7.658
Operating Expenses													
Labor:													
Payroll	\$0.032	\$0.030	\$0.060	\$0.018	\$0.038	\$0.540	\$0.539	\$0.542	\$0.543	\$0.547	\$0.532	\$0.548	\$3.969
Overtime	0.055	0.047	0.108	0.023	0.028	0.193	0.094	0.094	0.094	0.094	0.094	0.194	1.118
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	(0.001)	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.072	0.063	0.137	0.032	0.051	0.315	0.315	0.317	0.318	0.320	0.311	0.321	2.570
Reimbursable Overhead	0.000	0.000	0.001	0.001	0.000	(0.002)	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$0.159	\$0.140	\$0.306	\$0.075	\$0.117	\$1.046	\$0.948	\$0.954	\$0.954	\$0.961	\$0.937	\$1.062	\$7.658
Non-Labor:													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.002	0.000	0.000	0.000	(0.002)	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.012	0.001	0.006	0.006	0.000	(0.026)	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.012	\$0.003	\$0.006	\$0.006	\$0.000	(\$0.027)	\$0.000						
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$0.171	\$0.143	\$0.312	\$0.081	\$0.117	\$1.019	\$0.948	\$0.954	\$0.954	\$0.961	\$0.937	\$1.062	\$7.658
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

-- Differences are due to rounding

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2021 Mid-Year Forecast
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable / Reimbursable													
Operating Revenue													
Farebox Revenue	\$0.128	\$0.119	\$0.142	\$0.156	\$0.162	\$0.142	\$0.179	\$0.174	\$0.167	\$0.194	\$0.164	\$0.147	\$1.874
Other Operating Revenue	0.133	0.016	0.052	0.081	0.050	0.189	0.189	0.189	0.189	0.189	0.189	0.088	1.553
Capital and Other Reimbursements	0.171	0.143	0.312	0.081	0.117	1.019	0.948	0.954	0.954	0.961	0.937	1.062	7.658
Total Revenues	\$0.432	\$0.278	\$0.506	\$0.318	\$0.329	\$1.349	\$1.316	\$1.316	\$1.311	\$1.343	\$1.290	\$1.297	\$11.085
Operating Expenses													
Labor:													
Payroll	\$2.050	\$2.124	\$2.621	\$1.953	\$2.203	\$2.973	\$2.894	\$2.871	\$2.861	\$2.862	\$3.022	\$2.938	\$31.373
Overtime	(0.004)	0.639	0.256	0.386	0.304	0.421	0.333	0.338	0.339	0.337	0.323	0.494	4.166
Health and Welfare	0.516	0.483	0.342	0.461	0.219	0.804	0.804	0.804	0.804	0.804	0.804	0.809	7.655
OPEB Current Payments	0.219	0.340	0.368	0.303	0.126	0.206	0.207	0.207	0.207	0.207	0.207	0.207	2.802
Pension	0.985	0.985	0.604	0.646	0.646	0.655	0.655	0.655	0.655	0.655	0.655	0.655	8.449
Other Fringe Benefits	0.288	0.513	0.584	0.331	0.477	0.622	0.600	0.599	0.598	0.592	0.601	0.596	6.400
Reimbursable Overhead	0.000	0.000	0.001	0.001	0.000	(0.002)	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$4.054	\$5.084	\$4.776	\$4.080	\$3.975	\$5.679	\$5.493	\$5.474	\$5.463	\$5.456	\$5.612	\$5.698	\$60.845
Non-Labor:													
Electric Power	\$0.352	\$0.246	\$0.379	\$0.240	\$0.118	\$0.464	\$0.341	\$0.341	\$0.464	\$0.341	\$0.341	\$0.464	\$4.088
Fuel	0.029	0.047	0.001	0.027	0.019	0.047	0.020	0.020	0.020	0.020	0.023	0.027	0.298
Insurance	0.076	0.209	0.083	0.083	0.096	0.129	0.105	0.105	0.105	0.105	0.105	0.105	1.307
Claims	0.080	(0.016)	0.032	0.032	0.032	0.119	0.119	0.119	0.119	0.119	0.119	0.119	0.993
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.054	0.094	0.123	0.203	0.094	0.393	0.497	0.467	0.467	0.457	0.457	0.457	3.764
Professional Services Contracts	0.045	0.174	0.011	0.218	0.126	0.298	0.274	0.274	0.274	0.274	0.274	0.274	2.517
Materials and Supplies	0.112	0.403	0.149	0.133	0.213	0.136	0.201	0.201	0.201	0.201	0.201	0.201	2.354
Other Business Expenses	0.039	0.101	(0.028)	0.045	0.068	0.143	0.143	0.143	0.143	0.143	0.143	0.143	1.229
Total Non-Labor Expenses	\$0.787	\$1.257	\$0.749	\$0.980	\$0.765	\$1.728	\$1.701	\$1.671	\$1.794	\$1.661	\$1.665	\$1.791	\$16.550
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000											
Total Expenses	\$4.841	\$6.340	\$5.525	\$5.061	\$4.740	\$7.408	\$7.194	\$7.145	\$7.257	\$7.117	\$7.277	\$7.490	\$77.395
Depreciation	\$0.894	\$0.894	\$0.999	\$0.891	\$0.998	\$1.046	\$1.046	\$1.046	\$1.046	\$1.046	\$1.046	\$1.046	\$12.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.550	0.000	0.000	0.275	0.000	0.000	2.875	3.700
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	(0.550)	0.000	0.000	(0.275)	0.000	0.000	1.825	1.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Non-Cash Liability Adjs.	\$5.735	\$7.234	\$6.524	\$5.952	\$5.738	\$8.454	\$8.241	\$8.191	\$8.303	\$8.164	\$8.323	\$13.236	\$94.095
Net Surplus/(Deficit)	(\$5.304)	(\$6.956)	(\$6.018)	(\$5.634)	(\$5.408)	(\$7.105)	(\$6.925)	(\$6.875)	(\$6.993)	(\$6.820)	(\$7.033)	(\$11.939)	(\$83.010)

-- Differences are due to rounding

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2021 Mid-Year Forecast
Cash Receipts and Expenditures
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Receipts and Expenditures													
Receipts													
Farebox Revenue	\$0.123	\$0.121	\$0.129	\$0.136	\$0.160	\$0.182	\$0.179	\$0.174	\$0.167	\$0.194	\$0.164	\$0.147	\$1.874
Other Operating Revenue	0.103	0.000	0.118	0.017	0.036	0.115	0.660	0.115	0.115	0.145	0.115	0.014	1.553
Capital and Other Reimbursements	0.278	0.060	0.909	0.131	0.059	0.826	0.948	0.954	0.954	0.961	0.937	1.063	8.079
Total Receipts	\$0.504	\$0.181	\$1.156	\$0.283	\$0.254	\$1.123	\$1.787	\$1.242	\$1.237	\$1.300	\$1.216	\$1.224	\$11.506
Expenditures													
Labor:													
Payroll	\$2.069	\$2.332	\$2.166	\$3.298	\$2.204	\$0.786	\$2.435	\$2.412	\$3.556	\$2.402	\$2.640	\$9.780	\$36.078
Overtime	0.000	0.000	0.000	0.000	0.000	2.003	0.333	0.338	0.339	0.337	0.323	0.493	4.166
Health and Welfare	1.156	0.261	0.669	0.491	0.156	0.091	0.804	0.804	0.804	0.804	0.804	0.810	7.655
OPEB Current Payments	0.110	0.065	0.198	0.086	0.123	0.980	0.207	0.207	0.207	0.207	0.207	0.207	2.802
Pension	0.985	0.985	0.604	0.646	0.646	0.655	0.655	0.655	0.655	0.655	0.655	1.024	8.818
Other Fringe Benefits	0.322	0.386	0.247	0.285	0.377	0.376	0.423	0.422	0.508	0.416	0.430	1.226	5.419
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$4.642	\$4.029	\$3.883	\$4.806	\$3.507	\$4.891	\$4.857	\$4.837	\$6.068	\$4.820	\$5.059	\$13.539	\$64.938
Non-Labor:													
Electric Power	\$0.352	\$0.300	\$0.336	\$0.287	\$0.202	\$0.322	\$0.341	\$0.341	\$0.464	\$0.341	\$0.341	\$0.463	\$4.088
Fuel	0.035	0.047	0.035	0.031	0.020	0.004	0.020	0.020	0.020	0.020	0.023	0.027	0.299
Insurance	0.024	0.000	0.212	0.020	0.036	0.385	0.105	0.105	0.105	0.105	0.105	0.105	1.307
Claims	0.000	0.000	0.043	0.044	0.025	(0.025)	0.087	0.087	0.087	0.087	0.087	(0.029)	0.493
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.062	0.058	0.131	0.187	0.084	0.437	0.497	0.467	0.467	0.457	0.457	0.458	3.764
Professional Services Contracts	0.070	0.165	0.099	0.160	0.117	0.261	0.274	0.274	0.274	0.274	0.274	0.275	2.517
Materials and Supplies	0.343	0.080	0.089	0.565	0.058	0.136	0.131	0.131	0.131	0.131	0.131	0.431	2.354
Other Business Expenses	0.042	0.017	0.148	0.038	0.010	0.113	0.143	0.143	0.143	0.143	0.143	0.144	1.230
Total Non-Labor Expenditures	\$0.927	\$0.667	\$1.093	\$1.332	\$0.551	\$1.633	\$1.598	\$1.568	\$1.691	\$1.558	\$1.562	\$1.872	\$16.052
Other Expenditure Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000											
Total Expenditures	\$5.570	\$4.696	\$4.976	\$6.138	\$4.057	\$6.523	\$6.455	\$6.405	\$7.760	\$6.378	\$6.620	\$15.412	\$80.990
Net Cash Balance	(\$5.066)	(\$4.515)	(\$3.820)	(\$5.855)	(\$3.803)	(\$5.401)	(\$4.668)	(\$5.163)	(\$6.523)	(\$5.079)	(\$5.404)	(\$14.188)	(\$69.484)

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2021 Mid-Year Forecast
Cash Conversion (Cash Flow Adjustments)
 Favorable/(Unfavorable)
 (\$ in millions)

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	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Flow Adjustments													
Receipts													
Farebox Revenue	(\$0.006)	\$0.002	(\$0.013)	(\$0.020)	(\$0.003)	\$0.040	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	(0.029)	(0.016)	0.065	(0.064)	(0.014)	(0.074)	0.471	(0.074)	(0.074)	(0.044)	(0.074)	(0.074)	0.000
Capital and Other Reimbursements	0.107	(0.083)	0.597	0.049	(0.058)	(0.193)	0.000	0.000	0.000	0.000	0.000	0.000	0.421
Total Receipts	\$0.072	(\$0.097)	\$0.649	(\$0.035)	(\$0.075)	(\$0.227)	\$0.471	(\$0.074)	(\$0.074)	(\$0.044)	(\$0.074)	(\$0.073)	\$0.421
Expenditures													
Labor:													
Payroll	(\$0.019)	(\$0.208)	\$0.456	(\$1.345)	(\$0.002)	\$2.188	\$0.459	\$0.459	(\$0.695)	\$0.459	\$0.383	(\$6.841)	(\$4.705)
Overtime	(0.004)	0.639	0.256	0.386	0.304	(1.582)	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	(0.640)	0.221	(0.328)	(0.030)	0.064	0.713	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.108	0.275	0.170	0.218	0.002	(0.774)	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.369)	(0.369)
Other Fringe Benefits	(0.034)	0.127	0.337	0.046	0.100	0.245	0.177	0.177	0.090	0.177	0.171	(0.630)	0.981
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.001	0.001	0.000	(0.002)	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	(\$0.588)	\$1.055	\$0.893	(\$0.725)	\$0.468	\$0.789	\$0.636	\$0.636	(\$0.605)	\$0.636	\$0.553	(\$7.841)	(\$4.093)
Non-Labor:													
Electric Power	\$0.000	(\$0.054)	\$0.043	(\$0.048)	(\$0.084)	\$0.142	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	(0.005)	0.000	(0.034)	(0.004)	0.000	0.043	0.000	0.000	0.000	0.000	0.000	0.000	(0.001)
Insurance	0.052	0.209	(0.128)	0.063	0.060	(0.256)	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.080	(0.016)	(0.011)	(0.012)	0.007	0.144	0.032	0.032	0.032	0.032	0.032	0.148	0.500
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(0.008)	0.035	(0.008)	0.015	0.010	(0.044)	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	(0.026)	0.009	(0.087)	0.059	0.009	0.037	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	(0.230)	0.323	0.060	(0.432)	0.155	0.000	0.071	0.071	0.071	0.071	0.071	(0.229)	0.000
Other Business Expenses	(0.003)	0.084	(0.176)	0.007	0.058	0.030	0.000	0.000	0.000	0.000	0.000	0.000	(0.001)
Total Non-Labor Expenditures	(\$0.140)	\$0.590	(\$0.343)	(\$0.352)	\$0.215	\$0.096	\$0.103	\$0.103	\$0.103	\$0.103	\$0.103	(\$0.081)	\$0.498
Other Expenditure Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	(\$0.728)	\$1.645	\$0.550	(\$1.077)	\$0.683	\$0.884	\$0.739	\$0.739	(\$0.503)	\$0.739	\$0.656	(\$7.922)	(\$3.595)
Total Cash Conversion before Non-Cash Liability Adjs.	(\$0.656)	\$1.548	\$1.199	(\$1.112)	\$0.608	\$0.657	\$1.210	\$0.665	(\$0.576)	\$0.695	\$0.583	(\$7.995)	(\$3.174)
Depreciation	\$0.894	\$0.894	\$0.999	\$0.891	\$0.998	\$1.046	\$1.046	\$1.046	\$1.046	\$1.046	\$1.046	\$1.046	\$12.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.550	0.000	0.000	0.275	0.000	0.000	2.875	3.700
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	(0.550)	0.000	0.000	(0.275)	0.000	0.000	1.825	1.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$0.238	\$2.442	\$2.198	(\$0.221)	\$1.605	\$1.704	\$2.256	\$1.712	\$0.470	\$1.742	\$1.629	(\$2.249)	\$13.526

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2021 Mid-Year Forecast
Ridership and Traffic Volume (Utilization)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>RIDERSHIP</u>													
Fixed Route	0.082	0.072	0.091	0.109	0.099	0.089	0.102	0.098	0.111	0.130	0.110	0.108	1.198
Total Ridership	0.082	0.072	0.091	0.109	0.099	0.089	0.102	0.098	0.111	0.130	0.110	0.108	1.198
<u>FAREBOX REVENUE</u>													
Fixed Route Farebox Revenue	\$0.128	\$0.119	\$0.142	\$0.156	\$0.162	\$0.142	\$0.179	\$0.174	\$0.167	\$0.194	\$0.164	\$0.147	\$1.874
Total Farebox Revenue	\$0.128	\$0.119	\$0.142	\$0.156	\$0.162	\$0.142	\$0.179	\$0.174	\$0.167	\$0.194	\$0.164	\$0.147	\$1.874

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2021 Mid-Year Forecast
Total Positions by Function and Occupation

FUNCTION / OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	10	10	10	9	9	13	13	13	13	13	13	13
Professional/Technical/Clerical	7	6	6	6	6	6	6	6	6	6	6	6
Operational Hourlies	2	2	2	2	2	4	4	4	4	4	4	4
Total Administration Headcount	19	18	18	17	17	23						
Operations												
Managers/Supervisors	23	23	23	23	23	26	26	26	26	26	26	26
Professional/Technical/Clerical	4	6	6	5	5	6	6	6	6	6	6	6
Operational Hourlies	105	103	105	108	110	120	120	120	120	120	120	120
Total Operations Headcount	132	132	134	136	138	152						
Maintenance												
Managers/Supervisors	24	24	23	23	22	25	25	25	25	25	25	25
Professional/Technical/Clerical	7	7	7	7	7	6	6	6	6	6	6	6
Operational Hourlies	160	160	159	161	161	177	177	177	177	177	177	177
Total Maintenance Headcount	191	191	189	191	190	208						
Engineering / Capital												
Managers/Supervisors	2	2	2	2	2	4	4	4	4	4	4	4
Professional/Technical/Clerical	0	0	0	0	0	2	2	2	2	2	2	2
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
Total Engineering Headcount	2	2	2	2	2	6						
Public Safety												
Managers/Supervisors	0	0	0	0	0	0	0	0	0	0	0	0
Professional, Technical, Clerical	0	0	0	0	0	0	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
Total Public Safety Headcount	0											
Total Positions												
Managers/Supervisors	59	59	58	57	56	68	68	68	68	68	68	68
Professional, Technical, Clerical	18	19	19	18	18	20	20	20	20	20	20	20
Operational Hourlies	267	265	266	271	273	301	301	301	301	301	301	301
Total Positions	344	343	343	346	347	389						



Standard Follow-Up Report: MTA Bus 2021 Mid-Year Forecast Monthly Allocation

Monthly allocation of MTA Bus Company's 2021 Mid-Year Forecast, including revenues/receipts, expenses/expenditures, ridership and positions.

Jaibala Patel
Deputy CFO and Financial Liaison

MTA BUS COMPANY
July Financial Plan - 2021 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	\$ 8.423	\$ 8.302	\$ 11.814	\$ 10.485	\$ 10.358	8.480	10.851	11.063	10.605	12.067	11.213	9.587	\$123.248
Other Operating Revenue	0.678	0.175	0.539	0.517	0.509	2.66	2.71	2.69	2.66	2.63	2.66	2.77	21.193
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue	\$9.101	\$8.477	\$12.353	\$11.002	\$10.867	\$11.139	\$13.563	\$13.749	\$13.264	\$14.700	\$13.872	\$12.354	\$144.441
Operating Expenses													
Labor:													
Payroll	\$ 27.075	\$ 23.023	\$ 25.902	\$ 25.152	\$ 23.855	23.724	24.199	23.962	23.724	23.487	23.724	24.673	\$292.502
Overtime	6.341	6.959	7.310	7.205	7.099	9.149	9.332	9.240	9.149	9.057	9.149	9.807	99.797
Health and Welfare	7.330	7.433	9.985	7.791	7.655	6.510	6.641	6.576	6.510	6.445	6.510	6.771	86.158
OPEB Current Payment	1.901	1.901	3.517	1.914	1.907	1.860	1.897	1.879	1.860	1.841	1.860	1.934	24.272
Pensions	4.495	5.046	5.046	5.057	5.557	5.029	5.129	5.079	5.029	4.978	5.029	5.230	60.702
Other Fringe Benefits	5.503	5.415	5.343	5.934	5.210	6.469	6.599	6.534	6.469	6.405	6.469	6.728	73.079
Reimbursable Overhead	-	(0.217)	(0.083)	(0.326)	(0.272)	0.023	0.023	0.023	0.023	0.023	0.023	(0.146)	(0.906)
Total Labor Expenses	\$52.645	\$49.560	\$57.020	\$52.727	\$51.011	\$52.765	\$53.820	\$53.292	\$52.765	\$52.237	\$52.765	\$54.998	\$635.604
Non-Labor:													
Electric Power	\$ 0.170	\$ 0.096	\$ 0.096	\$ 0.147	\$ 0.173	\$ 0.124	\$ 0.126	\$ 0.125	\$ 0.124	\$ 0.123	\$ 0.124	\$ 0.129	\$1.556
Fuel	1.283	1.456	2.012	(1.753)	2.057	2.712	2.766	2.739	2.712	2.685	2.712	2.821	24.203
Insurance	0.427	0.427	0.427	0.428	0.401	0.631	0.644	0.638	0.631	0.625	0.631	0.657	6.567
Claims	4.500	4.500	4.500	4.500	4.500	7.592	7.744	7.668	7.592	7.516	7.592	7.896	76.099
Paratransit Service Contracts	-	-	-	-	-	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	2.190	2.031	2.238	1.965	2.172	5.327	5.433	5.380	5.327	5.274	5.327	5.540	48.204
Professional Service Contracts	1.721	1.988	1.999	2.295	2.423	4.380	4.467	4.423	4.380	4.336	4.380	4.555	41.346
Materials & Supplies	3.336	2.527	4.062	3.536	2.920	6.206	6.330	6.268	6.206	6.144	6.206	6.454	60.194
Other Business Expenses	0.203	0.189	0.235	0.213	0.211	0.503	0.513	0.508	0.503	0.498	0.503	0.523	4.600
Total Non-Labor Expenses	\$13.830	\$13.214	\$15.569	\$11.331	\$14.857	\$27.474	\$28.024	\$27.749	\$27.474	\$27.200	\$27.474	\$28.573	\$262.771
Total Expenses before Non-Cash Liability Adjs.	\$66.475	\$62.774	\$72.589	\$64.058	\$65.868	\$80.239	\$81.844	\$81.041	\$80.239	\$79.437	\$80.239	\$83.571	\$898.375
Depreciation	\$ 4.247	\$ 4.247	\$ 3.595	\$ 4.134	\$ 4.050	4.887	4.985	4.936	4.887	4.839	4.887	5.083	\$ 54.778
OPEB Liability Adjustment	-	-	-	-	-	-	-	-	-	-	-	-	-
GASB 75 Pension Expense Adjustment	-	-	-	-	-	9.901	10.099	10.000	9.901	9.802	9.901	10.297	69.900
GASB 68 Pension Expense Adjustment	-	-	-	-	-	7.139	7.282	7.210	7.139	7.067	7.139	7.424	50.400
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$70.722	\$67.021	\$76.184	\$68.192	\$69.918	\$102.166	\$104.209	\$103.188	\$102.166	\$101.144	\$102.166	\$106.376	\$1,073.453
Net Surplus/(Deficit)	(\$61.621)	(\$58.544)	(\$63.831)	(\$57.190)	(\$59.051)	(\$91.027)	(\$90.646)	(\$89.439)	(\$88.902)	(\$86.444)	(\$88.294)	(\$94.022)	(\$929.012)

Note: For monthly reporting purposes only, the 12-month allocation reflects an adjustment to farebox projections captured in Volume 1 of the 2021 July Financial Plan

MTA BUS COMPANY
July Financial Plan - 2021 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$8.423	\$8.302	\$11.814	\$10.485	\$10.358	\$8.480	\$10.851	\$11.063	\$10.605	\$12.067	\$11.213	\$9.587	\$123.248
Other Operating Revenue	0.678	0.175	0.539	0.517	0.509	2.659	2.712	2.686	2.659	2.633	2.659	2.766	21.193
Capital and Other Reimbursements	0.450	0.531	0.141	0.798	0.660	0.434	0.443	0.438	0.434	0.430	0.434	0.451	5.644
Total Revenue	\$9.551	\$9.008	\$12.494	\$11.800	\$11.527	\$11.573	\$14.006	\$14.187	\$13.698	\$15.130	\$14.306	\$12.805	\$150.086
Expenses													
Labor:													
Payroll	\$27.356	\$23.337	\$25.947	\$25.619	\$24.241	\$23.829	\$24.305	\$24.067	\$23.829	\$23.591	\$23.829	\$24.782	\$294.732
Overtime	6.341	6.959	7.318	7.209	7.100	9.149	9.332	9.240	9.149	9.057	9.149	9.794	99.797
Health and Welfare	7.330	7.433	9.985	7.791	7.655	6.705	6.839	6.772	6.705	6.638	6.705	6.973	87.532
OPEB Current Payment	1.901	1.901	3.517	1.914	1.907	1.860	1.897	1.879	1.860	1.841	1.860	1.934	24.272
Pensions	4.495	5.046	5.046	5.057	5.557	5.029	5.129	5.079	5.029	4.978	5.029	5.230	60.702
Other Fringe Benefits	5.503	5.415	5.348	5.935	5.210	6.467	6.596	6.531	6.467	6.402	6.467	6.740	73.080
Reimbursable Overhead	0.169	-	-	-	0.000	0.000	-	-	0.000	-	0.000	(0.169)	(0.000)
Total Labor Expenses	\$53.095	\$50.091	\$57.161	\$53.525	\$51.671	\$53.038	\$54.099	\$53.568	\$53.038	\$52.508	\$53.038	\$55.283	\$640.115
Non-Labor:													
Electric Power	\$0.170	\$0.096	\$0.096	\$0.147	\$0.173	\$0.124	\$0.126	\$0.125	\$0.124	\$0.123	\$0.124	\$0.129	\$1.556
Fuel	\$1.283	\$1.456	2.012	(1.753)	2.057	2.712	2.766	2.739	2.712	2.685	2.712	2.821	24.203
Insurance	0.427	0.427	0.427	0.428	0.401	0.631	0.644	0.638	0.631	0.625	0.631	0.657	6.567
Claims	4.500	4.500	4.500	4.500	4.500	7.592	7.744	7.668	7.592	7.516	7.592	7.896	76.099
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2.190	2.031	2.238	1.965	2.172	5.361	5.469	5.415	5.361	5.308	5.361	5.576	48.448
Professional Service Contracts	1.721	1.988	1.999	2.295	2.423	4.380	4.467	4.423	4.380	4.336	4.380	4.555	41.346
Materials & Supplies	3.336	2.527	4.062	3.536	2.920	6.332	6.459	6.395	6.332	6.269	6.332	6.585	61.084
Other Business Expenses	0.203	0.189	0.235	0.213	0.211	0.503	0.513	0.508	0.503	0.498	0.503	0.523	4.600
Total Non-Labor Expenses	\$13.830	\$13.214	\$15.569	\$11.331	\$14.857	\$27.635	\$28.188	\$27.911	\$27.635	\$27.359	\$27.635	\$28.740	\$263.905
Total Expenses before Non-Cash Liability Adjs.	\$66.925	\$63.305	\$72.730	\$64.856	\$66.528	\$80.673	\$82.287	\$81.480	\$80.673	\$79.866	\$80.673	\$84.024	\$904.020
Depreciation	\$4.247	\$4.247	\$3.595	\$4.134	\$4.050	\$4.887	\$4.985	\$4.936	\$4.887	\$4.839	\$4.887	\$5.083	\$54.778
OPEB Liability Adjustment	-	-	-	-	-	-	-	-	-	-	-	-	-
GASB 75 Pension Expense Adjustment	-	-	-	-	-	9.901	10.099	10.000	9.901	9.802	9.901	10.297	69.900
GASB 68 Pension Expense Adjustment	-	-	-	-	-	7.139	7.282	7.210	7.139	7.067	7.139	7.424	50.400
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$71.172	\$67.552	\$76.325	\$68.990	\$70.578	\$102.600	\$104.652	\$103.626	\$102.600	\$101.574	\$102.600	\$106.828	\$1,079.098
Net Surplus/(Deficit)	(\$61.621)	(\$58.544)	(\$63.831)	(\$57.190)	(\$59.051)	(\$91.027)	(\$90.646)	(\$89.439)	(\$88.902)	(\$86.444)	(\$88.294)	(\$94.023)	(\$929.012)

Note: For monthly reporting purposes only, the 12-month allocation reflects an adjustment to farebox projections captured in Volume 1 of the 2021 July Financial Plan

MTA BUS COMPANY
July Financial Plan - 2021 Mid-Year Forecast
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$7.654	\$9.416	\$10.669	\$9.608	\$11.776	8.480	10.851	11.063	10.605	12.067	11.213	9.847	123.249
Other Operating Revenue	0.535	0.032	0.349	0.375	0.367	2.791	2.791	2.791	2.791	2.791	2.791	2.791	21.193
Capital and Other Reimbursements	0.684	0.450	0.531	0.117	0.792	0.439	0.439	0.439	0.439	0.439	0.439	0.439	5.644
Total Receipts	\$8.873	\$9.898	\$11.549	\$10.100	\$12.935	\$11.709	\$14.080	\$14.292	\$13.834	\$15.297	\$14.442	\$13.077	\$150.086
Expenditures													
Labor:													
Payroll	\$24.684	\$20.951	\$19.388	\$27.465	\$19.116	\$22.840	\$34.260	\$22.840	\$22.840	\$22.840	\$22.840	\$34.260	\$294.326
Overtime	6.341	6.959	7.318	7.209	7.101	9.149	9.332	9.240	9.149	9.057	9.149	9.794	99.798
Health and Welfare	14.352	2.468	8.984	2.454	1.677	9.224	9.224	9.224	9.224	9.224	9.224	9.224	94.502
OPEB Current Payment	1.901	1.901	1.904	1.914	1.907	2.106	2.106	2.106	2.106	2.106	2.106	2.106	24.272
Pensions	4.495	5.046	5.046	5.057	5.057	5.618	5.618	5.618	5.618	5.618	5.618	5.618	64.024
Other Fringe Benefits	3.125	3.897	2.787	8.619	3.715	5.334	5.441	5.387	5.334	5.281	5.334	5.547	59.800
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	(0.00)	(0.00)	(0.00)	(0.00)	(0.00)	(0.00)	(0.00)	(0.000)
Total Labor Expenditures	\$54.898	\$41.222	\$45.427	\$52.718	\$38.573	\$54.271	\$65.981	\$54.416	\$54.271	\$54.126	\$54.271	\$66.549	\$636.722
Non-Labor:													
Electric Power	\$0.170	\$0.166	\$0.171	\$0.172	\$0.173	\$0.101	\$0.101	\$0.101	\$0.101	\$0.101	\$0.101	\$0.101	\$1.556
Fuel	1.373	1.716	2.283	1.928	1.739	2.149	2.189	2.169	2.149	2.130	2.149	2.229	24.204
Insurance	-	-	-	-	-	0.938	0.938	0.938	0.938	0.938	0.938	0.938	6.567
Claims	1.727	0.535	0.937	0.827	0.483	4.641	4.641	4.641	4.641	4.641	4.641	4.641	36.995
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2.011	2.851	1.720	2.311	1.813	5.752	5.752	5.752	5.752	5.752	5.752	5.752	50.969
Professional Service Contracts	8.548	1.499	1.123	1.732	0.913	8.298	8.298	8.298	8.298	8.298	8.298	8.298	71.903
Materials & Supplies	2.180	3.850	2.523	3.314	4.246	7.210	7.210	7.210	7.210	7.210	7.210	7.210	66.584
Other Business Expenses	0.192	0.214	0.246	0.230	0.235	0.540	0.540	0.540	0.540	0.540	0.540	0.540	4.900
Total Non-Labor Expenditures	\$16.200	\$10.831	\$9.003	\$10.514	\$9.602	\$29.630	\$29.670	\$29.650	\$29.630	\$29.610	\$29.630	\$29.709	\$263.679
Total Expenditures	\$71.098	\$52.053	\$54.430	\$63.232	\$48.175	\$83.901	\$95.650	\$84.065	\$83.901	\$83.736	\$83.901	\$96.259	\$900.401
Net Cash Deficit	(\$62.225)	(\$42.155)	(\$42.881)	(\$53.132)	(\$35.240)	(\$72.192)	(\$81.570)	(\$69.773)	(\$70.067)	(\$68.439)	(\$69.459)	(\$83.182)	(\$750.315)

MTA BUS COMPANY
July Financial Plan - 2021 Mid-Year Forecast
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	(\$0.769)	\$1.114	(\$1.145)	(\$0.877)	\$1.418	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.260	\$0.001
Other Operating Revenue	(0.143)	(0.143)	(0.190)	(0.142)	(0.142)	0.131	0.078	0.105	0.131	0.158	0.131	0.024	(0.001)
Capital and Other Reimbursements	0.234	(0.081)	0.390	(0.681)	0.132	0.005	(0.004)	0.000	0.005	0.009	0.005	(0.013)	(0.000)
Total Receipts	(\$0.678)	\$0.890	(\$0.945)	(\$1.700)	\$1.408	\$0.136	\$0.074	\$0.105	\$0.136	\$0.167	\$0.136	\$0.272	\$0.000
Expenditures													
Labor:													
Payroll	\$2.672	\$2.386	\$6.559	(\$1.846)	\$5.125	\$0.989	(\$9.955)	\$1.227	\$0.989	\$0.750	\$0.989	(\$9.478)	\$0.406
Overtime	(0.000)	-	-	-	(0.001)	-	-	-	-	-	-	-	(0.001)
Health and Welfare	(7.022)	4.965	1.001	5.337	5.978	(2.519)	(2.385)	(2.452)	(2.519)	(2.586)	(2.519)	(2.251)	(6.970)
OPEB Current Payment	0.000	-	1.613	-	-	(0.246)	(0.209)	(0.228)	(0.246)	(0.265)	(0.246)	(0.172)	(0.000)
Pensions	0.000	-	-	-	0.500	(0.589)	(0.489)	(0.539)	(0.589)	(0.639)	(0.589)	(0.388)	(3.322)
Other Fringe Benefits	2.378	1.518	2.561	(2.684)	1.495	1.133	1.155	1.144	1.133	1.121	1.133	1.192	13.280
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	0.169	-	-	-	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.169)	-
Total Labor Expenditures	(\$1.803)	\$8.869	\$11.734	\$0.807	\$13.098	(\$1.233)	(\$11.882)	(\$0.847)	(\$1.233)	(\$1.618)	(\$1.233)	(\$11.266)	\$3.393
Non-Labor:													
Electric Power	\$0.000	(\$0.070)	(\$0.075)	(\$0.025)	\$0.000	\$0.023	\$0.026	\$0.024	\$0.023	\$0.022	\$0.023	\$0.028	\$0.000
Fuel	(0.090)	(0.260)	(0.271)	(3.681)	0.318	0.563	0.577	0.570	0.563	0.555	0.563	0.592	(0.001)
Insurance	0.427	0.427	0.427	0.428	0.401	(0.307)	(0.294)	(0.301)	(0.307)	(0.313)	(0.307)	(0.282)	0.000
Claims	2.773	3.965	3.563	3.673	4.017	2.951	3.103	3.027	2.951	2.875	2.951	3.255	39.105
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.179	(0.820)	0.518	(0.346)	0.359	(0.390)	(0.283)	(0.337)	(0.390)	(0.444)	(0.390)	(0.176)	(2.521)
Professional Service Contracts	(6.827)	0.489	0.876	0.563	1.510	(3.919)	(3.831)	(3.875)	(3.919)	(3.962)	(3.919)	(3.743)	(30.557)
Materials & Supplies	1.156	(1.323)	1.539	0.222	(1.326)	(0.878)	(0.752)	(0.815)	(0.878)	(0.942)	(0.878)	(0.625)	(5.500)
Other Business Expenditures	0.011	(0.025)	(0.011)	(0.017)	(0.024)	(0.038)	(0.028)	(0.033)	(0.038)	(0.043)	(0.038)	(0.018)	(0.300)
Total Non-Labor Expenditures	(\$2.370)	\$2.383	\$6.566	\$0.817	\$5.255	(\$1.995)	(\$1.482)	(\$1.738)	(\$1.995)	(\$2.251)	(\$1.995)	(\$0.969)	\$0.226
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	(\$4.851)	\$12.142	\$17.355	(\$0.076)	\$19.761	(\$3.092)	(\$13.290)	(\$2.481)	(\$3.092)	(\$3.703)	(\$3.092)	(\$11.963)	\$3.619
Depreciation	\$4.247	\$4.247	\$3.595	\$4.134	\$4.050	\$4.887	\$4.985	\$4.936	\$4.887	\$4.839	\$4.887	\$5.083	\$54.778
OPEB Liability Adjustment	-	-	-	-	-	-	-	-	-	-	-	-	-
GASB 75 Pension Expense Adjustment	-	-	-	-	-	9.901	10.099	10.000	9.901	9.802	9.901	10.297	69.900
GASB 68 Pension Expense Adjustment	-	-	-	-	-	7.139	7.282	7.210	7.139	7.067	7.139	7.424	50.400
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Cash Conversion Adjustments	(\$0.604)	\$16.389	\$20.950	\$4.058	\$23.811	\$18.835	\$9.076	\$19.666	\$18.835	\$18.005	\$18.835	\$10.841	\$178.697

MTA BUS COMPANY
 July Financial Plan - 2021 Mid-Year Forecast
 Ridership/(Utilization)
 (in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>RIDERSHIP</u>													
Fixed Route	4.513	4.145	5.364	5.465	5.765	4.463	5.386	5.540	5.617	6.555	6.054	4.799	63.666
Baseline Total Ridership	4.513	4.145	5.364	5.465	5.765	4.463	5.386	5.540	5.617	6.555	6.054	4.799	63.666
<u>FAREBOX REVENUE</u>													
Fixed Route	8.423	8.302	11.814	10.485	10.358	8.480	10.851	11.063	10.605	12.067	11.213	9.587	123.248
Baseline Total Revenue	\$8.423	\$8.302	\$11.814	\$10.485	\$10.358	\$8.480	\$10.851	\$11.063	\$10.605	\$12.067	\$11.213	\$9.587	\$123.248

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 2021 July Financial Plan



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