



# Transit and Bus Committee Meeting

## October 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



MTA Acting Chair & CEO Janno Lieber, Interim NYCT President Craig Cipriano, Senior Vice President of Subways Demetrius Crichlow, and Vice President of Car Equipment Siu Ling Ko visited the 207th Street Overhaul Shop on September 24. The MTA recently named Ko (far left) the Vice President and Chief Mechanical Officer of Subway Car Equipment. She is responsible for maintaining and overhauling the agency's fleet of subway cars and track maintenance vehicles. Ko, a 34-year veteran of NYC Transit's Subway Car Equipment division, is the first woman to hold this position.

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

2 Broadway, 20th Floor Boardroom, NY, NY 10004

Monday, 10/18/2021

11:30 AM - 1:00 PM ET

## **1. PUBLIC COMMENT PERIOD**

## **2. SUMMARY OF ACTIONS**

*Summary of Actions - Page 4*

## **3. APPROVAL OF MINUTES – SEPTEMBER 13, 2021**

*Approval of Minutes - September 13, 2021 - Page 5*

## **4. COMMITTEE WORK PLAN**

*October 2021 Work Plan - Page 20*

## **5. EXECUTIVE SUMMARY**

*Executive Summary - Page 27*

## **6. PRESIDENT'S REPORT**

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

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

*Subway Report - Page 38*

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

*Bus Report - Page 64*

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

*Paratransit Report - Page 85*

#### **iv. Strategy & Customer Experience Report**

*Strategy and Customer Experience Report - Page 96*

### **b. Safety Report**

*Safety Report - Page 101*

### **c. Crime Report**

*Crime Report - Page 106*

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

*NYCT, SIR, MTA Bus Financial and Ridership Report (September Data) - Page 114*

*NYCT, SIR, MTA Bus Financial and Ridership Report (August Data) - Page 164*

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

*Capital Program Status Report - Page 214*

## **7. PROCUREMENTS**

**a. Non-Competitive (none)**

**b. Competitive (none)**

**c. Ratifications (none)**

**d. C&D Procurements**

*C&D Procurement Package - Page 219*

**8. OTHER AGENDA ITEMS**

**a. 2022 Preliminary NYCT Budget (No Materials)**

**b. 2022 Preliminary SIR Budget (No Materials)**

**c. 2022 Preliminary MTA Bus Budget (No Materials)**

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

**10. EXECUTIVE OFFICE CONTACT INFORMATION**

*Contact Page - Page 225*

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

Responsible Department	Vendor Name	Total Amount	Summary of action
<i>C&amp;D Contracts</i>	D'Onofrio General Contractors Corporation	\$ 1,198,000.00	MTA Construction and Development requests the Board ratify contract modification No. 06 to repair the roof on the nearby Boiler House at the 207th Street Yard.

**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  
September 13, 2021**

Meeting Held at:  
Metropolitan Transportation Authority  
Two Broadway  
New York, New York 10004  
11:00 AM

The following Members were present:

Hon. Haeda Mihaltses, Committee Chair  
Hon. Victor Calise  
Hon. Andrew Albert  
Hon. David S. Mack  
Hon. Vincent Tessitore  
Hon. Norman Brown  
Hon. David Jones  
Hon. Robert Linn  
Hon. Norman E. Brown  
Hon. Randolph Glucksman  
Hon. Lawrence Schwartz

Hon. Jamey Barbas and Hon. Robert Mujica participated by videoconference.

The following staff members attended in person or by videoconference:

Craig Cipriano, Interim President, NYCT  
Demetrius Crichlow, Senior Vice President, NYCT Department of Subways  
Mark Roche, Deputy Chief Development Officer – Delivery  
Frank Annicaro, Acting President, MTA Bus Company/Senior Vice President, NYCT  
Department of Buses  
Monica Murray, Chief Administrative Officer, NYCT  
Kathleen O'Reilly, Chief of Transit Bureau, NYPD  
David Farber, General Counsel, NYCT  
Quemuel Arroyo, MTA Chief Accessibility Officer  
Sarah Meyer, MTA Chief Customer Officer  
Stephen Plochochi, Senior Vice President, Contracts  
Robert Diehl, Senior Vice President, Safety & Security, NYCT  
Judith McClain, Chief, Operations Planning  
Jaibala Patel, Chief, Deputy Chief Financial Officer, MTA  
Lucille Songhai (moderator)

## **I. Committee Chair Haeda Mihaltses Opened the Meeting**

## **II. Public Speakers**

There were six public speakers. The following is a list of the public speakers:

Jason Anthony, Amazon Labor Union  
Omar Vera, private citizen  
Aleta Dupree, private citizen  
Charlton D'Souza, Passengers United  
Lisa Daglian, PCAC  
Murray Bodin, Concerned Grandparents  
Andy Pollack, Passengers United

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

## **III. Committee Chair Haeda Mihaltses's Remarks**

Chair Mihaltses thanked everyone for their presence at the meeting, whether they were appearing in person or remotely. She remarked that it has been a very busy time for the MTA and that it has never been more important to take stock of where we are and where we are going.

Chair Mihaltses said she would be remiss not to begin the meeting by extending her heartfelt thanks to the MTA workforce, who valiantly and devotedly worked to mitigate against the extreme conditions encountered during Tropical Storm Henri, the power outage, and Hurricane Ida. She said it has been an incredibly intense few weeks for the system, but as always, MTA team members rose to the challenge to prevent worst case scenarios and ensure they kept this city and region moving. Chair Mihaltses remarked that this work force is among the most professional, experienced and indispensable in the City of New York.

Chair Mihaltses said it is also worth noting that while the transit system is often the lens through which the city sees and experiences the effects of extreme weather, the impacts of the storm reached all over our city and state, destroying homes, flooding streets and neighborhoods and even tragically taking lives. She said that while the men and women of transit are working on behalf of all of you, during these most trying of storms and conditions, we should not forget that they have their own families and loved ones at home who they worry about and care for. She expressed thanks to those families for their sacrifice as well.

Chair Mihaltses stated that NYCT has officially entered an era where we can expect to encounter extreme weather on a much more regular basis, meaning it is imperative that a variety of institutions across state, city, and community leadership convene to address challenges at all levels. She explained that this means shoreline, the sewage system, the ways that we address run-off in a concrete city and how we communicate to the public as a unified whole. Mihaltses said this is vital and urgent work and she knows we can do it. Chair Mihaltses thanked Governor Kathy Hochul for her leadership during an especially trying time.

#### **IV. Committee Work Plan**

There were no changes to the Committee work plan. Upon motion duly made and seconded, the Committee approved the Work Plan.

#### **V. Interim President Cipriano's Report**

Interim President Craig Cipriano thanked Janno Lieber for naming him Interim President of New York City Transit. He commented that it is an honor and a privilege to serve in this role, and noted that while his is a new role, he is certainly not new to Transit.

Cipriano stated that 30 years ago, he began his 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. He said he is so proud to work alongside this amazing team and looks forward to working with Haeda and everyone on the NYCT committee, who he said have always given him tremendous support.

Interim President Cipriano introduced Demetrius Crichlow, who is now the permanent Senior Vice President of Subways. He said that Demetrius also came up through the ranks of the MTA and has stepped up into this role during a very challenging time. Cipriano expressed great gratitude to have Crichlow by his side.

Interim President Cipriano also introduced Frank Annicaro as the new Acting President of MTA Bus Company and Senior Vice President of New York City Transit Bus, who he said is well known within Buses for his dedication and leadership. Cipriano said that for the last 18 years, Frank has led several key areas within Bus Operations, most recently as Buses' Chief Maintenance Officer. He said Annicaro came to the MTA from the private sector and hit the ground running, and he is confident in Annicaro's ability to lead Buses as New Yorkers return to the system. Cipriano said he is excited to lead 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.

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

Interim President Cipriano delivered the customer service report. He said that as everyone knows, there were some challenges in recent weeks. He reported that the Rail Control Center experienced a power outage in late August which affected the subway system and caused a major disruption to service and shut down several lines. Cipriano thanked his NYCT colleagues on the front lines, in the RCC, and NYCT's partners in the NYPD and FDNY, who he said sprang into action to ensure that customers were kept safe and that service was returned as quickly as possible.

Interim President Cipriano reported that on Friday, Governor Hochul announced the findings of the investigation she launched following the outage. He said preliminary findings indicate that an emergency push button might have been accidentally pressed, but that at this point no determination has been made about who was responsible for the manual activation.

Cipriano said NYCT has been tasked with instituting more power redundancies and reorganizing maintenance management structure at the RCC. He commented that Crichlow will discuss our mitigation plans and can answer more specific questions.

Cipriano also said that while we are taking all steps necessary to ensure a similar situation does not recur, he is proud of the way the team jumped into action to rescue stranded trains and mitigate the damage done.

Cipriano then discussed the issues with flooding from Hurricane Ida. He reported that just three days after the outage, the tri-state region experienced a flash flooding event the likes and devastation of which we haven't seen since Super Storm Sandy. He noted that this time around, we did not have the prior warning that Sandy gave us. Cipriano said that Crichlow would get into the specifics of that event and its impact on the system, but that it was important for him to discuss the storm preparation and planning activities for major storms.

Cipriano said first off, he wants to distinguish between coastal storm water flooding and rainwater flooding, as their impacts on our system are markedly different. He said the investments NYCT made to harden the system in the Sandy Resiliency program are designed to protect against catastrophic saltwater inundation from storm surge. He said superstorms like that tend to be slower moving, more predictable, and affect defined coastal areas but what we saw recently with Ida was different- we had flash flooding with relatively short notice. He noted the areas affected by heavy rain tend to move with each storm, and while coastal areas tend to naturally drain to the adjacent river/harbor/etc., inland locations are more reliant on the city's drainage infrastructure, timing, rainfall rate and localized topographic conditions. He said hardening our system from a major storm surge event is a multi-day process involving deployment of vent covers, station entrance closures, sandbags, and repositioning equipment, which culminates in an orderly 8-hour shutdown of the system.

Cipriano said that to date, it has not been MTA policy to deploy coastal storm mitigation measures in advance of heavy rainstorms as they provide limited benefit in heavy rainstorms. He noted, however, that given the new reality, NYCT will revisit its policies based on recent flooding events to determine whether any coastal storm zone station entrance measures may warrant deployment during heavy rain events. Cipriano said that recently, under Janno's direction, in partnership with the City, NYCT formed a flood mitigation task force to examine this issue holistically. He emphasized that it is important to know that we cannot successfully harden our system or provide additional drainage or adequate pumping capacity without first partnering with the City to address street level drainage and understanding the impacts of diverted water on the surrounding community.

Interim President Cipriano then said that looking ahead, NYCT will build upon Sarah Feinberg's tremendous work. He said he is committed to bringing back riders by providing them with the best possible experience, and remaining 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.



Cipriano said he is excited to share that NYCT reached a new high for subway ridership since the onset of the pandemic - 2.688 million on September 9<sup>th</sup> – which surpassed the previous high of 2.584 million back in June.

Cipriano advised that NYCT will remain mindful of the coronavirus and assured riders that we will do everything we can to maintain a safe system including continuing to regularly clean and disinfect subways, buses and stations. He said he will keep working closely with NYPD to mitigate and confront the threat of crime in the system and wants to make it clear that any assault on our employees is not acceptable. He stressed that we want our employees and our customers to be safe and feel safe on our trains and buses.

Cipriano said he is pleased to announce we delivered on Sarah Feinberg’s commitment to have cameras installed in every one of our subway stations by the end of the summer. He extended a huge thank you to the teams in the field who worked so hard to get this done and commented that these cameras have already helped us identify and arrest individuals committing crimes in the system. He said it is time for Transit to think big again and get back to what we do best, and we need need to create a modernized, accountable operations that ensure we’re operating in the most effective manner possible. Cipriano said that before the pandemic, the Subways team delivered record improvements in performance, benefitting customers with fewer delays and faster travel times. And we need to build upon that now.

Cipriano emphasized that NYCT needs to improve its bus system by delivering on key Bus initiatives like all-door boarding, expanded bus lanes, camera-enforced lanes, and a complete network redesign in all boroughs. He expressed his commitment to continuing to improve service for Paratransit customers, including finding the right balance to incorporate the flexibility of on-demand services into our transportation offerings.

Cipriano then discussed MTA’s historic \$51 billion Capital Plan, which he said will work to make our system more accessible with dozens of ADA accessibility projects, more reliable via installation of new signals on six subway lines, and more environmentally friendly through our pursuit of a zero-emissions bus fleet by 2040. He stressed that none of this is possible without a robust and energized workforce, which means NYCT is bringing a renewed focus to hiring, succession planning and the internal development of talent for the future success of our organization. Cipriano said they are therefore taking a variety of approaches to accelerating our hiring, reduce training time and maximize existing resources. He said that these changes will allow us to return to pre-pandemic service levels by year-end in Buses and by mid-year 2022 in Subways. He said in the interim we are doing everything we can to provide full service including most notably expanding the use of overtime.

Interim President Cipriano announced that on the hiring/recruitment front, NYCT has initiated a robust marketing campaign including:

- Implementing clearer upfront promotional outreach via phone and email
- Launching Webpages: “How to become a train operator” and “How to become a bus operator” with step-by-step guides to applying for opportunities.

- Partnering with the Department of Labor to market upcoming Bus Operator exams alongside Unemployment benefits to target the unemployed directly.
- Renewing partnerships with various Career & Technical Education high schools throughout city and redoubling efforts to recruit, mentor and incentivize Veterans (we have hired approximately 1,500 since military recruitment program began in 2014).
- Lastly, re-evaluating overly stringent hiring qualifications, partnering with DMV to expedite the licensing process and working closer with DCAS to ensure a steady flow of civil service lists and candidates.

Cipriano said that both Subways and Buses are expanding training class sizes by bringing back retired trainers and moving existing personnel who have training experience to help accelerate that process.

He said that for Buses, NYCT is partnering with the unions to cut down on the time it takes for new Bus Operators to learn their routes, getting them out onto the streets sooner. He said in Subways, we are compressing the training curriculum for new hires without sacrificing safety, bringing new A-Division operators into action nearly seven weeks sooner than normal, and new B-Division operators into action almost eight weeks sooner.

Cipriano said that lastly, we are doing more with our existing resources. He said Operations Planning is adjusting schedules to reflect shorter running times on certain Subway and Bus lines and lengthening tours on other lines to efficiently reduce the number of crews required to operate full service. These changes will be implemented in Subways in December and will enable us to provide the same level of service and frequencies with fewer crews per day and we will continue this work into 2022.

Cipriano announced that finally, we have partnered with our union counterparts to offer a Vacation buy-back program of 2 weeks above the current CBA for service delivery titles beginning this fall.

Cipriano said I know these are all big endeavors - but we are ready, and remarked that if there is anything we have shown over the past eighteen months, it is that New York City Transit is capable of anything. Cipriano commented that he looks forward to engaging with this Committee and thanked the Committee for the support and commitment they have shown him, the team and our customers. Cipriano said he is ready to work with the Committee so that together we can deliver world- class transit service to this great city.

Board Member Larry Schwartz commented that since there will be a new Mayor come January 1<sup>st</sup>, it would be helpful to that Mayor, whether through the MTA or working in partnership with New York City DOT, to present an infrastructure document on what is needed from New York City infrastructure to try to address some of the flooding issues. Schwartz suggested that the faster we get a document detailing the kinds of improvements we need and our priorities, the more quickly we quickly can figure out whether we need Federal, State or City funding resources, and how we can work within the MTA in starting to address some of the problems.

Board Member Victor Calise spoke about the train shutdowns and evacuations and noted that the City has been taking a lot of flood mitigation steps. He said he would like to know what was in

place for evacuating people with disabilities and emphasized the importance of this issue. He said that the FDNY and NYPD do a great job coordinating efforts with the emergency response teams, and it would be great if there is a solid plan or protocol for the safe evacuation of customers with disabilities.

Board Member Robert Linn congratulated Cipriano and said he looked forward to working with Cipriano in time. Board Member Linn discussed the winds and storm surge of Sandy and the incredible rain in recent storms, noting that while we have not yet had the combination of the wind and rain it is certainly going to be coming. He said there is probably a need to rethink just what NYCT is doing in terms of capital needs and the capital program, and in terms of what and how we are moving forward in the new world with new storms coming every week and new types of things that we couldn't have imagined, referring to the three inches of rain we saw in just an hour recently. He also spoke about the immediate issue of COVID-19, commenting that he was taken aback by all the little kids on the train during rush hour recently, noting that they are unvaccinated. Linn emphasized how important the issue in front of us is in terms of the need to get our workforce vaccinated as quickly as possible and to address related issues, noting the impact such issues have on everyone, including workers, the public and on children. He also pointed out that the \$6.5B health plan and associated costs will be highly dependent on how many COVID-19 cases there are and how many employees are vaccinated. He said we need to understand the sensitivity of all these issues and recognize that it is not just a personal choice issue but a public safety issue, a consumer safety issue and an MTA cost issue.

Board Member Andrew Albert congratulated Cipriano and said he has worked with him for years and knows he will be wonderful in this title. He also remarked that NYCT is in great hands with Demetri and Frank who really know their subjects and will be wonderful additions to the team. Albert asked whether someone knows what percentage of stations have pumps in them should water accumulate, and if NYCT is still talking about putting in inflatable bladders in the system to prevent the spread of water. Interim President Cipriano responded that he would get back to him as far as number of pumps, but noted that when NYCT was prepping for the event, they were definitely moving pumps and generators around in stations in the past that had flooding conditions, and will continue building upon the list as we saw these last two storms. He also said that because of the Sandy Resilience program we had in about 33 or 35 stations over 3300 individual storm surge mitigating pieces of equipment comprised of different assets, whether it was bladders or closing off the entrances and exits. He said that as we move ahead and as the Committee has just shared, we need to look at this differently, holistically and with the City. Board Member Albert inquired about looking at third-party filtration from stores or real estate that are above stations and Cipriano responded that they are looking everywhere and highlighted the importance of looking at it holistically.

Board Member Randolph Glucksman extended congratulations to Cipriano, Annicaro and Crichlow.

Board Member David Jones mentioned a news article he had seen about a problem NYCT is having with cleaning up debris and cleaning drains and inquired as to whether this issue had an impact on the recent events. Cipriano responded that drain cleaning is part of the Subway Action Plan, and

whenever there is a forecast of heavy rain, crews are sent out to those stations that have been known to have issues in the past.

Board Member Larry Schwartz said he wanted to echo his fellow Board Member and that it would be a great idea in consultation with the NYPD and FDNY to have a protocol to identify people with special needs to communicate with first responders, and to have a plan for the safe evacuation of customers with disabilities.

### **i. Subway Report**

Demetrius Crichlow, Senior Vice President, NYCT Department of Subways, provided an update on subway performance including comparison between current and pre-pandemic performance. He said as Interim President Cipriano mentioned, we are thoroughly reviewing the power incident that occurred at the Rail Control Center on August 29th. There were many contributing factors, including a shortcoming in our ability to monitor the current status of the system.

Crichlow stated that the mitigation steps include:

- Strengthening controls and installing systems to monitor access to mission-critical equipment rooms, including by installing swipe access controls and cameras to monitor access.
- Equipping the RCC with comprehensive Building Management System capabilities to give visibility at all times to RCC management to assure functioning of all systems.
- Ensuring redundancy in the existing power system to safeguard against a single point of failure.
- Establishing an improved set of diagnostic and maintenance protocols for how to investigate and trouble-shoot problems in the RCC systems.

Crichlow then addressed the impacts from the remnants of Hurricane Ida. He said teams prepared for heavy rainfall by staging employees in strategic locations, preparing debris trains, deploying emergency trucks, pump trains, and emergency response equipment at flood-prone areas. He said still, the unprecedented 3+ inches of rain that fell in under an hour had dramatic impacts on the system. Crichlow reported that they pumped over 75 million gallons of water from the subway system in the days following the storm. He said subway mitigation efforts like cleaning drains, strategic placement of pumps and repair crews enabled service on all but one line by Friday morning, and by late Sunday we had service running on all lines. He said that when that much water needs to be removed from the system, it needs somewhere to go, so NYCT is working with DEP and others in City government on mitigation plans for future storms.

Crichlow then spoke about recent subway performance. He said August results are favorable in several regards: there were just 16 weekday major incidents, compared to an average of 30.7 over the past 12 months, and the average incident was shorter than in months past. He said we attribute this to increased focus and coordination of cross-departmental incident management. He reported that on-time performance remains well above 2019 levels, when OTP exceeded 80% for the first time in many years. Crichlow said that Additional Train Time was just 9 seconds beyond schedule, which is well below pre-pandemic levels and continues to reflect our ongoing efforts to speed up the system. He also reported 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.

Crichlow informed the Committee that as detailed in his June report, crew availability still remained a challenge for Subways. He said Service Delivered dropped 1.8% from June to August, and 6.3% since August 2020. He reported that Additional Platform Time increased an average of 10 seconds per customer since last year and that on the whole, customers waited longer for trains than in months past, though trains run faster than they did pre-pandemic. Crichlow acknowledged that longer wait times are not evenly distributed across the system, and some customers may experience much longer waits while other customers experience few disruptions. Crichlow said that Subways is working to provide even service and spacing of trains across the system in the face of crewing challenges.

Crichlow indicated that Subways is working with our partners across the MTA and NYCT to recruit and hire hundreds of new Train Operators, Conductors, and other crewmembers as quickly as possible and adjusting training protocols to accommodate the surge of new hires. He said NYCT is adding more trainers, creating new locations for classrooms, and increasing class sizes where it is safe to do so. He said while Subways is focusing attention on these titles, it is also progressing many of the other critical operating positions within Signals, Track, Third Rail, Power and Infrastructure.

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

Frank Annicaro, Acting MTA Bus President and Acting Senior Vice President, NYCT Buses, began by saying he would like to thank Janno Lieber and Craig Cipriano for appointing him. He said it was a tremendous honor, as well as an exciting challenge at such a critical time for the MTA and Buses.

Annicaro said he had many years of experience in transportation, both in the private sector and the last 18 years with Buses -- most recently working closely with Cipriano as he ran Buses during the toughest period in our history. He said he was focused on continuing the progress Buses and Paratransit has made over the last several years and wanted to assure the committee and customers, that he is fully engaged and committed to delivering the highest levels of service.

Annicaro said in the short time he has been in this role Buses has navigated through two major storms in less than two weeks, including Tropical Storm Henri that brought almost two months worth of rain in less than 48 hours, followed by the remnants of Hurricane Ida which was possibly the most destructive storm this city has seen in terms of record-breaking rainfall.

Annicaro said he was incredibly proud of the Buses team, who he commented once again faced unprecedented challenges and provided continuous service through both storms. He said the team carefully monitored flood prone areas, moved fleets and assets to higher ground, prepared emergency generators, prepositioned emergency equipment and deployed extra staff on hand throughout both storms. Annicaro pointed out that due to flash flood conditions, the team temporarily evacuated Castleton Depot in Staten Island, but continued running service from alternate locations. Annicaro said he especially wanted to thank all the amazing operators, like

Rosa Almonte, who drove customers safely through severely flooded streets and said they are our true transit heroes.

Annicaro also said he knew how incredibly tough it was for many employees not only to be at work during the night of September 1st, but also to get to work the next day, while their families, neighbors and friends were dealing with the consequences of the devastating flooding in their own streets and homes. He said that the team worked around the clock to keep service going throughout the storms, as we did throughout the pandemic and that he cannot thank them enough.

Annicaro said that extraordinary events such as these illustrate the importance of having a full complement of operators. He noted that as mentioned at the last committee meeting, operator vacancies and availability resulting from the pandemic and the resulting April 2020 hiring freeze have impacted performance metrics. Annicaro said that the hiring freeze has since been lifted and NYCT has instituted an aggressive hiring plan to fill our vacancies, including increasing the bus operator class size from 60 to 80 students in July, and up to 100 this month. He said that to date this year, NYCT has hired over 700 operators and plans to hire at least 500 more by year end, which will allow us to return to pre-pandemic vacancy levels later this Fall.

Annicaro said it is abundantly clear just how important the bus system is to New Yorkers and assured that Buses has ambitious plans thanks to the leadership of Janno Lieber and Craig Cipriano. He said that in August, alongside our partners at NYC DOT, NYCT announced an ambitious plan to improve bus service by adding 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. He also said NYCT is 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. He added that NYCT is going to give riders more information than ever by adding over 1,000 onboard digital screens by the end of next year, so they can get real-time updates. Annicaro said that simultaneously, DOT is also looking for ways to improve accessibility at 25 bus stops citywide. He conveyed that these bus priorities aim to provide faster, more reliable, more accessible bus service New Yorkers deserve.

Annicaro stated that this historic 2020-2024 Capital Program will help promote accessibility and sustainability, noting that by 2023, NYCT plans to roll out more than 800 new buses with wider doors and more flexible seating options. He also said NYCT is on target to award a contract for our first MTA-owned local electric buses by the end of the year. These 60 buses, which will be deployed in all five boroughs toward the end of 2022, are the result of our first partnership with New York Power Authority to install overhead pantograph charging infrastructure in our depots.

Annicaro informed the Committee that the next few years are going to be critical for Buses. He said he is looking forward to working closely with our MTA leadership, this committee, our customers and our advocates as we move forward.

### **iii. Paratransit Report**

Annicaro thanked the extremely dedicated Paratransit team for their tremendous efforts during the storms in the past few weeks. He said the team worked hard to provide continuous service

throughout both Tropical Storm Henri and Hurricane Ida. Annicaro reported that additional call center and command center staff were assigned along with floater vehicles deployed to mitigate potential service issues. He said the team worked closely with our dedicated carriers and brokers to monitor service and message weather conditions and delays to our customers throughout the storms.

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

Annicaro announced that Paratransit is excited to be currently onboarding several new broker contracts that were approved by the board in July 2021, which include our first NYS Certified MBE prime contractor for broker car service, as well as the first NYS Certified M/WBE Paratransit subcontractors. He said that these new contracts expand the pool of brokers, adding thousands of available vehicles and much needed capacity. Annicaro conveyed that one of the new brokers, Arro, began providing approximately 500 daily trips last week and another new broker, Sentry, will begin in October. He said he expects that service will improve throughout the Fall with increased driver availability, lower broker no-show rates, and increased availability of call center staff.

Annicaro also reported that Paratransit began restoring shared rides in July in accordance with public health guidelines and following 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. He emphasized that shared rides are an integral component of the AAR service and a vital tool to help us balance daily trip demand with vehicle supply. Annicaro reported that as anticipated, since the resumption of shared rides, service performance has improved significantly for customers, with broker no-show rates improving by as much as 60%, broker complaints per 1,000 scheduled trips decreasing by up to 37%, and average call wait times improving by 57%.

Annicaro indicated that Paratransit has carefully adjusted our dispatching system to keep shared rides as direct as possible, and we currently limit shared rides to trips less than 7 miles to avoid longer possible trip deviations. He also noted that although shared rides are restored, 85% of our trips continue to be direct trips.

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

Annicaro also expressed his commitment to working with his team to continue to improve Paratransit service alongside Quemuel and the Systemwide Accessibility team. He remarked that he is looking forward to working closely with NYCT customers, advocates and this committee on these important issues in the weeks and months ahead.

#### **iv. Strategy & Customer Experience**

Sarah Meyer, MTA Chief Customer Officer, delivered the Strategy and Customer Experience report. Meyer said that the mask force continues, and she is glad that mask usage is increasing again.

Meyer reported that in August the 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. She said call center telephone wait times unfortunately increased in July and August to 354 and 432 seconds due to impacts from the hiring freeze as well as higher-than-expected unplanned absences in our contact center. Meyer said NYCT is adding several positions to the team this month and is implementing a new contact center software system that will soon bring improved interactive voice response capability to increase call handling productivity.

Meyer said the MTA continues to encourage all employees to become vaccinated against COVID-19 through an extensive outreach campaign, noting that their teams provided digital communications, employee videos, vaccine finder resources, and telephone reminders to employees. She expressed thanks to those team members as well. She said the campaign aims to reassure MTA staff that the vaccines are safe, free, effective, and widely available without appointments at many MTA locations.

Chairman Mihaltses thanked Meyer for all of her work and remarked that she gets quicker updates from Meyer and her team on twitter than from Accuweather.

Board Member Victor Calise also thanked Meyer for pushing out messaging and asked if she could work with Paratransit and Access-A-Ride.

Chairman Mihaltses asked how many vaccination sites were open and she was told there were four.

#### **v. Accessibility Update**

Quemuel Arroyo, MTA Chief Accessibility Officer, said that on July 26<sup>th</sup>, we celebrated the 31<sup>st</sup> anniversary of the signing of the ADA at the Coney Island Train Yard. He said we displayed 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. He remarked that 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. Arroyo said he was proud to speak alongside Craig, Demetrius, and accessibility advocates Leonard Blades and Christopher D. Greif to commemorate the progress made and talk about the work ahead.

Arroyo announced that in the past summer NYCT was also proud to dedicate the street elevator at the 175 St (A) station in memory of disability advocate Edith Prentiss in her home neighborhood of Washington Heights on July 28. He thanked the advocates and elected officials who attended



for sharing such moving words about Edith's vast impact across New York, and the accessibility advocacy community.

Board Member Victor Calese suggested that we continue to have these updates and advocated for ramps and restrooms opening up.

Board Member Andrew Albert said in addition to seeing the R211's at the Coney Island yard he was able to tour them at the Pitkin yard and observed that the doors on the R211 trains are wider. He expressed concern that they would not line up to platforms and asked that such issues be addressed.

### **b. Safety and Security Report**

Robert Diehl, Senior Vice President, Safety & Security, NYCT reported that Subway Customer Accident Rates increased by 50.3% when comparing the most recent 12-month period to the previous one. He reported that Slip/Trip/Falls also increased when compared to the rate of the same period. Diehl said they have deduced that this increase was based on customer behavior associated with COVID-19, and to address this increase they are working with the Department of Subways to validate this fact with field observations and customer campaigns.

Diehl reported that Bus Collisions went up by 4.4% but Collision Injuries declined by 10.6% while Customer Accidents increased when comparing the most-recent 12-month period to the previous one. He also reported that 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.

Diehl reported that 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, Diehl reported that when comparing figures from the two most-recent 12-month periods, Subway Fires increased. He said that they are working with Subways to address the increase.

### **c. Crime Report**

Kathleen O'Reilly, Chief of Transit Bureau, NYPD provided the crime report. She thanked everyone who helped honor two of their officers, Ramon Suarez and Mark Ellis, who were among 23 NYPD officers killed in the 9/11 terrorist attacks and who were the only two officers assigned to the transit bureau at that time. She said likewise, the heroism and incredible work of the NYCT members on that day 20 years ago and in the days and weeks that followed were not lost on her fellow officers and her. She said they saved lives, showcased our city's resilience and got us moving again.

Chief O'Reilly then provided an update on subway crime, reporting that during the month of August there were 34 additional major felonies compared to August of last year. She said the uptick for the month was driven almost entirely by an increase in felony deaths, something she said they knew they would confirm with more riders returning to the system every day. She said

it is why we continue to caution everyone to be mindful of their property. Chief O'Reilly reported that today, felony assaults remain only crime category with an increase, with an additional 79 solved reports this year. She reported that to date, robberies and grand larceny remain down and therefore the total of major felonies in transit remains down by 20.6% and 259 fewer crimes this year.

Chief O'Reilly reported that officers have made 18 arrests for illegal possession of firearms this year, and, in fact, recovered 6 illegal firearms from offenders in the transit system since the Board met in July, very often during otherwise routine enforcement of the transit rules. She said over the past two months, two such arrests were made during fare evasion encounters, one from a person selling metrocard swipes and one involved a person stopped by an officer for unsafe riding. She said during the most recent incident, officers made an arrest while intervening in a troubling incident at Prospect Avenue Station in the Bronx on September 7<sup>th</sup>. She said officers from Transit District 12 were patrolling the platform when they observed two suspects chasing two other people, and one of the suspects fired a round from a handgun. She reported that the officers apprehended the two suspects and recovered a gun along with an illegal knife and the two were charged and remain in custody. She said likewise, officers patrolling in Transit District 20 observed a man remove property from a sleeping passenger on the No. 7 line on September 5<sup>th</sup>. She said the defendant was immediately apprehended and charged with grand larceny and taken to court, where he was later released on his own recognizance. Chief O'Reilly reported that an officer from Transit District 34 in Brooklyn apprehended and charged a suspect with robbery after he tried to take a cell phone from an MTA employee and was later learned to be a recidivist offender. Chief O'Reilly noted that arrests are not the only things our officers encounter when patrolling on platforms and trains and relayed a recent incident that got news coverage where a man was rescued from the tracks.

Board member Larry Schwartz inquired about how much of an increase in fires there has been on the system, and how and what the cause of the fires have been. Robert Diehl responded that the bulk of the fires are from debris on the right-of-way. Diehl said that there has been an approximate overall 13% increase of subway fires from the previous period, and assured that Safety & Security are working with Subways to get vac trains running more frequently and for more manual cleaning of debris, noting that stations themselves had fewer fires. Cipriano noted that the latest trend had normalized, and that getting the three vac trains in service seemed to have a tremendous impact on debris, as did refocusing the team on manual cleaning. Board member Larry Schwartz said he would be curious to get information about other public transit systems and whether they prohibit food being brought down into the system. Diehl said he would take a look at that.

## **VI. Procurements**

### **MTA Construction & Development: Ratifications**

Stephen Plochochi, Senior Vice President, Contracts, presented the Construction & Development procurement in the amount of \$26,500,000. MTA Construction and Development requested 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.

A motion was duly made and seconded to approve the above procurement requiring a majority vote (Schedule K 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.

**VII. Minutes**

Upon motion duly made and seconded, the Committee approved the minutes from the last meeting held on July 12, 2021.

**VIII. 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

#### October 2021

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

Biannual Customer Satisfaction Report	Strategy & Customer Experience
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

#### January 2022

Approval of 2022 NYCT Committee Work Plan	Committee Chair & Members
Preliminary Review of NYCT 2021 Operating Results	Management & Budget
Preliminary Review of SIR 2021 Operating Results	Management & Budget
Preliminary Review of MTA Bus 2021 Operating Results	Management & Budget

## **SPECIFIC AGENDA ITEMS (con't)**

## Responsibility

### February 2022

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

### March 2022

No Items

### April 2022

Final Review of NYCT 2021 Operating Results	Management & Budget
Final Review of SIR 2021 Operating Results	Management & Budget
Final Review of MTA Bus 2021 Operating Results	Management & Budget

### May 2022

Biannual Customer Satisfaction Report	Strategy & Customer Experience
Transit Adjudication Bureau Report, 1st Qtr, 2022	Law
Fare Evasion Report, 1st Qtr, 2022	Management & Budget
NYCT & MTA Bus EEO & Diversity Report, 1st Qtr, 2022	EEO & Human Resources

### June 2022

No Items

### July 2022

No Items

### August 2022

No Meetings Held

### September 2022

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

## 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

### 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.

### NOVEMBER 2021

#### Biannual Customer Satisfaction Report, Fall 2021

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

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

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

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

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

#### Charter for Transit Committee

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

### DECEMBER 2021

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

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

## II. SPECIFIC AGENDA ITEMS

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

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

### **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.

#### 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, 4<sup>th</sup> Qtr, 2021

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



## **II. SPECIFIC AGENDA ITEMS**

### 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

## **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, 1<sup>st</sup> 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, 1<sup>st</sup> 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, 1<sup>st</sup> 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

## II. SPECIFIC AGENDA ITEMS

### JULY 2022

No Items

### AUGUST 2022

No Meetings Held

### SEPTEMBER 2022

#### 2022 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.

#### 2022 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.

#### 2022 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.

#### 2023 NYCT Preliminary Budget

Public comments will be accepted on the 2022 Preliminary Budget.

#### 2023 SIR Preliminary Budget

Public comments will be accepted on the 2022 Preliminary Budget.

#### 2023 MTA Bus Preliminary Budget

Public comments will be accepted on the 2022 Preliminary Budget.

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



# Transit and Bus Committee Report October 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

---

This past month, we saw very positive ridership stats for New York City Transit. Subway and Bus ridership continues to climb. Bringing New Yorkers back to the system remains our focus and when our riders come back, we want to deliver the best customer service possible.

To that end, we are continuing all the aggressive steps I laid out in September to address crew shortages. We are intensely focused on service delivery, bringing on new train operators, conductors, and bus operators.

Our outreach to recent retirees for assignments has yielded about 60 people who expressed a willingness to come back on a temporary basis to help us while we continue to staff up. We are ready to welcome them back and to also bring new employees into the Transit family.

I would like to acknowledge and thank our hard-working colleagues in Transit Human Resources Operations, Operations Training, and especially all our trainers for their commitment and expertise in helping us getting first-rate fully trained people in these crucial jobs. These groups are under pressure to deliver quickly and I'm grateful for all the hard work.

I would like to thank all of my colleagues for their continued dedication and hard work to deliver safe on-time performance for our riders.

---

## Subways

Demetrius Crichlow, Senior Vice President

---

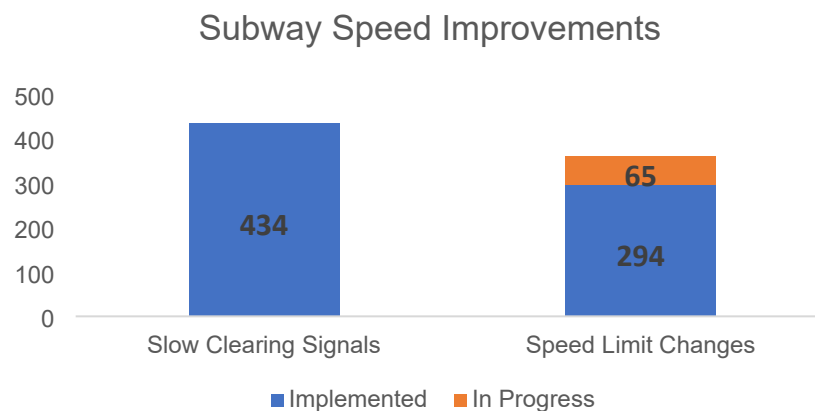
Subway performance in September remained strong. We estimate that September On-Time Performance would have been nearly 88% if we completely control for the effects of Ida and the current crew shortage. Service Delivered was nearly 90%, while we continue to serve approximately 50% of pre-pandemic ridership. And while major incidents increased compared to September 2020, many of these were caused by water and mud from Ida. When compared to September 2019, our customer-focused metrics shows that the 37-second increase in Additional Platform Time was almost entirely offset by a 28-second lower Additional Train Time. In other words, customers, on average, are waiting slightly longer for trains than two years ago, but most of this time is made up because travel times are faster.

We are continuing to make progress on crew availability. Our expedited hiring and training program continues, and I was proud to personally welcome 32 new Conductors at their graduation in September. Additional classes of Train Operators and Conductors are already underway with more scheduled through the end of 2021 and well into 2022. Our teams work hard to manage service to maintain evenness between trips and to avoid large gaps whenever possible.

Ridership increased significantly in September 2021, with over 20% more average weekday riders than in August and nearly double the riders compared to September 2020. We are thrilled to have so many riders returning to the subway and hope they notice that the system is faster and cleaner than they remember it. The system also remains very safe, with COVID protocols for daily disinfecting of subway cars and twice-daily disinfecting of stations continuing. Masks

covering the nose and mouth continue to be required at all times in indoor and underground portions of the system.

The Subways team is also continuing to safely speed up the system. Through the efforts of our SPEED Team and colleagues throughout NYCT, we have improved speeds at 728 locations – including 226 since the pandemic began – by correcting formerly slow-clearing signal timers updating speed limits. As the initial phases of these efforts near completion, the team will look for additional opportunities to increase speeds, improve operator confidence, and address slow areas, all while ensuring we don't lose any of the progress we have made. We would also like to remind customers that they can help us keep trains moving faster with simple steps like moving into the car to make room for others, not holding or blocking doors, and making sure belongings don't block aisles or doorways.



Although these remain challenging times, the Subways team always steps up to get the job done and I can't thank them enough for everything they do.

---

## Buses

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

---

It's encouraging to see New Yorkers returning to school and to the workplace, as our city continues to recover and our economy comes back to life. We are welcoming back more customers as we continue to see strong ridership. On September 30, the bus system reached its highest single day ridership since the pandemic, with approximately 1.5 million riders, about 65% of pre-COVID ridership levels.

We have left no stone unturned in our efforts to provide customers with the maximum level of service this fall. This has included an aggressive plan to fill our operator vacancies: increasing recruitment of new bus operator hires, expanding bus operator class sizes, and offering a vacation buy back. To date, we have hired approximately 900 new operators and plan to onboard up to 500 more by the end of the year to bring us back to pre-pandemic vacancy levels.

Our bus operators have shown their dedication and heroism throughout the pandemic by continuing to keep our city moving. The photograph below shows some of our recent operator hires on their graduation date at the training school. I am thrilled to welcome them and all of our new operators to the Buses family.



At the same time, we are working hard to enhance our world-class bus fleet. As of today, we already deployed more than 250 new buses in the first three quarters, and approximately 370 more are expected to be delivered by the end of this year. We are also on target to award a contract for our first MTA-owned 40-foot local electric buses by the end of this year. Customers should expect more comfortable and environmentally sustainable buses coming to their neighborhood.

While we continue to recover from the pandemic, we will never forget the colleagues we have lost. I am saddened to announce the recent passing of two more members of our Buses family to COVID-19. Michael Creary and Maqueda Lewis were both bus operators at Jackie Gleason depot in Brooklyn. We are deeply grateful for their combined 18 years of dedicated public service, and truly heartbroken at their untimely passing. We extend our deepest condolences to their families.

We cannot stress enough the importance of wearing masks when riding the bus system. Not only is it a basic protective practice including for those who are vaccinated, it is the law.

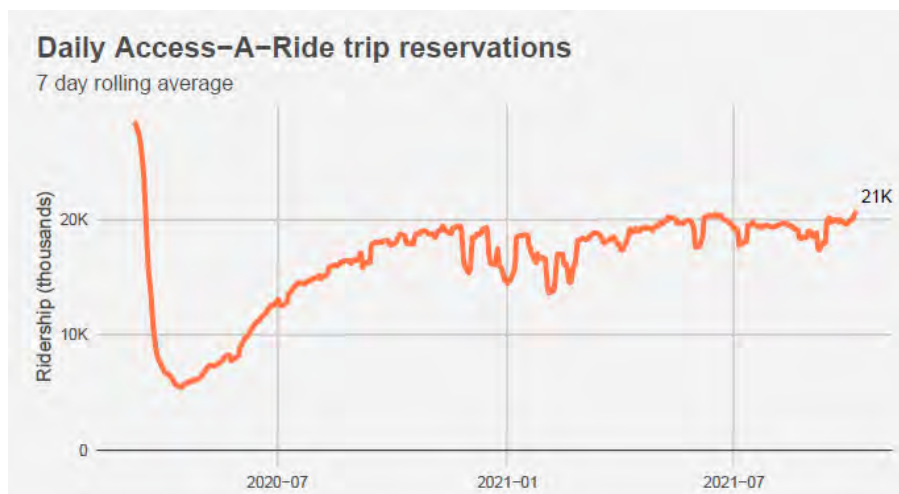
---

## **Paratransit**

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

---

Paratransit ridership remains strong at approximately 80% of pre-pandemic levels. Performance continues to be impacted by increased traffic volume in the City, industrywide driver shortages for both our primary and broker contractors, and adverse weather events. The team has been closely monitoring performance issues and working with our primary and broker contractors to manage them daily. Overall, we still maintained 90% On-Time performance within the 30-minute window. We are hopeful that service will improve throughout Fall 2021 as we onboard new brokers and additional primary carrier paratransit drivers to our service.



We are excited to welcome aboard new broker companies, which add much needed capacity and thousands of additional vehicles for our customers. In fact, over the past few months we have onboarded two new brokers: Arro Inc., which began in operating trips in September, and Sentry, which began operating trips this month. We are proud that Sentry is Paratransit’s first NYS Certified Minority and Women-owned Business Enterprise (M/WBE) prime contractor for broker car service. The addition of another new broker (Via) is anticipated in the first quarter of 2022.

Finally, as part of our commitment to incorporate M/WBEs into our E-Hail on-Demand Pilot program, we are looking forward to onboarding Leap, a certified M/WBE, as a new provider. Customers in the program will be able to book their rides through Leap’s app toward the end of the month. This continues our partnership with the MTA’s Department of Diversity and Civil Rights, which administers programs that support NYS efforts to maximize opportunities for M/WBEs. We anticipate the addition of this app will also improve vehicle availability for our E-hail customers.

## Accessibility

Quemuel Arroyo, Chief Accessibility Officer

The Systemwide Accessibility team joins our colleagues across the MTA to celebrate the reopening of the 42 St Shuttle as part of the 42 St Connection Project. We have enjoyed using the expanded platform and simpler track configuration, and are proud that with these changes, for the first time in its 100 years of service, the 42 St Shuttle is now accessible. We welcome all riders back to Transit and the new Shuttle! Please remember that the Accessible Boarding Area, with minimized platform gaps and marked by overhead blue and white signs, is at the eastern end of the Shuttle platform at both Times Square and Grand Central.



*From left: MTA Chief Accessibility Officer Quemuel Arroyo, MTA Chief Customer Officer Sarah Meyer, New York City Transit Interim President Craig Cipriano, MTA Construction and Development Program CEO-Stations Barney Grey, MTA Arts & Design Director Sandra Bloodworth, and MTA Acting Chairman and CEO Janno Lieber cut the “All New S” ribbon in front of the new Shuttle platform at Times Square Subway Station, surrounded by additional MTA executives elected officials, and community advocates.*

We are looking forward to many more new ADA station openings in the months and years to come, especially with the passage on October 7 of the Zoning for Accessibility initiative by the New York City Council. Zoning for Accessibility will allow the MTA to leverage planned private development to make more stations more accessible more quickly, through two key changes to the city’s zoning resolution: a requirement that developers in most mid- or high-density areas approach the MTA when designing a new project to determine whether the MTA needs an easement (permanent access to a small piece of property) for future accessibility projects at the adjacent station, and an expansion of the existing transit bonus program that incentivizes developers to directly fund and build transit accessibility improvements in exchange for a floor area bonus. We thank our partners at the Department of City Planning and the Mayor’s Office for People with Disabilities who worked tirelessly to make this initiative a reality, and the dozens of advocates who spoke and wrote to Community Boards and Council Members throughout the year to support this important project.

Finally, we hit a major milestone this month with the soft launch of the OMNY Reduced-Fare program on subways and buses. Almost one hundred current Reduced-Fare customers have volunteered to become the first Reduced-Fare customers to use OMNY and give us their feedback over the course of the fall. These customers are testing a combination of the new OMNY cards, their personal contactless credit or debit cards, or their cards on digital wallets. The soft launch participants will provide important insight on everything from setting up an OMNY account to tapping at validators, so that we can ensure that the full rollout of OMNY to Reduced-Fare customers is as seamless as possible. We thank our soft launch participants for their time and feedback and look forward to welcoming many more customers to OMNY in the months to come.

We remain committed to making sure all of our forums for feedback remain fully accessible, whether through webpages, in person and virtual meetings and events, or digital content. Thank you to our riders who took the recent Customers Count survey, participated in the Central Business District Tolling Program hearings, and continue speaking at our monthly Committee



and Board meetings. We look forward to continuing to work with you toward a more accessible transit system.

---

## Strategy and Customer Experience

Sarah Meyer, Chief Customer Officer

---

We launched the MTA *Welcome Back New York* campaign in September touting the benefits of mass transit as more New Yorkers begin to return to work and school this fall. Informative and, at times, irreverent messages appear throughout stations, on media outlets, and on billboards throughout the region. *Welcome Back New York* highlights the wide-ranging benefits of mass transit compared to the available alternatives, the importance of which has been highlighted by the growing impacts of climate change we have experienced in the region. The campaign also includes a range of specific initiatives to entice riders to come back to the system, including the continuation of off-peak pricing and additional friends and family offers for monthly ticket holders.



Tied to *Welcome Back*, we launched *MetroCard Bulk Sales for Business*, an employer incentive program to help transition employees back to their offices. Under the program, we sell MetroCards to employers in convenient pre-packaged bundles from a menu of fare product options, which they can use in *Welcome Back* packages, for employee recognition and merit rewards, team building and climate-friendly transportation events, as examples.

We are excited to have also supported the launch of the OMNY card in October, with our creative team developing the card's physical design. We aimed for it to feel like a premium card, something you would be proud to be seen with – disguising one of two barcodes needed for retail purchasing and encoding as a design element on the card's front. The card is making its way to retail locations throughout New York this month and will be available from vending machines in our stations in 2022.

We supported the return of MTA Vaccination Centers to the subway, opening sites at Broadway Junction and E 180 St stations. We continue working to promote vaccination, and to make it easier to access, both for the public and our staff. And our Mask Force was out at LIRR stations for the two weeks following Labor Day – they will be back out, across the MTA network, on October 19. We would love to have you [join us](#).

Our Fall Customers Count and COVID travel survey received a tremendous 123,000 responses – the result of our efforts to promote the survey via direct email to customers, digital signage, social media, public address announcements, and other geographically targeted messaging. This extensive outreach helped ensure awareness by all commuter rail, subways, buses, and Access-A-Ride customers. We are crunching this enormous amount of very valuable data, will publish the results in November, and with our planning and operating colleagues, convert findings to action plans.

As more New Yorkers return to the subway and buses, the volume of customer contacts we receive and handle continues to increase. In September, we received 9% more telephone calls at our contact center versus August, from 75,300 vs. 68,912 calls offered in August – the highest call volume since July 2020. The increased volume combined with reduced employee availability resulted in a 33% increase in average time to answer versus last month (576 seconds vs 432 seconds). 17% of callers (13,137) opted to not wait and requested a callback. Without losing their place in the queue, our call center system called each of those customers back and connected them to a contact center agent.

In addition, our customer services team made over 3,200 calls to operating employees about vaccination interest. While this has an adverse effect on call center wait time, we continue to prioritize this effort which contributes to increasing staff availability for our core business, operating transportation service. We are adding two permanent positions to the team and are also implementing a new contact center software system that in 2022 will bring improved interactive voice response capability to increase call handling productivity.

Customer complaints about subway service decreased to 4.02 per 100,000 journeys, down 20.6% from September 2020. Bus complaints increased to 12.68 per 100,000 journeys and Access-A-Ride complaints increased again, after a drop last month, to 1,040.4.

---

## Safety

Robert Diehl, Senior Vice President, Safety & Security

---

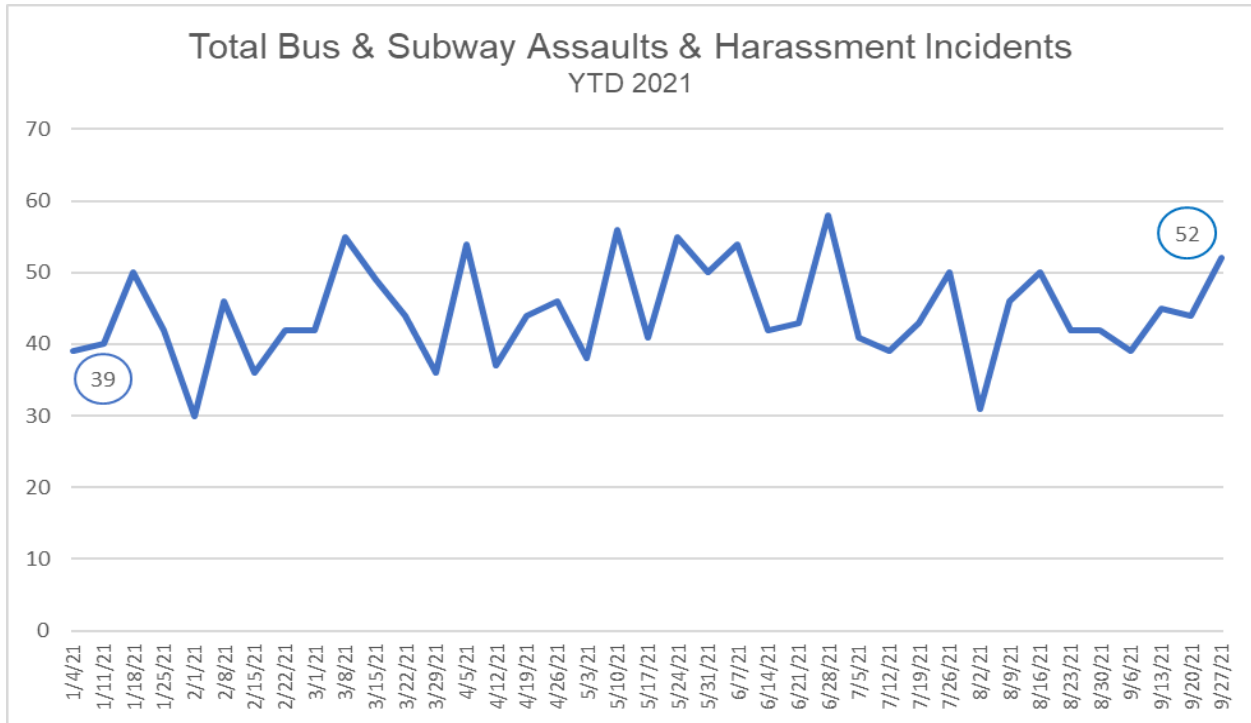
Subway Customer Accident Rates increased by 41.1% when comparing the most recent 12-month period to the previous one. It is worth noting that while the total number of accidents is down 16%, there is a rate increase per million customers due to low ridership (down 40.5%) in the latest 12-month period.

Bus Collisions grew by 11.1% and Collision Injuries declined by 5.8% 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.

Lastly, when comparing figures from the two most-recent 12-month periods, Subway Fires increased. Even so, 100% of Subway Fires in the most-recent 12-month period are of either Low or Average Severity.

This year, we started reporting on incidents of assaults and harassment within the Transit system. The most-recent data is displayed in this report.



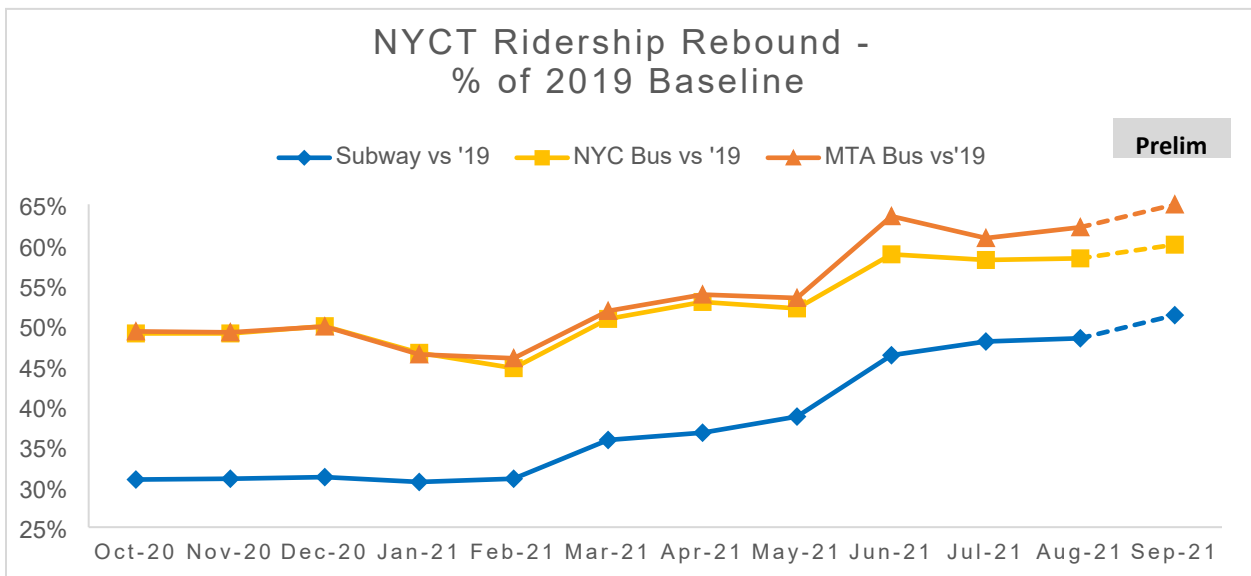
## Financial and Ridership

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

### NYCT - September

September farebox revenue of \$220.9 million exceeded forecast by \$25.2 million (12.9%), and year-to-date farebox revenue is favorable by \$91.8 million (6%).

September ridership of 103 million exceeded forecast by 7.6 million (7.9%), and year-to-date ridership of 746 million is favorable 26.3 million (3.7%).



\*September ridership figures shown with dotted lines above are based upon preliminary ridership data

Total operating expense in September 2021 (before non-cash liabilities) is favorable to forecast \$5.7 million (0.8 %), with year-to date variance favorable \$78.7 million (1.2%).

- Labor expenses in September were over forecast by a net \$15.9 million (2.9%), mainly due to overtime overruns of \$11.1 million (26%) resulting from adverse weather response and vacancy coverage. Reimbursable overhead credits were unfavorable \$8.0 million (24.5 %), stemming from lower capital labor charges, and health & welfare/OPEB current expense overran \$6.6 million (4.9%), due to unfavorable timing of rebates. Payroll was lower \$8.6 million (3.1%), mainly due to vacancies, and pension expense was under \$3.8 million (4.6%), providing partial offset to general labor overruns in the month.  
Labor expenses year-to-date were over forecast by a net \$11.1 million (0.2%), mainly due to reimbursable overhead credit shortfalls of \$38.7 million (19.1%), overtime overruns of \$19.0 million (4.3%), largely due to vacancy coverage, and other fringe benefits higher by \$7.0 million (1.8%). Payroll underruns of \$34.4 million (1.3%), resulting from vacancies, and pension expense lower by \$20.0 million (2.8%), provided a partial offset.
- Non-labor expenses in September were below forecast by a net \$21.6 million (13.8%), mainly due to lower public liability expense of \$9.7 million (79.5%) due to lower ridership, paratransit service contracts under forecast by \$7 million (19.5%) reflecting fewer trips, and Materials & supplies under by \$6.3 million (24.1%), due to lower usage and favorable maintenance program expense timing. Maintenance and other operating contracts were favorable \$4.8 million (15.8%), largely due to favorable timing of building expense charges, and professional service contracts were lower by \$3.2 million (25.1%), mainly due to underruns in IT service and maintenance. Overruns in electric power expense of \$5.4 million (25.7%), due to timing of expenses, and other business expense overruns of \$4.5 million (97.8%), due to higher card processing fees provided partial offset to general favorability in non-labor expense.
- Non-labor expenses year-to-date were net favorable by \$89.8 million (6.5 %), mainly due to materials & supply underruns of \$48.8 million (20.8%), reflecting primarily reduced usage and favorable maintenance program timing, and Paratransit service contracts were lower by \$28.0 million (9.8%), reflecting fewer trips and favorable timing of support costs. Maintenance and other operating contracts were lower by \$9.8 million (3.7 %) due to largely favorable timing of building expense charges, and public liability expense was down \$9.7 million (8.8%). Fuel was also under forecast by \$8.0 million (9.9 %) mainly due to lower consumption, and professional service contracts were lower by \$3.1 million (2.7%), mainly due to underruns in IT service and maintenance. Overruns in other business expense of \$18.4 million (46.3%), due to card processing fees provided partial offset to general favorability in non-labor expense.

### **MTABC - September**

Farebox Revenue of \$12.5 million for September is above forecast by \$1.9 million (17.9%), and year-to-date is favorable by \$9.0 million (10.0%).

Ridership of 6.7 million for the month is 1.1 million (20.3%) above forecast, ridership year-to-date remains favorable by 4.3 (9.3 %) compared with the forecast.

Total operating expense in September 2021 (before non-cash liabilities) is favorable to forecast \$8.5 million (10.6%), and favorable on a year-to-date basis by \$51.8 million (28.9%).

- Labor expense in September is above forecast by \$3.3 million (6.2%), mainly due to overtime expenses that were lower than forecast by \$1.7 million (18.9%), resulting from lower unscheduled overtime, COVID-19 related cleaning, and programmatic maintenance. Other fringe benefits were lower than forecast by \$0.078 million (1.2%), 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 \$2.2 million (9.4 %) resulting from higher vacation and sick payments. Labor expense year-to-date is lower than forecast by \$3.4 million (0.7%), due to overtime underrun of \$8.2 million (11.5%) and other fringe benefits underrun of \$4.1 million (7.7%), offset by an overrun in payroll by \$5.3 million (2.4%) stemming from higher vacation, sick and personal time.
- Non-labor expense in September is favorable in September by \$11.8 million (42.8%), mainly due to underruns in claims by \$3.1 million (40.7%), maintenance & other operating contracts by \$2.8 million (53.4 %), professional service contracts by \$2.5 million (56.2 %) and materials & supplies by \$3.0 million (48.3 %). Non-labor expense year-to-date is favorable by \$51.8 million (28.9%), due to lower forecast of Fuel by \$3.4 million (21.3%), claims by \$12.6 million (23.7%), maintenance & other operating contracts by \$12.7 million (39.5%), professional service contracts by \$9.4 million (33.4%) and materials & supplies by \$12.2 million (29.4%).

---

## Capital Program Status Report

---

In September, \$56.8 million in Transit projects were awarded, including six Small Business Mentoring Program (SBMP) station stair rehabilitation projects for \$7.6 million, overcoat painting projects on sections of the Culver Line for \$6.1 million, mainline track switch replacement on the Brighton line for \$3.0 million and a ventilator rehabilitation project between stations on the 4<sup>th</sup> Avenue Line for \$4.8 million.

Also in September, \$101.1 million in Transit projects were completed, including escalator and fire alarm system replacement at Flushing-Main Street station on the Flushing line for \$27.1 million, mainline track replacement on the Queens Boulevard and Lenox-White Plains Road lines for \$24.5 million, and a water condition remedy project at system-wide locations for \$9.7 million.

---

## Customer Service Report: Subways

Demetrius Crichlow, Senior Vice President, Department of Subways



The Department of Subways is excited to welcome a new class of Conductors that completed their induction training in September. This is among the first of several classes of Conductors, Train Operators, Dispatchers, Maintainers, and others to rebuild our workforce. Our Operations Training team has worked hard to increase class sizes while continuing to enforce safety protocols to prevent the spread of COVID-19.

# Subway Report (Weekday & Full Month)

Subway Report Performance Indicators						
Performance Indicator	September 2021			12-Month Average		
	This Year	Last Year	Change	This Year	Last Year	Change
<b>Weekday Customer-Focused Metrics</b>						
<b>Weekday Major Incidents (Chart 1)</b> Unplanned incidents delaying 50+ trains	34	16	+112.5%	32.4	28.9	+12.1%
<b>Weekday Service Delivered (Chart 3)</b> % of scheduled trains operated Weekday rush hours (7-10a and 4-7p)	89.5%	96.8%	-7.3%	93.4%	96.5%	-3.1%
<b>Additional Platform Time (h:mm:ss) (Chart 7)</b> Average added time spent waiting for trains, compared with scheduled wait time	0:01:40	0:01:08	+0:00:32	0:01:21	0:01:11	0:00:10
<b>Additional Train Time (h:mm:ss) (Chart 9)</b> Average additional unanticipated time spent onboard train compared to scheduled travel time	0:00:22	-0:00:03	0:00:25	0:00:07	0:00:33	-0:00:26
<b>Customer Journey Time Performance (Chart 11)</b> % of customers whose journeys are completed within five minutes of schedule.	81.9%	86.4%	-4.5%	84.7%	84.9%	-0.2%
<b>Inputs to Operations</b>						
<b>Mean Distance Between Failures (Chart 13)</b> Revenue car miles divided by the number of incidents attributed to car-related causes	135,124	159,218	-15.1%	149,583	139,955	+6.9%
<b>Elevator Availability* (Chart 14)</b> % of time elevators are operational systemwide	95.8%	96.6%	-0.8%	96.5%	96.6%	-0.1%
<b>Escalator Availability* (Chart 14)</b> % of time escalators are operational systemwide	90.1%	92.1%	-2.0%	91.3%	92.1%	-0.8%
<b>Weekday Legacy Indicators</b>						
<b>Weekday Wait Assessment (Chart 15)</b>	63.5%	74.8%	-11.3%	70.6%	75.6%	-5.0%
<b>Weekday Terminal On-Time Performance (Chart 17)</b>	80.6%	89.6%	-9.0%	86.3%	85.5%	+0.8%
<b>Weekday Trains Delayed (Chart 19)</b>	31,413	17,603	+78.5%	21,886	23,802	-8.0%

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

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

In the aftermath of floods from the remnants of Hurricane Ida, there were extensive service suspensions and delays. In accordance with NYCT policy regarding emergency service plans, data for 9/2 was excluded from this report since the public was notified of these changes and were encouraged to avoid any non-essential travel. In addition, data for the 6 line was excluded between 9/2-9/5, due to emergency service changes related to damage from Ida that were publicly communicated.

# Subway Report (Weekend)

Subway Report Performance Indicators						
Performance Indicator	September 2021			12-Month Average		
	This Year	Last Year	Change	This Year	Last Year	Change
<b>Weekend Customer-Focused Metrics</b>						
<b>Weekend Major Incidents (Chart 2)</b> Unplanned incidents delaying 50+ trains	2	6	-66.7%	4.1	3.8	+7.9%
<b>Weekend Service Delivered (Chart 5)</b> % of scheduled trains operated during Weekends (10a-6p)	93.1%	95.4%	-2.3%	93.8%	96.8%	-3.0%
<b>Weekend Legacy Indicators</b>						
<b>Weekend Wait Assessment (Chart 16)</b>	66.9%	81.0%	-14.1%	74.6%	81.4%	-6.8%
<b>Weekend Terminal On-Time Performance (Chart 18)</b>	82.4%	88.6%	-6.2%	86.5%	87.3%	-0.8%
<b>Weekend Trains Delayed (Chart 20)</b>	8,448	5,484	+54.0%	6,533	5,717	+14.3%

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

# Subway Report (Staten Island Railway)

Subway Report Performance Indicators						
Performance Indicator	September 2021			12-Month Average		
	This Year	Last Year	Change	This Year	Last Year	Change
<b>24 Hour On-Time Performance</b>						
% of scheduled trains arriving within six minutes of their scheduled arrival time during a 24-hour period	96.6%	98.4%	-1.8%	97.0%	95.9%	+1.1%
<b>AM Rush On-Time Performance</b>						
% of scheduled trains arriving within six minutes of their scheduled arrival time	95.5%	99.7%	-4.2%	97.2%	98.0%	-0.8%
<b>PM Rush On-Time Performance</b>						
% of scheduled trains arriving within six minutes of their scheduled arrival time	91.2%	98.7%	-7.5%	94.7%	94.7%	0.0%
<b>Percentage of Completed Trips</b>						
<b>Percentage of Completed Trips</b>	98.7%	99.9%	-1.2%	99.3%	99.8%	-0.5%
<b>Mean Distance Between Failures</b>						
Revenue car miles divided by the number of incidents attributed to car-related causes	42,433	91,289	-53.5%	31,631	62,283	-49.2%

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.

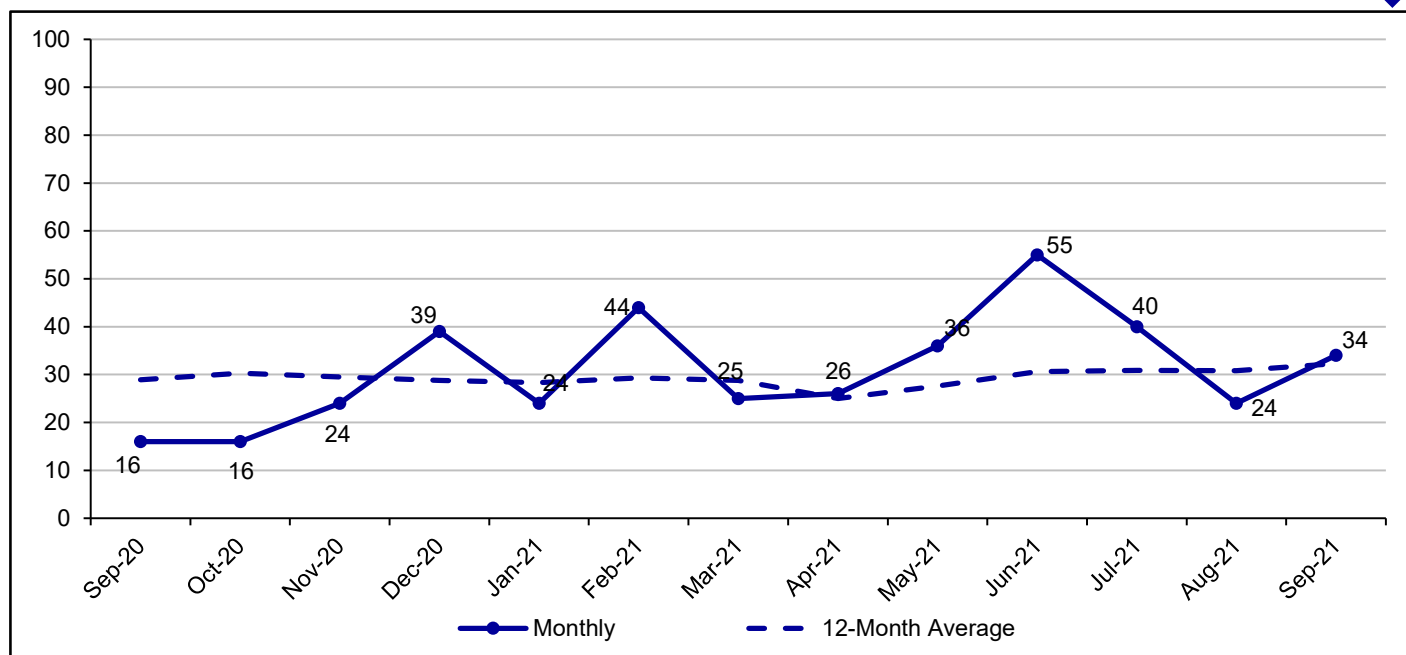
### Customer Journey Time Performance (CJTP)

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		
	Sep 21	Sep 20	% Change	Sep 21	Sep 20	% Change
Track	4	3	+33.3%	3.8	4.2	-9.5%
Signals	15	6	+150.0%	12.2	9.7	+25.8%
Persons on Trackbed/Police/Medical	7	5	+40.0%	8.3	7.9	+5.1%
Stations & Structures	4	1	+300.0%	2.3	1.2	+91.7%
Subway Car	1	1	0.0%	2.6	2.5	+4.0%
Other	3	0	0.0%	3.2	3.4	-5.9%
<b>Subdivision A</b>	<b>13</b>	<b>10</b>	<b>+30.0%</b>	<b>13.0</b>	<b>13.7</b>	<b>-5.1%</b>
<b>Subdivision B</b>	<b>21</b>	<b>6</b>	<b>+250.0%</b>	<b>19.3</b>	<b>15.2</b>	<b>+27.0%</b>
<b>Systemwide</b>	<b>34</b>	<b>16</b>	<b>+112.5%</b>	<b>32.4</b>	<b>28.9</b>	<b>+12.1%</b>
Avg Incident Duration (h:mm:ss)	0:29:42	0:23:18	+27.5%	0:24:00	0:23:18	+3.0%
Avg Trains Delayed per Incident	149	98	+52.0%	118	111	+6.3%

### Major Incidents Discussion

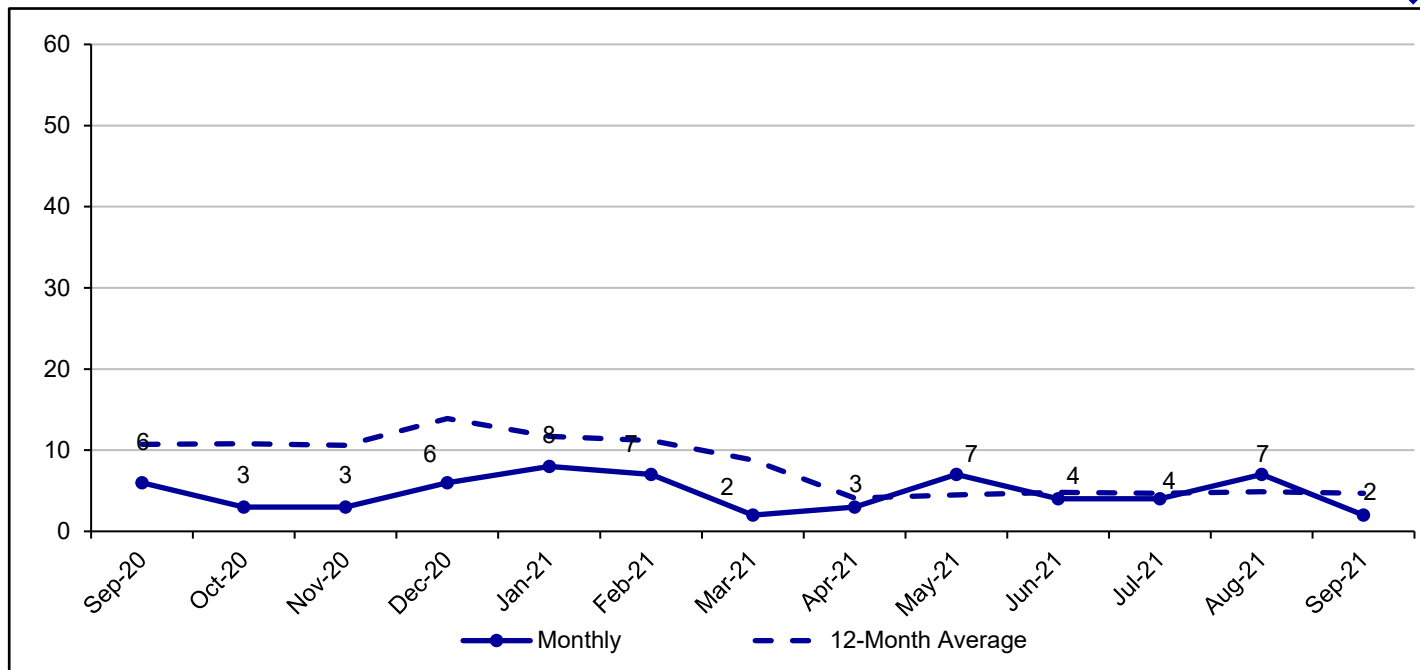
- There were 34 weekday major incidents in September 2021, a 5% increase compared to the 12-month average.
- Although a large increase compared to September 2020, that month had tied for the fewest major incidents on record.
- The largest category of major incidents was Signals, which included several incidents caused by water and/or mud from the September 2<sup>nd</sup> flood.

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		
	Sep 21	Sep 20	% Change	Sep 21	Sep 20	% Change
Track	0	1	-100.0%	0.2	0.4	-50.0%
Signals	0	1	-100.0%	1.3	0.8	+62.5%
Persons on Trackbed/Police/Medical	0	4	-100.0%	1.0	1.7	-41.2%
Stations & Structure	2	0	0.0%	0.6	0.0	N/A
Subway Car	0	0	0.0%	0.5	0.0	N/A
Other	0	0	0.0%	0.6	0.9	-33.3%
<b>Subdivision A</b>	<b>2</b>	<b>2</b>	<b>0.0%</b>	<b>1.4</b>	<b>1.7</b>	<b>-17.6%</b>
<b>Subdivision B</b>	<b>0</b>	<b>4</b>	<b>-100.0%</b>	<b>2.7</b>	<b>2.1</b>	<b>+28.6%</b>
<b>Systemwide</b>	<b>2</b>	<b>6</b>	<b>-66.7%</b>	<b>4.1</b>	<b>3.8</b>	<b>+7.9%</b>
Avg Incident Duration (h:mm:ss)	0:15:00	0:15:12	-1.3%	0:24:48	0:22:36	+9.8%
Avg Trains Delayed per Incident	311	157	+98.1%	98	96	+2.1%

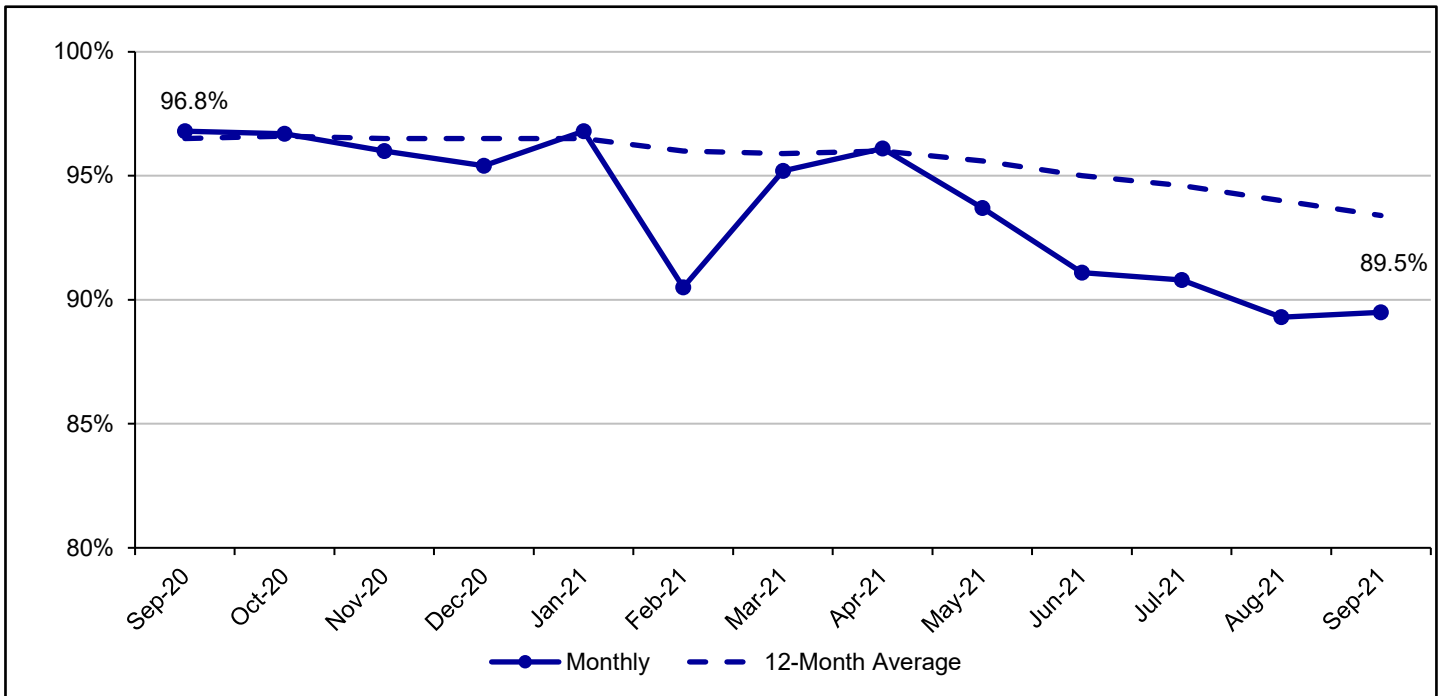
### Major Incidents Discussion

- In September 2021, there were 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		
	Sep 21	Sep 20	Change	Sep 21	Sep 20	Change
<b>Subdivision A</b>	92.7%	96.7%	-4.0%	93.9%	96.6%	-2.7%
<b>Subdivision B</b>	87.2%	96.9%	-9.7%	93.1%	96.5%	-3.4%
<b>Systemwide</b>	<b>89.5%</b>	<b>96.8%</b>	<b>-7.3%</b>	<b>93.4%</b>	<b>96.5%</b>	<b>-3.1%</b>

### Weekday Service Delivered Discussion

- Service Delivered in September 2021 decreased 7.3% compared to September 2020, while the 12-month average decreased by 3.1%.
- The decrease was due mostly to crew shortages that required cancelling some trips.

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

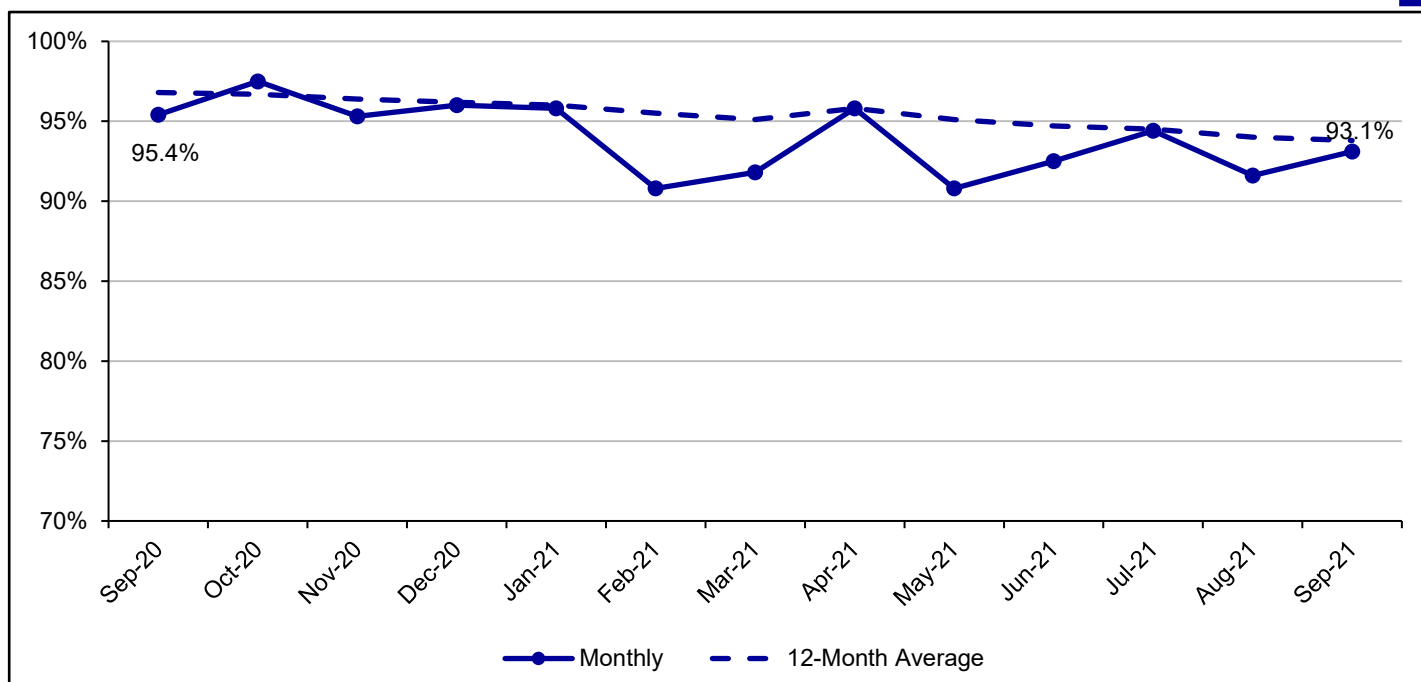
*Desired trend* 

<u>Line</u>	<u>Sep 21</u>	<u>Sep 20</u>	<u>Change</u>
1	90.6%	97.1%	-6.5%
2	93.9%	97.1%	-3.2%
3	91.9%	96.7%	-4.8%
4	90.9%	95.4%	-4.5%
5	91.6%	95.8%	-4.2%
6	93.3%	96.5%	-3.2%
7	91.7%	96.6%	-4.9%
S 42nd	99.6%	99.3%	+0.3%
<b>Subdivision A</b>	<b>92.7%</b>	<b>96.7%</b>	<b>-4.0%</b>
A	84.0%	93.8%	-9.8%
B	83.9%	97.6%	-13.7%
C	79.3%	96.8%	-17.5%
D	83.1%	97.9%	-14.8%
E	90.4%	97.6%	-7.2%
F	84.7%	99.2%	-14.5%
S Fkn	96.1%	100.0%	-3.9%
G	87.3%	99.2%	-11.9%
S Rock	100.0%	98.9%	+1.1%
JZ	96.4%	99.1%	-2.7%
L	94.5%	99.0%	-4.5%
M	88.2%	96.3%	-8.1%
N	88.3%	95.3%	-7.0%
Q	87.1%	96.7%	-9.6%
R	86.5%	94.8%	-8.3%
W	86.0%	92.3%	-6.3%
<b>Subdivision B</b>	<b>87.2%</b>	<b>96.9%</b>	<b>-9.7%</b>
<b>Systemwide</b>	<b>89.5%</b>	<b>96.8%</b>	<b>-7.3%</b>

**Chart 4**

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

Desired trend



	Monthly			12-Month Average		
	Sep 21	Sep 20	% Change	Sep 21	Sep 20	% Change
<b>Subdivision A</b>	93.8%	96.6%	-2.8%	93.4%	96.8%	-3.4%
<b>Subdivision B</b>	92.7%	94.6%	-1.9%	94.1%	96.8%	-2.7%
<b>Systemwide</b>	<b>93.1%</b>	<b>95.4%</b>	<b>-2.3%</b>	<b>93.8%</b>	<b>96.8%</b>	<b>-3.0%</b>

### Weekend Service Delivered Discussion

- Service Delivered in September 2021 was 2.3% lower than September 2020 and the 12-month average was 3.0% lower as well.
- The decrease was due mostly to crew shortages that required cancelling some trips.

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

*Desired trend*



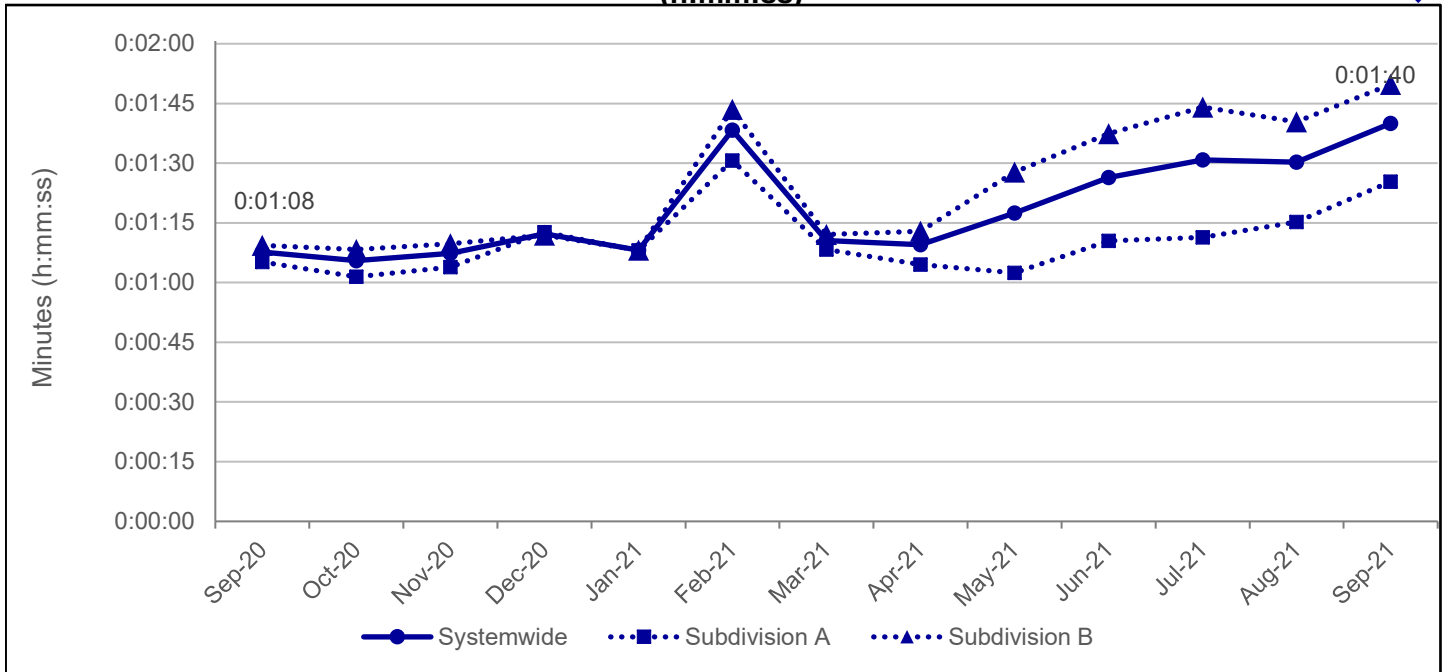
<u>Line</u>	<u>Sep 21</u>	<u>Sep 20</u>	<u>% Change</u>
1	93.9%	97.4%	-3.5%
2	88.6%	96.3%	-7.7%
3	96.0%	97.6%	-1.6%
4	93.6%	96.5%	-2.9%
5	93.6%	98.0%	-4.4%
6	89.6%	95.3%	-5.7%
7	94.9%	99.4%	-4.5%
S 42nd	100.0%	93.4%	+6.6%
<b>Subdivision A</b>	<b>93.8%</b>	<b>96.6%</b>	<b>-2.8%</b>
A	85.4%	89.6%	-4.2%
C	87.1%	73.5%	+13.6%
D	91.8%	93.3%	-1.5%
E	91.3%	N/A	N/A
F	94.9%	98.6%	-3.7%
S Fkln	96.8%	99.9%	-3.1%
G	99.8%	95.7%	+4.1%
S Rock	99.0%	100.2%	-1.2%
J	92.4%	98.6%	-6.2%
L	94.9%	97.4%	-2.5%
M	95.6%	99.4%	-3.8%
N	90.4%	99.6%	-9.2%
Q	93.5%	99.9%	-6.4%
R	N/A	96.8%	N/A
<b>Subdivision B</b>	<b>92.7%</b>	<b>94.6%</b>	<b>-1.9%</b>
<b>Systemwide</b>	<b>93.1%</b>	<b>95.4%</b>	<b>-2.3%</b>

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		
	Sep 21	Sep 20	Change	Sep 21	Sep 20	Change
<b>Subdivision A</b>	0:01:26	0:01:05	+0:00:21	0:01:11	0:01:04	+0:00:07
<b>Subdivision B</b>	0:01:50	0:01:10	+0:00:40	0:01:27	0:01:16	+0:00:11
<b>Systemwide</b>	<b>0:01:40</b>	<b>0:01:08</b>	<b>+0:00:32</b>	<b>0:01:21</b>	<b>0:01:11</b>	<b>+0:00:10</b>

### Additional Platform Time Discussion

- September 2021 APT worsened by 32 seconds compared to September 2020, and the 12 month average worsened by 10 seconds.
- The increase in APT was due in part to the crew shortage, which has slightly increased average waiting times.

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)**

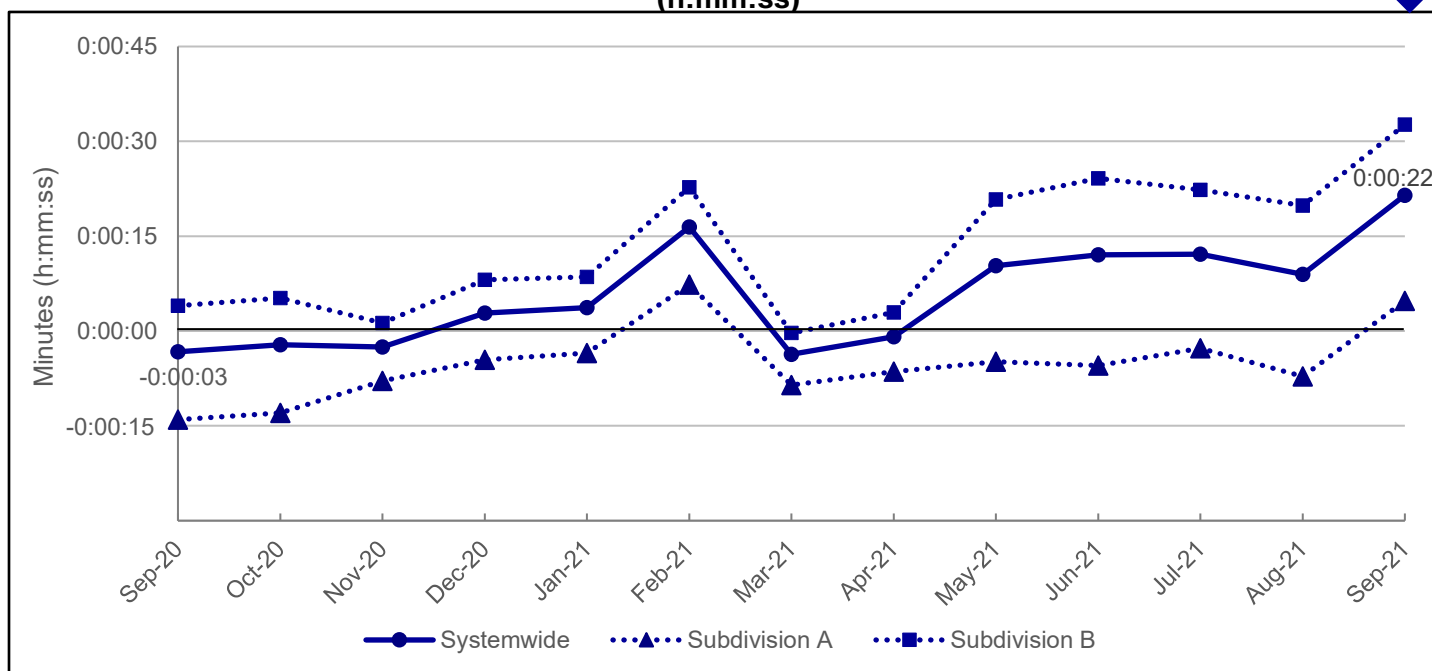
*Desired trend*



<u>Line</u>	<u>Sep 21</u>	<u>Sep 20</u>	<u>Change</u>
1	0:01:11	0:00:52	+0:00:19
2	0:01:18	0:01:14	+0:00:04
3	0:01:10	0:01:09	+0:00:01
4	0:01:27	0:01:11	+0:00:16
5	0:01:23	0:01:12	+0:00:11
6	0:01:04	0:01:02	+0:00:02
7	0:02:18	0:01:04	+0:01:14
S 42nd	0:00:40	0:00:27	+0:00:13
<b>Subdivision A</b>	<b>0:01:26</b>	<b>0:01:05</b>	<b>+0:00:21</b>
A	0:01:46	0:01:10	+0:00:36
B	0:02:16	0:01:29	+0:00:47
C	0:02:16	0:00:46	+0:01:30
D	0:02:19	0:01:23	+0:00:56
E	0:01:30	0:00:56	+0:00:34
F	0:01:56	0:00:46	+0:01:10
S Fkln	0:01:30	0:00:25	+0:01:05
G	0:01:25	0:01:01	+0:00:24
S Rock	0:00:49	0:00:30	+0:00:19
JZ	0:01:20	0:01:08	+0:00:12
L	0:01:08	0:00:48	+0:00:20
M	0:02:20	0:01:30	+0:00:50
N	0:01:47	0:01:18	+0:00:29
Q	0:01:54	0:01:14	+0:00:40
R	0:01:59	0:01:31	+0:00:28
W	0:01:16	0:01:08	+0:00:08
<b>Subdivision B</b>	<b>0:01:50</b>	<b>0:01:10</b>	<b>+0:00:40</b>
<b>Systemwide</b>	<b>0:01:40</b>	<b>0:01:08</b>	<b>+0:00:32</b>

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

*Desired trend* ↓



	Monthly			12-Month Average		
	Sep 21	Sep 20	Change	Sep 21	Sep 20	Change
<b>Subdivision A</b>	0:00:05	-0:00:14	+0:00:19	-0:00:04	0:00:21	-0:00:26
<b>Subdivision B</b>	0:00:33	0:00:04	+0:00:29	0:00:15	0:00:41	-0:00:27
<b>Systemwide</b>	<b>0:00:22</b>	<b>-0:00:03</b>	<b>+0:00:25</b>	<b>+0:00:07</b>	<b>0:00:33</b>	<b>-0:00:26</b>

### Additional Train Time Discussion

- September 2021 ATT worsened by 25 seconds compared to September 2020, while the 12 month average improved by 26 seconds.
- Ridership in September 2021 was over 20% higher than August 2021 and nearly double that of September 2020. This resulted in slightly longer dwell times for riders to board and exit trains, which affects ATT.

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)**

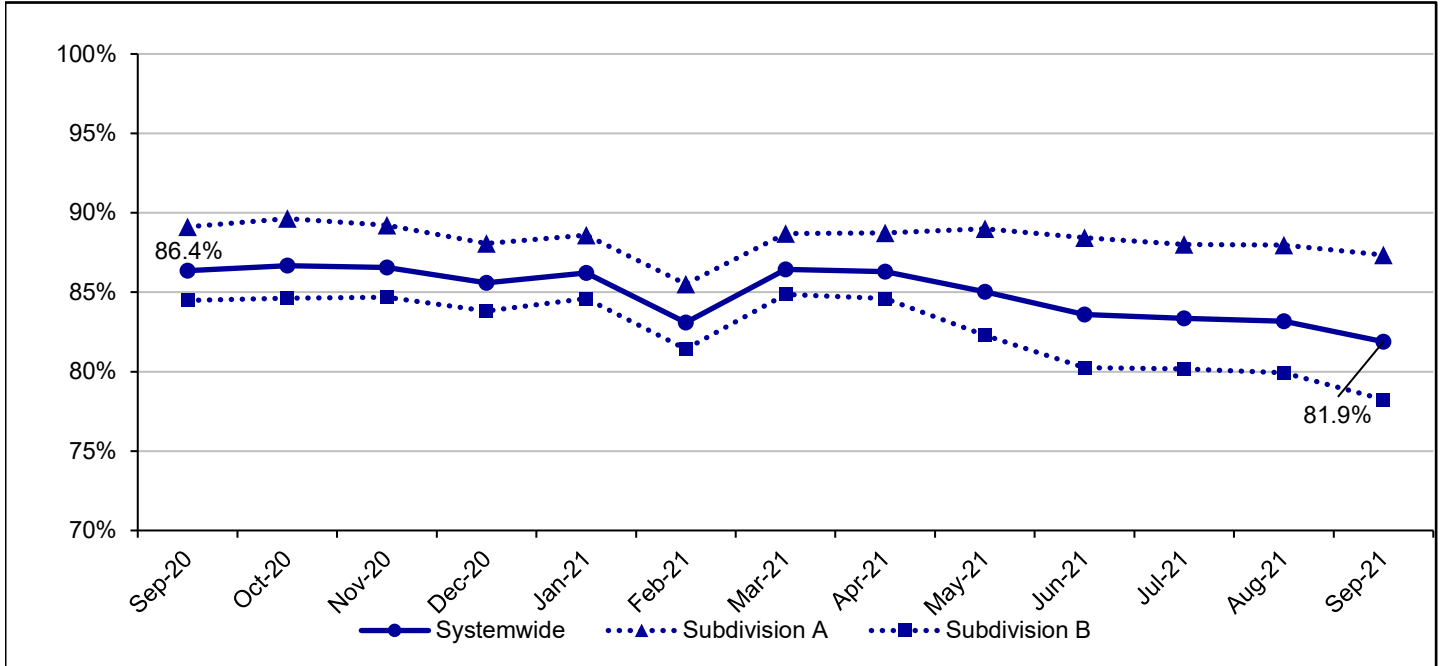
*Desired trend*



<u>Line</u>	<u>Sep 21</u>	<u>Sep 20</u>	<u>Change</u>
1	0:00:18	0:00:06	+0:00:12
2	-0:00:24	-0:00:16	-0:00:08
3	-0:00:24	-0:00:26	+0:00:02
4	-0:00:14	-0:00:49	+0:00:35
5	-0:00:26	-0:00:30	+0:00:04
6	0:00:22	0:00:04	+0:00:18
7	0:00:44	-0:00:02	+0:00:46
S 42nd	-0:00:02	0:00:06	-0:00:08
<b>Subdivision A</b>	<b>0:00:05</b>	<b>-0:00:14</b>	<b>+0:00:19</b>
A	0:00:49	0:00:11	+0:00:38
B	0:00:51	0:00:28	+0:00:23
C	0:00:20	0:00:11	+0:00:09
D	0:00:47	0:00:23	+0:00:24
E	0:01:16	-0:00:22	+0:01:38
F	0:00:23	-0:00:29	+0:00:52
S Fkln	0:00:06	0:00:04	+0:00:02
G	0:00:46	0:00:31	+0:00:15
S Rock	-0:00:15	-0:00:37	+0:00:22
JZ	0:00:25	0:00:17	+0:00:08
L	0:00:00	0:00:02	-0:00:02
M	0:00:23	-0:00:12	+0:00:35
N	0:00:43	0:00:29	+0:00:14
Q	0:00:27	0:00:15	+0:00:12
R	0:00:02	-0:00:13	+0:00:15
W	0:00:03	-0:00:02	+0:00:05
<b>Subdivision B</b>	<b>0:00:33</b>	<b>0:00:04</b>	<b>+0:00:29</b>
<b>Systemwide</b>	<b>0:00:22</b>	<b>-0:00:03</b>	<b>+0:00:25</b>

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

Desired trend



	Monthly			12-Month Average		
	Sep 21	Sep 20	Change	Sep 21	Sep 20	Change
<b>Subdivision A</b>	87.3%	89.1%	-1.8%	88.3%	88.3%	0.0%
<b>Subdivision B</b>	78.2%	84.5%	-6.3%	82.2%	82.6%	-0.4%
<b>Systemwide</b>	81.9%	86.4%	-4.5%	84.7%	84.9%	-0.2%

### Weekday Customer Journey Time Performance Discussion

- September 2021 CJTP worsened by 4.5% compared to September 2020, and the 12-month average worsened by 0.2%.
- The decrease in CJTP was due in part to the crew shortage.

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

Desired trend



<u>Line</u>	<u>Sep 21</u>	<u>Sep 20</u>	<u>Change</u>
1	87.2%	90.2%	-3.0%
2	87.3%	86.1%	+1.2%
3	89.4%	89.1%	+0.3%
4	85.8%	88.8%	-3.0%
5	86.7%	87.0%	-0.3%
6	89.4%	89.8%	-0.4%
7	85.7%	90.6%	-4.9%
S 42nd	97.1%	97.7%	-0.6%
<b>Subdivision A</b>	<b>87.3%</b>	<b>89.1%</b>	<b>-1.8%</b>
A	76.7%	83.5%	-6.8%
B	72.9%	80.6%	-7.7%
C	75.1%	88.4%	-13.3%
D	71.8%	80.9%	-9.1%
E	77.1%	89.3%	-12.2%
F	78.3%	85.4%	-7.1%
S Fkln	96.2%	96.4%	-0.2%
G	78.8%	83.8%	-5.0%
S Rock	88.1%	93.0%	-4.9%
JZ	83.2%	83.2%	0.0%
L	92.7%	93.5%	-0.8%
M	76.8%	82.2%	-5.4%
N	77.0%	81.7%	-4.7%
Q	76.7%	82.1%	-5.4%
R	77.9%	81.9%	-4.0%
W	86.9%	88.4%	-1.5%
<b>Subdivision B</b>	<b>78.2%</b>	<b>84.5%</b>	<b>-6.3%</b>
<b>Systemwide</b>	<b>81.9%</b>	<b>86.4%</b>	<b>-4.5%</b>

## 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)

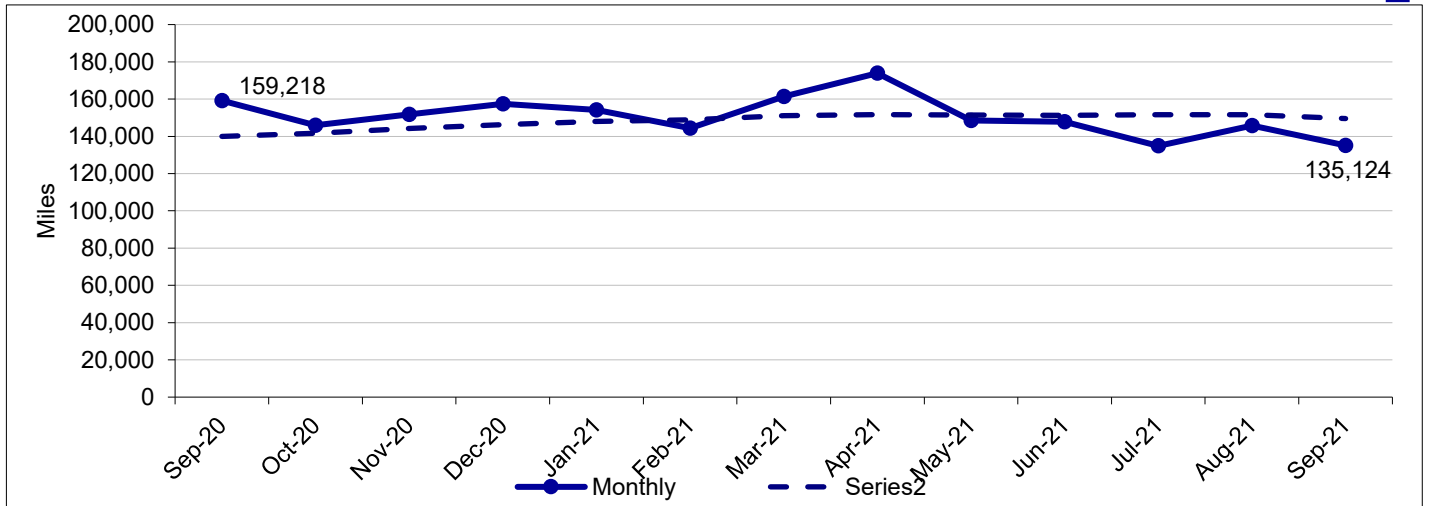
Subway MDBF is a measure of car fleet reliability. It is calculated as revenue car miles divided by the number of delay incidents attributed to car-related causes.

#### 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



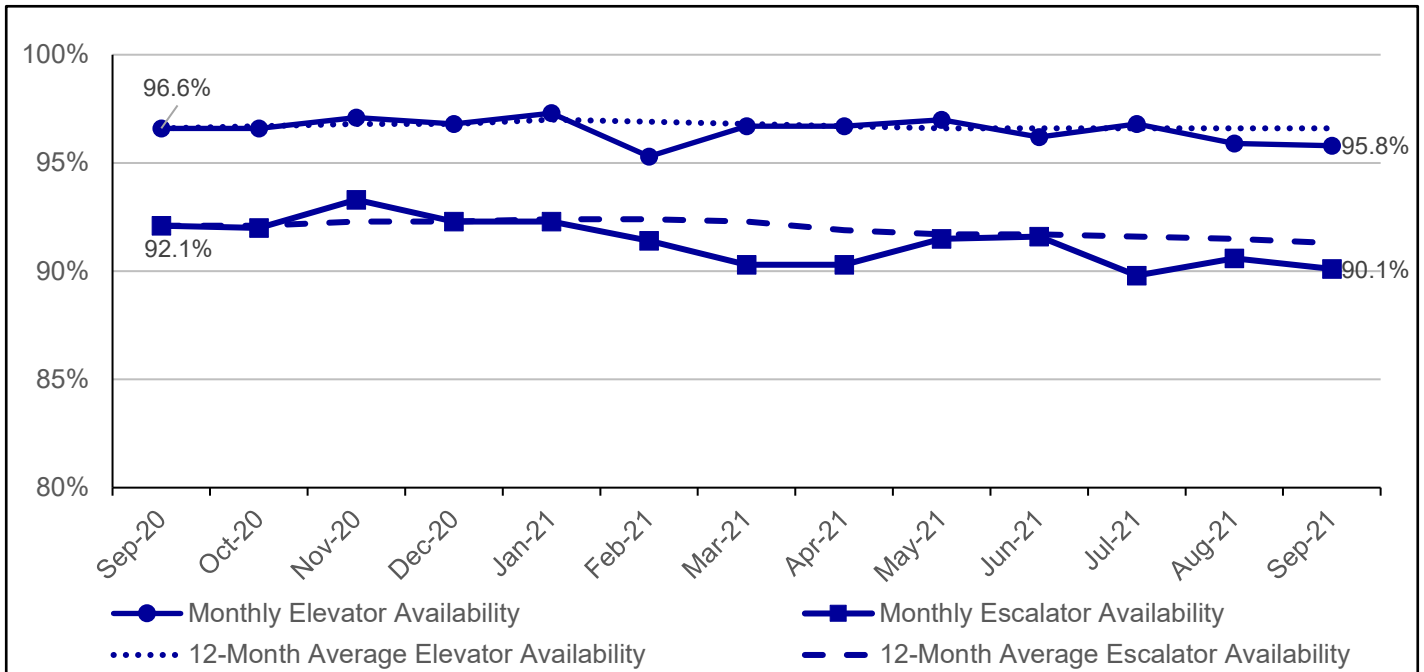
	# of Cars	Monthly		<u>% Change</u>
		Sep '21	Sep '20	
<b>Subdivision A</b>	2,890	257,152	282,832	-9.1%
<b>Subdivision B</b>	3,565	99,329	120,473	-17.6%
<b>Systemwide</b>	<b>6,455</b>	<b>135,124</b>	<b>159,218</b>	<b>-15.1%</b>
		12-Month Average		
Car Class	# of Cars	Sep '21	Sep '20	<u>% Change</u>
R46	748	56,616	61,064	-7.3%
R62	315	260,856	200,693	+30.0%
R62A	824	154,342	136,055	+13.4%
R68	425	107,905	92,923	+16.1%
R68A	200	78,740	68,298	+15.3%
R142	1,025	245,694	244,366	+0.5%
R142A	220	146,878	126,354	+16.2%
R143	212	225,224	156,775	+43.7%
R160	1,662	310,684	260,706	+19.2%
R179	318	145,752	141,357	+3.1%
R188 - New	126	413,961	239,632	+72.7%
R188 - Conversion	380	246,069	284,914	-13.6%
<b>Subdivision A</b>	2,890	204,641	185,653	+10.2%
<b>Subdivision B</b>	3,565	124,894	118,632	+5.3%
<b>Systemwide</b>	<b>6,455</b>	<b>149,583</b>	<b>139,955</b>	<b>+6.9%</b>

### MDBF Discussion

- September 2021 MDBF was 135,124, a decrease of 15.1% from one year ago.
- 12-month average MDBF was 149,583 in September 2021, an increase of 6.9% from one year ago.
- The largest improvements in MDBF (12-month average) were on the R188(New), R143 and R62 fleets.

## Elevator and Escalator Availability (24 Hours)

Desired trend



	Monthly			12-Month Average		
	Sep 21	Sep 20	% Change	Sep 21	Sep 20	% Change
<b>Elevator Availability</b>	95.8%	96.6%	-0.8%	96.5%	96.6%	-0.1%
<b>Escalator Availability</b>	90.1%	92.1%	-2.0%	91.3%	92.1%	-0.8%

**Elevator and Escalator Availability Discussion**

- September 2021 elevator availability decreased by 0.8% compared to September 2020, while the 12-month average decreased by 0.1%.
- September 2021 escalator availability decreased by 2.0%, compared to September 2020, while the 12-month average decreased by 0.8%.



## 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	Sep 21					Sep 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	67.8%	10.3%	10.9%	7.4%	74.9%	80.9%	8.8%	6.3%	2.4%	81.7%	-13.1%	
2	66.3%	11.6%	11.7%	7.0%	65.9%	68.6%	11.4%	11.0%	6.1%	70.8%	-2.3%	
3	63.7%	13.1%	14.0%	6.3%	66.5%	72.4%	11.9%	9.4%	4.1%	75.4%	-8.7%	
4	63.1%	11.1%	11.7%	9.3%	67.5%	68.5%	10.8%	10.3%	6.8%	71.6%	-5.4%	
5	64.2%	10.6%	11.2%	8.7%	66.5%	69.7%	10.1%	10.0%	6.7%	71.0%	-5.5%	
6	71.9%	10.2%	9.3%	5.5%	74.0%	75.6%	10.2%	8.1%	3.9%	77.8%	-3.7%	
7	70.6%	11.8%	9.5%	4.8%	75.6%	78.9%	10.8%	6.5%	2.5%	77.8%	-8.3%	
S 42nd	98.2%	0.8%	0.4%	0.3%	94.0%	94.2%	0.8%	2.1%	2.5%	93.7%	4.0%	
<b>Subdivision A</b>	<b>67.2%</b>	<b>11.0%</b>	<b>11.0%</b>	<b>7.0%</b>	<b>70.6%</b>	<b>73.8%</b>	<b>10.3%</b>	<b>8.7%</b>	<b>4.7%</b>	<b>75.3%</b>	<b>-6.6%</b>	
A	54.3%	12.5%	15.2%	11.6%	63.3%	68.0%	11.1%	10.8%	6.0%	70.2%	-13.7%	
B	54.4%	15.0%	16.9%	9.5%	67.6%	74.9%	12.0%	8.4%	2.9%	75.1%	-20.5%	
C	42.7%	19.1%	24.3%	9.8%	70.3%	78.1%	12.6%	6.7%	1.3%	77.5%	-35.4%	
D	54.0%	12.6%	17.1%	11.3%	68.2%	74.1%	12.1%	8.8%	3.4%	74.2%	-20.1%	
E	61.0%	12.1%	13.3%	9.1%	68.6%	74.0%	11.4%	9.0%	3.6%	74.2%	-13.0%	
F	54.9%	11.4%	14.5%	12.4%	67.0%	75.0%	11.3%	8.9%	3.3%	73.9%	-20.1%	
S Fkln	96.4%	0.5%	1.5%	0.6%	98.5%	98.7%	1.0%	0.1%	0.0%	98.2%	-2.3%	
G	64.4%	14.0%	13.3%	5.4%	77.5%	81.0%	11.7%	5.6%	1.0%	79.4%	-16.6%	
S Rock	92.3%	4.7%	1.9%	0.8%	93.7%	96.1%	1.9%	1.0%	0.4%	95.5%	-3.8%	
JZ	75.3%	11.8%	9.3%	1.8%	80.1%	83.3%	9.6%	4.9%	1.4%	81.6%	-8.0%	
L	71.7%	12.2%	9.8%	4.1%	75.8%	76.5%	11.5%	7.5%	2.9%	79.7%	-4.8%	
M	64.9%	12.7%	12.2%	6.2%	72.2%	78.1%	11.0%	6.6%	2.6%	76.6%	-13.2%	
N	60.2%	13.3%	13.8%	7.7%	68.6%	72.9%	12.3%	9.0%	4.0%	73.1%	-12.7%	
Q	56.6%	14.3%	15.3%	8.9%	68.1%	76.1%	10.9%	8.1%	3.1%	75.4%	-19.5%	
R	62.1%	13.1%	12.9%	7.6%	69.6%	74.7%	10.9%	8.9%	3.7%	74.8%	-12.6%	
W	58.7%	13.0%	14.1%	7.6%	69.2%	71.9%	12.0%	8.9%	4.6%	74.0%	-13.2%	
<b>Subdivision B</b>	<b>60.5%</b>	<b>12.8%</b>	<b>13.9%</b>	<b>8.2%</b>	<b>70.6%</b>	<b>75.6%</b>	<b>11.2%</b>	<b>8.1%</b>	<b>3.2%</b>	<b>75.8%</b>	<b>-15.1%</b>	
<b>Systemwide</b>	<b>63.5%</b>	<b>12.0%</b>	<b>12.6%</b>	<b>7.7%</b>	<b>70.6%</b>	<b>74.8%</b>	<b>10.8%</b>	<b>8.4%</b>	<b>3.9%</b>	<b>75.6%</b>	<b>-11.3%</b>	

### Weekday Wait Assessment Discussion

- Wait Assessment for September 2021 decreased by 11.3% compared to September 2020.
- Wait Assessment is very sensitive to changes in headway, and the worsening was due both to trips cancelled due to the crew shortage and adjustments to adjacent trips to avoid gaps in service.

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

Line	Sep 21					Sep 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	68.9%	13.6%	13.2%	2.0%	73.4%	86.6%	6.3%	4.0%	1.2%	88.0%	-17.7%	
2	60.7%	13.9%	14.8%	7.2%	66.3%	73.7%	11.9%	9.3%	3.2%	75.2%	-13.0%	
3	70.8%	14.7%	11.5%	1.4%	73.0%	82.6%	9.4%	4.9%	2.0%	84.6%	-11.8%	
4	68.4%	12.4%	11.6%	4.9%	69.1%	77.3%	10.1%	7.7%	3.0%	76.6%	-8.9%	
5	70.0%	10.9%	12.2%	4.5%	78.2%	91.7%	4.7%	1.6%	1.1%	84.0%	-21.7%	
6	68.6%	14.7%	11.3%	2.6%	70.1%	82.9%	8.7%	5.2%	1.3%	84.4%	-14.3%	
7	76.3%	11.5%	7.9%	2.6%	80.1%	88.8%	7.9%	2.5%	0.3%	84.3%	-12.5%	
S 42nd	98.7%	0.3%	0.2%	0.6%	94.6%	88.1%	0.4%	2.9%	4.3%	96.8%	+10.6%	
<b>Subdivision A</b>	<b>68.9%</b>	<b>13.0%</b>	<b>11.8%</b>	<b>3.8%</b>	<b>72.5%</b>	<b>81.9%</b>	<b>8.7%</b>	<b>5.7%</b>	<b>2.1%</b>	<b>81.9%</b>	<b>-13.0%</b>	
A	52.8%	13.8%	18.6%	10.8%	66.3%	72.0%	11.4%	9.4%	4.8%	76.6%	-19.2%	
C	53.4%	21.0%	19.1%	4.7%	71.3%	78.5%	10.8%	5.6%	1.5%	80.8%	-25.1%	
D	60.8%	15.4%	15.5%	5.4%	72.8%	77.7%	10.5%	8.1%	2.4%	78.8%	-16.9%	
E	66.1%	14.9%	13.4%	3.5%	80.8%	84.0%	8.8%	4.7%	1.3%	85.5%	-17.9%	
F	66.7%	16.5%	11.9%	3.1%	74.3%	76.9%	11.8%	6.3%	3.0%	79.9%	-10.2%	
S Fkln	94.0%	0.5%	4.9%	0.3%	97.9%	98.2%	0.6%	0.4%	0.4%	98.4%	-4.2%	
G	80.5%	10.9%	6.5%	1.1%	84.1%	84.9%	8.3%	3.6%	2.0%	85.2%	-4.4%	
S Rock	92.2%	4.6%	2.2%	0.8%	93.5%	96.7%	2.0%	0.8%	0.2%	96.5%	-4.5%	
J	68.1%	14.2%	13.1%	2.5%	81.8%	86.8%	8.1%	4.0%	0.4%	85.1%	-18.7%	
L	71.3%	13.0%	10.4%	3.2%	79.7%	82.4%	12.3%	2.9%	0.7%	84.6%	-11.1%	
M	85.9%	9.2%	3.3%	0.6%	89.9%	94.3%	3.9%	1.2%	0.4%	79.4%	-8.4%	
N	55.9%	16.9%	17.1%	6.8%	71.4%	78.5%	11.5%	7.5%	1.7%	75.4%	-22.6%	
Q	64.6%	16.1%	13.0%	3.6%	72.9%	80.7%	9.9%	5.6%	2.1%	78.9%	-16.1%	
R	N/A	N/A	N/A	N/A	77.7%	76.7%	12.5%	7.2%	2.1%	80.1%	N/A	
<b>Subdivision B</b>	<b>65.2%</b>	<b>14.7%</b>	<b>13.3%</b>	<b>4.5%</b>	<b>76.2%</b>	<b>80.2%</b>	<b>10.3%</b>	<b>5.9%</b>	<b>2.0%</b>	<b>81.0%</b>	<b>-15.0%</b>	
<b>Systemwide</b>	<b>66.9%</b>	<b>13.9%</b>	<b>12.6%</b>	<b>4.2%</b>	<b>74.6%</b>	<b>81.0%</b>	<b>9.6%</b>	<b>5.8%</b>	<b>2.1%</b>	<b>81.4%</b>	<b>-14.1%</b>	

### Weekend Wait Assessment Discussion

- September 2021 Wait Assessment worsened by 14.1% compared to September 2020.
- Wait Assessment is very sensitive to changes in headway, and the worsening was due both to trips cancelled due to the crew shortage and adjustments to adjacent trips to avoid gaps in service.

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>Sep 21</u>	<u>Sep 20</u>	<u>Change</u>
1	84.9%	92.9%	-8.0%
2	80.7%	81.9%	-1.2%
3	86.7%	91.3%	-4.6%
4	79.3%	88.6%	-9.3%
5	83.0%	88.7%	-5.7%
6	85.6%	89.6%	-4.0%
7	89.3%	96.0%	-6.7%
S 42nd	100.0%	99.3%	+0.7%
<b>Subdivision A</b>	<b>86.8%</b>	<b>91.9%</b>	<b>-5.1%</b>
A	66.2%	83.4%	-17.2%
B	67.5%	84.5%	-17.0%
C	63.7%	90.1%	-26.4%
D	69.1%	83.6%	-14.5%
E	67.6%	85.2%	-17.6%
F	65.1%	78.7%	-13.6%
S Fkln	98.6%	100.0%	-1.4%
G	70.7%	89.6%	-18.9%
S Rock	97.1%	97.8%	-0.7%
JZ	90.2%	93.5%	-3.3%
L	92.0%	92.0%	+0.0%
M	78.0%	93.8%	-15.8%
NW	71.6%	78.9%	-7.3%
Q	70.9%	89.2%	-18.3%
R	77.0%	87.9%	-10.9%
<b>Subdivision B</b>	<b>76.0%</b>	<b>87.8%</b>	<b>-11.8%</b>
<b>Systemwide</b>	<b>80.6%</b>	<b>89.6%</b>	<b>-9.0%</b>

### Weekday Terminal On-Time Performance Discussion

- September weekday OTP worsened by 9.0% compared to the prior year.
- The decrease in OTP was due in part to the crew shortage.

## Subway Weekend Terminal On-Time Performance

Monthly  
(24 hours)

*Desired trend*



<u>Line</u>	<u>Sep 21</u>	<u>Sep 20</u>	<u>Change</u>
1	88.4%	94.4%	-6.0%
2	61.3%	67.0%	-5.7%
3	74.8%	72.0%	+2.8%
4	72.8%	85.3%	-12.5%
5	79.8%	94.1%	-14.3%
6	80.3%	91.4%	-11.1%
7	89.7%	96.5%	-6.8%
S 42nd	100.0%	100.0%	+0.0%
<b>Subdivision A</b>	<b>81.9%</b>	<b>89.1%</b>	<b>-7.2%</b>
A	62.7%	78.9%	-16.2%
C	65.7%	81.0%	-15.3%
D	79.5%	85.5%	-6.0%
E	78.3%	85.2%	-6.9%
F	80.5%	77.9%	+2.6%
S Fkn	97.6%	99.2%	-1.6%
G	90.6%	84.4%	+6.2%
S Rock	96.6%	98.0%	-1.4%
J	84.8%	94.2%	-9.4%
L	90.9%	95.3%	-4.4%
M	97.2%	99.0%	-1.8%
N	70.2%	77.5%	-7.3%
Q	77.5%	90.9%	-13.4%
R	83.9%	87.1%	-3.2%
<b>Subdivision B</b>	<b>82.8%</b>	<b>88.2%</b>	<b>-5.4%</b>
<b>Systemwide</b>	<b>82.4%</b>	<b>88.6%</b>	<b>-6.2%</b>

### Weekend Terminal On-Time Performance Discussion

- September weekend OTP worsened by 6.2% compared to the prior year.
- The decrease in OTP was due in part to the crew shortage.

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

**Subway Weekday Trains Delayed**  
**Monthly - September 2021**  
**(24 hours)**

<u>Delay Categories</u>	<u>Trains Delayed</u>	<u>Delayed Trains Per Day (20)</u>	<u>% of Delayed Trains</u>
Track Failures and Emergency Remediation	<u>1,292</u>	<u>65</u>	<u>4.1%</u>
Rail and Roadbed	1,069	53	3.4%
Fire, Smoke, Debris	223	11	0.7%
Signal Failures and Emergency Remediation	4,911	246	15.7%
Subway Car	<u>1,005</u>	<u>50</u>	<u>3.2%</u>
Door-Related	276	14	0.9%
Propulsion	172	9	0.6%
Braking	206	10	0.6%
Other	351	18	1.1%
Stations and Structure	931	47	3.0%
Other Internal	<u>12,107</u>	<u>605</u>	<u>38.5%</u>
Service Delivery (e.g. crew performance)	192	10	0.6%
Crew Availability (e.g. operator vacancy)	11,370	569	36.2%
Train Brake Activation - cause unknown	181	9	0.6%
Other Internal Disruptions (e.g. IT system failure)	364	18	1.1%
External	<u>3,822</u>	<u>191</u>	<u>12.2%</u>
Public Conduct, Crime, Police Response	1,668	83	5.3%
Sick/Injured Customer	587	29	1.8%
Persons on Roadbed (including persons struck by train)	841	42	2.7%
External Debris on Roadbed (e.g., trees, shopping cart)	308	15	1.0%
Inclement Weather	179	9	0.6%
External Agency or Utility	239	12	0.8%
Operating Environment	3,653	183	11.6%
Planned Right-of-Way Work	3,692	185	11.8%
<b>Total Trains Delayed</b>	<b>31,413</b>	<b>1,571</b>	<b>100%</b>

**Subway Weekend Trains Delayed**  
**Monthly - September 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>115</u>	<u>13</u>	<u>1.4%</u>
Rail and Roadbed	90	10	1.1%
Fire, Smoke, Debris	25	3	0.3%
Signal Failures and Emergency Remediation	400	44	4.7%
Subway Car	<u>250</u>	<u>28</u>	<u>3.0%</u>
Door-Related	34	4	0.4%
Propulsion	34	4	0.4%
Braking	118	13	1.4%
Other	64	7	0.8%
Stations and Structure	154	17	1.8%
Other Internal	<u>3,782</u>	<u>420</u>	<u>44.8%</u>
Service Delivery (e.g. crew performance)	132	15	1.6%
Crew Availability (e.g. operator vacancy)	3,588	399	42.5%
Train Brake Activation - cause unknown	15	2	0.2%
Other Internal Disruptions (e.g. IT system failure)	47	5	0.6%
External	<u>998</u>	<u>111</u>	<u>11.8%</u>
Public Conduct, Crime, Police Response	612	68	7.2%
Sick/Injured Customer	115	13	1.4%
Persons on Roadbed (including persons struck by train)	127	14	1.5%
External Debris on Roadbed (e.g., trees, shopping cart)	36	4	0.4%
Inclement Weather	0	0	0.0%
External Agency or Utility	108	12	1.3%
Operating Environment	1,174	130	13.9%
Planned Right-of-Way Work	1,575	175	18.6%
<b>Total Trains Delayed</b>	<b>8,448</b>	<b>939</b>	<b>100%</b>

## Customer Service Report: Buses

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



The MTA celebrated a graduating class of Bus Operators at the Zerega Bus Maintenance and Training Facility on September 30, 2021. To date, Buses has hired 900 new bus operators and continuing an aggressive hiring plan to return to pre-pandemic vacancy levels by the end of year.



# Bus Report

Bus Report Performance Indicators							
Category	Performance Indicator	Current Month: September 2021			12-Month Average		
		This Year	Last Year	Change	This Year	Last Year	Change
Customer Focused Metrics	Service Delivered	92.6%	96.6%	-4.0%	94.3%	96.5%	-2.2%
	Additional Bus Stop Time (h:mm:ss)*	0:02:14	0:01:32	0:00:42	0:01:46	0:01:41	0:00:05
	Additional Travel Time (h:mm:ss)*	0:00:41	-0:00:26	0:01:07	-0:00:20	0:00:38	-0:00:58
	Customer Journey Time Performance*	70.4%	79.8%	-9.4%	78.2%	73.4%	4.8%
Inputs To Operations	Mean Distance Between Failures	6,569	8,221	-20.1%	7,640	8,141	-6.2%
	Speed (MPH)	7.9	8.3	-4.8%	8.2	8.3	-1.2%
Legacy Indicators	Wait Assessment	71.6%	80.7%	-9.1%	77.8%	79.2%	-1.4%
	<b>System MDBSI</b>	2,920	3,245	-10.0%	3,276	3,473	-5.7%
	NYCT Bus	2,823	3,088	-8.6%	3,191	3,302	-3.4%
	MTA Bus	3,272	3,862	-15.3%	3,573	4,139	-13.7%
	<b>System Trips Completed*</b>	94.7%	97.6%	-2.9%	95.9%	98.6%	-2.7%
	NYCT Bus	94.7%	97.9%	-3.2%	95.9%	98.6%	-2.7%
	MTA Bus	94.9%	96.6%	-1.7%	95.8%	98.3%	-2.5%
	<b>System AM Pull Out*</b>	94.9%	98.2%	-3.3%	96.0%	99.0%	-3.0%
	NYCT Bus	95.1%	98.5%	-3.4%	96.1%	99.1%	-3.0%
	MTA Bus	94.5%	96.9%	-2.4%	95.5%	98.7%	-3.2%
	<b>System PM Pull Out*</b>	95.8%	98.3%	-2.5%	97.0%	99.1%	-2.1%
	NYCT Bus	96.1%	98.6%	-2.5%	97.1%	99.2%	-2.1%
	MTA Bus	94.6%	97.2%	-2.6%	96.3%	98.8%	-2.5%
	<b>System Buses &gt;=12 years</b>	23.7%	18.8%				
	NYCT Bus	13.0%	7.0%				
	MTA Bus	61.0%	60.0%				
	<b>System Fleet Age</b>	8.2	7.8				
NYCT Bus	7.1	6.7					
MTA Bus	11.7	11.5					

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  
 - 12-month averages for ABST, ATT, and CJTP metrics exclude April - August 2020

Note: The metrics in this report are preliminary

# Section 1: Customer Focused Metrics

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

## Performance Indicator Definitions

### Service Delivered

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

### Additional Bus Stop Time (ABST)

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

### Additional Travel Time (ATT)

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

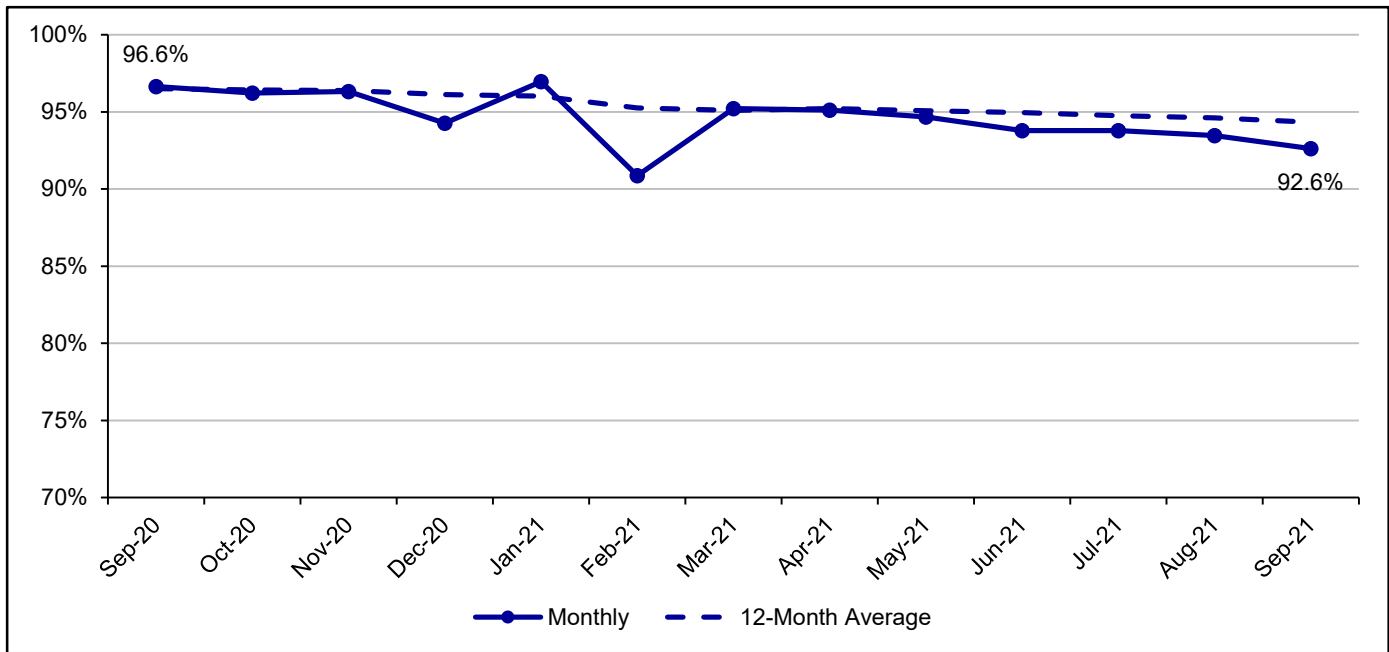
### Customer Journey Time Performance (CJTP)

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

Note: The metrics in this report are preliminary

## Service Delivered (Peak Hours)

Desired trend



	Monthly			12-Month Average		
	Sep 21	Sep 20	Change (Pts)	Sep 21	Sep 20	Change (Pts)
<b>Bronx</b>	93.5%	97.5%	-4.0%	95.3%	97.4%	-2.1%
<b>Brooklyn</b>	93.1%	96.6%	-3.5%	94.3%	96.9%	-2.6%
<b>Manhattan</b>	95.4%	99.0%	-3.6%	96.8%	96.9%	-0.1%
<b>Queens</b>	92.2%	95.5%	-3.3%	93.8%	95.7%	-1.9%
<b>Staten Island</b>	88.4%	95.8%	-7.4%	91.6%	96.3%	-4.7%
<b>Systemwide</b>	<b>92.6%</b>	<b>96.6%</b>	<b>-4.0%</b>	<b>94.3%</b>	<b>96.5%</b>	<b>-2.2%</b>

### Service Delivered Discussion

- Service Delivered in September 2021 decreased by 4.0 percentage points to 92.6 percent compared to September 2020, and decreased by 2.2 percentage points to 94.3 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>Sep 21</u>	<u>Sep 20</u>	<u>Change (Pts)</u>
<b>Bronx</b>	<b>93.5%</b>	<b>97.5%</b>	<b>-4.0%</b>
Local/Limited	93.3%	96.9%	-3.6%
Select Bus Service	95.1%	100.6%	-5.5%
Express	94.1%	99.7%	-5.6%
<b>Brooklyn</b>	<b>93.1%</b>	<b>96.6%</b>	<b>-3.5%</b>
Local/Limited	92.9%	96.4%	-3.5%
Select Bus Service	92.5%	96.0%	-3.5%
Express	96.0%	99.0%	-3.0%
<b>Manhattan</b>	<b>95.4%</b>	<b>99.0%</b>	<b>-3.6%</b>
Local/Limited	95.5%	98.7%	-3.2%
Select Bus Service	95.2%	99.4%	-4.2%
Express	N/A	N/A	N/A
<b>Queens</b>	<b>92.2%</b>	<b>95.5%</b>	<b>-3.3%</b>
Local/Limited	92.0%	95.1%	-3.1%
Select Bus Service	93.0%	98.2%	-5.2%
Express	93.2%	98.2%	-5.0%
<b>Staten Island</b>	<b>88.4%</b>	<b>95.8%</b>	<b>-7.4%</b>
Local/Limited	87.1%	96.4%	-9.3%
Select Bus Service	87.9%	95.1%	-7.2%
Express	89.7%	95.3%	-5.6%
<b>Systemwide</b>	<b>92.6%</b>	<b>96.6%</b>	<b>-4.0%</b>
Local/Limited	92.5%	96.3%	-3.8%
Select Bus Service	94.0%	98.6%	-4.6%
Express	92.3%	97.4%	-5.1%

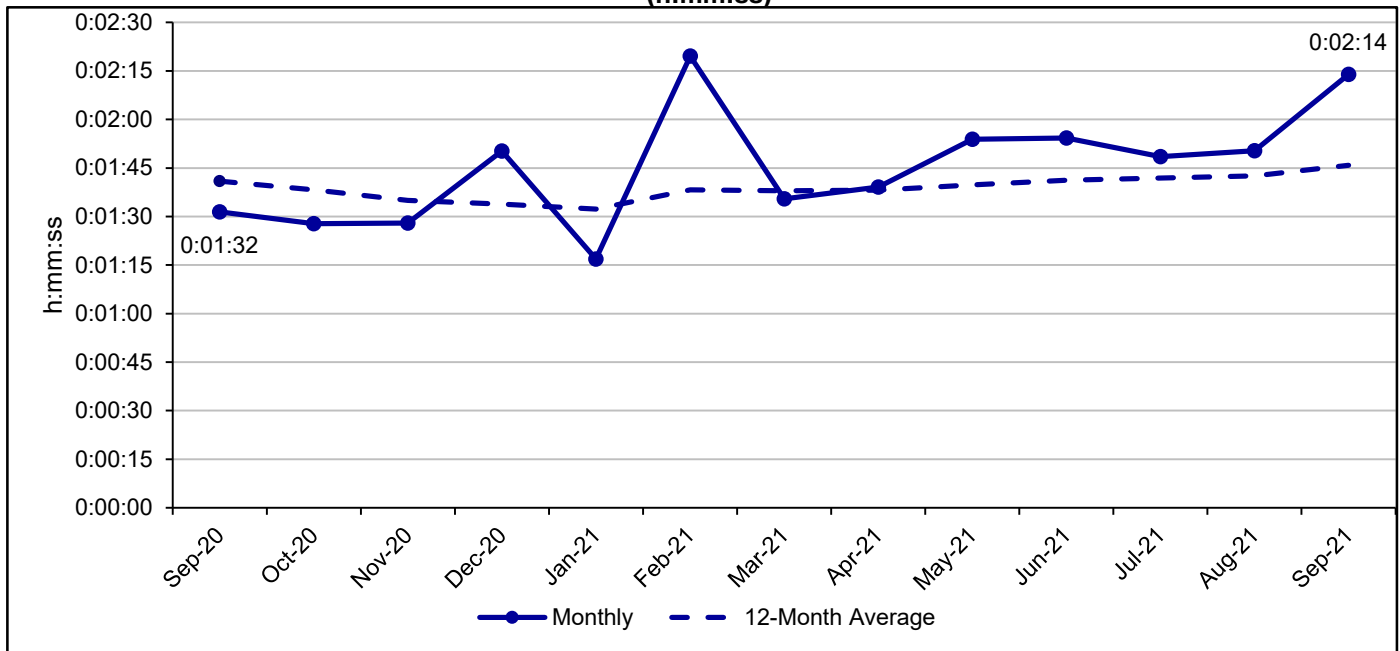
Note: The metrics in this report are preliminary

## Additional Bus Stop Time

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

(h:mm:ss)

Desired trend




	Monthly			12-Month Average		
	Sep 21	Sep 20	Change	Sep 21	Sep 20	Change
<b>Bronx</b>	0:02:11	0:01:27	+0:00:44	0:01:42	0:01:45	-0:00:03
<b>Brooklyn</b>	0:02:27	0:01:52	+0:00:35	0:02:03	0:01:51	+0:00:12
<b>Manhattan</b>	0:01:31	0:01:07	+0:00:24	0:01:17	0:01:17	0:00:00
<b>Queens</b>	0:02:13	0:01:26	+0:00:47	0:01:41	0:01:39	+0:00:02
<b>Staten Island</b>	0:04:02	0:01:56	+0:02:06	0:02:36	0:02:03	+0:00:33
<b>Systemwide</b>	<b>0:02:14</b>	<b>0:01:32</b>	<b>+0:00:42</b>	<b>0:01:46</b>	<b>0:01:41</b>	<b>+0:00:05</b>

### Additional Bus Stop Time Discussion

- Additional Bus Stop Time in September 2021 increased by 42 seconds compared to September 2020, and increased by 5 seconds on a 12-month average basis.
- Note that due to severe disruptions in ridership due to the Covid-19 pandemic, ABST was not available from April - August 2020 and excluded from the 12-month average.

Note: The metrics in this report are preliminary

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

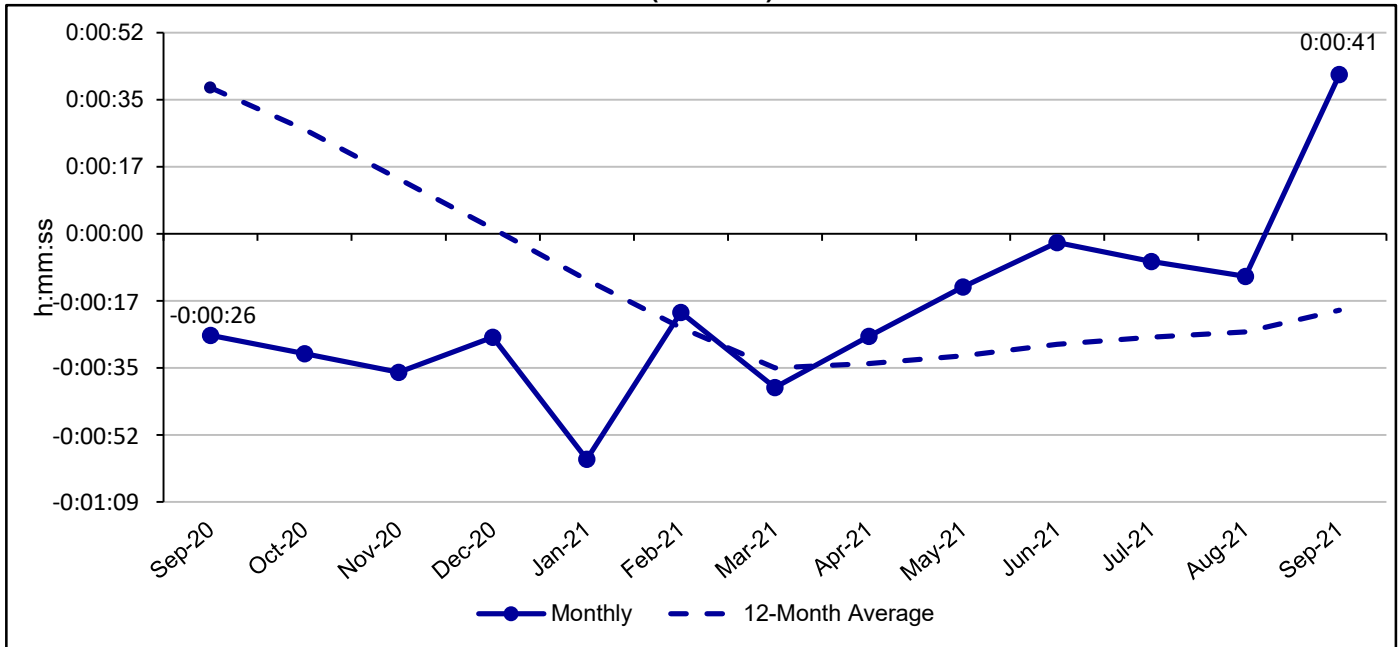
*Desired trend* 

<b><u>Borough</u></b>	<b><u>Sep 21</u></b>	<b><u>Sep 20</u></b>	<b><u>Change</u></b>
<b>Bronx</b>	<b>0:02:11</b>	<b>0:01:27</b>	<b>0:00:44</b>
Local/Limited	0:02:13	0:01:29	0:00:44
Select Bus Service	0:01:35	0:01:05	0:00:30
Express	0:03:13	0:01:54	0:01:19
<b>Brooklyn</b>	<b>0:02:27</b>	<b>0:01:52</b>	<b>0:00:35</b>
Local/Limited	0:02:32	0:01:54	0:00:38
Select Bus Service	0:01:45	0:01:30	0:00:15
Express	0:03:15	0:01:59	0:01:16
<b>Manhattan</b>	<b>0:01:31</b>	<b>0:01:07</b>	<b>0:00:24</b>
Local/Limited	0:01:46	0:01:14	0:00:32
Select Bus Service	0:01:06	0:00:50	0:00:16
Express	N/A	N/A	N/A
<b>Queens</b>	<b>0:02:13</b>	<b>0:01:26</b>	<b>0:00:47</b>
Local/Limited	0:02:15	0:01:26	0:00:49
Select Bus Service	0:01:42	0:01:18	0:00:24
Express	0:02:44	0:02:05	0:00:39
<b>Staten Island</b>	<b>0:04:02</b>	<b>0:01:56</b>	<b>0:02:06</b>
Local/Limited	0:04:35	0:02:04	0:02:31
Select Bus Service	0:02:19	0:01:21	0:00:58
Express	0:02:32	0:01:35	0:00:57
<b>Systemwide</b>	<b>0:02:14</b>	<b>0:01:32</b>	<b>0:00:42</b>
Local/Limited	0:02:21	0:01:34	0:00:47
Select Bus Service	0:01:27	0:01:06	0:00:21
Express	0:02:52	0:01:48	0:01:04

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		
	Sep 21	Sep 20	Change	Sep 21	Sep 20	Change
<b>Bronx</b>	0:01:05	-0:00:01	+0:01:06	0:00:02	0:00:56	-0:00:54
<b>Brooklyn</b>	0:00:31	-0:00:17	+0:00:48	-0:00:16	0:00:37	-0:00:53
<b>Manhattan</b>	0:00:17	-0:00:42	+0:00:59	-0:00:35	0:00:15	-0:00:50
<b>Queens</b>	0:00:56	-0:00:36	+0:01:32	-0:00:21	0:00:45	-0:01:06
<b>Staten Island</b>	-0:00:26	-0:01:55	+0:01:29	-0:01:48	-0:00:03	-0:01:45
<b>Systemwide</b>	<b>0:00:41</b>	<b>-0:00:26</b>	<b>+0:01:07</b>	<b>-0:00:20</b>	<b>0:00:38</b>	<b>-0:00:58</b>

### Additional Travel Time Discussion

- Additional Travel Time in September 2021 increased by 1 minute and 7 seconds compared to September 2020, and decreased by 58 seconds on a 12-month average basis.
- Note that due to severe disruptions in ridership due to the Covid-19 pandemic, ABST was not available from April - August 2020 and excluded from the 12-month average.

Note: The metrics in this report are preliminary

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

*Desired trend* 

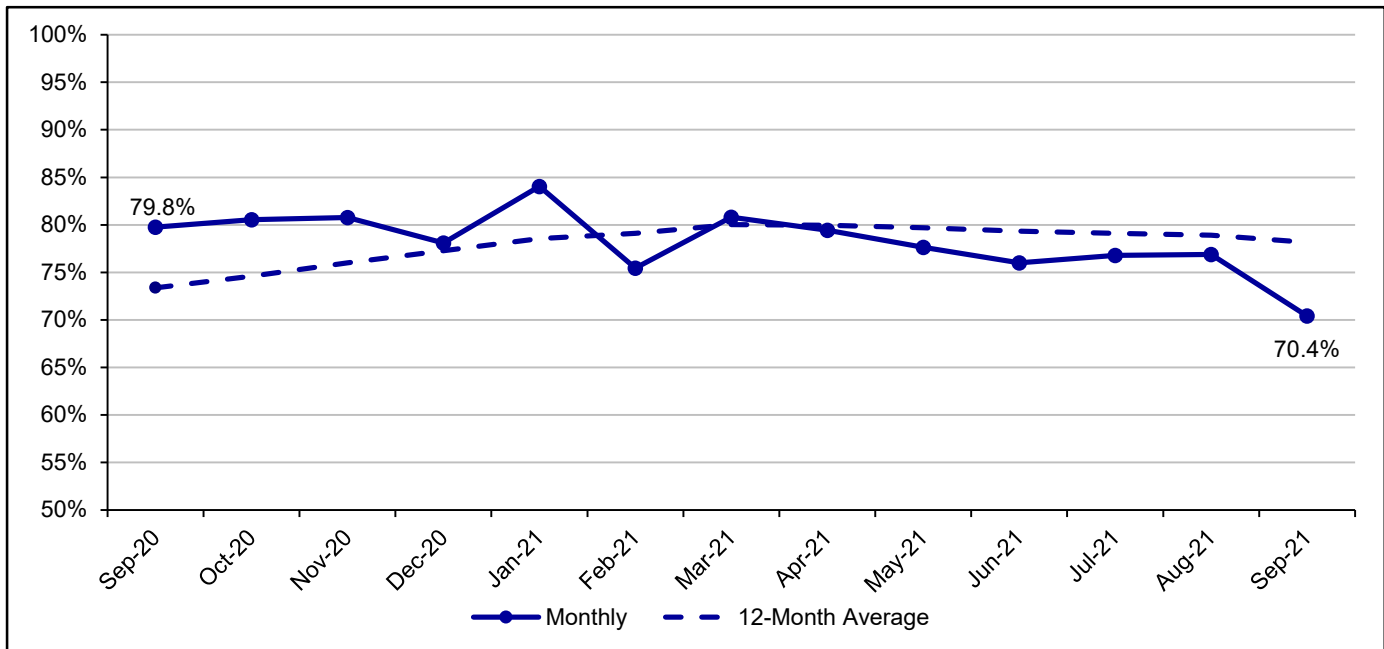
<u>Borough</u>	<u>Sep 21</u>	<u>Sep 20</u>	<u>Change</u>
<b>Bronx</b>	<b>0:01:05</b>	<b>-0:00:01</b>	<b>+0:01:06</b>
Local/Limited	0:00:56	-0:00:02	+0:00:58
Select Bus Service	0:01:29	0:00:07	+0:01:22
Express	0:05:44	0:00:16	+0:05:28
<b>Brooklyn</b>	<b>0:00:31</b>	<b>-0:00:17</b>	<b>+0:00:48</b>
Local/Limited	0:00:28	-0:00:17	+0:00:45
Select Bus Service	0:00:51	-0:00:03	+0:00:54
Express	0:00:23	-0:02:59	+0:03:22
<b>Manhattan</b>	<b>0:00:17</b>	<b>-0:00:42</b>	<b>+0:00:59</b>
Local/Limited	0:00:16	-0:00:41	+0:00:57
Select Bus Service	0:00:19	-0:00:46	+0:01:05
Express	N/A	N/A	N/A
<b>Queens</b>	<b>0:00:56</b>	<b>-0:00:36</b>	<b>+0:01:32</b>
Local/Limited	0:00:52	-0:00:36	+0:01:28
Select Bus Service	0:00:49	0:00:16	+0:00:33
Express	0:06:02	-0:03:02	+0:09:04
<b>Staten Island</b>	<b>-0:00:26</b>	<b>-0:01:55</b>	<b>+0:01:29</b>
Local/Limited	-0:00:08	-0:00:59	+0:00:51
Select Bus Service	0:00:30	-0:00:33	+0:01:03
Express	-0:02:20	-0:07:05	+0:04:45
<b>Systemwide</b>	<b>0:00:41</b>	<b>-0:00:26</b>	<b>+0:01:07</b>
Local/Limited	0:00:39	-0:00:23	+0:01:02
Select Bus Service	0:00:42	-0:00:17	+0:00:59
Express	0:01:52	-0:04:00	+0:05:52

Note: The metrics in this report are preliminary



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

Desired trend



	Monthly			12-Month Average		
	Sep 21	Sep 20	Change (Pts)	Sep 21	Sep 20	Change (Pts)
<b>Bronx</b>	68.3%	78.2%	-9.9%	76.6%	71.5%	+5.1%
<b>Brooklyn</b>	69.3%	76.0%	-6.7%	75.3%	72.1%	+3.2%
<b>Manhattan</b>	77.0%	84.3%	-7.3%	83.0%	78.6%	+4.4%
<b>Queens</b>	69.7%	82.0%	-12.3%	79.5%	73.2%	+6.3%
<b>Staten Island</b>	68.6%	82.4%	-13.8%	79.2%	72.0%	+7.2%
<b>Systemwide</b>	<b>70.4%</b>	<b>79.8%</b>	<b>-9.4%</b>	<b>78.2%</b>	<b>73.4%</b>	<b>+4.8%</b>

### Customer Journey Time Performance Discussion

- Customer Journey Time Performance in September 2021 decreased by 9.4 percentage points to 70.4 percent compared to September 2020, and increased by 4.8 percentage points to 78.2 percent on a 12-month average basis.
- Note that due to severe disruptions in ridership due to the Covid-19 pandemic, ABST was not available from April - August 2020 and excluded from the 12-month average.

Note: The metrics in this report are preliminary

## Customer Journey Time Performance Monthly

Desired trend

<u>Borough</u>	<u>Sep 21</u>	<u>Sep 20</u>	<u>Change (Pts)</u>
<b>Bronx</b>	<b>68.3%</b>	<b>78.2%</b>	<b>-9.9%</b>
Local/Limited	69.0%	78.4%	-9.4%
Select Bus Service	67.2%	78.0%	-10.8%
Express	44.9%	66.7%	-21.8%
<b>Brooklyn</b>	<b>69.3%</b>	<b>76.0%</b>	<b>-6.7%</b>
Local/Limited	69.0%	75.9%	-6.9%
Select Bus Service	71.4%	76.7%	-5.3%
Express	64.5%	77.5%	-13.0%
<b>Manhattan</b>	<b>77.0%</b>	<b>84.3%</b>	<b>-7.3%</b>
Local/Limited	74.5%	82.8%	-8.3%
Select Bus Service	81.4%	88.0%	-6.6%
Express	N/A	N/A	N/A
<b>Queens</b>	<b>69.7%</b>	<b>82.0%</b>	<b>-12.3%</b>
Local/Limited	70.1%	82.5%	-12.4%
Select Bus Service	68.2%	73.2%	-5.0%
Express	45.1%	75.6%	-30.5%
<b>Staten Island</b>	<b>68.6%</b>	<b>82.4%</b>	<b>-13.8%</b>
Local/Limited	67.8%	81.7%	-13.9%
Select Bus Service	68.4%	79.6%	-11.2%
Express	72.1%	87.1%	-15.0%
<b>Systemwide</b>	<b>70.4%</b>	<b>79.8%</b>	<b>-9.4%</b>
Local/Limited	70.0%	79.6%	-9.6%
Select Bus Service	74.5%	81.4%	-6.9%
Express	58.4%	78.7%	-20.3%

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.

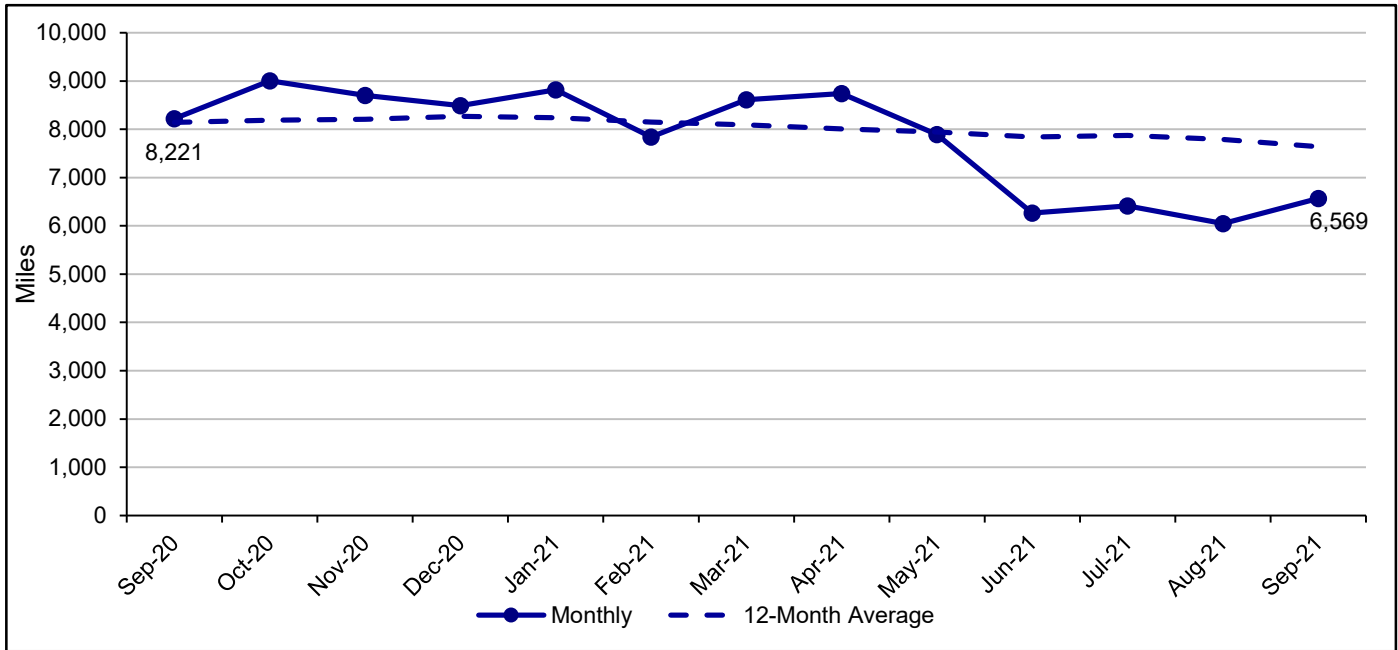
MDBF numbers include weekdays and weekends. This borough and trip-type combinations (Chart 10) are reported as a 12-month average.

#### 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.

## Mean Distance Between Failures (24 Hours) Miles

Desired trend




	Monthly			12-Month Average		
	Sep 21	Sep 20	% Change	Sep 21	Sep 20	% Change
<b>Bronx</b>	4,592	5,409	-15.1%	5,428	6,121	-11.3%
<b>Brooklyn</b>	7,576	8,890	-14.8%	8,451	8,548	-1.1%
<b>Manhattan</b>	3,886	5,370	-27.6%	4,767	5,225	-8.8%
<b>Queens</b>	6,624	8,285	-20.0%	7,470	7,976	-6.3%
<b>Staten Island</b>	17,657	29,792	-40.7%	23,958	23,929	+0.1%
<b>Systemwide</b>	<b>6,569</b>	<b>8,221</b>	<b>-20.1%</b>	<b>7,640</b>	<b>8,141</b>	<b>-6.2%</b>

### Mean Distance Between Failures Discussion

- Mean Distance Between Failures in September 2021 decreased by 20.1 percent to 6,569 miles compared to September 2020, and decreased by 6.2 percent to 7,640 miles on a 12-month average basis.

Note: The metrics in this report are preliminary

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

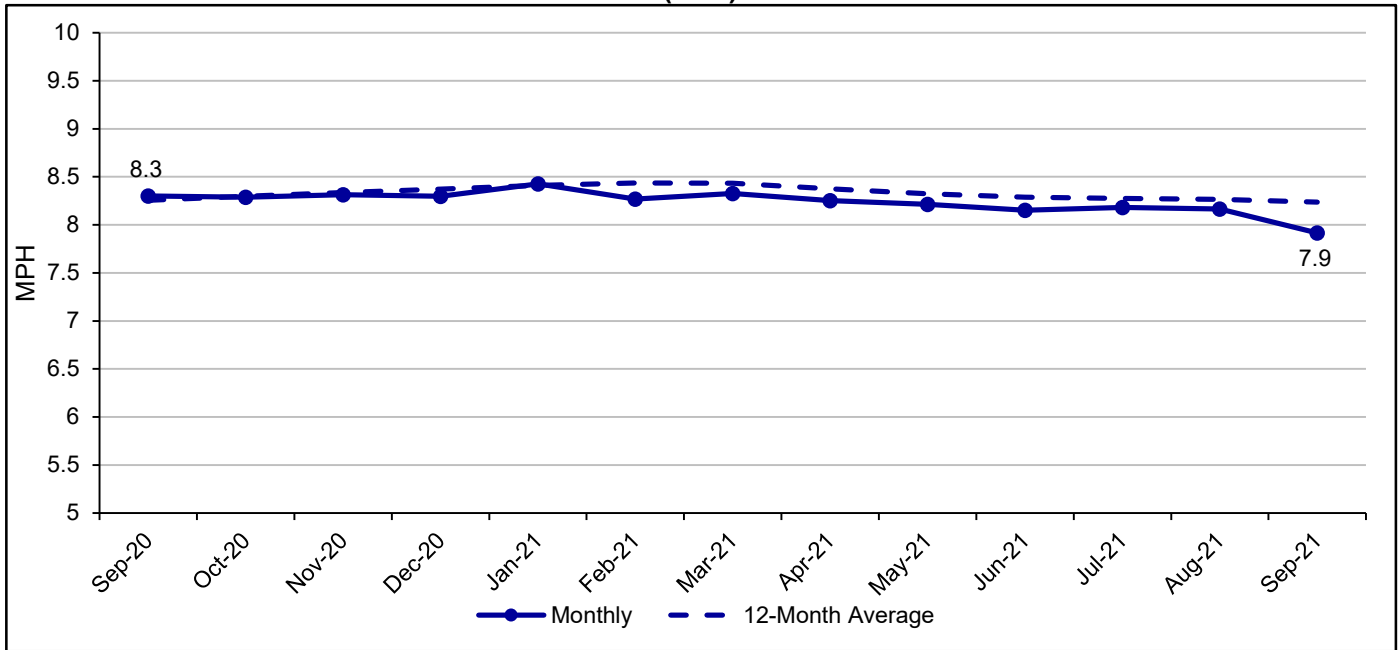
Desired trend 

<b><u>Borough</u></b>	<b><u>Sep 21</u></b>	<b><u>Sep 20</u></b>	<b><u>% Change</u></b>
<b>Bronx</b>	<b>5,428</b>	<b>6,121</b>	<b>-11.3%</b>
Local/Limited	4,749	5,280	-10.1%
Select Bus Service	6,569	10,361	-36.6%
Express	9,401	10,301	-8.7%
<b>Brooklyn</b>	<b>8,451</b>	<b>8,548</b>	<b>-1.1%</b>
Local/Limited	8,272	8,175	+1.2%
Select Bus Service	10,883	13,874	-21.6%
Express	9,513	10,436	-8.8%
<b>Manhattan</b>	<b>4,767</b>	<b>5,225</b>	<b>-8.8%</b>
Local/Limited	4,315	4,465	-3.4%
Select Bus Service	7,023	9,986	-29.7%
Express	N/A	N/A	N/A
<b>Queens</b>	<b>7,470</b>	<b>7,976</b>	<b>-6.3%</b>
Local/Limited	7,088	7,832	-9.5%
Select Bus Service	7,757	7,447	+4.2%
Express	9,730	9,042	+7.6%
<b>Staten Island</b>	<b>23,958</b>	<b>23,929</b>	<b>+0.1%</b>
Local/Limited	24,053	21,920	+9.7%
Select Bus Service	35,322	83,334	-57.6%
Express	23,147	23,962	-3.4%
<b>Systemwide</b>	<b>7,640</b>	<b>8,141</b>	<b>-6.2%</b>
Local/Limited	6,804	7,203	-5.6%
Select Bus Service	8,383	10,599	-20.9%
Express	13,258	13,286	-0.2%

Note: The metrics in this report are preliminary

## Bus Speeds (24 Hours) (MPH)

Desired trend



	Monthly			12-Month Average		
	Sep 21	Sep 20	% Change	Sep 21	Sep 20	% Change
<b>Bronx</b>	7.4	7.7	-3.9%	7.7	7.6	+1.3%
<b>Brooklyn</b>	7.2	7.5	-4.0%	7.5	7.4	+1.4%
<b>Manhattan</b>	6.1	6.4	-4.7%	6.3	6.3	0.0%
<b>Queens</b>	8.8	9.4	-6.4%	9.3	9.3	0.0%
<b>Staten Island</b>	13.8	14.2	-2.8%	14.3	13.9	+2.9%
<b>Systemwide</b>	<b>7.9</b>	<b>8.3</b>	<b>-4.8%</b>	<b>8.2</b>	<b>8.3</b>	<b>-1.2%</b>

### Speed Discussion

- Bus Speeds in September 2021 decreased by 4.8 percent to 7.9 mph compared to September 2020, and decreased by 1.2 percent to 8.2 mph on a 12-month average basis.

Note: The metrics in this report are preliminary

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

*Desired trend* 

<b><u>Borough</u></b>	<b><u>Sep 21</u></b>	<b><u>Sep 20</u></b>	<b><u>% Change</u></b>
<b>Bronx</b>	<b>7.4</b>	<b>7.7</b>	<b>-3.9%</b>
Local/Limited	6.7	7.1	-5.6%
Select Bus Service	8.6	9.0	-4.4%
Express	11.3	12.4	-8.9%
<b>Brooklyn</b>	<b>7.2</b>	<b>7.5</b>	<b>-4.0%</b>
Local/Limited	6.9	7.2	-4.2%
Select Bus Service	8.5	8.8	-3.4%
Express	12.9	13.8	-6.5%
<b>Manhattan</b>	<b>6.1</b>	<b>6.4</b>	<b>-4.7%</b>
Local/Limited	5.8	6.1	-4.9%
Select Bus Service	7.1	7.4	-4.1%
Express	N/A	N/A	N/A
<b>Queens</b>	<b>8.8</b>	<b>9.4</b>	<b>-6.4%</b>
Local/Limited	8.5	9.1	-6.6%
Select Bus Service	11.0	11.7	-6.0%
Express	12.9	14.6	-11.6%
<b>Staten Island</b>	<b>13.8</b>	<b>14.2</b>	<b>-2.8%</b>
Local/Limited	11.9	12.3	-3.3%
Select Bus Service	14.3	15.0	-4.7%
Express	17.5	18.2	-3.8%
<b>Systemwide</b>	<b>7.9</b>	<b>8.3</b>	<b>-4.8%</b>
Local/Limited	7.4	7.8	-5.1%
Select Bus Service	8.8	9.4	-6.4%
Express	13.6	14.7	-7.5%

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

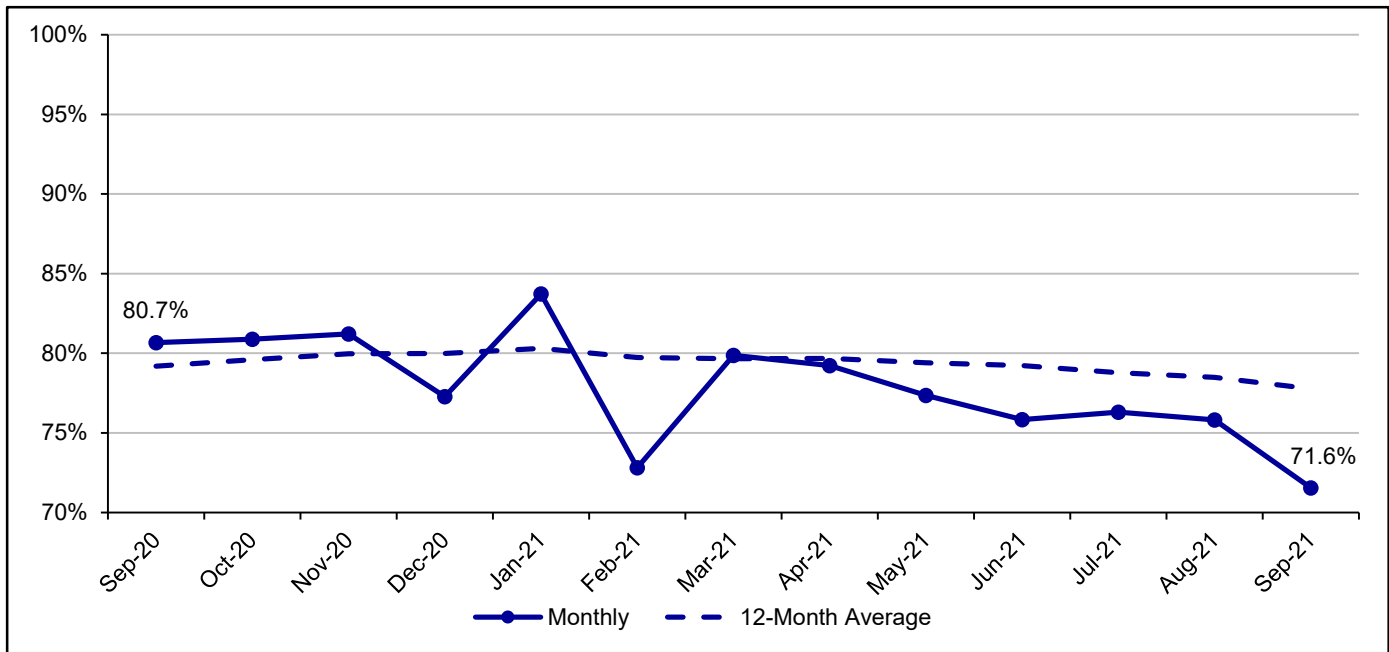
Bus PM Weekday Pull Out Performance is the percent of required buses and operators available in the PM peak period. The sytemwide metric is the combined results of NYCT Bus and MTA Bus.

Note: The metrics in this report are preliminary



# Wait Assessment


Desired trend



	Monthly			12-Month Average		
	Sep 21	Sep 20	Change (Pts)	Sep 21	Sep 20	Change (Pts)
<b>Bronx</b>	70.5%	80.1%	-9.6%	76.9%	78.7%	-1.8%
<b>Brooklyn</b>	69.3%	76.2%	-6.9%	74.4%	76.6%	-2.2%
<b>Manhattan</b>	75.5%	83.8%	-8.3%	81.0%	79.4%	+1.6%
<b>Queens</b>	73.4%	82.7%	-9.3%	79.8%	81.0%	-1.2%
<b>Staten Island</b>	67.2%	82.5%	-15.3%	77.0%	81.8%	-4.8%
<b>Systemwide</b>	<b>71.6%</b>	<b>80.7%</b>	<b>-9.1%</b>	<b>77.8%</b>	<b>79.2%</b>	<b>-1.4%</b>

Note: The metrics in this report are preliminary


## Wait Assessment Monthly

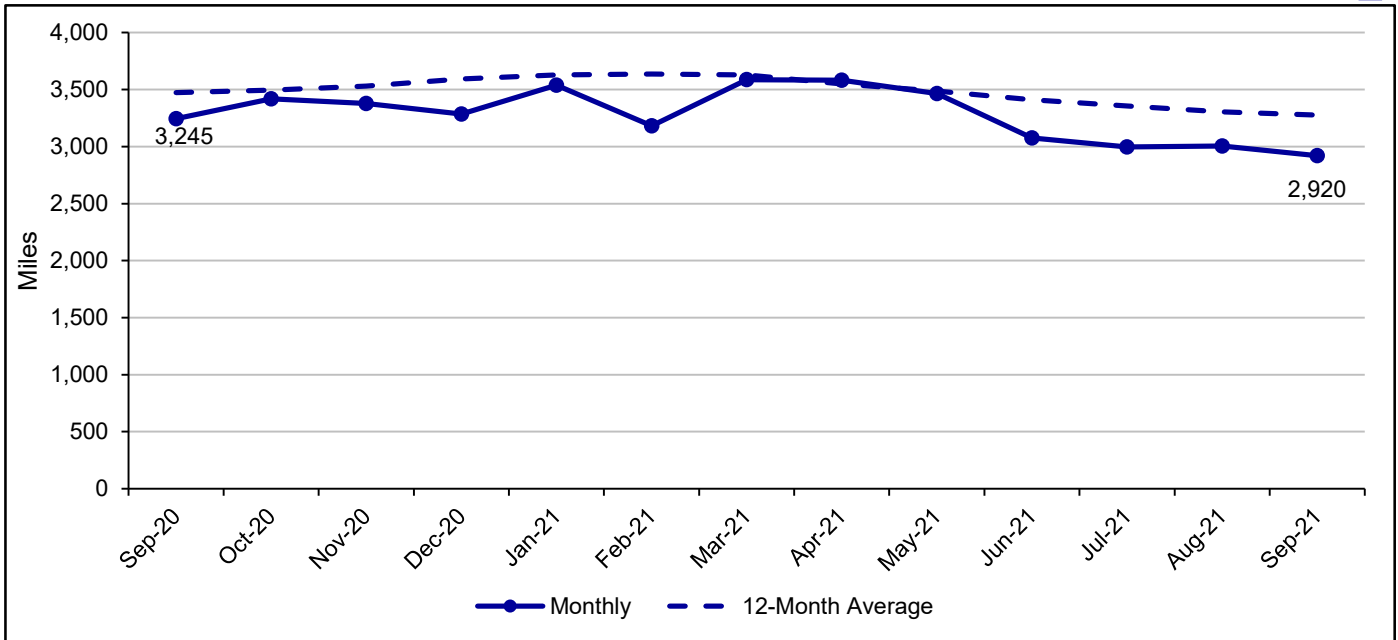
Desired trend 

<u>Borough</u>	<u>Sep 21</u>	<u>Sep 20</u>	<u>Change (Pts)</u>
<b>Bronx</b>	<b>70.5%</b>	<b>80.1%</b>	<b>-9.6%</b>
Local/Limited	69.9%	79.6%	-9.7%
Select Bus Service	70.1%	83.0%	-12.9%
Express	79.3%	88.3%	-9.0%
<b>Brooklyn</b>	<b>69.3%</b>	<b>76.2%</b>	<b>-6.9%</b>
Local/Limited	69.1%	76.0%	-6.9%
Select Bus Service	74.3%	78.1%	-3.8%
Express	74.6%	80.9%	-6.3%
<b>Manhattan</b>	<b>75.5%</b>	<b>83.8%</b>	<b>-8.3%</b>
Local/Limited	74.9%	83.3%	-8.4%
Select Bus Service	79.7%	88.0%	-8.3%
Express	N/A	N/A	N/A
<b>Queens</b>	<b>73.4%</b>	<b>82.7%</b>	<b>-9.3%</b>
Local/Limited	73.2%	82.6%	-9.4%
Select Bus Service	75.6%	84.4%	-8.8%
Express	77.6%	84.1%	-6.5%
<b>Staten Island</b>	<b>67.2%</b>	<b>82.5%</b>	<b>-15.3%</b>
Local/Limited	65.9%	82.1%	-16.2%
Select Bus Service	69.9%	84.0%	-14.1%
Express	72.0%	83.9%	-11.9%
<b>Systemwide</b>	<b>71.6%</b>	<b>80.7%</b>	<b>-9.1%</b>
Local/Limited	71.2%	80.3%	-9.1%
Select Bus Service	76.4%	85.1%	-8.7%
Express	75.5%	84.6%	-9.1%

Note: The metrics in this report are preliminary

## Bus Mean Distance Between Service Interruptions

Desired trend 

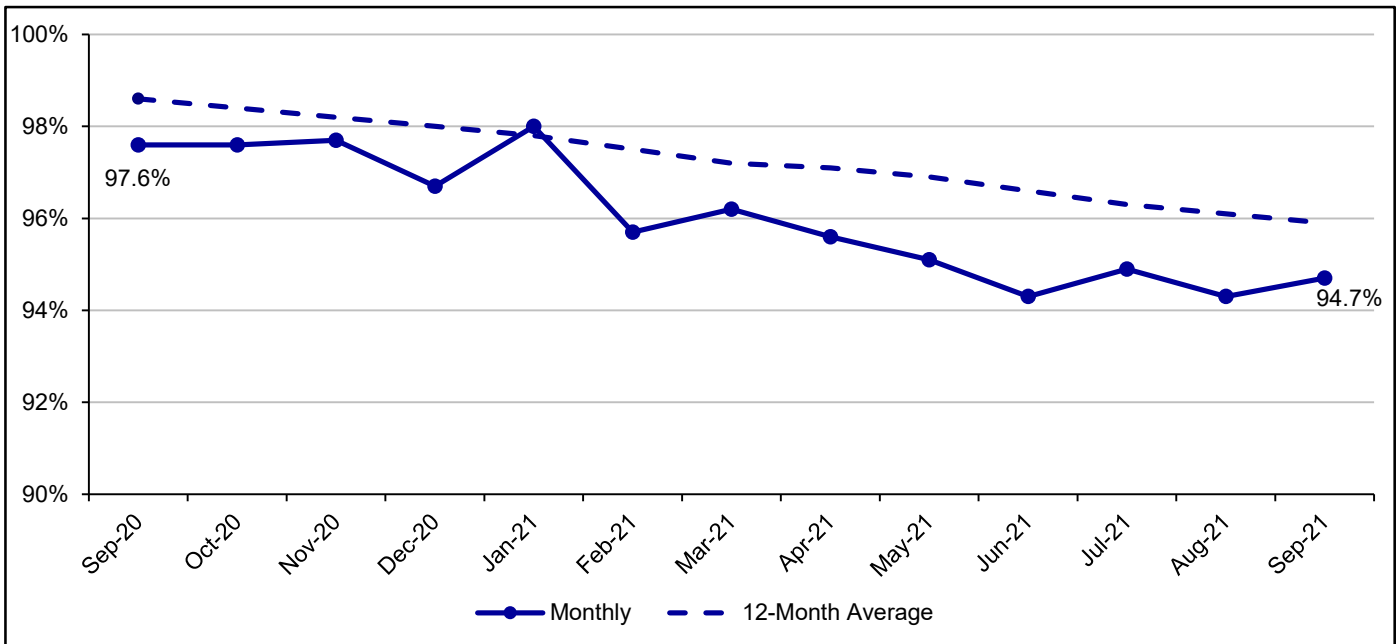


Systemwide

Monthly			12-Month Average		
Sep 21	Sep 20	% Change	Sep 21	Sep 20	% Change
2,920	3,245	-10.0%	3,276	3,473	-5.7%

## Bus Percentage of Completed Trips

Desired trend 




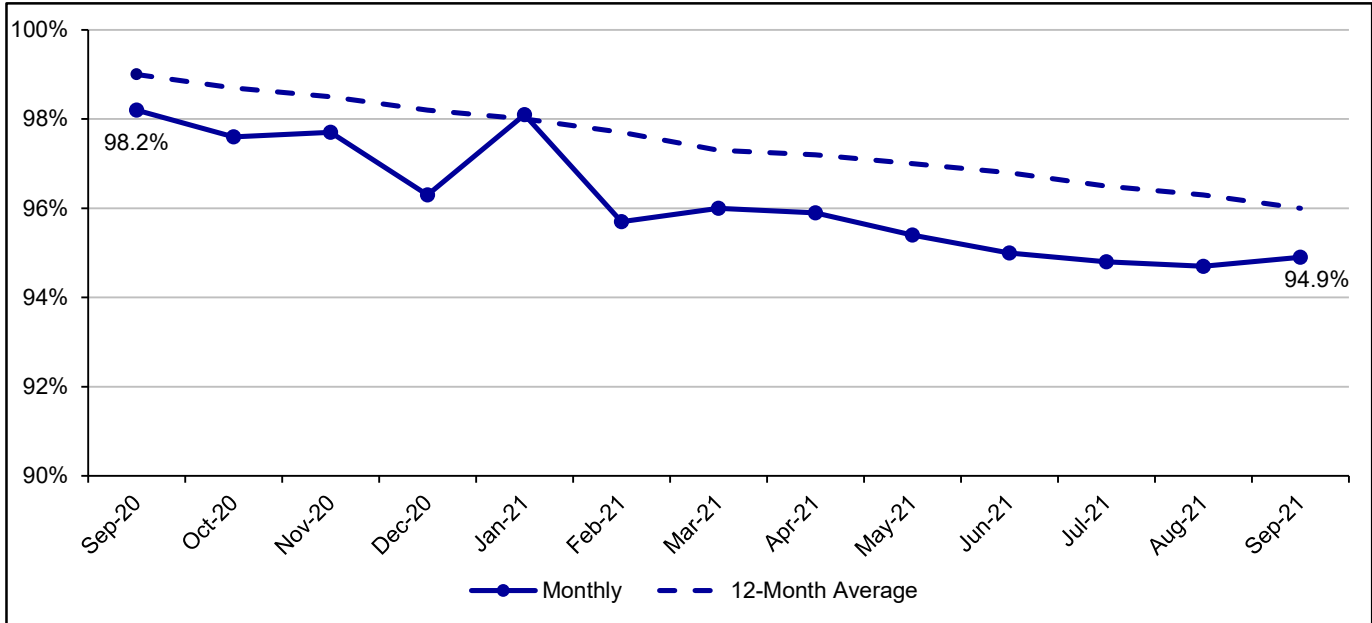
Systemwide

Monthly			12-Month Average		
Sep 21	Sep 20	Change (Pts)	Sep 21	Sep 20	Change (Pts)
94.7%	97.6%	-2.9%	95.9%	98.6%	-2.7%

Note: The metrics in this report are preliminary

## Bus AM Weekday Pull Out Performance

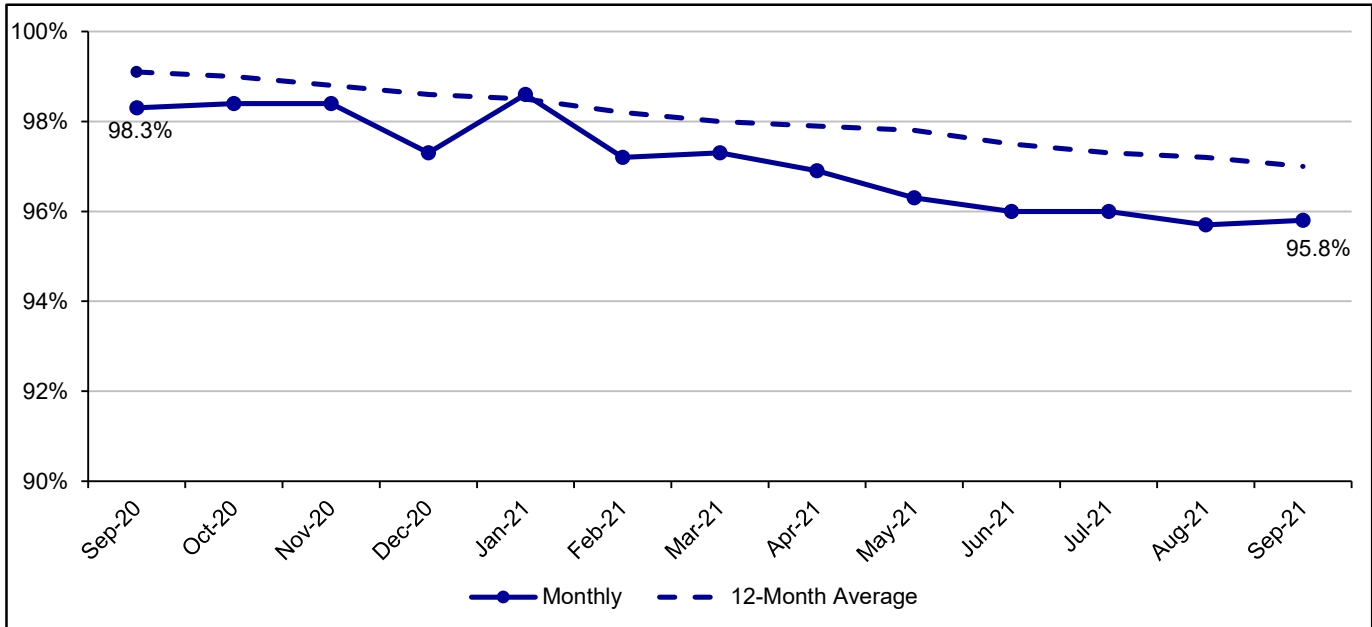
Desired trend 



Systemwide	Monthly			12-Month Average		
	Sep 21	Sep 20	Change (Pts)	Sep 21	Sep 20	Change (Pts)
	94.9%	98.2%	-3.3%	96.0%	99.0%	-3.0%

## Bus PM Weekday Pull Out Performance

Desired trend 



Systemwide	Monthly			12-Month Average		
	Sep 21	Sep 20	Change (Pts)	Sep 21	Sep 20	Change (Pts)
	95.8%	98.3%	-2.5%	97.0%	99.1%	-2.1%

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



We are very excited that Sentry, Paratransit's first NYS Certified Minority and Women-owned Business Enterprise (M/WBE) contractor for broker car service, began providing trips this month. As pictured, an AAR customer is being picked up by a Sentry driver.

# Paratransit Report

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

Paratransit Operations - Monthly Operations Report Service Indicators							
Category	Performance Indicator	Current Month: August 2021			12-Month Average		
		This Year	Last Year	% Change	This Year	Last Year	% Change
Ridership	Total Trips Completed*	495,816	433,468	+14.4%	476,378	514,991	-7.5%
	Total Ridership	695,987	560,794	+24.1%	651,013	690,464	-5.7%
On-Time Performance	Pick-up Primary 30 Minute	92.0%	98.0%	-6.0%	96.0%	97.1%	-1.1%
	Pick-up Primary 15 Minute	80.0%	92.0%	-12.0%	87.7%	88.7%	-1.0%
	Pick-up Broker 30 Minute	90.0%	98.0%	-8.0%	94.9%	97.2%	-2.3%
	Pick-up Broker 15 Minute	70.0%	91.0%	-21.0%	82.8%	89.3%	-6.4%
	Appointment OTP Trips Primary - 30 Min Early to <1 Late (On-Time)*	n/a	n/a	n/a	n/a	46.7%	n/a
	Appointment OTP Trips Primary - Early*	n/a	n/a	n/a	n/a	45.3%	n/a
	Appointment OTP Trips Broker - 30 Min Early to <1 Late (On-Time)*	n/a	n/a	n/a	n/a	33.0%	n/a
Appointment OTP Trips Broker - Early*	n/a	n/a	n/a	n/a	58.3%	n/a	
Ride Time	Ride Time Variance Performance: Actual Trip Duration vs. Planned Trip Duration - At or Better Than Plan	82.0%	87.0%	-5.0%	85.8%	84.1%	+1.7%
	Average Actual Trip Duration in Minutes	34	29	+17.2%	30	33	-8.7%
	Max Ride Time Performance Primary	99.0%	99.0%	0.0%	99.0%	98.6%	+0.4%
	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	75.5%	n/a
	Frequent Rider Experience Broker*	n/a	n/a	n/a	n/a	70.5%	n/a
Provider No-Shows	Provider No-Shows per 1,000 Schedule Trips Primary	5.14	0.59	+771.2%	1.84	0.80	+129.3%
	Provider No-Shows per 1,000 Schedule Trips Broker	2.85	0.45	+533.3%	1.90	0.83	+128.7%
Customer Complaints	Passenger Complaints - Transportation Service Quality Per 1000 Completed Trips	5.3	1.5	+253.3%	3.1	2.1	+50.0%
	Passenger Complaints - Non-Transportation Service Quality Per 1000 Completed Trips	3.0	1.1	+172.7%	1.6	1.5	+3.3%
Call Center	Percent of Calls Answered	90.0%	97.0%	-7.0%	93.2%	96.7%	-3.5%
	Average Call Answer Speed in Seconds	157	38	+313.2%	96	46	+109.3%
Eligibility	Total Registrants	165,854	162,061	+2.3%	162,406	162,046	+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.

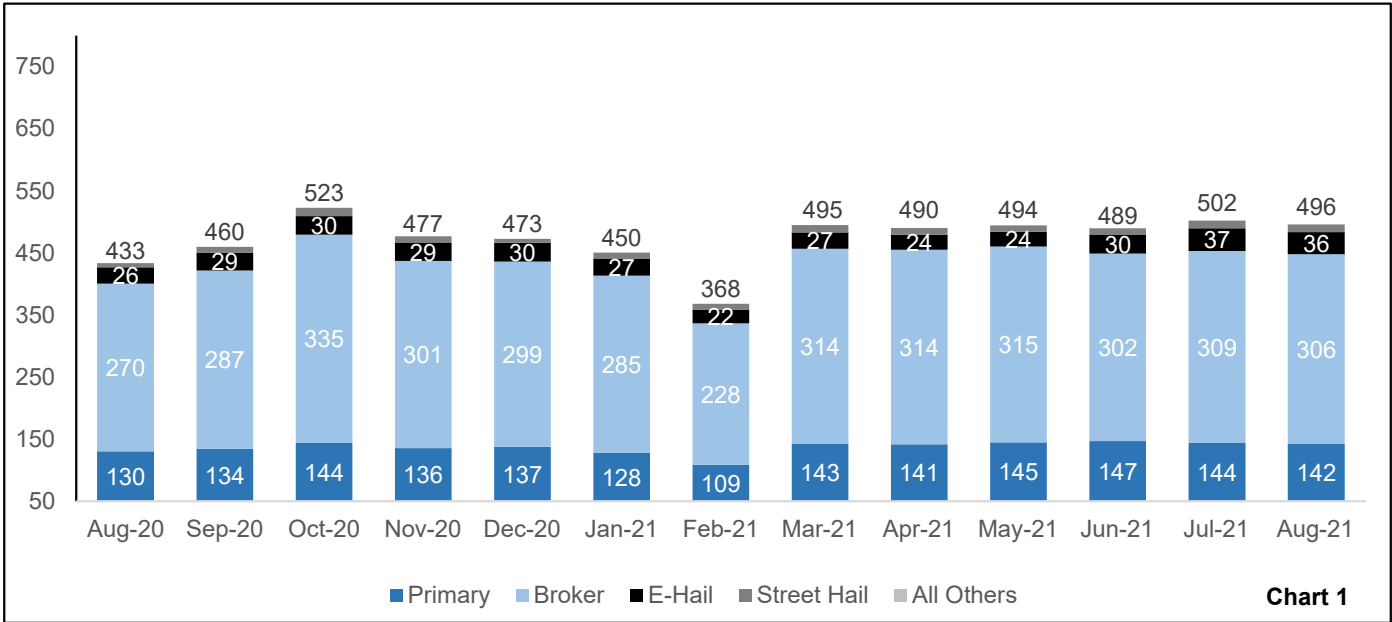
## Call Center

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.

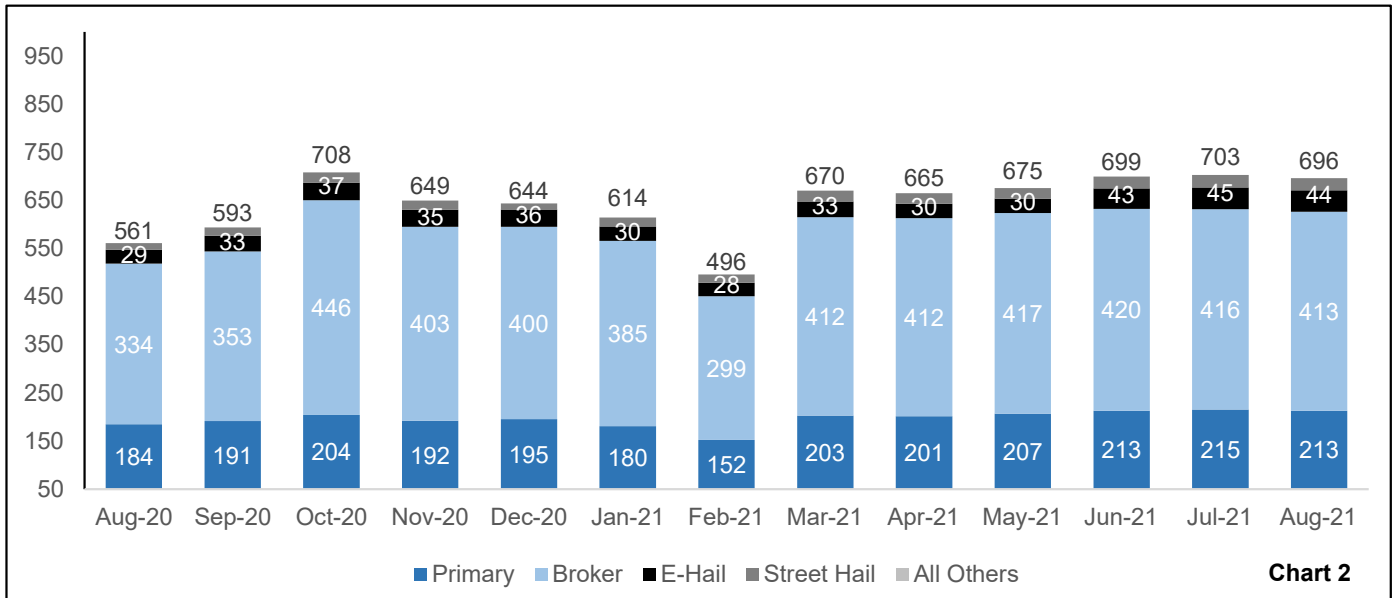
The goal for percent of calls answered is 95% and the goal for average answer speed is 60 seconds.



## Total Trips



## Total Ridership



### Total Trips Discussion

- Total Trips in August 2021 decreased by 6K (or 1.2%) when compared to July 2021, and increased by 62K (or 14.4%) when compared to August 2020.

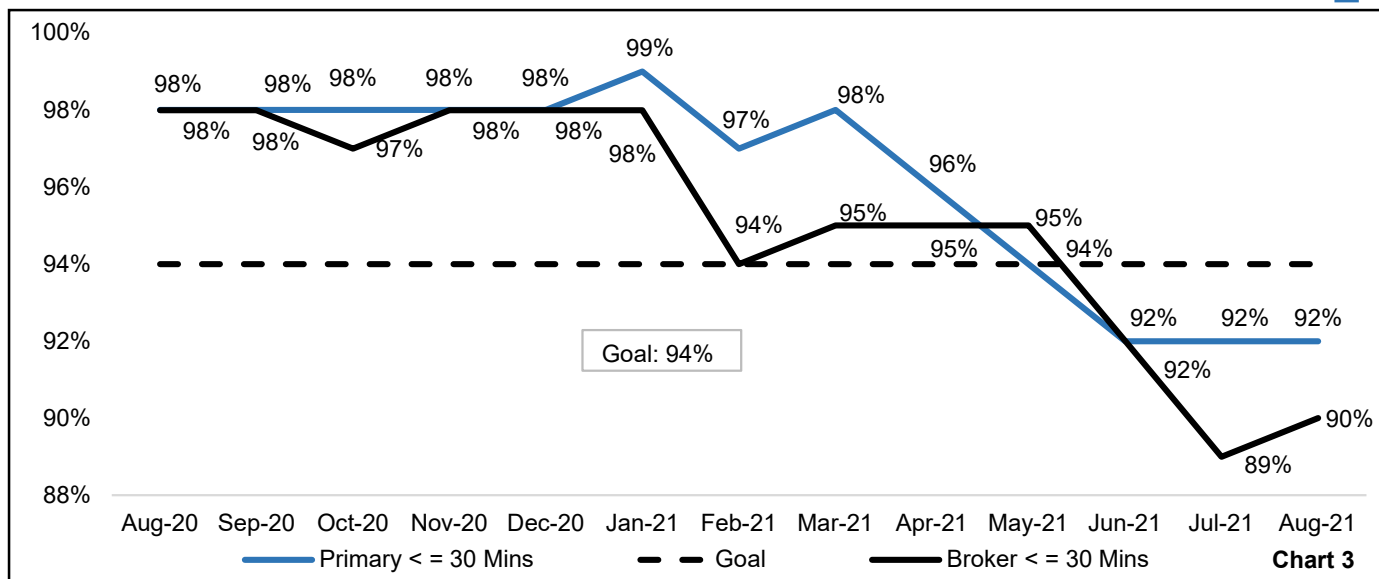
### Total Ridership Discussion

- Total Ridership in August 2021 decreased by 7K (or 1%) when compared to July 2021, and increased by 135K (or 24.1%) when compared to August 2020.

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

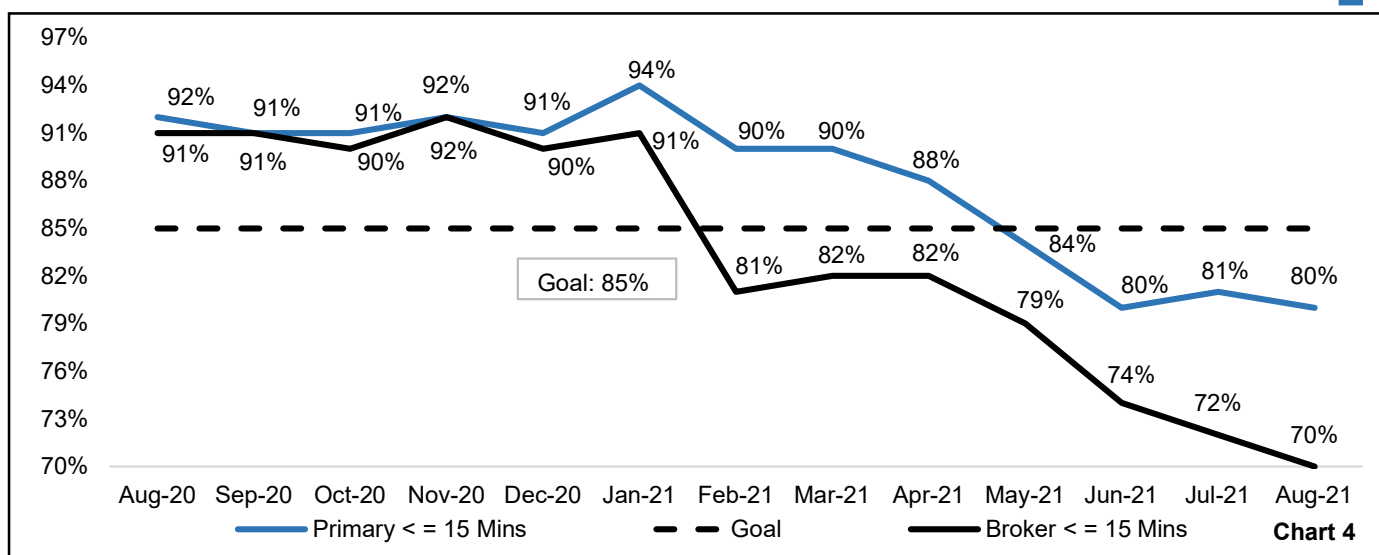
## OTP <= 30 Minutes Primary and Broker

Desired trend



## OTP <= 15 Minutes Primary and Broker

Desired trend



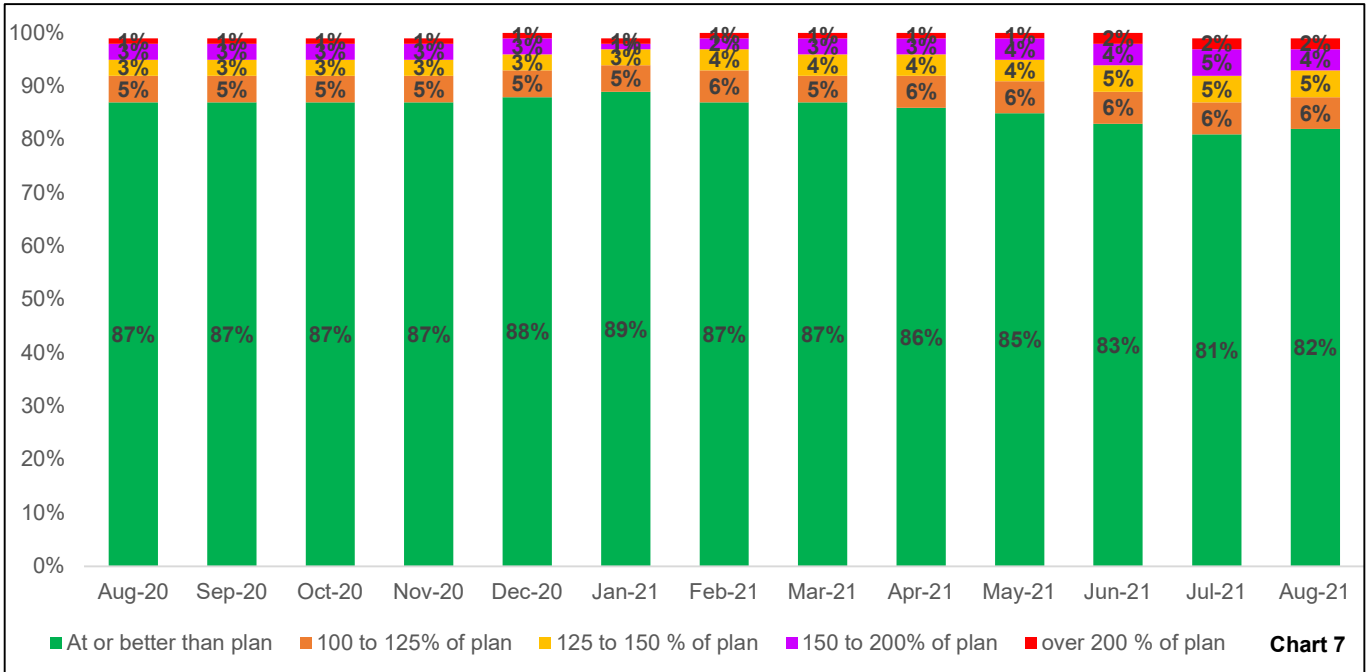
### <= 30 Minutes Pick Up On-Time Performance Discussion

- August 2021 Primary 30 minute P/U, OTP result of 92% remained flat when compared to July 2021, and declined by 6 percentage points when compared to August 2020.
- August 2021 Broker 30 minute P/U, OTP result of 90% improved by 1 percentage point when compared to July 2021, and declined by 8 percentage points when compared to August 2020.

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

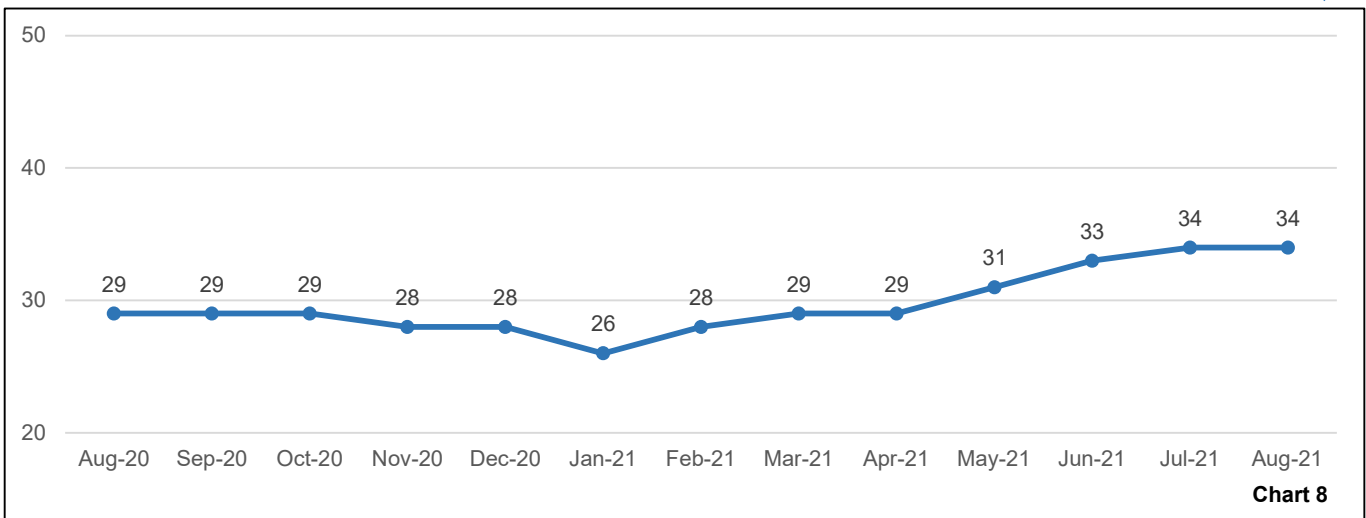
- August 2021 Primary 15 minute P/U, OTP result of 80% declined by 1 percentage point when compared to July 2021, and declined by 12 percentage points when compared to August 2020.
- August 2021 Broker 15 minute P/U, OTP result of 70% declined by 2 percentage points when compared to July 2021, and declined by 21 percentage points when compared to August 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

- 82% of trips in August 2021 performed within the scheduled time or better which improved by 1 percentage point when compared to July 2021, and declined by 5 percentage points when compared to August 2020.

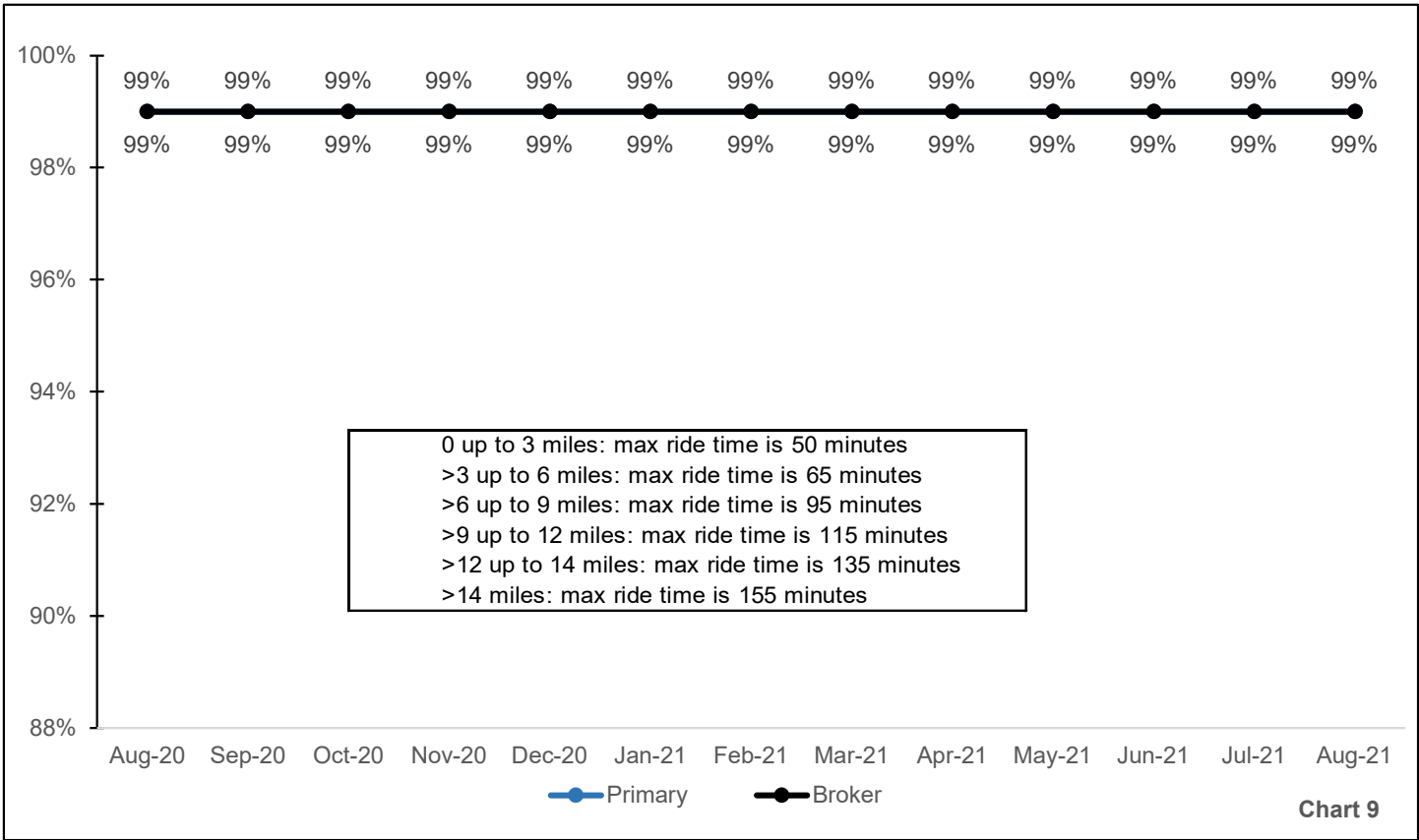
### Average Actual Trip Duration in Minutes Discussion

- Actual Trip Duration in August 2021 remained flat when compared to July 2021, and increased by 5 minutes (or 17.2%) when compared to August 2020.

Note: Percentages may not be exact due to rounding.

# Max Ride Time Performance

Desired trend 

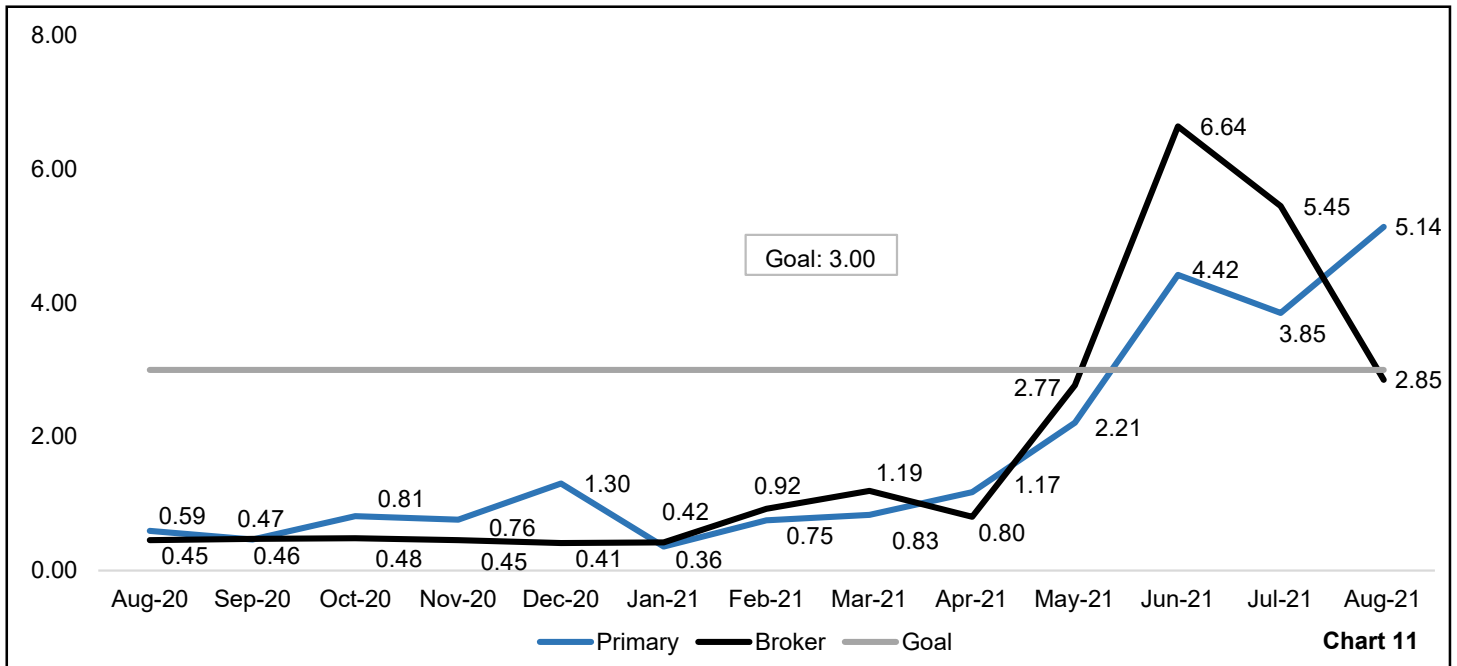


## Max Ride Time Performance Discussion

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

## Provider No Shows Per 1,000 Scheduled Trips

Desired trend

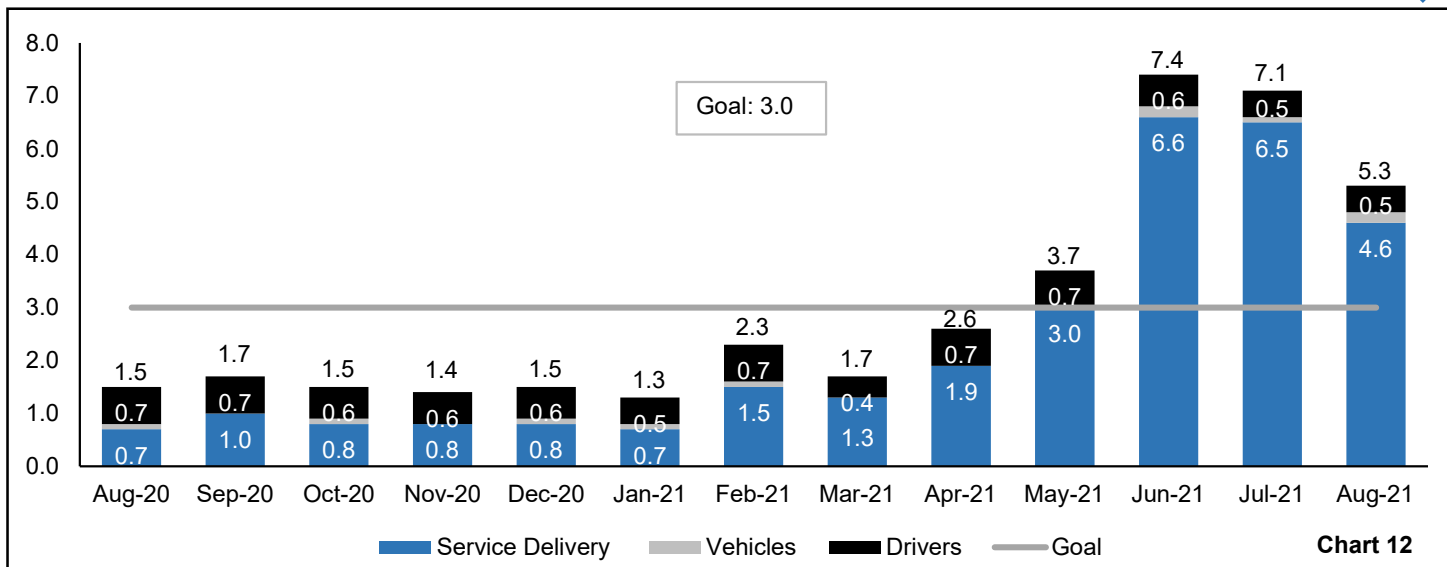


### Provider No Shows Per 1000 Scheduled Trips Discussion

- Primary No-Shows increased by 1.29 per 1,000 trips (or 33.5%) in August 2021 when compared to July 2021, and increased by 4.55 per 1,000 trips (or 771.2%) when compared to the same month last year.
- Broker No-Shows decreased by 2.60 per 1,000 trips (or 47.7%) in August 2021 when compared to July 2021, and increased by 2.40 per 1,000 trips (or 533.3%) when compared to the same month last year.

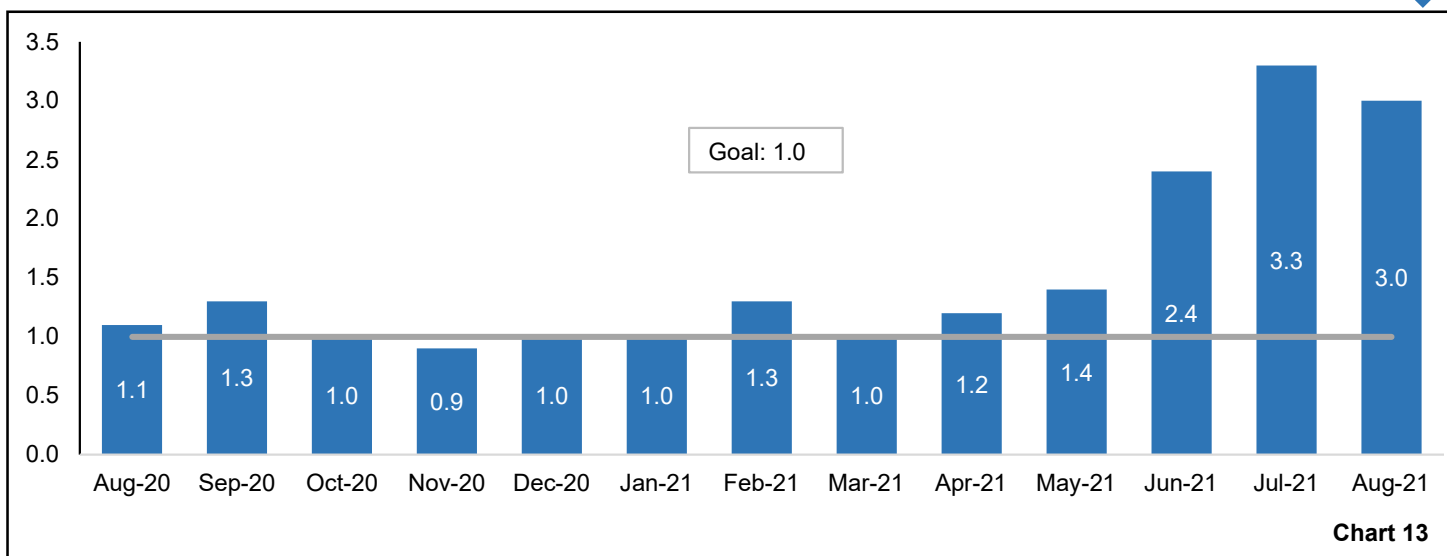
### Passenger Complaints Related to Transportation Service Quality Per 1,000 Completed Trips

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 August 2021 decreased by 1.8 per 1,000 trips (or 25.4%) when compared to July 2021, and increased by 3.8 per 1,000 trips (or 253.3%) when compared to August 2020.

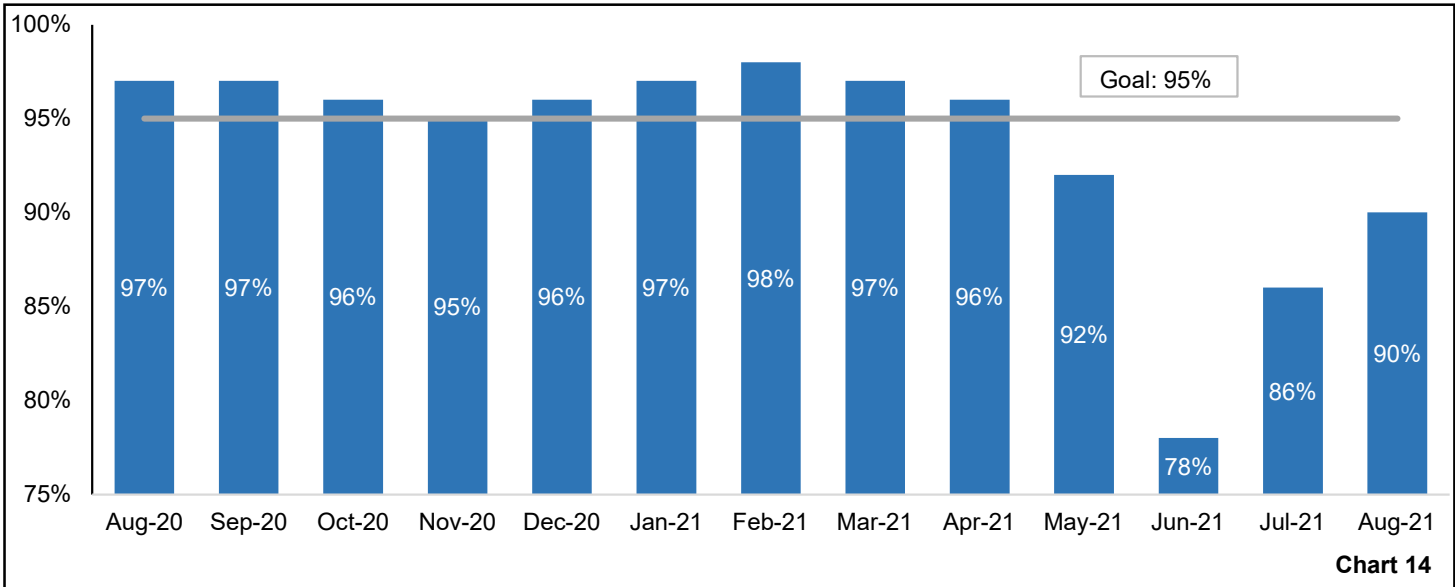
#### Passenger Complaints Related to Non-Transportation Service Quality Per 1,000 Completed Trips Discussion:

- Passenger Complaints related to Non-Transportation Service in August 2021 decreased by 0.3 per 1,000 trips (or 9.1%) when compared to July 2021, and increased by 1.9 per 1,000 trips (or 172.7%) when compared to August 2020.

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

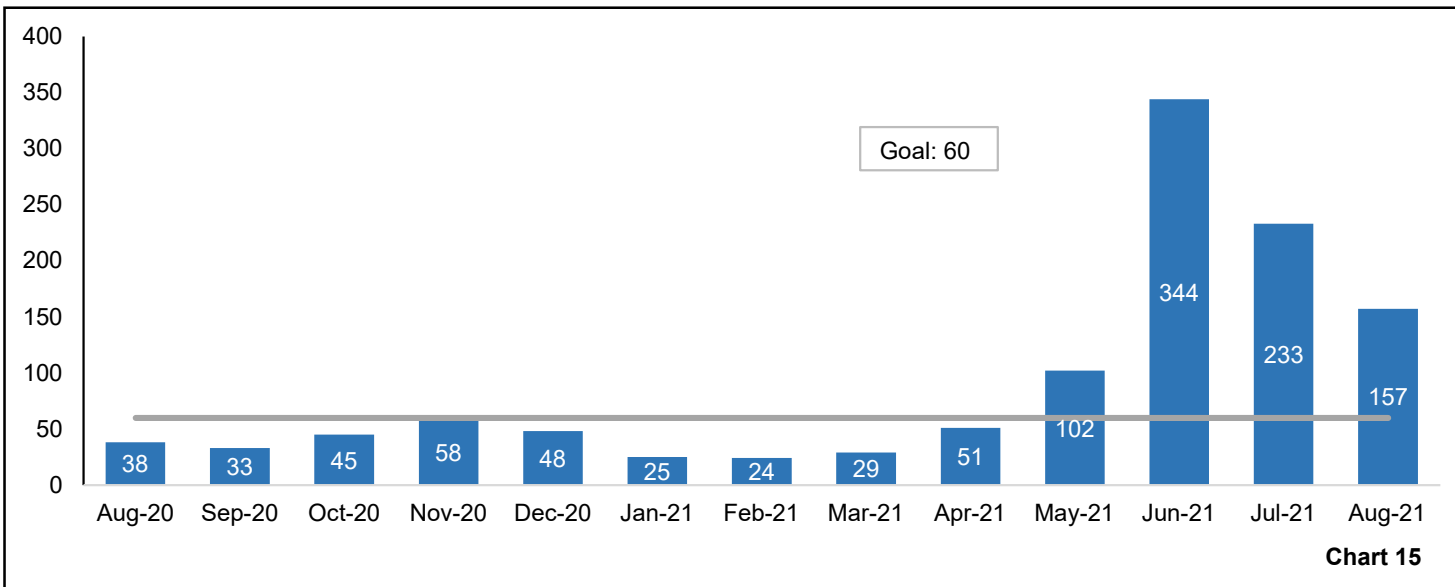
## Percent of Calls Answered

Desired trend 



## Average Call Answer Speed in Seconds

Desired trend 



### Percent of Calls Answered Discussion

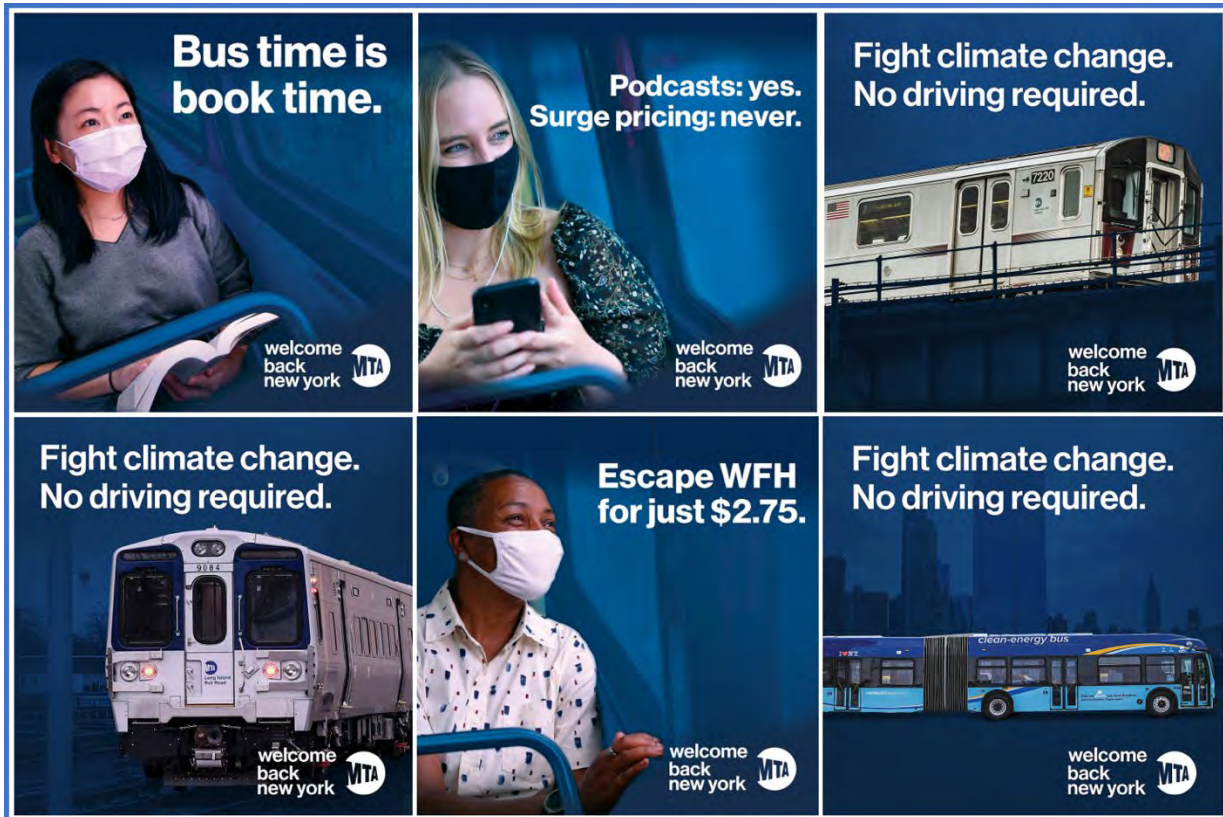
- The Percent of Calls Answered in August 2021 improved by 4 percentage points when compared to July 2021, and declined by 7 percentage points when compared to August 2020.

### Average Call Answer Speed in Seconds Discussion

- The Average Call Answer Speed in August 2021 decreased by 76 seconds (or 32.6%) when compared to July 2021, and increased by 119 seconds (or 313.2%) when compared to August 2020.

# Strategy and Customer Experience

Sarah Meyer, Chief Customer Officer



"Welcome Back New York" is a Strategy and Customer Experience led effort that reminds our customers that we're here to help you get to where you're going, whether that's the office, school, your favorite restaurant, a Broadway show, or a weekend getaway. The MTA-wide marketing campaign can be seen across subways, buses, Metro-North, and Long Island Rail Road as well as our extensive network of digital screens.



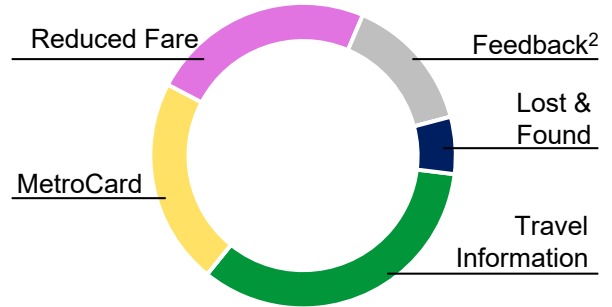
# Customer engagement

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.

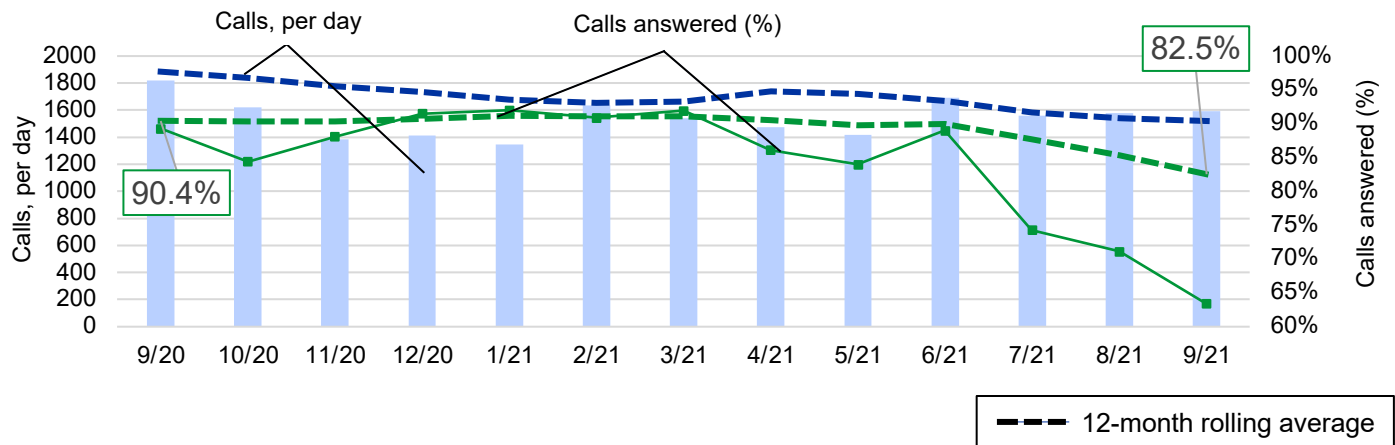
## Telephone

	Sep 2021	Sep 2020	Variance
Telephone calls	47,764	54,546	▼12.4%
Calls answered	63.4%	89.3%	▼29.0%
Average time to answer <sup>1</sup> (seconds)	576	152	▲278.9%

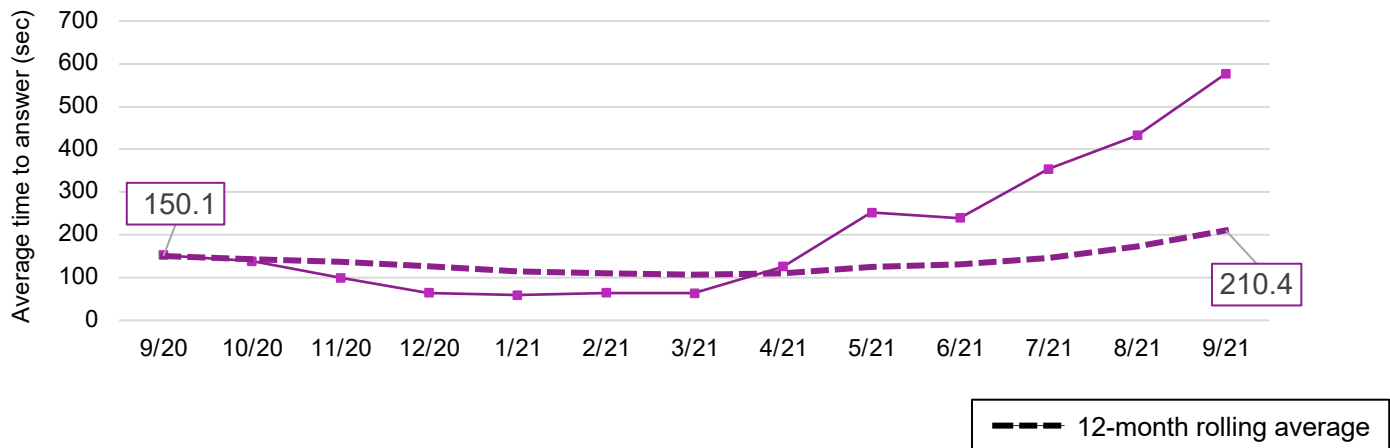
1. Excludes automated self-service calls
2. Feedback is customers calling with comments or concerns



## Telephone: calls received and answered



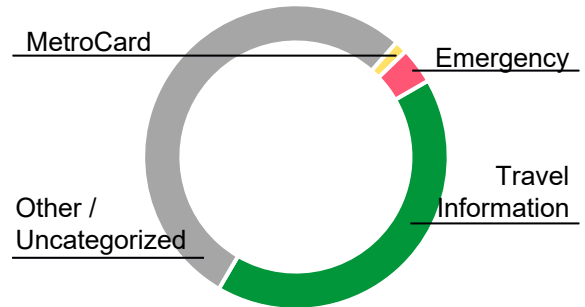
## Telephone: average time to answer



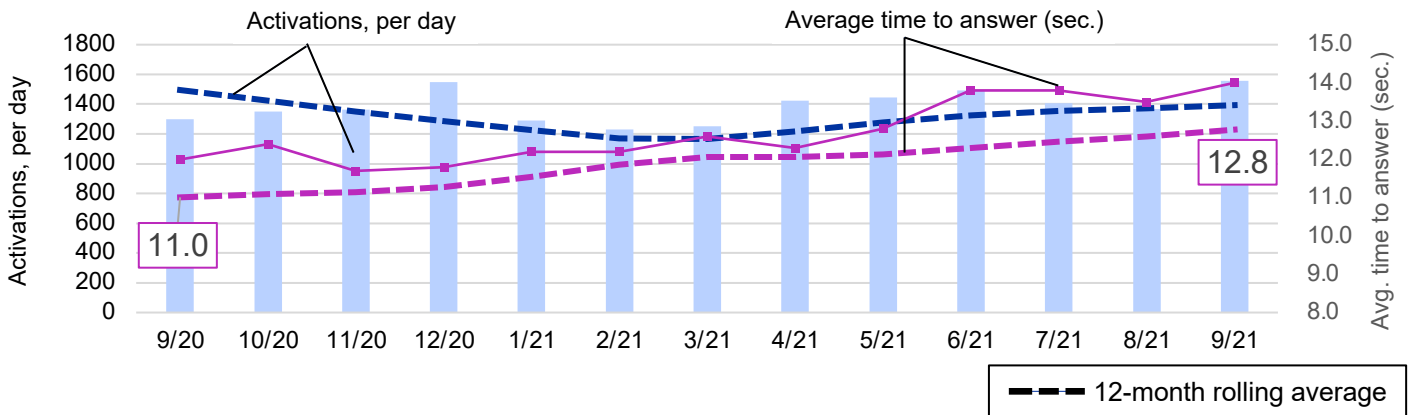
# Customer engagement

## Help Point

	Sep 2021	Sep 2020	Variance
Help Point activations	46,697	38,905	▲ 20.0%
Average time to answer (seconds)	14.0	12.0	▲ 16.9%

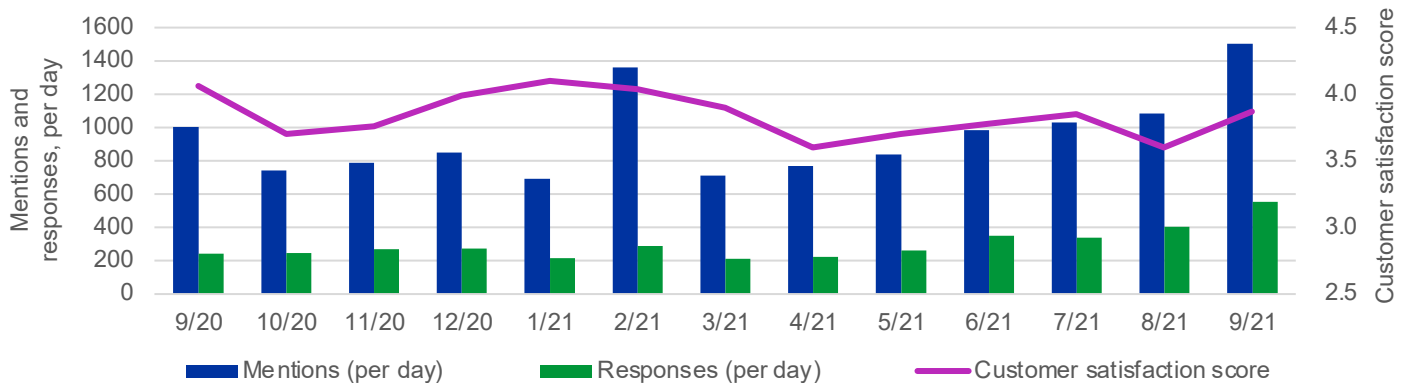
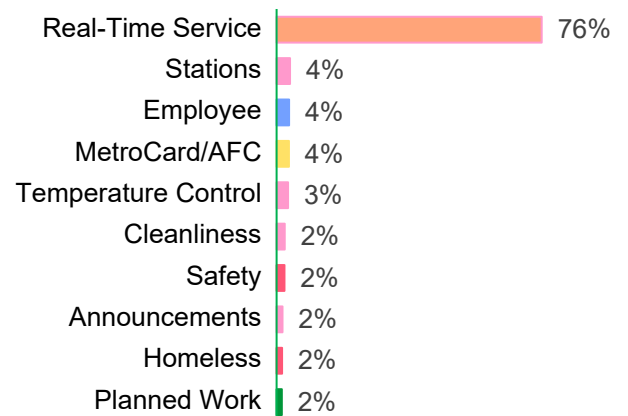


## Help Point: activations and average time to answer



## Social media

	Sep 2021	Sep 2020	Variance
Social media mentions <sup>1</sup>	45,119	30,080	▲ 50.0%
Responses sent	16,564	7,223	▲ 129.3%
Customer satisfaction score <sup>2</sup>	3.87	4.06	▼ 4.7%

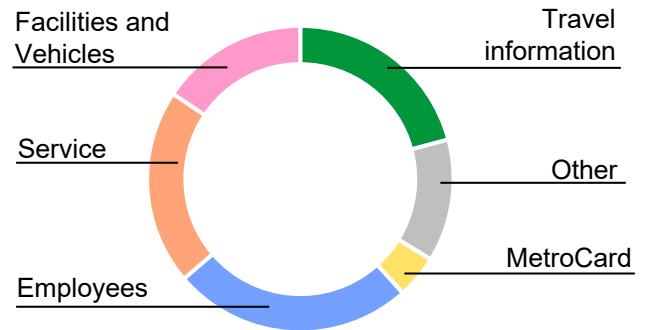


# Customer engagement

## Web, mobile app, and written feedback

	Sep 2021	Sep 2020	Variance
Received	7,985	3,880	▲105.8%
Responses sent <sup>1</sup>	11,483	6,004	▲91.3%

1. Includes automated and manual responses



## Keeping customers informed

### Alerts and service notices

	Sep 2021
Web	4,551
Twitter	4,939
Kiosks / Digital Displays <sup>1</sup>	4,933
Email and text alerts	
• Service	4,466
• Elevator and escalator status	8,126
Service Notice posters developed	330

1. Excludes countdown clocks

### Social media followers

		Sep 2021	Sep 2020	Variance
Twitter	@NYCTSubway	1,001.0k	1,014.0k	▼1.3%
	@NYCTBus	31.8k	30.6k	▲3.9%
	@MTA	1,315.6k	1,325.1k	▼0.7%
Facebook	MTA	155.4k	154.2k	▲0.8%
Instagram	@mtanyctransit	46.5k	33.7k	▲38.0%

# 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

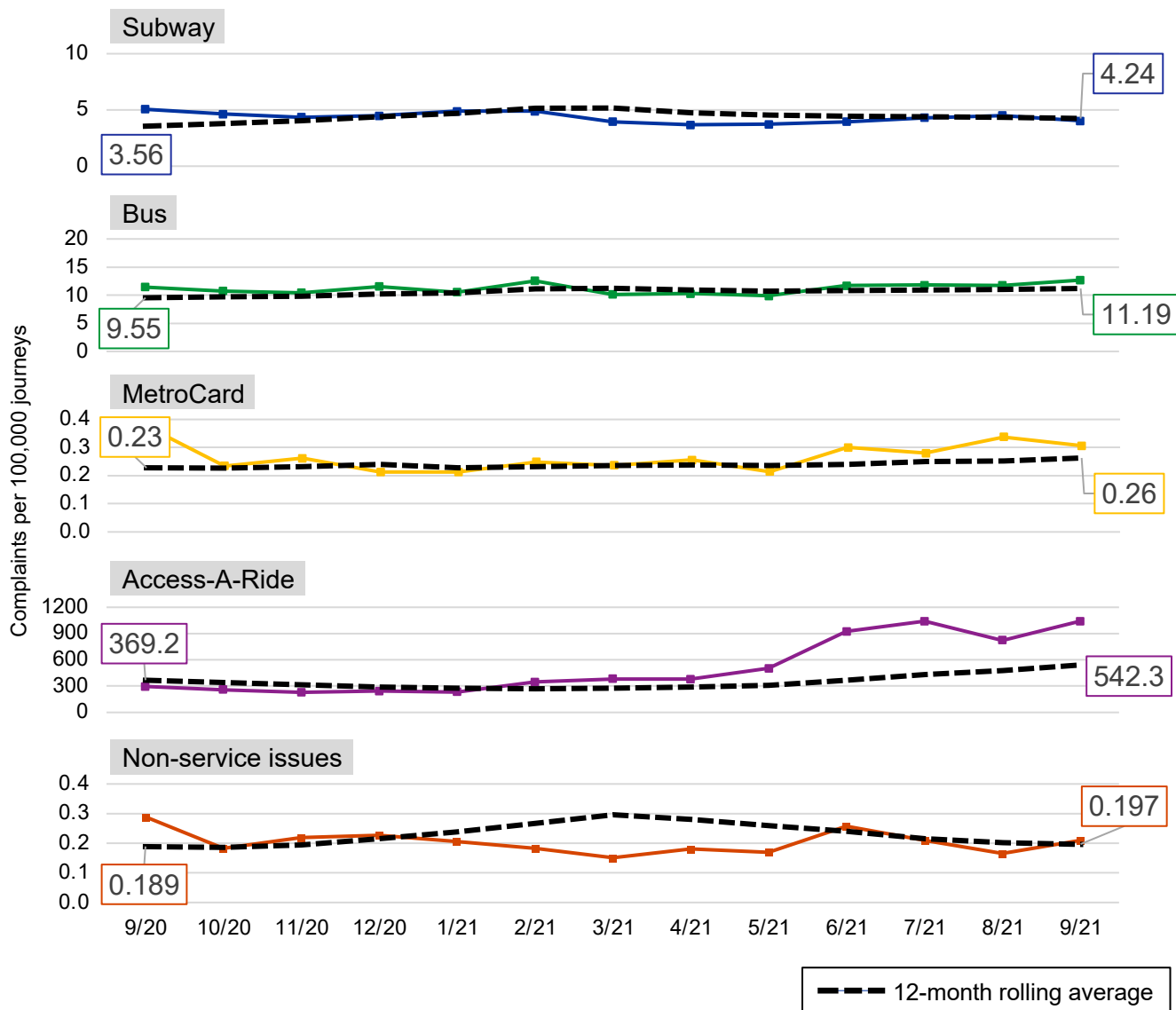
	Sep 2021	Sep 2020	Variance
Subway	4.02	5.06	▼20.6%
Bus	12.68	11.44	▲10.8%
MetroCard	0.31	0.38	▼18.8%
Access-A-Ride	1,040.4	294.3	▲253.5%
Non-service issues <sup>1</sup>	0.210	0.289	▼27.3%

## Commendations per 100,000 journeys

	Sep 2021	Sep 2020	Variance
Subway	0.107	0.129	▼16.9%
Bus	0.61	0.48	▲26.2%
Access-A-Ride	81.8	90.7	▼9.9%
Non-service issues incl. MetroCard	0.018	0.037	▼50.4%

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

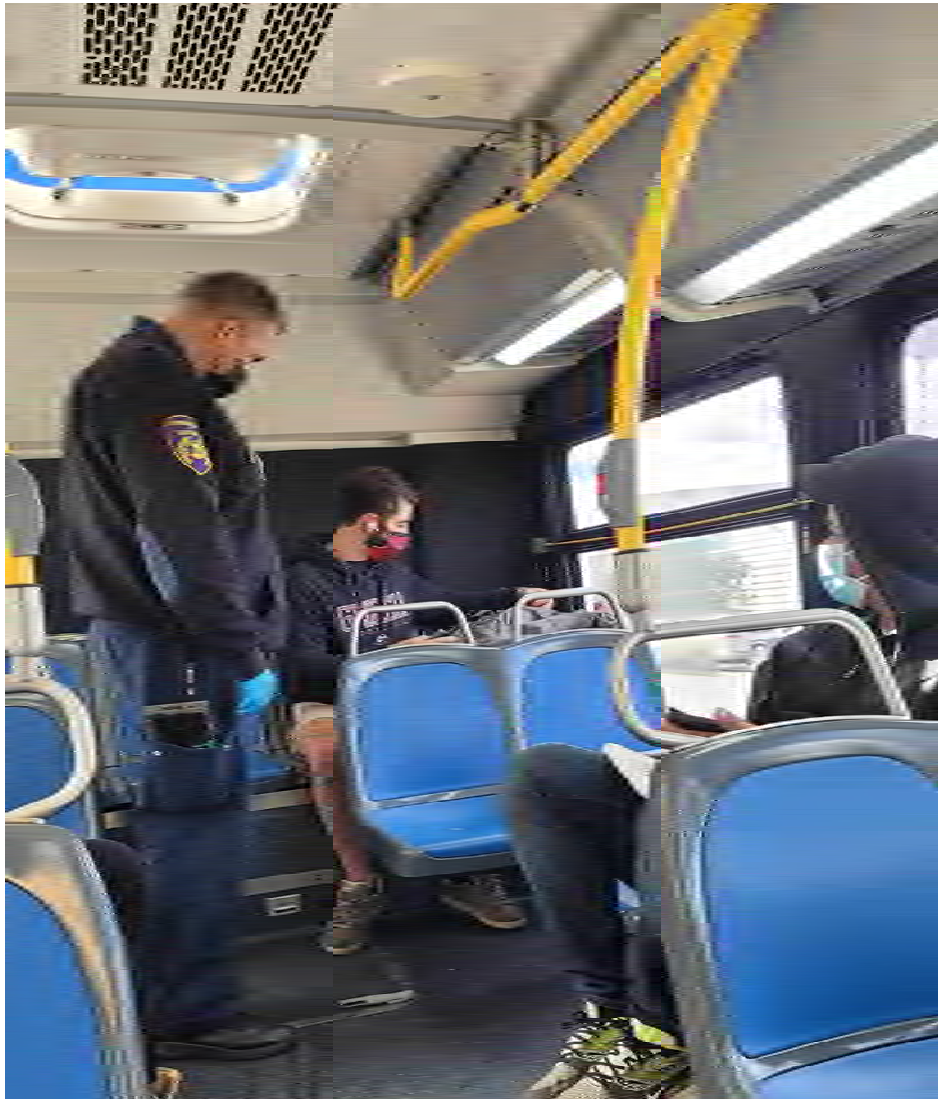




## Safety

**Robert Diehl**

Senior Vice President, Safety & Security



Eagle Team Special Inspector William Medina conducts regular fare enforcement rounds on Select Bus Service in Manhattan, asking passengers to show their tickets as proof they paid.

## Safety

Robert Diehl, Senior Vice President, Safety & Security

---

Subway Customer Accident Rates increased by 41.1% when comparing the most recent 12-month period to the previous one. It is worth noting that while the total number of accidents is down 16.0%, there is a rate increase per million customers due to low ridership (down 40.5%) in the latest 12-month period.

Bus Collisions grew by 11.1% and Collision Injuries declined by 5.8% 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.

Lastly, when comparing figures from the two (2) most-recent 12-month periods, Subway Fires increased. Even so, 100.0% of Subway Fires in the most-recent 12-month period are of either Low or Average Severity.

This year, we started reporting on incidents of assaults and harassment within the Transit system. The most-recent data is displayed in this report.

## Monthly Operations Report

Statistical results for the 12-Month period are shown below

<b>Safety Report</b>			
Performance Indicators	12-Month Average		
	Oct 18 - Sep 19	Oct 19 - Sep 20	Oct 20 - Sep 21
<b>Subways</b>			
Subway Customer Accidents per Million Customers <sup>1</sup>	3.00	3.38	4.77
Subway Collisions <sup>2</sup>			
<b>Total</b>	1	2	2
Mainline	0	0	0
Yard	1	2	2
Subway Derailments <sup>2</sup>			
<b>Total</b>	5	8	10
Mainline	1	4	1
Yard	4	4	9
Subway Fires <sup>2</sup>	703	868	1,007
<b>Buses</b>			
Bus Collisions Per Million Miles                      Regional	55.14	43.86	48.74
Bus Collision Injuries Per Million Miles                      Regional	6.15	5.21	4.91
Bus Customer Accidents Per Million Customers <sup>1</sup> Regional*	1.47	1.53	1.93
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees <sup>1</sup>	4.18	5.22	4.78

<sup>1</sup> 12-month Average data from September through August.

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

\* = Due to the implementation of rear door boarding and suspension of fare collection to protect frontline employees from the spread of COVID-19, AFC (MetroCard and OMNY) was not used from March 23, 2020, to August 30, 2020, to determine ridership. During this time, ridership was estimated using Automated Passenger Counter (APC) data.

<b>Leading Indicators</b>				
Subways	September	YTD	Goal	YTD as % of Goal
<b>Roadway Worker Protection</b>				
Joint Track Safety Audits -- Actual Count	26	271	340	79.7%
Joint Track Safety Audits -- Compliance Rate	97.7%	99.5%	100.0%	99.5%
<b>Mainline Collision/Derailment Prevention</b>				
Continuous Welded Rail Initiative (# of Track Feet)	345	20,495	9,999	205.0%
Friction Pad Installation	2,425	18,096	22,000	82.3%
Buses	September	YTD	Goal	YTD as % of Goal
<b>Collision Prevention</b>				
Audible Pedestrian Turn Warning System	70	249	780	31.9%
Vision Zero Employee Training	541	4,185	5,800	72.2%

# 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

## September 2021

Fire severity is classified as follows:

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

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

Low:	91.9%	Train:	9
Average:	8.1%	Right-of-way:	60
Above Average:	0.0%	Station:	16
High:	0.0%	Other:	1
		Total:	86

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

<b>Train:</b>		<b>Right-of-Way:</b>		<b>Station:</b>	
Brake Shoes:	4	Debris:	37	Debris:	13
Contact Shoe:	1	Tie:	9	Electrical:	2
Contactors:	1	Cable, Power/3rd Rail:	4	Wood Panels:	1
Oil:	1	Insulator:	4		
Traction Motor:	1	Equipment:	1		



## October 2021 Crime Report

The purpose of this report is to provide Committee Members with statistical information regarding the number of major felonies including: homicide, robbery, assault, rape in addition to hate crime incidents occurring 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 October 4, 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)*

<b>Week beginning</b>	<b>Assault: Subways</b>	<b>Assault: Buses</b>	<b>Harassment: Subways</b>	<b>Harassment: Buses</b>	<b>Total</b>
9/27/2021	1	1	12	38	52
9/20/2021	0	3	7	34	44
9/13/2021	1	0	4	40	45
9/6/2021	4	2	9	24	39
8/30/2021	2	1	8	31	42
8/23/2021	0	1	9	32	42
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	15	37	54

### **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.

Source: <https://new.mta.info/safety-and-security/nyct-vandalism-data> (Updated October 4, 2021)

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

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)

<b>Week beginning</b>	<b>Graffiti: Subways</b>	<b>Graffiti: Buses</b>	<b>Liquid Crystal Display (LCD) Screen</b>	<b>Metrocard Vending Machine (MVM)</b>	<b>OMNY Reader</b>	<b>Train Glass</b>	<b>Bus Glass</b>	<b>Total</b>
9/27/2021	9	0	6	0	0	16	4	35
9/20/2021	20	0	15	0	5	4	4	48
9/13/2021	7	0	3	1	0	4	0	15
9/6/2021	11	0	6	1	0	4	3	25
8/30/2021	4	0	4	0	0	6	6	20
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



**CRIME STATISTICS SEPTEMBER**

	2021	2020	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	52	39	13	33.3%
GL	96	51	45	88.2%
FELASSAULT	36	24	12	50.0%
BURGLARY	0	2	-2	-100.0%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>184</u></b>	<b><u>116</u></b>	<b><u>68</u></b>	<b><u>58.6%</u></b>

*During September, the daily Robbery average increased from 1.3 to 1.7*

*During September, the daily Major Felony average increased from 3.9 to 6.1*

**CRIME STATISTICS JANUARY THRU SEPTEMBER**

	2021	2020	Diff	% Change
MURDER	5	5	0	0.0%
RAPE	4	6	-2	-33.3%
ROBBERY	337	454	-117	-25.8%
GL	485	627	-142	-22.6%
FELASSAULT	348	258	90	34.9%
BURGLARY	4	22	-18	-81.8%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>1183</u></b>	<b><u>1372</u></b>	<b><u>-189</u></b>	<b><u>-13.8%</u></b>

*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 to 4.3*

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



Police Department  
City of New York

## MTA Report

### SEPTEMBER ACTIVITY

	<b>2021</b>	<b>2020</b>	<b>Diff</b>	<b>% Change</b>
Total Arrests	563	158	405	256.3%
TOS Arrests	91	5	86	1720.0%
Total Summons	5645	866	4779	551.8%
TOS TABs	4538	683	3855	564.4%
TOS C-Summ	69	6	63	1050.0%

### JANUARY THRU SEPTEMBER ACTIVITY

	<b>2021</b>	<b>2020</b>	<b>Diff</b>	<b>% Change</b>
Total Arrests	4248	3019	1229	40.7%
TOS Arrests	731	413	318	77.0%
Total Summons	56990	28524	28466	99.8%
TOS TABs	46832	18443	28389	153.9%
TOS C-Summ	745	447	298	66.7%

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

**Hate Crime Task Force Statistical Data**  
**Transit Bureau**  
*(As of 09/30/2021)*

**Motivation:**

Motivation	2021	2020	Diff	% Change
ASIAN	27	8	19	238%
BLACK	4	2	2	100%
ETHNIC	3	0	3	***.*
GENDER	5	6	-1	-17%
HISPANIC	1	0	1	***.*
JEWISH	9	19	-10	-53%
SEXUAL ORIENTATION	13	4	9	225%
WHITE	5	1	4	400%
<b>Grand Total</b>	<b>67</b>	<b>40</b>	<b>27</b>	<b>68%</b>

**Crime Name:**

Crime Name	2021	2020	Diff	% Change
Aggravated Harassment 1	8	17	-9	-53%
Aggravated Harassment 2	12	7	5	71%
Assault 2	7	1	6	600%
Assault 3	24	8	16	200%
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%
Strangulation 1	2	0	2	***.*
<b>Grand Total</b>	<b>67</b>	<b>40</b>	<b>27</b>	<b>68%</b>



Police Department  
City of New York

## REPORT

### JANUARY-SEPTEMBER

	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>	1	0	4	1	1	0	1	2	4	2	4	2	1	1	1	0	1	1	1	1	0	1	2	5	5
<i>Rape</i>	1	8	0	3	1	0	2	1	3	3	1	2	1	0	3	8	5	5	1	0	6	0	3	5	4
<i>Robbery</i>	1046	961	852	683	641	624	588	532	622	727	582	560	524	526	570	631	465	315	379	367	333	345	385	453	337
<i>Assault</i>	229	248	211	178	143	145	143	142	129	139	154	131	118	148	149	148	141	154	184	230	240	252	255	255	348
<i>Burglary</i>	20	10	2	4	16	6	3	5	1	5	2	5	1	2	7	19	29	15	16	14	23	8	5	22	4
<i>GL</i>	1629	1273	1152	1205	1080	1017	823	882	907	1103	942	976	850	891	1126	1254	1247	1144	1209	1171	1170	1174	1124	621	485
<b>TOTAL MAJOR FELONIES</b>	<b>2926</b>	<b>2500</b>	<b>2221</b>	<b>2074</b>	<b>1882</b>	<b>1792</b>	<b>1560</b>	<b>1564</b>	<b>1666</b>	<b>1979</b>	<b>1685</b>	<b>1676</b>	<b>1495</b>	<b>1568</b>	<b>1856</b>	<b>2060</b>	<b>1888</b>	<b>1634</b>	<b>1790</b>	<b>1783</b>	<b>1772</b>	<b>1780</b>	<b>1774</b>	<b>1361</b>	<b>1183</b>
<i>Major Fel Per Day</i>	10.72	9.16	8.14	7.57	6.89	6.56	5.71	5.71	6.10	7.25	6.17	6.12	5.48	5.74	6.80	7.52	6.92	5.99	6.56	6.51	6.49	6.52	6.50	4.99	4.33





# METROPOLITAN TRANSPORTATION AUTHORITY

## Police Department Staten Island Rapid Transit

### September 2021 vs. 2020

	2021	2020	Diff	% Change
<b>Murder</b>	0	0	0	0%
<b>Rape</b>	0	0	0	0%
<b>Robbery</b>	0	0	0	0%
<b>Felony Assault</b>	0	0	0	0%
<b>Burglary</b>	0	0	0	0%
<b>Grand Larceny</b>	0	0	0	0%
<b>Grand Larceny Auto</b>	0	0	0	0%
<b>Total Major Felonies</b>	0	0	0	0%

### Year to Date 2021 vs. 2020

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

# Financial and Ridership Reports

Jaibala Patel, Deputy Chief Financial Officer, MTA



As NYC workers are returning to the offices in September, the ridership on the city subway and buses is on the rebound. Currently, average weekday ridership is approaching 50% of the pre-pandemic level on the subway and 60% on the bus.

# Preliminary September 2021 Monthly Report:

## New York City Transit

The purpose of this report is to provide the preliminary September 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:

- September 2021 New York City Transit ridership of 103 million was 7.6 million (7.9 percent) above forecast, of which subway ridership of 73.5 million was 5.1 million (7.4 percent) above forecast, and bus ridership of 28.9 million was 2.6 million (9.9 percent) above forecast. For September 2021 year-to-date, total ridership was above forecast by 26.3 million (3.7 percent).
- September 2021 ridership compared with September 2019 was lower by 89.3 million (46.4 percent). Subway ridership was lower by 48.7 percent and bus ridership was lower by 40 percent. Total September 2021 year-to-date ridership compared to September 2019 year-to-date ridership was 941.9 million (55.8 percent) lower.
- September 2021 year-to-date ridership was 96.3 million (14.8 percent) above September 2020 year-to-date ridership. Subway YTD ridership was 2.2 percent higher, and bus ridership was 60 percent higher.
- September 2021 farebox revenue of \$220.9 million was \$25.2 million (12.9 percent) above forecast. September 2021 YTD farebox revenue exceeded forecast by \$91.8 million (6 percent).

September 2021 operating expenses of \$694.7 million were \$5.7 million (0.8 percent), below forecast.

- Labor expenses were over forecast by a net \$15.9 million (2.9 percent), mainly due to overtime overruns of \$11.1 million (26.0 percent) resulting from adverse weather response and vacancy coverage. Reimbursable overhead credits were unfavorable \$8.0 million (24.5 percent), stemming from lower capital labor charges, and health & welfare/OPEB current expense overran \$6.6 million (4.9 percent), due to unfavorable timing of rebates. Payroll was lower \$8.6 million (3.1 percent), mainly due to vacancies, and pension expense was under \$3.8 million (4.6 percent), providing partial offset to general labor overruns in the month.
- Non-labor expenses were below forecast by a net \$21.6 million (13.8 percent), mainly due to lower public liability expense of \$9.7 million (79.5 percent) on lower ridership, and Paratransit service contracts under forecast by \$7.0 million (19.5 percent) reflecting fewer trips and favorable timing of support costs. Materials & supplies underran \$6.3 million (24.1 percent), on lower usage and favorable maintenance program expense timing. Maintenance and other operating contracts were favorable \$4.8 million (15.8 percent), largely due to favorable timing of building expense charges, and professional service contracts were lower by \$3.2 million (25.1 percent), mainly due to underruns in IT service and maintenance. Overruns in electric power expense of \$5.4 million (25.7 percent), due to timing of expenses, and other business expense overruns of \$4.5 million (97.8%), due to

higher card processing fees provided partial offset to general favorability in non-labor expense.

**Year-to-date** operating expenses of \$6,334.0 million were favorable \$78.7 million (1.2 percent).

- Labor expenses year-to-date were over forecast by a net \$11.1 million (0.2 percent), mainly due to reimbursable overhead credit shortfalls of \$38.7 million (19.1 percent), overtime overruns of \$19.0 million (4.3 percent), largely due to vacancy coverage, and other fringe benefits higher by \$7.0 million (1.8 percent). Payroll underruns of \$34.4 million (1.3 percent), resulting from vacancies, and pension expense lower by \$20.0 million (2.8 percent), provided a partial offset.
- Non-labor expenses year-to-date were net favorable by \$89.8 million (6.5 percent), mainly due to materials & supply underruns of \$48.8 million (20.8%), reflecting primarily reduced usage and favorable maintenance program timing, and Paratransit service contracts were lower by \$28.0 million (9.8 percent), reflecting fewer trips and favorable timing of support costs. Maintenance and other operating contracts were lower by \$9.8 million (3.7 percent) due to largely favorable timing of building expense charges, and public liability expense was down \$9.7 million (8.8 percent). Fuel was also under forecast by \$8.0 million (9.9 percent) mainly due to lower consumption, and professional service contracts were lower by \$3.1 million (2.7 percent), mainly due to underruns in IT service and maintenance. Overruns in other business expense of \$18.4 million (46.3%), due to card processing fees provided partial offset to general favorability in non-labor expense.

## Financial Results

### Farebox Revenue

September 2021 Farebox Revenue - (\$ in millions)								
	September				September Year-to-Date			
	Forecast	Prelim Actual	Favorable(Unfavorable)		Forecast	Prelim Actual	Favorable(Unfavorable)	
Amount			Percent	Amount			Percent	
Subway	146.5	165.5	19.0	13.0%	1,110.8	1,177.2	66.3	6.0%
NYCT Bus	44.8	50.4	5.7	12.6%	380.3	404.6	24.3	6.4%
Paratransit	1.3	1.4	0.1	10.5%	10.1	11.4	1.2	12.1%
Subtotal	192.5	217.3	24.8	12.9%	1,501.3	1,593.1	91.8	6.1%
Fare Media Liability	3.2	3.6	0.4	11.2%	24.0	24.0	0.0	0.0%
<b>Total - NYCT</b>	<b>195.7</b>	<b>220.9</b>	<b>25.2</b>	<b>12.9%</b>	<b>1,525.3</b>	<b>1,617.1</b>	<b>91.8</b>	<b>6.0%</b>

Note: Total may not add due to rounding

September 2021 farebox revenue of \$220.9 million was \$25.2 million (12.9 percent) above forecast. Subway revenue was \$19.0 million (13.0 percent) above forecast, bus revenue was \$5.7 million (12.6 percent) above forecast, and paratransit revenue was \$0.132 million (10.5 percent) above forecast. Accrued fare media liability was \$0.4 million (11.2 percent) favorable to forecast. The September 2021 non-student average fare of \$2.21 increased 3.5¢ from September 2020; subway fare decreased 0.3¢; local bus fare decreased 1.2¢; express bus fare increased 7.1¢.

### Average Fare

September Non-Student Average Fare - (in \$)				
	NYC Transit			
	2020	Prelim 2021	Change	
			Amount	Percent
Subway	2.339	2.336	(0.003)	(0.1%)
Local Bus	1.808	1.796	(0.012)	(0.7%)
Subway & Local Bus	2.154	2.189	0.034	1.6%
Express Bus	5.959	6.030	0.071	1.2%
<b>Total</b>	<b>2.172</b>	<b>2.207</b>	<b>0.035</b>	<b>1.6%</b>

The September 2021 non-student average fare of \$2.21 increased 3.5¢ (1.6 percent) from the prior year.

## Non-reimbursable Expenses

**Non-reimbursable expenses** before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment, of \$694.7 million were \$5.7 million (0.8 percent), below forecast.

Labor expenses were over forecast by a net \$15.9 million (2.9 percent):

- Overtime expenses were over forecast by \$11.1 million (26.0 percent), primarily due to vacancy coverage and adverse weather response
- Reimbursable overhead credits were unfavorable to forecast by \$8.0 million (24.5 percent), reflecting less than anticipated capital labor expense
- Health and welfare/OPEB current expenses were over forecast by a combined \$6.6 million (4.9 percent), due to the unfavorable timing of rebate credits
- Other fringe benefits overran by \$2.7 million (6.8 percent) reflecting lower fringe benefit overhead credits than expected
- Payroll was favorable by \$8.6 million (3.1 percent), primarily due to vacancies
- Pension was under forecast by \$3.8 million (4.6 percent), reflecting lower pension expenses

Non-labor expenses were below forecast by a net \$21.6 million (13.8 percent):

- Claims were lower by \$9.7 million (79.5 percent), on lower volume resulting from lower ridership
- Paratransit service contracts underran by \$7.0 million (19.5 percent), reflecting fewer trips and favorable timing of support costs
- Materials and Supplies were under forecast by \$6.3 million (24.1 percent), reflecting primarily reduced usage due to maintainer vacancies and favorable maintenance program timing
- Maintenance and other operating contract expenses underran by \$4.8 million (15.8 percent), largely due to favorable timing of building expense charges
- Professional service contracts were favorable by \$3.2 million (25.1 percent), primarily due to underruns in IT service and maintenance
- Electric power overran by \$5.4 million (25.7 percent), due mainly to unfavorable timing of expenses
- Other business expenses were higher by \$4.5 million (97.8 percent), mainly due to higher card processing fees

Depreciation expense in September of \$173.7 million underran forecast by \$2.6 million (1.5 percent). There are no GASB 75 OPEB expense adjustment entries nor any GASB 68 Pension adjustment entries recorded in September as of the preliminary close.

The **operating cash deficit** (excluding subsidies) of \$577.4 million for September was \$35.5 million (5.8 percent) favorable to forecast.

**Year to date non-reimbursable expenses** before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment were lower than forecast by \$78.7 million (1.2 percent).

Labor expenses overran forecast by a net \$11.1 million (0.2 percent):

- Reimbursable overhead was unfavorable to the forecast by \$38.7 million (19.1 percent), mainly due to less than anticipated capital labor expense
- Overtime was over by \$19.0 million (4.3 percent), primarily due to vacancy coverage
- Other fringe benefits overran by \$7.0 million (1.8 percent), lower reimbursable fringe overhead credits than expected
- Payroll expenses were below forecast by \$34.4 million (1.3 percent), primarily due to vacancies
- Pension was less than forecast by \$20.0 million (2.8 percent), mainly reflecting lower pension expense and favorable expense reclass to reimbursable

Non-labor expenses were net favorable to forecast by \$89.8 million (6.5 percent):

- Materials and supplies underran by \$48.8 million (20.8 percent), reflecting primarily reduced usage due to maintainer vacancies and favorable maintenance program timing
- Paratransit service contracts were favorable \$28.0 million (9.8 percent), reflecting fewer trips and favorable timing of support costs
- Maintenance and other operating contract expenses underran by \$9.8 million (3.7 percent), largely due to the favorable timing of building expense charges
- Claims underran by \$9.7 million (8.8 percent), due to lower volume on lower ridership
- Fuel was favorable \$8.0 million (9.9 percent), due to lower consumption partly offset by unfavorable pricing
- Other business expenses overran forecast by \$18.4 million (46.3 percent), mainly due to higher card processing fees

Depreciation expense of \$1,558.1 million was under forecast by \$23.2 million (1.5 percent).

GASB 75 OPEB expense adjustment credit of (\$28.3) million was below forecast by \$48.3 million.

GASB 68 Pension adjustment of \$28.7 million was over forecast by \$16.2 million.

The year-to-date **operating cash deficit** of \$4,279.7 million (excluding subsidies) is \$286.3 million (6.3 percent) favorable to forecast.

## Ridership Results

September 2021 Ridership vs. Forecast - (in millions)								
	September				September Year-to-Date			
	Forecast	Prelim Actual	More(Less)		Forecast	Prelim Actual	More(Less)	
			Amount	Percent			Amount	Percent
Subway	68.4	73.5	5.1	7.4%	500.1	515.6	15.5	3.1%
NYCT Bus	26.3	28.9	2.6	9.9%	213.2	224.5	11.2	5.3%
Paratransit	0.8	0.7	(0.1)	(15.9%)	6.4	6.0	(0.4)	(6.6%)
<b>Total - NYCT</b>	<b>95.4</b>	<b>103.0</b>	<b>7.6</b>	<b>7.9%</b>	<b>719.7</b>	<b>746.0</b>	<b>26.3</b>	<b>3.7%</b>

Note: Total may not add due to rounding

September Average Weekday and Weekend Ridership vs. Prior Year								
Month	Average Weekday - (thousands)				Average Weekend - (thousands)			
	2020	Preliminary	Change		2020	Preliminary	Change	
		2021	Amount	Percent		2021	Amount	Percent
Subway	1,627	2,751	1,124	+69.1%	1,904	3,526	1,622	+85.2%
NYCT Local Bus	853	1,083	230	+27.0%	1,079	1,248	169	+15.7%
NYCT Express Bus	13	19	6	+46.2%	6	9	3	+50.0%
Paratransit	23	26	3	+13.9%	25	31	5	+21.3%
<b>TOTAL - NYCT</b>	<b>2,516</b>	<b>3,879</b>	<b>1,363</b>	<b>+54.2%</b>	<b>3,014</b>	<b>4,814</b>	<b>1,799</b>	<b>+59.7%</b>
<b>12-Month Rolling Average</b>								
Subway	3,016	2,029	(987)	-32.7%	3,094	2,456	(638)	-20.6%
NYCT Local Bus	865	901	36	+4.2%	956	1,085	129	+13.5%
NYCT Express Bus	22	15	(7)	-31.8%	8	7	(1)	-12.5%
Paratransit	25	25	(0)	-0.2%	28	28	(0)	-1.4%
<b>TOTAL - NYCT</b>	<b>3,928</b>	<b>2,970</b>	<b>(958)</b>	<b>-24.4%</b>	<b>4,086</b>	<b>3,576</b>	<b>(510)</b>	<b>-12.5%</b>

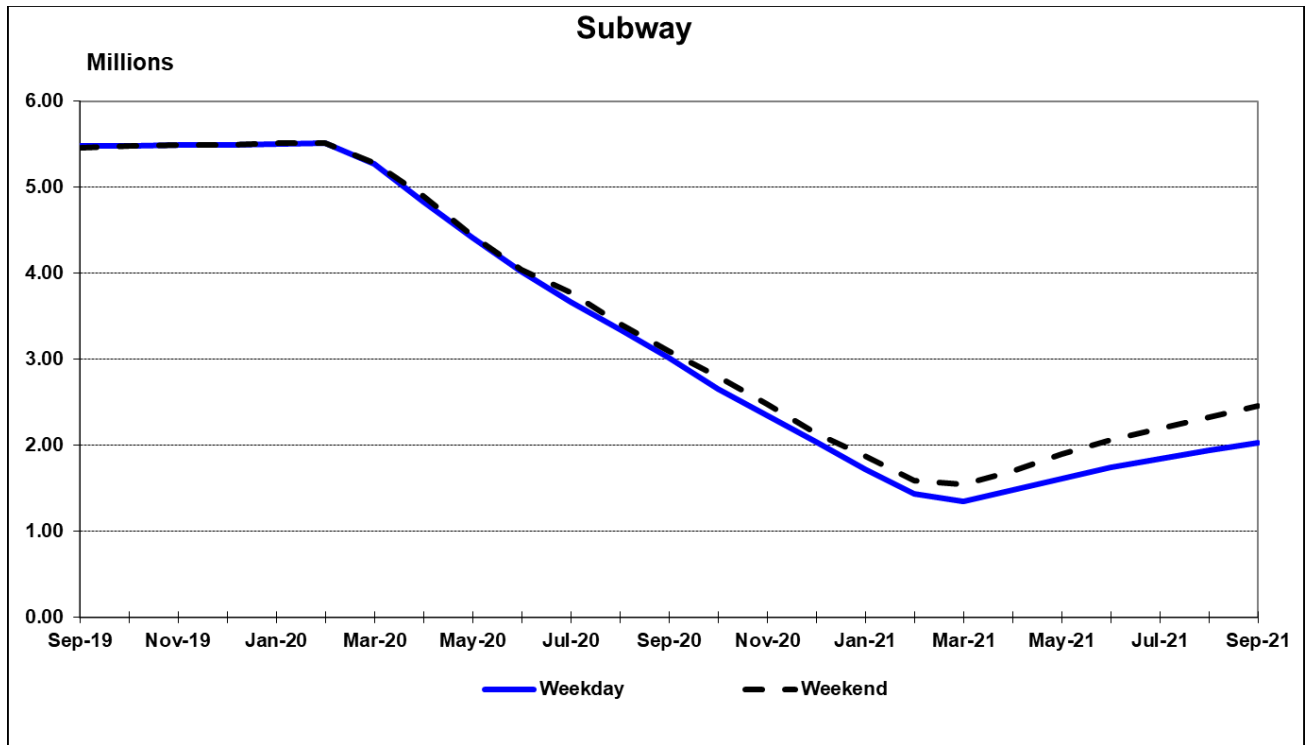
Notes: Totals may not add due to rounding. Percentages are based on unrounded figures.

- September 2021 subway ridership was 7.4 percent favorable to forecast and bus ridership was 9.9 percent favorable. Paratransit ridership was 15.9 percent below forecast.
- Compared to the previous year, average weekday ridership was up 69.1 percent on subway and up 27 percent on local bus. Express bus ridership was up 46.2 percent. Paratransit average weekday ridership was up 13.9 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 September 2021, compared to twelve-month period ending in September 2020, is 32.7 percent down on subway, 4.2 percent up on local bus, 31.8 percent down on express bus, and 0.2 percent down on paratransit.



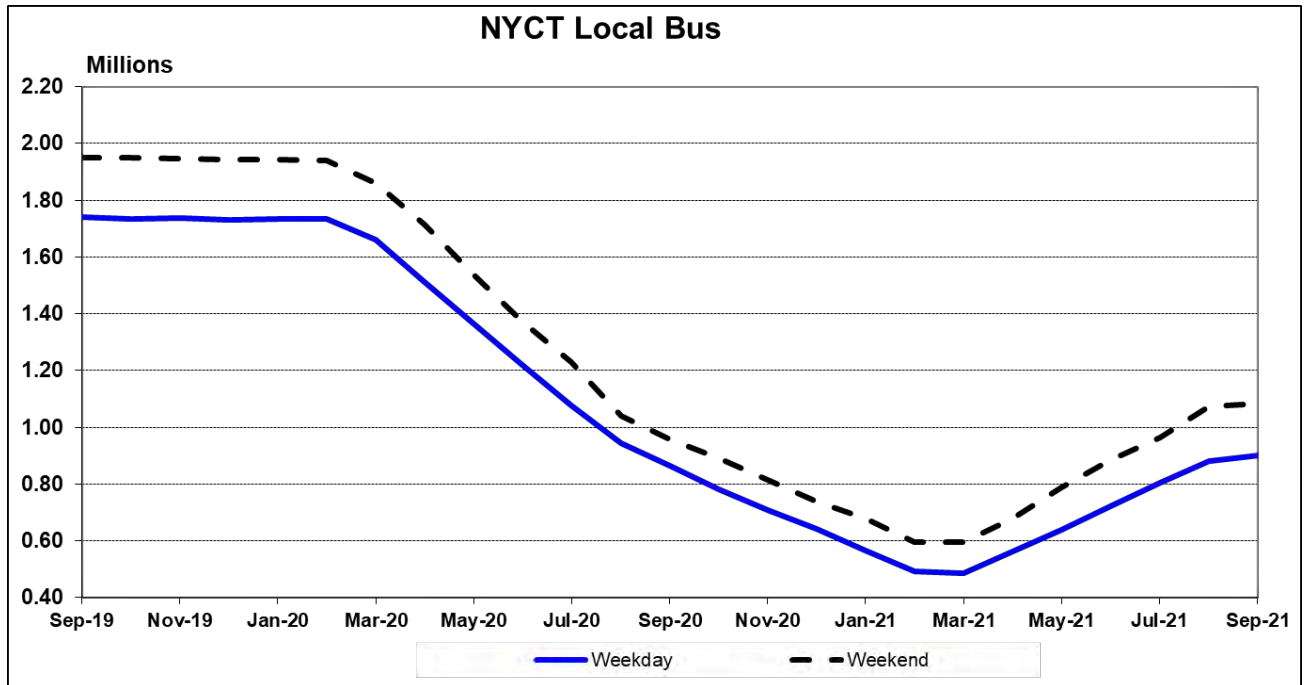
## Average Weekday and Weekend Ridership

12-Month Rolling Averages



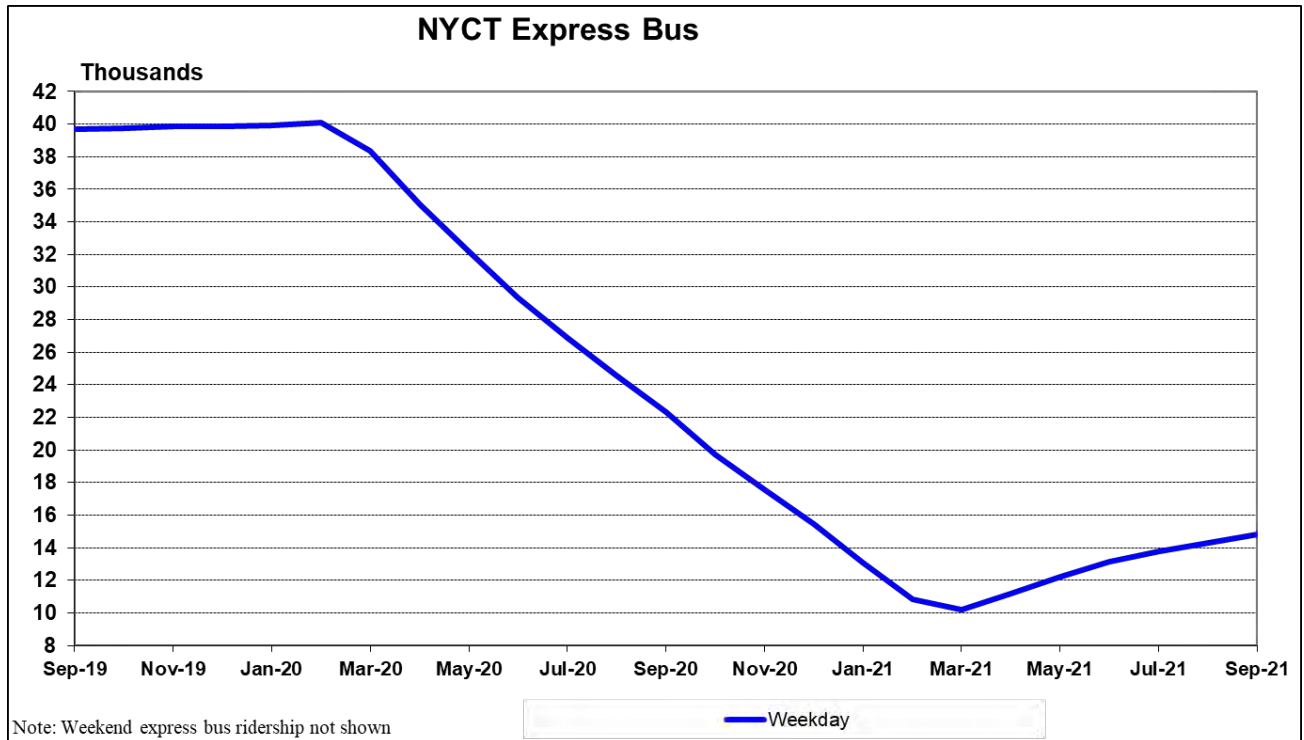
- Average weekday and weekend ridership increased moderately in 2019, before drastic declines due to COVID-19 travel restrictions, which began in March 2020.
- In February 2021, the ridership decline slowed, and in March 2021, a new period of growth began.

12-Month Rolling Averages



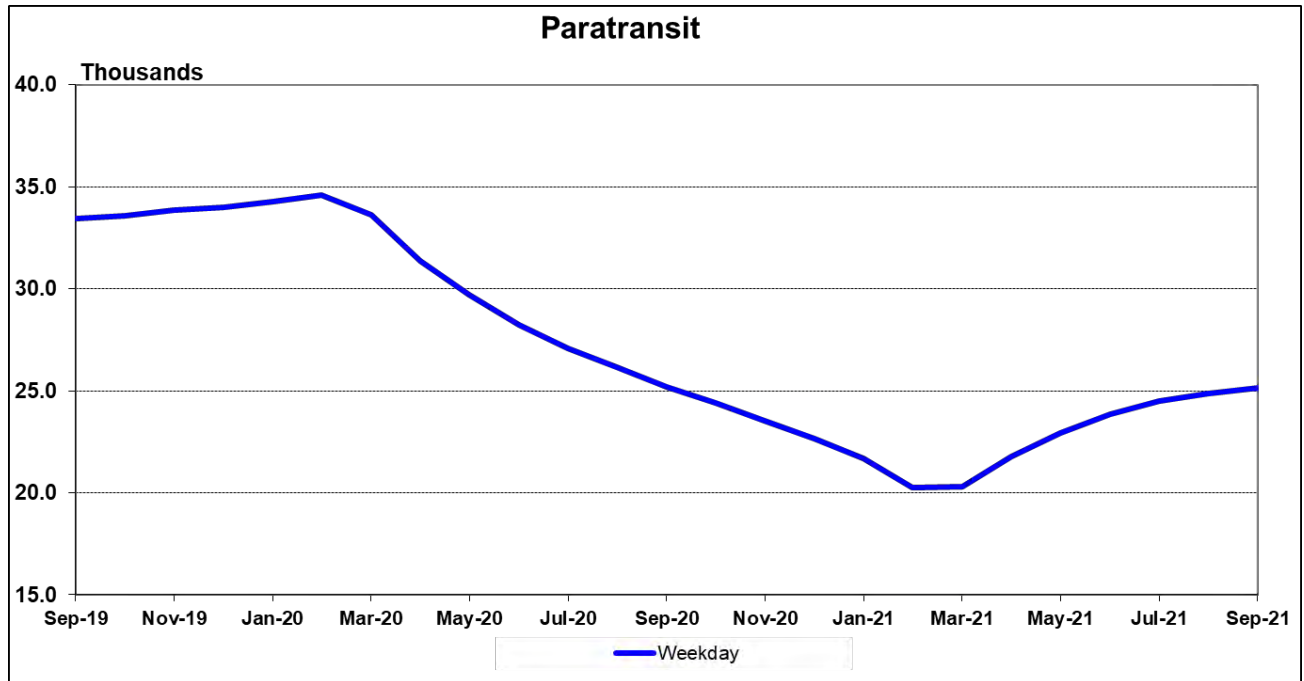
- Local bus ridership decreased slightly in 2019 and early 2020 before declining drastically starting in March 2020 due to COVID-19 travel limitations. Fare-free back door boarding was also in effect from late March through end of August 2020.
- In February 2021, the ridership decline slowed, and in 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 - September 2021 a new period of growth began. While ridership still hasn't reached September 2019 levels, the growth is very significant in comparison with September 2020.

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

Ridership on Transit Services in the New York Area (thousands)						
Transit Service	Sep-20	Prelim Sep-21	Percent Change	Rolling Avg Prior Year	Rolling Avg Current Year	12-Month Rolling Average Percent Change
<b>Average Weekday</b>						
Subway	1,627	2,751	+69.1%	3,016	2,029	-32.7%
NYCT Local Bus	853	1,083	+27.0%	865	901	+4.2%
NYCT Express Bus	13	19	+46.2%	22	15	-31.8%
Paratransit	23	26	+13.9%	25	25	-0.2%
SIR	4	6	+77.6%	9	4	-48.4%
MTA Local Bus	180	250	+38.7%	181	195	+7.8%
MTA Express Bus	12	11	-9.6%	17	13	-24.4%
LIRR	79	136	+72.2%	164	93	-43.3%
Metro-North	62	112	+80.6%	146	74	-49.3%
PATH	63	114	+81.0%	148	76	-48.6%
<b>Average Weekend</b>						
Subway	1,904	3,526	+85.2%	3,094	2,456	-20.6%
NYCT Local Bus	1,079	1,248	+15.7%	956	1,085	+13.5%
NYCT Express Bus	6	9	+50.0%	8	7	-12.5%
Paratransit	25	31	+21.3%	28	28	-1.4%
SIR	1	4	+742.4%	1	2	+14.2%
MTA Local Bus	216	272	+26.2%	190	224	+18.2%
MTA Express Bus	7	5	-23.6%	8	7	-10.6%
LIRR	84	168	+100.0%	115	104	-9.6%
Metro-North	83	155	+86.7%	130	101	-22.3%
PATH	78	147	+88.5%	102	94	-7.8%

Note: Percentages are based on unrounded data.

**MTA NEW YORK CITY TRANSIT**  
**Sep - 2021 Mid\_Year**  
**Accrual Statement of Operations By Category**  
**Month - Sep 2021**  
(\$ in Millions)

10/06/2021 09:04 PM

	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	
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Subway	\$146.451	\$165.469	\$19.018	13.0	\$0.000	\$0.000	-	-	\$146.451	\$165.469	\$19.018	13.0
Bus	\$44.786	\$50.437	\$5.651	12.6	\$0.000	\$0.000	-	-	\$44.786	\$50.437	\$5.651	12.6
Paratransit	\$1.257	\$1.388	\$0.132	10.5	\$0.000	\$0.000	-	-	\$1.257	\$1.388	\$0.132	10.5
Fare Liability	\$3.205	\$3.565	\$0.360	11.2	\$0.000	\$0.000	-	-	\$3.205	\$3.565	\$0.360	11.2
<b>Farebox Revenue</b>	<b>\$195.699</b>	<b>\$220.859</b>	<b>\$25.160</b>	<b>12.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	-	-	<b>\$195.699</b>	<b>\$220.859</b>	<b>\$25.160</b>	<b>12.9</b>
Fare Reimbursement	\$8.316	\$8.316	\$0.000	0.0	\$0.000	\$0.000	-	-	\$8.316	\$8.316	\$0.000	0.0
Paratransit Reimbursement	\$20.377	\$17.955	(2.423)	(11.9)	\$0.000	\$0.000	-	-	\$20.377	\$17.955	(2.423)	(11.9)
Other Operating Revenue	\$12.267	\$15.320	\$3.054	24.9	\$0.000	\$0.000	-	-	\$12.267	\$15.320	\$3.054	24.9
<b>Other Revenue</b>	<b>\$40.960</b>	<b>\$41.591</b>	<b>\$0.631</b>	<b>1.5</b>	<b>\$0.000</b>	<b>\$0.000</b>	-	-	<b>\$40.960</b>	<b>\$41.591</b>	<b>\$0.631</b>	<b>1.5</b>
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$130.127	\$103.889	(26.238)	(20.2)	\$130.127	\$103.889	(26.238)	(20.2)
<b>Total Revenue</b>	<b>\$236.659</b>	<b>\$262.450</b>	<b>\$25.791</b>	<b>10.9</b>	<b>\$130.127</b>	<b>\$103.889</b>	<b>(26.238)</b>	<b>(20.2)</b>	<b>\$366.786</b>	<b>\$366.339</b>	<b>(0.447)</b>	<b>(0.1)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$279.045	\$270.442	\$8.603	3.1	\$46.492	\$39.377	\$7.114	15.3	\$325.536	\$309.819	\$15.717	4.8
Overtime	\$42.635	\$53.707	(11.072)	(26.0)	\$16.489	\$13.190	\$3.299	20.0	\$59.124	\$66.897	(7.773)	(13.1)
<b>Total Salaries &amp; Wages</b>	<b>\$321.680</b>	<b>\$324.148</b>	<b>(2.469)</b>	<b>(0.8)</b>	<b>\$62.981</b>	<b>\$52.568</b>	<b>\$10.413</b>	<b>16.5</b>	<b>\$384.660</b>	<b>\$376.716</b>	<b>\$7.944</b>	<b>2.1</b>
Health and Welfare	\$84.825	\$85.571	(0.747)	(0.9)	\$2.195	\$1.713	\$0.482	21.9	\$87.020	\$87.285	(0.265)	(0.3)
OPEB Current Payment	\$49.842	\$55.661	(5.819)	(11.7)	\$1.221	\$1.055	\$0.166	13.6	\$51.063	\$56.716	(5.654)	(11.1)
Pensions	\$80.917	\$77.163	\$3.754	4.6	\$2.363	\$3.327	(0.964)	(40.8)	\$83.280	\$80.490	\$2.790	3.4
Other Fringe Benefits	\$38.745	\$41.396	(2.651)	(6.8)	\$19.837	\$16.995	\$2.842	14.3	\$58.581	\$58.390	\$0.191	0.3
<b>Total Fringe Benefits</b>	<b>\$254.328</b>	<b>\$259.791</b>	<b>(5.463)</b>	<b>(2.1)</b>	<b>\$25.616</b>	<b>\$23.090</b>	<b>\$2.525</b>	<b>9.9</b>	<b>\$279.944</b>	<b>\$282.881</b>	<b>(2.938)</b>	<b>(1.0)</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(32.542)	(24.564)	(7.978)	(24.5)	\$32.542	\$24.564	\$7.978	24.5	\$0.000	\$0.000	\$0.000	-
<b>Labor</b>	<b>\$543.466</b>	<b>\$559.375</b>	<b>(15.909)</b>	<b>(2.9)</b>	<b>\$121.138</b>	<b>\$100.222</b>	<b>\$20.916</b>	<b>17.3</b>	<b>\$664.604</b>	<b>\$659.597</b>	<b>\$5.007</b>	<b>0.8</b>
<b>Non-Labor :</b>												
Electric Power	\$21.087	\$26.497	(5.410)	(25.7)	\$0.020	\$0.026	(0.005)	(25.9)	\$21.107	\$26.522	(5.415)	(25.7)
Fuel	\$8.282	\$7.873	\$0.409	4.9	\$0.000	\$0.000	\$0.000	-	\$8.282	\$7.873	\$0.409	4.9
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	\$2.506	\$9.731	79.5	\$0.000	\$0.000	-	-	\$12.237	\$2.506	\$9.731	79.5
Paratransit Service Contracts	\$35.752	\$28.765	\$6.988	19.5	\$0.000	\$0.000	\$0.000	-	\$35.752	\$28.765	\$6.988	19.5
Maintenance and Other Operating Contracts	\$30.067	\$25.315	\$4.752	15.8	\$3.609	\$0.894	\$2.716	75.2	\$33.677	\$26.209	\$7.468	22.2
Professional Service Contracts	\$12.748	\$9.554	\$3.194	25.1	\$0.944	\$0.813	\$0.131	13.9	\$13.692	\$10.367	\$3.325	24.3
Materials & Supplies	\$26.102	\$19.822	\$6.280	24.1	\$4.247	\$1.836	\$2.411	56.8	\$30.349	\$21.657	\$8.692	28.6
Other Business Expenses	\$4.624	\$9.149	(4.525)	(97.8)	\$0.168	\$0.099	\$0.069	40.9	\$4.792	\$9.248	(4.456)	(93.0)
<b>Non-Labor</b>	<b>\$156.968</b>	<b>\$135.356</b>	<b>\$21.611</b>	<b>13.8</b>	<b>\$8.989</b>	<b>\$3.667</b>	<b>\$5.322</b>	<b>59.2</b>	<b>\$165.957</b>	<b>\$139.023</b>	<b>\$26.933</b>	<b>16.2</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$700.434</b>	<b>\$694.732</b>	<b>\$5.702</b>	<b>0.8</b>	<b>\$130.127</b>	<b>\$103.889</b>	<b>\$26.238</b>	<b>20.2</b>	<b>\$830.561</b>	<b>\$798.621</b>	<b>\$31.940</b>	<b>3.8</b>
Depreciation	\$176.302	\$173.715	\$2.588	1.5	\$0.000	\$0.000	-	-	\$176.302	\$173.715	\$2.588	1.5
GASB 75 OPEB Expense Adjustment	\$10.000	\$0.000	\$10.000	100.0	\$0.000	\$0.000	-	-	\$10.000	\$0.000	\$10.000	100.0
GASB 68 Pension Adjustment	(6.762)	\$0.000	(6.762)	(100.0)	\$0.000	\$0.000	-	-	(6.762)	\$0.000	(6.762)	(100.0)
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Total Expenses</b>	<b>\$879.974</b>	<b>\$868.446</b>	<b>\$11.527</b>	<b>1.3</b>	<b>\$130.127</b>	<b>\$103.889</b>	<b>\$26.238</b>	<b>20.2</b>	<b>\$1,010.101</b>	<b>\$972.336</b>	<b>\$37.765</b>	<b>3.7</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(643.315)</b>	<b>(605.996)</b>	<b>\$37.319</b>	<b>5.8</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>100.0</b>	<b>(643.315)</b>	<b>(605.996)</b>	<b>\$37.319</b>	<b>5.8</b>

Note: Totals may not add due to rounding

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

**MTA NEW YORK CITY TRANSIT**  
**Sep - 2021 Mid\_Year**  
**Accrual Statement of Operations By Category**  
**Year-To-Date - Sep 2021**  
(\$ in Millions)

10/06/2021 09:04 PM

	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	
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Subway	\$1,110.843	\$1,177.168	\$66.324	6.0	\$0.000	\$0.000	-	-	\$1,110.843	\$1,177.168	\$66.324	6.0
Bus	\$380.298	\$404.594	\$24.296	6.4	\$0.000	\$0.000	-	-	\$380.298	\$404.594	\$24.296	6.4
Paratransit	\$10.140	\$11.365	\$1.225	12.1	\$0.000	\$0.000	-	-	\$10.140	\$11.365	\$1.225	12.1
Fare Liability	\$23.982	\$23.982	\$0.000	0.0	\$0.000	\$0.000	-	-	\$23.982	\$23.982	\$0.000	0.0
<b>Farebox Revenue</b>	<b>\$1,525.263</b>	<b>\$1,617.108</b>	<b>\$91.845</b>	<b>6.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$1,525.263</b>	<b>\$1,617.108</b>	<b>\$91.845</b>	<b>6.0</b>
Fare Reimbursement	\$63.405	\$63.406	\$0.000	0.0	\$0.000	\$0.000	-	-	\$63.405	\$63.406	\$0.000	0.0
Paratransit Reimbursement	\$165.814	\$159.299	\$(6.515)	(3.9)	\$0.000	\$0.000	-	-	\$165.814	\$159.299	\$(6.515)	(3.9)
Other Operating Revenue	\$124.246	\$129.208	\$4.962	4.0	\$0.000	\$0.000	-	-	\$124.246	\$129.208	\$4.962	4.0
<b>Other Revenue</b>	<b>\$353.465</b>	<b>\$351.912</b>	<b>\$(1.553)</b>	<b>(0.4)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$353.465</b>	<b>\$351.912</b>	<b>\$(1.553)</b>	<b>(0.4)</b>
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$923.910	\$797.996	\$(125.914)	(13.6)	\$923.910	\$797.996	\$(125.914)	(13.6)
<b>Total Revenue</b>	<b>\$1,878.728</b>	<b>\$1,969.020</b>	<b>\$90.292</b>	<b>4.8</b>	<b>\$923.910</b>	<b>\$797.996</b>	<b>\$(125.914)</b>	<b>(13.6)</b>	<b>\$2,802.638</b>	<b>\$2,767.016</b>	<b>\$(35.622)</b>	<b>(1.3)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$2,547.399	\$2,513.046	\$34.353	1.3	\$356.720	\$303.565	\$53.155	14.9	\$2,904.119	\$2,816.611	\$87.508	3.0
Overtime	\$439.917	\$458.951	\$(19.034)	(4.3)	\$97.125	\$77.859	\$19.266	19.8	\$537.042	\$536.811	\$0.232	0.0
<b>Total Salaries &amp; Wages</b>	<b>\$2,987.316</b>	<b>\$2,971.997</b>	<b>\$15.319</b>	<b>0.5</b>	<b>\$453.846</b>	<b>\$381.425</b>	<b>\$72.421</b>	<b>16.0</b>	<b>\$3,441.162</b>	<b>\$3,353.422</b>	<b>\$87.740</b>	<b>2.5</b>
Health and Welfare	\$743.313	\$745.456	\$(2.144)	(0.3)	\$19.413	\$16.275	\$3.139	16.2	\$762.726	\$761.731	\$0.995	0.1
OPEB Current Payment	\$405.764	\$404.384	\$1.379	0.3	\$10.844	\$9.211	\$1.633	15.1	\$416.608	\$413.595	\$3.013	0.7
Pensions	\$712.304	\$692.338	\$19.966	2.8	\$20.746	\$36.981	\$(16.235)	(78.3)	\$733.050	\$729.319	\$3.731	0.5
Other Fringe Benefits	\$384.874	\$391.837	\$(6.963)	(1.8)	\$141.866	\$125.134	\$16.733	11.8	\$526.741	\$516.971	\$9.770	1.9
<b>Total Fringe Benefits</b>	<b>\$2,246.255</b>	<b>\$2,234.015</b>	<b>\$12.239</b>	<b>0.5</b>	<b>\$192.869</b>	<b>\$187.599</b>	<b>\$5.270</b>	<b>2.7</b>	<b>\$2,439.124</b>	<b>\$2,421.615</b>	<b>\$17.510</b>	<b>0.7</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	\$(202.101)	\$(163.451)	\$(38.650)	(19.1)	\$202.101	\$163.451	\$38.650	19.1	\$0.000	\$0.000	\$0.000	194.4
<b>Labor</b>	<b>\$5,031.470</b>	<b>\$5,042.562</b>	<b>\$(11.092)</b>	<b>(0.2)</b>	<b>\$848.816</b>	<b>\$732.475</b>	<b>\$116.341</b>	<b>13.7</b>	<b>\$5,880.286</b>	<b>\$5,775.037</b>	<b>\$105.249</b>	<b>1.8</b>
<b>Non-Labor :</b>												
Electric Power	\$199.122	\$200.151	\$(1.030)	(0.5)	\$0.189	\$0.270	\$(0.081)	(43.1)	\$199.311	\$200.422	\$(1.111)	(0.6)
Fuel	\$80.854	\$72.889	\$7.965	9.9	\$0.000	\$0.000	\$0.000	-	\$80.854	\$72.889	\$7.965	9.9
Insurance	\$55.614	\$53.779	\$1.834	3.3	\$0.000	\$0.000	\$0.000	-	\$55.614	\$53.779	\$1.834	3.3
Claims	\$110.137	\$100.406	\$9.731	8.8	\$0.000	\$0.000	-	-	\$110.137	\$100.406	\$9.731	8.8
Paratransit Service Contracts	\$285.311	\$257.272	\$28.039	9.8	\$0.000	\$0.000	\$0.000	-	\$285.311	\$257.272	\$28.039	9.8
Maintenance and Other Operating Contracts	\$262.156	\$252.376	\$9.780	3.7	\$29.755	\$33.013	\$(3.259)	(11.0)	\$291.911	\$285.390	\$6.522	2.2
Professional Service Contracts	\$113.874	\$110.802	\$3.072	2.7	\$7.135	\$8.209	\$(1.075)	(15.1)	\$121.009	\$119.011	\$1.998	1.7
Materials & Supplies	\$234.381	\$185.617	\$48.764	20.8	\$38.978	\$28.529	\$10.449	26.8	\$273.359	\$214.145	\$59.213	21.7
Other Business Expenses	\$39.777	\$58.180	\$(18.403)	(46.3)	\$(0.962)	\$(4.500)	\$3.538	367.6	\$38.815	\$53.680	\$(14.865)	(38.3)
<b>Non-Labor</b>	<b>\$1,381.226</b>	<b>\$1,291.472</b>	<b>\$89.754</b>	<b>6.5</b>	<b>\$75.094</b>	<b>\$65.522</b>	<b>\$9.572</b>	<b>12.7</b>	<b>\$1,456.320</b>	<b>\$1,356.994</b>	<b>\$99.326</b>	<b>6.8</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$6,412.696</b>	<b>\$6,334.034</b>	<b>\$78.662</b>	<b>1.2</b>	<b>\$923.910</b>	<b>\$797.996</b>	<b>\$125.914</b>	<b>13.6</b>	<b>\$7,336.606</b>	<b>\$7,132.031</b>	<b>\$204.575</b>	<b>2.8</b>
Depreciation	\$1,581.294	\$1,558.108	\$23.186	1.5	\$0.000	\$0.000	-	-	\$1,581.294	\$1,558.108	\$23.186	1.5
GASB 75 OPEB Expense Adjustment	\$20.000	\$(28.275)	\$48.275	241.4	\$0.000	\$0.000	-	-	\$20.000	\$(28.275)	\$48.275	241.4
GASB 68 Pension Adjustment	\$12.526	\$28.688	\$(16.163)	(129.0)	\$0.000	\$0.000	-	-	\$12.526	\$28.688	\$(16.163)	(129.0)
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Total Expenses</b>	<b>\$8,026.516</b>	<b>\$7,892.556</b>	<b>\$133.960</b>	<b>1.7</b>	<b>\$923.910</b>	<b>\$797.996</b>	<b>\$125.914</b>	<b>13.6</b>	<b>\$8,950.426</b>	<b>\$8,690.552</b>	<b>\$259.873</b>	<b>2.9</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(6,147.788)</b>	<b>(5,923.536)</b>	<b>\$224.252</b>	<b>3.6</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>150.0</b>	<b>(6,147.788)</b>	<b>(5,923.536)</b>	<b>\$224.252</b>	<b>3.6</b>

Note: Totals may not add due to rounding

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

**MTA NEW YORK CITY TRANSIT**  
**JULY FINANCIAL PLAN 2021**  
**EXPLANATION OF VARIANCES BETWEEN THE MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS**  
**SEPTEMBER 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	25.2	12.9	Primarily due to higher ridership and higher average fares	91.8	6.0	Primarily due to higher ridership and higher average fares
Other Operating Revenue	NR	0.6	1.5	Minor variance	(1.6)	(0.4)	Mainly unfavorable paratransit reimbursements
Payroll	NR	8.6	3.1	Primarily due to vacancies	34.4	1.3	Primarily due to vacancies
Overtime	NR	(11.1)	(26.0)	Primarily due to vacancy coverage, and adverse weather	(19.0)	(4.3)	Primarily due to vacancy coverage
Health & Welfare (including OPEB current payment)	NR	(6.6)	(4.9)	Unfavorable timing of rebate credits	(0.8)	(0.1)	Minor variance
Pension	NR	3.8	4.6	Lower pension expenses	20.0	2.8	Lower pension expense and favorable expense reclass to reimbursable
Other Fringe Benefits	NR	(2.7)	(6.8)	Reflects lower reimbursable fringe OH credits than expected	(7.0)	(1.8)	Mainly lower reimbursable fringe OH credits than expected
Reimbursable Overhead	NR	(8.0)	(24.5)	Mainly due to less than anticipated capital labor expense	(38.7)	(19.1)	Mainly due to less than anticipated capital labor expense
Electric Power	NR	(5.4)	(25.7)	Unfavorable timing of expenses	(1.0)	(0.5)	Mainly higher price partly offset by lower consumption
Fuel	NR	0.4	4.9	Minor variance	8.0	9.9	Mainly lower consumption partly offset by unfavorable pricing
Claims	NR	9.7	79.5	Lower claims due to lower ridership	9.7	8.8	Lower claims due to lower ridership
Paratransit Service Contracts	NR	7.0	19.5	Reflecting fewer trips and favorable timing of support costs	28.0	9.8	Reflecting fewer trips and favorable timing of support costs
Maintenance and Other Operating Contracts	NR	4.8	15.8	Largely favorable timing of building expense charges	9.8	3.7	Largely favorable timing of building expense charges
Professional Service Contracts	NR	3.2	25.1	Primarily underruns in IT service and maintenance	3.1	2.7	Primarily underruns in IT service and maintenance
Materials & Supplies	NR	6.3	24.1	Primarily reduced usage due to maintainer vacancies and favorable maintenance program timing	48.8	20.8	Primarily reduced usage due to maintainer vacancies and favorable maintenance program timing
Other Business	NR	(4.5)	(97.8)	Mainly higher card processing fees	(18.4)	(46.3)	Mainly higher card processing fees



**MTA NEW YORK CITY TRANSIT**  
**July Financial Plan - 2021 Mid\_Year**  
**Cash Receipts and Expenditures**  
**Sep FY21**  
(\$ in Millions)

10/11/2021 11:43 AM

	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
<b>Farebox Revenue</b>	<b>\$195.699</b>	<b>\$226.231</b>	<b>\$30.532</b>	<b>15.6</b>	<b>\$1,531.187</b>	<b>\$1,674.205</b>	<b>\$143.018</b>	<b>9.3</b>
Fare Reimbursement	\$0.000	\$0.000	\$0.000	-	\$91.441	\$90.276	(1.165)	(1.3)
Paratransit Reimbursement	\$20.349	\$15.935	(4.414)	(21.7)	\$170.510	\$160.493	(10.017)	(5.9)
Other Operating Revenue	\$2.749	\$2.556	(0.193)	(7.0)	\$28.613	\$27.397	(1.216)	(4.2)
<b>Other Revenue</b>	<b>\$23.098</b>	<b>\$18.491</b>	<b>(4.607)</b>	<b>(19.9)</b>	<b>\$290.564</b>	<b>\$278.166</b>	<b>(12.398)</b>	<b>(4.3)</b>
Capital and Other Reimbursements	\$150.127	\$83.666	(66.461)	(44.3)	\$921.174	\$721.708	(199.466)	(21.7)
<b>Total Revenue</b>	<b>\$368.924</b>	<b>\$328.388</b>	<b>(40.536)</b>	<b>(11.0)</b>	<b>\$2,742.926</b>	<b>\$2,674.079</b>	<b>(68.847)</b>	<b>(2.5)</b>
<b>Expenditures</b>								
<b>Labor :</b>								
Payroll	\$473.996	\$441.030	\$32.966	7.0	\$2,951.243	\$2,856.679	\$94.563	3.2
Overtime	\$59.124	\$66.897	(7.773)	(13.1)	\$537.042	\$536.811	\$0.232	0.0
<b>Total Salaries &amp; Wages</b>	<b>\$533.120</b>	<b>\$507.927</b>	<b>\$25.193</b>	<b>4.7</b>	<b>\$3,488.285</b>	<b>\$3,393.490</b>	<b>\$94.795</b>	<b>2.7</b>
Health and Welfare	\$87.020	\$58.794	\$28.226	32.4	\$770.553	\$739.522	\$31.031	4.0
OPEB Current Payment	\$51.063	\$56.716	(5.654)	(11.1)	\$416.608	\$413.595	\$3.013	0.7
Pensions	\$85.280	\$80.974	\$4.306	5.0	\$748.507	\$742.522	\$5.985	0.8
Other Fringe Benefits	\$63.949	\$39.552	\$24.397	38.2	\$456.376	\$386.850	\$69.526	15.2
<b>Total Fringe Benefits</b>	<b>\$287.311</b>	<b>\$236.036</b>	<b>\$51.275</b>	<b>17.8</b>	<b>\$2,392.044</b>	<b>\$2,282.489</b>	<b>\$109.555</b>	<b>4.6</b>
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Labor</b>	<b>\$820.431</b>	<b>\$743.963</b>	<b>\$76.468</b>	<b>9.3</b>	<b>\$5,880.329</b>	<b>\$5,675.979</b>	<b>\$204.350</b>	<b>3.5</b>
<b>Non-Labor :</b>								
Electric Power	\$23.837	\$25.782	(1.945)	(8.2)	\$207.502	\$205.721	\$1.781	0.9
Fuel	\$8.282	\$8.763	(0.481)	(5.8)	\$73.856	\$65.523	\$8.333	11.3
Insurance	\$3.762	\$7.483	(3.721)	(98.9)	\$29.508	\$38.335	(8.827)	(29.9)
Claims	\$10.760	\$13.841	(3.081)	(28.6)	\$96.836	\$43.955	\$52.881	54.6
Paratransit Service Contracts	\$35.252	\$28.039	\$7.213	20.5	\$283.311	\$255.148	\$28.163	9.9
Maintenance and Other Operating Contracts	\$33.677	\$30.749	\$2.928	8.7	\$301.411	\$265.727	\$35.684	11.8
Professional Service Contracts	\$13.692	\$12.056	\$1.636	11.9	\$123.492	\$112.836	\$10.656	8.6
Materials & Supplies	\$27.307	\$25.916	\$1.391	5.1	\$273.841	\$233.676	\$40.165	14.7
Other Business Expenses	\$4.792	\$9.152	(4.360)	(91.0)	\$38.815	\$56.897	(18.082)	(46.6)
<b>Non-Labor</b>	<b>\$161.362</b>	<b>\$161.781</b>	<b>(0.419)</b>	<b>(0.3)</b>	<b>\$1,428.572</b>	<b>\$1,277.818</b>	<b>\$150.754</b>	<b>10.6</b>
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenditures before Depreciation and OPEB</b>	<b>\$981.793</b>	<b>\$905.744</b>	<b>\$76.049</b>	<b>7.7</b>	<b>\$7,308.901</b>	<b>\$6,953.797</b>	<b>\$355.104</b>	<b>4.9</b>
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	-
<b>Total Expenditures</b>	<b>\$981.793</b>	<b>\$905.744</b>	<b>\$76.049</b>	<b>7.7</b>	<b>\$7,308.901</b>	<b>\$6,953.797</b>	<b>\$355.104</b>	<b>4.9</b>
<b>Net Surplus/(Deficit)</b>	<b>(612.868)</b>	<b>(577.356)</b>	<b>\$35.512</b>	<b>5.8</b>	<b>(4,565.976)</b>	<b>(4,279.718)</b>	<b>\$286.258</b>	<b>6.3</b>

Note: Totals may not add due to rounding

**MTA NEW YORK CITY TRANSIT**  
**JULY FINANCIAL PLAN 2021**  
**EXPLANATION OF VARIANCES BETWEEN THE MID-YEAR FORECAST AND ACTUAL CASH BASIS**  
**Sep FY21**  
**(\$ in millions)**

<b>Operating Receipts or Disbursements</b>	<b>MONTH</b>			<b>YEAR TO DATE</b>		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	30.5	15.6	Due to higher ridership and average fares	143.0	9.3	Due to higher ridership and average fares
Other Operating Receipts	(4.6)	(19.9)	Mainly underruns in Paratransit reimbursements	(12.4)	(4.3)	Mainly underruns in Paratransit reimbursements and timing of senior fare Rmb
Capital and Other Reimbursements	(66.5)	(44.3)	Unfavorable timing of reimbursement receipts	(199.5)	(21.7)	Unfavorable timing of reimbursement receipts
Payroll	33.0	7.0	Primarily due to vacancies	94.6	3.2	Primarily due to vacancies
Overtime	(7.8)	(13.1)	Primarily vacancy coverage and weather	0.2	0.0	Minor variance
Health & Welfare/OPEB Current	22.6	16.3	Favorable timing of payments	34.0	2.9	Favorable timing of rebates, lower rates, and vacancies.
Pension	4.3	5.0	Favorable timing of payments	6.0	0.8	Favorable timing of payments
Other Fringe Benefits	24.4	38.2	Favorable timing of deferred FICA repayments	69.5	15.2	Favorable timing of deferred FICA repayments
Electric Power	(1.9)	(8.2)	Mainly unfavorable timing of payments	1.8	0.9	Lower consumption and timing of payments
Fuel	(0.5)	(5.8)	Mainly unfavorable timing of payments	8.3	11.3	Lower consumption and favorable timing of payments
Insurance	(3.7)	(98.9)	Unfavorable timing of payments	(8.8)	(29.9)	Unfavorable timing of payments
Claims	(3.1)	(28.6)	Unfavorable timing of payments	52.9	54.6	Fewer settlements and favorable timing of payments
Paratransit Service Contracts	7.2	20.5	Fewer trips and favorable expense timing	28.2	9.9	Fewer trips and favorable expense timing
Maintenance and Other Operating Contracts	2.9	8.7	Favorable timing of payments	35.7	11.8	Largely favorable timing of expenses
Professional Service Contracts	1.6	11.9	Favorable timing of payments	10.7	8.6	Favorable timing of payments
Materials & Supplies	1.4	5.1	Primarily reduced usage due to maintainer vacancies and favorable maintenance program timing.	40.2	14.7	Primarily reduced usage due to maintainer vacancies and favorable maintenance program timing.
Other Business	(4.4)	(91.0)	Primarily higher card processing fees	(18.1)	(46.6)	Primarily higher card processing fees

**MTA NEW YORK CITY TRANSIT**  
**July Financial Plan - 2021 Mid\_Year**  
**Cash Conversion (Cash Flow Adjustments)**  
 Sep FY21  
 (\$ in Millions)

10/11/2021 11:46 AM

	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Revenue</b>								
<b>Farebox Revenue</b>	<b>\$0.000</b>	<b>\$5.372</b>	<b>\$5.372</b>	<b>-</b>	<b>\$5.924</b>	<b>\$57.097</b>	<b>\$51.173</b>	<b>863.8</b>
Fare Reimbursement	(8.316)	(8.316)	\$0.000	0.0	\$28.036	\$26.870	(1.166)	(4.2)
Paratransit Reimbursement	(0.028)	(2.020)	(1.991)	-	\$4.697	\$1.194	(3.502)	(74.6)
Other Operating Revenue	(9.517)	(12.764)	(3.247)	(34.1)	(95.633)	(101.811)	(6.178)	(6.5)
<b>Other Revenue</b>	<b>(17.862)</b>	<b>(23.100)</b>	<b>(5.238)</b>	<b>(29.3)</b>	<b>(62.900)</b>	<b>(73.746)</b>	<b>(10.845)</b>	<b>(17.2)</b>
Capital and Other Reimbursements	\$20.000	(20.223)	(40.223)	(201.1)	(2.736)	(76.288)	(73.552)	-
<b>Total Revenue</b>	<b>\$2.138</b>	<b>(37.951)</b>	<b>(40.090)</b>	<b>-</b>	<b>(59.712)</b>	<b>(92.937)</b>	<b>(33.225)</b>	<b>(55.6)</b>
<b>Expenses</b>								
<b>Labor :</b>								
Payroll	(148.459)	(131.211)	\$17.249	11.6	(47.124)	(40.068)	\$7.055	15.0
Overtime	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Salaries &amp; Wages</b>	<b>(148.459)</b>	<b>(131.211)</b>	<b>\$17.249</b>	<b>11.6</b>	<b>(47.124)</b>	<b>(40.068)</b>	<b>\$7.055</b>	<b>15.0</b>
Health and Welfare	\$0.000	\$28.491	\$28.491	-	(7.827)	\$22.208	\$30.035	383.7
OPEB Current Payment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Pensions	(2.000)	(0.484)	\$1.516	75.8	(15.457)	(13.203)	\$2.254	14.6
Other Fringe Benefits	(5.367)	\$18.838	\$24.205	451.0	\$70.365	\$130.121	\$59.756	84.9
<b>Total Fringe Benefits</b>	<b>(7.367)</b>	<b>\$46.845</b>	<b>\$54.212</b>	<b>735.9</b>	<b>\$47.081</b>	<b>\$139.126</b>	<b>\$92.045</b>	<b>195.5</b>
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Labor</b>	<b>(155.827)</b>	<b>(84.366)</b>	<b>\$71.461</b>	<b>45.9</b>	<b>(0.043)</b>	<b>\$99.058</b>	<b>\$99.101</b>	<b>-</b>
<b>Non-Labor :</b>								
Electric Power	(2.731)	\$0.740	\$3.471	127.1	(8.192)	(5.299)	\$2.892	35.3
Fuel	\$0.000	(0.890)	(0.890)	-	\$6.998	\$7.366	\$0.368	5.3
Insurance	\$2.306	(1.606)	(3.912)	(169.7)	\$26.106	\$15.444	(10.662)	(40.8)
Claims	\$1.478	(11.335)	(12.813)	(867.0)	\$13.300	\$56.451	\$43.150	324.4
Paratransit Service Contracts	\$0.500	\$0.726	\$0.226	45.1	\$2.000	\$2.124	\$0.124	6.2
Maintenance and Other Operating Contracts	\$0.000	(4.540)	(4.540)	-	(9.500)	\$19.663	\$29.163	307.0
Professional Service Contracts	\$0.000	(1.689)	(1.689)	-	(2.483)	\$6.175	\$8.658	348.7
Materials & Supplies	\$3.042	(4.259)	(7.300)	(240.0)	(0.482)	(19.531)	(19.048)	-
Other Business Expenses	\$0.000	\$0.096	\$0.096	-	\$0.000	(3.217)	(3.217)	-
<b>Non-Labor</b>	<b>\$4.595</b>	<b>(22.758)</b>	<b>(27.353)</b>	<b>(595.3)</b>	<b>\$27.748</b>	<b>\$79.176</b>	<b>\$51.428</b>	<b>185.3</b>
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>(151.232)</b>	<b>(107.123)</b>	<b>\$44.108</b>	<b>29.2</b>	<b>\$27.705</b>	<b>\$178.234</b>	<b>\$150.529</b>	<b>543.3</b>
Depreciation	\$176.302	\$173.715	(2.588)	(1.5)	\$1,581.294	\$1,558.108	(23.186)	(1.5)
GASB 75 OPEB Expense Adjustment	\$10.000	\$0.000	(10.000)	(100.0)	\$20.000	\$28.275	(8.275)	(241.4)
GASB 68 Pension Adjustment	(6.762)	\$0.000	\$6.762	100.0	\$12.526	\$28.688	\$16.163	129.0
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Expenditures</b>	<b>\$28.308</b>	<b>\$66.592</b>	<b>\$38.283</b>	<b>135.2</b>	<b>\$1,641.524</b>	<b>\$1,736.755</b>	<b>\$95.231</b>	<b>5.8</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$30.447</b>	<b>\$28.640</b>	<b>(1.806)</b>	<b>(5.9)</b>	<b>\$1,581.812</b>	<b>\$1,643.818</b>	<b>\$62.006</b>	<b>3.9</b>

Note: Totals may not add due to rounding

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

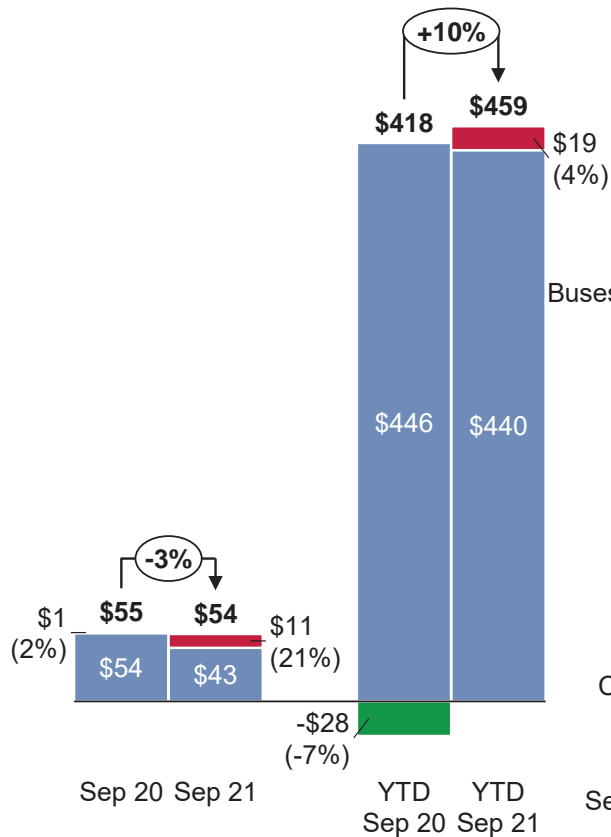
# NYCT – Non-Reimbursable Overtime Variance

## September 2021 and YTD forecast vs. variance

\$M

- Variance - Unfavorable
- Variance - Favorable
- Budget

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

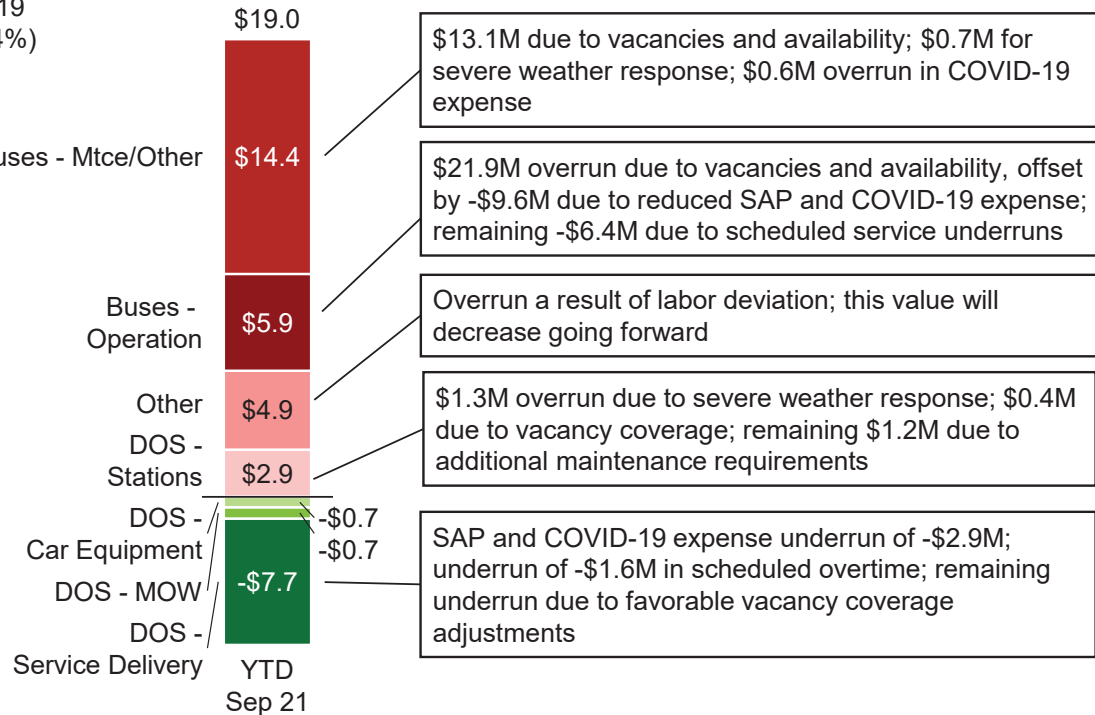


## Overview

- Overall increase of \$41.1M or 10% compared to September YTD 2020
- Overall increase of \$3.6M or 1% compared to September YTD 2019
- \$19.0M or 4% above 2021 YTD budget; offset by -\$34.4M payroll underrun
- Subways -\$6.2M underrun: -\$10.8M due to favorable vacancy coverage adjustments; scheduled overtime underrun of -\$1.9M; \$5.2M for severe weather response; \$1.3M overrun due to additional maintenance requirements
- Buses \$20.4M overrun: \$35.8M for vacancy/availability coverage; -\$9.0M for COVID-19 response; -\$6.4M scheduled overtime underrun

## YTD variance by division

\$M



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

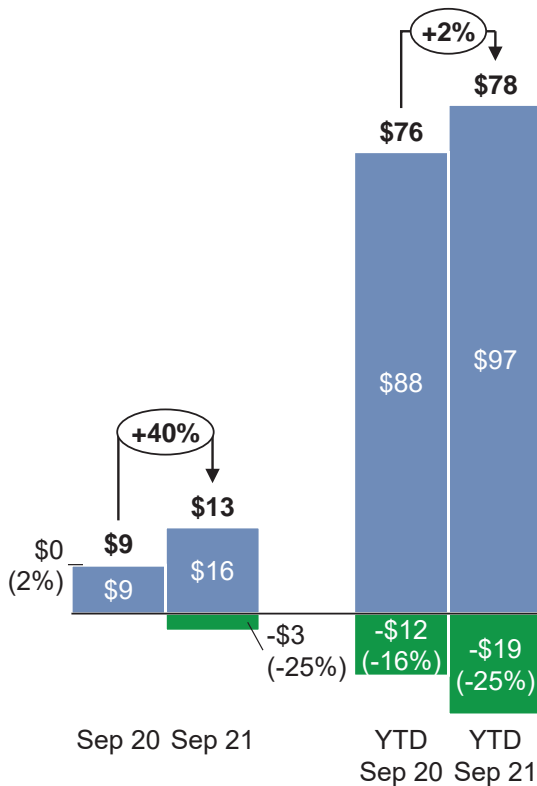
# NYCT – Reimbursable Overtime Variance

## September 2021 and YTD forecast vs. variance

\$M

- Variance - Unfavorable
- Variance - Favorable
- Budget

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

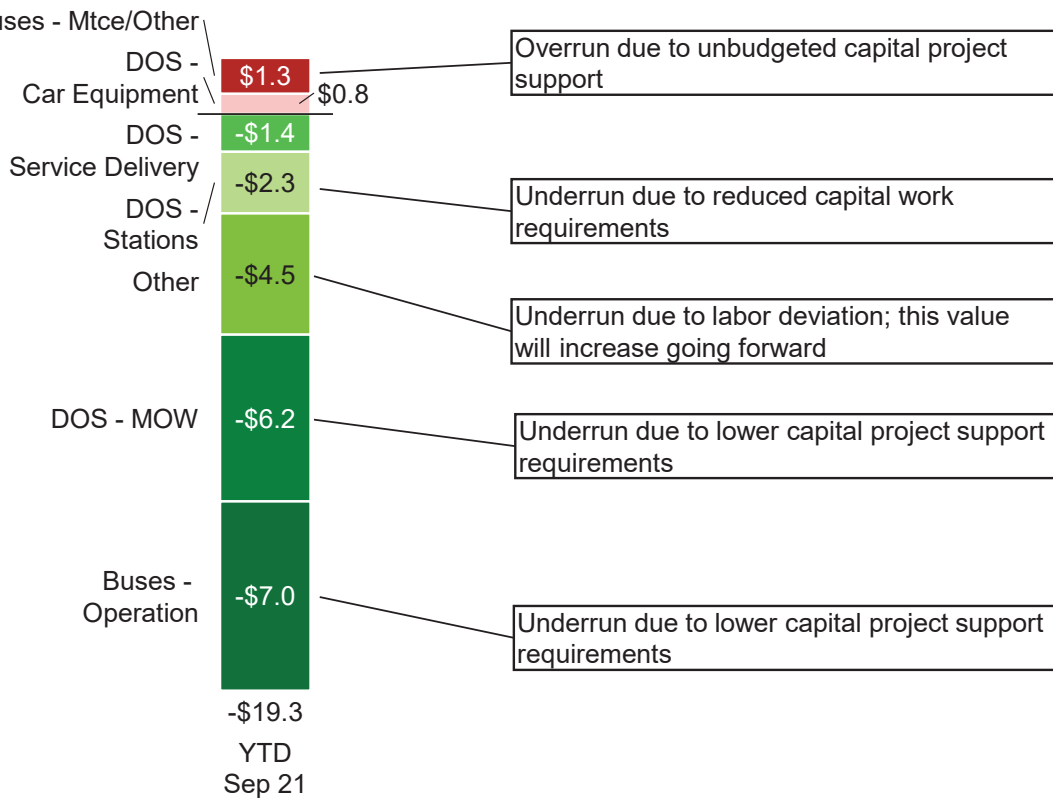


## Overview

- Overall increase of \$1.6M or 2% compared to September YTD 2020
- Overall decrease of -\$66.0M or -46% compared to September YTD 2019
- -\$19.3M or -25% below 2021 YTD budget
- Subways -\$9.1M underrun due to lower capital support requirements and severe weather project cancellations
- Buses -\$5.7M underrun due to lower capital support requirements

## YTD variance by division

\$M



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

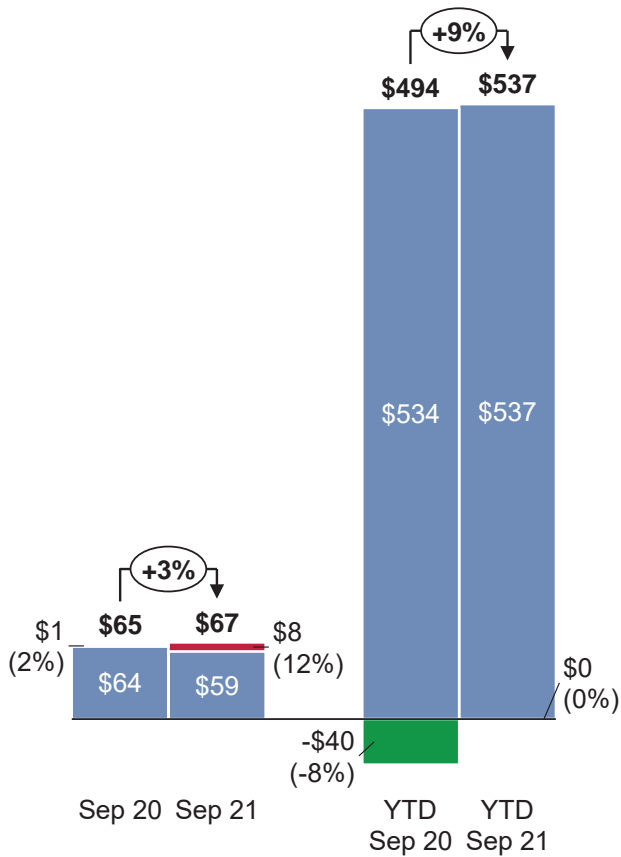
# NYCT – Total Overtime Variance

## September 2021 and YTD forecast vs. variance

\$M

- Variance - Unfavorable
- Variance - Favorable
- Budget

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

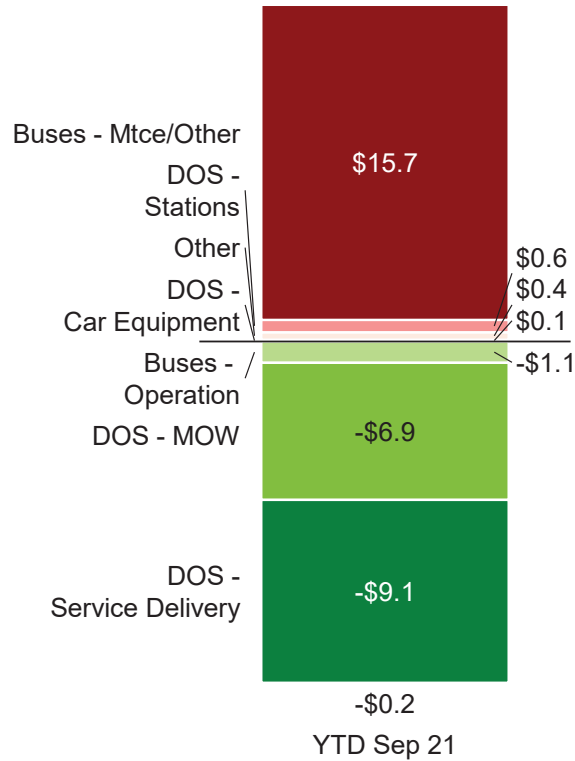


## Overview

- Overall increase of \$42.7M or 9% compared to September YTD 2020
- Overall decrease of -\$62.4M or -10% compared to September YTD 2019
- -\$0.2M or -0.04% 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**

September 2021

	<u>Mid-Year</u> <u>Forecast</u>	<u>Actual</u>	<u>Variance</u> <u>Fav./(Unfav)</u>	<u>Explanation</u>
<b><u>Administration:</u></b>				
Office of the President	26	9	17	
Law	240	222	18	
Office of the EVP	19	14	5	
Human Resources	197	171	26	
Office of Management and Budget	30	25	5	
Strategy & Customer Experience	177	159	18	
Non-Departmental	-	0	0	
Labor Relations	78	74	4	
Office of People & Business Transformation	14	23	(9)	
Material	154	190	(36)	
Controller	103	99	4	
<b>Total Administration</b>	<b>1,038</b>	<b>986</b>	<b>52</b>	
<b><u>Operations:</u></b>				
Subways Service Delivery	8,090	7,672	418	Mainly RVO vacancies.
Subways Operations Support/Admin	378	431	(53)	Mainly Hrly excesses.
Subways Stations	2,328	2,205	123	Mainly Station Agent vacancies.
<b>Subtotal Subways</b>	<b>10,796</b>	<b>10,308</b>	<b>488</b>	
Buses	10,835	10,708	127	Mainly Bus Operator vacancies.
Paratransit	185	176	9	
Operations Planning	357	292	65	Mainly Traffic Checker vacancies.
Revenue Control	559	527	32	
Non-Departmental	173	-	173	
<b>Total Operations</b>	<b>22,905</b>	<b>22,011</b>	<b>894</b>	
<b><u>Maintenance:</u></b>				
Subways Operations Support/Admin	102	72	30	
Subways Engineering	327	316	11	
Subways Car Equipment	4,163	4,074	89	Mainly Mgr, PTE and hourly vacancies.
Subways Infrastructure	1,870	1,817	53	Mainly Mgr, Supv and hourly vacancies.
Subways Elevators & Escalators	470	453	17	
Subways Stations	3,676	3,480	196	Mainly Supv and hourly vacancies.
Subways Track	3,118	2,770	348	Mainly TEM, PDM and TrackWorker vacancies.
Subways Power	636	617	19	
Subways Signals	1,706	1,623	83	Mainly Signal Mtr vacancies.
Subways Electronic Maintenance	1,577	1,412	165	Mainly PTE and hourly vacancies.
<b>Subtotal Subways</b>	<b>17,645</b>	<b>16,634</b>	<b>1,011</b>	
Buses	3,388	3,278	110	Mainly Mrg and hourly vacancies.
Supply Logistics	523	513	10	
System Safety	85	74	11	
Non-Departmental	(138)	-	(138)	
<b>Total Maintenance</b>	<b>21,503</b>	<b>20,499</b>	<b>1,004</b>	
<b><u>Engineering:</u></b>				
Capital Program Management	1,302	1,066	236	Mainly Mgr, and PTE vacancies.
<b>Total Engineering/Capital</b>	<b>1,302</b>	<b>1,066</b>	<b>236</b>	
<b><u>Public Safety:</u></b>				
Security	620	582	38	
<b>Total Public Safety</b>	<b>620</b>	<b>582</b>	<b>38</b>	
<b>Total Positions</b>	<b>47,368</b>	<b>45,144</b>	<b>2,224</b>	
Non-Reimbursable	42,633	41,187	1,447	
Reimbursable	4,735	3,957	778	
Total Full-Time	47,211	45,048	2,163	
Total Full-Time Equivalents	157	96	61	

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

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Variance Fav./(Unfav)	Explanation
<b><u>Administration:</u></b>				
Managers/Supervisors	328	305	23	
Professional, Technical, Clerical	678	653	25	
Operational Hourlies	32	28	4	
<b>Total Administration</b>	<b>1,038</b>	<b>986</b>	<b>52</b>	
<b><u>Operations:</u></b>				
Managers/Supervisors	2,800	2,632	168	
Professional, Technical, Clerical	485	436	49	
Operational Hourlies	19,620	18,943	677	
<b>Total Operations</b>	<b>22,905</b>	<b>22,011</b>	<b>894</b>	
<b><u>Maintenance:</u></b>				
Managers/Supervisors	3,901	3,624	277	
Professional, Technical, Clerical	910	782	128	
Operational Hourlies	16,692	16,093	599	
<b>Total Maintenance</b>	<b>21,503</b>	<b>20,499</b>	<b>1004</b>	
<b><u>Engineering/Capital:</u></b>				
Managers/Supervisors	353	266	87	
Professional, Technical, Clerical	947	798	149	
Operational Hourlies	2	2	0	
<b>Total Engineering/Capital</b>	<b>1,302</b>	<b>1,066</b>	<b>236</b>	
<b><u>Public Safety:</u></b>				
Managers/Supervisors	265	236	29	
Professional, Technical, Clerical	32	31	1	
Operational Hourlies	323	315	8	
<b>Total Public Safety</b>	<b>620</b>	<b>582</b>	<b>38</b>	
<b><u>Total Positions:</u></b>				
Managers/Supervisors	7,647	7,063	584	
Professional, Technical, Clerical	3,052	2,700	352	
Operational Hourlies	36,669	35,381	1288	
<b>Total Positions</b>	<b>47,368</b>	<b>45,144</b>	<b>2,224</b>	



# Preliminary September 2021 Report: Staten Island Railway

The purpose of this report is to provide the preliminary September 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:

- September 2021 Staten Island Railway ridership of 152,055 was 41,475 rides (37.5 percent) above forecast. For September 2021 year-to-date, ridership was above forecast by 11.7 percent.
- Compared with September 2019, September 2021 ridership was lower by 58.8 percent. Compared with September 2020, September 2021 ridership was higher by 95.7 percent.
- September 2021 Farebox revenue of \$0.256 million was \$0.089 million (53.3 percent) above forecast. September 2021 YTD Farebox revenue of \$1.561 million exceeded forecast by \$0.192 million (14.0 percent).
- Operating expenses were under forecast by \$1.320 million (20.9 percent).
  - Labor expenses were less than forecast by \$0.293 million (6.5 percent).
  - Non-labor expenses were also less than forecast by \$1.026 million (57.2 percent).

# STATEN ISLAND RAILWAY FINANCIAL AND RIDERSHIP REPORT

September 2021

(All data are preliminary and subject to audit)

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

**September 2021 Staten Island Railway ridership** of 152,055 was 41,475 rides (37.5 percent) above forecast. Average weekday ridership of 6,291 was 2,749 rides (77.6 percent) higher than September 2020 and 11,771 rides (65.2 percent) lower than September 2019.

**Total Operating Revenue** of \$0.339 million was below forecast by \$0.017 million (4.8 percent).

- Farebox revenue of \$0.256 million was \$0.089 million (53.3 percent) above forecast. The overrun was due to higher than expected ridership.
- Other Revenue of \$0.083 million was \$0.106 million (56.2 percent) below forecast due to lower school fare reimbursement and advertising revenue.

**Year-to-date Total Operating Revenue** of \$2.100 million was \$0.358 million (14.6 percent) below forecast, due to underruns in school fare reimbursement and advertising revenue, partly offset by favorable farebox revenue.

**Nonreimbursable expenses** in September, before depreciation, GASB 75 OPEB Expense Adjustment and GASB 68 Pension Adjustment, were less than forecast by \$1.320 million (20.9 percent).

- Labor expenses underran forecast by \$0.293 million (6.5 percent), due primarily to an underrun of \$0.462 million (45.7 percent) in Health & Welfare/OPEB resulting from interagency expense charges and vacancies. Other Fringe Benefits overran forecast by \$0.140 million (49.9 percent) due to timing and Overtime overran forecast by \$0.078 million (32.1 percent) due to vacancy coverage.
- Non-labor expenses were below forecast by \$1.026 million (57.2 percent), including an underrun in Maintenance and Other Operating contracts of \$0.340 million (72.8 percent) and Other Business Expenses underran by \$0.128 million (88.9 percent) due to timing. Materials and Supplies underran forecast by \$0.095 million (47.0 percent) and Claims underran by \$0.087 million (73.1 percent) due to timing of expenses. Electric Power underran forecast by \$0.299 million (64.5 percent) due to timing.

**Year-to-date**, expenses were below forecast by \$4.439 million (8.7 percent).

- Labor expenses were under by \$1.530 million (3.9 percent), mostly due to underruns in Payroll of \$0.861 million (4.3 percent) due to vacancies and Health & Welfare/OPEB underran by \$0.739 million (10.0 percent). Overtime overran forecast by \$0.091 million (4.0 percent).
- Non-labor expenses underran by \$2.909 million (25.4 percent), mainly due to timing in Maintenance and Other Operating Contracts of \$1.208 million (50.5 percent) and Professional Service Contracts were under forecast by \$0.459 million (27.1 percent). Other Business Expenses underran by \$0.436 million (54.6 percent), and Electric Power underran by \$0.434 million (14.8 percent).

**Operating cash deficit** (excluding subsidies) in September of \$5.630 million was \$0.893 million (13.7 percent) favorable to forecast. On a year-to-date basis, the operating cash deficit was \$43.257 million, which was \$1.557 million (3.5 percent) favorable to forecast.

**MTA STATEN ISLAND RAILWAY**  
**July Financial Plan - 2021 Mid\_Year**  
**Ridership (Utilization) Actual to Budget**  
**Sep FY21**  
 (# in Millions)

10/07/2021 06:07 PM

	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Ridership</b>								
Ridership - Subway	0.111	0.152	0.041	37.5	0.852	0.951	0.099	11.7
<b>Total Ridership</b>	<b>0.111</b>	<b>0.152</b>	<b>0.041</b>	<b>37.5</b>	<b>0.852</b>	<b>0.951</b>	<b>0.099</b>	<b>11.7</b>
<b>FareBox Revenue</b>								
Farebox Revenue	\$0.167	\$0.256	\$0.089	53.3	\$1.370	\$1.561	\$0.192	14.0
<b>Total Farebox Revenue</b>	<b>\$0.167</b>	<b>\$0.256</b>	<b>\$0.089</b>	<b>53.3</b>	<b>\$1.370</b>	<b>\$1.561</b>	<b>\$0.192</b>	<b>14.0</b>

Note: Totals may not add due to rounding

**MTA STATEN ISLAND RAILWAY**  
 Sep - 2021 Mid\_Year  
 Accrual Statement of Operations By Category  
 Month - Sep 2021  
 (\$ in Millions)

10/07/2021 11:59 AM

	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	
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Farebox Revenue	\$0.167	\$0.256	\$0.089	53.3	\$0.000	\$0.000	-	-	\$0.167	\$0.256	\$0.089	53.3
Other Revenue	\$0.189	\$0.083	(0.106)	(56.2)	\$0.000	\$0.000	-	-	\$0.189	\$0.083	(0.106)	(56.2)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.954	\$0.103	(0.852)	(89.3)	\$0.954	\$0.103	(0.852)	(89.3)
<b>Total Revenue</b>	<b>\$0.356</b>	<b>\$0.339</b>	<b>(0.017)</b>	<b>(4.8)</b>	<b>\$0.954</b>	<b>\$0.103</b>	<b>(0.852)</b>	<b>(89.3)</b>	<b>\$1.311</b>	<b>\$0.442</b>	<b>(0.869)</b>	<b>(66.3)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$2.318	\$2.276	\$0.042	1.8	\$0.543	\$0.026	\$0.516	95.1	\$2.861	\$2.302	\$0.559	19.5
Overtime	\$0.245	\$0.323	(0.078)	(32.1)	\$0.094	\$0.029	\$0.065	69.0	\$0.339	\$0.352	(0.014)	(4.0)
<b>Total Salaries &amp; Wages</b>	<b>\$2.562</b>	<b>\$2.599</b>	<b>(0.036)</b>	<b>(1.4)</b>	<b>\$0.637</b>	<b>\$0.056</b>	<b>\$0.581</b>	<b>91.3</b>	<b>\$3.199</b>	<b>\$2.654</b>	<b>\$0.545</b>	<b>17.0</b>
Health and Welfare	\$0.804	\$0.404	\$0.400	49.7	\$0.000	\$0.000	\$0.000	-	\$0.804	\$0.404	\$0.400	49.7
OPEB Current Payment	\$0.207	\$0.145	\$0.062	29.8	\$0.000	\$0.000	\$0.000	-	\$0.207	\$0.145	\$0.062	29.8
Pensions	\$0.655	\$0.646	\$0.008	1.3	\$0.000	\$0.000	-	-	\$0.655	\$0.646	\$0.008	1.3
Other Fringe Benefits	\$0.280	\$0.420	(0.140)	(49.9)	\$0.318	\$0.044	\$0.274	86.1	\$0.598	\$0.464	\$0.134	22.3
<b>Total Fringe Benefits</b>	<b>\$1.946</b>	<b>\$1.616</b>	<b>\$0.330</b>	<b>17.0</b>	<b>\$0.318</b>	<b>\$0.044</b>	<b>\$0.273</b>	<b>86.1</b>	<b>\$2.264</b>	<b>\$1.660</b>	<b>\$0.604</b>	<b>26.7</b>
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)	-
<b>Labor</b>	<b>\$4.509</b>	<b>\$4.215</b>	<b>\$0.293</b>	<b>6.5</b>	<b>\$0.954</b>	<b>\$0.100</b>	<b>\$0.855</b>	<b>89.5</b>	<b>\$5.463</b>	<b>\$4.315</b>	<b>\$1.148</b>	<b>21.0</b>
<b>Non-Labor :</b>												
Electric Power	\$0.464	\$0.165	\$0.299	64.5	\$0.000	\$0.000	\$0.000	-	\$0.464	\$0.165	\$0.299	64.5
Fuel	\$0.020	\$0.010	\$0.009	48.4	\$0.000	\$0.000	-	-	\$0.020	\$0.010	\$0.009	48.4
Insurance	\$0.105	\$0.084	\$0.021	19.9	\$0.000	\$0.000	-	-	\$0.105	\$0.084	\$0.021	19.9
Claims	\$0.119	\$0.032	\$0.087	73.1	\$0.000	\$0.000	-	-	\$0.119	\$0.032	\$0.087	73.1
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$0.467	\$0.127	\$0.340	72.8	\$0.000	\$0.000	-	-	\$0.467	\$0.127	\$0.340	72.8
Professional Service Contracts	\$0.274	\$0.227	\$0.047	17.3	\$0.000	\$0.002	(0.002)	-	\$0.274	\$0.229	\$0.045	16.5
Materials & Supplies	\$0.201	\$0.107	\$0.095	47.0	\$0.000	\$0.000	\$0.000	-	\$0.201	\$0.107	\$0.094	46.8
Other Business Expenses	\$0.143	\$0.016	\$0.128	88.9	\$0.000	\$0.000	-	-	\$0.143	\$0.016	\$0.128	88.9
<b>Non-Labor</b>	<b>\$1.794</b>	<b>\$0.768</b>	<b>\$1.026</b>	<b>57.2</b>	<b>\$0.000</b>	<b>\$0.003</b>	<b>(0.003)</b>	<b>-</b>	<b>\$1.794</b>	<b>\$0.770</b>	<b>\$1.024</b>	<b>57.1</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$6.303</b>	<b>\$4.983</b>	<b>\$1.320</b>	<b>20.9</b>	<b>\$0.954</b>	<b>\$0.103</b>	<b>\$0.852</b>	<b>89.3</b>	<b>\$7.257</b>	<b>\$5.085</b>	<b>\$2.172</b>	<b>29.9</b>
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	\$0.275	\$0.000	\$0.275	100.0	\$0.000	\$0.000	-	-	\$0.275	\$0.000	\$0.275	100.0
GASB 68 Pension Adjustment	(0.275)	\$0.000	(0.275)	(100.0)	\$0.000	\$0.000	-	-	(0.275)	\$0.000	(0.275)	(100.0)
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Total Expenses</b>	<b>\$7.349</b>	<b>\$5.932</b>	<b>\$1.417</b>	<b>19.3</b>	<b>\$0.954</b>	<b>\$0.103</b>	<b>\$0.852</b>	<b>89.3</b>	<b>\$8.303</b>	<b>\$6.035</b>	<b>\$2.269</b>	<b>27.3</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(6.993)</b>	<b>(5.593)</b>	<b>\$1.400</b>	<b>20.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>100.0</b>	<b>(6.993)</b>	<b>(5.593)</b>	<b>\$1.400</b>	<b>20.0</b>

Note: Totals may not add due to rounding

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

**MTA STATEN ISLAND RAILWAY**  
 Sep - 2021 Mid\_Year  
 Accrual Statement of Operations By Category  
 Year-To-Date - Sep 2021  
 (\$ in Millions)

10/07/2021 11:59 AM

	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	
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Farebox Revenue	\$1.370	\$1.561	\$0.192	14.0	\$0.000	\$0.000	-	-	\$1.370	\$1.561	\$0.192	14.0
Other Revenue	\$1.088	\$0.538	(0.550)	(50.5)	\$0.000	\$0.000	-	-	\$1.088	\$0.538	(0.550)	(50.5)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$4.698	\$1.550	(3.147)	(67.0)	\$4.698	\$1.550	(3.147)	(67.0)
<b>Total Revenue</b>	<b>\$2.457</b>	<b>\$2.100</b>	<b>(0.358)</b>	<b>(14.6)</b>	<b>\$4.698</b>	<b>\$1.550</b>	<b>(3.147)</b>	<b>(67.0)</b>	<b>\$7.155</b>	<b>\$3.650</b>	<b>(3.505)</b>	<b>(49.0)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$20.209	\$19.348	\$0.861	4.3	\$2.343	\$0.318	\$2.024	86.4	\$22.551	\$19.666	\$2.885	12.8
Overtime	\$2.277	\$2.368	(0.091)	(4.0)	\$0.736	\$0.514	\$0.222	30.2	\$3.013	\$2.882	\$0.131	4.3
<b>Total Salaries &amp; Wages</b>	<b>\$22.485</b>	<b>\$21.716</b>	<b>\$0.770</b>	<b>3.4</b>	<b>\$3.079</b>	<b>\$0.833</b>	<b>\$2.246</b>	<b>73.0</b>	<b>\$25.564</b>	<b>\$22.548</b>	<b>\$3.016</b>	<b>11.8</b>
Health and Welfare	\$5.237	\$4.519	\$0.718	13.7	\$0.000	\$0.000	\$0.000	-	\$5.237	\$4.519	\$0.718	13.7
OPEB Current Payment	\$2.182	\$2.161	\$0.021	0.9	\$0.000	\$0.001	(0.001)	-	\$2.182	\$2.163	\$0.019	0.9
Pensions	\$6.485	\$6.451	\$0.034	0.5	\$0.000	\$0.000	-	-	\$6.485	\$6.451	\$0.034	0.5
Other Fringe Benefits	\$2.991	\$3.001	(0.010)	(0.3)	\$1.619	\$0.674	\$0.945	58.4	\$4.610	\$3.675	\$0.935	20.3
<b>Total Fringe Benefits</b>	<b>\$16.896</b>	<b>\$16.132</b>	<b>\$0.763</b>	<b>4.5</b>	<b>\$1.619</b>	<b>\$0.675</b>	<b>\$0.943</b>	<b>58.3</b>	<b>\$18.514</b>	<b>\$16.808</b>	<b>\$1.706</b>	<b>9.2</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	\$0.000	\$0.003	(0.003)	-	\$0.000	\$0.002	(0.002)	-	\$0.000	\$0.004	(0.004)	-
<b>Labor</b>	<b>\$39.381</b>	<b>\$37.851</b>	<b>\$1.530</b>	<b>3.9</b>	<b>\$4.698</b>	<b>\$1.510</b>	<b>\$3.188</b>	<b>67.9</b>	<b>\$44.078</b>	<b>\$39.360</b>	<b>\$4.718</b>	<b>10.7</b>
<b>Non-Labor :</b>												
Electric Power	\$2.943	\$2.509	\$0.434	14.8	\$0.000	\$0.004	(0.004)	-	\$2.943	\$2.513	\$0.431	14.6
Fuel	\$0.228	\$0.172	\$0.056	24.7	\$0.000	\$0.000	-	-	\$0.228	\$0.172	\$0.056	24.7
Insurance	\$0.991	\$0.920	\$0.071	7.2	\$0.000	\$0.000	-	-	\$0.991	\$0.920	\$0.071	7.2
Claims	\$0.636	\$0.538	\$0.098	15.4	\$0.000	\$0.000	-	-	\$0.636	\$0.538	\$0.098	15.4
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$2.392	\$1.184	\$1.208	50.5	\$0.000	\$0.000	-	-	\$2.392	\$1.184	\$1.208	50.5
Professional Service Contracts	\$1.694	\$1.236	\$0.459	27.1	\$0.000	\$0.007	(0.007)	-	\$1.694	\$1.242	\$0.452	26.7
Materials & Supplies	\$1.750	\$1.604	\$0.146	8.3	\$0.000	\$0.030	(0.030)	-	\$1.750	\$1.634	\$0.116	6.6
Other Business Expenses	\$0.798	\$0.362	\$0.436	54.6	\$0.000	\$0.000	-	-	\$0.798	\$0.362	\$0.436	54.6
<b>Non-Labor</b>	<b>\$11.433</b>	<b>\$8.524</b>	<b>\$2.909</b>	<b>25.4</b>	<b>\$0.000</b>	<b>\$0.041</b>	<b>(0.041)</b>	<b>-</b>	<b>\$11.433</b>	<b>\$8.565</b>	<b>\$2.868</b>	<b>25.1</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$50.814</b>	<b>\$46.375</b>	<b>\$4.439</b>	<b>8.7</b>	<b>\$4.698</b>	<b>\$1.550</b>	<b>\$3.147</b>	<b>67.0</b>	<b>\$55.511</b>	<b>\$47.925</b>	<b>\$7.586</b>	<b>13.7</b>
Depreciation	\$8.861	\$8.475	\$0.385	4.4	\$0.000	\$0.000	-	-	\$8.861	\$8.475	\$0.385	4.4
GASB 75 OPEB Expense Adjustment	\$0.825	(0.684)	\$1.509	182.9	\$0.000	\$0.000	-	-	\$0.825	(0.684)	\$1.509	182.9
GASB 68 Pension Adjustment	(0.825)	(0.889)	\$0.064	7.8	\$0.000	\$0.000	-	-	(0.825)	(0.889)	\$0.064	7.8
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Total Expenses</b>	<b>\$59.674</b>	<b>\$53.277</b>	<b>\$6.398</b>	<b>10.7</b>	<b>\$4.698</b>	<b>\$1.550</b>	<b>\$3.147</b>	<b>67.0</b>	<b>\$64.372</b>	<b>\$54.827</b>	<b>\$9.545</b>	<b>14.8</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(57.217)</b>	<b>(51.177)</b>	<b>\$6.040</b>	<b>10.6</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>462.7</b>	<b>(57.217)</b>	<b>(51.177)</b>	<b>\$6.040</b>	<b>10.6</b>

Note: Totals may not add due to rounding

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

Table 3

**MTA STATEN ISLAND RAILWAY  
JULY FINANCIAL PLAN- 2021 FORECAST BUDGET  
EXPLANATION OF VARIANCES BETWEEN SEPTEMBER 2021 RESULTS AND THE JULY FINANCIAL PLAN  
SEPTEMBER 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.	0.089	53.3	Favorable due to higher than anticipated ridership	0.192	14.0	Favorable due to higher than anticipated ridership
Other Revenue	Non Reimb.	(0.106)	(56.2)	Unfavorable due to minimal reimbursement for school fares	(0.550)	(50.5)	Unfavorable due to minimal reimbursement for school fares
Payroll	Non Reimb.	0.042	1.8	Favorable due to vacancies	0.861	4.3	Favorable due to vacancies
Overtime	Non Reimb.	(0.078)	(32.1)	Unfavorable primarily due to timing of work assignment.	(0.091)	(4.0)	Unfavorable primarily due to timing of work assignment
Health and Welfare (including OPEB current payment)	Non Reimb.	0.462	45.7	Favorable rates due to prescription drug contract rebates and vacancy savings	0.739	10.0	Favorable rates due to prescription drug contract rebates and vacancy savings
Pension	Non Reimb.	0.008	1.3	Favorable timing of expenses	0.034	0.5	Favorable timing of expenses
Other Fringe Benefits	Non Reimb.	(0.140)	(49.9)	Unfavorable accrual for Workers Compensation	(0.010)	(0.3)	Unfavorable accrual for Workers Compensation
Reimbursable Overhead	Non Reimb.	(0.001)	0.0		(0.003)	0.0	
Electric Power	Non Reimb.	0.299	64.5	Favorable primarily due to timing of bills	0.434	14.8	Favorable primarily due to timing of bills
Claims	Non Reimb.	0.087	73.1	Favorable due to timing of expenses	0.098	15.4	Favorable due to timing of expenses
Maintenance & Other Operating Contracts	Non Reimb.	0.340	72.8	Favorable due to the timing of material requirements	1.208	50.5	Favorable due to timing of Covid-19 cleaning expenses
Professional Service Contracts	Non Reimb.	0.047	17.3	Favorable due to timing of Covid-19 cleaning expenses	0.459	27.1	Favorable due to timing of Covid-19 cleaning expenses
Materials and Supplies	Non Reimb.	0.095	47.0	Favorable due to the timing of material requirements	0.146	8.3	Favorable due to the timing of material requirements
Other Business Expenses	Non Reimb.	0.128	88.9	Favorable due to timing of project expenses	0.436	54.6	Favorable due to timing of project expenses
Payroll	Reimb.	0.516	95.1	Favorable due to constrained project work caused by COVID-19	2.024	86.4	Favorable due to constrained project work caused by COVID-19
Overtime	Reimb.	0.065	69.0	Favorable due to less backfill of vacancies	0.222	30.2	Favorable due to less backfill of vacancies since the pandemic began
Materials and Supplies	Reimb.	0.000	0.0	Draw down of project materials	(0.030)	-	Draw down of project materials

**MTA STATEN ISLAND RAILWAY**  
**July Financial Plan - 2021 Mid\_Year**  
**Cash Receipts and Expenditures**  
**Sep FY21**  
(\$ in Millions)

10/07/2021 06:06 PM

	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$0.167	\$0.198	\$0.031	18.4	\$1.370	\$1.412	\$0.042	3.1
Other Revenue	\$0.115	\$0.046	(0.069)	(60.0)	\$1.279	\$0.549	(0.730)	(57.1)
Capital and Other Reimbursements	\$0.954	\$0.108	(0.847)	(88.7)	\$5.118	\$1.743	(3.375)	(65.9)
<b>Total Revenue</b>	<b>\$1.237</b>	<b>\$0.352</b>	<b>(0.885)</b>	<b>(71.5)</b>	<b>\$7.766</b>	<b>\$3.704</b>	<b>(4.063)</b>	<b>(52.3)</b>
<b>Expenditures</b>								
<b>Labor :</b>								
Payroll	\$3.556	\$2.517	\$1.039	29.2	\$21.257	\$18.565	\$2.692	12.7
Overtime	\$0.339	\$0.352	(0.014)	(4.0)	\$3.013	\$2.785	\$0.228	7.6
<b>Total Salaries &amp; Wages</b>	<b>\$3.894</b>	<b>\$2.869</b>	<b>\$1.025</b>	<b>26.3</b>	<b>\$24.270</b>	<b>\$21.350</b>	<b>\$2.920</b>	<b>12.0</b>
Health and Welfare	\$0.804	\$1.188	(0.383)	(47.7)	\$5.237	\$6.479	(1.242)	(23.7)
OPEB Current Payment	\$0.207	\$0.102	\$0.105	50.6	\$2.182	\$0.996	\$1.186	54.3
Pensions	\$0.655	\$0.646	\$0.008	1.3	\$6.485	\$6.451	\$0.034	0.5
Other Fringe Benefits	\$0.508	\$0.254	\$0.254	50.0	\$3.347	\$2.999	\$0.348	10.4
<b>Total Fringe Benefits</b>	<b>\$2.174</b>	<b>\$2.190</b>	<b>(0.016)</b>	<b>(0.7)</b>	<b>\$17.250</b>	<b>\$16.925</b>	<b>\$0.325</b>	<b>1.9</b>
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Labor</b>	<b>\$6.068</b>	<b>\$5.059</b>	<b>\$1.010</b>	<b>16.6</b>	<b>\$41.520</b>	<b>\$38.276</b>	<b>\$3.244</b>	<b>7.8</b>
<b>Non-Labor :</b>								
Electric Power	\$0.464	\$0.288	\$0.175	37.8	\$2.943	\$2.560	\$0.383	13.0
Fuel	\$0.020	\$0.012	\$0.007	38.4	\$0.229	\$0.230	\$0.000	(0.2)
Insurance	\$0.105	\$0.025	\$0.080	76.0	\$0.991	\$0.873	\$0.118	11.9
Claims	\$0.087	\$0.000	\$0.087	100.0	\$0.348	\$0.472	(0.124)	(35.8)
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.467	\$0.144	\$0.324	69.2	\$2.392	\$1.178	\$1.213	50.7
Professional Service Contracts	\$0.274	\$0.418	(0.144)	(52.5)	\$1.694	\$1.479	\$0.216	12.7
Materials & Supplies	\$0.131	\$0.024	\$0.107	81.7	\$1.662	\$1.479	\$0.183	11.0
Other Business Expenses	\$0.143	\$0.012	\$0.132	91.8	\$0.799	\$0.413	\$0.386	48.3
<b>Non-Labor</b>	<b>\$1.691</b>	<b>\$0.923</b>	<b>\$0.768</b>	<b>45.4</b>	<b>\$11.060</b>	<b>\$8.685</b>	<b>\$2.375</b>	<b>21.5</b>
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenditures before Depreciation and OPEB</b>	<b>\$7.760</b>	<b>\$5.982</b>	<b>\$1.777</b>	<b>22.9</b>	<b>\$52.580</b>	<b>\$46.960</b>	<b>\$5.619</b>	<b>10.7</b>
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	-
<b>Total Expenditures</b>	<b>\$7.760</b>	<b>\$5.982</b>	<b>\$1.777</b>	<b>22.9</b>	<b>\$52.580</b>	<b>\$46.960</b>	<b>\$5.619</b>	<b>10.7</b>
<b>Net Surplus/(Deficit)</b>	<b>(6.523)</b>	<b>(5.630)</b>	<b>\$0.893</b>	<b>13.7</b>	<b>(44.813)</b>	<b>(43.257)</b>	<b>\$1.557</b>	<b>3.5</b>

Note: Totals may not add due to rounding

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

<b>Operating Receipts or Disbursements</b>	<b>MONTH</b>			<b>YEAR TO DATE</b>		
	<b>Favorable/ (Unfavorable) Variance</b>		<b>Reason for Variance</b>	<b>Favorable/ (Unfavorable) Variance</b>		<b>Reason for Variance</b>
	<b>\$</b>	<b>%</b>		<b>\$</b>	<b>%</b>	
Farebox Receipts	0.031	18.4	Primarily due to favorable ridership	0.042	3.1	Primarily due to timing of revenue
Other Revenue	(0.069)	(60.0)	Primarily due to receipt timing lag of fare reimbursement	(0.730)	(57.1)	Primarily due to receipt timing lag of fare reimbursement
Capital and Other Reimbursements	(0.847)	(88.7)	Timing of reimbursements	(3.375)	(65.9)	Timing of reimbursements
Payroll	1.039	29.2	Favorable due to vacancies	2.692	12.7	Favorable due to vacancies
Overtime	(0.014)	(4.0)	Timing of payments	0.228	7.6	Timing of payments
Health and Welfare (including OPEB current payment)	(0.278)	0.0	Timing of payments	(0.056)	0.0	Timing of payments
Other Fringe Benefits	0.254	50.0	Deferral of payroll expenditure (FICA) under CARES Act as well as vacancies	0.348	10.4	Timing of payroll expenditure (FICA) under CARES Act as well as vacancies
Electric Power	0.175	37.8	Favorable mainly due to timing	0.383	13.0	Favorable mainly due to timing
Maintenance Contracts	0.324	69.2	Favorable timing of maintenance work postponed due to COVID-19	1.213	50.7	Favorable timing of maintenance work postponed due to COVID-19
Professional Services Contracts	(0.144)	(52.5)	Timing of contract payments	0.216	12.7	Timing of contract payments
Materials & Supplies	0.107	81.7	Timing of payments	0.183	11.0	Timing of payments



**MTA STATEN ISLAND RAILWAY**  
**July Financial Plan - 2021 Mid\_Year**  
**Cash Conversion (Cash Flow Adjustments)**  
**Sep FY21**  
(\$ in Millions)

10/07/2021 06:04 PM

	Month				Year-To-Date			
	Forecast Mid Year	Actual	Favorable (Unfavorable)		Forecast Mid Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Revenue</b>								
Farebox Revenue	\$0.000	(0.058)	(0.058)	-	\$0.000	(0.150)	(0.150)	-
Other Revenue	(0.074)	(0.037)	\$0.037	50.2	\$0.191	\$0.011	(0.180)	(94.3)
Capital and Other Reimbursements	\$0.000	\$0.005	\$0.005	-	\$0.421	\$0.193	(0.228)	(54.1)
<b>Total Revenue</b>	<b>(0.074)</b>	<b>(0.090)</b>	<b>(0.016)</b>	<b>(21.9)</b>	<b>\$0.611</b>	<b>\$0.054</b>	<b>(0.557)</b>	<b>(91.2)</b>
<b>Expenses</b>								
<b>Labor :</b>								
Payroll	(0.695)	(0.215)	\$0.480	69.1	\$1.294	\$1.101	(0.193)	(14.9)
Overtime	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.097	\$0.097	-
<b>Total Salaries &amp; Wages</b>	<b>(0.695)</b>	<b>(0.215)</b>	<b>\$0.480</b>	<b>69.1</b>	<b>\$1.294</b>	<b>\$1.198</b>	<b>(0.096)</b>	<b>(7.4)</b>
Health and Welfare	\$0.000	(0.783)	(0.783)	-	\$0.000	(1.961)	(1.961)	-
OPEB Current Payment	\$0.000	\$0.043	\$0.043	-	\$0.000	\$1.167	\$1.166	-
Pensions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Other Fringe Benefits	\$0.090	\$0.210	\$0.121	134.9	\$1.264	\$0.676	(0.587)	(46.5)
<b>Total Fringe Benefits</b>	<b>\$0.090</b>	<b>(0.530)</b>	<b>(0.619)</b>	<b>(691.6)</b>	<b>\$1.264</b>	<b>(0.118)</b>	<b>(1.382)</b>	<b>(109.3)</b>
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	-
<b>Labor</b>	<b>(0.605)</b>	<b>(0.744)</b>	<b>(0.138)</b>	<b>(22.9)</b>	<b>\$2.558</b>	<b>\$1.085</b>	<b>(1.474)</b>	<b>(57.6)</b>
<b>Non-Labor :</b>								
Electric Power	\$0.000	(0.124)	(0.124)	-	\$0.000	(0.048)	(0.047)	-
Fuel	\$0.000	(0.002)	(0.002)	-	(0.001)	(0.058)	(0.057)	-
Insurance	\$0.000	\$0.059	\$0.059	-	\$0.000	\$0.047	\$0.047	-
Claims	\$0.032	\$0.032	\$0.000	0.0	\$0.288	\$0.066	(0.222)	(77.2)
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.000	(0.017)	(0.017)	-	\$0.000	\$0.006	\$0.005	-
Professional Service Contracts	\$0.000	(0.189)	(0.189)	-	\$0.000	(0.236)	(0.236)	-
Materials & Supplies	\$0.071	\$0.083	\$0.012	17.6	\$0.088	\$0.154	\$0.067	76.4
Other Business Expenses	\$0.000	\$0.004	\$0.004	-	(0.001)	(0.051)	(0.050)	-
<b>Non-Labor</b>	<b>\$0.103</b>	<b>(0.153)</b>	<b>(0.256)</b>	<b>(248.7)</b>	<b>\$0.373</b>	<b>(0.120)</b>	<b>(0.493)</b>	<b>(132.2)</b>
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>(0.503)</b>	<b>(0.897)</b>	<b>(0.394)</b>	<b>(78.4)</b>	<b>\$2.932</b>	<b>\$0.964</b>	<b>(1.967)</b>	<b>(67.1)</b>
Depreciation	\$1.046	\$0.949	(0.097)	(9.3)	\$8.861	\$8.475	(0.385)	(4.4)
GASB 75 OPEB Expense Adjustment	\$0.275	\$0.000	(0.275)	(100.0)	\$0.825	(0.684)	(1.509)	(182.9)
GASB 68 Pension Adjustment	(0.275)	\$0.000	\$0.275	100.0	(0.825)	(0.889)	(0.064)	(7.8)
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Expenditures</b>	<b>\$0.544</b>	<b>\$0.053</b>	<b>(0.491)</b>	<b>(90.3)</b>	<b>\$11.792</b>	<b>\$7.867</b>	<b>(3.926)</b>	<b>(33.3)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$0.470</b>	<b>(0.037)</b>	<b>(0.508)</b>	<b>(107.9)</b>	<b>\$12.404</b>	<b>\$7.920</b>	<b>(4.483)</b>	<b>(36.1)</b>

Note: Totals may not add due to rounding

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

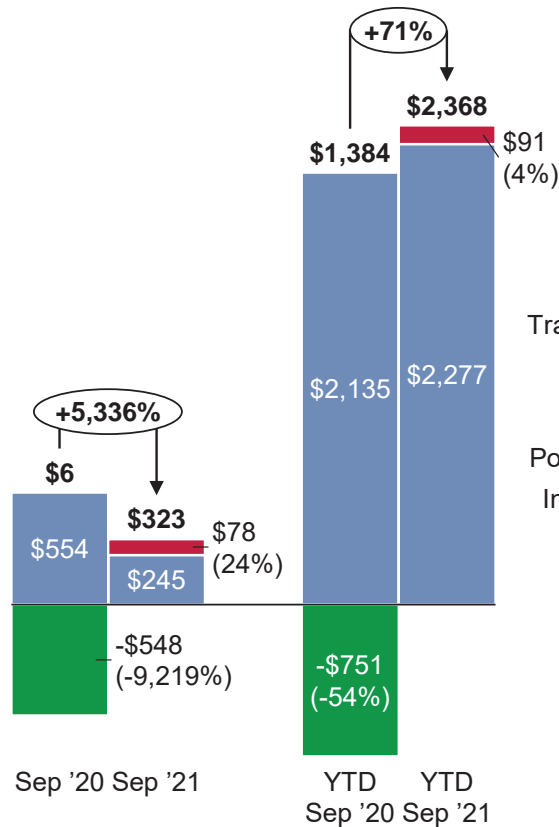
# SIRTOA – Non-Reimbursable Overtime Variance

## September 2021 and YTD forecast vs. variance

\$K

- Variance - Unfavorable
- Variance - Favorable
- Budget

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

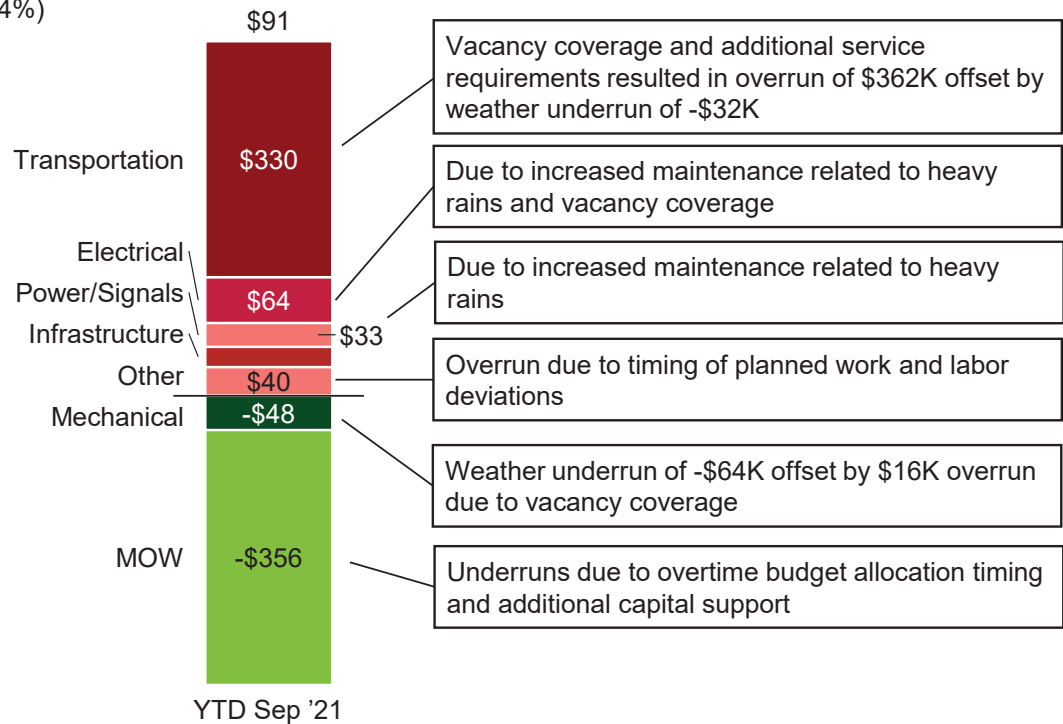


## Overview

- Overall increase of \$984K or 71% compared to September YTD 2020
- \$91K or 4% above 2021 YTD budget
- Maintenance -\$278K underrun: \$122K weather overrun; \$32K vacancy overrun; remaining underrun of -\$432K due to budget allocation and increased capital project support
- Service \$330K overrun: -\$32K weather underrun offset by \$175K overrun due to vacancies and \$187K due to other service requirements

## YTD variance by division

\$K



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

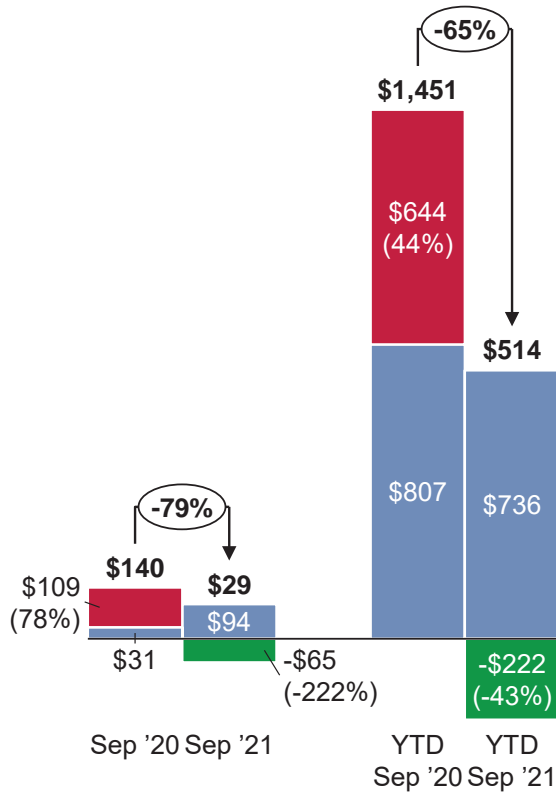
# SIRTOA – Reimbursable Overtime Variance

## September 2021 and YTD forecast vs. variance

\$K

- Variance - Unfavorable
- Variance - Favorable
- Budget

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

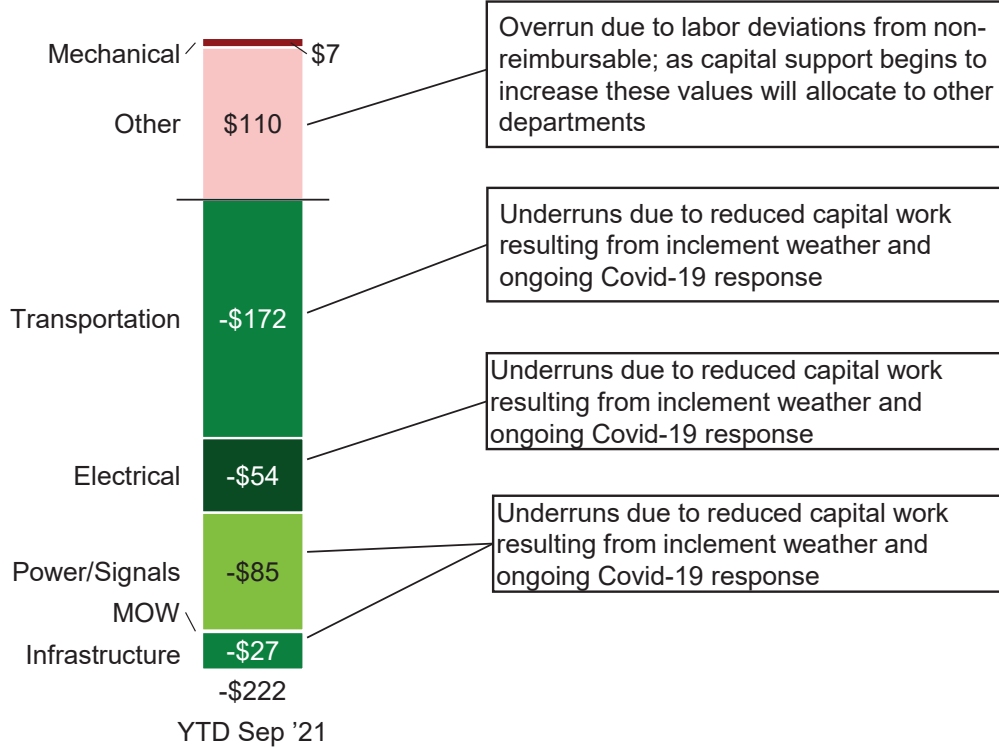


## Overview

- Overall decrease of -\$937K or -65% compared to September YTD 2020
- -\$222K or -43% below 2021 YTD budget
- Maintenance -\$160K underrun due to reduced capital work resulting from inclement weather and Covid-19 response
- Service -\$172K 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.

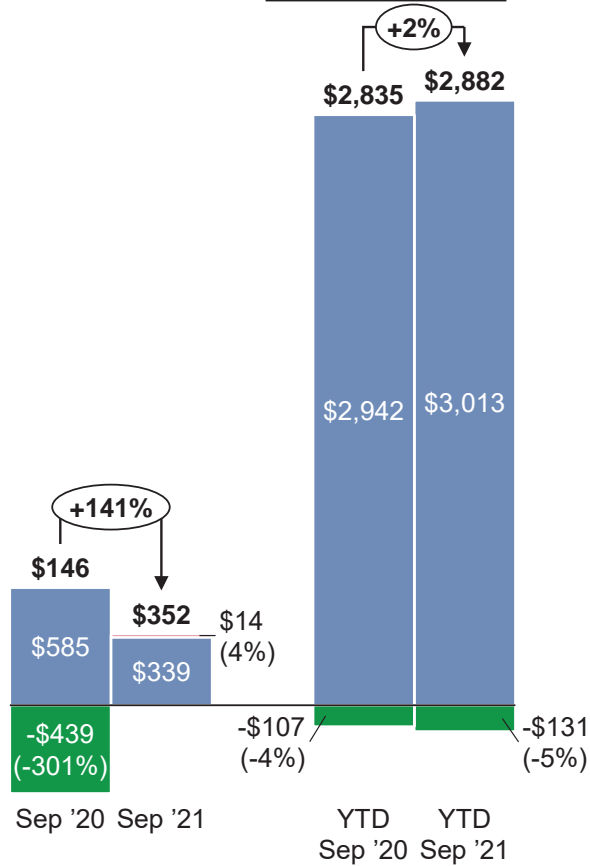
# SIRTOA – Total Overtime Variance

## September 2021 and YTD forecast vs. variance

\$K

- Variance - Unfavorable
- Variance - Favorable
- Budget

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

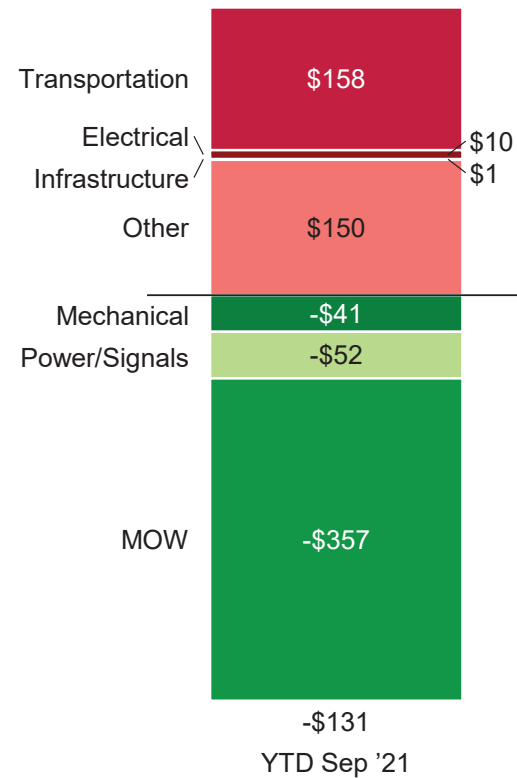


## Overview

- Overall increase of \$48K or 2% compared to September YTD 2020
- -\$131K or -5% 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 POSITIONS by FUNCTION and OCCUPATION  
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS  
Sep 2021**

FUNCTION/OCCUPATION	Forecast	Actual	Favorable/ (Unfavorable)
<b><u>Administration</u></b>			
Managers/Supervisors	13	9	4
Professional/Technical/Clerical	6	6	0
Operational Hourlies	4	2	2
<b>Total Administration</b>	<b>23</b>	<b>17</b>	<b>6</b>
<b><u>Operations</u></b>			
Managers/Supervisors	26	22	4
Professional/Technical/Clerical	6	6	0
Operational Hourlies	120	104	16
<b>Total Operations</b>	<b>152</b>	<b>132</b>	<b>20</b>
<b><u>Maintenance</u></b>			
Managers/Supervisors	25	25	0
Professional/Technical/Clerical	6	6	0
Operational Hourlies	177	160	17
<b>Total Maintenance</b>	<b>208</b>	<b>191</b>	<b>17</b>
<b><u>Engineering/Capital</u></b>			
Managers/Supervisors	4	2	2
Professional/Technical/Clerical	2	0	2
Operational Hourlies	0	0	-
<b>Total Engineering/Capital</b>	<b>6</b>	<b>2</b>	<b>4</b>
<b><u>Total Positions</u></b>			
Managers/Supervisors	68	58	10
Professional/Technical/Clerical	20	18	2
Operational Hourlies	301	266	35
<b>Total Positions</b>	<b>389</b>	<b>342</b>	<b>47</b>

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

	Forecast	Actual	Favorable/ (Unfavorable)
<b>Administration</b>			
SIR Executive	6	4	2
SIR General Office	13	10	3
SIR Purchasing Stores	4	3	1
<b>Total Administration</b>	<b>23</b>	<b>17</b>	<b>6</b>
<b>Operations</b>			
SIR Transportation	152	132	20
<b>Total Operations</b>	<b>152</b>	<b>132</b>	<b>20</b>
<b>Maintenance</b>			
SIR Mechanical	53	50	3
SIR Electronics Electrical	18	18	0
SIR Power Signals	32	29	3
SIR Maintenance of Way	89	76	13
SIR Infrastructure	16	18	(2)
<b>Total Maintenance</b>	<b>208</b>	<b>191</b>	<b>17</b>
<b>Engineering/Capital</b>			
SIR Reimbursable Program Support	6	2	4
<b>Total Engineering/Capital</b>	<b>6</b>	<b>2</b>	<b>4</b>
<b>Total Positions</b>	<b>389</b>	<b>342</b>	<b>47</b>
Non-Reimbursable	336	335	1
Reimbursable	53	7	46
Total Full-Time	389	342	47
Total Full-Time-Equivalents	0	0	0

# Preliminary September 2021 Report: Bus Company

The purpose of this report is to provide the preliminary September 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 forecast, are summarized as follows:

September 2021 Bus Company ridership of 6.8 million was 1.1 million (20.3 percent) above forecast.

- Farebox revenue of \$12.5 million was \$1.9 million (17.9 percent) above forecast.
- Total expenses of \$75.5 million were \$26.7 million (26.1 percent) below forecast.
  - Labor expenses were higher than forecast by \$3.3 million (6.2 percent). Payroll expenses were higher than forecast by \$2.2 million (9.4 percent). Overtime expenses were lower than forecast by \$1.7 million (18.9 percent). Health and Welfare (including OPEB) expenses were higher than forecast by \$3.1 million (36.6 percent). Other Fringe Benefits were lower than forecast by \$0.1 million (1.2 percent).
  - Non-labor expenses were favorable to forecast by \$11.8 million (42.8 percent). Claims expenses were favorable by \$3.1 million (40.7 percent). Maintenance and Other Operating Contracts expenses were lower than forecast by \$2.8 million (53.4 percent). Professional Service Contracts were lower than forecast by \$2.5 million (56.2 percent). Materials and Supplies expenses were favorable by \$3.0 million (48.3 percent). Other Business Expenses were lower than forecast by \$0.2 million (40.8 percent).

**MTA BUS FINANCIAL AND RIDERSHIP REPORT**  
**September 2021**

(All data are preliminary and subject to audit)

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

**Total Revenue** was \$13.0 million in September, \$0.3 million (2.0 percent) unfavorable to forecast, mainly due to lower Other Operating Revenue. Farebox Revenue was favorable by \$1.9 million (17.9 percent) due to higher ridership. Other Operating Revenue was unfavorable by \$2.2 million (81.2 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.

September 2021 YTD farebox revenue of \$99.4 million was \$9.0 million (10.0 percent) above forecast, \$35.7 million (56.0 percent) above 2020, and \$67.2 million (40.3 percent) below 2019.

**Total Ridership** Total MTA Bus ridership in September 2021 was 6.8 million, 20.3 percent (1.1 million riders) above forecast. September 2021 average weekday ridership was 260,330, an increase of 35.7 percent (68,518 riders) from September 2020. Compared to September 2019, average weekday ridership decreased 37.7 percent (157,398 riders). Average weekday ridership for the twelve months ending September 2021 was 207,448, an increase of 5.1 percent (10,059 riders) from the twelve months ending September 2020. This is a decrease of 46.9 percent (183,309 riders) in comparison to the twelve months ending September 2019.

September 2021 YTD actual ridership of 50.6 million was 4.3 million (9.3 percent) above forecast, 19.6 million (63.3 percent) above 2020, and 39.7 million (44.0 percent) below 2019.

**Non-reimbursable expenses**, before Depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were \$71.8 million in September, \$8.5 million (10.6 percent) favorable to forecast.

- Labor expenses were higher than forecast by \$3.3 million (6.2 percent). Payroll expenses were higher than forecast by \$2.2 million (9.4 percent), primarily due to higher vacation, and sick payments. Overtime expenses were lower than forecast by \$1.7 million (18.9 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 higher than forecast by \$3.1 million (36.6 percent), primary due to lower medical & hospitalization and dental costs, partially offset by higher prescription drugs and insurance expenses. Other Fringe Benefits were lower than forecast by \$0.1 million (1.2 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 \$11.8 million (42.8 percent). Claims expenses were favorable by \$3.1 million (40.7 percent), due to timing of expenses. Maintenance and Other Operating Contracts expenses were lower than forecast by \$2.8 million (53.4 percent), mainly due to the timing of facility maintenance, Bus Technology, farebox maintenance, Shop Program COVID-19 expenses, and Tires and Tube rental and vehicle purchases. Professional Service Contracts were lower than forecast by \$2.5 million (56.2 percent), due to the timing of interagency billing, Bus Technology, and service contracts. Materials and Supplies expenses were favorable by \$3.0 million (48.3 percent), mainly due to lower usage of general maintenance material as well as the timing of radio equipment maintenance/repairs, construction material, and COVID-19 expenses. Other Business Expenses were lower than forecast by \$0.2 million (40.8 percent), due to lower print and stationery supplies costs, and the timing of Automatic Fare Collection (AFC) fees, Mobility tax, and other miscellaneous expenses.



Depreciation expenses of \$3.8 million were \$1.1 million (23.0 percent) below forecast due to the timing of asset replacement. No expenses or credits were recorded in September regarding GASB 68 Pension adjustment and GASB 75 OPEB Expense adjustment.

Year-to-date, expenses were less than forecast by a net \$128.5 million (16.8 percent), including favorable non-labor expenses of \$51.8 million (28.9 percent), as well as favorable labor expenses of \$3.4 million (0.7 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 \$35.4 million, favorable to forecast by \$4.6 million (11.4 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 September was \$58.2 million, \$11.9 million (17.0 percent) favorable to the forecast; the year-to-date operating cash deficit was \$449.2 million, \$79.8 million (15.1 percent) favorable to forecast.

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

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Favorable			Mid Year Forecast	Favorable			Mid Year Forecast	Favorable		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
			(Unfavorable)			(Unfavorable)				(Unfavorable)		
<b>Revenue</b>												
Farebox Revenue	\$10.605	\$12.503	\$1.898	17.9	\$0.000	\$0.000	\$0.000	-	\$10.605	\$12.503	\$1.898	17.9
Other Operating Income	2.659	0.500	(2.159)	(81.2)	-	-	-	-	2.659	0.500	(2.159)	(81.2)
Capital and Other Reimbursements	-	-	-	-	\$0.434	\$0.530	0.095	21.9	0.434	0.530	0.096	22.1
<b>Total Revenue</b>	<b>\$13.264</b>	<b>\$13.003</b>	<b>(\$0.261)</b>	<b>(2.0)</b>	<b>\$0.434</b>	<b>\$0.530</b>	<b>\$0.096</b>		<b>\$13.698</b>	<b>\$13.533</b>	<b>(\$0.165)</b>	<b>(1.2)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$23.724	\$25.964	(\$2.240)	(9.4)	\$0.104	\$0.227	(\$0.123)	*	\$23.828	\$26.191	(\$2.362)	(9.9)
Overtime	9.149	7.423	1.726	18.9	-	\$0.043	(0.043)	-	9.149	7.466	1.683	18.4
Health and Welfare	6.510	9.523	(3.012)	(46.3)	\$0.195	-	0.195	100.0	6.705	9.523	(2.818)	(42.0)
OPEB Current Payment	1.860	1.911	(0.051)	(2.7)	-	-	-	-	1.860	1.911	(0.051)	(2.7)
Pensions	5.029	5.057	(0.028)	(0.6)	-	-	-	-	5.029	5.057	(0.028)	(0.6)
Other Fringe Benefits	6.469	6.391	0.078	1.2	(0.003)	\$0.031	(0.033)	*	6.467	6.423	0.044	0.7
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	0.023	(0.228)	0.251	*	(\$0.023)	\$0.229	(0.253)	*	0.000	-	-	0.0
<b>Total Labor Expenses</b>	<b>\$52.764</b>	<b>\$56.041</b>	<b>(\$3.276)</b>	<b>(6.2)</b>	<b>\$0.273</b>	<b>\$0.530</b>	<b>(\$0.257)</b>	<b>(94.1)</b>	<b>\$53.037</b>	<b>\$56.570</b>	<b>(\$3.533)</b>	<b>(6.7)</b>
<i>Non-Labor:</i>												
Electric Power	\$0.124	\$0.185	(\$0.061)	(49.2)	\$0.000	\$0.000	\$0.000	-	\$0.124	\$0.185	(\$0.061)	(49.2)
Fuel	2.712	2.683	0.029	1.1	-	-	-	-	2.712	2.683	0.029	1.1
Insurance	0.631	0.432	0.199	31.5	-	-	-	-	0.631	0.432	0.200	31.7
Claims	7.592	4.500	3.092	40.7	-	-	-	-	7.592	4.500	3.092	40.7
Maintenance and Other Operating Cont	5.327	2.484	2.843	53.4	\$0.035	-	0.035	100.0	5.361	2.484	2.878	53.7
Professional Service Contracts	4.380	1.919	2.461	56.2	-	-	-	-	4.380	1.919	2.460	56.2
Materials & Supplies	6.206	3.210	2.996	48.3	\$0.126	-	0.126	100.0	6.332	3.210	3.122	49.3
Other Business Expense	0.503	0.298	0.205	40.8	-	-	-	-	0.503	0.298	0.20	40.6
<b>Total Non-Labor Expenses</b>	<b>\$27.474</b>	<b>\$15.711</b>	<b>\$11.764</b>	<b>42.8</b>	<b>\$0.161</b>	<b>\$0.000</b>	<b>\$0.161</b>	<b>100.0</b>	<b>\$27.635</b>	<b>\$15.711</b>	<b>\$11.924</b>	<b>43.1</b>
<b>Total Expenses before Non-Cash Lia</b>	<b>\$80.239</b>	<b>\$71.751</b>	<b>\$8.487</b>	<b>10.6</b>	<b>\$0.434</b>	<b>\$0.530</b>	<b>(\$0.096)</b>	<b>(22.1)</b>	<b>\$80.672</b>	<b>\$72.281</b>	<b>\$8.391</b>	<b>10.4</b>
Depreciation	4.887	\$3.762	\$1.125	23.0	\$0.000	\$0.000	\$0.000	-	\$4.887	\$3.762	\$1.126	23.0
GASB 75 OPEB Expense Adjustment	9.901	-	9.901	100.0	-	-	-	-	9.901	-	9.901	100.0
GASB 68 Pension Adjustment	7.139	-	7.139	100.0	-	-	-	-	7.139	-	7.139	100.0
Environmental Remediation	-	(0.006)	0.006	-	-	-	-	-	-	(0.006)	0.006	-
<b>Total Expenses</b>	<b>\$102.166</b>	<b>\$75.507</b>	<b>\$26.658</b>	<b>26.1</b>	<b>\$0.434</b>	<b>\$0.530</b>	<b>(\$0.096)</b>	<b>(22.1)</b>	<b>\$102.599</b>	<b>\$76.037</b>	<b>\$26.562</b>	<b>25.9</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$88.902)</b>	<b>(\$62.504)</b>	<b>\$26.397</b>	<b>29.7</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$88.901)</b>	<b>(\$62.504)</b>	<b>\$26.397</b>	<b>29.7</b>

NOTE: Totals may not add due to rounding

Note: Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current 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**  
**September 2021 Year-To-Date**

(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	Mid Year Forecast	Actual	(Unfavorable)		Mid Year Forecast	Actual	(Unfavorable)		Mid Year Forecast	Actual	(Unfavorable)	
Variance			Percent	Variance			Percent	Variance			Percent	
<b>Revenue</b>												
Farebox Revenue	\$90.381	\$99.427	\$9.046	10.0	\$0.000	\$0.000	\$0.000	-	\$90.381	\$99.427	\$9.046	10.0
Other Operating Income	13.135	\$4.811	(8.324)	(63.4)	-	-	-	-	13.135	4.811	(8.324)	(63.4)
Capital and Other Reimburs	-	\$0.000	-	-	\$4.329	\$4.779	0.450	10.4	4.329	4.779	0.450	10.4
<b>Total Revenue</b>	<b>\$103.516</b>	<b>\$104.238</b>	<b>\$0.722</b>	<b>0.7</b>	<b>\$4.329</b>	<b>\$4.779</b>	<b>\$0.450</b>	<b>10.4</b>	<b>\$107.845</b>	<b>\$109.016</b>	<b>\$1.171</b>	<b>1.1</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$220.616	\$225.900	(5.284)	(2.4)	\$1.913	\$2.615	(\$0.702)	(36.7)	\$222.529	\$228.516	(\$5.986)	(2.7)
Overtime	71.785	63.552	8.23	11.5	0.013	0.098	(0.085)	*	71.798	63.651	8.147	11.3
Health and Welfare	66.430	70.402	(3.97)	(6.0)	\$0.784	-	0.784	100.0	67.214	70.402	(3.188)	(4.7)
OPEB Current Payment	18.637	18.895	(0.258)	(1.4)	-	-	-	-	18.637	18.895	(0.258)	(1.4)
Pensions	45.466	45.928	(0.462)	(1.0)	-	-	-	-	45.466	45.928	(0.462)	(1.0)
Other Fringe Benefits	53.477	49.350	4.13	7.7	(0.005)	\$0.070	(0.076)	*	53.472	49.420	4.052	7.6
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.806)	(1.825)	1.019	*	\$0.975	\$1.994	(1.019)	*	0.169	0.169	-	0.0
<b>Total Labor Expenses</b>	<b>\$475.605</b>	<b>\$472.203</b>	<b>\$3.402</b>	<b>0.7</b>	<b>\$3.681</b>	<b>\$4.779</b>	<b>(\$1.098)</b>	<b>(29.8)</b>	<b>\$479.286</b>	<b>\$476.981</b>	<b>\$2.305</b>	<b>0.5</b>
<i>Non-Labor:</i>												
Electric Power	\$1.181	\$1.372	(\$0.192)	(16.3)	-	-	-	-	\$1.181	\$1.372	(\$0.192)	(16.3)
Fuel	15.985	12.582	3.403	21.3	-	-	-	-	15.985	12.582	3.403	21.3
Insurance	4.654	3.868	0.787	16.9	-	-	-	-	4.654	3.868	0.787	16.9
Claims	53.096	40.500	12.596	23.7	-	-	-	-	53.096	40.500	12.596	23.7
Maintenance and Other Op	32.063	19.414	12.65	39.5	\$0.139	-	0.139	100.0	32.20	19.414	12.79	39.7
Professional Service Contr	28.076	18.712	9.37	33.4	-	-	-	-	28.076	18.712	9.365	33.4
Materials & Supplies	41.391	29.207	12.184	29.4	\$0.508	-	0.508	100.0	41.899	29.207	12.692	30.3
Other Business Expense	3.077	2.037	1.040	33.8	-	-	-	-	3.077	2.037	1.040	33.8
<b>Total Non-Labor Expense</b>	<b>\$179.523</b>	<b>\$127.691</b>	<b>\$51.832</b>	<b>28.9</b>	<b>\$0.647</b>	<b>\$0.000</b>	<b>\$0.647</b>	<b>100.0</b>	<b>\$180.170</b>	<b>\$127.691</b>	<b>\$52.479</b>	<b>29.1</b>
<b>Total Expenses before Nc</b>	<b>\$655.128</b>	<b>\$599.894</b>	<b>\$55.234</b>	<b>8.4</b>	<b>\$4.328</b>	<b>\$4.779</b>	<b>(\$0.450)</b>	<b>(10.4)</b>	<b>\$659.456</b>	<b>\$604.673</b>	<b>\$54.783</b>	<b>8.3</b>
Depreciation	\$39.969	35.396	\$4.573	11.4	-	-	-	-	\$39.969	\$35.396	\$4.573	11.4
GASB 75 OPEB Expense A	39.900	-	39.900	100.0	-	-	-	-	39.900	-	39.900	100.0
GASB 68 Pension Adjustm	28.769	-	28.769	100.0	-	-	-	-	28.769	-	28.769	100.0
Environmental Remediatior	-	(0.006)	0.006	-	-	-	-	-	-	(0.006)	0.006	-
<b>Total Expenses</b>	<b>\$763.767</b>	<b>\$635.285</b>	<b>\$128.482</b>	<b>16.8</b>	<b>\$4.328</b>	<b>\$4.779</b>	<b>(\$0.450)</b>	<b>(10.4)</b>	<b>\$768.095</b>	<b>\$640.063</b>	<b>\$128.032</b>	<b>16.7</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$660.251)</b>	<b>(\$531.047)</b>	<b>\$129.204</b>	<b>19.6</b>	<b>(\$0.000)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>*</b>	<b>(\$660.250)</b>	<b>(\$531.047)</b>	<b>\$129.203</b>	<b>19.6</b>

NOTE: Totals may not add due to rounding

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

**MTA BUS COMPANY**  
**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 Reims	September 2021				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Farebox Revenue	NR	\$ 1,898	17.9	Higher ridership partially offset by lower average fare	\$ 9,046	10.0	Higher ridership and higher average fare		
Other Operating Revenue	NR	\$ (2,159)	(81.2)	No Student fare revenue due to COVID-19, lower Senior Citizen fare reimbursement as well as lower recoveries from Other Insurance and Other Contract services	\$ (8,324)	(63.4)	No Student fare revenue due to COVID-19, lower Senior Citizen fare reimbursement as well as lower recoveries from Other Insurance and Other Contract services		
Capital and Other Reimbursements	R	\$ 0,095	*	(a)	\$ 0,450	10.4	Timing of Reimbursements		
<b>Total Revenue Variance</b>		<b>\$ (0,166)</b>	<b>(1.2)</b>		<b>\$ 1,172</b>	<b>1.1</b>			
Payroll	NR	\$ (2,240)	(9.4)	Primarily due to higher vacation and sick payment	\$ (5,284)	(2.4)	Primarily due to higher vacation payment, higher cash out of sick and personal time, and lower attrition		
Overtime	NR	\$ 1,726	18.9	Primarily lower unscheduled overtime, COVID-19 related cleaning, and programmatic maintenance partially offset by lower availability	\$ 8,234	11.5	Primarily lower unscheduled overtime, COVID-19 related cleaning, and programmatic maintenance partially offset by the essential overnight service and lower availability		
Health and Welfare (including OPEB)	NR	\$ (3,063)	(36.6)	Primary due to higher Life Insurance, medical & hospitalization cost and Health & Welfare Reimbursable offset by lower dental cost and prescription coverage	\$ (4,229)	(5.0)	Primary due to higher Life Insurance, Health & Welfare Reimbursable and prescription coverage offset by lower dental, medical and hospitalization cost		
Pension	NR	\$ (0,028)	(0.6)	(a)	\$ (0,462)	(1.0)	Higher expenses		
Other Fringe Benefits	NR	\$ 0,078	1.2	(a)	\$ 4,126	7.7	Timing of interagency billing, lower Worker's Compensation, Health Benefit Trust and Medicare expenses.		
Reimbursable Overhead	NR	\$ 0,251	*	Timing of Expenses	\$ 1,019	*	Timing of Expenses		
Electric Power	NR	\$ (0,061)	(49.2)	(a)	\$ (0,192)	(49.2)	(a)		
Fuel	NR	\$ 0,029	1.1	(a)	\$ 3,403	21.3	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	\$ 0,199	31.5	Timing of expenses	\$ 0,787	16.9	Timing of expenses		
Claims	NR	\$ 3,092	40.7	Timing of expenses	\$ 12,596	23.7	Timing of expenses		
Maintenance and Other Operating Contracts	NR	\$ 2,843	53.4	Mainly the timing of facility maintenance, Bus Technology, farebox maintenance, Shop Program and COVID-19 expenses, Tires and Tubes Rentals and Vehicle Purchases	\$ 12,650	39.5	Mainly the timing of facility maintenance, Bus Technology, farebox maintenance, Shop Program and COVID-19 expenses, Tires and Tubes Rentals and Vehicle Purchases		
Professional Service Contracts	NR	\$ 2,461	56.2	Timing of interagency billing, Bus Technology, and service contracts	\$ 9,365	33.4	Timing of interagency billing, Bus Technology, and service contracts		
Materials & Supplies	NR	\$ 2,996	48.3	Mainly due to lower usage of general maintenance material as well as timing of radio equipment maintenance/repairs, construction material, and COVID-19 expenses	\$ 12,184	29.4	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	\$ 0,205	40.8	Lower print and stationery supplies, and the timing of Automatic Fare Collection (AFC) fees, Mobility tax, and other miscellaneous expenses	\$ 1,040	33.8	Lower print and stationery supplies, and the timing of Automatic Fare Collection (AFC) fees, Mobility tax, and other misc. expenses		
Depreciation	NR	\$ 1,126	23.0	Timing of asset replacement	\$ 4,573	11.4	Timing of asset replacement		
Other Post Employment Benefits	NR	\$ 9,901	100.0	(a)	\$ 39,900	100.0			
GASB 68 Pension Adjustment	NR	\$ 7,139	100.0	(a)	\$ 28,769	100.0			
Environmental Remediation	NR	\$ 0,006	-		\$ 0,006	-			
Payroll	R	\$ (0,123)	*	(a)	\$ (0,702)	(36.7)			
Overtime	R	\$ (0,043)	*	(a)	\$ (0,085)	*			
Health and Welfare	R	\$ 0,195	100.0		\$ 0,784	100.0			
Pension	R	\$ -	.	Timing of charges	\$ -	-			
Other Fringe Benefits	R	\$ (0,033)	.		\$ (0,076)	-			
Reimbursable Overhead	R	\$ (0,253)	*		\$ (1,019)	*			
Professional Service Contracts	R	\$ -	(a)		\$ -	-			
Maintenance and Other Operating	R	\$ 0,035	*	(a)	\$ 0,139	*			
Materials & Supplies	R	\$ 0,126	*	(a)	\$ 0,508	*			
<b>Total Expense Variance</b>		<b>\$ 26,564</b>	<b>25.9</b>		<b>\$ 128,034</b>	<b>16.7</b>			
<b>Net Variance</b>		<b>\$ 26,398</b>	<b>29.7</b>		<b>\$ 129,206</b>	<b>19.6</b>			

(a) - Variance less than 5%

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

(\$ in millions)

	September 2021				Year-To-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b><u>Receipts</u></b>								
Farebox Revenue	\$10.605	\$11.488	\$0.883	8.3	\$90.122	\$98.387	\$8.265	9.2
Other Operating Revenue	\$2.791	0.357	(2.434)	(87.2)	12.821	5.289	(7.532)	(58.7)
Capital and Other Reimburs	\$0.439	0.417	(0.022)	(5.1)	4.328	4.569	0.241	5.6
<b>Total Receipts</b>	<b>\$13.834</b>	<b>\$12.262</b>	<b>(\$1.572)</b>	<b>(11.4)</b>	<b>\$107.271</b>	<b>\$108.245</b>	<b>\$0.974</b>	<b>0.9</b>
<b><u>Expenditures</u></b>								
<i>Labor:</i>								
Payroll	\$22.840	\$22.613	\$0.228	1.0	\$214.384	\$212.389	\$1.995	0.9
Overtime	9.149	7.466	1.683	18.4	71.799	63.651	8.148	11.3
Health and Welfare	9.224	16.877	(7.652)	(83.0)	66.829	77.234	(10.406)	(15.6)
OPEB Current Payment	2.107	1.911	0.198	9.4	17.953	17.282	0.671	3.7
Pensions	5.618	5.057	0.561	10.0	47.171	44.929	2.243	4.8
Other Fringe Benefits	5.334	6.238	(0.905)	(17.0)	43.639	43.814	(0.175)	(0.4)
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.000)	-	(0.000)	(100.0)	(0.000)	-	(0.000)	(100.0)
<b>Total Labor Expenditures</b>	<b>\$54.270</b>	<b>\$60.162</b>	<b>(\$5.892)</b>	<b>(10.9)</b>	<b>\$461.776</b>	<b>\$459.299</b>	<b>\$2.477</b>	<b>0.5</b>
<i>Non-Labor:</i>								
Electric Power	\$0.101	\$0.185	(\$0.084)	(83.8)	\$1.254	\$1.542	(\$0.288)	(23.0)
Fuel	2.149	2.185	(0.036)	(1.7)	17.696	16.272	1.424	8.0
Insurance	0.938	-	0.938	100.0	3.753	-	3.753	100.0
Claims	4.641	1.074	3.567	76.9	23.072	8.033	15.039	65.2
Maintenance and Other Op	5.752	1.682	4.070	70.8	33.714	20.274	13.440	39.9
Professional Service Contr	8.298	1.666	6.632	79.9	47.008	20.119	26.889	57.2
Materials & Supplies	7.210	3.161	4.049	56.2	44.954	30.112	14.841	33.0
Other Business Expenses	0.540	0.307	0.233	43.1	3.279	1.998	1.281	39.1
<b>Total Non-Labor Expendit</b>	<b>\$29.630</b>	<b>\$10.260</b>	<b>\$19.370</b>	<b>65.4</b>	<b>\$174.729</b>	<b>\$98.350</b>	<b>\$76.379</b>	<b>43.7</b>
<b>Total Expenditures</b>	<b>\$83.900</b>	<b>\$70.422</b>	<b>\$13.478</b>	<b>16.1</b>	<b>\$636.505</b>	<b>\$557.649</b>	<b>\$78.856</b>	<b>12.4</b>
<b>Operating Cash Surplus/(</b>	<b>(\$70.066)</b>	<b>(\$58.160)</b>	<b>\$11.906</b>	<b>17.0</b>	<b>(\$529.234)</b>	<b>(\$449.404)</b>	<b>\$79.830</b>	<b>15.1</b>

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)

	September 2021			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
<b>Operating Receipts or Disbursements</b>	\$	%		\$	%	
Farebox Revenue	\$ 0.883	8.3	Higher ridership partially offset by lower average fare	\$ 8.265	9.2	Higher ridership and higher average fare
Other Operating Revenue	(2.434)	(87.2)	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	(7.532)	(58.7)	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	(0.022)	(5.1)	(a)	0.241	5.6	Timing of reimbursement receipts
<b>Total Receipts</b>	<b>\$ (1.574)</b>	<b>(11.4)</b>		<b>\$ 0.974</b>	<b>0.9</b>	
Payroll	\$ 0.228	1.0	Timing of Payment	\$ 1.995	0.9	Prior period payments of interagency billing offset by timing of expenses
Overtime	1.683	18.4	Primarily lower unscheduled overtime, COVID-19 related cleaning, and programmatic maintenance partially offset by lower availability	8.148	11.3	Primarily lower unscheduled overtime, COVID-19 related cleaning, and programmatic maintenance partially offset by the essential overnight service and lower availability
Health and Welfare (including OPEB)	(7.454)	(65.8)	Primary due to higher Life Insurance, medical & hospitalization cost, Health & Welfare Reimbursable and timing of payments offset by lower dental cost and prescription coverage	(9.735)	(11.5)	Primary due to higher Life Insurance, Health & Welfare Reimbursable, prescription coverage and timing of payments offset by lower dental, medical and hospitalization cost
Pension	0.561	10.0	Timing of payments	2.243	4.8	Timing of payments
Other Fringe Benefits	(0.905)	(17.0)	Timing of payments	(0.175)	(0.4)	Timing of payments
GASB	-	-	(a)	-	-	
Electric Power	(0.084)	(83.8)	(a)	(0.288)	(23.0)	(a)
Fuel	(0.036)	(1.7)	(a)	1.424	8.0	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	3.753	100.0	Timing of payments
Claims	3.567	76.9	Timing of payments	15.039	65.2	Timing of payments
Maintenance and Other Operating Contracts	4.070	70.8	Mainly the timing of facility maintenance, Bus Technology, farebox maintenance, Shop Program and COVID-19 expenses, Tires and Tubes Rentals and Vehicle Purchases	13.440	39.9	Mainly the timing of facility maintenance, Bus Technology, farebox maintenance, Shop Program and COVID-19 expenses, Tires and Tubes Rentals and Vehicle Purchases
Professional Service Contracts	6.632	79.9	Timing of interagency billing, Bus Technology, and service contracts	26.889	57.2	Timing of interagency billing, Bus Technology, and service contracts
Materials & Supplies	4.049	56.2	Mainly due to lower usage of general maintenance material as well as timing of radio equipment maintenance/repairs, construction material, and COVID-19 expenses	14.841	33.0	Mainly due to lower usage of general maintenance material as well as timing of radio equipment maintenance/repairs, construction material, and COVID-19 expenses
Other Business Expenditure	0.233	43.1	Lower print and stationery supplies, and the timing of Automatic Fare Collection (AFC) fees, Mobility tax, and other miscellaneous expenses	1.281	39.1	Lower print and stationery supplies, and the timing of Automatic Fare Collection (AFC) fees, Mobility tax, and other miscellaneous expenses
<b>Total Expenditures</b>	<b>\$ 13.481</b>	<b>16.1</b>		<b>\$ 78.854</b>	<b>12.4</b>	
<b>Net Cash Variance</b>	<b>\$ 11.906</b>	<b>17.0</b>		<b>\$ 79.830</b>	<b>15.1</b>	

(a) - Variance less than 5%

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

(\$ in millions)

	September 2021				Year-To-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	(\$0.000)	(1.015)	(\$1.014)	*	(\$0.259)	(\$1.040)	(\$0.781)	*
Other Operating Revenue	0.132	(0.143)	(0.274)	*	(0.314)	0.478	0.792	*
Capital and Other Reimbursements	0.005	(0.113)	(0.117)	*	(0.001)	(0.210)	(0.209)	*
<b>Total Receipts</b>	<b>\$0.136</b>	<b>(\$1.270)</b>	<b>(\$1.406)</b>	<b>*</b>	<b>(\$0.574)</b>	<b>(\$0.772)</b>	<b>(\$0.198)</b>	<b>(34.4)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$0.988	\$3.578	\$2.590	*	\$8.145	\$16.127	\$7.982	98.0
Overtime	0.000	0.000	(0.000)	(16.9)	(0.001)	0.000	0.001	*
Health and Welfare	(2.519)	(7.354)	(4.834)	*	0.385	(6.832)	(7.217)	*
OPEB Current Payment	(0.247)	0.000	0.247	*	0.684	1.613	0.929	*
Pensions	(0.589)	0.000	0.589	*	(1.705)	0.999	2.704	*
Other Fringe Benefits	1.133	0.185	(0.948)	(83.7)	9.833	5.606	(4.227)	(43.0)
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	0.000	-	(0.000)	(100.0)	0.169	0.169	(0.000)	(0.1)
<b>Total Labor Expenditures</b>	<b>(\$1.233)</b>	<b>(\$3.590)</b>	<b>(\$2.357)</b>	<b>*</b>	<b>\$17.510</b>	<b>\$17.682</b>	<b>\$0.172</b>	<b>1.0</b>
<i>Non-Labor:</i>								
Electric Power	\$0.023	\$0.000	(\$0.023)	(99.0)	(\$0.073)	(\$0.170)	(\$0.097)	*
Fuel	0.563	0.498	(0.065)	(11.5)	(1.711)	(3.690)	(1.979)	*
Insurance	(0.307)	0.432	0.739	*	0.901	3.868	2.967	*
Claims	2.951	3.426	0.475	16.1	30.024	32.467	2.443	8.1
Maintenance and Other Operating Contracts	(0.391)	0.802	1.193	*	(1.511)	(0.860)	0.651	43.1
Professional Service Contracts	(3.918)	0.253	4.171	*	(18.932)	(1.407)	17.525	92.6
Materials & Supplies	(0.878)	0.049	0.927	*	(3.055)	(0.905)	2.149	70.4
Other Business Expenditures	(0.037)	(0.009)	0.029	77.2	(0.202)	0.039	0.241	*
<b>Total Non-Labor Expenditures</b>	<b>(\$1.995)</b>	<b>\$5.451</b>	<b>\$7.446</b>	<b>*</b>	<b>\$5.442</b>	<b>\$29.341</b>	<b>\$23.900</b>	<b>*</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>(\$3.092)</b>	<b>\$0.591</b>	<b>\$3.683</b>	<b>*</b>	<b>\$22.377</b>	<b>\$46.252</b>	<b>\$23.875</b>	<b>*</b>
Depreciation Adjustment	4.887	3.762	(1.125)	(23.0)	39.969	35.396	(4.573)	(11.4)
GASB 75 OPEB Expense Adjustment	9.901	-	(9.901)	(100.0)	39.900	-	(39.900)	(100.0)
GASB 68 Pension Adjustment	7.139	-	(7.139)	(100.0)	28.769	-	(28.769)	(100.0)
Environmental Remediation	-	(0.006)	(0.006)	-	-	(0.006)	(0.006)	-
<b>Total Expenses/Expenditures</b>	<b>\$ 18.835</b>	<b>\$ 4.347</b>	<b>(\$14.488)</b>	<b>(76.9)</b>	<b>\$ 131.015</b>	<b>\$ 81.642</b>	<b>(\$49.373)</b>	<b>(37.7)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$18.835</b>	<b>\$4.347</b>	<b>(\$14.488)</b>	<b>(76.9)</b>	<b>\$131.015</b>	<b>\$81.642</b>	<b>(\$49.373)</b>	<b>(37.7)</b>

NOTE: Totals may not add due to rounding

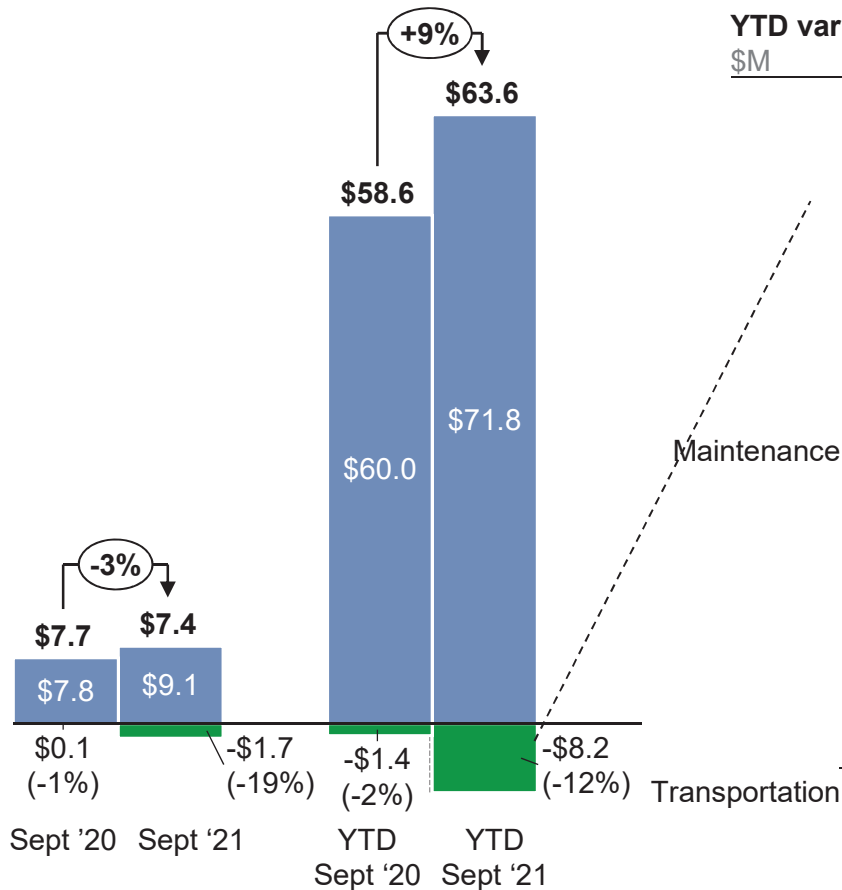
# MTA Bus – Non-Reimbursable Overtime Variance

## Sept 2021 and YTD Mid-Year Forecast vs. Variance

\$M

- Favorable
- Unfavorable
- Budget

Annual Budget  
Forecast: \$99.8M

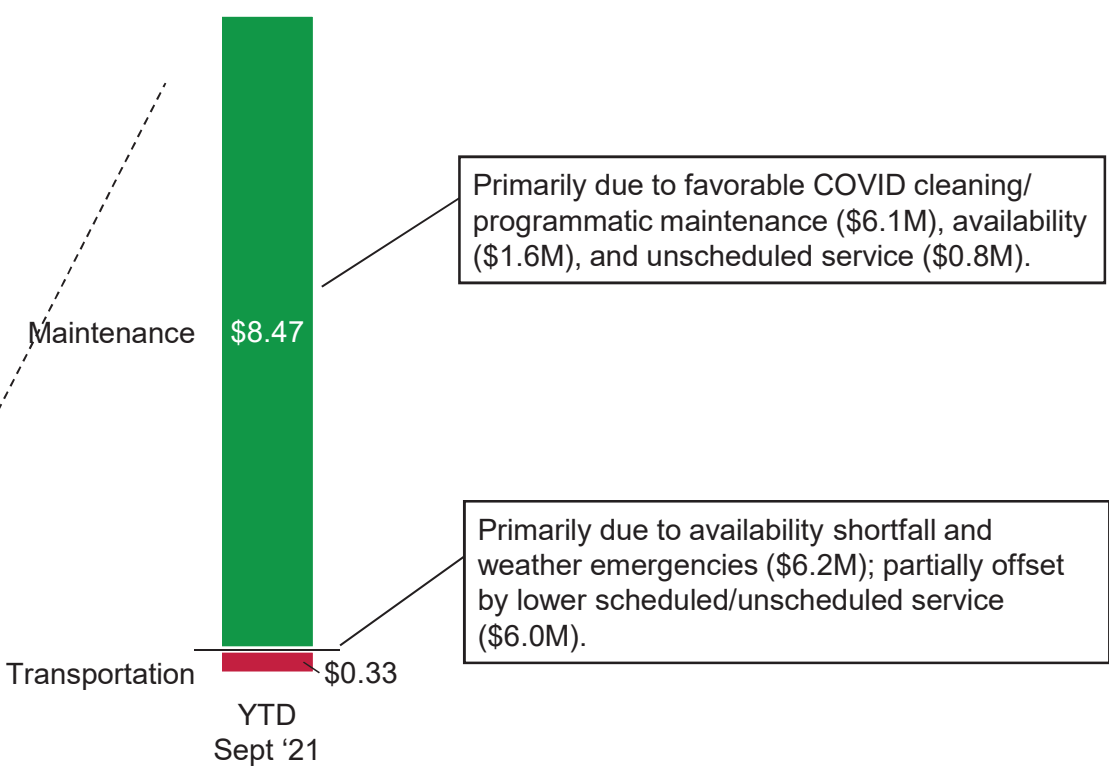


## Overview

- Sept 2021 decreased by \$0.2M or 3% compared to Sept 2020
- Sept YTD 2021 is 12% under budget

## YTD variance by division

\$M



Primarily due to favorable COVID cleaning/ programmatic maintenance (\$6.1M), availability (\$1.6M), and unscheduled service (\$0.8M).

Primarily due to availability shortfall and weather emergencies (\$6.2M); partially offset by lower scheduled/unscheduled service (\$6.0M).

Source: Forecast budget, GL actuals for overtime spending.

Note: MTABC does not have Reimbursable OT for 2020; 2021 Reimbursable OT is less than \$100K .



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

FUNCTION/DEPARTMENT	Mid -Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Office of the EVP	3	2	1	
Human Resources	16	12	4	
Office of Management and Budget	14	10	4	
Material	15	13	2	
Controller	18	17	1	
Office of the President	4	-	4	
System Safety Administration	-	-	-	
Law	20	17	3	
Labor Relations	-	-	-	
Strategic Office	19	17	2	
Non-Departmental	2	-	2	
<b>Total Administration</b>	<b>111</b>	<b>88</b>	<b>23</b>	Vacancies
<b>Operations</b>				
Buses	2,298	2,240	59	
Office of the Executive VP	6	4	2	
Safety & Training	68	63	5	Less Bus Operator Training
Road Operations	141	134	7	
Transportation Support	25	24	1	
Operations Planning	34	27	7	
Revenue Control	6	6	-	
<b>Total Operations</b>	<b>2,578</b>	<b>2,498</b>	<b>81</b>	Mainly Bus Operator Vacancies
<b>Maintenance</b>				
Buses	723	719	4	
Maintenance Support/CMF	210	196	14	
Facilities	76	74	2	
Supply Logistics	104	91	13	
<b>Total Maintenance</b>	<b>1,113</b>	<b>1,080</b>	<b>33</b>	Vacancies
Capital Program Management	35	22	13	
<b>Total Engineering/Capital</b>	<b>35</b>	<b>22</b>	<b>13</b>	Mainly Managerial Vacancies
Security	13	11	2	
<b>Total Public Safety</b>	<b>13</b>	<b>11</b>	<b>2</b>	Vacancy
<b>Total Positions</b>	<b>3,850</b>	<b>3,699</b>	<b>152</b>	
Non-Reimbursable	3,812	3,666	147	
Reimbursable	38	33	5	
<b>Total Full-Time</b>	<b>3,832</b>	<b>3,684</b>	<b>149</b>	
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**  
**SEPTEMBER 2021**

FUNCTION/OCCUPATIONAL GROUP	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	46	34	12	
Professional, Technical, Clerical	63	54	9	
Operational Hourlies	2	-	2	
<b>Total Administration</b>	<b>111</b>	<b>88</b>	<b>23</b>	Vacancies
<b>Operations</b>				
Managers/Supervisors	319	305	14	
Professional, Technical, Clerical	45	42	3	
Operational Hourlies	2,214	2,151	64	
<b>Total Operations</b>	<b>2,578</b>	<b>2,498</b>	<b>81</b>	Mainly Bus Operator vacancies
<b>Maintenance</b>				
Managers/Supervisors	241	223	18	
Professional, Technical, Clerical	35	33	2	
Operational Hourlies	837	824	13	
<b>Total Maintenance</b>	<b>1,113</b>	<b>1,080</b>	<b>33</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	21	11	10	
Professional, Technical, Clerical	14	11	3	
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>35</b>	<b>22</b>	<b>13</b>	Mainly Managerial Vacancies
<b>Public Safety</b>				
Managers/Supervisors	8	6	2	
Professional, Technical, Clerical	5	5	-	
Operational Hourlies	-	-	-	
<b>Total Public Safety</b>	<b>13</b>	<b>11</b>	<b>2</b>	Vacancy
<b>Total Baseline Positions</b>				
Managers/Supervisors	635	579	56	
Professional, Technical, Clerical	162	145	17	
Operational Hourlies	3,053	2,975	79	
<b>Total Baseline Positions</b>	<b>3,850</b>	<b>3,699</b>	<b>152</b>	

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

	<u>September 2021</u>			<u>Year-to-date as of September 2021</u>		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<b><u>Farebox Revenue</u></b>						
Fixed Route	\$10.605	\$12.503	\$1.898	\$90.381	\$99.427	\$9.046
<b>Total Farebox Revenue</b>	<b>\$10.605</b>	<b>\$12.503</b>	<b>\$1.898</b>	<b>\$90.381</b>	<b>\$99.427</b>	<b>\$9.046</b>
						867.9%
<b><u>Ridership</u></b>						
Fixed Route	5.617	6.759	1.142	46.258	50.551	4.293
<b>Total Ridership</b>	<b>5.617</b>	<b>6.759</b>	<b>1.142</b>	<b>46.258</b>	<b>50.551</b>	<b>4.293</b>

# Financial and Ridership Reports

Jaibala Patel, Deputy Chief Financial Officer, MTA



In September, the MTA celebrated the completion of the new 42 St Shuttle that connects Times Square and Grant Central Terminal. Despite the pandemic, the work was completed on time and on budget. The new Shuttle is fully ADA-accessible, with straightened extended tracks, wider platform, and other features that increase customer capacity by 20% during peak times.

# Preliminary August 2021 Monthly Report:

## New York City Transit

The purpose of this report is to provide the preliminary August 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:

- August 2021 New York City Transit ridership of 93.8 million was 1.6 million (1.8 percent) above forecast, of which subway ridership of 66.4 million was 0.4 million (0.6 percent) above forecast, and bus ridership of 26.7 million was 1.3 million (5.3 percent) above forecast. For August 2021 year-to-date, total ridership was above forecast by 18.8 million (3.0 percent).
- August 2021 ridership compared with August 2019 was lower by 90.0 million (49.0 percent). Subway ridership was lower by 51.6 percent and bus ridership was lower by 41.5 percent. Total August 2021 year-to-date ridership compared to August 2019 year-to-date ridership was 852.6 million (57.0 percent) lower.
- August 2021 year-to-date ridership was 59.6 million (10.2 percent) above August 2020 year-to-date ridership. Subway YTD ridership was 4.2 percent lower, while bus ridership was 66.8 percent higher.
- August 2021 farebox revenue of \$204.9 million was \$10.3 million (5.3 percent) above forecast. August 2021 YTD farebox revenue exceeded forecast by \$66.7 million (5.0 percent).

August 2021 operating expenses of \$698.7 million were \$43.5 million (5.9 percent), below forecast.

- Labor expenses were under forecast by \$34.1 million (5.8 percent), mainly due to health and welfare /OPEB current combined underruns of \$29.2 million (21.6 percent), payroll lower by \$10.1 million (3.5 percent), and pension expense favorable by \$4.1 million (5.1 percent). Overtime was over forecast by \$6.3 million (12.6 percent), and reimbursable overhead credits were unfavorable of \$2.1 million (10.3 percent), providing partial offset to general favorability in labor categories.
- Non-labor expenses were below forecast by \$9.5 million (5.9 percent), mainly due to underruns in paratransit service contracts lower by \$6.3 million (17.7 percent), materials and supplies down \$4.0 million (15.3 percent), and professional service contracts favorable by \$1.5 million (12.4 percent). Overruns in other business expenses of \$2.7 million (60.2 percent), and electric power of \$1.8 million (7.9 percent), were a partial offset to general favorability in non-labor categories.

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

<b>Preliminary Financial Results Compared to Forecast</b>						
<b>Category</b> (\$ in millions)	<b>August Results</b>		<b>August Year-to-Date Results</b>			
	<u>Variance Fav(UnFav)</u>		<u>Forecast</u>	<u>Prelim Actual</u>	<u>Variance Fav(UnFav)</u>	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	10.3	5.3	1,329.6	1,396.2	66.7	5.0
Nonreimb. Exp. before Dep./OPEB	43.5	5.9	(5,712.3)	(5,639.3)	73.0	1.3
Net Cash Deficit*	16.7	3.8	(3,953.1)	(3,702.4)	250.7	6.3

\*Excludes Subsidies and Debt Service

August 2021 farebox revenue of \$204.9 million was \$10.3 million (5.3 percent) above forecast. Subway revenue was \$8.2 million (5.7 percent) above forecast, bus revenue was \$3.2 million (7.0 percent) above forecast, and paratransit revenue was \$0.132 million (11.1 percent) above forecast. Accrued fare media liability was \$1.2 million (37.3 percent) unfavorable to forecast. The August 2021 non-student average fare of \$2.19 decreased 57.2¢ from August 2020; subway fare decreased 42.8¢; local bus fare decreased 27.2¢; express bus fare decreased 16.8¢.

Total ridership in August 2021 of 93.8 million was 1.6 million (1.8 percent) above forecast. Average weekday ridership in August 2021 was 3.4 million, which is 2 million (145.7 percent) above August 2020 and 3.4 million (49.8 percent) below August 2019.

Average weekday ridership for the twelve months ending August 2021 was 2.9 million, 34.2 percent lower than the twelve months ending August 2020 and 4.4 million (60.7 percent) lower than the twelve months ending August 2019.

**Non-reimbursable expenses** before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment, of \$698.7 million were \$43.5 million (5.9 percent), below forecast.

**Labor expenses** were under forecast by \$34.1 million (5.8 percent), mainly due to health and welfare /OPEB current combined underruns of \$29.2 million (21.6 percent), payroll lower by \$10.1 million (3.5 percent), and pension expense favorable by \$4.1 million (5.1 percent). Overtime was over forecast by \$6.3 million (12.6 percent), and reimbursable overhead credits were unfavorable by \$2.1 million (10.3 percent), providing partial offset to general favorability in labor categories.

**Non-labor expenses** were below forecast by \$9.5 million (5.9 percent), mainly due to underruns in paratransit service contracts lower by \$6.3 million (17.7 percent), materials and supplies under by \$4.0 million (15.3 percent), and professional service contracts favorable by \$1.5 million (12.4 percent). Overruns in other business expenses of \$2.7 million (60.2 percent), and electric power of \$1.8 million (7.9 percent), were a partial offset to general favorability in non-labor categories.

**Year-to-date**, non-reimbursable expenses were lower than forecast by \$73.0 million (1.3 percent), of which labor expenses underran by a net \$4.8 million (0.1 percent). Payroll was lower \$25.8 million (1.1 percent), pension expenses were under by \$16.2 million (2.6 percent), and Health and welfare/OPEB current expenses underran by a combined \$5.8 million (0.6 percent). Reimbursable overhead credits were unfavorable by \$30.7 million (18.1 percent), overtime overran by \$8.0 million (2.0 percent) and other fringe benefits were over by \$4.3 million (1.2 percent) mostly offsetting labor category favorability. Non-labor expenses were favorable to forecast by \$68.1 million (5.6 percent), including underruns in materials & supplies of \$42.5 million (20.4 percent), paratransit service contracts lower by \$21.1 million (8.4 percent). Other business expenses overran by \$13.9 million (39.5 percent), providing a partial offset in the non-labor expense category.

## Financial Results

### Farebox Revenue

August 2021 Farebox Revenue - (\$ in millions)								
	August				August Year-to-Date			
	Forecast	Prelim Actual	Favorable(Unfavorable)		Forecast	Prelim Actual	Favorable(Unfavorable)	
			Amount	Percent			Amount	Percent
Subway	144.8	153.1	8.2	5.7%	964.4	1,011.7	47.3	4.9%
NYCT Bus	45.3	48.5	3.2	7.0%	335.5	354.2	18.6	5.6%
Paratransit	1.2	1.3	0.1	11.1%	8.9	10.0	1.1	12.3%
Subtotal	191.3	202.9	11.5	6.0%	1,308.8	1,375.8	67.0	5.1%
Fare Media Liability	3.2	2.0	(1.2)	(37.3%)	20.8	20.4	(0.4)	(1.7%)
<b>Total - NYCT</b>	<b>194.5</b>	<b>204.9</b>	<b>10.3</b>	<b>5.3%</b>	<b>1,329.6</b>	<b>1,396.2</b>	<b>66.7</b>	<b>5.0%</b>

Note: Total may not add due to rounding

### Average Fare

August Non-Student Average Fare - (in \$)				
	NYC Transit			
	2020	Prelim 2021	Change	
			Amount	Percent
Subway	2.755	2.327	(0.428)	(15.6%)
Local Bus	2.052	1.780	(0.272)	(13.2%)
Subway & Local Bus	2.737	2.173	(0.564)	(20.6%)
Express Bus	6.121	5.954	(0.168)	(2.7%)
<b>Total</b>	<b>2.761</b>	<b>2.189</b>	<b>(0.572)</b>	<b>(20.7%)</b>

The non-student average fare decreased by 20.6 percent from the prior year.

## Non-reimbursable Expenses

**Non-reimbursable expenses** before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment, of \$698.7 million were \$43.5 million (5.9 percent), below forecast.

Labor expenses were under forecast by \$34.1 million (5.8 percent):

- Health and welfare/OPEB current expenses were under forecast by a combined \$29.2 million (21.6 percent), due to the favorable timing of rebate credits and expense accruals
- Payroll was favorable by \$10.1 million (3.5 percent), primarily due to reimbursable project underruns partly offset by vacancies
- Pension was under forecast by \$4.1 million (5.1 percent), reflecting lower pension expenses
- Overtime expenses were over forecast by \$6.3 million (12.6 percent), primarily due to vacancy coverage
- Reimbursable overhead credits were unfavorable to forecast by \$2.1 million (10.3 percent), reflecting less than anticipated capital labor expense
- Other fringe benefits overran by \$1.0 million (2.2 percent) reflecting lower reimbursable overhead credits than expected

Non-labor expenses were below forecast by \$9.5 million (5.9 percent):

- Paratransit service contracts underran by \$6.3 million (17.7 percent), reflecting fewer trips and favorable timing of support costs
- Materials and Supplies were lower by \$4.0 million (15.3 percent), reflecting primarily reduced usage due to maintainer vacancies and favorable maintenance program timing
- Professional service contracts were favorable by \$1.5 million (12.4 percent), primarily due to favorable timing of intercompany charges
- Other business expenses were higher by \$2.7 million (60.2 percent), mainly due to higher card processing fees
- Electric power overran by \$1.8 million (7.9 percent), due mainly to unfavorable rates and timing of expenses

Depreciation expense in August of \$174.5 million underran forecast by \$1.8 million (1.0 percent). There are no GASB 75 OPEB expense adjustment entries nor any GASB 68 Pension adjustment entries recorded in August as of the preliminary close.

The **operating cash deficit** (excluding subsidies) of \$424.1 million for August was \$16.7 million (3.8 percent) favorable to forecast.



**Year to date non-reimbursable expenses** before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment were lower than forecast by \$73.0 million (1.3 percent).

Labor expenses underran forecast by \$4.8 million (0.1 percent):

- Payroll expenses were below forecast by \$25.8 million (1.1 percent), primarily due to vacancies partly offset by reimbursable project underruns
- Pension was less than forecast by \$16.2 million (2.6 percent), mainly reflecting lower pension expense and a favorable expense reclass to reimbursable
- Health and welfare/OPEB current expenses were under forecast by a combined \$5.8 million (0.6 percent) resulting from favorable timing of rebate credits and expense accruals
- Reimbursable overhead was unfavorable to the forecast by \$30.7 million (18.1 percent), mainly due to less than anticipated capital labor expense
- Overtime was over by \$8.0 million (2.0 percent), primarily due to vacancy coverage
- Other fringe benefits overran by \$4.3 million (1.2 percent), lower reimbursable OH credits than expected

Non-labor expenses were net favorable to forecast by \$68.1 million (5.6 percent):

- Materials and supplies underran by \$42.5 million (20.4 percent), reflecting primarily reduced usage due to maintainer vacancies and favorable maintenance program timing
- Paratransit service contracts were favorable \$21.1 million (8.4 percent), reflecting fewer trips and favorable timing of support costs
- Fuel was favorable \$7.6 million (10.4 percent), due to lower consumption partly offset by unfavorable pricing
- Electric power was lower \$4.4 million (2.5 percent), due to lower consumption and timing
- Maintenance and other operating contract expenses underran by \$5.0 million (2.2 percent), largely due to the favorable timing of expenses
- Other business expenses overran forecast by \$13.9 million (39.5 percent), mainly due to higher card processing fees

Depreciation expense of \$1,384.4 million was under forecast by \$20.6 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 \$3,702.4 million (excluding subsidies) is \$250.7 million (6.3 percent) favorable to forecast.

## Ridership Results

August 2021 Ridership vs. Forecast - (in millions)								
	August				August Year-to-Date			
	Forecast	Prelim Actual	More(Less)		Forecast	Prelim Actual	More(Less)	
			Amount	Percent			Amount	Percent
Subway	66.0	66.4	0.4	0.6%	431.8	442.2	10.4	2.4%
NYCT Bus	25.4	26.7	1.3	5.3%	187.0	195.6	8.7	4.6%
Paratransit	0.8	0.7	(0.1)	(15.8%)	5.6	5.3	(0.3)	(5.2%)
<b>Total - NYCT</b>	<b>92.2</b>	<b>93.8</b>	<b>1.6</b>	<b>1.8%</b>	<b>624.3</b>	<b>643.1</b>	<b>18.8</b>	<b>3.0%</b>

Note: Total may not add due to rounding

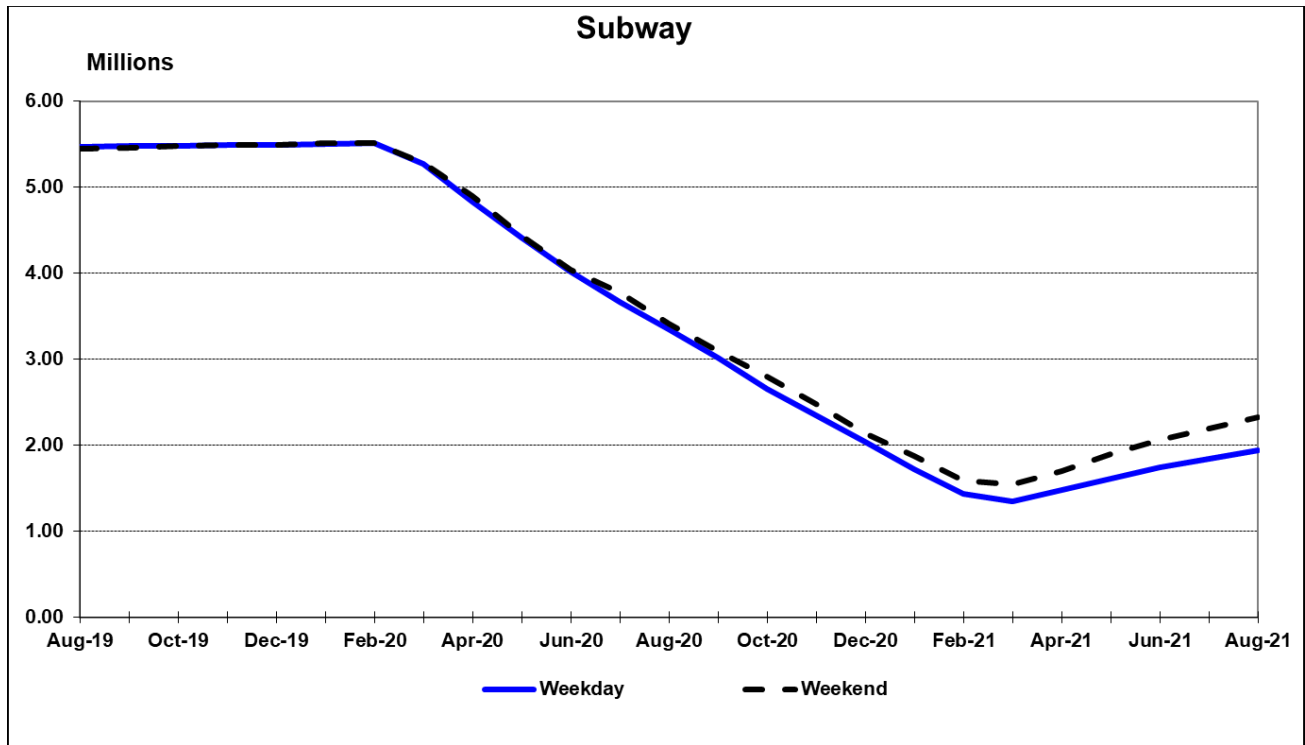
August Average Weekday and Weekend Ridership vs. Prior Year								
Month	Average Weekday - (thousands)				Average Weekend - (thousands)			
	2020	Preliminary	Change		2020	Preliminary	Change	
		2021	Amount	Percent		2021	Amount	Percent
Subway	1,322	2,421	1,099	+83.1%	1,479	2,967	1,488	+100.6%
NYCT Local Bus	40	963	923	+2307.5%	13	1,135	1,122	+8630.8%
NYCT Express Bus	11	17	6	+54.5%	5	8	3	+60.0%
Paratransit	22	26	4	+20.8%	22	28	6	+28.0%
<b>TOTAL - NYCT</b>	<b>1,395</b>	<b>3,427</b>	<b>2,032</b>	<b>+145.7%</b>	<b>1,519</b>	<b>4,138</b>	<b>2,619</b>	<b>+172.5%</b>
<b>12-Month Rolling Average</b>								
Subway	3,348	1,936	(1,412)	-42.2%	3,415	2,330	(1,085)	-31.8%
NYCT Local Bus	945	882	(63)	-6.7%	1,041	1,071	30	+2.9%
NYCT Express Bus	25	14	(11)	-44.0%	10	7	(3)	-30.0%
Paratransit	26	25	(1)	-4.4%	29	27	(2)	-7.4%
<b>TOTAL - NYCT</b>	<b>4,344</b>	<b>2,857</b>	<b>(1,487)</b>	<b>-34.2%</b>	<b>4,495</b>	<b>3,435</b>	<b>(1,060)</b>	<b>-23.6%</b>

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

- August 2021 subway ridership was 0.6 percent favorable to forecast and bus ridership was 5.3 percent favorable. Paratransit ridership was 15.8 percent below forecast.
- Compared to the previous year, average weekday ridership was up 83.1 percent on subway and up 2,307.5 percent on local bus. Express bus ridership was up 54.5 percent. Paratransit average weekday ridership was up 20.8 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 August 2021, compared to twelve-month period ending in August 2020, is down 42.2 percent on subway, down 6.7 percent on local bus, down 44 percent on express bus, and down 4.4 percent on paratransit.

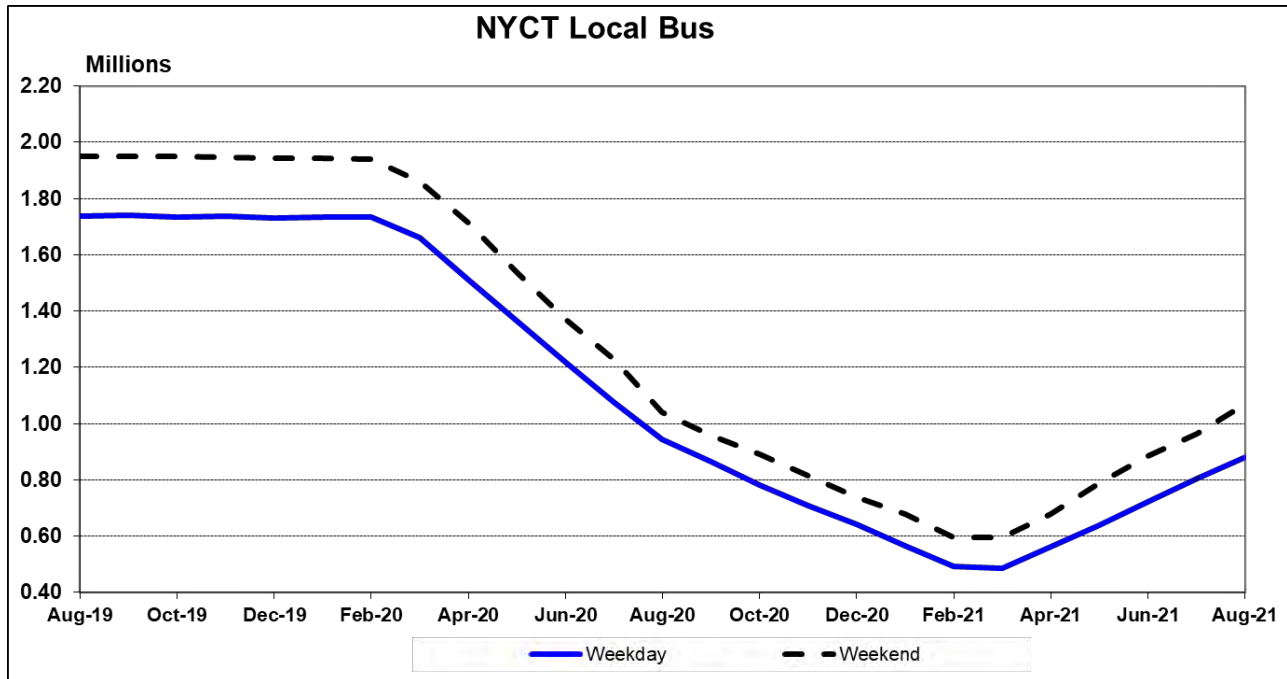
## Average Weekday and Weekend Ridership

12-Month Rolling Averages



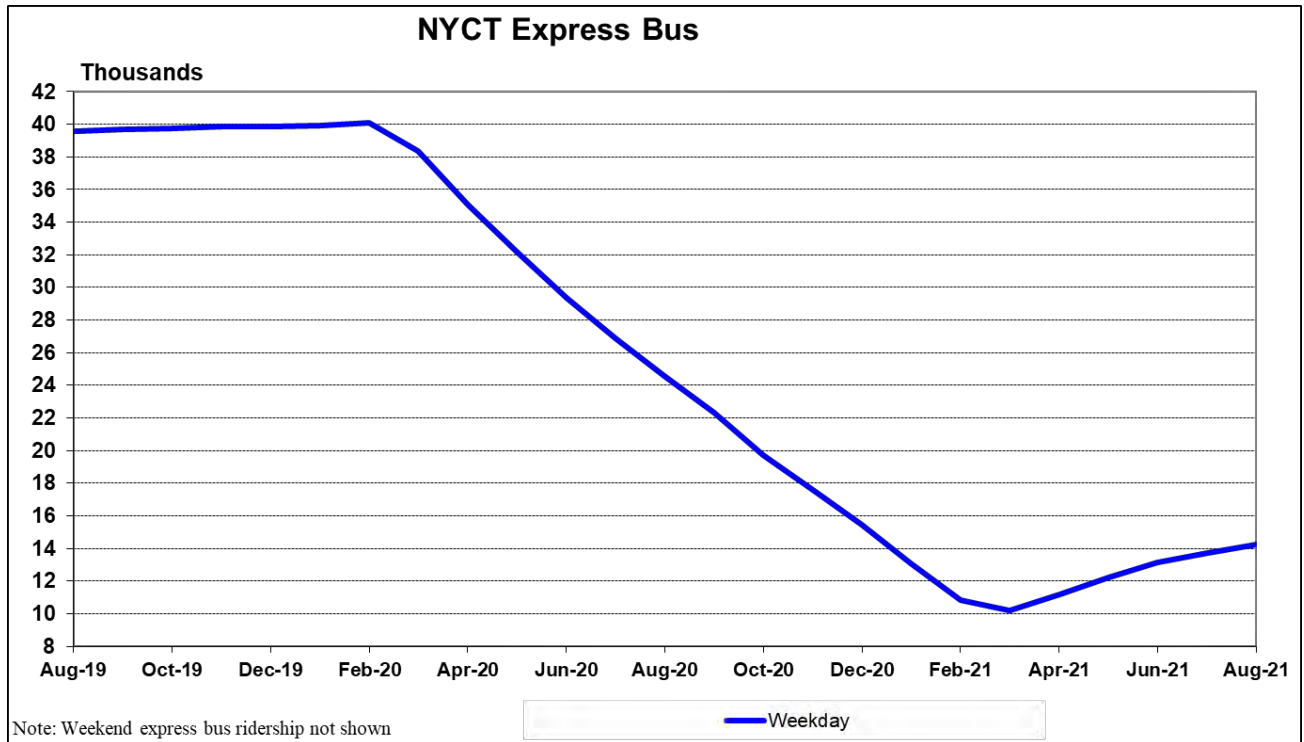
- Average weekday and weekend ridership increased moderately in 2019, before drastic declines due to COVID-19 travel restrictions, which began in March 2020.
- In February 2021, the ridership decline slowed, and in March 2021, a new period of growth began.

12-Month Rolling Averages



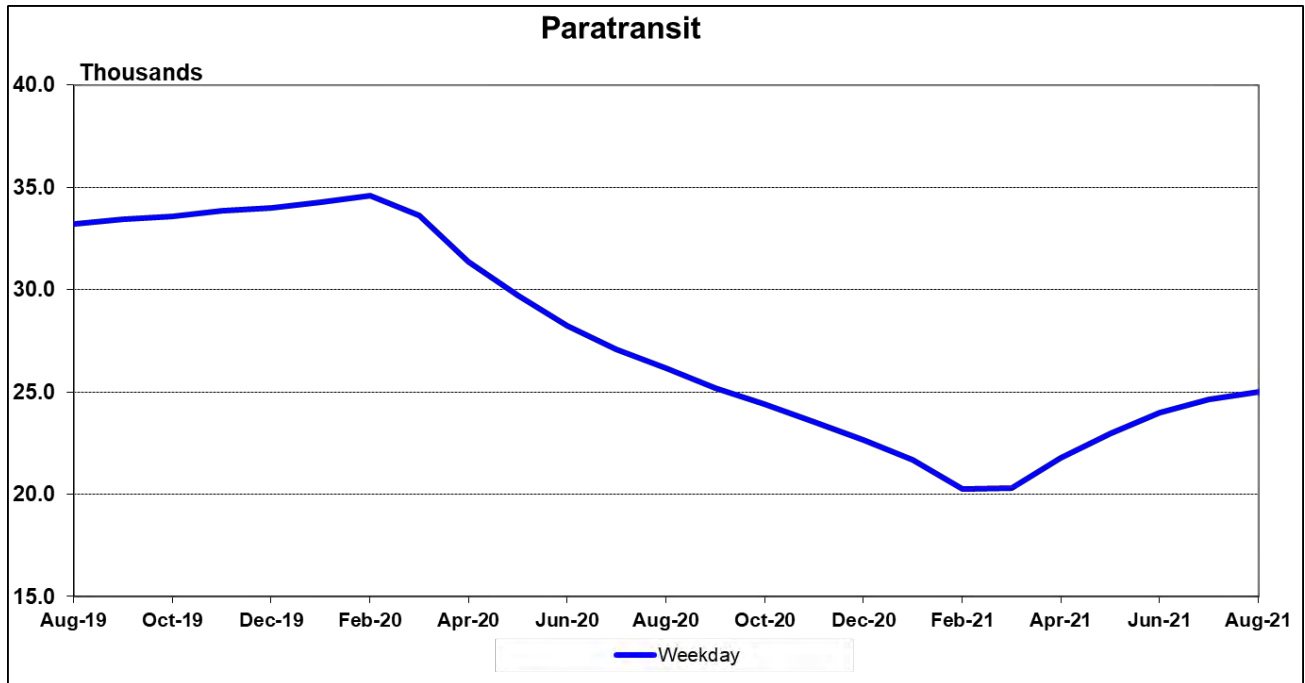
- Local bus ridership decreased slightly in 2019 and early 2020 before declining drastically starting in March 2020 due to COVID-19 travel limitations. Fare-free back door boarding was also in effect from late March through end of August 2020.
- In February 2021, the ridership decline slowed, and in 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 - August 2021 a new period of growth began. While ridership still hasn't reached August 2019 levels, the growth is very significant in comparison with August 2020.

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

Ridership on Transit Services in the New York Area (thousands)						
Transit Service	Aug-20	Prelim Aug-21	Percent Change	Rolling Avg Prior Year	Rolling Avg Current Year	12-Month Rolling Average Percent Change
<b>Average Weekday</b>						
Subway	1,322	2,421	+83.1%	3,348	1,936	-42.2%
NYCT Local Bus	40	963	+2307.5%	945	882	-6.7%
NYCT Express Bus	11	17	+54.5%	25	14	-44.0%
Paratransit	22	26	+20.8%	26	25	-4.4%
SIR	3	5	+84.1%	10	4	-57.0%
MTA Local Bus	8	221	+2530.6%	197	190	-3.9%
MTA Express Bus	10	10	-5.5%	18	12	-32.2%
LIRR	67	118	+76.1%	184	88	-52.2%
Metro-North	48	98	+104.2%	164	70	-57.3%
PATH	54	98	+81.5%	167	72	-56.9%
<b>Average Weekend</b>						
Subway	1,479	2,967	+100.6%	3,415	2,330	-31.8%
NYCT Local Bus	13	1,135	+8630.8%	1,041	1,071	+2.9%
NYCT Express Bus	5	8	+60.0%	10	7	-30.0%
Paratransit	22	28	+28.0%	29	27	-7.4%
SIR	1	1	-2.3%	1	1	-11.8%
MTA Local Bus	2	251	+11470.0%	207	220	+6.5%
MTA Express Bus	6	5	-15.5%	9	7	-19.2%
LIRR	67	154	+129.9%	127	98	-22.8%
Metro-North	64	140	+118.8%	145	95	-34.5%
PATH	61	122	+100.0%	112	89	-20.5%

Note: Percentages are based on unrounded data.

**MTA NEW YORK CITY TRANSIT**  
**Aug - 2021 Mid\_Year**  
**Accrual Statement of Operations By Category**  
**Month - Aug 2021**  
(\$ in Millions)

9/08/2021 10:49 AM

	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	
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Subway	\$144.840	\$153.062	\$8.221	5.7	\$0.000	\$0.000	-	-	\$144.840	\$153.062	\$8.221	5.7
Bus	\$45.314	\$48.495	\$3.181	7.0	\$0.000	\$0.000	-	-	\$45.314	\$48.495	\$3.181	7.0
Paratransit	\$1.184	\$1.316	\$0.132	11.1	\$0.000	\$0.000	-	-	\$1.184	\$1.316	\$0.132	11.1
Fare Liability	\$3.205	\$2.008	(1.197)	(37.3)	\$0.000	\$0.000	-	-	\$3.205	\$2.008	(1.197)	(37.3)
<b>Farebox Revenue</b>	<b>\$194.544</b>	<b>\$204.881</b>	<b>\$10.337</b>	<b>5.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$194.544</b>	<b>\$204.881</b>	<b>\$10.337</b>	<b>5.3</b>
Fare Reimbursement	\$3.369	\$3.369	\$0.000	0.0	\$0.000	\$0.000	-	-	\$3.369	\$3.369	\$0.000	0.0
Paratransit Reimbursement	\$20.398	\$15.675	(4.722)	(23.2)	\$0.000	\$0.000	-	-	\$20.398	\$15.675	(4.722)	(23.2)
Other Operating Revenue	\$12.223	\$13.057	\$0.833	6.8	\$0.000	\$0.000	-	-	\$12.223	\$13.057	\$0.833	6.8
<b>Other Revenue</b>	<b>\$35.990</b>	<b>\$32.101</b>	<b>(3.889)</b>	<b>(10.8)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$35.990</b>	<b>\$32.101</b>	<b>(3.889)</b>	<b>(10.8)</b>
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$96.427	\$83.701	(12.726)	(13.2)	\$96.427	\$83.701	(12.726)	(13.2)
<b>Total Revenue</b>	<b>\$230.534</b>	<b>\$236.983</b>	<b>\$6.449</b>	<b>2.8</b>	<b>\$96.427</b>	<b>\$83.701</b>	<b>(12.726)</b>	<b>(13.2)</b>	<b>\$326.961</b>	<b>\$320.684</b>	<b>(6.277)</b>	<b>(1.9)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$291.657	\$281.549	\$10.108	3.5	\$37.721	\$31.213	\$6.508	17.3	\$329.378	\$312.761	\$16.616	5.0
Overtime	\$50.217	\$56.520	(6.303)	(12.6)	\$9.422	\$8.636	\$0.786	8.3	\$59.640	\$65.156	(5.517)	(9.2)
<b>Total Salaries &amp; Wages</b>	<b>\$341.875</b>	<b>\$338.069</b>	<b>\$3.806</b>	<b>1.1</b>	<b>\$47.143</b>	<b>\$39.849</b>	<b>\$7.294</b>	<b>15.5</b>	<b>\$389.017</b>	<b>\$377.918</b>	<b>\$11.100</b>	<b>2.9</b>
Health and Welfare	\$85.374	\$80.760	\$4.614	5.4	\$2.195	\$1.389	\$0.806	36.7	\$87.569	\$82.149	\$5.420	6.2
OPEB Current Payment	\$49.842	\$25.289	\$24.553	49.3	\$1.221	\$1.178	\$0.043	3.5	\$51.063	\$26.466	\$24.596	48.2
Pensions	\$81.303	\$77.163	\$4.140	5.1	\$2.363	\$3.327	(0.964)	(40.8)	\$83.666	\$80.490	\$3.176	3.8
Other Fringe Benefits	\$44.331	\$45.328	(0.997)	(2.2)	\$14.738	\$13.294	\$1.443	9.8	\$59.069	\$58.622	\$0.446	0.8
<b>Total Fringe Benefits</b>	<b>\$260.850</b>	<b>\$228.540</b>	<b>\$32.309</b>	<b>12.4</b>	<b>\$20.517</b>	<b>\$19.187</b>	<b>\$1.329</b>	<b>6.5</b>	<b>\$281.366</b>	<b>\$247.728</b>	<b>\$33.639</b>	<b>12.0</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(19.962)	(17.912)	(2.050)	(10.3)	\$19.962	\$17.912	\$2.050	10.3	\$0.000	\$0.000	\$0.000	266.6
<b>Labor</b>	<b>\$582.763</b>	<b>\$548.697</b>	<b>\$34.065</b>	<b>5.8</b>	<b>\$87.621</b>	<b>\$76.948</b>	<b>\$10.673</b>	<b>12.2</b>	<b>\$670.384</b>	<b>\$625.645</b>	<b>\$44.738</b>	<b>6.7</b>
<b>Non-Labor :</b>												
Electric Power	\$23.025	\$24.855	(1.830)	(7.9)	\$0.021	\$0.026	(0.005)	(23.1)	\$23.047	\$24.882	(1.835)	(8.0)
Fuel	\$8.846	\$7.928	\$0.917	10.4	\$0.000	\$0.000	\$0.000	-	\$8.846	\$7.928	\$0.917	10.4
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	\$35.788	\$29.460	\$6.328	17.7	\$0.000	\$0.000	\$0.000	-	\$35.788	\$29.460	\$6.328	17.7
Maintenance and Other Operating Contracts	\$30.309	\$29.313	\$0.996	3.3	\$3.599	\$2.845	\$0.754	21.0	\$33.909	\$32.158	\$1.751	5.2
Professional Service Contracts	\$12.494	\$10.949	\$1.545	12.4	\$0.720	\$0.842	(0.121)	(16.9)	\$13.214	\$11.790	\$1.424	10.8
Materials & Supplies	\$26.204	\$22.204	\$4.000	15.3	\$4.309	\$3.051	\$1.259	29.2	\$30.513	\$25.254	\$5.259	17.2
Other Business Expenses	\$4.462	\$7.151	(2.688)	(60.2)	\$0.155	(0.011)	\$0.166	106.8	\$4.618	\$7.140	(2.522)	(54.6)
<b>Non-Labor</b>	<b>\$159.434</b>	<b>\$149.974</b>	<b>\$9.460</b>	<b>5.9</b>	<b>\$8.806</b>	<b>\$6.753</b>	<b>\$2.053</b>	<b>23.3</b>	<b>\$168.240</b>	<b>\$156.727</b>	<b>\$11.513</b>	<b>6.8</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$742.197</b>	<b>\$698.671</b>	<b>\$43.526</b>	<b>5.9</b>	<b>\$96.427</b>	<b>\$83.701</b>	<b>\$12.726</b>	<b>13.2</b>	<b>\$838.624</b>	<b>\$782.372</b>	<b>\$56.251</b>	<b>6.7</b>
Depreciation	\$176.302	\$174.527	\$1.776	1.0	\$0.000	\$0.000	-	-	\$176.302	\$174.527	\$1.776	1.0
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	-	-
<b>Total Expenses</b>	<b>\$918.499</b>	<b>\$873.198</b>	<b>\$45.301</b>	<b>4.9</b>	<b>\$96.427</b>	<b>\$83.701</b>	<b>\$12.726</b>	<b>13.2</b>	<b>\$1,014.926</b>	<b>\$956.899</b>	<b>\$58.027</b>	<b>5.7</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(687.965)</b>	<b>(636.215)</b>	<b>\$51.750</b>	<b>7.5</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>0.0</b>	<b>(687.965)</b>	<b>(636.215)</b>	<b>\$51.750</b>	<b>7.5</b>

Note: Totals may not add due to rounding

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



**MTA NEW YORK CITY TRANSIT**  
**Aug - 2021 Mid\_Year**  
**Accrual Statement of Operations By Category**  
**Year-To-Date - Aug 2021**  
(\$ in Millions)

9/08/2021 10:49 AM

	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	
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Subway	\$964.393	\$1,011.699	\$47.306	4.9	\$0.000	\$0.000	-	-	\$964.393	\$1,011.699	\$47.306	4.9
Bus	\$335.512	\$354.157	\$18.645	5.6	\$0.000	\$0.000	-	-	\$335.512	\$354.157	\$18.645	5.6
Paratransit	\$8.883	\$9.977	\$1.094	12.3	\$0.000	\$0.000	-	-	\$8.883	\$9.977	\$1.094	12.3
Fare Liability	\$20.776	\$20.417	(0.360)	(1.7)	\$0.000	\$0.000	-	-	\$20.776	\$20.417	(0.360)	(1.7)
<b>Farebox Revenue</b>	<b>\$1,329.564</b>	<b>\$1,396.249</b>	<b>\$66.685</b>	<b>5.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$1,329.564</b>	<b>\$1,396.249</b>	<b>\$66.685</b>	<b>5.0</b>
Fare Reimbursement	\$55.089	\$55.090	\$0.000	0.0	\$0.000	\$0.000	-	-	\$55.089	\$55.090	\$0.000	0.0
Paratransit Reimbursement	\$145.436	\$141.344	(4.092)	(2.8)	\$0.000	\$0.000	-	-	\$145.436	\$141.344	(4.092)	(2.8)
Other Operating Revenue	\$111.979	\$113.887	\$1.908	1.7	\$0.000	\$0.000	-	-	\$111.979	\$113.887	\$1.908	1.7
<b>Other Revenue</b>	<b>\$312.505</b>	<b>\$310.321</b>	<b>(2.184)</b>	<b>(0.7)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$312.505</b>	<b>\$310.321</b>	<b>(2.184)</b>	<b>(0.7)</b>
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$793.783	\$694.107	(99.676)	(12.6)	\$793.783	\$694.107	(99.676)	(12.6)
<b>Total Revenue</b>	<b>\$1,642.069</b>	<b>\$1,706.570</b>	<b>\$64.501</b>	<b>3.9</b>	<b>\$793.783</b>	<b>\$694.107</b>	<b>(99.676)</b>	<b>(12.6)</b>	<b>\$2,435.852</b>	<b>\$2,400.677</b>	<b>(35.175)</b>	<b>(1.4)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$2,268.354	\$2,242.604	\$25.750	1.1	\$310.229	\$264.188	\$46.041	14.8	\$2,578.583	\$2,506.792	\$71.791	2.8
Overtime	\$397.282	\$405.244	(7.962)	(2.0)	\$80.636	\$64.669	\$15.967	19.8	\$477.918	\$469.914	\$8.005	1.7
<b>Total Salaries &amp; Wages</b>	<b>\$2,665.636</b>	<b>\$2,647.849</b>	<b>\$17.787</b>	<b>0.7</b>	<b>\$390.865</b>	<b>\$328.857</b>	<b>\$62.008</b>	<b>15.9</b>	<b>\$3,056.501</b>	<b>\$2,976.706</b>	<b>\$79.795</b>	<b>2.6</b>
Health and Welfare	\$658.488	\$659.885	(1.397)	(0.2)	\$17.218	\$14.561	\$2.657	15.4	\$675.706	\$674.446	\$1.260	0.2
OPEB Current Payment	\$355.922	\$348.723	\$7.199	2.0	\$9.623	\$8.155	\$1.468	15.3	\$365.545	\$356.879	\$8.667	2.4
Pensions	\$631.387	\$615.175	\$16.212	2.6	\$18.383	\$33.654	(15.271)	(83.1)	\$649.770	\$648.829	\$0.941	0.1
Other Fringe Benefits	\$346.130	\$350.441	(4.312)	(1.2)	\$122.030	\$108.139	\$13.891	11.4	\$468.159	\$458.580	\$9.579	2.0
<b>Total Fringe Benefits</b>	<b>\$1,991.927</b>	<b>\$1,974.224</b>	<b>\$17.702</b>	<b>0.9</b>	<b>\$167.254</b>	<b>\$164.509</b>	<b>\$2.745</b>	<b>1.6</b>	<b>\$2,159.181</b>	<b>\$2,138.734</b>	<b>\$20.447</b>	<b>0.9</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(169.559)	(138.887)	(30.673)	(18.1)	\$169.559	\$138.887	\$30.673	18.1	\$0.000	\$0.000	\$0.000	154.3
<b>Labor</b>	<b>\$4,488.004</b>	<b>\$4,483.186</b>	<b>\$4.817</b>	<b>0.1</b>	<b>\$727.678</b>	<b>\$632.253</b>	<b>\$95.425</b>	<b>13.1</b>	<b>\$5,215.682</b>	<b>\$5,115.439</b>	<b>\$100.243</b>	<b>1.9</b>
<b>Non-Labor :</b>												
Electric Power	\$178.035	\$173.655	\$4.381	2.5	\$0.169	\$0.245	(0.076)	(45.1)	\$178.204	\$173.900	\$4.304	2.4
Fuel	\$72.572	\$65.016	\$7.556	10.4	\$0.000	\$0.000	\$0.000	-	\$72.572	\$65.016	\$7.556	10.4
Insurance	\$49.545	\$47.903	\$1.643	3.3	\$0.000	\$0.000	\$0.000	-	\$49.545	\$47.903	\$1.643	3.3
Claims	\$97.900	\$97.900	\$0.000	0.0	\$0.000	\$0.000	-	-	\$97.900	\$97.900	\$0.000	0.0
Paratransit Service Contracts	\$249.558	\$228.507	\$21.051	8.4	\$0.000	\$0.000	\$0.000	-	\$249.558	\$228.507	\$21.051	8.4
Maintenance and Other Operating Contracts	\$232.089	\$227.061	\$5.028	2.2	\$26.145	\$32.120	(5.974)	(22.9)	\$258.234	\$259.181	(0.946)	(0.4)
Professional Service Contracts	\$101.127	\$101.248	(0.121)	(0.1)	\$6.190	\$7.396	(1.206)	(19.5)	\$107.317	\$108.645	(1.328)	(1.2)
Materials & Supplies	\$208.279	\$165.795	\$42.484	20.4	\$34.731	\$26.693	\$8.038	23.1	\$243.010	\$192.488	\$50.522	20.8
Other Business Expenses	\$35.153	\$49.031	(13.878)	(39.5)	(1.130)	(4.599)	\$3.469	306.9	\$34.022	\$44.432	(10.409)	(30.6)
<b>Non-Labor</b>	<b>\$1,224.258</b>	<b>\$1,156.116</b>	<b>\$68.142</b>	<b>5.6</b>	<b>\$66.105</b>	<b>\$61.855</b>	<b>\$4.250</b>	<b>6.4</b>	<b>\$1,290.363</b>	<b>\$1,217.970</b>	<b>\$72.393</b>	<b>5.6</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$5,712.262</b>	<b>\$5,639.302</b>	<b>\$72.959</b>	<b>1.3</b>	<b>\$793.783</b>	<b>\$694.107</b>	<b>\$99.676</b>	<b>12.6</b>	<b>\$6,506.045</b>	<b>\$6,333.410</b>	<b>\$172.635</b>	<b>2.7</b>
Depreciation	\$1,404.992	\$1,384.394	\$20.598	1.5	\$0.000	\$0.000	-	-	\$1,404.992	\$1,384.394	\$20.598	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	-	-
<b>Total Expenses</b>	<b>\$7,146.542</b>	<b>\$7,024.109</b>	<b>\$122.432</b>	<b>1.7</b>	<b>\$793.783</b>	<b>\$694.107</b>	<b>\$99.676</b>	<b>12.6</b>	<b>\$7,940.325</b>	<b>\$7,718.217</b>	<b>\$222.108</b>	<b>2.8</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(5,504.473)</b>	<b>(5,317.540)</b>	<b>\$186.933</b>	<b>3.4</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>116.7</b>	<b>(5,504.473)</b>	<b>(5,317.540)</b>	<b>\$186.933</b>	<b>3.4</b>

Note: Totals may not add due to rounding

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

**MTA NEW YORK CITY TRANSIT**  
**JULY FINANCIAL PLAN 2021**  
**EXPLANATION OF VARIANCES BETWEEN THE MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS**  
**AUGUST 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	10.3	5.3	Primarily due to higher ridership and higher average fares	66.7	5.0	Primarily due to higher ridership and higher average fares
Other Operating Revenue	NR	(3.9)	(10.8)	Primarily unfavorable paratransit reimbursements	(2.2)	(0.7)	Primarily unfavorable paratransit reimbursements
Payroll	NR	10.1	3.5	Primarily due to vacancies partly offset by reimbursable project underruns	25.8	1.1	Primarily due to vacancies partly offset by reimbursable project underruns
Overtime	NR	(6.3)	(12.6)	Primarily due to vacancy coverage	(8.0)	(2.0)	Primarily due to vacancy coverage
Health & Welfare (including OPEB current payment)	NR	29.2	21.6	Favorable timing of rebate credits and expense accruals	5.8	0.6	Favorable timing of rebate credits and expense accruals
Pension	NR	4.1	5.1	Lower pension expenses	16.2	2.6	Lower pension expense and favorable expense reclass to reimbursable
Other Fringe Benefits	NR	(1.0)	(2.2)	Reflects lower reimbursable OH credits than expected	(4.3)	(1.2)	Mainly lower reimbursable OH credits than expected
Reimbursable Overhead	NR	(2.1)	(10.3)	Mainly due to less than anticipated capital labor expense	(30.7)	(18.1)	Mainly due to less than anticipated capital labor expense
Electric Power	NR	(1.8)	(7.9)	Unfavorable rates and timing of expenses	4.4	2.5	Mainly lower consumption and timing
Fuel	NR	0.9	10.4	Favorable due to lower consumption partly offset by unfavorable pricing	7.6	10.4	Mainly lower consumption partly offset by unfavorable pricing
Paratransit Service Contracts	NR	6.3	17.7	Reflecting fewer trips and favorable timing of support costs	21.1	8.4	Reflecting fewer trips and favorable timing of support costs
Maintenance and Other Operating Contracts	NR	1.0	3.3	Largely favorable timing of expenses	5.0	2.2	Largely favorable timing of expenses
Professional Service Contracts	NR	1.5	12.4	Primarily favorable timing of intercompany charges	(0.1)	(0.1)	Minor variance
Materials & Supplies	NR	4.0	15.3	Primarily reduced usage due to maintainer vacancies and favorable maintenance program timing	42.5	20.4	Primarily reduced usage due to maintainer vacancies and favorable maintenance program timing
Other Business	NR	(2.7)	(60.2)	Mainly higher card processing fees	(13.9)	(39.5)	Mainly higher card processing fees

**MTA NEW YORK CITY TRANSIT**  
**July Financial Plan - 2021 Mid\_Year**  
**Cash Receipts and Expenditures**  
**Aug FY21**  
(\$ in Millions)

9/10/2021 10:40 AM

	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
<b>Farebox Revenue</b>	<b>\$194.544</b>	<b>\$214.234</b>	<b>\$19.690</b>	<b>10.1</b>	<b>\$1,335.488</b>	<b>\$1,447.974</b>	<b>\$112.486</b>	<b>8.4</b>
Fare Reimbursement	\$6.312	\$6.313	\$0.001	0.0	\$91.441	\$90.276	(1.165)	(1.3)
Paratransit Reimbursement	\$20.369	\$17.183	(3.186)	(15.6)	\$150.161	\$144.558	(5.603)	(3.7)
Other Operating Revenue	\$2.706	\$2.764	\$0.058	2.1	\$25.864	\$24.841	(1.023)	(4.0)
<b>Other Revenue</b>	<b>\$29.388</b>	<b>\$26.260</b>	<b>(3.128)</b>	<b>(10.6)</b>	<b>\$267.466</b>	<b>\$259.675</b>	<b>(7.791)</b>	<b>(2.9)</b>
Capital and Other Reimbursements	\$116.427	\$60.870	(55.557)	(47.7)	\$771.047	\$638.042	(133.005)	(17.2)
<b>Total Revenue</b>	<b>\$340.358</b>	<b>\$301.364</b>	<b>(38.994)</b>	<b>(11.5)</b>	<b>\$2,374.001</b>	<b>\$2,345.691</b>	<b>(28.310)</b>	<b>(1.2)</b>
<b>Expenditures</b>								
<b>Labor :</b>								
Payroll	\$287.867	\$275.895	\$11.972	4.2	\$2,477.247	\$2,415.649	\$61.597	2.5
Overtime	\$59.640	\$65.156	(5.517)	(9.2)	\$477.918	\$469.914	\$8.005	1.7
<b>Total Salaries &amp; Wages</b>	<b>\$347.506</b>	<b>\$341.051</b>	<b>\$6.455</b>	<b>1.9</b>	<b>\$2,955.165</b>	<b>\$2,885.563</b>	<b>\$69.602</b>	<b>2.4</b>
Health and Welfare	\$87.569	\$93.798	(6.229)	(7.1)	\$683.533	\$680.728	\$2.805	0.4
OPEB Current Payment	\$51.063	\$26.466	\$24.596	48.2	\$365.545	\$356.879	\$8.667	2.4
Pensions	\$85.666	\$83.475	\$2.191	2.6	\$663.227	\$661.548	\$1.679	0.3
Other Fringe Benefits	\$51.646	\$38.537	\$13.109	25.4	\$392.428	\$347.298	\$45.130	11.5
<b>Total Fringe Benefits</b>	<b>\$275.944</b>	<b>\$242.276</b>	<b>\$33.668</b>	<b>12.2</b>	<b>\$2,104.733</b>	<b>\$2,046.453</b>	<b>\$58.280</b>	<b>2.8</b>
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Labor</b>	<b>\$623.450</b>	<b>\$583.327</b>	<b>\$40.123</b>	<b>6.4</b>	<b>\$5,059.898</b>	<b>\$4,932.016</b>	<b>\$127.882</b>	<b>2.5</b>
<b>Non-Labor :</b>								
Electric Power	\$23.047	\$25.691	(2.644)	(11.5)	\$183.665	\$179.939	\$3.726	2.0
Fuel	\$8.846	\$7.124	\$1.722	19.5	\$65.574	\$56.760	\$8.814	13.4
Insurance	\$0.069	\$3.800	(3.731)	-	\$25.745	\$30.852	(5.107)	(19.8)
Claims	\$10.760	(2.421)	\$13.181	122.5	\$86.077	\$30.114	\$55.963	65.0
Paratransit Service Contracts	\$35.788	\$32.923	\$2.865	8.0	\$248.058	\$227.109	\$20.949	8.4
Maintenance and Other Operating Contracts	\$33.909	\$27.361	\$6.548	19.3	\$267.734	\$234.978	\$32.756	12.2
Professional Service Contracts	\$13.214	\$15.284	(2.070)	(15.7)	\$109.800	\$100.780	\$9.020	8.2
Materials & Supplies	\$27.472	\$24.915	\$2.557	9.3	\$246.534	\$207.760	\$38.774	15.7
Other Business Expenses	\$4.618	\$7.431	(2.813)	(60.9)	\$34.022	\$47.745	(13.723)	(40.3)
<b>Non-Labor</b>	<b>\$157.721</b>	<b>\$142.108</b>	<b>\$15.613</b>	<b>9.9</b>	<b>\$1,267.211</b>	<b>\$1,116.037</b>	<b>\$151.174</b>	<b>11.9</b>
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenditures before Depreciation and OPEB</b>	<b>\$781.171</b>	<b>\$725.435</b>	<b>\$55.736</b>	<b>7.1</b>	<b>\$6,327.109</b>	<b>\$6,048.053</b>	<b>\$279.056</b>	<b>4.4</b>
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	-
<b>Total Expenditures</b>	<b>\$781.171</b>	<b>\$725.435</b>	<b>\$55.736</b>	<b>7.1</b>	<b>\$6,327.109</b>	<b>\$6,048.053</b>	<b>\$279.056</b>	<b>4.4</b>
<b>Net Surplus/(Deficit)</b>	<b>(440.813)</b>	<b>(424.071)</b>	<b>\$16.742</b>	<b>3.8</b>	<b>(3,953.107)</b>	<b>(3,702.362)</b>	<b>\$250.745</b>	<b>6.3</b>

Note: Totals may not add due to rounding

**MTA NEW YORK CITY TRANSIT**  
**JULY FINANCIAL PLAN 2021**  
**EXPLANATION OF VARIANCES BETWEEN THE MID-YEAR FORECAST AND ACTUAL CASH BASIS**  
**Aug FY21**  
**(\$ in millions)**

<b>Operating Receipts or Disbursements</b>	<b>MONTH</b>			<b>YEAR TO DATE</b>		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	19.7	10.1	Due to higher ridership and average fares	112.5	8.4	Due to higher ridership and average fares
Other Operating Receipts	(3.1)	(10.6)	Mainly underruns in Paratransit reimbursements	(7.8)	(2.9)	Mainly underruns in Paratransit reimbursements
Capital and Other Reimbursements	(55.6)	(47.7)	Unfavorable timing of reimbursement receipts	(133.0)	(17.2)	Unfavorable timing of reimbursement receipts
Payroll	12.0	4.2	Primarily due to vacancies	61.6	2.5	Primarily due to vacancies
Overtime	(5.5)	(9.2)	Primarily vacancy coverage	(2.1)	1.7	Primarily vacancy coverage
Health & Welfare/OPEB Current	18.4	13.2	Favorable timing of rebates	11.5	1.1	Favorable timing of rebates, lower rates, and vacancies.
Pension	2.2	2.6	Favorable timing of payments	1.7	0.3	Minor variance
Other Fringe Benefits	13.1	25.4	Favorable timing of deferred FICA repayments	45.1	11.5	Favorable timing of deferred FICA repayments
Electric Power	(2.6)	(11.5)	Mainly unfavorable timing of payments	3.7	2.0	Lower consumption and timing of payments
Fuel	1.7	19.5	Mainly favorable timing of payments	8.8	13.4	Lower consumption and favorable timing of payments
Insurance	(3.7)	-	Unfavorable timing of payments	(5.1)	(19.8)	Unfavorable timing of payments
Claims	13.2	122.5	Fewer settlements and favorable timing of payments	56.0	65.0	Fewer settlements and favorable timing of payments
Paratransit Service Contracts	2.9	8.0	Fewer trips and favorable expense timing	20.9	8.4	Fewer trips and favorable expense timing
Maintenance and Other Operating Contracts	6.5	19.3	Favorable timing of payments	(17.9)	12.2	Largely unfavorable timing of expenses and higher COVID vendor costs
Professional Service Contracts	(2.1)	(15.7)	Unfavorable timing of payments	9.0	8.2	Favorable timing of payments
Materials & Supplies	2.6	9.3	Primarily reduced usage due to maintainer vacancies and favorable maintenance program timing.	38.8	15.7	Primarily reduced usage due to maintainer vacancies and favorable maintenance program timing.
Other Business	(2.8)	(60.9)	Primarily higher card processing fees	(13.7)	(40.3)	Primarily higher card processing fees

**MTA NEW YORK CITY TRANSIT**  
**July Financial Plan - 2021 Mid\_Year**  
**Cash Conversion (Cash Flow Adjustments)**  
**Aug FY21**  
(\$ in Millions)

9/10/2021 10:41 AM

	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Revenue</b>								
<b>Farebox Revenue</b>	<b>\$0.000</b>	<b>\$9.353</b>	<b>\$9.353</b>	<b>-</b>	<b>\$5.924</b>	<b>\$51.725</b>	<b>\$45.801</b>	<b>773.1</b>
Fare Reimbursement	\$2.943	\$2.944	\$0.001	0.0	\$36.352	\$35.186	(1.166)	(3.2)
Paratransit Reimbursement	(0.028)	\$1.508	\$1.536	-	\$4.725	\$3.214	(1.511)	(32.0)
Other Operating Revenue	(9.517)	(10.293)	(0.775)	(8.1)	(86.116)	(89.046)	(2.930)	(3.4)
<b>Other Revenue</b>	<b>(6.602)</b>	<b>(5.841)</b>	<b>\$0.761</b>	<b>11.5</b>	<b>(45.039)</b>	<b>(50.646)</b>	<b>(5.607)</b>	<b>(12.4)</b>
Capital and Other Reimbursements	\$20.000	(22.831)	(42.831)	(214.2)	(22.736)	(56.065)	(33.329)	(146.6)
<b>Total Revenue</b>	<b>\$13.398</b>	<b>(19.320)</b>	<b>(32.717)</b>	<b>(244.2)</b>	<b>(61.851)</b>	<b>(54.986)</b>	<b>\$6.865</b>	<b>11.1</b>
<b>Expenses</b>								
<b>Labor :</b>								
Payroll	\$41.511	\$36.867	(4.645)	(11.2)	\$101.336	\$91.143	(10.193)	(10.1)
Overtime	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Salaries &amp; Wages</b>	<b>\$41.511</b>	<b>\$36.867</b>	<b>(4.645)</b>	<b>(11.2)</b>	<b>\$101.336</b>	<b>\$91.143</b>	<b>(10.193)</b>	<b>(10.1)</b>
Health and Welfare	\$0.000	(11.649)	(11.649)	-	(7.827)	(6.283)	\$1.544	19.7
OPEB Current Payment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Pensions	(2.000)	(2.985)	(0.985)	(49.2)	(13.457)	(12.719)	\$0.738	5.5
Other Fringe Benefits	\$7.423	\$20.085	\$12.663	170.6	\$75.732	\$111.282	\$35.551	46.9
<b>Total Fringe Benefits</b>	<b>\$5.423</b>	<b>\$5.452</b>	<b>\$0.029</b>	<b>0.5</b>	<b>\$54.448</b>	<b>\$92.281</b>	<b>\$37.833</b>	<b>69.5</b>
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Labor</b>	<b>\$46.934</b>	<b>\$42.318</b>	<b>(4.615)</b>	<b>(9.8)</b>	<b>\$155.784</b>	<b>\$183.423</b>	<b>\$27.640</b>	<b>17.7</b>
<b>Non-Labor :</b>								
Electric Power	\$0.000	(0.809)	(0.809)	-	(5.461)	(6.039)	(0.578)	(10.6)
Fuel	\$0.000	\$0.804	\$0.804	-	\$6.998	\$8.256	\$1.258	18.0
Insurance	\$5.999	\$2.077	(3.922)	(65.4)	\$23.800	\$17.051	(6.749)	(28.4)
Claims	\$1.478	\$14.658	\$13.181	891.9	\$11.823	\$67.786	\$55.963	473.4
Paratransit Service Contracts	\$0.000	(3.463)	(3.463)	-	\$1.500	\$1.398	(0.102)	(6.8)
Maintenance and Other Operating Contracts	\$0.000	\$4.797	\$4.797	-	(9.500)	\$24.203	\$33.703	354.8
Professional Service Contracts	\$0.000	(3.494)	(3.494)	-	(2.483)	\$7.865	\$10.348	416.7
Materials & Supplies	\$3.042	\$0.339	(2.702)	(88.8)	(3.524)	(15.272)	(11.748)	(333.4)
Other Business Expenses	\$0.000	(0.291)	(0.291)	-	\$0.000	(3.313)	(3.313)	-
<b>Non-Labor</b>	<b>\$10.518</b>	<b>\$14.619</b>	<b>\$4.100</b>	<b>39.0</b>	<b>\$23.153</b>	<b>\$101.933</b>	<b>\$78.781</b>	<b>340.3</b>
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$57.452</b>	<b>\$56.937</b>	<b>(0.515)</b>	<b>(0.9)</b>	<b>\$178.936</b>	<b>\$285.357</b>	<b>\$106.421</b>	<b>59.5</b>
Depreciation	\$176.302	\$174.527	(1.776)	(1.0)	\$1,404.992	\$1,384.394	(20.598)	(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	-
<b>Total Expenditures</b>	<b>\$233.754</b>	<b>\$231.464</b>	<b>(2.291)</b>	<b>(1.0)</b>	<b>\$1,613.216</b>	<b>\$1,670.164</b>	<b>\$56.948</b>	<b>3.5</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$247.152</b>	<b>\$212.144</b>	<b>(35.008)</b>	<b>(14.2)</b>	<b>\$1,551.365</b>	<b>\$1,615.178</b>	<b>\$63.812</b>	<b>4.1</b>

Note: Totals may not add due to rounding

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

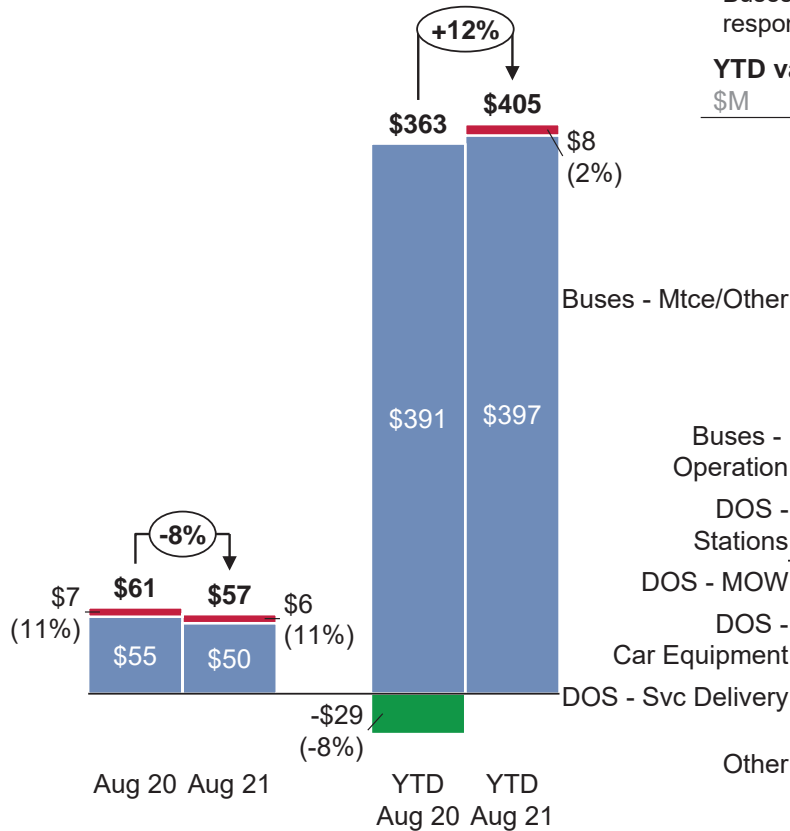
# NYCT – Non-Reimbursable Overtime Variance

## August 2021 and YTD forecast vs. variance

\$M

- Variance - Unfavorable
- Variance - Favorable
- Budget

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

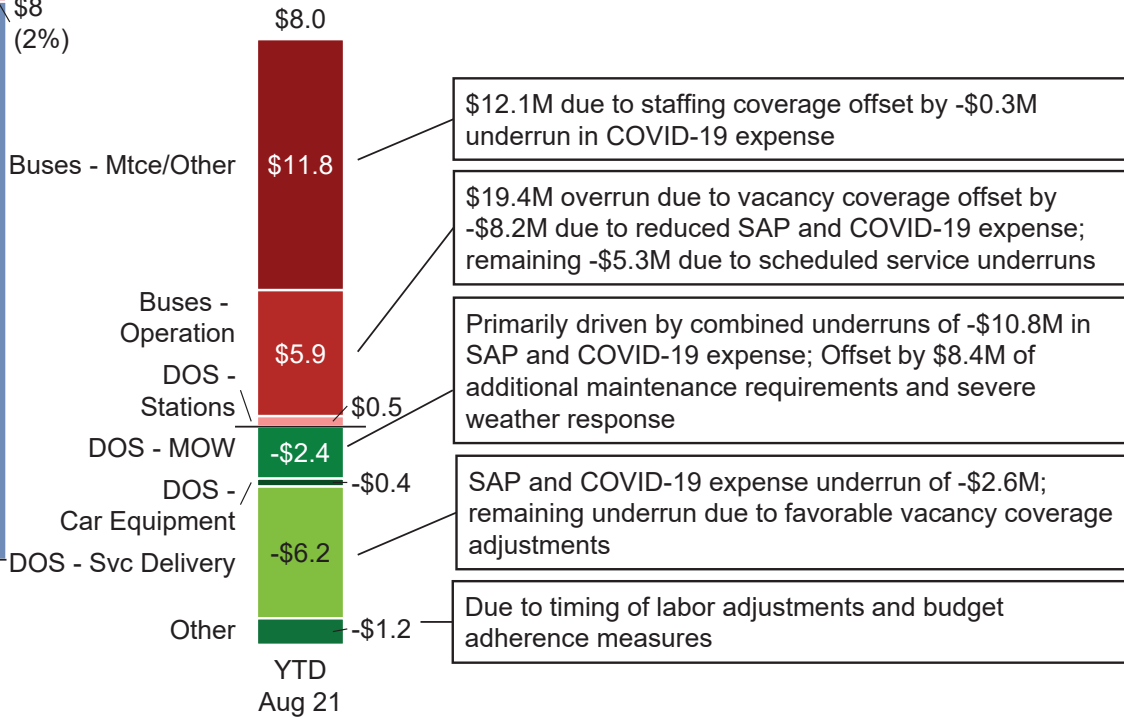


## Overview

- Overall increase of \$42.6M or 12% compared to August YTD 2020
- Overall decrease of -\$5.5M or -1% compared to August YTD 2019
- \$8.0M or 2% above 2021 YTD budget
- Subways -\$8.5M overrun: \$1.7M for severe weather response; -\$4.1M due to favorable vacancy coverage adjustments; -\$4.6M for COVID-19 response; scheduled overtime underrun of -\$1.5M
- Buses \$17.7M overrun: \$31.5M for vacancy/availability coverage; -\$8.5M for COVID-19 response; -\$5.3M scheduled overtime underrun

## YTD variance by division

\$M



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

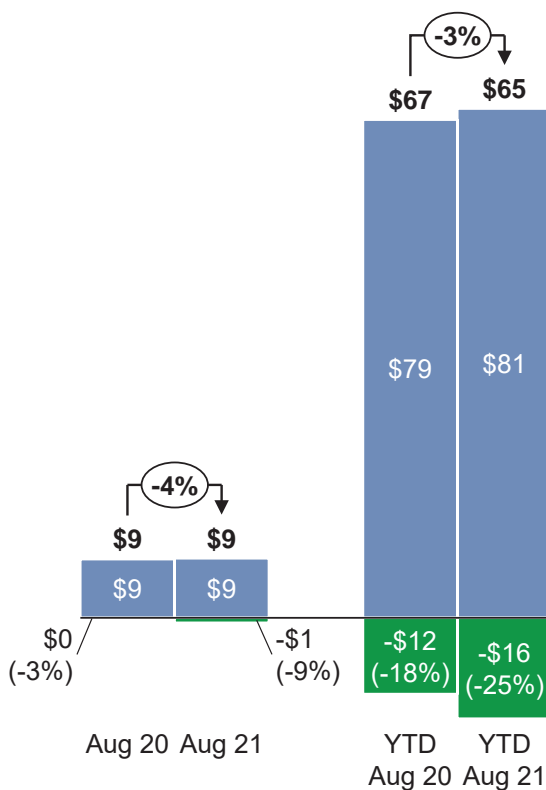
# NYCT – Reimbursable Overtime Variance

## August 2021 and YTD forecast vs. variance

\$M

- Variance - Unfavorable
- Variance - Favorable
- Budget

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

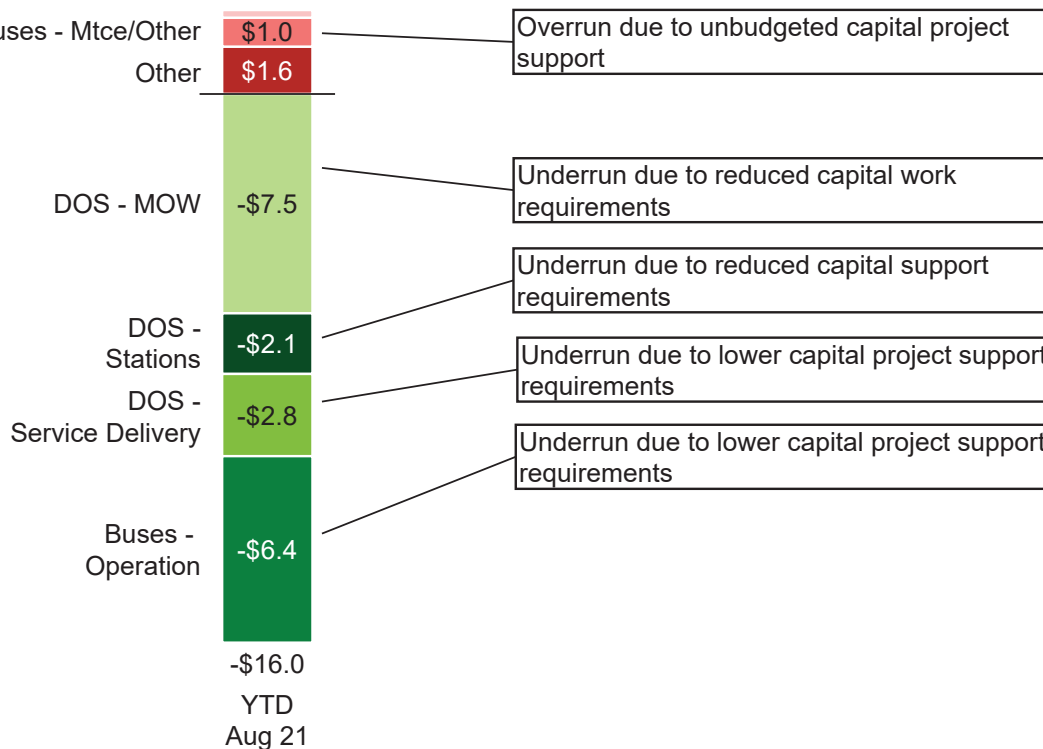


## Overview

- Overall decrease of -\$2.2M or -3% compared to August YTD 2020
- Overall decrease of -\$66.0M or -50% compared to August YTD 2019
- -\$16.0M or -25% below 2021 YTD budget
- Subways -\$12.2M underrun due to lower capital support requirements and severe weather project cancellations
- Buses -\$5.4M underrun due to lower capital support requirements

## YTD variance by division

\$M



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

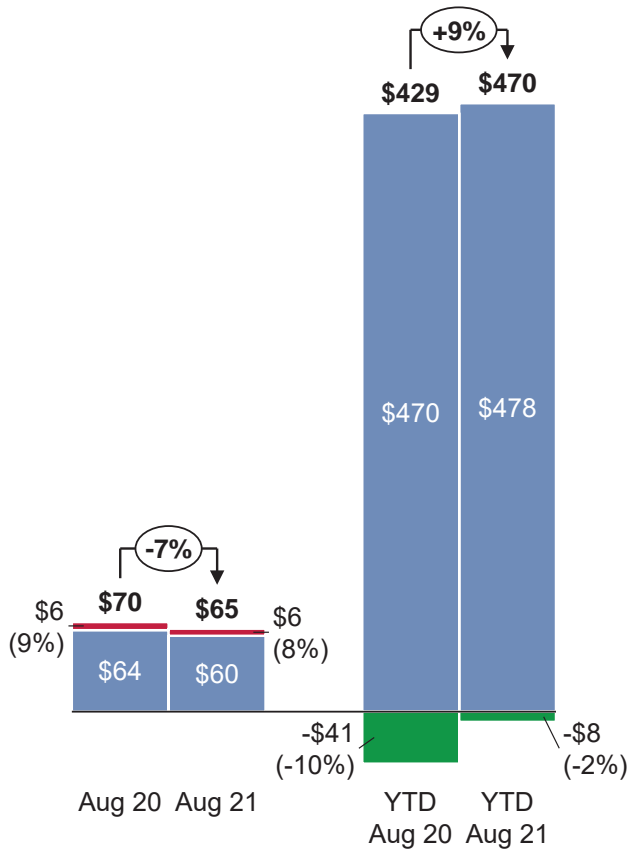
# NYCT – Total Overtime Variance

## August 2021 and YTD forecast vs. variance

\$M

- Variance - Unfavorable
- Variance - Favorable
- Budget

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

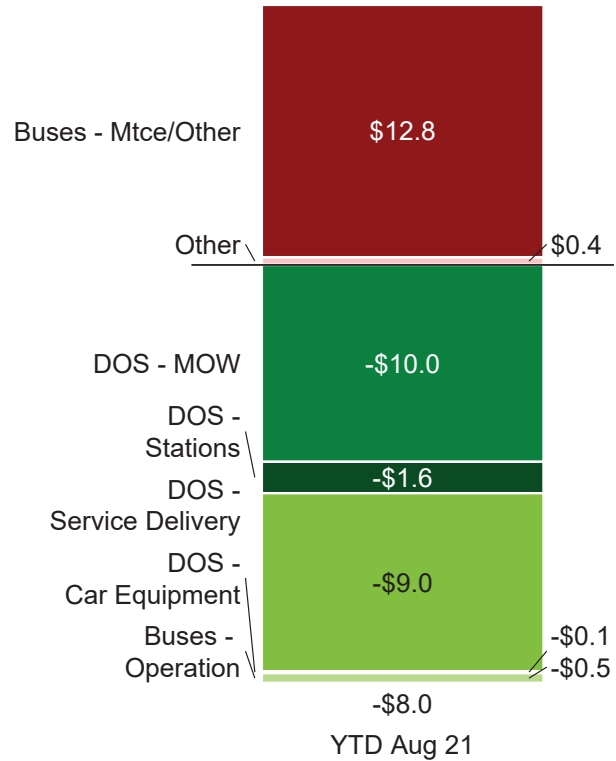


## Overview

- Overall increase of \$40.5M or 9% compared to August YTD 2020
- Overall decrease of -\$71.5M or -13% compared to August YTD 2019
- -\$8.0M or -2% below 2021 YTD budget

## YTD variance by division

\$M



Source: Forecast 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**

August 2021

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Variance Fav./Unfav</u>	<u>Explanation</u>
<b><u>Administration:</u></b>				
Office of the President	26	28	(2)	
Law	240	227	13	
Office of the EVP	19	14	5	
Human Resources	197	174	23	
Office of Management and Budget	30	25	5	
Strategy & Customer Experience	177	160	17	
Non-Departmental	-	0	0	
Labor Relations	78	75	3	
Office of People & Business Transformation	14	7	7	
Material	154	191	(37)	
Controller	103	103	0	
<b>Total Administration</b>	<b>1,038</b>	<b>1,004</b>	<b>34</b>	
<b><u>Operations:</u></b>				
Subways Service Delivery	8,099	7,556	543	Mainly Mgr, Supv, and RVO vacancies.
Subways Operations Support/Admin	378	412	(34)	
Subways Stations	2,328	2,224	104	Mainly Station Agent vacancies.
<b>Subtotal Subways</b>	<b>10,805</b>	<b>10,192</b>	<b>613</b>	
Buses	10,795	10,635	160	Mainly Bus Operator vacancies.
Paratransit	185	174	11	
Operations Planning	357	298	59	Mainly Traffic Checker vacancies.
Revenue Control	559	522	37	
Non-Departmental	173	-	173	
<b>Total Operations</b>	<b>22,874</b>	<b>21,821</b>	<b>1,053</b>	
<b><u>Maintenance:</u></b>				
Subways Operations Support/Admin	102	72	30	
Subways Engineering	327	315	12	
Subways Car Equipment	4,163	4,087	76	Mainly Mgr, PTE and hourly vacancies.
Subways Infrastructure	1,870	1,792	78	Mainly Mgr, Supv and hourly vacancies.
Subways Elevators & Escalators	470	455	15	
Subways Stations	3,676	3,487	189	Mainly Supv and hourly vacancies.
Subways Track	3,118	2,761	357	Mainly PDM and TrackWorker vacancies.
Subways Power	636	609	27	
Subways Signals	1,706	1,629	77	Mainly Signal Mtr vacancies.
Subways Electronic Maintenance	1,577	1,408	169	Mainly PTE and hourly vacancies.
<b>Subtotal Subways</b>	<b>17,645</b>	<b>16,615</b>	<b>1,030</b>	
Buses	3,385	3,287	98	Mainly Mrg and hourly vacancies.
Supply Logistics	523	512	11	
System Safety	85	74	11	
Non-Departmental	(138)	-	(138)	
<b>Total Maintenance</b>	<b>21,500</b>	<b>20,488</b>	<b>1,012</b>	
<b><u>Engineering:</u></b>				
Capital Program Management	1,302	1,077	225	Mainly Mgr, and PTE vacancies.
<b>Total Engineering/Capital</b>	<b>1,302</b>	<b>1,077</b>	<b>225</b>	
<b><u>Public Safety:</u></b>				
Security	620	586	34	
<b>Total Public Safety</b>	<b>620</b>	<b>586</b>	<b>34</b>	
<b>Total Positions</b>	<b>47,334</b>	<b>44,976</b>	<b>2,358</b>	
Non-Reimbursable	42,590	41,089	1,502	
Reimbursable	4,744	3,887	857	
Total Full-Time	47,177	44,880	2,297	
Total Full-Time Equivalents	157	96	61	

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

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Variance Fav./(Unfav)	Explanation
<b><u>Administration:</u></b>				
Managers/Supervisors	328	310	18	
Professional, Technical, Clerical	678	666	12	
Operational Hourlies	32	28	4	
<b>Total Administration</b>	<b>1,038</b>	<b>1,004</b>	<b>34</b>	
<b><u>Operations:</u></b>				
Managers/Supervisors	2,800	2,578	222	
Professional, Technical, Clerical	484	441	43	
Operational Hourlies	19,590	18,802	788	
<b>Total Operations</b>	<b>22,874</b>	<b>21,821</b>	<b>1053</b>	
<b><u>Maintenance:</u></b>				
Managers/Supervisors	3,899	3,624	275	
Professional, Technical, Clerical	909	788	121	
Operational Hourlies	16,692	16,076	616	
<b>Total Maintenance</b>	<b>21,500</b>	<b>20,488</b>	<b>1012</b>	
<b><u>Engineering/Capital:</u></b>				
Managers/Supervisors	353	268	85	
Professional, Technical, Clerical	947	807	140	
Operational Hourlies	2	2	0	
<b>Total Engineering/Capital</b>	<b>1,302</b>	<b>1,077</b>	<b>225</b>	
<b><u>Public Safety:</u></b>				
Managers/Supervisors	265	234	31	
Professional, Technical, Clerical	32	31	1	
Operational Hourlies	323	321	2	
<b>Total Public Safety</b>	<b>620</b>	<b>586</b>	<b>34</b>	
<b><u>Total Positions:</u></b>				
Managers/Supervisors	7,645	7,014	631	
Professional, Technical, Clerical	3,050	2,733	317	
Operational Hourlies	36,639	35,229	1410	
<b>Total Positions</b>	<b>47,334</b>	<b>44,976</b>	<b>2,358</b>	

# Preliminary August 2021 Report: Staten Island Railway

The purpose of this report is to provide the preliminary August 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:

- August 2021 Staten Island Railway ridership of 117,251 was 19,681 rides (20.2 percent) above forecast. For August 2021 year-to-date, ridership exceeded forecast by 7.8 percent.
- Compared with August 2019, August 2021 ridership was lower by 62.5 percent. Compared with August 2020, August 2021 ridership was higher by 81.0 percent.
- August 2021 Farebox revenue was \$0.033 million (19.2 percent) above forecast. August 2021 YTD Farebox revenue exceeded forecast by \$0.103 million (8.5 percent).
- Operating expenses were under forecast by \$0.866 million (14.0 percent).
  - Labor expenses were less than forecast by \$0.427 million (9.4 percent).
  - Non-labor expenses were also less than forecast by \$0.440 million (26.3 percent).

# STATEN ISLAND RAILWAY FINANCIAL AND RIDERSHIP REPORT

August 2021

(All data are preliminary and subject to audit)

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

**August 2021 Staten Island Railway ridership** of 117,251 was 19,681 rides (20.2 percent) above forecast. Average weekday ridership of 5,043 was 2,304 rides (84.1 percent) higher than August 2020 and 8,184 rides (61.9 percent) lower than August 2019.

**Total Operating Revenue** of \$0.220 million was below forecast by \$0.142 million (39.2 percent).

- Farebox revenue of \$0.207 million was \$0.033 million (19.2 percent) above forecast. The overrun was due to higher than expected ridership.
- Other Revenue of \$0.013 million was \$0.175 million (92.9 percent) below forecast due to lower school fare reimbursement and advertising revenue.

**Year-to-date Total Operating Revenue** of \$1.760 million was \$0.341 million (16.2 percent) below forecast, due to underruns in school fare reimbursement and advertising revenue, partly offset by favorable farebox revenue.

**Nonreimbursable expenses** in August, before depreciation, GASB 75 OPEB Expense Adjustment and GASB 68 Pension Adjustment, were less than forecast by \$0.866 million (14.0 percent).

- Labor expenses underran forecast by \$0.427 million (9.4 percent), due primarily to an underrun of \$0.324 million (13.9 percent) in Payroll due to vacancies. Health & Welfare/OPEB current payments underran by \$0.073 million (7.2 percent) resulting from favorable prescription drug rates, favorable medical rates and the favorable timing of expenses/credits. Other Fringe Benefits underran forecast by \$0.080 million (28.6 percent). Overtime overran forecast by \$0.058 million (23.8 percent) due to vacancy coverage.
- Non-labor expenses were below forecast by \$0.440 million (26.3 percent), including an underrun in Maintenance and Other Operating contracts of \$0.387 million (82.7 percent) and Professional Services Contracts underran by \$0.137 million (50.0 percent) due to timing. Other Business Expenses underran forecast by \$0.131 million (91.0 percent) and Claims underran by \$0.087 million (73.1 percent) due to timing of expenses. Electric Power overran forecast by \$0.270 million (79.4 percent) due to timing.

**Year-to-date**, expenses were below forecast by \$3.119 million (7.0 percent).

- Labor expenses were under by \$1.237 million (3.5 percent), mostly due to underruns in Payroll of \$0.819 million (4.6 percent) due to vacancies and Health & Welfare/OPEB underran by \$0.278 million (4.3 percent). Other Fringe Benefits underran forecast by \$0.130 million (4.8 percent) and Overtime overran by \$0.013 million (0.6 percent).
- Non-labor expenses underran by \$1.883 million (19.5 percent), mainly due to timing in Maintenance and Other Operating Contracts of \$0.868 million (45.1 percent) and Professional Service Contracts were under forecast by \$0.412 million (29.0 percent). Other Business Expenses underran by \$0.308 million (47.1 percent), and Electric Power underran by \$0.135 million (5.5 percent).

**Operating cash deficit** (excluding subsidies) in August of \$4.290 million was \$0.873 million (16.9 percent) favorable to forecast. On a year-to-date basis, the operating cash deficit was \$37.627 million, which was \$0.664 million (1.7 percent) favorable to forecast.

**MTA STATEN ISLAND RAILWAY**  
**July Financial Plan - 2021 Mid\_Year**  
**Ridership (Utilization) Actual to Budget**  
**Aug FY21**  
 (# in Millions)

9/08/2021 10:31 AM

	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Ridership</b>								
Ridership - Subway	0.098	0.117	0.020	20.2	0.741	0.799	0.058	7.8
<b>Total Ridership</b>	<b>0.098</b>	<b>0.117</b>	<b>0.020</b>	<b>20.2</b>	<b>0.741</b>	<b>0.799</b>	<b>0.058</b>	<b>7.8</b>
<b>FareBox Revenue</b>								
Farebox Revenue	\$0.174	\$0.207	\$0.033	19.2	\$1.202	\$1.305	\$0.103	8.5
<b>Total Farebox Revenue</b>	<b>\$0.174</b>	<b>\$0.207</b>	<b>\$0.033</b>	<b>19.2</b>	<b>\$1.202</b>	<b>\$1.305</b>	<b>\$0.103</b>	<b>8.5</b>

Note: Totals may not add due to rounding

**MTA STATEN ISLAND RAILWAY**  
**Aug - 2021 Mid\_Year**  
**Accrual Statement of Operations By Category**  
**Month - Aug 2021**  
(\$ in Millions)

9/08/2021 02:13 AM

	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	
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Farebox Revenue	\$0.174	\$0.207	\$0.033	19.2	\$0.000	\$0.000	-	-	\$0.174	\$0.207	\$0.033	19.2
Other Revenue	\$0.189	\$0.013	(0.175)	(92.9)	\$0.000	\$0.000	-	-	\$0.189	\$0.013	(0.175)	(92.9)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.954	\$0.279	(0.675)	(70.8)	\$0.954	\$0.279	(0.675)	(70.8)
<b>Total Revenue</b>	<b>\$0.362</b>	<b>\$0.220</b>	<b>(0.142)</b>	<b>(39.2)</b>	<b>\$0.954</b>	<b>\$0.279</b>	<b>(0.675)</b>	<b>(70.8)</b>	<b>\$1.316</b>	<b>\$0.499</b>	<b>(0.817)</b>	<b>(62.1)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$2.329	\$2.005	\$0.324	13.9	\$0.542	\$0.047	\$0.495	91.3	\$2.871	\$2.052	\$0.819	28.5
Overtime	\$0.244	\$0.302	(0.058)	(23.8)	\$0.094	\$0.105	(0.011)	(12.0)	\$0.338	\$0.408	(0.069)	(20.5)
<b>Total Salaries &amp; Wages</b>	<b>\$2.573</b>	<b>\$2.307</b>	<b>\$0.265</b>	<b>10.3</b>	<b>\$0.636</b>	<b>\$0.152</b>	<b>\$0.484</b>	<b>76.1</b>	<b>\$3.209</b>	<b>\$2.460</b>	<b>\$0.749</b>	<b>23.4</b>
Health and Welfare	\$0.804	\$0.810	(0.006)	(0.8)	\$0.000	\$0.000	\$0.000	-	\$0.804	\$0.810	(0.006)	(0.8)
OPEB Current Payment	\$0.207	\$0.128	\$0.079	38.0	\$0.000	\$0.000	\$0.000	-	\$0.207	\$0.128	\$0.078	37.9
Pensions	\$0.655	\$0.646	\$0.008	1.3	\$0.000	\$0.000	-	-	\$0.655	\$0.646	\$0.008	1.3
Other Fringe Benefits	\$0.281	\$0.201	\$0.080	28.6	\$0.317	\$0.126	\$0.191	60.2	\$0.599	\$0.327	\$0.271	45.3
<b>Total Fringe Benefits</b>	<b>\$1.947</b>	<b>\$1.786</b>	<b>\$0.161</b>	<b>8.3</b>	<b>\$0.317</b>	<b>\$0.126</b>	<b>\$0.191</b>	<b>60.1</b>	<b>\$2.264</b>	<b>\$1.912</b>	<b>\$0.352</b>	<b>15.5</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Labor</b>	<b>\$4.520</b>	<b>\$4.093</b>	<b>\$0.427</b>	<b>9.4</b>	<b>\$0.954</b>	<b>\$0.279</b>	<b>\$0.675</b>	<b>70.8</b>	<b>\$5.474</b>	<b>\$4.372</b>	<b>\$1.102</b>	<b>20.1</b>
<b>Non-Labor :</b>												
Electric Power	\$0.341	\$0.611	(0.270)	(79.4)	\$0.000	\$0.000	\$0.000	-	\$0.341	\$0.611	(0.270)	(79.4)
Fuel	\$0.020	\$0.013	\$0.007	35.4	\$0.000	\$0.000	-	-	\$0.020	\$0.013	\$0.007	35.4
Insurance	\$0.105	\$0.095	\$0.010	9.9	\$0.000	\$0.000	-	-	\$0.105	\$0.095	\$0.010	9.9
Claims	\$0.119	\$0.032	\$0.087	73.1	\$0.000	\$0.000	-	-	\$0.119	\$0.032	\$0.087	73.1
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$0.467	\$0.081	\$0.387	82.7	\$0.000	\$0.000	-	-	\$0.467	\$0.081	\$0.387	82.7
Professional Service Contracts	\$0.274	\$0.137	\$0.137	50.0	\$0.000	\$0.000	\$0.000	-	\$0.274	\$0.137	\$0.137	50.0
Materials & Supplies	\$0.201	\$0.250	(0.049)	(24.2)	\$0.000	\$0.000	\$0.000	-	\$0.201	\$0.250	(0.049)	(24.2)
Other Business Expenses	\$0.143	\$0.013	\$0.131	91.0	\$0.000	\$0.000	-	-	\$0.143	\$0.013	\$0.131	91.0
<b>Non-Labor</b>	<b>\$1.671</b>	<b>\$1.231</b>	<b>\$0.440</b>	<b>26.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$1.671</b>	<b>\$1.231</b>	<b>\$0.440</b>	<b>26.3</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$6.191</b>	<b>\$5.325</b>	<b>\$0.866</b>	<b>14.0</b>	<b>\$0.954</b>	<b>\$0.279</b>	<b>\$0.675</b>	<b>70.8</b>	<b>\$7.145</b>	<b>\$5.603</b>	<b>\$1.541</b>	<b>21.6</b>
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	-	-
<b>Total Expenses</b>	<b>\$7.237</b>	<b>\$6.274</b>	<b>\$0.964</b>	<b>13.3</b>	<b>\$0.954</b>	<b>\$0.279</b>	<b>\$0.675</b>	<b>70.8</b>	<b>\$8.191</b>	<b>\$6.552</b>	<b>\$1.639</b>	<b>20.0</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(6.875)</b>	<b>(6.053)</b>	<b>\$0.822</b>	<b>12.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>100.0</b>	<b>(6.875)</b>	<b>(6.053)</b>	<b>\$0.822</b>	<b>12.0</b>

Note: Totals may not add due to rounding

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

**MTA STATEN ISLAND RAILWAY**  
**Aug - 2021 Mid\_Year**  
**Accrual Statement of Operations By Category**  
**Year-To-Date - Aug 2021**  
(\$ in Millions)

9/08/2021 02:13 AM

	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	
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Farebox Revenue	\$1.202	\$1.305	\$0.103	8.5	\$0.000	\$0.000	-	-	\$1.202	\$1.305	\$0.103	8.5
Other Revenue	\$0.899	\$0.455	(0.443)	(49.3)	\$0.000	\$0.000	-	-	\$0.899	\$0.455	(0.443)	(49.3)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$3.743	\$1.448	(2.295)	(61.3)	\$3.743	\$1.448	(2.295)	(61.3)
<b>Total Revenue</b>	<b>\$2.101</b>	<b>\$1.760</b>	<b>(0.341)</b>	<b>(16.2)</b>	<b>\$3.743</b>	<b>\$1.448</b>	<b>(2.295)</b>	<b>(61.3)</b>	<b>\$5.844</b>	<b>\$3.208</b>	<b>(2.636)</b>	<b>(45.1)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$17.891	\$17.072	\$0.819	4.6	\$1.800	\$0.292	\$1.508	83.8	\$19.690	\$17.364	\$2.327	11.8
Overtime	\$2.032	\$2.045	(0.013)	(0.6)	\$0.642	\$0.485	\$0.157	24.5	\$2.674	\$2.530	\$0.144	5.4
<b>Total Salaries &amp; Wages</b>	<b>\$19.923</b>	<b>\$19.117</b>	<b>\$0.806</b>	<b>4.0</b>	<b>\$2.442</b>	<b>\$0.777</b>	<b>\$1.665</b>	<b>68.2</b>	<b>\$22.365</b>	<b>\$19.894</b>	<b>\$2.471</b>	<b>11.0</b>
Health and Welfare	\$4.433	\$4.114	\$0.319	7.2	\$0.000	\$0.000	\$0.000	-	\$4.433	\$4.114	\$0.319	7.2
OPEB Current Payment	\$1.975	\$2.016	(0.041)	(2.1)	\$0.000	\$0.001	(0.001)	-	\$1.975	\$2.018	(0.042)	(2.1)
Pensions	\$5.831	\$5.805	\$0.025	0.4	\$0.000	\$0.000	-	-	\$5.831	\$5.805	\$0.025	0.4
Other Fringe Benefits	\$2.711	\$2.581	\$0.130	4.8	\$1.301	\$0.630	\$0.671	51.6	\$4.012	\$3.211	\$0.801	20.0
<b>Total Fringe Benefits</b>	<b>\$14.950</b>	<b>\$14.517</b>	<b>\$0.433</b>	<b>2.9</b>	<b>\$1.301</b>	<b>\$0.631</b>	<b>\$0.670</b>	<b>51.5</b>	<b>\$16.251</b>	<b>\$15.148</b>	<b>\$1.103</b>	<b>6.8</b>
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)	-
<b>Labor</b>	<b>\$34.872</b>	<b>\$33.635</b>	<b>\$1.237</b>	<b>3.5</b>	<b>\$3.743</b>	<b>\$1.410</b>	<b>\$2.333</b>	<b>62.3</b>	<b>\$38.615</b>	<b>\$35.045</b>	<b>\$3.570</b>	<b>9.2</b>
<b>Non-Labor :</b>												
Electric Power	\$2.480	\$2.344	\$0.135	5.5	\$0.000	\$0.004	(0.004)	-	\$2.480	\$2.348	\$0.131	5.3
Fuel	\$0.209	\$0.162	\$0.047	22.5	\$0.000	\$0.000	-	-	\$0.209	\$0.162	\$0.047	22.5
Insurance	\$0.886	\$0.835	\$0.050	5.7	\$0.000	\$0.000	-	-	\$0.886	\$0.835	\$0.050	5.7
Claims	\$0.517	\$0.506	\$0.011	2.1	\$0.000	\$0.000	-	-	\$0.517	\$0.506	\$0.011	2.1
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$1.925	\$1.057	\$0.868	45.1	\$0.000	\$0.000	-	-	\$1.925	\$1.057	\$0.868	45.1
Professional Service Contracts	\$1.420	\$1.009	\$0.412	29.0	\$0.000	\$0.005	(0.005)	-	\$1.420	\$1.013	\$0.407	28.6
Materials & Supplies	\$1.548	\$1.497	\$0.051	3.3	\$0.000	\$0.029	(0.029)	-	\$1.548	\$1.527	\$0.022	1.4
Other Business Expenses	\$0.655	\$0.346	\$0.308	47.1	\$0.000	\$0.000	-	-	\$0.655	\$0.346	\$0.308	47.1
<b>Non-Labor</b>	<b>\$9.639</b>	<b>\$7.756</b>	<b>\$1.883</b>	<b>19.5</b>	<b>\$0.000</b>	<b>\$0.038</b>	<b>(0.038)</b>	<b>-</b>	<b>\$9.639</b>	<b>\$7.794</b>	<b>\$1.845</b>	<b>19.1</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$44.511</b>	<b>\$41.392</b>	<b>\$3.119</b>	<b>7.0</b>	<b>\$3.743</b>	<b>\$1.448</b>	<b>\$2.295</b>	<b>61.3</b>	<b>\$48.254</b>	<b>\$42.840</b>	<b>\$5.415</b>	<b>11.2</b>
Depreciation	\$7.814	\$7.526	\$0.288	3.7	\$0.000	\$0.000	-	-	\$7.814	\$7.526	\$0.288	3.7
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	-	-
<b>Total Expenses</b>	<b>\$52.325</b>	<b>\$47.345</b>	<b>\$4.981</b>	<b>9.5</b>	<b>\$3.743</b>	<b>\$1.448</b>	<b>\$2.295</b>	<b>61.3</b>	<b>\$56.068</b>	<b>\$48.792</b>	<b>\$7.276</b>	<b>13.0</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(50.224)</b>	<b>(45.584)</b>	<b>\$4.640</b>	<b>9.2</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>508.0</b>	<b>(50.224)</b>	<b>(45.584)</b>	<b>\$4.640</b>	<b>9.2</b>

Note: Totals may not add due to rounding

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

Master Page # 191 of 225 - New York City Transit and Bus Committee Meeting 10/18/2021

**MTA STATEN ISLAND RAILWAY  
JULY FINANCIAL PLAN- 2021 FORECAST BUDGET  
EXPLANATION OF VARIANCES BETWEEN JULY 2021 RESULTS AND THE JULY FINANCIAL PLAN  
AUGUST 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.	0.033	19.2	Favorable due to higher than anticipated ridership	0.103	8.5	Favorable due to higher than anticipated ridership
Other Revenue	Non Reimb.	(0.175)	(92.9)	Unfavorable due to minimal reimbursement for school fares	(0.443)	(49.3)	Unfavorable due to minimal reimbursement for school fares
Payroll	Non Reimb.	0.324	13.9	Favorable due to vacancies	0.819	4.6	Favorable due to vacancies
Overtime	Non Reimb.	(0.058)	(23.8)	Unfavorable primarily due to timing of work assignment.	(0.013)	(0.6)	Unfavorable primarily due to timing of work assignment
Health and Welfare (including OPEB current payment)	Non Reimb.	0.073	7.2	Favorable rates due to prescription drug contract rebates and vacancy savings	0.278	4.3	Favorable rates due to prescription drug contract rebates and vacancy savings
Pension	Non Reimb.	0.008	1.3	Favorable timing of expenses	0.025	0.4	Favorable timing of expenses
Other Fringe Benefits	Non Reimb.	0.080	28.6	Favorable accrual for Workers Compensation	0.130	4.8	Favorable accrual for Workers Compensation
Reimbursable Overhead	Non Reimb.	0.000	0.0		(0.002)	0.0	
Electric Power	Non Reimb.	(0.270)	(79.4)	Unfavorable primarily due to timing of bills	0.135	5.5	Favorable primarily due to timing of bills
Claims	Non Reimb.	0.087	73.1	Favorable due to timing of expenses	0.011	2.1	Unfavorable due to timing of expenses
Maintenance & Other Operating Contracts	Non Reimb.	0.387	82.7	Favorable due to the timing of material requirements	0.868	45.1	Favorable due to timing of Covid-19 cleaning expenses
Professional Service Contracts	Non Reimb.	0.137	50.0	Favorable due to timing of Covid-19 cleaning expenses	0.412	29.0	Favorable due to timing of Covid-19 cleaning expenses
Materials and Supplies	Non Reimb.	(0.049)	(24.2)	Unfavorable due to the timing of material requirements	0.051	3.3	Favorable due to the timing of material requirements
Other Business Expenses	Non Reimb.	0.131	91.0	Favorable due to timing of project expenses	0.308	47.1	Favorable due to timing of project expenses
Payroll	Reimb.	0.495	91.3	Favorable due to constrained project work caused by COVID-19	1.508	83.8	Favorable due to constrained project work caused by COVID-19
Overtime	Reimb.	(0.011)	(12.0)	Unfavorable due to less backfill of vacancies	0.157	24.5	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**  
**Aug FY21**  
(\$ in Millions)

9/08/2021 10:29 AM

	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$0.174	\$0.205	\$0.032	18.2	\$1.202	\$1.213	\$0.011	0.9
Other Revenue	\$0.115	\$0.151	\$0.036	30.9	\$1.163	\$0.503	(0.660)	(56.8)
Capital and Other Reimbursements	\$0.954	\$0.002	(0.951)	(99.8)	\$4.164	\$1.635	(2.528)	(60.7)
<b>Total Revenue</b>	<b>\$1.242</b>	<b>\$0.358</b>	<b>(0.884)</b>	<b>(71.2)</b>	<b>\$6.529</b>	<b>\$3.352</b>	<b>(3.178)</b>	<b>(48.7)</b>
<b>Expenditures</b>								
<b>Labor :</b>								
Payroll	\$2.412	\$1.913	\$0.499	20.7	\$17.701	\$16.048	\$1.653	9.3
Overtime	\$0.338	\$0.281	\$0.057	16.9	\$2.674	\$2.433	\$0.241	9.0
<b>Total Salaries &amp; Wages</b>	<b>\$2.750</b>	<b>\$2.194</b>	<b>\$0.556</b>	<b>20.2</b>	<b>\$20.376</b>	<b>\$18.481</b>	<b>\$1.894</b>	<b>9.3</b>
Health and Welfare	\$0.804	\$0.333	\$0.471	58.6	\$4.432	\$5.292	(0.859)	(19.4)
OPEB Current Payment	\$0.207	\$0.185	\$0.021	10.3	\$1.975	\$0.894	\$1.081	54.7
Pensions	\$0.655	\$0.646	\$0.008	1.3	\$5.831	\$5.805	\$0.025	0.4
Other Fringe Benefits	\$0.422	\$0.305	\$0.117	27.8	\$2.838	\$2.745	\$0.093	3.3
<b>Total Fringe Benefits</b>	<b>\$2.088</b>	<b>\$1.469</b>	<b>\$0.618</b>	<b>29.6</b>	<b>\$15.076</b>	<b>\$14.736</b>	<b>\$0.341</b>	<b>2.3</b>
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Labor</b>	<b>\$4.837</b>	<b>\$3.663</b>	<b>\$1.174</b>	<b>24.3</b>	<b>\$35.452</b>	<b>\$33.217</b>	<b>\$2.235</b>	<b>6.3</b>
<b>Non-Labor :</b>								
Electric Power	\$0.341	\$0.413	(0.072)	(21.2)	\$2.480	\$2.272	\$0.208	8.4
Fuel	\$0.020	\$0.015	\$0.005	24.5	\$0.210	\$0.218	(0.008)	(3.8)
Insurance	\$0.105	\$0.180	(0.075)	(70.8)	\$0.886	\$0.848	\$0.038	4.3
Claims	\$0.087	\$0.000	\$0.087	100.0	\$0.261	\$0.472	(0.211)	(81.0)
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.467	\$0.202	\$0.265	56.8	\$1.924	\$1.034	\$0.890	46.2
Professional Service Contracts	\$0.274	\$0.144	\$0.130	47.3	\$1.420	\$1.060	\$0.359	25.3
Materials & Supplies	\$0.131	\$0.017	\$0.113	86.9	\$1.532	\$1.456	\$0.076	5.0
Other Business Expenses	\$0.143	\$0.014	\$0.129	90.0	\$0.656	\$0.401	\$0.255	38.8
<b>Non-Labor</b>	<b>\$1.568</b>	<b>\$0.985</b>	<b>\$0.583</b>	<b>37.2</b>	<b>\$9.368</b>	<b>\$7.761</b>	<b>\$1.607</b>	<b>17.2</b>
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenditures before Depreciation and OPEB</b>	<b>\$6.405</b>	<b>\$4.648</b>	<b>\$1.757</b>	<b>27.4</b>	<b>\$44.820</b>	<b>\$40.978</b>	<b>\$3.842</b>	<b>8.6</b>
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	-
<b>Total Expenditures</b>	<b>\$6.405</b>	<b>\$4.648</b>	<b>\$1.757</b>	<b>27.4</b>	<b>\$44.820</b>	<b>\$40.978</b>	<b>\$3.842</b>	<b>8.6</b>
<b>Net Surplus/(Deficit)</b>	<b>(5.163)</b>	<b>(4.290)</b>	<b>\$0.873</b>	<b>16.9</b>	<b>(38.291)</b>	<b>(37.627)</b>	<b>\$0.664</b>	<b>1.7</b>

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)**

<b>Operating Receipts or Disbursements</b>	<b>MONTH</b>			<b>YEAR TO DATE</b>		
	<b>Favorable/ (Unfavorable) Variance</b>		<b>Reason for Variance</b>	<b>Favorable/ (Unfavorable) Variance</b>		<b>Reason for Variance</b>
	<b>\$</b>	<b>%</b>		<b>\$</b>	<b>%</b>	
Farebox Receipts	0.032	18.2	Primarily due to favorable ridership	0.011	0.9	Primarily due to timing of revenue
Other Revenue	0.036	30.9	Primarily due to receipt timing lag of fare reimbursement	(0.660)	(56.8)	Primarily due to receipt timing lag of fare reimbursement
Capital and Other Reimbursements	(0.951)	(99.8)	Timing of reimbursements	(2.528)	(60.7)	Timing of reimbursements
Payroll	0.499	20.7	Favorable due to vacancies	1.653	9.3	Favorable due to vacancies
Overtime	0.057	16.9	Timing of payments	0.241	9.0	Timing of payments
Health and Welfare (including OPEB current payment)	0.492	0.0	Timing of payments	0.222	0.0	Timing of payments
Other Fringe Benefits	0.117	27.8	Deferral of payroll expenditure (FICA) under CARES Act as well as vacancies	0.093	3.3	Timing of payroll expenditure (FICA) under CARES Act as well as vacancies
Electric Power	(0.072)	(21.2)	Unfavorable mainly due to timing	0.208	8.4	Favorable mainly due to timing
Maintenance Contracts	0.265	56.8	Favorable timing of maintenance work postponed due to COVID-19	0.890	46.2	Favorable timing of maintenance work postponed due to COVID-19
Professional Services Contracts	0.130	47.3	Timing of contract payments	0.359	25.3	Timing of contract payments
Materials & Supplies	0.113	86.9	Timing of payments	0.076	5.0	Timing of payments

**MTA STATEN ISLAND RAILWAY**  
**July Financial Plan - 2021 Mid\_Year**  
**Cash Conversion (Cash Flow Adjustments)**  
**Aug FY21**  
(\$ in Millions)

9/08/2021 10:26 AM

	Month				Year-To-Date			
	Forecast Mid Year	Actual	Favorable (Unfavorable)		Forecast Mid Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Revenue</b>								
Farebox Revenue	\$0.000	(0.002)	(0.002)	-	\$0.000	(0.092)	(0.091)	-
Other Revenue	(0.074)	\$0.137	\$0.211	286.7	\$0.264	\$0.048	(0.217)	(82.0)
Capital and Other Reimbursements	\$0.000	(0.277)	(0.277)	-	\$0.421	\$0.188	(0.233)	(55.4)
<b>Total Revenue</b>	<b>(0.074)</b>	<b>(0.141)</b>	<b>(0.067)</b>	<b>(91.5)</b>	<b>\$0.685</b>	<b>\$0.144</b>	<b>(0.541)</b>	<b>(79.0)</b>
<b>Expenses</b>								
<b>Labor :</b>								
Payroll	\$0.459	\$0.139	(0.320)	(69.7)	\$1.989	\$1.316	(0.674)	(33.9)
Overtime	\$0.000	\$0.127	\$0.127	-	\$0.000	\$0.097	\$0.097	-
<b>Total Salaries &amp; Wages</b>	<b>\$0.459</b>	<b>\$0.266</b>	<b>(0.193)</b>	<b>(42.1)</b>	<b>\$1.989</b>	<b>\$1.412</b>	<b>(0.577)</b>	<b>(29.0)</b>
Health and Welfare	\$0.000	\$0.478	\$0.478	-	\$0.000	(1.177)	(1.178)	-
OPEB Current Payment	\$0.000	(0.057)	(0.057)	-	\$0.000	\$1.123	\$1.123	-
Pensions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Other Fringe Benefits	\$0.177	\$0.023	(0.154)	(87.2)	\$1.174	\$0.466	(0.708)	(60.3)
<b>Total Fringe Benefits</b>	<b>\$0.177</b>	<b>\$0.443</b>	<b>\$0.266</b>	<b>150.8</b>	<b>\$1.174</b>	<b>\$0.412</b>	<b>(0.762)</b>	<b>(64.9)</b>
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.004	\$0.004	-
<b>Labor</b>	<b>\$0.636</b>	<b>\$0.709</b>	<b>\$0.073</b>	<b>11.5</b>	<b>\$3.164</b>	<b>\$1.828</b>	<b>(1.335)</b>	<b>(42.2)</b>
<b>Non-Labor :</b>								
Electric Power	\$0.000	\$0.198	\$0.198	-	\$0.000	\$0.076	\$0.076	-
Fuel	\$0.000	(0.002)	(0.002)	-	(0.001)	(0.056)	(0.055)	-
Insurance	\$0.000	(0.085)	(0.085)	-	\$0.000	(0.012)	(0.012)	-
Claims	\$0.032	\$0.032	\$0.000	0.0	\$0.256	\$0.034	(0.222)	(86.9)
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.000	(0.121)	(0.121)	-	\$0.000	\$0.022	\$0.022	-
Professional Service Contracts	\$0.000	(0.007)	(0.007)	-	\$0.000	(0.047)	(0.047)	-
Materials & Supplies	\$0.071	\$0.233	\$0.162	229.0	\$0.017	\$0.071	\$0.054	326.3
Other Business Expenses	\$0.000	(0.001)	(0.001)	-	(0.001)	(0.055)	(0.054)	-
<b>Non-Labor</b>	<b>\$0.103</b>	<b>\$0.246</b>	<b>\$0.143</b>	<b>139.4</b>	<b>\$0.271</b>	<b>\$0.033</b>	<b>(0.238)</b>	<b>(87.9)</b>
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$0.739</b>	<b>\$0.955</b>	<b>\$0.216</b>	<b>29.3</b>	<b>\$3.434</b>	<b>\$1.861</b>	<b>(1.573)</b>	<b>(45.8)</b>
Depreciation	\$1.046	\$0.949	(0.097)	(9.3)	\$7.814	\$7.526	(0.288)	(3.7)
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	-
<b>Total Expenditures</b>	<b>\$1.786</b>	<b>\$1.904</b>	<b>\$0.119</b>	<b>6.7</b>	<b>\$11.248</b>	<b>\$7.814</b>	<b>(3.434)</b>	<b>(30.5)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$1.712</b>	<b>\$1.763</b>	<b>\$0.051</b>	<b>3.0</b>	<b>\$11.933</b>	<b>\$7.958</b>	<b>(3.975)</b>	<b>(33.3)</b>

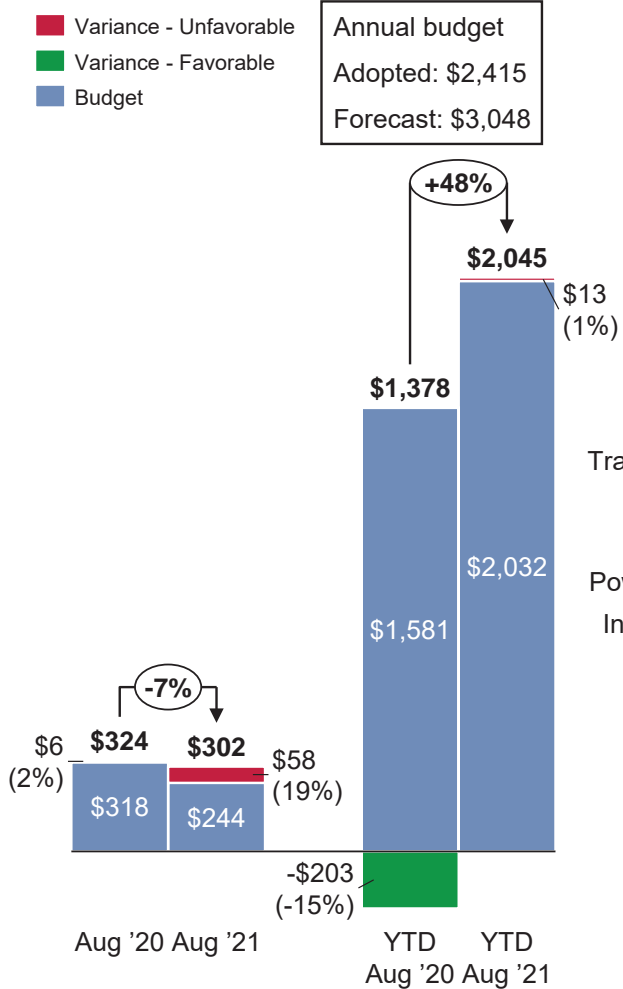
Note: Totals may not add due to rounding

Note: Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note 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

## August 2021 and YTD forecast vs. variance

\$K

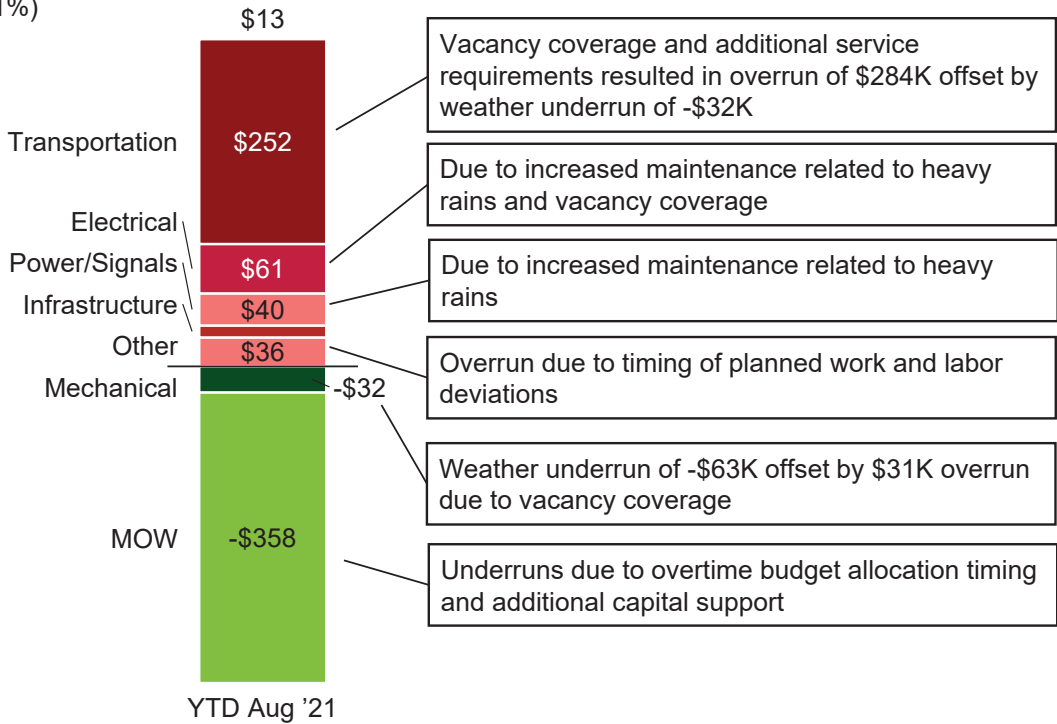


## Overview

- Overall increase of \$667K or 48% compared to August YTD 2020
- \$13K or 1% above 2021 YTD budget
- Maintenance -\$275K underrun: \$25K weather overrun; \$54K vacancy overrun; remaining underrun of -\$354K due to budget allocation and increased capital project support
- Service \$252K overrun: -\$32K weather underrun offset by \$161K overrun due to vacancies and \$123K due to other service requirements

## YTD variance by division

\$K



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

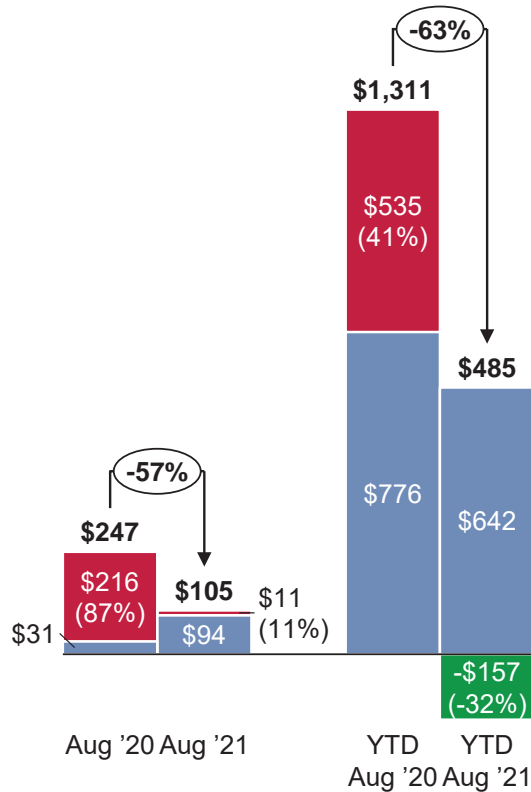
# SIRTOA – Reimbursable Overtime Variance

## August 2021 and YTD forecast vs. variance

\$K

- Variance - Unfavorable
- Variance - Favorable
- Budget

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

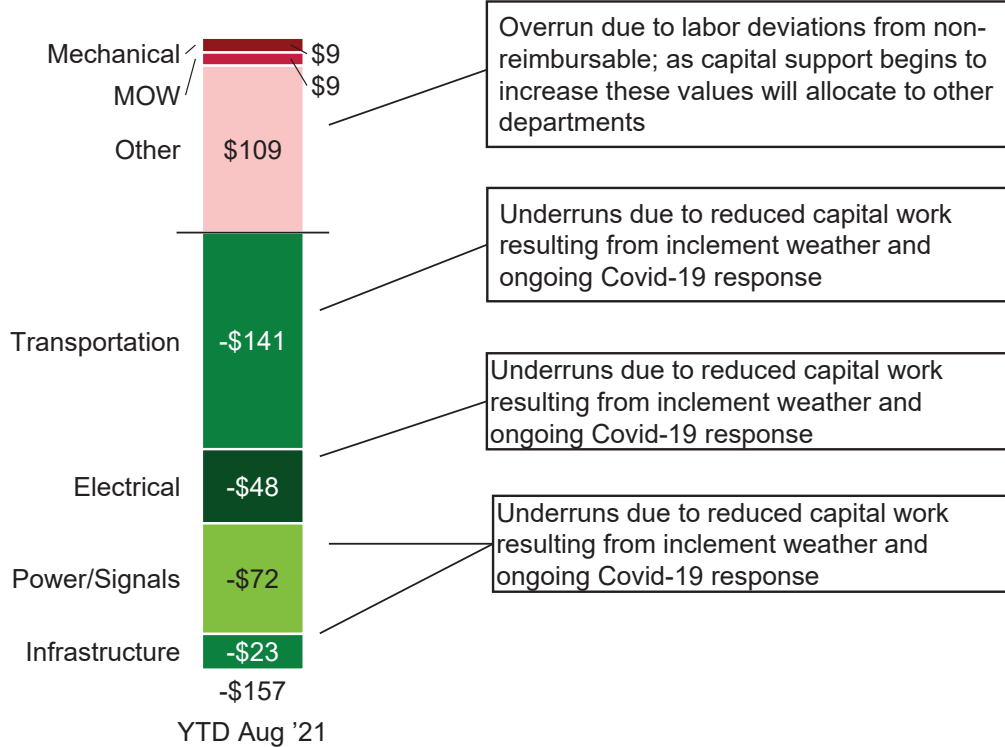


## Overview

- Overall decrease of -\$826K or -63% compared to August YTD 2020
- \$157K or -32% below 2021 YTD budget
- Maintenance -\$125K underrun due to reduced capital work resulting from inclement weather and Covid-19 response
- Service -\$141K 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.

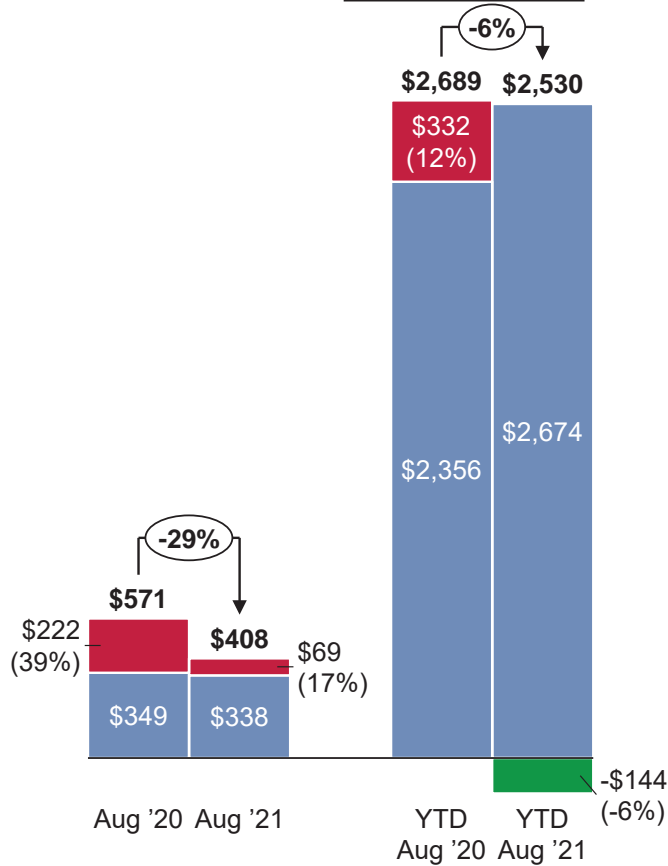
# SIRTOA – Total Overtime Variance

## August 2021 and YTD forecast vs. variance

\$K

- Variance - Unfavorable
- Variance - Favorable
- Budget

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

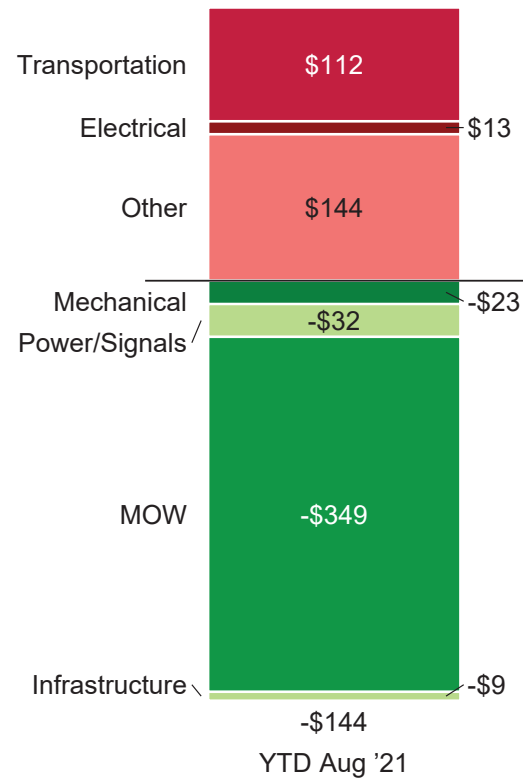


## Overview

- Overall decrease of -\$159K or -6% compared to August YTD 2020
- -\$144K or -6% 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  
Aug 2021**

	Forecast	Actual	Favorable/ (Unfavorable)
<b>Administration</b>			
SIR Executive	6	4	2
SIR General Office	13	11	2
SIR Purchasing Stores	4	3	1
<b>Total Administration</b>	<b>23</b>	<b>18</b>	<b>5</b>
<b>Operations</b>			
SIR Transportation	152	131	21
<b>Total Operations</b>	<b>152</b>	<b>131</b>	<b>21</b>
<b>Maintenance</b>			
SIR Mechanical	53	50	3
SIR Electronics Electrical	18	18	0
SIR Power Signals	32	29	3
SIR Maintenance of Way	89	75	14
SIR Infrastructure	16	18	(2)
<b>Total Maintenance</b>	<b>208</b>	<b>190</b>	<b>18</b>
<b>Engineering/Capital</b>			
SIR Reimbursable Program Support	6	2	4
<b>Total Engineering/Capital</b>	<b>6</b>	<b>2</b>	<b>4</b>
<b>Total Positions</b>	<b>389</b>	<b>341</b>	<b>48</b>
Non-Reimbursable	336	328	8
Reimbursable	53	13	40
Total Full-Time	389	341	48
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  
Aug 2021**

<b>FUNCTION/OCCUPATION</b>	<b>Forecast</b>	<b>Actual</b>	<b>Favorable/ (Unfavorable)</b>
<b><u>Administration</u></b>			
Managers/Supervisors	13	10	3
Professional/Technical/Clerical	6	6	0
Operational Hourlies	4	2	2
<b>Total Administration</b>	<b>23</b>	<b>18</b>	<b>5</b>
<b><u>Operations</u></b>			
Managers/Supervisors	26	22	4
Professional/Technical/Clerical	6	6	0
Operational Hourlies	120	103	17
<b>Total Operations</b>	<b>152</b>	<b>131</b>	<b>21</b>
<b><u>Maintenance</u></b>			
Managers/Supervisors	25	25	0
Professional/Technical/Clerical	6	6	0
Operational Hourlies	177	159	18
<b>Total Maintenance</b>	<b>208</b>	<b>190</b>	<b>18</b>
<b><u>Engineering/Capital</u></b>			
Managers/Supervisors	4	2	2
Professional/Technical/Clerical	2	0	2
Operational Hourlies	0	0	-
<b>Total Engineering/Capital</b>	<b>6</b>	<b>2</b>	<b>4</b>
<b><u>Total Positions</u></b>			
Managers/Supervisors	68	59	9
Professional/Technical/Clerical	20	18	2
Operational Hourlies	301	264	37
<b>Total Positions</b>	<b>389</b>	<b>341</b>	<b>48</b>



# Preliminary August 2021 Report: Bus Company

The purpose of this report is to provide the preliminary August 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 forecast, are summarized as follows:

August 2021 Bus Company ridership of 6.4 million was 0.8 million (15.1 percent) above forecast.

- Farebox revenue of \$12.6 million was \$1.6 million (14.3 percent) above forecast.
- Total expenses of \$70.1 million were \$33.1 million (32.1 percent) below forecast.
  - Labor expenses were lower than forecast by \$1.3 million (2.5 percent). Payroll expenses were higher than forecast by \$0.6 million (2.4 percent). Overtime expenses were lower than forecast by \$1.9 million (20.3 percent). Health and Welfare (including OPEB) expenses were higher than forecast by \$1.1 million (13.4 percent). Pension expenses were higher by \$0.5 million (9.4 percent). Other Fringe Benefits were lower than forecast by \$1.3 million (20.4 percent).
  - Non-labor expenses were favorable to forecast by \$13.4 million (48.1 percent). Fuel was lower than forecast by \$1.2 million (44.2 percent). Claims expenses were favorable by \$3.2 million (41.3 percent). Maintenance and Other Operating Contracts expenses were lower than forecast by \$3.3 million (61.5 percent). Professional Service Contracts were lower than forecast by \$2.2 million (50.3 percent). Materials and Supplies expenses were favorable by \$3.0 million (48.0 percent). Other Business Expenses were lower than forecast by \$0.3 million (56.8 percent).

**MTA BUS FINANCIAL AND RIDERSHIP REPORT**  
**August 2021**

(All data are preliminary and subject to audit)

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

**Total Revenue** was \$12.8 million in August, \$0.9 million (6.7 percent) lower than forecast, mainly due to lower Other Operating Revenue. Farebox Revenue was favorable by \$1.6 million (14.3 percent) due to higher ridership, partially offset by lower average fare. Other Operating Revenue was unfavorable by \$2.5 million (93.5 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.

August 2021 YTD farebox revenue of \$86.9 million was \$7.1 million (9.0 percent) above forecast, \$34.7 million (66.4 percent) above 2020, and \$41.5 million (32.3 percent) below 2019.

**Total Ridership** Total MTA Bus ridership in August 2021 was 6.4 million, 15.1 percent (0.8 million riders) above forecast. August 2021 average weekday ridership was 231,175, an increase of 1,128 percent (212,350 riders) from August 2020. Compared to August 2019, average weekday ridership decreased 36.9 percent (135,325 riders). Average weekday ridership for the twelve months ending August 2021 was 201,702, a decrease of 6.3 percent (13,497 riders) from the twelve months ending August 2020. This is a decrease of 48.3 percent (188,367 riders) in comparison to the twelve months ending August 2019.

August 2021 YTD actual ridership of 43.9 million was 3.3 million (8.1 percent) above forecast, 18.5 million (72.6 percent) above 2020, and 25.0 million (36.2 percent) below 2019.

**Non-reimbursable expenses**, before Depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were \$66.3 million in August, \$14.7 million (18.1 percent) favorable to budget.

- Labor expenses were lower than forecast by \$1.3 million (2.5 percent). Payroll expenses were higher than forecast by \$0.6 million (2.4 percent), primarily due to higher vacation, and sick payments. Overtime expenses were lower than forecast by \$1.9 million (20.3 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 higher than forecast by \$1.1 million (13.4 percent), primary due to lower medical & hospitalization and dental costs, partially offset by higher prescription drugs and insurance expenses. Pension expenses were higher by \$0.5 million (9.4 percent), due to timing of expenses. Other Fringe Benefits were lower than forecast by \$1.3 million (20.4 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 \$13.4 million (48.1 percent). Fuel was lower than forecast by \$1.2 million (44.2 percent), primarily due to timing of receipts. Claims expenses were favorable by \$3.2 million (41.3 percent), due to timing of expenses. Maintenance and Other Operating Contracts expenses were lower than forecast by \$3.3 million (61.5 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 (50.3 percent), due to the timing of interagency billing, Bus Technology, and service contracts. Materials and Supplies expenses were favorable by \$3.0 million (48.0 percent), mainly due to lower usage of general maintenance material as well as the timing of radio equipment maintenance/repairs, construction material, and COVID-19 expenses. Other Business expenses were lower than forecast by \$0.3 million (56.8 percent), due to lower print and

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

Depreciation expenses of \$3.7 million were \$1.2 million (24.1 percent) below forecast due to the timing of asset replacement. No expenses or credits were recorded in August regarding GASB 68 Pension Adjustment and GASB 75 OPEB Expense adjustment.

Year-to-date, expenses were less than forecast by a net \$101.8 million (15.4 percent), including favorable non-labor expenses of \$40.1 million (26.4 percent), as well as favorable labor expenses of \$6.7 million (1.6 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 \$31.6 million, favorable to forecast by \$3.4 million (9.8 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 August was \$33.5 million, \$36.3 million (52.0 percent) favorable to the forecast; the year-to-date operating cash deficit was \$391.2 million, \$67.9 million (14.8 percent) favorable to forecast.

**MTA BUS COMPANY**  
**July Financial Plan - 2021 Mid-Year Forecast**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**August 2021**  
(\$ 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
<b>Revenue</b>												
Farebox Revenue	\$11.063	\$12.647	\$1.584	14.3	\$0.000	\$0.000	\$0.000	-	\$11.063	\$12.647	\$1.584	14.3
Other Operating Income	2.686	0.174	(2.512)	(93.5)	-	-	-	-	2.686	0.174	(2.511)	(93.5)
Capital and Other Reimbursements	-	-	-	-	\$0.438	\$0.675	0.236	53.8	0.438	0.675	0.236	53.8
<b>Total Revenue</b>	<b>\$13.749</b>	<b>\$12.822</b>	<b>(\$0.927)</b>	<b>(6.7)</b>	<b>\$0.438</b>	<b>\$0.675</b>	<b>\$0.236</b>		<b>\$14.187</b>	<b>\$13.497</b>	<b>(\$0.691)</b>	<b>(4.9)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$23.962	\$24.527	(\$0.565)	(2.4)	\$0.105	\$0.355	(\$0.250)	*	\$24.068	\$24.882	(\$0.814)	(3.4)
Overtime	9.241	7.367	1.874	20.3	-	\$0.021	(0.021)	-	9.241	7.388	1.853	20.1
Health and Welfare	6.575	8.561	(1.986)	(30.2)	\$0.197	-	0.197	100.0	6.771	8.561	(1.789)	(26.4)
OPEB Current Payment	1.879	1.025	0.854	45.4	-	-	-	-	1.879	1.025	0.854	45.4
Pensions	5.079	5.557	(0.478)	(9.4)	-	-	-	-	5.079	5.557	(0.478)	(9.4)
Other Fringe Benefits	6.534	5.201	1.333	20.4	(0.003)	\$0.016	(0.018)	*	6.531	5.217	1.315	20.1
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	0.023	(0.283)	0.306	*	(\$0.023)	\$0.283	(0.307)	*	0.000	0.000	(0.001)	*
<b>Total Labor Expenses</b>	<b>\$53.293</b>	<b>\$51.955</b>	<b>\$1.338</b>	<b>2.5</b>	<b>\$0.276</b>	<b>\$0.675</b>	<b>(\$0.398)</b>	<b>*</b>	<b>\$53.569</b>	<b>\$52.630</b>	<b>\$0.940</b>	<b>1.8</b>
<i>Non-Labor:</i>												
Electric Power	\$0.125	\$0.187	(\$0.062)	(49.3)	\$0.000	\$0.000	\$0.000	-	\$0.125	\$0.187	(\$0.062)	(49.3)
Fuel	2.739	1.530	1.210	44.2	-	-	-	-	2.739	1.530	1.210	44.2
Insurance	0.638	0.432	0.206	32.3	-	-	-	-	0.638	0.432	0.206	32.3
Claims	7.668	4.500	3.168	41.3	-	-	-	-	7.668	4.500	3.168	41.3
Maintenance and Other Operating Cor	5.380	2.069	3.311	61.5	\$0.035	-	0.035	100.0	5.415	2.069	3.346	61.8
Professional Service Contracts	4.423	2.200	2.224	50.3	-	-	-	-	4.423	2.200	2.224	50.3
Materials & Supplies	6.268	3.258	3.010	48.0	\$0.127	-	0.127	100.0	6.395	3.258	3.137	49.1
Other Business Expense	0.508	0.219	0.289	56.8	-	-	-	-	0.508	0.219	0.289	56.8
<b>Total Non-Labor Expenses</b>	<b>\$27.749</b>	<b>\$14.394</b>	<b>\$13.356</b>	<b>48.1</b>	<b>\$0.162</b>	<b>\$0.000</b>	<b>\$0.162</b>	<b>100.0</b>	<b>\$27.911</b>	<b>\$14.394</b>	<b>\$13.518</b>	<b>48.4</b>
<b>Total Expenses before Non-Cash Li:</b>	<b>\$81.042</b>	<b>\$66.349</b>	<b>\$14.694</b>	<b>18.1</b>	<b>\$0.438</b>	<b>\$0.675</b>	<b>(\$0.237)</b>	<b>(54.0)</b>	<b>\$81.481</b>	<b>\$67.023</b>	<b>\$14.457</b>	<b>17.7</b>
Depreciation	4.936	\$3.748	\$1.188	24.1	\$0.000	\$0.000	\$0.000	-	\$4.936	\$3.748	\$1.188	24.1
GASB 75 OPEB Expense Adjustment	10.000	-	10.000	100.0	-	-	-	-	10.000	-	10.000	100.0
GASB 68 Pension Adjustment	7.210	-	7.210	100.0	-	-	-	-	7.210	-	7.210	100.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$103.188</b>	<b>\$70.097</b>	<b>\$33.092</b>	<b>32.1</b>	<b>\$0.438</b>	<b>\$0.675</b>	<b>(\$0.238)</b>	<b>(54.2)</b>	<b>\$103.627</b>	<b>\$70.771</b>	<b>\$32.855</b>	<b>31.7</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$89.439)</b>	<b>(\$57.275)</b>	<b>\$32.165</b>	<b>36.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.001)</b>	<b>-</b>	<b>(\$89.440)</b>	<b>(\$57.275)</b>	<b>\$32.165</b>	<b>36.0</b>

NOTE: Totals may not add due to rounding

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

**MTA BUS COMPANY**  
**July Financial Plan - 2021 Mid-Year Forecast**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**August 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
<b>Revenue</b>												
Farebox Revenue	\$79.776	\$86.924	\$7.148	9.0	\$0.000	\$0.000	\$0.000	-	\$79.776	\$86.924	\$7.148	9.0
Other Operating Income	10.476	\$4.311	(6.165)	(58.8)	-	-	-	-	10.476	4.311	(6.165)	(58.8)
Capital and Other Reimbur	-	\$0.000	-	-	\$3.895	\$4.249	0.354	9.1	3.895	4.249	0.354	9.1
<b>Total Revenue</b>	<b>\$90.252</b>	<b>\$91.235</b>	<b>\$0.983</b>	<b>1.1</b>	<b>\$3.895</b>	<b>\$4.249</b>	<b>\$0.354</b>	<b>9.1</b>	<b>\$94.147</b>	<b>\$95.483</b>	<b>\$1.337</b>	<b>1.4</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$196.892	\$199.936	(3.044)	(1.5)	\$1.809	\$2.389	(\$0.580)	(32.1)	\$198.701	\$202.325	(\$3.625)	(1.8)
Overtime	62.636	56.130	6.51	10.4	0.013	0.055	(0.042)	*	62.650	56.185	6.465	10.3
Health and Welfare	59.920	60.879	(0.96)	(1.6)	\$0.590	-	0.590	100.0	60.509	60.879	(0.370)	(0.6)
OPEB Current Payment	16.777	16.984	(0.207)	(1.2)	-	-	-	-	16.777	16.984	(0.207)	(1.2)
Pensions	40.437	40.871	(0.434)	(1.1)	-	-	-	-	40.437	40.871	(0.434)	(1.1)
Other Fringe Benefits	47.008	42.958	4.05	8.6	(0.002)	\$0.039	(0.042)	*	47.005	42.997	4.008	8.5
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.829)	(1.596)	0.767	92.6	\$0.998	\$1.765	(0.767)	(76.8)	0.169	0.169	(0.000)	(0.2)
<b>Total Labor Expenses</b>	<b>\$422.841</b>	<b>\$416.162</b>	<b>\$6.679</b>	<b>1.6</b>	<b>\$3.408</b>	<b>\$4.249</b>	<b>(\$0.841)</b>	<b>(24.7)</b>	<b>\$426.249</b>	<b>\$420.411</b>	<b>\$5.838</b>	<b>1.4</b>
<i>Non-Labor:</i>												
Electric Power	\$1.057	\$1.188	(\$0.131)	(12.4)	-	-	-	-	\$1.057	\$1.188	(\$0.131)	(12.4)
Fuel	13.273	9.899	3.374	25.4	-	-	-	-	13.273	9.899	3.374	25.4
Insurance	4.023	3.436	0.587	14.6	-	-	-	-	4.023	3.436	0.587	14.6
Claims	45.504	36.000	9.504	20.9	-	-	-	-	45.504	36.000	9.504	20.9
Maintenance and Other Op	26.737	16.930	9.807	36.7	\$0.105	-	0.105	100.0	26.841	16.930	9.911	36.9
Professional Service Contr	23.696	16.792	6.904	29.1	-	-	-	-	23.696	16.792	6.904	29.1
Materials & Supplies	35.185	25.997	9.187	26.1	\$0.382	-	0.382	100.0	35.567	25.997	9.569	26.9
Other Business Expense	2.574	1.739	0.835	32.4	-	-	-	-	2.574	1.739	0.835	32.4
<b>Total Non-Labor Expense</b>	<b>\$152.049</b>	<b>\$111.980</b>	<b>\$40.068</b>	<b>26.4</b>	<b>\$0.487</b>	<b>\$0.000</b>	<b>\$0.487</b>	<b>100.0</b>	<b>\$152.535</b>	<b>\$111.980</b>	<b>\$40.554</b>	<b>26.6</b>
<b>Total Expenses before N</b>	<b>\$574.889</b>	<b>\$528.143</b>	<b>\$46.746</b>	<b>8.1</b>	<b>\$3.895</b>	<b>\$4.249</b>	<b>(\$0.354)</b>	<b>(9.1)</b>	<b>\$578.784</b>	<b>\$532.391</b>	<b>\$46.392</b>	<b>8.0</b>
Depreciation	\$35.082	31.635	\$3.447	9.8	-	-	-	-	\$35.082	\$31.635	\$3.447	9.8
GASB 75 OPEB Expense	30.000	-	30.000	100.0	-	-	-	-	30.000	-	30.000	100.0
GASB 68 Pension Adjustm	21.631	-	21.631	100.0	-	-	-	-	21.631	-	21.631	100.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$661.601</b>	<b>\$559.778</b>	<b>\$101.824</b>	<b>15.4</b>	<b>\$3.895</b>	<b>\$4.249</b>	<b>(\$0.354)</b>	<b>(9.1)</b>	<b>\$665.496</b>	<b>\$564.027</b>	<b>\$101.471</b>	<b>15.2</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$571.349)</b>	<b>(\$468.543)</b>	<b>\$102.807</b>	<b>18.0</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(\$0.000)</b>	<b>(100.0)</b>	<b>(\$571.350)</b>	<b>(\$468.545)</b>	<b>\$102.809</b>	<b>18.0</b>

NOTE: Totals may not add due to rounding

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

**MTA BUS COMPANY**  
**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	August 2021				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Farebox Revenue	NR	\$ 1.584	14.3	Higher ridership and lower average fare	\$ 7.148	9.0	Higher ridership and higher average fare		
Other Operating Revenue	NR	\$ (2.512)	(93.5)	No Student fare revenue due to COVID-19, lower Senior Citizen fare reimbursement as well as lower recoveries from Other Insurance and Other Contract services	\$ (6.165)	(58.8)	No Student fare revenue due to COVID-19, lower Senior Citizen fare reimbursement as well as lower recoveries from Other Insurance and Other Contract services		
Capital and Other Reimbursements	R	\$ 0.236	*	(a)	\$ 0.354	9.1	Timing of Reimbursements		
<b>Total Revenue Variance</b>		<b>\$ (0.692)</b>	<b>(4.9)</b>		<b>\$ 1.338</b>	<b>1.4</b>			
Payroll	NR	\$ (0.565)	(2.4)	Primarily due to higher vacation and sick payment	\$ (3.044)	(1.5)	Primarily due to higher vacation payment, higher cash out of sick and personal time, and lower attrition		
Overtime	NR	\$ 1.874	20.3	Primarily lower unscheduled overtime, COVID-related cleaning, and programmatic maintenance partially offset by lower availability	\$ 6.507	10.4	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	\$ (1.132)	(13.4)	Primary due to lower medical & hospitalization and dental cost offset by higher prescription drugs and insurance	\$ (1.166)	(1.5)	Primary due to lower medical & hospitalization and dental cost offset by higher prescription drugs and insurance		
Pension	NR	\$ (0.478)	(9.4)	Higher expenses	\$ (0.434)	(1.1)	Higher expenses		
Other Fringe Benefits	NR	\$ 1.333	20.4	Timing of interagency billing, lower Worker's Compensation, Health Benefit Trust and Medicare expenses.	\$ 4.049	8.6	Timing of interagency billing, lower Worker's Compensation, Health Benefit Trust and Medicare expenses.		
Reimbursable Overhead	NR	\$ 0.306	*	Timing of Expenses	\$ 0.767	92.6	Timing of Expenses		
Electric Power	NR	\$ (0.062)	(49.3)	(a)	\$ (0.131)	(49.3)	(a)		
Fuel	NR	\$ 1.210	44.2	Timing of Expenses	\$ 3.374	25.4	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	\$ 0.206	32.3	Timing of expenses	\$ 0.587	14.6	Timing of expenses		
Claims	NR	\$ 3.168	41.3	Timing of expenses	\$ 9.504	20.9	Timing of expenses		
Maintenance and Other Operating Contracts	NR	\$ 3.311	61.5	Mainly the timing of facility maintenance, Security expenses, Bus Technology, farebox maintenance, Shop Program and COVID-19 expenses	\$ 9.807	36.7	Mainly the timing of facility maintenance, Security expenses, Bus Technology, farebox maintenance, Shop Program and COVID-19 expenses		
Professional Service Contracts	NR	\$ 2.224	50.3	Timing of interagency billing, Bus Technology, and service contracts	\$ 6.904	29.1	Timing of interagency billing, Bus Technology, and service contracts		
Materials & Supplies	NR	\$ 3.010	48.0	Mainly due to lower usage of general maintenance material as well as timing of radio equipment maintenance/repairs, construction material, and COVID-19 expenses	\$ 9.187	26.1	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	\$ 0.289	56.8	Lower print and stationery supplies, and the timing of Automatic Fare Collection (AFC) fees, Mobility tax, and other miscellaneous expenses	\$ 0.835	32.4	Lower print and stationery supplies, and the timing of Automatic Fare Collection (AFC) fees, Mobility tax, and other misc. expenses		
Depreciation	NR	\$ 1.188	24.1	Timing of asset replacement	\$ 3.447	9.8	Timing of asset replacement		
Other Post Employment Benefits	NR	\$ 10.000	100.0	(a)	\$ 30.000	100.0			
GASB 68 Pension Adjustment	NR	\$ 7.210	100.0	(a)	\$ 21.631	100.0			
Environmental Remediation	NR	\$ -	-		\$ -	-			
Payroll	R	\$ (0.250)	*	(a)	\$ (0.580)	(32.1)			
Overtime	R	\$ (0.021)	*	(a)	\$ (0.042)	*			
Health and Welfare	R	\$ 0.197	100.0		\$ 0.590	100.0			
Pension	R	\$ -	.	Timing of charges	\$ -	-			
Other Fringe Benefits	R	\$ (0.018)	.		\$ (0.042)	.			
Reimbursable Overhead	R	\$ (0.307)	*		\$ (0.767)	*			
Professional Service Contracts	R	\$ -	.	(a)	\$ -	.			
Maintenance and Other Operating	R	\$ 0.035	*	(a)	\$ 0.105	*			
Materials & Supplies	R	\$ 0.127	*	(a)	\$ 0.382	*			
<b>Total Expense Variance</b>		<b>\$ 32.855</b>	<b>31.7</b>		<b>\$ 101.471</b>	<b>15.2</b>			
<b>Net Variance</b>		<b>\$ 32.164</b>	<b>36.0</b>		<b>\$ 102.809</b>	<b>18.0</b>			

(a) - Variance less than 5%

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

(\$ in millions)

	August 2021				Year-To-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b><u>Receipts</u></b>								
Farebox Revenue	\$11.063	\$13.392	\$2.329	21.0	\$79.517	\$86.899	\$7.382	9.3
Other Operating Revenue	\$2.791	0.240	(2.551)	(91.4)	10.030	4.932	(5.098)	(50.8)
Capital and Other Reimburs	\$0.439	0.524	0.086	19.5	3.889	4.152	0.263	6.8
<b>Total Receipts</b>	<b>\$14.292</b>	<b>\$14.156</b>	<b>(\$0.136)</b>	<b>(1.0)</b>	<b>\$93.437</b>	<b>\$95.983</b>	<b>\$2.546</b>	<b>2.7</b>
<b><u>Expenditures</u></b>								
<i>Labor:</i>								
Payroll	\$22.841	\$20.204	\$2.637	11.5	\$191.544	\$189.776	\$1.767	0.9
Overtime	9.241	7.388	1.853	20.1	62.651	56.185	6.466	10.3
Health and Welfare	9.224	0.232	8.992	97.5	57.606	60.358	(2.752)	(4.8)
OPEB Current Payment	2.105	1.025	1.082	51.4	15.847	15.371	0.476	3.0
Pensions	5.618	5.057	0.561	10.0	41.554	39.872	1.683	4.0
Other Fringe Benefits	5.387	3.596	1.791	33.2	38.305	37.576	0.729	1.9
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.000)	-	(0.000)	(100.0)	(0.000)	-	(0.000)	(100.0)
<b>Total Labor Expenditures</b>	<b>\$54.417</b>	<b>\$37.502</b>	<b>\$16.915</b>	<b>31.1</b>	<b>\$407.506</b>	<b>\$399.137</b>	<b>\$8.369</b>	<b>2.1</b>
<i>Non-Labor:</i>								
Electric Power	\$0.101	\$0.187	(\$0.086)	(85.7)	\$1.154	\$1.357	(\$0.203)	(17.6)
Fuel	2.169	1.728	0.441	20.3	15.547	14.087	1.460	9.4
Insurance	0.938	-	0.938	100.0	2.815	-	2.815	100.0
Claims	4.641	0.412	4.229	91.1	18.431	6.959	11.472	62.2
Maintenance and Other Op	5.752	2.672	3.080	53.5	27.962	18.592	9.370	33.5
Professional Service Contr	8.298	1.340	6.958	83.8	38.710	18.453	20.257	52.3
Materials & Supplies	7.210	3.598	3.613	50.1	37.743	26.951	10.792	28.6
Other Business Expenses	0.540	0.232	0.308	57.0	2.738	1.691	1.047	38.2
<b>Total Non-Labor Expendit</b>	<b>\$29.650</b>	<b>\$10.169</b>	<b>\$19.481</b>	<b>65.7</b>	<b>\$145.100</b>	<b>\$88.090</b>	<b>\$57.010</b>	<b>39.3</b>
<b>Total Expenditures</b>	<b>\$84.066</b>	<b>\$47.671</b>	<b>\$36.395</b>	<b>43.3</b>	<b>\$552.605</b>	<b>\$487.227</b>	<b>\$65.378</b>	<b>11.8</b>
<b>Operating Cash Surplus/(</b>	<b>(\$69.774)</b>	<b>(\$33.515)</b>	<b>\$36.259</b>	<b>52.0</b>	<b>(\$459.168)</b>	<b>(\$391.244)</b>	<b>\$67.924</b>	<b>14.8</b>

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)

	August 2021			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
Operating Receipts or Disbursements	\$	%		\$	%	
Farebox Revenue	\$ 2.329	21.0	Higher ridership and lower average fare	\$ 7.382	9.3	Higher ridership and higher average fare
Other Operating Revenue	(2.551)	(91.4)	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	(5.098)	(50.8)	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
Capital and Other Reimbursements	0.086	19.5	Timing of reimbursement receipts	0.263	6.8	Timing of reimbursement receipts
<b>Total Receipts</b>	<b>\$ (0.137)</b>	<b>(1.0)</b>		<b>\$ 2.547</b>	<b>2.7</b>	
Payroll	\$ 2.637	11.5	Timing of Payment	\$ 1.767	0.9	Prior period payments of interagency billing offset by timing of expenses
Overtime	1.853	20.1	Primarily lower unscheduled overtime, COVID-related cleaning, and programmatic maintenance partially offset by lower availability	6.466	10.3	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)	10.075	88.9	Timing of payments	(2.276)	(3.1)	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	1.683	4.0	Timing of payments
Other Fringe Benefits	1.791	33.2	Timing of payments	0.729	1.9	Timing of payments
GASB	-	(a)		-	-	
Electric Power	(0.086)	(85.7)	(a)	(0.203)	(17.6)	(a)
Fuel	0.441	20.3	(a)	1.460	9.4	Primarily due to prior period payment and higher fuel cost, partially offset by the CNG Con-Ed credit adjustment and the CNG IRS excise tax refund
Insurance	0.938	100.0	Timing of payments	2.815	100.0	Timing of payments
Claims	4.229	91.1	Timing of payments	11.472	62.2	Timing of payments
Maintenance and Other Operating Contracts	3.080	53.5	Mainly the timing of facility maintenance, Security expenses, Bus Technology, farebox maintenance, Shop Program and COVID-19 expenses	9.370	33.5	Mainly the timing of facility maintenance, Security expenses, Bus Technology, farebox maintenance, Shop Program and COVID-19 expenses
Professional Service Contracts	6.958	83.8	Timing of interagency billing, Bus Technology, and service contracts	20.257	52.3	Timing of interagency billing, Bus Technology, and service contracts
Materials & Supplies	3.613	50.1	Mainly due to lower usage of general maintenance material as well as timing of radio equipment maintenance/repairs, construction material, and COVID-19 expenses	10.792	28.6	Mainly due to lower usage of general maintenance material as well as timing of radio equipment maintenance/repairs, construction material, and COVID-19 expenses
Other Business Expenditure	0.308	57.0	Lower print and stationery supplies, and the timing of Automatic Fare Collection (AFC) fees, Mobility tax, and other miscellaneous expenses	1.047	38.2	Lower print and stationery supplies, and the timing of Automatic Fare Collection (AFC) fees, Mobility tax, and other miscellaneous expenses
<b>Total Expenditures</b>	<b>\$ 36.396</b>	<b>43.3</b>		<b>\$ 65.378</b>	<b>11.8</b>	
<b>Net Cash Variance</b>	<b>\$ 36.259</b>	<b>52.0</b>		<b>\$ 67.924</b>	<b>14.8</b>	

(a) - Variance less than 5%



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

(\$ in millions)

	August 2021				Year-To-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$0.000	0.744	\$0.744	-	(\$0.259)	(\$0.025)	\$0.234	90.3
Other Operating Revenue	0.105	0.066	(0.039)	(37.2)	(0.446)	0.621	1.067	*
Capital and Other Reimbursements	0.000	(0.151)	(0.151)	*	(0.006)	(0.097)	(0.092)	*
<b>Total Receipts</b>	<b>\$0.105</b>	<b>\$0.659</b>	<b>\$0.554</b>	<b>*</b>	<b>(\$0.710)</b>	<b>\$0.498</b>	<b>\$1.209</b>	<b>*</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$1.227	\$4.678	\$3.450	*	\$7.157	\$12.549	\$5.392	75.3
Overtime	0.000	-	(0.000)	(100.0)	(0.001)	(0.000)	0.001	84.2
Health and Welfare	(2.453)	8.329	10.782	*	2.903	0.522	(2.381)	(82.0)
OPEB Current Payment	(0.227)	-	0.227	100.0	0.930	1.613	0.684	73.5
Pensions	(0.539)	0.500	1.039	*	(1.116)	0.999	2.115	*
Other Fringe Benefits	1.144	1.620	0.476	41.6	8.700	5.420	(3.280)	(37.7)
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	0.000	0.000	0.000	63.9	0.169	0.169	(0.001)	(0.4)
<b>Total Labor Expenditures</b>	<b>(\$0.847)</b>	<b>\$15.127</b>	<b>\$15.974</b>	<b>*</b>	<b>\$18.742</b>	<b>\$21.272</b>	<b>\$2.530</b>	<b>13.5</b>
<i>Non-Labor:</i>								
Electric Power	\$0.024	\$0.000	(\$0.024)	(100.0)	(\$0.097)	(\$0.170)	(\$0.073)	(76.0)
Fuel	0.570	(0.199)	(0.769)	*	(2.274)	(4.188)	(1.915)	(84.2)
Insurance	(0.301)	0.432	0.732	*	1.208	3.436	2.228	*
Claims	3.027	4.088	1.061	35.0	27.073	29.041	1.968	7.3
Maintenance and Other Operating Contracts	(0.337)	(0.603)	(0.266)	(79.1)	(1.121)	(1.663)	(0.542)	(48.4)
Professional Service Contracts	(3.875)	0.860	4.735	*	(15.014)	(1.661)	13.352	88.9
Materials & Supplies	(0.815)	(0.340)	0.475	58.3	(2.177)	(0.954)	1.223	56.2
Other Business Expenditures	(0.033)	(0.013)	0.020	60.3	(0.164)	0.048	0.212	*
<b>Total Non-Labor Expenditures</b>	<b>(\$1.738)</b>	<b>\$4.224</b>	<b>\$5.963</b>	<b>*</b>	<b>\$7.436</b>	<b>\$23.889</b>	<b>\$16.453</b>	<b>*</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>	<b>(\$2.480)</b>	<b>\$20.011</b>	<b>\$22.491</b>	<b>*</b>	<b>\$25.468</b>	<b>\$45.659</b>	<b>\$20.192</b>	<b>79.3</b>
Depreciation Adjustment	4.936	3.748	(1.188)	(24.1)	35.082	31.635	(3.446)	(9.8)
GASB 75 OPEB Expense Adjustment	10.000	-	(10.000)	(100.0)	30.000	-	(30.000)	(100.0)
GASB 68 Pension Adjustment	7.210	-	(7.210)	(100.0)	21.631	-	(21.631)	(100.0)
Environmental Remediation	-	-	-	-	-	-	-	-
<b>Total Expenses/Expenditures</b>	<b>\$ 19.666</b>	<b>\$ 23.759</b>	<b>\$ 4.093</b>	<b>20.8</b>	<b>\$ 112.180</b>	<b>\$ 77.295</b>	<b>(\$34.885)</b>	<b>(31.1)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$19.666</b>	<b>\$23.759</b>	<b>\$4.093</b>	<b>20.8</b>	<b>\$112.180</b>	<b>\$77.295</b>	<b>(\$34.885)</b>	<b>(31.1)</b>

NOTE: Totals may not add due to rounding

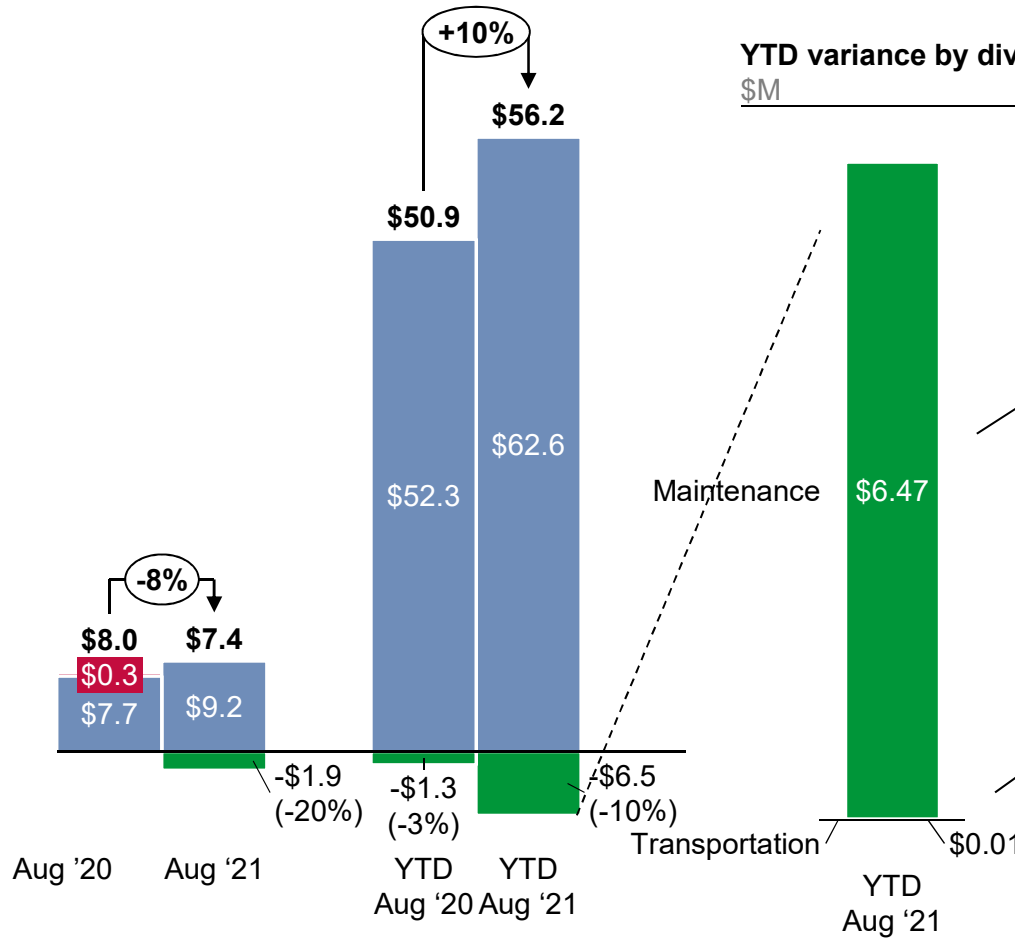
# MTA Bus – Non-Reimbursable Overtime Variance

## Aug 2021 and YTD Mid-Year Forecast vs. Variance

\$M

- Favorable
- Unfavorable
- Budget

Annual Budget  
Forecast: \$99.8M



## Overview

- Aug 2021 decreased by \$0.6M or 8% compared to Aug 2020
- Aug YTD 2021 is 10% under budget

## YTD variance by division

\$M



Primarily due to favorable COVID cleaning (\$8.2M) and unscheduled service (\$0.7M); partially offset by availability/vacancy (\$2.4M).

Primarily due to availability shortfall and weather emergencies (\$4.6M); partially offset by lower scheduled/unscheduled service (\$4.6M).

Source: Forecast budget, GL actuals for overtime spending.  
Note: MTABC does not have Reimbursable OT for 2020; 2021 Reimbursable OT is less than \$55K

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

FUNCTION/DEPARTMENT	Mid -Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Office of the EVP	3	2	1	
Human Resources	16	12	4	
Office of Management and Budget	14	11	3	
Material	15	14	1	
Controller	18	17	1	
Office of the President	4	1	3	
System Safety Administration	-	-	-	
Law	20	17	3	
Labor Relations	-	-	-	
Strategic Office	19	17	2	
Non-Departmental	2	-	2	
<b>Total Administration</b>	<b>111</b>	<b>91</b>	<b>20</b>	Vacancies
<b>Operations</b>				
Buses	2,298	2,262	37	Vacancies Bus Operators
Office of the Executive VP	6	4	2	
Safety & Training	68	42	27	Less Bus Operator training
Road Operations	141	132	9	
Transportation Support	25	23	2	
Operations Planning	34	27	7	
Revenue Control	6	6	-	
<b>Total Operations</b>	<b>2,578</b>	<b>2,495</b>	<b>83</b>	
<b>Maintenance</b>				
Buses	723	712	11	
Maintenance Support/CMF	210	196	14	
Facilities	76	74	2	
Supply Logistics	104	93	11	
<b>Total Maintenance</b>	<b>1,113</b>	<b>1,075</b>	<b>38</b>	Vacancies
Capital Program Management	35	23	12	
<b>Total Engineering/Capital</b>	<b>35</b>	<b>23</b>	<b>12</b>	Vacancies mainly Managers
Security	13	11	2	
<b>Total Public Safety</b>	<b>13</b>	<b>11</b>	<b>2</b>	Vacancy
<b>Total Positions</b>	<b>3,850</b>	<b>3,695</b>	<b>155</b>	
Non-Reimbursable	3,812	3,661	151	
Reimbursable	38	34	4	
<b>Total Full-Time</b>	<b>3,832</b>	<b>3,680</b>	<b>152</b>	
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**  
**AUGUST 2021**

FUNCTION/OCCUPATIONAL GROUP	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	46	35	11	
Professional, Technical, Clerical	63	56	7	
Operational Hourlies	2	-	2	
<b>Total Administration</b>	<b>111</b>	<b>91</b>	<b>20</b>	Vacancies
<b>Operations</b>				
Managers/Supervisors	319	304	15	
Professional, Technical, Clerical	45	43	2	
Operational Hourlies	2,214	2,148	66	
<b>Total Operations</b>	<b>2,578</b>	<b>2,495</b>	<b>83</b>	Mainly Bus Operator vacancies
<b>Maintenance</b>				
Managers/Supervisors	241	224	17	
Professional, Technical, Clerical	35	33	2	
Operational Hourlies	837	818	19	
<b>Total Maintenance</b>	<b>1,113</b>	<b>1,075</b>	<b>38</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	21	12	9	
Professional, Technical, Clerical	14	11	3	
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>35</b>	<b>23</b>	<b>12</b>	Vacancies mainly Managers
<b>Public Safety</b>				
Managers/Supervisors	8	6	2	
Professional, Technical, Clerical	5	5	-	
Operational Hourlies	-	-	-	
<b>Total Public Safety</b>	<b>13</b>	<b>11</b>	<b>2</b>	Vacancy
<b>Total Baseline Positions</b>				
Managers/Supervisors	635	581	54	
Professional, Technical, Clerical	162	148	14	
Operational Hourlies	3,053	2,966	87	
<b>Total Baseline Positions</b>	<b>3,850</b>	<b>3,695</b>	<b>155</b>	

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

	<u>August 2021</u>			<u>Year-to-date as of August 2021</u>		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<b><u>Farebox Revenue</u></b>						
Fixed Route	\$11.063	\$12.647	\$1.584	\$79.776	\$86.924	\$7.148
<b>Total Farebox Revenue</b>	<b>\$11.063</b>	<b>\$12.647</b>	<b>\$1.584</b>	<b>\$79.776</b>	<b>\$86.924</b>	<b>\$7.148</b>
<b><u>Ridership</u></b>						
Fixed Route	5.540	6.375	0.835	40.641	43.937	3.296
<b>Total Ridership</b>	<b>5.540</b>	<b>6.375</b>	<b>0.835</b>	<b>40.641</b>	<b>43.937</b>	<b>3.296</b>

## October 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 September 2021 is listed below:

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

	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Construction Awards	\$1,990.3	\$1,066.9	54
Substantial Completions	\$2,113.6	\$1,076.9	51

In September 2021, \$56.8 million in Transit projects were awarded, including six Small Business Mentoring Program (SBMP) station stair rehabilitation projects for \$7.6 million, overcoat painting projects on sections of the Culver Line for \$6.1 million, mainline track switch replacement on the Brighton line for \$3.0 million and a ventilator rehabilitation project between stations on the 4<sup>th</sup> Avenue Line for \$4.8 million.

Also in September, \$101.1 million in Transit projects were completed, including escalator and fire alarm system replacement at Flushing-Main Street station on the Flushing line for \$27.1 million, mainline track replacement on the Queens Boulevard and Lenox-White Plains Road lines for \$24.5 million, and a water condition remedy project at system-wide locations for \$9.7 million.

## **Capital Program Status October 2021**

In September 2021, \$56.8 million in Transit projects were awarded, including six Small Business Mentoring Program (SBMP) station stair rehabilitation projects for \$7.6 million. Stair rehabilitation will occur at the following stations: 34<sup>th</sup> Street-Herald Square on the Broadway Line (two stairs), 23<sup>rd</sup> Street on the Broadway Line (one stair), 8<sup>th</sup> Street on the Broadway line (two stairs), 65<sup>th</sup> Street on the Queens Boulevard line (two stairs), Ocean Parkway on the Brighton Line (two stairs) and 79<sup>th</sup> Street on the Broadway-7<sup>th</sup> Avenue line (one stair).

Additionally, overcoat painting projects on sections of the Culver Line was awarded for \$6.1 million. The work will be split into two sections: section 1 will address bents 204-213 and section 2 will address bents 213-223. The steel structure will be cleaned with abrasive blasting and painted to maintain a state of good repair.

Furthermore, mainline track switch replacement was awarded on the Brighton line for \$3.0 million. Track switch replacement will include replacing equipment and materials to bring the components on select segments of the Brighton line to a state of good repair.

Lastly, a ventilator rehabilitation project between stations on the 4<sup>th</sup> Avenue Line was awarded for \$4.8 million. Ventilators will be addressed from 63<sup>rd</sup> to 64<sup>th</sup> Street near 59<sup>th</sup> Street station, from 72<sup>nd</sup> to 73<sup>rd</sup> Street near 77<sup>th</sup> Street station, from 81<sup>st</sup> to 82<sup>nd</sup> Street near 86<sup>th</sup> Street station and from 90<sup>th</sup> to 91<sup>st</sup> Street near 95<sup>th</sup> Street station. 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 September, \$101.1 million in Transit projects were completed, including escalator and fire alarm system replacement at Flushing-Main Street station on the Flushing line for \$27.1 million. The three escalators had all existing components replaced, including controllers, the status monitoring system, electrical panels and communication systems. Full fire alarm system replacement was also achieved through this project for optimal customer safety.

Additionally, mainline track replacement was completed on the Queens Boulevard and Lenox-White Plains Road lines for \$24.5 million. Track replacement included replacing equipment and materials to bring the components on select segments of these lines to a state of good repair.

Lastly, a water condition remedy project at system-wide locations was completed for \$9.7 million. This project addressed water leaks in select stations, subway tunnel sidewalls, and sealings throughout the system by injecting chemical grout into active leaks through concrete cracks, joints or holes. Completion of this work will help prevent deterioration of the subway structure and equipment in stations and adjacent tunnel areas system-wide.

**CAPITAL PROJECT MILESTONE SUMMARY - NYCT  
2021**

**(Through September 30, 2021)**

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

**September**

Construction Awards	117.2	10	56.8	11	48.5	110.0
Substantial Completions	334.0	11	101.1	9	30.3	81.8

**2021 Year-To-Date**

Construction Awards	1,990.3	113	1,066.9	87	53.6	77.0
Substantial Completions	2,113.6	107	1,076.9	65	51.0	60.7

**2021 Projected To-Year-End**

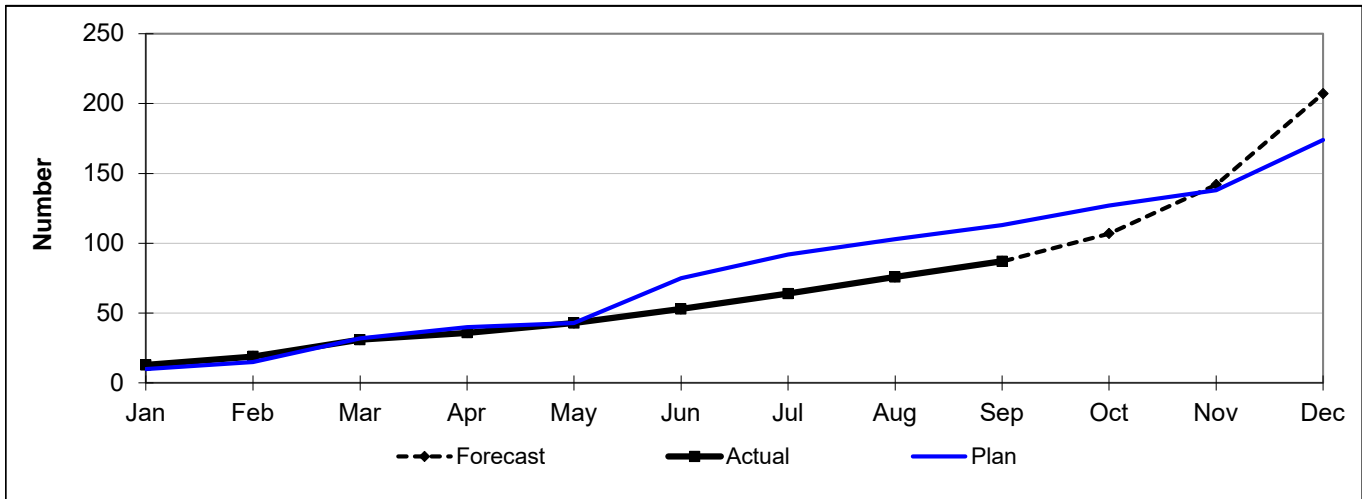
	Initial Plan		Current Forecast		%(\$)	%(#)
Construction Awards	3,839.2	174	4,590.6	207	119.6	119.0
Substantial Completions	3,573.5	162	2,999.7	154	83.9	95.1

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

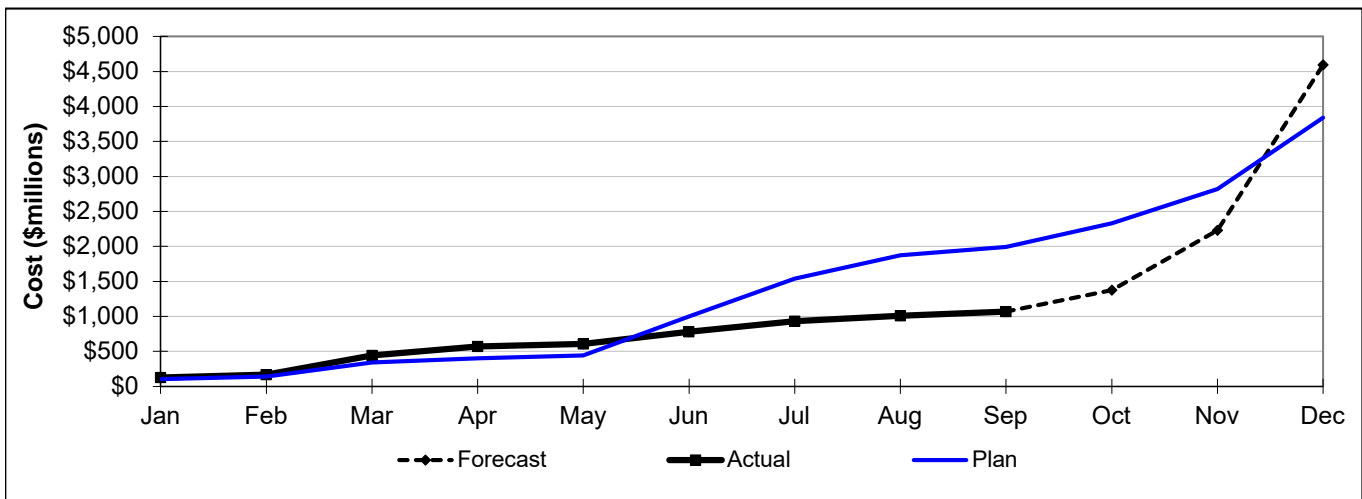


## 2021 Awards

As of September 2021



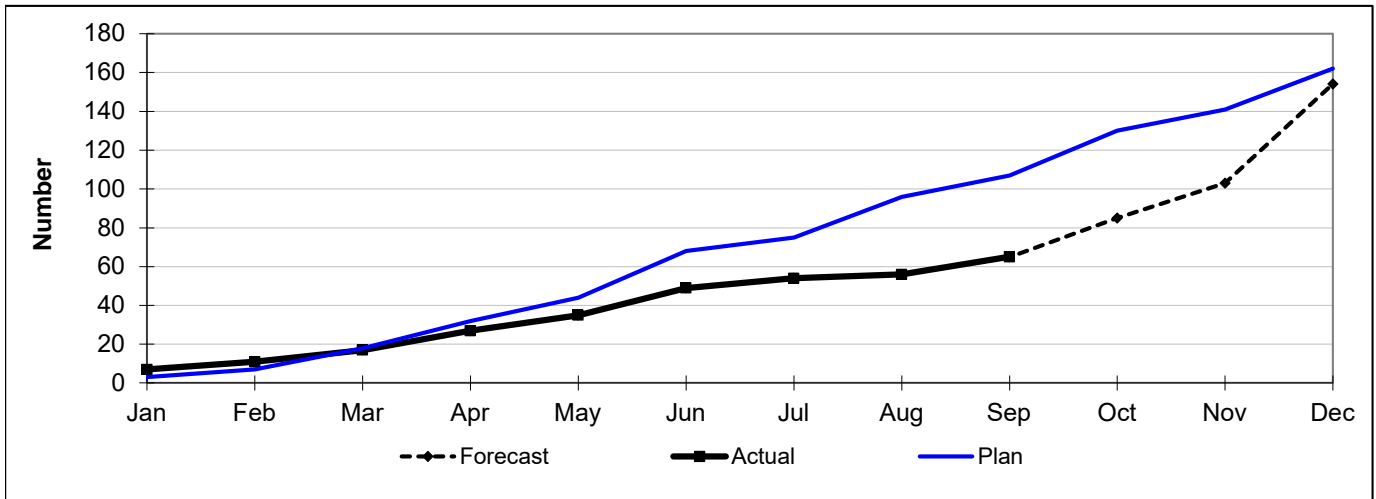
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast										20	35	65
Actual	13	6	12	5	7	10	11	12	11	14	11	36
Plan	10	5	17	8	3	32	17	11	10	14	11	36
<b>Cumulative</b>												
Forecast										107	142	207
Actual	13	19	31	36	43	53	64	76	87	127	138	174
Plan	10	15	32	40	43	75	92	103	113	127	138	174



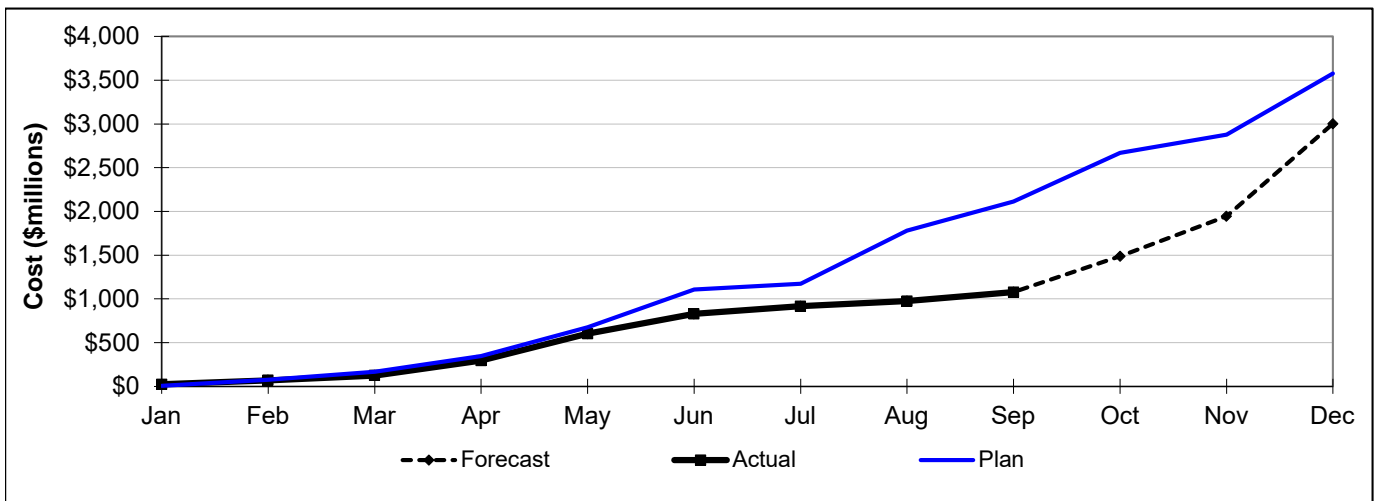
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast										308.6	853.0	2,362.0
Actual	126.7	41.3	273.5	128.9	35.3	174.1	151.6	78.6	56.8	14	11	36
Plan	105.7	37.7	198.5	61.5	37.2	558.3	542.4	331.9	117.2	14	11	36
<b>Cumulative</b>												
Forecast										1,375.5	2,228.6	4,590.6
Actual	126.7	168.0	441.5	570.4	605.8	779.9	931.5	1,010.1	1,066.9	2,331.7	2,821.9	3,839.2
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

As of September 2021



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Forecast</b>												
Actual	7	4	6	10	8	14	5	2	9	20	18	51
Plan	3	4	11	14	12	24	7	21	11	23	11	21
<b>Cumulative</b>												
Forecast										85	103	154
Actual	7	11	17	27	35	49	54	56	65	130	141	162
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
<b>Forecast</b>												
Actual	25.4	44.7	55.2	170.6	306.0	227.9	87.0	58.9	101.1	411.7	455.8	1,055.3
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
<b>Cumulative</b>												
Forecast										1,488.6	1,944.4	2,999.7
Actual	25.4	70.2	125.4	296.0	602.0	829.9	916.9	975.8	1,076.9	2,669.3	2,876.2	3,573.5
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 Department

**Stephen Plochochi**, Senior Vice President

## PROCUREMENTS

The Procurement Agenda this month includes one procurement action for a proposed expenditure of \$1.2M.

**Staff Summary**

<b>Subject</b> Request for Authorization to Award a Procurement Action					
<b>Department</b> Contracts					
<b>Department Head Name &amp; Title</b> Stephen Plochochi, Senior Vice President, Contracts					
<b>Department Head Signature</b> 					
<b>Board Action</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	NYCT & Bus Committee	10/18/21	X		
2	Board	10/20/21	X		

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

**PURPOSE**

To obtain the approval of the Board 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># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Majority Vote</u>		
Schedule K: Ratification of Completed Procurement Actions	1	\$ 1,198,000
TOTAL	1	\$ 1,198,000

**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.

OCTOBER 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. | <b>D'Onofrio General Contracting Corp.<br/>Contract No. C-34849.6</b> | <b>\$1,198,000</b> | <b><u>Staff Summary Attached</u></b> |
|----|---|--------------------|--------------------------------------|

MTA Construction and Development requests the Board ratify contract modification No. 6 to repair the roof on the nearby Boiler House at the 207th Street Yard.

**Schedule K - Ratification of Completed Procurement Actions**

**Item Number: 1**

<b>Vendor Name (Location)</b> D'Onofrio General Contracting Corp. (Brooklyn, NY)
<b>Description</b> 207 <sup>th</sup> Street Maintenance and Overhaul Shop Roof Repair in the Borough of Manhattan.
<b>Contract Term (including Options, if any)</b> December 31, 2018 – April 30, 2022
<b>Option(s) included in Total Amt?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
<b>Requesting Dept./Div., Dept./Div. Head Name:</b> Delivery/Mark Roche

<b>Contract Number</b> C-34849	<b>AWO/Mod. #s</b> 6
<b>Original Amount:</b>	\$ 31,687,000
<b>Prior Modifications:</b>	\$ 533,000
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 32,220,000
<b>This Request:</b>	\$ 1,198,000
<b>% of This Request to Current Amt.:</b>	3.7%
<b>% of Modifications (including This Request) to Original Amount:</b>	5.5%

**Discussion:**

This Contract is for roof and interior drainage system replacement for the Overhaul Shop at the 207th Street Yard in Manhattan (“Yard”), including removal of existing roof top equipment; removal of asbestos containing materials; masonry repairs; and incidental electrical, mechanical, and communications work. MTA Construction and Development (“C&D”) requests that the Board ratify contract modification No. 6 to repair the roof on the nearby Boiler House at the 207th Street Yard.

The Boiler House supplies steam to the entire Yard and is located approximately 100 feet behind the Overhaul Shop. It has experienced persistent leaks in the roof and an inspection performed by C&D in January 2021 also revealed that the roof has structural defects. These conditions are currently creating a potentially unsafe environment and threatening damage to the electrical and mechanical components inside the Boiler House. Therefore, the C&D project team determined that the best course of action was to address this condition by modification to this Contract.

The repairs required to the Boiler House roof are similar to the work being performed under this Contract on the Overhaul Shop and, therefore, this Contractor is uniquely positioned to perform this Work in the most time and cost efficient way. The Work consists of removal and replacement of upper and lower roofs, wall scuppers, roof drains, flashings, counter-flashings, and coping, as well as the stabilization of masonry structures, repairing parapet walls, brick repair on the exterior façade, window replacement and removal of mechanical equipment from the roof of the Boiler House.

The Contractor submitted a cost proposal of \$1,243,075.64. Negotiations resulted in the agreed upon lump sum price of \$1,198,000 which has been determined to be fair and reasonable.

In order to begin addressing this condition immediately, the President approved a retroactive waiver, and the Contractor was directed to proceed with the work on June 10, 2021, including procurement of long lead-time materials, in the not-to-exceed amount of \$600,000.





## **New York City Transit**

**Craig Cipriano**  
Interim President  
New York City Transit

---



## **Bus Company**

**Frank Annicaro**  
Acting President  
MTA Bus Company

---

**2 Broadway**  
**New York, NY 10004-2207**