



Transit and Bus Committee Meeting January 2022

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



MTA New York City Transit is doing its part to help curb the spread of the Omicron variant with the expansion of free subway station COVID-19 testing and vaccinations to more than 10 locations throughout the transit system. Since the end of December, customers have had access to free State-funded PCR testing without an appointment and we've continued to offer COVID-19 vaccinations. More than 38,000 people have been vaccinated at the pop-up sites since last May.

New York City Transit and Bus Committee Meeting

2 BROADWAY 20TH FLOOR BOARD ROOM NEW YORK, NY

**Monday, 1/24/2022
10:30 AM - 12:30 PM ET**

1. PUBLIC COMMENT PERIOD

2. APPROVAL OF MINUTES – December 13, 2021

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3. APPROVAL OF WORK PLAN

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4. EXECUTIVE SUMMARY

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5. PRESIDENT'S REPORT

a. Customer Service Report

i. Subway Report

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ii. NYCT, MTA Bus Report

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iii. Paratransit Report

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iv. Strategy and Customer Experience Report

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b. Safety Report

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c. Crime Report

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

NYCT, SIR, MTA Bus Financial and Ridership (November Data) - Page 109

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6. PROCUREMENTS

a. Non-Competitive (none)

b. Competitive (none)

c. Ratifications (none)

7. SERVICE CHANGES

Service Changes: Temporary Changes to B15, Q3, and Q10 Routes at John F. Kennedy International Airport - Page 221

8. OUTSTANDING BUSINESS (No Materials)

9. EXECUTIVE OFFICE CONTACT INFORMATION

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**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
December 13, 2021**

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

The following Board Members attended in person or by videoconference:

Hon. Victor Calise
Hon. Andrew Albert
Hon. Randolph Glucksman
Hon. David Jones
Hon. Robert Linn
Hon. Lawrence Schwartz
Hon. Lorraine Cortes-Vasquez
Hon. Norman Brown
Hon. Robert Mujica

The following Staff Members attended in person or by videoconference:

Frank Annicaro, Acting President, MTA Bus Company/Senior Vice President, NYCT Bus
Craig Cipriano, Interim President, NYCT
Demetrius Crichlow, Senior Vice President, NYCT Department of Subways
Sarah Meyer, Chief Customer Officer, MTA
Kathleen O'Reilly, Chief of Transit, NYPD
Mark Roche, Deputy Chief Development Officer, Delivery, C&D
Zafira Lateef, Chief Officer, Business Strategies, NYCT
Quemuel Arroyo, MTA Chief Accessibility Officer
Robert Diehl, Senior Vice President, Safety and Security, NYCT
Louis Montanti, Deputy Chief Procurement Officer, Operations, MTA
David Cannon, Vice President, Contracts, C&D
Evan Eisland, EVP, General Counsel & Secretary, MTA
Monica Murray, Chief Administrative Officer, NYCT
Raymond Porteus, Inspector, NYPD Transit Bureau
David Farber, General Counsel, NYCT and MTA Bus
Chris Papandreou, Senior Director, Customer Services, MTA
Judith McClain, Chief, Operations Planning, NYCT
Jaibala Patel, Deputy Chief Financial Officer, MTA
Patrick Warren, Chief Safety Officer, MTA, Acting Chief Operating Officer, NYCT

I. Board Member Calise Opened the Meeting

Board Member Calise started the meeting by thanking Conductor Mandy Harford and Train Operator Tamika Waller for their extraordinary response during a service disruption on the L line in late November. Train Operator Waller spotted an unauthorized person on the tracks, stopped her train, and kept close watch on this person while waiting for NYPD to respond. Meanwhile, Conductor Hartford walked through the cars communicating with customers and keeping them informed throughout the entire incident. Board Member Calise noted that their actions reflected great training and likely saved a life that day.

Board Member Calise added that such incidents in the subways appear to be on an uptick, perhaps due to the colder weather. He expressed hope that NYCT can partner more closely with NYPD and other agencies to help address these issues, reduce external incidents that cause delays, and hopefully help those in need this winter.

Finally, Board Member Calise thanked the NYCT employees for their continued dedication to their jobs and wished them and their families a happy holiday season.

II. Public Speakers

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

Jason Anthony, Amazon Labor Union
Bradley Brashears, Permanent Citizens Advisory Committee
Murray Bodin, Concerned Grandparents
Jolise Race, Riders Alliance
Cecilia Ellis, New York Public Interest Research Group
Charlton D'Souza, Passengers United
Joel Anabilah-Azumah, Private Citizen
Deborah Creighton, Private Citizen
George Kaufer, Transit Advocate
Omar Vera, Private Citizen
Jackie Cohen, Tri State

III. Approval of Minutes

Upon motion duly made and seconded, the Committee approved the minutes of the November 15, 2021 meeting.

IV. Work Plan

Interim President Craig Cipriano reported two changes to the Work Plan; first, after today's MTA-wide EEO Report to the Diversity Committee, the next NYCT and MTA Bus quarterly EEO & Diversity reports will be in May and will incorporate new census data.

Second, he indicated that the annual review of the Transit and Bus Committee Charter was moved from November to December. He stated that the Corporate Governance Committee met in November and made updates to the charter, and that the revised Charter is in this month's Committee Book.

V. President's Report

Interim President Cipriano stated that he was proud to report that a pandemic-high subway ridership number was reached on Thursday with 3.427 million riders, surpassing the previous high on November 18th by 17,000 rides. He indicated that bus ridership and paratransit ridership remained steady. He noted indicated that a year ago in January 2021 January, weekday average subway and bus ridership was only 2.6 million riders, which was only 32.5% of the average pre-pandemic ridership.

Interim President Cipriano noted that November subway results were positive overall, and he highlighted a few of them. He reported, for example, that the metrics for Weekday Service Delivered, On-Time Performance, and Customer Journey Time Performance were all up as compared to the previous month. He stated that his team remains laser-focused on continuing to improve performance.

He indicated that NYCT will be extending the E-hail program as is into 2022. He explained that once a new Vice President for Paratransit is selected, they will have an opportunity and the responsibility to evaluate the program and make recommendations for the program moving forward.

Interim President Cipriano noted that there were several safety-related accomplishments this year that were begun by Sarah Feinberg. He indicated, for instance, that cameras have now been installed in every station and that in conjunction with the City, 311 service underground was improved. He emphasized that safety for transit system riders remains a top priority and that NYCT is working closely with NYPD in that regard.

Interim President Cipriano reported that R211 Subway fleet was introduced this year and testing began on NYCT's first open gangway cars. He indicated that NYCT has re-focused its efforts on speed and there are positive results, with speed improvements at 773 locations, including 305 civil speed upgrades and 468 grade timer corrections.

Interim President Cipriano reported on the AutoGate initiative, which involved a great deal of collaboration at Stations. He explained that this initiative has enabled all customers to use the AutoGate to pay their fare and enter the system, which has improved access for those who needed it.

Other bus-related accomplishments he noted were the installation of wider ramps and doors on all new buses along with additional flip seats, and the expanded use of cameras for enforcement of rules prohibiting blocking of bus stops and double-parking in bus lanes.

Interim President Cipriano stated that he was cautiously optimistic that Paratransit service was turning a corner. He noted that all these accomplishments were achieved in spite of the continuing difficulties created by the pandemic.

Board Member Schwartz thanked the entire staff for all their accomplishments. He thanked Sarah Feinberg and Patrick Warren, in particular, for improving safety in the stations and getting the cameras installed.

Interim President Cipriano delivered a PowerPoint presentation on performance metrics.

Board Member Albert asked if Terminal On-Time Performance Metrics were adjusted as the speeds of various lines were adjusted. Interim President Cipriano responded that the On Time Performance Metrics are measured against the schedule. He explained the team is working on adjusting the schedule based on speed improvements, so it's a cascading effect.

Board Member Linn thanked Interim President Cipriano for the presentation. In response to a request from Board Member Linn, Interim President Cipriano indicated that copy will be sent to all Board Members. Board Member Linn noted that the metrics had improved when the Subway Action Plan was implemented, but then declined, and only recently began to improve again. He emphasized the need for constant vigilance to maintain good metrics. Interim President Cipriano stated that the declines were connected to crew shortages. He noted that as the crew shortage issue has improved, in part by implementing vacation buy-back and accelerating training, the metrics have improved.

Interim President Cipriano thanked his colleagues for their hard work and dedication despite extremely difficult conditions this year.

VI. Subway Report

Demetrius Crichlow, Senior Vice President, NYCT Department of Subways, delivered the Subway Report. Mr. Crichlow indicated that subway performance continued to be strong in November, especially with respect to delays within NYCT's control.

Mr. Crichlow stated that weekday on-time performance was 83.4%, which is 0.1% better than October 2021. He stated that major incidents increased to 35, up from 26 last month. He noted that 14 of this month's major incidents were due to persons on the roadbed and other police and medical incidents. In particular, he reported that there was a fatality on the Manhattan Bridge that required suspending service on four lines, and an incident involving an unauthorized person on the 7 line that required suspending a portion of service to accommodate police investigations. Mr. Crichlow stated that he looks forward to working with the NYPD and the new City administration to address these types of incidents. He reported that on a more positive note, the average major incident duration decreased 3% and average major incident delays decreased 30%. This, he stated, reflects improvements made in incident management.

Mr. Crichlow stated that customer-focused metrics show strong results compared to pre-pandemic performance. He reported that travel times continue to be shorter than they were in 2019, so even

though waits for trains are slightly longer, the net effect is that customers are arriving at destinations faster. He explained that when compared to November 2019, there was an 18-second increase in Additional Platform Time, which was more than offset by a 37-second decrease in Additional Train Time. He further noted that Peak Running Times improved on every line from pre-pandemic levels, including significant improvements on the 4, 6 and G lines.

Mr. Crichlow also reported a reduction in delays caused by crew availability. He stated that NYCT has improved coverage while it hires and trains new crews, and has found creative new ways to utilize the existing workforce most efficiently. He stated that so far in 2021, NYCT placed over 300 Train Operators and 300 Conductors in training, with more classes scheduled for the near future. He noted that Training teams are working hard to ensure the new crew members are well prepared to provide safe, reliable, service as they begin operating trains. He noted that NYCT has already reduced crew availability delays from almost 17,000 three months ago to roughly 10,000 this month. He anticipated returning to pre-pandemic crew staffing levels by mid-2022.

Mr. Crichlow thanked the Subways team for their accomplishments.

VII. Bus Report

Frank Annicaro, Acting President, MTA Bus Company/Senior Vice President, Department of Buses, NYCT, delivered the Bus Report. He indicated that bus performance has improved overall despite the significant challenges posed by increasing traffic and construction, coupled with ongoing operator vacancies. He emphasized that well-enforced bus priority is the most effective way to increase bus speeds and improve travel times for customers.

He stated that he continues to be laser-focused on bus priority projects and onboarding new operators. He noted that an aggressive effort was made to hire 1,300 operators to expedite a return to pre-pandemic staffing levels. He stated that in August, in conjunction with NYC DOT, NYCT announced an ambitious plan to speed up buses and improve service. He stated that the plan builds upon several previous achievements.

Mr. Annicaro noted that Interim President Cipriano and DOT Commissioner Hank Gutman will deliver a presentation on bus strategy to the Board this month.

With respect to the Nova hybrid bus fleet, Mr. Annicaro reported that the necessary software fixes continue to be implemented, and he anticipates the fleet will return to full service by January.

He noted that this month, NYCT will be requesting Board approval for the federally funded purchase of 135 low-floor 40-foot diesel buses. Mr. Annicaro stated that these buses will replace the 2007 Orion standard buses for MTA Bus Company local service that are well beyond their 12-year useful life. He noted that more stringent EPA standards have reduced particulate matter and nitrogen oxide levels for these buses down to negligible levels. He reported that the buses will be delivered with 2021 compliant EPA engines, which are up to 13% more fuel efficient.

Mr. Annicaro referenced the robust 2020-2024 Capital Program with over 2,400 new buses, 40% of which will use alternative fuels, including 500 all-electric, 368 compressed natural gas, and 210

advanced hybrid-electric propulsion. He stated that NYCT is committed to a 100% zero-emission fleet by 2040 and he anticipates only zero-emissions buses will be purchased starting in 2028.

He concluded that he was heartened by the accomplishments in 2021, and he looks forward to 2022, which will be a banner year for Buses.

Board Member Albert stated that he noticed some buses have been pulling up to stops that are neither referenced on the countdown clock nor on Bus Time. He questioned whether this was due to an issue with the bus transmitters. Mr. Annicaro welcomed Board Member Albert to reach out to him directly regarding specific buses, and stated that he would look into the issue.

In response to a question from Board Member Calise, Mr. Annicaro confirmed the new buses are one hundred percent accessible.

VIII. Paratransit Report

Mr. Annicaro delivered the Paratransit Report. He stated that Paratransit ridership, which returned faster than all other transit customers during the pandemic, remains at approximately 80% of pre-pandemic levels. He noted that NYCT continues to contend with increased traffic volume and construction across the city, combined with industry-wide driver shortages that have posed a challenge at the national and local levels. He stated that he recognizes the significant impact these issues have on service performance and the customers, and noted that NYCT continues to work with brokers and carriers daily to implement innovative solutions to deliver the level of service our customers deserve.

He stated that as a result of recent Primary Carrier hiring campaigns, there has been an uptick in the number of drivers, and driver vacancy rates are down to 16% from a summer high of 22%. He noted that NYCT also saw some incremental improvements in performance between September and October, with primary carrier No Show rates decreasing, broker No Show rates improving slightly, and primary carrier on-time performance up slightly.

He further stated that NYCT is implementing an action plan to address service issues and has declared an immediate operating need to quickly enact contractual initiatives designed to improve service. He noted that NYCT is also working closely with the newer brokers to help mentor and train them so that they can ramp up service faster.

He noted that in November, NYCT saw its highest ever usage of the MY AAR trip planner on the MY MTA app and added customers are encouraged to book their trips through these platforms.

He reported that the E-hail pilot in its current format will be extended while evaluation of the program continues. In addition, he stated that NYCT is seeking Board approval to award three five-year service contracts for Eligibility Assessment Services. He stated that with these new contracts, Assessment Centers will be located in Staten Island, Brooklyn, Queens, and the Bronx. He stated that transportation for applicants across all five boroughs to and from Assessment Centers is provided. He noted that over 45% of the registrants have continual full eligibility –

meaning that these customers do not need to be recertified through Assessment Centers. He noted that these are customers whose disability is permanent and will not likely improve.

Mr. Annicaro thanked all his colleagues for their hard work under unprecedented circumstances and wished everyone a happy new year.

Board Member Calise acknowledged passenger frustration with not being able to get dedicated service and noted that the Paratransit staff is working very hard to make improvements. He asked what it means to “declare an immediate operating need to quickly enact contractual initiatives designed to improve service”. Mr. Annicaro responded he recognizes that performance is not at optimal levels. He stated that there are many things being done to improve performance, for example, implementing contracts more quickly, improving recruitment and advertising, and working with new vendors to enable them to ramp up more quickly. In response to Board Member Calise’s inquiry about the AAR trip planner and app, Mr. Annicaro stated that NYCT will continue its advertising campaigns concerning these items and their ease of use. Board Member Calise requested emails be sent to customers regarding this feature. He also requested more social media promotion. He further stated that he is looking forward to getting an update on the new Paratransit head. He added he appreciated the fact that some people do not have to be recertified for the Assessment Centers, and asked how we can prevent people having to go back as much, because it is burdensome. Mr. Annicaro reported that there is an initial assessment, then an assessment at five years, and then another assessment five years later. After the ten years have passed, people can apply for “continual full”. Mr. Calise asked if consideration can be given to only one five-year term, for example, for people with spinal cord injuries. Mr. Annicaro responded he would look into it.

Board Member Cortes-Vasquez requested that the 65+ population be given the same consideration for a 5-year permanent status.

IX. Accessibility Report

Quemuel Arroyo, MTA Chief Accessibility Officer, delivered the Accessibility Report. He reminded the Board that as of last month, accessible entry gates (“AutoGates”) at subway stations are now available to all customers. He stated that as we activated the AutoGate OMNY validators in the beginning of November, we also made the AutoGates available for MetroCard users who need gate access. He reported that throughout November, we saw several thousand customers using the AutoGates each day, with more than 1,000 daily uses of each of MetroCard and OMNY. He explained that thousands of customers who previously needed assistance from station staff or other customers to enter the system are now able to seamlessly and independently pay their fare and enter stations.

Mr. Arroyo also reported on positive results of the Zoning for Accessibility (“ZFA”) program, which was approved by the City Council earlier this fall. He stated that in November, the City Planning Commission unanimously approved a developer plan that will make the 57th St station on the F line in Manhattan fully accessible, with the installation of street and platform elevators, among other improvements. He stated that this is the first transit improvement bonus under ZFA, and there are already more projects pending, including in the outer boroughs. He stated that Zoning

for Accessibility improvements are all in addition to the MTA's Capital Plan investments, helping to achieve systemwide accessibility goals more quickly than through MTA investment alone.

In response to a question from Board Member Linn, Mr. Arroyo indicated that the AutoGates can be used by all customers carrying large bags, including non-disabled customers. Mr. Linn stated that he has observed people at Penn Station having difficulty using the AutoGates, and suggested having someone stationed at the gates to show people how to use them. Mr. Arroyo stated that he would look into the idea. Mr. Arroyo also indicated that we have not seen any fare evasion resulting from the expanded use of the Autogates.

Board Member Schwartz stated that the long-term solution is to eliminate turnstile gates and use an accessible gate model instead.

Board Member Calise reiterated that OMNY needs to be available to all people with disabilities. Mr. Arroyo responded that OMNY is in a pilot phase for that, and we are working on expanding it. Mr. Calise said that the MTA needs to push harder to implement OMNY for all members of the disabled community.

X. Strategy & Customer Experience Report

Sarah Meyer, Chief Customer Officer, MTA, delivered the Strategy & Customer Experience Report. She reported that this month, an online Reduced Fare MetroCard application form (reducedfare.mta.info) was launched to make it easier and quicker for city residents, commuters, and visitors to qualify for reduced fare travel on subways and buses.

She stated that we are working to improve customer convenience in other ways, for example, the Lost & Found office now offers an improved shipping option for found items. She stated that it is quick and easy, saving customers a visit to the Lost & Found at 34th Street-Penn Station A. She noted that there is more in store for customer convenience in 2022.

She reported that customer complaints about subway service and bus service decreased last month, while Access-A-Ride complaints stabilized, up only 1.5% versus October.

XI. Safety & Security Report

Robert Diehl, Senior Vice President, Safety and Security, NYCT, delivered the Safety & Security Report. He stated that when comparing the most recent and the previous 12-month periods, Subway Customer Accident Rates increased, but he noted that those rates have decreased each month since March 2021.

He reported that Bus Collisions, Customer Accidents and Injuries increased, but Employee Lost Time Accidents decreased, when comparing the most recent and previous 12-month periods.

Mr. Diehl noted that although there was an increase Subway Fires when comparing the most recent and the previous 12-month periods, the measures that have been implemented with the Department

of Subways to prevent fires continue to be effective, as there have been some decreases in the number of fires in the last six months.

Kathleen O'Reilly, Chief of Transit, NYPD, delivered the Crime Report. Chief O'Reilly reported that there was a fatal stabbing last night inside 241st Street Subway Station near a booth which appears to have resulted from a dispute that began outside the station. She stated that an investigation is pending.

Chief O'Reilly noted that year-to-date crime is down about 3.5 percent. She reported that felony assaults are the only category of crime that has increased. She noted that that increase was driven primarily by larcenies and robberies. She stated that there were four felony assaults against NYCT workers last month, and all four suspects in those cases have been arrested and charged. She recounted an incident that occurred on December 9th where a train operator signaled to the NYPD for assistance with the train horn. She indicated that there was a man with a knife and a meat cleaver sleeping on the train who was taken into custody and charged. She reported that last Wednesday, Plain Clothes Officers recognized a suspect wanted for robbery who had been paroled in May and had more than fifty prior arrests was found to have a felony level amount of narcotics in his possession and was taken into custody. She also reported that on November 29th, the NYPD apprehended two men for a gunpoint robbery after a foot pursuit and that one of them is being investigated for twelve possible other robberies. She reported that on November 22nd, a nineteen-year-old man was arrested for assaulting a train conductor at Euclid Avenue Station and that he was by the court with a court date expected in January. She reported that an eighteen-year-old man was arrested for shooting a conductor in the eye with a bb gun. Chief O'Reilly stated that chronic offenders, who constantly put riders and MTA employees at risk with few consequences, are a very big problem.

Board Member Albert thanked Chief O'Reilly for her hard work. He noted that there are many mentally unstable people on the trains these days, causing other riders to flee to other cars. He asked why these people cannot be detained before entering the system. He also noted that he is seeing fewer members of the NYPD in the system lately and asked how that can be fixed. Chief O'Reilly responded that the deployment of officers remains the same and has been steady at about 1,000 per day into the system. She stated that they try to optimize NYPD presence on trains and platforms as well as combat fare evasion. She noted that crime in the Transit Bureau represents only 1.7% of total crime in the City. She thanked Sarah Feinberg for having helped get more NYPD resources into the system. Board Member Albert asked if NYPD is in touch with Social Services due to many people taking up residence on the trains. Chief O'Reilly stated that she sees this as well and that NYPD tries to help with the homeless problem.

Board Member Glucksman asked for a breakdown of the number of summons issued for mask non-compliance in the system. Chief O'Reilly responded that very few summonses have been issued. She stated that NYPD is instructed to offer masks when they see a maskless passenger, and almost always, the passenger will accept the mask.

Board Member Linn thanked Chief O'Reilly for the tremendous work that has occurred since she took over. He stated, however, that the doubling in felonies in November is scary, and he hopes it is an aberration. He asked Chief O'Reilly what can be done, if November is trend. Chief O'Reilly

responded that prolific offenders who are repeatedly released back into the population right away are the major problem. She stated that there needs to be more serious consequences for crimes.

Noting murders and rapes are up as well, Board Member Calise requested to have more officers brought onto the trains and platforms. Chief O'Reilly stated that is her goal, and she looks forward to working with Pat Warren and the MTA. She invited them to 130 Livingston to observe the operation. She thanked the MTA for installing cameras, which is helpful in solving crimes after the fact. She noted that, however, the goal is to prevent crime in the first place.

Board Member Albert asked if all fare control areas are camera equipped. Mr. Diehl stated that they are not in every station, however, the capital plan included funding to have them installed. He noted that there are deployable cameras in some of those areas. He stated that he would inform Board Member Albert of the expected installation dates.

XII. Procurements

Louis Montanti, Deputy Chief Procurement Officer, Operations, MTA, reported that the NYCT Procurement Package includes two competitive items for a total estimated amount of \$110.7 million.

He stated that the first is an award of a federally funded contract to Nova Bus, Inc. for \$86.9 million to furnish and deliver 135 low-floor 40-foot diesel buses and related items for MTA Bus Company. He stated that this procurement was conducted as a Request for Proposals whereby factors such as Overall Project Cost, Delivery, Overall Quality of Proposer and Product, and other relevant matters formed the basis of the evaluation criteria. He stated that the solicitation was advertised and eight bus manufacturers were directly contacted. Proposals were received from New Flyer of America, Inc. and Nova Bus (US) Inc. He indicated that negotiations were conducted with both parties and that BAFOs were reviewed by the Selection Committee in accordance with the evaluation criteria which unanimously recommended an award of the buses to Nova.

He reported that the award to Nova will consist of \$86.9M for the 135 buses at a price of \$643,920 per bus, plus tools, manuals, training and capital spares for a total award amount of \$87.4M. He stated that Nova's price per bus is \$5,400 lower than New Flyer's and \$1.175M lower on the overall contract value. He stated that delivery will begin in November 2022 and will be completed in March 2023, for an overall period of 16 months from Notice of Award. Further, he stated that Nova will assemble the buses in their Plattsburgh New York facility.

He stated that the second item is an award of three five-year, estimated quantity, miscellaneous service contracts for Eligibility Assessment Services, including an option to extend the term for up to two additional years, to Gramercy Park Physical Therapy, Omni Rehab, and Theradynamics Rehab in the combined total estimated amount of \$23,156,404, comprised of \$16,133,768 for the base awards and \$7,022,636 for the option years. He stated that these contracts will continue provide NYCT Paratransit, and the Revenue Control, Reduced Fare Unit with independent eligibility assessment services.

Mr. Montanti explained that this procurement was conducted as a Request for Proposals whereby factors such as proposer's knowledge and relevant experience, demonstrated ability, quality and size of the proposed facilities, approach to staffing and workload management as well as overall price and other relevant matters formed the basis of the evaluation criteria. He noted that Procurement had conducted an extensive outreach resulting in a total of 17 firms requesting the RFP and that five proposals were received from A.G. Urgent Care, Gramercy, Mount Sinai, Omni, and Theradynamics. He indicated that A.G. Urgent Care was eliminated because it failed to demonstrate that it possessed the experience and resources necessary to perform the work. He stated that negotiations were conducted with the remaining 4 proposers, that Best and Final Offers were requested and received from the four remaining proposers, and that they were evaluated by the Selection Committee which unanimously recommended awards to: Gramercy to operate a location in Staten Island; Omni to operate a location in Brooklyn; and Theradynamics to operate locations in the Bronx and Queens. He explained that no award was made for a Manhattan location.

A motion was duly made and seconded to approve the above procurements requiring a two-thirds vote (Schedule C in the agenda) or a majority vote (Schedule G in the Agenda).

MTA Construction & Development: Procurements

David Cannon, Vice President Contracts, C&D, presented the Construction & Development procurements comprised of eight actions for a total of \$550M. He indicated that one is a non-competitive procurement for the award of contract to Mitsubishi Electric Power Products, Inc. for CBTC equipment for the Queens Boulevard Line East Project in the amount of \$62.65M. He stated that this proposed action will provide NYCT an opportunity to evaluate Mitsubishi's production quality and performance as well as to evaluate their ability to officially validate and commission CBTC equipment in a revenue service environment. He stated that the Queens Boulevard Line East Project is an ideal environment as the entire project consists of four stations at the tail end of the F line with no intersecting or adjacent lines. He explained that the contract will also provide Mitsubishi with the engineering, project management, and track training experience to be able to compete against other qualified bidders in the future, thus lowering costs for NYCT.

In response to a question from Board Member Albert, Evan Eisland, EVP and General Counsel MTA C&D, indicated that Mitsubishi's equipment was tested and determined to be inter-operable. Mr. Eisland explained that this is a smaller project on which we can evaluate them and get them up to speed so they can compete on future projects with Siemens and Talis. He confirmed that the project is between 179th Street and Sutphin Boulevard.

A motion was duly made and seconded to approve the above procurement requiring a two-thirds vote (Schedule A in the agenda).

Mr. Cannon stated that the first competitive item for which approval is requested is a publicly advertised and competitively solicited design-build contract for accessibility upgrades at eight stations to MLJ Contracting Corp/TC Electric Joint venture in the amount of \$242.4M. He stated that the contract includes installation of eleven new elevators that will provide full accessibility at the following stations: Westchester Square on the Pelham Line, Eighth Avenue on the Sea Beach

Line, 181st Street on the Eighth Avenue Line, Woodhaven Boulevard on the Jamaica Line, Court Square Station on the Crosstown Line, and Queensboro Plaza on the Astoria-Flushing Line. He stated that in addition, five elevators will be replaced at Marcy Avenue and Flushing Avenue stations on the Jamaica Line, and that the contract work also includes state of good repair work at Woodhaven Blvd. and Westchester Square Station.

He indicated that the next item for approval is a fifteen-year elevator maintenance contract with Modern Elevator Installations Inc. in the amount of \$9M. He explained that this design-build contract for the maintenance of the elevators was procured through a single solicitation in which only the design builder elevator manufacturer and installer subcontractor was eligible for the award with the goal of ensuring that the design builder work in concert with the elevator subcontractor to choose sufficiently robust equipment that would not only withstand the rigors of the New York City Transit system but would also take into consideration the elevator subcontractor's ultimate responsibility for a performance based long term maintenance contract. A two-step request for proposal method was conducted to procure this contract which resulted in both MLJ Contracting Corp/TC Electric Joint Venture and Martin being unanimously selected based on their proposals offering best overall value considering the technical strength of proposals, their understanding of the work, the combined lowest cost, and reductions to schedule.

Mr. Cannon indicated that the other five competitive items are described in detail in the staff summaries contained in the Committee Book.

A motion was duly made and seconded to approve the above procurements requiring a two-thirds vote (Schedule C in the agenda).

XIII. Service Changes

Judith McClain, Chief, Operations Planning, NYCT presented the service changes. She indicated that there are two service changes, the first of which is the proposed Bronx Local Bus Network Redesign, which had been delayed due to COVID. She explained that this proposal will improve local bus service in the Bronx.

Dorian Statom, Operations Planning's Director of Bus Network Redesigns, and Robert Thompson, Manager of the Bronx Local Bus Network Redesign, delivered a PowerPoint on the Bronx Local Bus Network Redesign.

Ms. McClain explained that the Bronx Local Bus Network Redesign is a major service change that requires Board approval, as such, we are seeking approval for this proposal.

Ms. McClain indicated that the second service change, the assumption of the operation of the SIM 23 and 24 express bus routes, is described in a staff summary in the Board book and is being presented for Board information. Ms. McClain reported that the MTA will be assuming operation of the SIM 23 and 24 express bus routes effective January 3rd. She indicated that these routes, which are currently operated by Academy Bus under contract with the City of New York, will be slightly revised in Staten Island, reverting to those operated prior to 2020. She explained that the City and Academy had revised the routing of the SIM 23/24 in January of 2020 to serve the

Outerbridge Park and Ride. However, she noted that very few people use the park and ride, and residential neighborhoods will be better served by adding a new stop at Amboy Road on Huguenot Avenue. She stated that in addition, NYCT will be able to provide SIM 23/24 customers a more reliable and seamless service, using buses outfitted with OMNY. She noted that NYCT will operate the same number of trips on each route as currently operated by Academy Bus but will monitor service and make adjustments as needed.

She stated that there will be no budget impact to NYCT as a result of the assumption of these routes and service changes because the City will be funding the capital and operating expenses incurred by NYCT for these routes, net of farebox revenue.

A motion was duly made and seconded to approve the Bronx Local Bus Network Redesign.

XIV. Other Reports/Discussion

Interim President Cipriano stated that the FY 2022 Final Proposed Budget and the Four-Year Financial Plan for the years 2022-2025 for NYCT, Staten Island Railway and MTA Bus Company are in the Committee Book.

He further stated that Budget and Financial Plan information was included in the materials that were presented to the MTA Board last month and will be presented again to both the Finance Committee and the full Board for final approval this month.

XV. Adjournment

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

2022 Proposed Transit & Bus Committee Work Plan

Detailed Summary

I. RECURRING AGENDA ITEMS

RESPONSIBILITY

Approval of Minutes

Committee Chair & Members

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

NYCT Work Plan

Committee Chair & Members

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

Operations Performance Summary

NYCT & MTA Bus Co. Presidents

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 (if any)

Procurement & Supply Chain

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 (if any)

Operations Planning

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

Tariff Changes (if any)

Management & Budget

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

Capital Budget Modifications (if any)

Capital Planning & Budget

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

Action Items (if any)

As Listed

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

II. SPECIFIC AGENDA ITEMS

RESPONSIBILITY

JANUARY 2022

Approval of Committee Work Plan

Committee Chair & Members

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

Management & Budget

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

Preliminary Review of SIR 2021 Operating Results

Management & Budget

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

Preliminary Review of MTA Bus 2021 Operating Results

Management & Budget

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

FEBRUARY 2022

Adopted Budget/Financial Plan 2022-2025

Management & Budget

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

Management & Budget

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

Management & Budget

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

Office of ADA Compliance

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

Transit Adjudication Bureau Report, 4th Qtr, 2021

Law

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

EEO & Diversity Report- 2021 Year-End Report

EEO & Human Resources

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.

II. SPECIFIC AGENDA ITEMS

RESPONSIBILITY

Fare Evasion Report, 4th Qtr, 2021

Management & Budget

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

Management & Budget

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

Management & Budget

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

Management & Budget

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

MAY 2022

Transit Adjudication Bureau Report, 1st Qtr, 2022

Law

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

Fare Evasion report, 1st Qtr, 2022

Management & Budget

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

EEO & Diversity Report, 1st Qtr, 2022

EEO & Human Resources

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

Customer Experience

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

JUNE 2022

No Items

JULY 2022

No Items

II. SPECIFIC AGENDA ITEMS

RESPONSIBILITY

AUGUST 2022

No Meetings Held

SEPTEMBER 2022

Public comment/Committee Review of Budget

2022 NYCT Mid-Year Forecast Monthly Allocation *Management & Budget*
NYCT will present a monthly allocation of its 2022 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2022 SIR Mid-Year Forecast Monthly Allocation *Management & Budget*
NYCT will present a monthly allocation of SIR's 2022 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2022 MTA Bus Mid-Year Forecast Monthly Allocation *Management & Budget*
MTA Bus will present its monthly allocation of MTA Bus' 2022 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2023 NYCT Preliminary Budget *Management & Budget*
Public comments will be accepted on the 2023 Preliminary Budget.

2023 SIR Preliminary Budget *Management & Budget*
Public comments will be accepted on the 2023 Preliminary Budget.

2023 MTA Bus Preliminary Budget *Management & Budget*
Public comments will be accepted on the 2023 Preliminary Budget.

Transit Adjudication Bureau Report, 2nd Qtr, 2022 *Management & Budget*
Quarterly report to the Committee on Transit Adjudication Bureau financial and operating indicators including collection activities and data on revenue and expenses.

Fare Evasion report, 2nd Qtr, 2022 *Management & Budget*
Quarterly report to the Committee which provides estimated revenue lost to fare evasion on subways and buses based on staff surveys of stations and routes.

EEO & Diversity Report, 2nd Qtr, 2022 *EEO & Human Resources*
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.

II. SPECIFIC AGENDA ITEMS

RESPONSIBILITY

OCTOBER 2022

2023 NYCT Preliminary Budget

Management & Budget

Public comments will be accepted on the 2023 Preliminary Budget.

2023 SIR Preliminary Budget

Management & Budget

Public comments will be accepted on the SIR 2023 Preliminary Budget.

2023 MTA Bus Preliminary Budget

Management & Budget

Public comments will be accepted on the MTA Bus 2023 Preliminary Budget.

NOVEMBER 2022

Biannual Customer Satisfaction Report, Fall 2022

Customer Experience

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, 3rd Qtr, 2022

Management & Budget

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

Fare Evasion Report, 3rd Qtr, 2022

Management & Budget

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

Corporate Compliance

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

DECEMBER 2022

NYCT 2022 Adopted Budget/Financial Plan 2023-2026

Management & Budget

NYCT will present its revised 2023-2026 Financial Plan. This plan will reflect the 2022 Adopted Budget and an updated Financial Plan for 2023-2026 reflecting the out-year impact of any changes incorporated into the 2023 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2023 by category.

SIR 2022 Adopted Budget/Financial Plan 2023-2026

Management & Budget

SIR will present its revised 2023-2026 Financial Plan. This plan will reflect the 2022 Adopted Budget and an updated Financial Plan for 2023-2026 reflecting the out-year impact of any changes incorporated into the 2023 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2023 by category.

MTA Bus 2021 Adopted Budget/Financial Plan 2023-2026

Management & Budget

MTA Bus will present its revised 2023-2026 Financial Plan. This plan will reflect the 2022 Adopted Budget and an updated Financial Plan for 2023-2026 reflecting the out-year impact of any changes incorporated into the 2023 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2023 by category.



Transit and Bus Committee Report January 2022 Executive Summary

President's Message
Subways
Buses
Paratransit
Accessibility
Strategy and Customer Experience
Safety
Financial & Ridership

President's Message

Craig Cipriano, Interim President, NYCT

The New York City Transit team remains focused on working around the clock addressing the Omicron-induced crew shortages that began in December and spiked during the first week of January.

Even under these constraints- New York City Transit has delivered consistent service at all 472 stations and 16,000 bus stops. The latest indicators leave us optimistic since new daily covid positives are flattening and employees are returning to work at a higher rate compared to when the variant hit. I am grateful to all our employees and members of the leadership team whose hard work ensured that we were able to provide about 85% scheduled service during this spike of absences.

We attacked the crew shortage issue on multiple fronts. We set up a reporting and project management oversight system to keep the leadership team informed of absences and any unusual trends. We partnered with the unions, set up regular communication and close monitoring at our crew offices, and implemented a reduction in scheduled service on redundant lines.

We started a plan to resume service even when the availability rate was low, so that we would be ready to bring back service as soon as enough employees returned to work. We are still experiencing unplanned absences, but I remain optimistic that we are past the biggest dip in crew availability due to this variant.

I'm grateful to all our employees and to the leadership team whose hard work ensured that we were able to provide about 85% scheduled service under these circumstances.

The Transit team will continue to monitor and analyze the numbers and assess our ability to provide more service as we see crews returning.

I would like to thank and acknowledge the NYCT Operations Planning team led by Judy McClain. This outstanding team worked long hours including late nights and weekends to produce schedules and find ways to stretch crews and resources so that we could continue to provide such a high rate of scheduled service. I am so proud of them and all our workforce who show up 24/7 to serve New Yorkers.

Subways

Demetrius Crichlow, Senior Vice President

During the month of December, the Department of Subways was impacted by the regional rise in COVID cases associated with the Omicron variant. With the health and safety of our team paramount, this resulted in a large number of employees throughout Subways who were home sick or quarantined. We responded to this challenge through proactive measures to ensure even and consistent service for our customers. While a few weekday-only supplemental and express services were suspended, they were chosen due to redundancies in service. This allowed us to strategically redistribute crews to ensure that service was maintained at every station. In addition, wait times were slightly lengthened on some lines to minimize any large gaps in service we otherwise would have experienced. Any service changes can cause inconvenience, and we worked hard to ensure that these changes had as little impact as possible.

In December, Subways also responded to the COVID surge with additional locations in our stations for pop-up sites to provide vaccines and boosters, and, for the first time, COVID testing. This makes it fast and convenient for subway riders to get vaccinated and tested on their regular commute. This is in addition to our enhanced cleaning protocols that continue to disinfect all customer touchpoints in stations twice per day and all in-service subway cars at least daily. We also continue to remind customers through announcements, video screens, and Mask Force that everyone must keep their nose and mouth covered for their entire trip, regardless of vaccination status.

On a more positive note, we celebrated the retirement of the R32 fleet with special trips in December and early January. These cars served New York City since 1964, through dramatic changes in the subway system. Over the past six decades, they ran on every line in the B Division (the lettered lines). It is a testament to the maintenance teams responsible for these cars that they remained in good condition over six decades, outlasting four other, younger car fleets. Although it's time to say farewell to our oldest cars, we are looking forward to the delivery of the new R211 fleet, which will usher in a new era of technology and comfort for our customers.

Throughout the pandemic, the heroes of Subways have gone above and beyond all while dealing with the impact of COVID on themselves and their loved ones. I can't thank them enough for everything they've done and continue to do to keep New York moving.

Buses

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

As we ended 2021 and kicked off 2022, we were reminded of the importance of remaining vigilant as COVID-19 cases surged. As a result of the Omicron variant, Buses saw an uptick of COVID-related absences toward the end of 2021, impacting service delivery. Despite these challenges, there was an improvement in customer journey time from November to December from 70.4% to 71.8%, primarily due to improved speeds and travel times. Service delivery in December was 92.5% for approximately 57% of pre-pandemic ridership. We have worked closely with our Union partners to strategically curtail schedules, suspend limited service as needed, and prioritize operator assignments to minimize customer impacts. As a result of tackling these challenges head on we continued to provide service for our customers at all 16,000 of our bus stops, and 329 routes across all five boroughs. The latest indicators leave us cautiously optimistic that COVID-19 cases are flattening as employees return to work at a higher rate. We also continue to stay laser focused on training and hiring more bus operators to return to pre-COVID vacancy levels.

We began January with the first snowfall of the year. I want to thank my dedicated team for successfully navigating another storm. Buses took precautionary measures, including chaining over 1,700 buses and strategically placing 35 snow-fighters to operate in trafficked areas such as terminals, lay-over locations, facilities and known hotspots. This month we also joined the massive local community relief efforts to support the families impacted by the devastating fire in an apartment building in the Fordham Heights, which left 17 people dead and dozens injured. As part of the relief effort, the MTA loaded donated goods, including clothing and toys, onto a New York City Transit bus, which was used in the collection and delivery of donated items to help the affected families. Our thoughts and prayers go to our Bronx community and especially those who lost their loved ones as a result of this tragic fire.



As we emerge from the pandemic and look toward the future, we know with total certainty that buses will be critical to a robust recovery for New York, and we must do everything we can to encourage ridership growth. I am very excited to welcome the new NYC DOT Commissioner, Ydanis Rodriguez. Together with our partners at DOT, we have ambitious plans for the year ahead, including up to 5 new busways and 20 miles of new or upgraded bus lanes, expanded TSP and bus lane camera enforcement, increased accessible bus stops and accessibility features in buses, and implementation of the Bronx bus network redesign. Also, the MTA's commitment to transition to a 100% zero-emissions bus fleet by 2040 includes many critical milestones in 2022, including the installation of charging infrastructure to support our first purchase of 60 standard battery-electric buses, the launch of critical planning and engineering studies and the testing of battery-electric buses from new vendors. So, as you can see, 2022 is going to be a defining year for buses. As we welcome our customers back, we are looking forward to working closely with this committee, as well as our city partners, the advocate community and elected officials who are always challenging us to do better, and the MTA Board to deliver the bus priority we need to move those New Yorkers who need us the most.

Paratransit

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

We continue to be vigilant with our safety measures, as the safety of our customers remains our primary concern. As of December 27th, last year, all AAR drivers are required to have at least one dose of a covid-19 vaccine, and to receive their second dose within 45 days, in accordance with the New York City vaccine mandate for workplaces. We continue to encourage all MTA customers who can do so to get their vaccines and boosters. While we understand that not every customer can be vaccinated, vaccines and masks offer the greatest level of protection to all of us in the continued battle against COVID-19. Masks have been required since April 2020 for all customers, Personal Care Attendants, guests and drivers on AAR and for all riders throughout our system, regardless of vaccination status. Also, since the beginning of the pandemic, all dedicated Paratransit vehicles have driver safety barriers installed and are disinfected prior to being put into revenue service.

November showed some clear improvements for primary carrier service against the prior month. The 30-minute and 15-minute pick-up windows for on-time performance improved by

3% for primary carriers, while broker service remained relatively flat. Primary carrier no-shows per 1,000 scheduled trips significantly improved by 47% (from 4.68 to 2.49 -- under the goal of 3.0) against the prior month. Broker no-shows, however, increased to 11 per 1,000 scheduled trips as we ramped down service from Curb. Complaints remained flat against the prior month.

Industrywide driver shortages, further impacted by the recent surge in COVID-19 cases related to the Omicron variant, continue to pose challenges at the national and local levels. We recognize the significant impact these issues have on our service performance and our customers, and we continue to work with our brokers and carriers daily to find innovative solutions to improve our service. We also remain laser focused on ramping up broker services to provide increased capacity. Since the end of last year, we have made strategic efforts on multiple fronts to improve the service, including by declaring an immediate operating need to fast track procurement of supplemental paratransit services and supporting our primary carrier hiring campaigns by providing MTA advertising space. In addition, we are also soliciting recently retired bus operators who may be seeking job opportunities. For our broker service, we are in the process of amending our commercial agreements to incentivize performance. We continue to work closely with our new brokers and carriers daily to evaluate the service to meet demand and push for service and scheduling improvements.

In November, average weekday ridership dipped from approximately 80% to 74% of pre-pandemic levels, and down to 71% in December, primarily due to the uptick in covid-related cases across New York City. Despite the related dip in ridership and reduction in driver availability, preliminary December performance result show that our aggressive efforts to improve the service are promising. We are optimistic, as we welcome our customers back in 2022, that we will see continued improvements as a result of the actions taken by the team and a return to the level of service our customers deserve.

Accessibility

Quemuel Arroyo, Chief Accessibility Officer

The MTA Accessibility team hopes all of our customers are staying safe amid the continued COVID-19 surge and starting their new year in good health. As we work through this challenging time, we remain committed to advancing our accessibility goals in 2022. We have consolidated our team under MTA HQ and brought on additional team members and are working with our Advisory Committee for Transit Accessibility (ACTA) and other stakeholders to refine our accessibility goals agenda and goals for this year. This month, I am using our update to outline these priorities – or “pillars” – and key projects under each, which we will update the Committee on throughout the year.

Our first pillar is around design, and working toward uniform, universally accessible design standards for all of our service modes. In 2022, we look forward to putting the first R211 subway cars into customer testing and rolling out additional new buses with flexible seating designed to accommodate customers with walkers, folded strollers etc. We will continue opening new ADA stations in both our subway and commuter rail systems, including the recent opening of new elevators at 170 St (4) in the Bronx, a great addition to the accessible station map. Our team will work across departments – and with agency partners such as NYC DOT - to ensure the best accessibility features and technologies are deployed more widely across our system, and work toward design standards that meet the access needs of all of our customers. This will include work on new infrastructure and retrofitting our existing stations and rolling stock for increased accessibility.

Our second pillar is effective communications and ensuring that information we present to our customers is fully accessible to those with disabilities including our blind/low-vision and deaf/hard-of-hearing customers. In 2022 we look forward to continued testing of smart phone apps that assist customers with wayfinding and navigation, through our partnership with the Transit Tech Lab. We will also be testing hearing loops on buses and are excited to see more buses deployed with Digital Information Screens. As we continue to replace elevators in our system, we will ensure that elevator status information is available across platforms and throughout the customer journey, so customers are aware of these outages and have the resources they need to plan their travels accordingly.

We are also working every day to improve training and resources for MTA personnel on accessibility and serving customers with disabilities. Based on the work of the NYCT Systemwide Accessibility team, this year we will be developing an MTA-wide training for all employees, as well as additional resources to support our thousands of employees who interact with customers with disabilities and accessibility needs each day. And as we continue to expand our vision of accessibility – with initiatives like the AutoGate Access Initiative, expanded OMNY fare payment offerings, and the first wide fare gates coming into service this year – we will continue working with our partners in the Department of Subways and across the agency to ensure our colleagues are to assist customers in navigating these changes.

Finally, we will continue working toward an Access-A-Ride paratransit service that provides the reliability, flexibility and utilization of technology that our customers demand and deserve. In 2022, we will begin rolling out the OMNY new fare payment system to paratransit customers. This exciting change will allow AAR customers to travel without cash for the first time, making travels faster and more convenient. We are very excited to start the AAR OMNY roll-out in the coming months. We will also be working with our IT department to make continued enhancements to the AAR platform on the MYmta app and website, to streamline the booking and trip-tracking process and again leverage technology to make our service more efficient and customer friendly. We look forward to customer feedback on these changes as they take effect, and to continuing to update this committee and the Board on our progress.

Strategy and Customer Experience

Sarah Meyer, Chief Customer Officer

In December, the Strategy and Customer Experience data team relaunched MTA's Open Data program, part of our renewed commitment to transparency and our legislated obligation to share our data publicly. Working closely with the Open Data team in the NYS Office of Information Technology Services, we have published a number of new datasets on the [State Open Data portal](#) this month, and are on track to submit approximately 50 datasets in total for publishing by the end of January. In parallel, we have begun developing a three-year plan for sharing data, which we expect to publish in April. You can read more about the evolving program plan and status on [our Open Data microsite](#).

MTA has also committed within our transparency plan to continuing and expanding public engagement. In October the Customer Engagement team assisted Government and Community Relations to give public speakers the option to provide comments at the full Board Meeting either in person or remotely. This month we have extended the flexibility of that option to the Committee meetings as well.

Strategy and Customer Experience led the 16th edition of Mask Force on December 17, and were again joined by MTA leaders, community volunteers, and fellow colleagues distributing free masks throughout the system. Mask Force continues to promote COVID-19 safety amidst the rise in positive cases from the Omicron variant and serves as a friendly reminder to customers of the need to wear a mask while using riding our subway, bus, Access-A-Ride, and commuter rail services.



Beyond Mask Force, my team supported the introduction of COVID-19 PCR testing at 10 subway and railroad stations last month. And I would like to acknowledge the many hours put in by contact center management, our Access-A-Ride call center staff, and supporting teams to address the large increase in calls to our employee COVID-19 hotline in December as positivity rates increased.

I am pleased to note that our telephone contact center performance improved in December, with average call wait time decreasing 12% versus November 2021 to 379 seconds and the calls answered rate increasing to 74.1% from 72.4%. We continue to focus on both contact center staffing levels and system upgrades to further improve these numbers.

Customer complaints about subway service increased last month to 3.89 per 100,000 journeys, up 10.7% versus November 2021 but 13.4% lower than December 2020. Bus complaints also increased 5.3% to 12.86, 11.2% higher than December 2020. We are pleased that Access-A-Ride complaints decreased nearly 20% versus the previous month, to 891.

Safety

Robert Diehl, Senior Vice President, Safety & Security

When comparing the most-recent 12-month period to the previous one, Subway Customer Accident Rates increased. It's worth noting that these 12-month Rates have decreased each month since March 2021.

Bus Collisions, Customer Accidents and Injuries increased when comparing the most-recent 12-month period to the previous one, although Customer Accidents and Injuries show decreases on a monthly basis when compared to the previous year. Employee Lost Time Accidents showed a decrease when comparing the most recent 12-month period to the previous one.

Although we continue to see an increase in Subway Fires when comparing the last 12-month period to the previous one, in December 2021, fires decreased when compared to the previous year.

The most-recent data on incidents of assaults and harassment within the Transit system are displayed in the full Safety report.

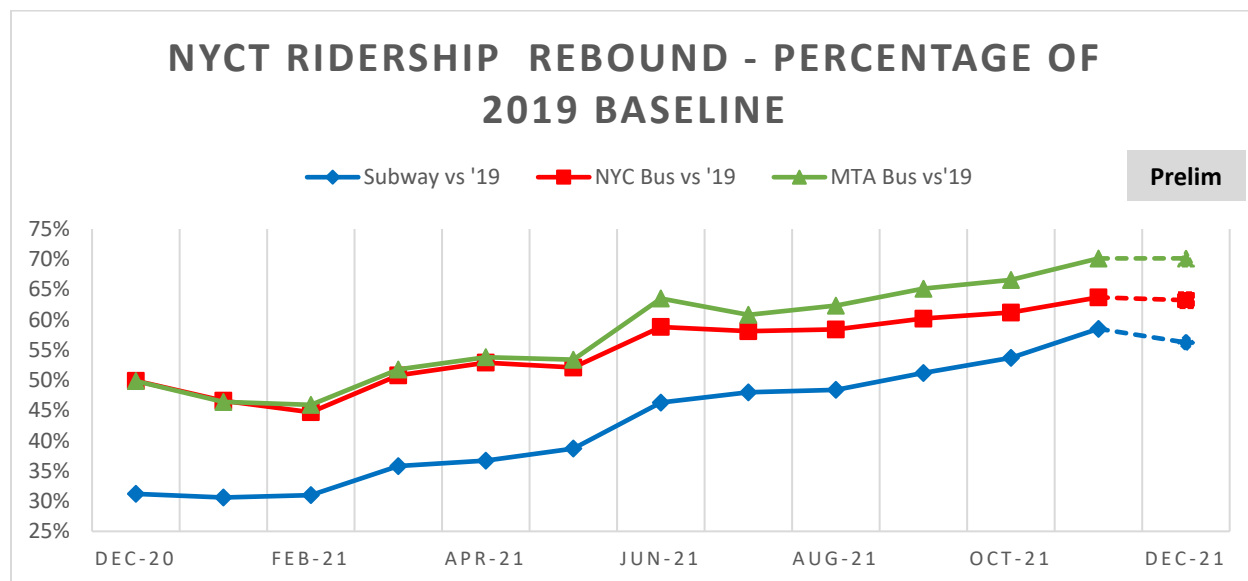
Financial & Ridership

Jaibala Patel, Deputy Chief Financial Officer, MTA

NYCT December 2021 Preliminary year-to-date vs November Forecast

Ridership of 1.080 billion exceeded forecast by 18.2 million (1.7 percent).

Ridership recovery compared with a 2019 baseline retreated in late December due to the spread of the COVID omicron variant in New York City. (Monthly results by mode from December '20 to December '21 appear in the chart below)



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

Total operating revenue of \$5.587 billion is favorable to forecast by \$2.836 billion (103.1 percent), mainly due to agency receipt of Federal CRRSAA funding in the amount of \$2.795 billion.

* Excluding CRRSAA, total operating revenue is favorable \$40.7 million (1.5 percent).

Farebox revenue of \$2.320 billion exceeded forecast by \$39.2 million (1.7 percent), mainly due to higher ridership than forecast.

Other revenue of \$3.267 billion exceeded forecast by \$2.797 billion (594.4 percent), due primarily to agency receipt of Federal CRRSAA funding.

*Excluding CRRSAA, Operating revenue is favorable \$1.5 million (0.3 percent).

Total operating expense (before non-cash liabilities) of \$8.498 billion is favorable to forecast by \$97.9 million (1.1 percent).

Labor expenses were under forecast by a net \$78.2 million (1.1 percent), mainly due to health & welfare/OPEB current expense underruns of \$35.9 million (2.3 percent), due to favorable prescription drug rebate credits and other fringe benefit underruns of \$30.8 million (5.5 percent), resulting from lower workers compensation accruals and favorable overhead credits. Payroll also underran by \$14.0 million (0.4 percent), resulting from vacancies, and pension expense was lower by \$3.7 million (0.4 percent). Overtime overruns of \$5.8 million (0.9 percent) were largely due to severe weather response and vacancy coverage backfill, which provided a partial offset to generally favorable labor expense results.

Non-labor expenses were net favorable to forecast by \$19.7 million (1.1 percent), mainly due to Paratransit service contracts that were lower by \$22.7 million (6.2 percent), reflecting fewer trips and favorable support costs. Materials & supplies were under by \$8.7 million (3.3%), reflecting lower obsolescence cost and higher scrap and surplus sales credits, and professional service contracts were lower by \$2.7 million (1.8 percent), mainly due to underruns in IT service and maintenance. Other business expense overran \$8.7 million (11.6%), due to card processing fees, and energy costs exceeding forecast by 1.9% due to higher pricing with electric power over \$5.0 million and fuel over \$1.8 million. Maintenance and other operating contracts were slightly over forecast by \$2.0 million (0.6 percent), also providing partial offset to general non-labor underruns.

NYCT December 2021 Preliminary year-to-date vs Adopted Budget

Ridership of 1.080 billion exceeded budget by 476.6 million (78.4 percent).

Total operating revenue of \$5.587 billion is favorable to budget by \$3.814 billion (215.1 percent), mainly due to agency receipt of Federal CRRSAA funding in the amount of \$2.795 billion.

** Excluding CRRSAA, total operating revenue is favorable \$1.019 billion (57.4 percent).*

Farebox revenue of \$2.320 billion exceeded budget by \$1.058 billion (83.9 percent), mainly due to higher ridership than budget.

Other revenue of \$3.267 billion exceeded budget by \$2.756 billion (538.7 percent), due primarily to agency receipt of Federal CRRSAA funding.

**Excluding CRRSAA, Operating revenue is unfavorable \$39.6 million (7.7 percent), due primarily to unfavorable paratransit reimbursement resulting from lower paratransit ridership than budget.*

Total operating expenses (before non-cash liabilities) of \$8.498 billion is favorable to budget by \$538.2 million (6.0 percent).

Labor expenses were below budget by a net \$246.9 million (3.5 percent), mainly due to health & welfare/OPEB current expenses that underran by \$207.6 million (2.3 percent), due to vacancies, lower Aetna medical utilization, and greater prescription drug rebate credits. Payroll underruns of \$99.4 million (2.8 percent), resulting from vacancies, other fringe underruns of \$58.2 million (9.9 percent), due to lower workers compensation, and pension expense lower by \$37.8 million (4.0 percent), also

contributed to general labor expense favorability in labor. However, overtime overruns of \$103.1 million (19.4 percent), largely due to vacancy and availability coverage, and severe weather response along with reimbursable overhead credit shortfalls of \$53.0 million (19.6 percent), provided a partial offset.

Non-labor expenses were net favorable to budget by \$291.2 million (14.6 percent), mainly due to public liability claims expense under by \$113.9 million (51.4 percent), due to lower ridership, Paratransit service contracts lower by \$91.1 million (21.0 percent), reflecting fewer trips and favorable support costs, and materials and supplies lower \$81.4 million (24.4 percent), due to reduced usage resulting from maintainer vacancies and favorable maintenance program timing. Electric power was down \$27.3 million (9.1 percent), on lower consumption. Insurance was lower by \$9.7 million (11.9 percent), mainly reflecting lower MTA projections and favorable timing of intercompany charges. Overruns in other business expense of \$29.9 million (56.3%), due to card processing fees and Fuel was over budget by \$6.0 million (6.5 percent), mainly due to higher prices provided partial offset to general non-labor underruns.

MTA Bus Company December 2021 Preliminary year-to-date vs November Forecast

Ridership of 71.4 million exceeded forecast by 3.3 million (4.8 percent).

Total operating revenue of \$453.4 million is favorable to forecast by \$301.6 million (198.6 percent), mainly due to agency receipt of Federal CRRSAA funding in the amount of \$308.5 million.

** Excluding CRRSAA, total operating revenue is unfavorable \$6.9 million (4.6 percent).*

Farebox revenue of \$138.4 million exceeded forecast by \$5.5 million (4.2 percent), mainly due to higher ridership than forecast.

Other revenue of \$315.0 million exceeded forecast by \$296.1 million (1561.6 percent), due primarily to agency receipt of Federal CRRSAA funding.

**Excluding CRRSAA, Operating revenue is unfavorable \$12.5 million (65.8 percent).*

Total operating expense (before non-cash liabilities) of \$781.4 million is favorable to forecast by \$97.95 million (11.1 percent).

Labor expenses were higher than the November Forecast by a net \$9.8 million (1.6 percent), including a payroll expense overrun of \$10.6 million (3.6 percent), mainly due to higher vacation payment, higher cash out of sick and personal time, and lower attrition. Overtime expenses were favorable to the November Forecast by \$4.0 million (4.5 percent), primarily due to lower unscheduled overtime, COVID-19 related cleaning, and programmatic maintenance partially offset by the essential overnight service and lower availability. Health & welfare/OPEB were above the November Forecast by \$7.4 million (6.7 percent) due to higher life insurance, prescription drug coverage and OPEB offset by lower dental, medical and hospitalization costs and health & welfare reimbursable. Pensions were \$1.6 million (2.7 percent) over the November Forecast due to timing of expenses. Other fringe benefits underran by \$4.0 million (5.6 percent), due primarily to lower interagency fringes, lower worker's compensation, and lower Health Benefit Trust.

Non-labor was net favorable to forecast by \$107.3 million (42.0 percent), including an underrun in fuel of \$7.7 million (28.4 percent) 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. Claims expense were lower by \$45.6 million (59.9 percent) primarily due to timing of expenses, and Maintenance and Other Operating Contracts expenses were favorable by \$19.0 million (42.5 percent), primarily due to the timing of facility maintenance, bus technology, farebox maintenance, shop program, COVID-19 expenses, tires and tubes rentals and vehicle purchases. Favorable professional services of \$18.2 million (43.2 percent), due mainly to timing of interagency billing, bus technology, and service contracts. Materials & supplies expense was favorable by \$15.1 million (28.8 percent), due mostly to lower usage of general maintenance material as well as timing of radio equipment maintenance/repairs, construction material, and COVID-19 expenses.

MTABC December 2021 Preliminary year-to-date vs Adopted Budget

Ridership of 71.4 million exceeded the Budget by 39.7 million (125.1 percent).

Total operating revenue of \$453.4 million is favorable to Budget by \$372.4 million (459.8 percent), mainly due to agency receipt of Federal CRRSAA funding in the amount of \$308.5 million.

** Excluding CRRSAA, total operating revenue is favorable by \$63.9 million (78.9 percent).*

Farebox revenue of \$138.4 million exceeded budget by \$78.6 million (131.4 percent), mainly due to higher ridership than budget.

Other revenue of \$315.0 million exceeded budget by \$293.8 million (1386.4 percent), due primarily to agency receipt of Federal CRRSAA funding.

**Excluding CRRSAA, Operating revenue is unfavorable by \$14.9 million (69.4 percent) due primarily to unfavorable student and senior fare reimbursement resulting from COVID-19 and lower recoveries from other insurance.*

Total operating expense (before non-cash liabilities) of \$781.4 million is favorable to budget by \$131.7 million (14.4 percent).

Labor expenses were below the Budget by \$20.8 million (3.2 percent), primarily due to the same factors impacting the variances to the November Forecast described above.

Non-labor was net favorable to forecast by \$110.9 million (42.8 percent), mainly due to timing of claim expenses of \$45.6 million (59.9 percent), materials & supplies underrun of \$22.7 million (37.8 percent), reflecting primarily reduced usage and favorable maintenance program timing. Maintenance and other operating contracts were lower by \$22.6 million (46.8 percent), largely due to the favorable timing of operating contract expense charges. Professional service contracts were lower by \$17.4 million (42.1 percent), mainly due to timing of service contracts.

Customer Service Report: Subways

Demetrius Crichlow, Senior Vice President, Department of Subways



New York City Transit said farewell to the R32 fleet of subway cars with a series of special trips in December and January. On January 9th, the last train of R32s ran on the Q line between 96th Street and Brighton Beach, serving both the original route the cars served in 1964 as well as the newest stations in the subway on the Second Avenue Line. Over six decades, Subway's Division of Car Equipment expertly maintained the cars as our train crews operated them on every route in the B Division (lettered lines). As we say farewell to our oldest cars, we also look forward to the arrival of our newest fleet, the R211s.

Subway Report (Weekday & Full Month)

Subway Report Performance Indicators						
Performance Indicator	December 2021			12-Month Average		
	This Year	Last Year	Change	This Year	Last Year	Change
Weekday Customer-Focused Metrics						
Weekday Major Incidents (Chart 1) Unplanned incidents delaying 50+ trains	31	39	-20.5%	33.5	24.3	+37.9%
Weekday Service Delivered (Chart 3) % of scheduled trains operated Weekday rush hours (7-10a and 4-7p)	89.7%	95.4%	-5.7%	92.2%	96.5%	-4.3%
Additional Platform Time (h:mm:ss) (Chart 7) Average added time spent waiting for trains, compared with scheduled wait time	0:01:31	0:01:12	+0:00:19	0:01:26	0:01:11	0:00:15
Additional Train Time (h:mm:ss) (Chart 9) Average additional unanticipated time spent onboard train compared to scheduled travel time	0:00:17	0:00:03	0:00:14	0:00:12	0:00:18	-0:00:06
Customer Journey Time Performance (Chart 11) % of customers whose journeys are completed within five minutes of schedule.	82.6%	85.6%	-3.0%	83.8%	85.6%	-1.8%
Inputs to Operations						
Mean Distance Between Failures (Chart 13) Revenue car miles divided by the number of incidents attributed to car-related causes	168,987	157,376	+7.4%	150,363	146,297	+2.8%
Elevator Availability* (Chart 14) % of time elevators are operational systemwide	96.8%	96.8%	0.0%	96.6%	96.8%	-0.2%
Escalator Availability* (Chart 14) % of time escalators are operational systemwide	92.6%	92.3%	+0.3%	91.3%	92.3%	-1.0%
Weekday Legacy Indicators						
Weekday Wait Assessment (Chart 15)	62.3%	73.4%	-11.1%	68.3%	75.5%	-7.2%
Weekday Terminal On-Time Performance (Chart 17)	80.7%	88.5%	-7.8%	84.5%	88.6%	-4.1%
Weekday Trains Delayed Per Day (Chart 19)	1,574	927	+69.8%	1,213	935	+29.7%

* Availability measures the percent of time that a unit is running and available for customer service. All service outages, regardless of cause, count as downtime in the availability calculation. (Note: Units out of service for capital rehabilitation are excluded from the calculations.) Change values for time- and percentage-based metrics are calculated as absolute values. All other change values are calculated as percentage changes.

Subway Report (Weekend)

Subway Report Performance Indicators						
Performance Indicator	December 2021			12-Month Average		
	This Year	Last Year	Change	This Year	Last Year	Change
Weekend Customer-Focused Metrics						
Weekend Major Incidents (Chart 2) Unplanned incidents delaying 50+ trains	11	6	+83.3%	5.5	4.6	+19.6%
Weekend Service Delivered (Chart 5) % of scheduled trains operated during Weekends (10a-6p)	90.4%	96.0%	-5.6%	92.7%	96.1%	-3.4%
Weekend Legacy Indicators						
Weekend Wait Assessment (Chart 16)	63.5%	78.3%	-14.8%	72.2%	80.3%	-8.1%
Weekend Terminal On-Time Performance (Chart 18)	81.6%	88.0%	-6.4%	84.9%	88.0%	-3.1%
Weekend Trains Delayed Per Day (Chart 20)	1,036	579	+78.9%	820	597	+37.4%

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

Subway Report (Staten Island Railway)

Subway Report Performance Indicators						
Performance Indicator	December 2021			12-Month Average		
	This Year	Last Year	Change	This Year	Last Year	Change
24 Hour On-Time Performance						
% of scheduled trains arriving within six minutes of their scheduled arrival time during a 24-hour period	95.9%	97.1%	-1.2%	96.6%	97.6%	-1.0%
AM Rush On-Time Performance						
% of scheduled trains arriving within six minutes of their scheduled arrival time	85.6%	95.0%	-9.4%	96.1%	98.3%	-2.2%
PM Rush On-Time Performance						
% of scheduled trains arriving within six minutes of their scheduled arrival time	87.8%	95.5%	-7.7%	92.4%	98.0%	-5.6%
Percentage of Completed Trips						
Percentage of Completed Trips	98.0%	99.6%	-1.6%	98.8%	99.9%	-1.1%
Mean Distance Between Failures						
Revenue car miles divided by the number of incidents attributed to car-related causes	23,393	14,772	+58.4%	29,343	52,946	-44.6%

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

Section 1: Customer-Focused Metrics

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

Performance Indicator Definitions

Major Incidents (Weekday and Weekend)

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

Service Delivered (Weekday and Weekend)

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

Additional Platform Time (APT)

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

Additional Train Time (ATT)

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

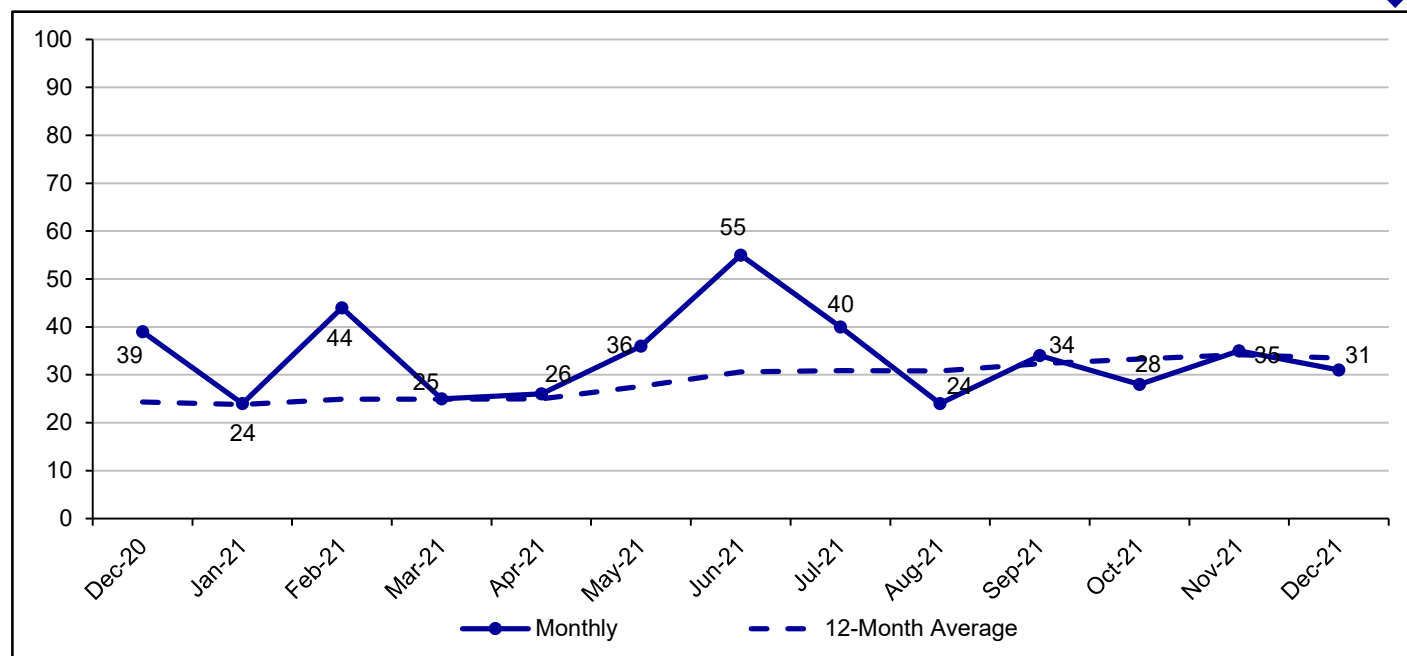
Customer Journey Time Performance (CJTP)

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

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

Subway Weekday Major Incidents (24 hours)

Desired trend



Categories	Monthly			12-Month Average		
	Dec 21	Dec 20	% Change	Dec 21	Dec 20	% Change
Track	1	2	-50.0%	4.1	2.4	+70.8%
Signals	12	19	-36.8%	11.9	8.7	+36.8%
Persons on Trackbed/Police/Medical	11	8	+37.5%	9.3	7.5	+24.0%
Stations & Structures	2	0	0.0%	2.5	0.7	+257.1%
Subway Car	5	5	0.0%	3.2	2.4	+33.3%
Other	0	5	-100.0%	2.5	2.6	-3.8%
Subdivision A	16	14	+14.3%	13.8	11.7	+17.9%
Subdivision B	15	25	-40.0%	19.8	12.6	+57.1%
Systemwide	31	39	-20.5%	33.5	24.3	+37.9%
Avg Incident Duration (h:mm:ss)	0:16:48	0:20:12	-16.8%	0:22:30	0:24:05	-6.6%
Avg Trains Delayed per Incident	82	99	-17.2%	107	110	-2.7%

Major Incidents Discussion

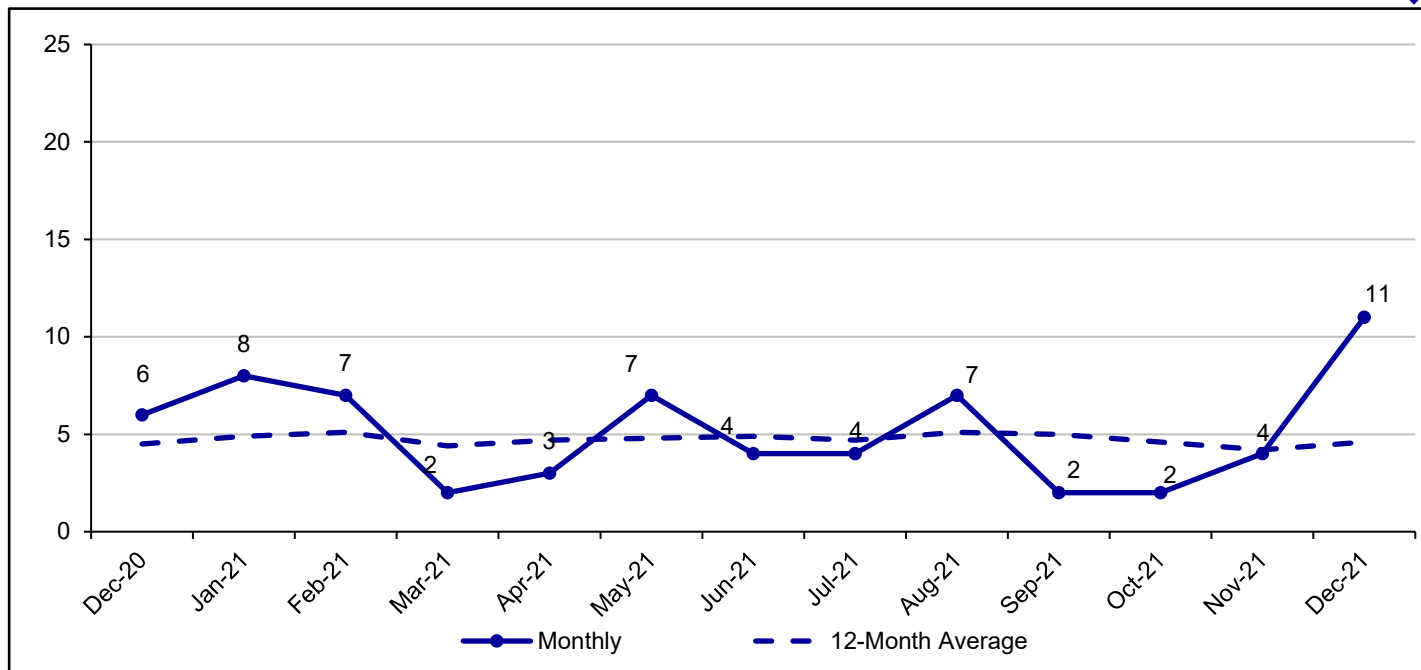
- December 2021 had 8 fewer weekday Major incidents than December 2020, mostly due to fewer Signal incidents.
- The 11 Persons on Trackbed/Police/Medical incidents for the month was an increase compared to both last year and the 12-month average.

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

Chart 1

Subway Weekend Major Incidents (24 hours)

Desired trend



Categories	Monthly			12-Month Average		
	Dec 21	Dec 20	% Change	Dec 21	Dec 20	% Change
Track	0	0	0.0%	0.3	0.4	-25.0%
Signals	2	1	+100.0%	1.5	1.0	+50.0%
Persons on Trackbed/Police/Medical	9	3	+200.0%	1.9	1.7	+11.8%
Stations & Structure	0	1	-100.0%	0.6	0.1	+500.0%
Subway Car	0	0	0.0%	0.7	0.0	N/A
Other	0	1	-100.0%	0.6	1.4	-57.1%
Subdivision A	4	4	0.0%	1.9	2.0	-5.0%
Subdivision B	7	2	+250.0%	3.6	2.6	+38.5%
Systemwide	11	6	+83.3%	5.5	4.6	+19.6%
Avg Incident Duration (h:mm:ss)	0:57:54	0:25:48	+124.4%	0:32:06	0:23:47	+34.9%
Avg Trains Delayed per Incident	65	124	-47.6%	93	146	-36.3%

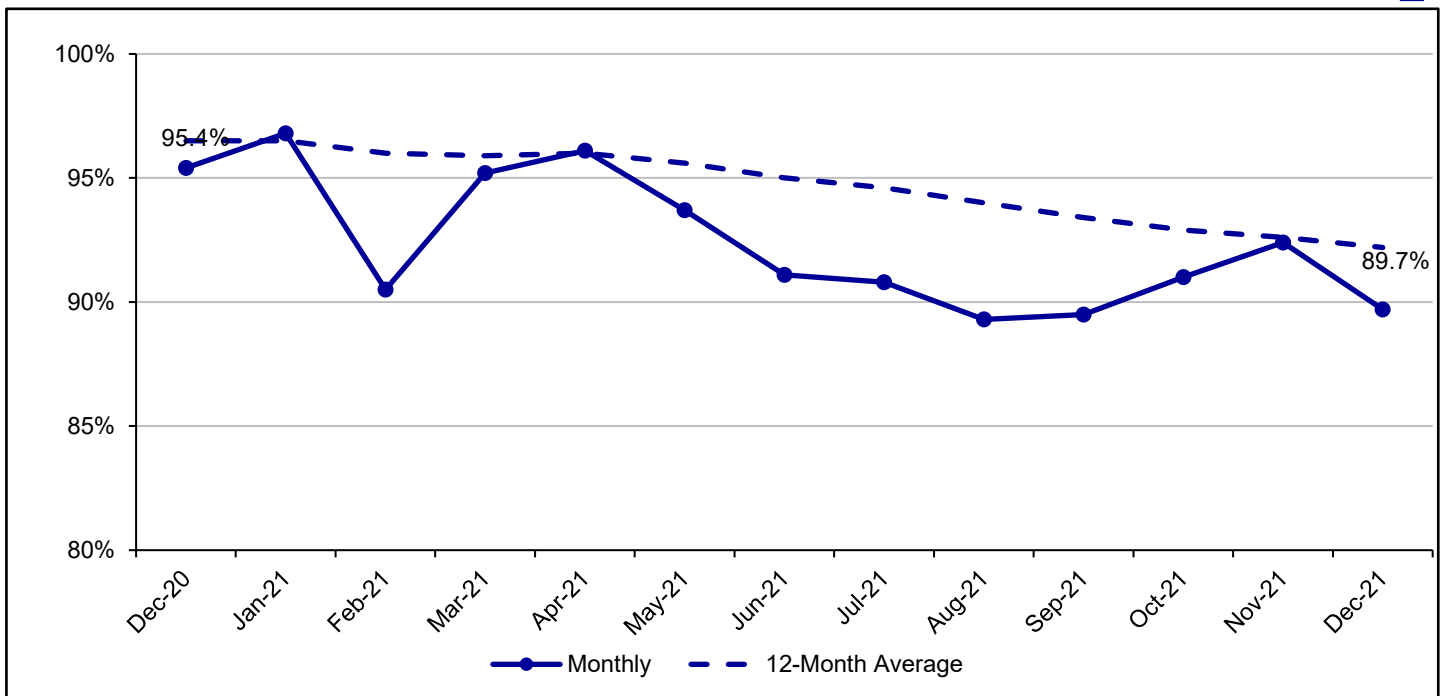
Major Incidents Discussion

- December 2021 had 11 weekend Major incidents, nine of which were in the Persons on Trackbed/Police/Medical category.

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

Subway Weekday % Service Delivered (Peak Hours)

Desired trend



	Monthly			12-Month Average		
	Dec 21	Dec 20	Change	Dec 21	Dec 20	Change
Subdivision A	92.4%	94.3%	-1.9%	93.5%	96.5%	-3.0%
Subdivision B	87.8%	96.1%	-8.3%	91.3%	96.4%	-5.1%
Systemwide	89.7%	95.4%	-5.7%	92.2%	96.5%	-4.3%

Weekday Service Delivered Discussion

- Service Delivered decreased by 5.7% compared to December 2020, and the 12-month average decreased by 4.3%.
- The decrease was due to the ongoing crew shortage, which was exacerbated by the COVID surge in late December.

Subway Weekday % Service Delivered
Monthly
(Peak Hours)

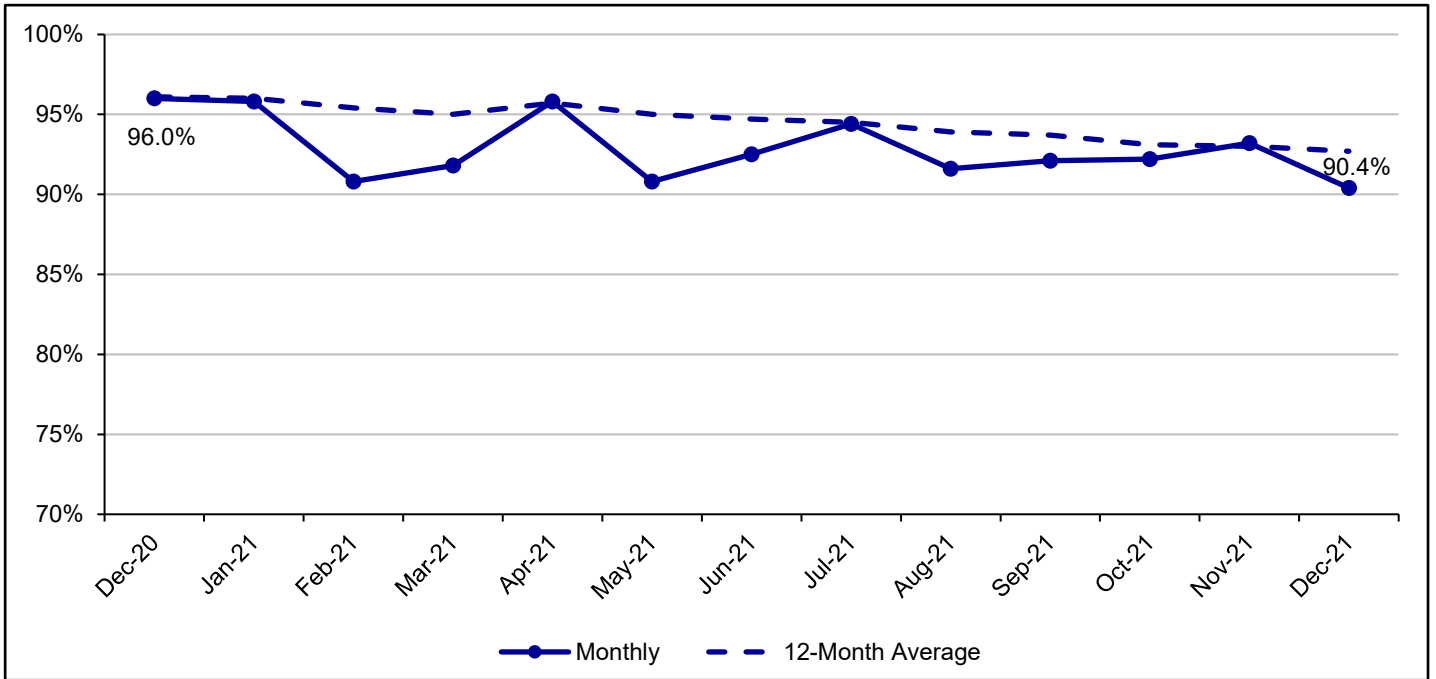
Desired trend 

<u>Line</u>	<u>Dec 21</u>	<u>Dec 20</u>	<u>Change</u>
1	90.5%	95.3%	-4.8%
2	92.7%	95.6%	-2.9%
3	92.5%	94.0%	-1.5%
4	90.4%	94.1%	-3.7%
5	91.2%	92.2%	-1.0%
6	91.7%	92.2%	-0.5%
7	92.9%	93.7%	-0.8%
S 42nd	98.1%	98.4%	-0.3%
Subdivision A	92.4%	94.3%	-1.9%
A	85.1%	92.6%	-7.5%
B	85.8%	94.8%	-9.0%
C	83.2%	96.7%	-13.5%
D	83.8%	96.6%	-12.8%
E	92.0%	97.4%	-5.4%
F	86.0%	98.1%	-12.1%
S Fkln	98.3%	100.0%	-1.7%
G	94.1%	100.1%	-6.0%
S Rock	99.5%	100.6%	-1.1%
JZ	94.7%	97.7%	-3.0%
L	93.2%	99.2%	-6.0%
M	88.4%	97.2%	-8.8%
N	87.7%	94.3%	-6.6%
Q	82.0%	93.4%	-11.4%
R	87.5%	95.4%	-7.9%
W	84.7%	93.4%	-8.7%
Subdivision B	87.8%	96.1%	-8.3%
Systemwide	89.7%	95.4%	-5.7%

Chart 4

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

Desired trend



	Monthly			12-Month Average		
	Dec 21	Dec 20	% Change	Dec 21	Dec 20	% Change
Subdivision A	91.3%	93.7%	-2.4%	93.8%	95.6%	-1.8%
Subdivision B	89.8%	97.6%	-7.8%	91.9%	96.5%	-4.6%
Systemwide	90.4%	96.0%	-5.6%	92.7%	96.1%	-3.4%

Weekend Service Delivered Discussion

- Weekend Service Delivered in December 2021 was 5.6% lower than December 2020, and the 12-month average was 3.4% lower.
- The decrease was due to the ongoing crew shortage, which was exacerbated by the COVID surge in late December.

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

Desired trend



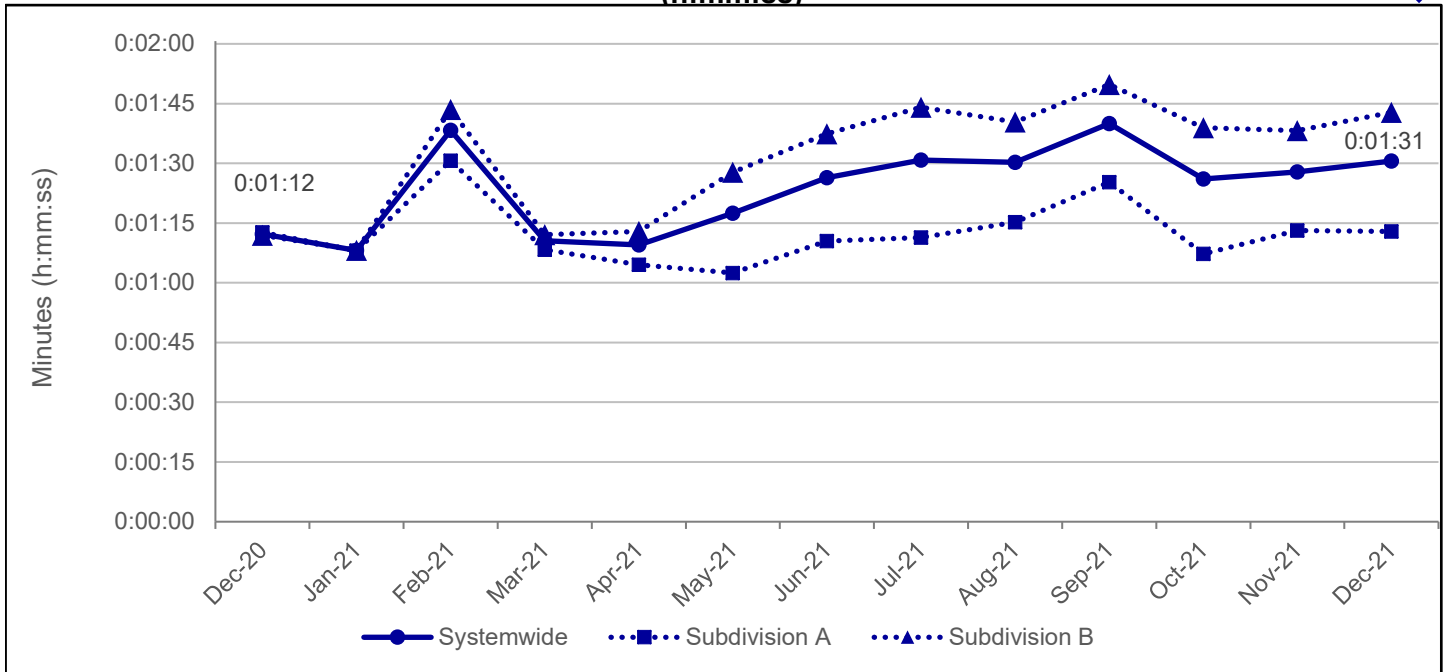
<u>Line</u>	<u>Dec 21</u>	<u>Dec 20</u>	<u>% Change</u>
1	89.5%	92.9%	-3.4%
2	81.7%	89.3%	-7.6%
3	91.2%	91.3%	-0.1%
4	93.3%	92.3%	+1.0%
5	88.5%	95.5%	-7.0%
6	91.0%	91.7%	-0.7%
7	93.2%	96.0%	-2.8%
S 42nd	100.1%	99.9%	+0.2%
Subdivision A	91.3%	93.7%	-2.4%
A	85.1%	96.9%	-11.8%
C	84.9%	97.9%	-13.0%
D	90.4%	99.1%	-8.7%
E	89.3%	100.0%	-10.7%
F	90.7%	91.6%	-0.9%
S Fkln	100.0%	100.0%	+0.0%
G	97.9%	99.7%	-1.8%
S Rock	100.0%	100.0%	+0.0%
J	94.2%	99.6%	-5.4%
L	91.9%	96.1%	-4.2%
M	92.2%	99.3%	-7.1%
N	82.9%	98.4%	-15.5%
Q	87.5%	99.9%	-12.4%
R	88.0%	92.3%	-4.3%
Subdivision B	89.8%	97.6%	-7.8%
Systemwide	90.4%	96.0%	-5.6%

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		
	Dec 21	Dec 20	Change	Dec 21	Dec 20	Change
Subdivision A	0:01:13	0:01:13	+0:00:00	0:01:12	0:01:05	+0:00:07
Subdivision B	0:01:43	0:01:12	+0:00:31	0:01:35	0:01:14	+0:00:20
Systemwide	0:01:31	0:01:12	+0:00:19	0:01:26	0:01:11	+0:00:15

Additional Platform Time Discussion

- December 2021 APT worsened by 19 seconds compared to December 2020, and the 12-month average worsened by 15 seconds.
- The worsening was mostly due to slightly longer average wait times due to the trips cancelled for crew availability.

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

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

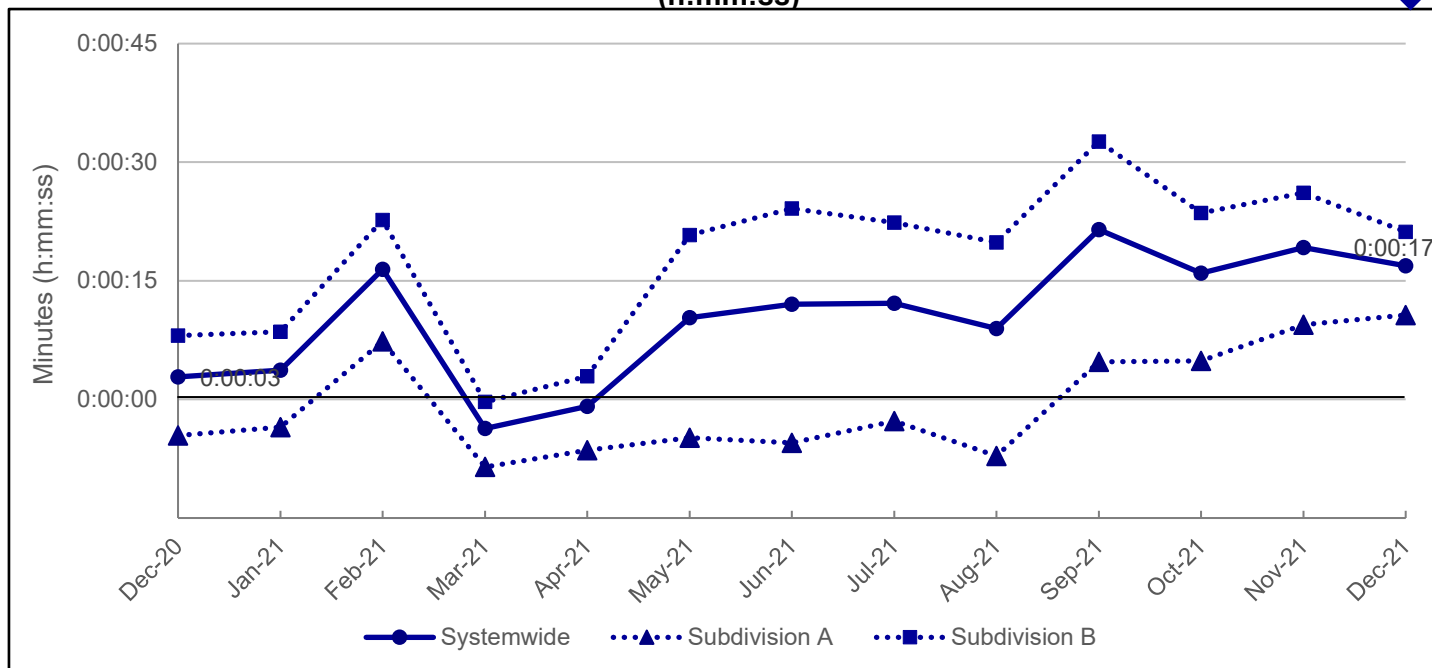
Desired trend



<u>Line</u>	<u>Dec 21</u>	<u>Dec 20</u>	<u>Change</u>
1	0:01:10	0:00:57	+0:00:13
2	0:01:19	0:01:26	-0:00:07
3	0:01:08	0:01:17	-0:00:09
4	0:01:14	0:01:14	+0:00:00
5	0:01:18	0:01:15	+0:00:03
6	0:01:17	0:01:12	+0:00:05
7	0:01:04	0:01:16	-0:00:12
S 42nd	0:01:34	0:00:34	+0:01:00
Subdivision A	0:01:13	0:01:13	+0:00:00
A	0:01:40	0:01:15	+0:00:25
B	0:02:07	0:01:38	+0:00:29
C	0:02:12	0:00:48	+0:01:24
D	0:02:13	0:01:29	+0:00:44
E	0:01:15	0:00:58	+0:00:17
F	0:01:48	0:00:44	+0:01:04
S Fkln	0:00:33	0:00:26	+0:00:07
G	0:01:26	0:00:58	+0:00:28
S Rock	0:00:59	0:00:55	+0:00:04
JZ	0:01:20	0:01:15	+0:00:05
L	0:00:57	0:00:43	+0:00:14
M	0:01:47	0:01:25	+0:00:22
N	0:01:48	0:01:22	+0:00:26
Q	0:01:57	0:01:27	+0:00:30
R	0:01:57	0:01:33	+0:00:24
W	0:01:18	0:01:05	+0:00:13
Subdivision B	0:01:43	0:01:12	+0:00:31
Systemwide	0:01:31	0:01:12	+0:00:19

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

Desired trend ↓



	Monthly			12-Month Average		
	Dec 21	Dec 20	Change	Dec 21	Dec 20	Change
Subdivision A	0:00:11	-0:00:05	+0:00:16	0:00:01	0:00:08	-0:00:07
Subdivision B	0:00:21	0:00:08	+0:00:13	0:00:20	0:00:26	-0:00:06
Systemwide	0:00:17	0:00:03	+0:00:14	+0:00:12	0:00:18	-0:00:06

Additional Train Time Discussion

- December 2021 ATT worsened by 14 seconds compared to December 2020, while the 12 month average improved by 6 seconds.
- The increase compared to last year was due mostly to slightly longer dwell times from significantly higher ridership. Overall ATT has been relatively stable over the past four months.

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

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

Desired trend

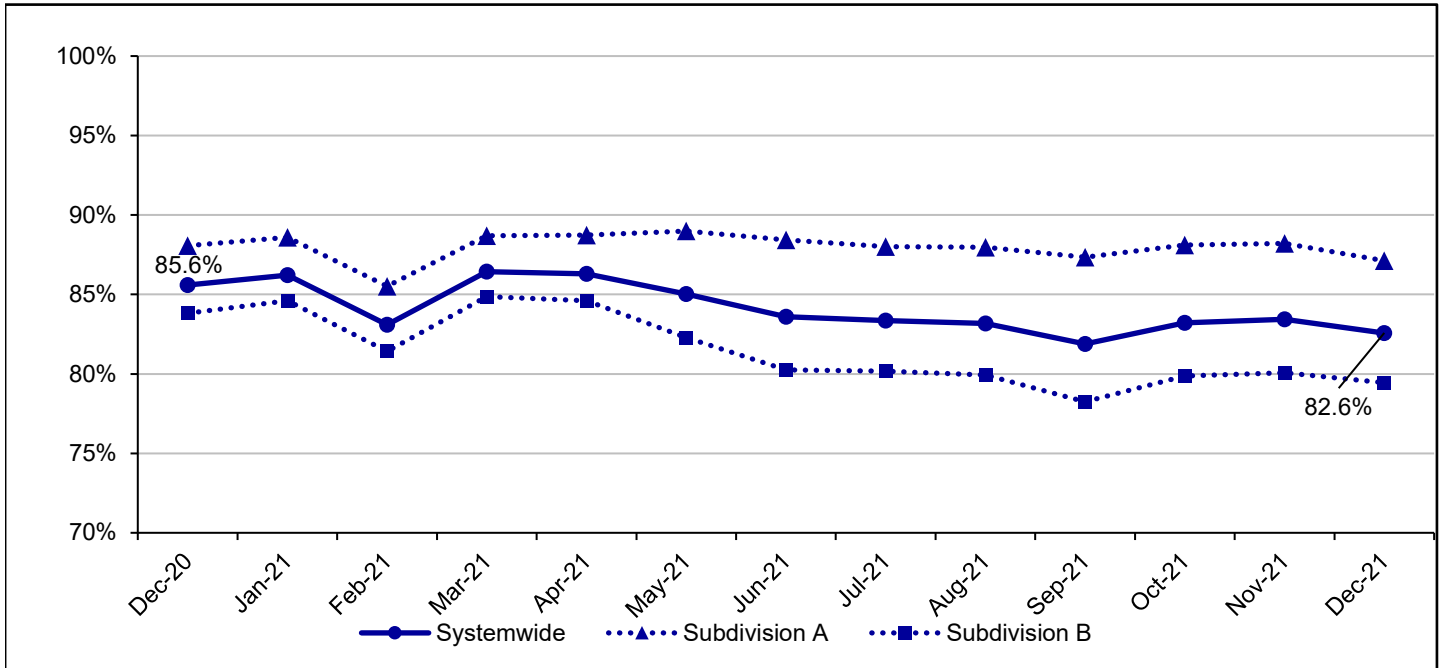


<u>Line</u>	<u>Dec 21</u>	<u>Dec 20</u>	<u>Change</u>
1	0:00:27	0:00:06	+0:00:21
2	-0:00:14	-0:00:23	+0:00:09
3	-0:00:17	-0:00:26	+0:00:09
4	-0:00:07	-0:00:25	+0:00:18
5	-0:00:19	-0:00:34	+0:00:15
6	0:00:32	0:00:12	+0:00:20
7	0:00:38	0:00:26	+0:00:12
S 42nd	-0:00:08	0:00:09	-0:00:17
Subdivision A	0:00:11	-0:00:05	+0:00:16
A	0:00:41	0:00:27	+0:00:14
B	0:00:37	0:00:22	+0:00:15
C	0:00:18	0:00:15	+0:00:03
D	0:00:24	0:00:31	-0:00:07
E	0:00:36	-0:00:19	+0:00:55
F	0:00:11	-0:00:32	+0:00:43
S Fkln	0:00:06	0:00:02	+0:00:04
G	0:00:38	0:00:35	+0:00:03
S Rock	-0:00:41	0:00:07	-0:00:48
JZ	0:00:20	0:00:28	-0:00:08
L	0:00:02	-0:00:01	+0:00:03
M	0:00:19	-0:00:08	+0:00:27
N	0:00:32	0:00:39	-0:00:07
Q	0:00:20	0:00:15	+0:00:05
R	-0:00:02	-0:00:12	+0:00:10
W	0:00:09	0:00:05	+0:00:04
Subdivision B	0:00:21	0:00:08	+0:00:13
Systemwide	0:00:17	0:00:03	+0:00:14

Subway Weekday Customer Journey Time Performance

Monthly (Trips Starting 6 a.m. - 11 p.m.)

Desired trend 




	Monthly			12-Month Average		
	Dec 21	Dec 20	Change	Dec 21	Dec 20	Change
Subdivision A	87.1%	88.1%	-1.0%	88.0%	88.7%	-0.7%
Subdivision B	79.5%	83.8%	-4.3%	81.0%	83.5%	-2.5%
Systemwide	82.6%	85.6%	-3.0%	83.8%	85.6%	-1.8%

Weekday Customer Journey Time Performance Discussion

- December 2021 CJTP worsened by 3.0% compared to December 2020, and the 12-month average worsened by 1.8%.
- Despite the year-over-year worsening, CJTP has been relatively stable over the past few months, with slightly longer wait times offset by better travel times.

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

Desired trend 

<u>Line</u>	<u>Dec 21</u>	<u>Dec 20</u>	<u>Change</u>
1	88.0%	89.5%	-1.5%
2	85.3%	86.5%	-1.2%
3	88.5%	88.8%	-0.3%
4	86.0%	87.0%	-1.0%
5	86.8%	87.8%	-1.0%
6	87.7%	88.6%	-0.9%
7	86.5%	87.6%	-1.1%
S 42nd	94.7%	96.1%	-1.4%
Subdivision A	87.1%	88.1%	-1.0%
A	77.7%	81.9%	-4.2%
B	74.4%	79.2%	-4.8%
C	76.3%	86.9%	-10.6%
D	73.1%	79.4%	-6.3%
E	82.6%	89.3%	-6.7%
F	79.1%	86.1%	-7.0%
S Fkln	96.8%	96.8%	0.0%
G	80.0%	85.2%	-5.2%
S Rock	91.1%	89.4%	+1.7%
JZ	82.2%	82.2%	0.0%
L	92.5%	93.9%	-1.4%
M	78.9%	83.3%	-4.4%
N	78.1%	79.9%	-1.8%
Q	75.8%	80.1%	-4.3%
R	78.5%	81.6%	-3.1%
W	86.7%	88.0%	-1.3%
Subdivision B	79.5%	83.8%	-4.3%
Systemwide	82.6%	85.6%	-3.0%

Section 2: Inputs to Operations

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

Performance Indicator Definitions

Mean Distance Between Failures (MDBF)

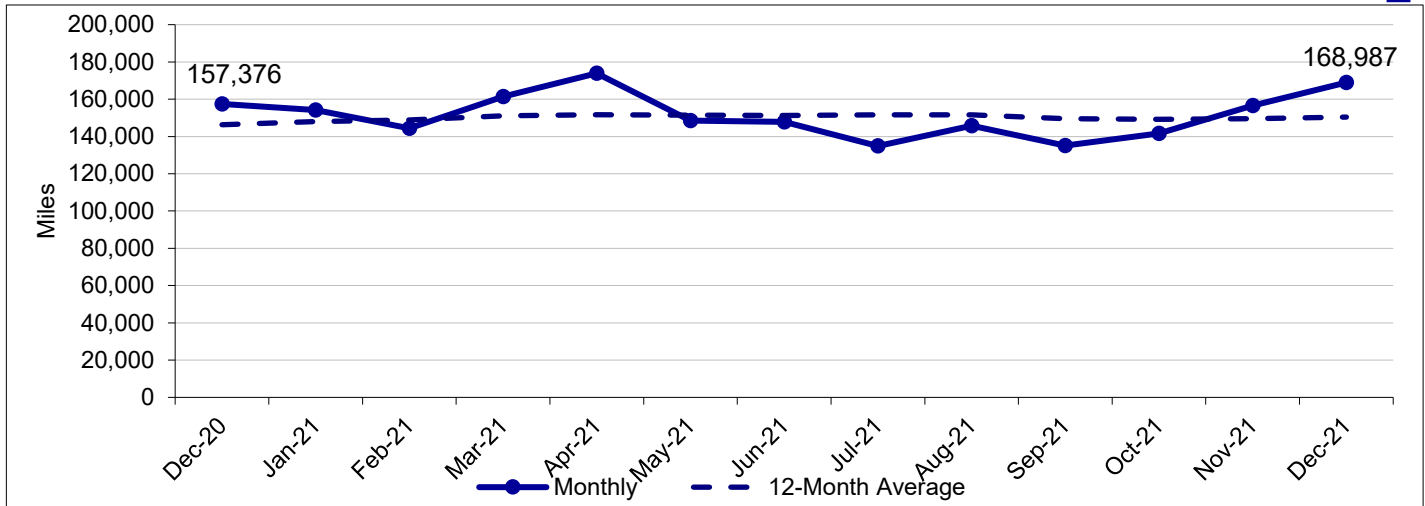
Subway MDBF is a measure of car fleet reliability. It is calculated as revenue car miles divided by the number of delay incidents attributed to car-related causes.

Elevator and Escalator Availability

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

Subway Mean Distance Between Failures

Desired trend



	# of Cars	Monthly		% Change
		Dec '21	Dec '20	
Subdivision A	2,890	191,347	210,389	-9.1%
Subdivision B	3,565	154,613	132,974	+16.3%
Systemwide	6,455	168,987	157,376	+7.4%

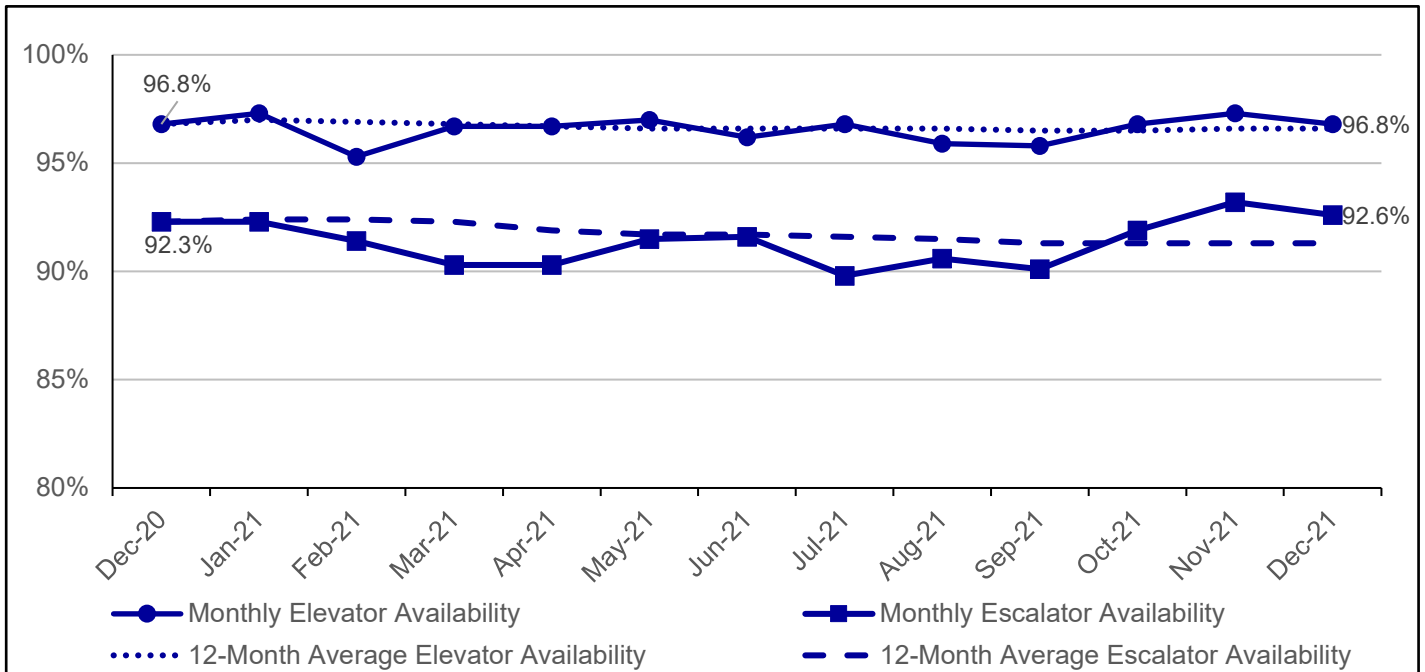
Car Class	# of Cars	12-Month Average		% Change
		Dec '21	Dec '20	
R46	748	56,437	59,443	-5.1%
R62	315	223,666	212,101	+5.5%
R62A	824	151,869	148,652	+2.2%
R68	425	106,523	111,766	-4.7%
R68A	200	99,453	63,888	+55.7%
R142	1,025	261,347	257,773	+1.4%
R142A	220	136,474	136,116	+0.3%
R143	212	211,173	171,338	+23.2%
R160	1,662	300,215	288,467	+4.1%
R179	318	187,811	118,793	+58.1%
R188 - New	126	285,636	264,106	+8.2%
R188 - Conversion	380	224,982	307,863	-26.9%
Subdivision A	2,890	199,111	199,721	-0.3%
Subdivision B	3,565	127,117	122,406	+3.8%
Systemwide	6,455	150,363	146,297	+2.8%

MDBF Discussion

- December 2021 MDBF was 168,987, an increase of 7.4% from one year ago.
- 12-month average MDBF was 150,363 in December 2021, an increase of 2.8% from one year ago.
- The largest improvements in MDBF (12-month average) were on the R143, R68A, and R179 fleets.

Elevator and Escalator Availability (24 Hours)

Desired trend



	Monthly			12-Month Average		
	Dec 21	Dec 20	% Change	Dec 21	Dec 20	% Change
Elevator Availability	96.8%	96.8%	0.0%	96.6%	96.8%	-0.2%
Escalator Availability	92.6%	92.3%	+0.3%	91.3%	92.3%	-1.0%

Elevator and Escalator Availability Discussion

- December 2021 elevator availability remained the same compared to December 2020, while the 12-month average decreased by 0.2%.
- December 2021 escalator availability increased by 0.3%, compared to December 2020, while the 12-month average decreased by 1%.

Section 3: Legacy Indicators

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

Performance Indicator Definitions

Wait Assessment (Weekday and Weekend)

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

Terminal On-Time Performance (Weekday and Weekend)

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

Train Delays (Weekday and Weekend)

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

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

Line	Dec 21					Dec 20					Desired trend
	Monthly Meets	Monthly Gap			12 month Meets	Monthly Meets	Monthly Gap			12 month Meets	Monthly Standard
	Standard	Minor	Medium	Major	Standard	Standard	Minor	Medium	Major	Standard	Change
1	67.5%	10.7%	11.4%	6.8%	72.6%	77.7%	8.5%	7.3%	4.1%	82.0%	-10.2%
2	62.7%	11.0%	12.8%	9.1%	65.4%	67.0%	11.2%	11.0%	7.2%	69.5%	-4.3%
3	63.6%	13.6%	13.9%	5.8%	65.4%	68.5%	11.9%	11.4%	5.0%	73.9%	-4.9%
4	62.6%	11.0%	11.8%	9.8%	66.5%	68.7%	10.4%	10.0%	7.2%	71.1%	-6.1%
5	64.5%	10.5%	10.9%	9.3%	65.8%	68.0%	10.0%	10.5%	7.7%	70.8%	-3.5%
6	67.6%	10.1%	10.3%	7.6%	73.0%	72.2%	9.5%	8.7%	6.1%	77.6%	-4.6%
7	68.5%	12.5%	11.1%	5.2%	73.8%	74.0%	11.5%	8.0%	4.0%	78.1%	-5.5%
S 42nd	96.2%	0.5%	1.2%	1.2%	95.1%	91.7%	1.5%	2.6%	2.9%	94.0%	4.5%
Subdivision A	65.7%	11.0%	11.5%	7.7%	69.4%	71.4%	10.1%	9.3%	5.9%	74.9%	-5.7%
A	54.9%	12.5%	15.5%	10.9%	60.6%	67.2%	11.2%	10.9%	6.6%	70.0%	-12.3%
B	53.0%	16.3%	18.8%	8.2%	62.8%	73.6%	11.9%	9.2%	3.3%	75.1%	-20.6%
C	48.5%	20.4%	21.2%	6.4%	62.8%	80.3%	11.2%	5.8%	1.5%	78.8%	-31.8%
D	51.5%	14.9%	18.3%	10.6%	63.3%	72.8%	12.1%	9.4%	3.7%	74.2%	-21.3%
E	62.6%	13.0%	13.4%	7.1%	66.6%	73.0%	11.8%	9.4%	3.7%	74.6%	-10.4%
F	53.7%	12.6%	16.0%	11.6%	62.6%	74.9%	11.6%	9.1%	3.0%	75.4%	-21.2%
S Fkln	95.6%	1.1%	1.9%	0.9%	98.3%	98.4%	1.2%	0.2%	0.1%	98.2%	-2.8%
G	70.2%	13.7%	11.0%	3.0%	75.6%	81.9%	11.2%	5.4%	0.9%	79.9%	-11.7%
S Rock	88.0%	5.9%	3.2%	1.7%	92.4%	94.5%	2.7%	1.0%	0.8%	95.5%	-6.5%
JZ	73.0%	13.6%	9.2%	2.5%	78.5%	81.9%	9.5%	5.4%	2.1%	82.0%	-8.9%
L	67.6%	13.3%	11.4%	5.1%	74.2%	77.3%	11.4%	7.3%	2.8%	79.3%	-9.7%
M	63.9%	13.7%	13.1%	5.5%	69.1%	79.2%	10.3%	6.2%	2.5%	77.3%	-15.3%
N	58.2%	13.7%	15.3%	8.3%	66.3%	70.7%	11.7%	9.7%	5.1%	72.4%	-12.5%
Q	48.3%	15.8%	19.2%	11.2%	62.9%	71.6%	11.4%	9.8%	4.5%	75.2%	-23.3%
R	59.3%	13.3%	14.8%	8.2%	66.8%	74.3%	11.4%	8.8%	3.4%	74.5%	-15.0%
W	61.6%	13.8%	12.6%	7.1%	67.3%	74.9%	10.9%	7.4%	4.0%	73.1%	-13.3%
Subdivision B	59.5%	13.8%	14.7%	7.8%	67.4%	75.1%	11.2%	8.2%	3.5%	76.0%	-15.6%
Systemwide	62.3%	12.5%	13.2%	7.8%	68.3%	73.4%	10.6%	8.8%	4.6%	75.5%	-11.1%

Weekday Wait Assessment Discussion

- Wait Assessment for December 2021 decreased by 11.1% compared to December 2020.
- Wait Assessment is very sensitive to changes in headway, and the decrease was caused both by trips cancelled due to crew shortages and adjustments to reduce gaps on adjacent trips.

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

Line	Dec 21					Dec 20					Desired trend
	Monthly	Monthly Gap			12 month	Monthly	Monthly Gap			12 month	Monthly
	Meets Standard	Minor	Medium	Major	Meets Standard	Meets Standard	Minor	Medium	Major	Meets Standard	Standard Change
1	66.6%	12.7%	12.0%	4.9%	72.6%	76.3%	10.9%	8.6%	1.9%	85.6%	-9.7%
2	57.7%	12.6%	15.8%	9.5%	64.5%	65.8%	11.7%	11.8%	6.2%	74.0%	-8.1%
3	65.7%	13.6%	13.2%	4.1%	73.0%	74.2%	10.0%	6.8%	4.1%	82.3%	-8.5%
4	67.3%	13.4%	11.9%	5.1%	69.4%	70.2%	11.9%	11.1%	3.9%	74.5%	-2.9%
5	68.1%	12.6%	12.3%	3.8%	77.0%	75.1%	11.0%	9.3%	3.0%	83.9%	-7.0%
6	70.5%	12.9%	12.0%	2.6%	70.7%	75.7%	9.3%	8.5%	3.7%	80.1%	-5.2%
7	68.1%	12.8%	11.2%	5.2%	78.9%	77.5%	11.9%	7.4%	1.8%	82.7%	-9.4%
S 42nd	96.8%	0.5%	0.9%	1.4%	95.2%	97.6%	1.2%	0.9%	0.2%	94.4%	-0.8%
Subdivision A	66.5%	12.7%	12.5%	5.2%	71.9%	74.0%	10.7%	9.0%	3.4%	79.8%	-7.5%
A	50.2%	14.4%	19.4%	10.9%	61.7%	73.9%	10.9%	7.9%	4.9%	75.5%	-23.7%
C	56.3%	19.6%	17.5%	4.1%	65.7%	76.7%	9.2%	6.3%	2.4%	79.1%	-20.4%
D	55.8%	15.8%	18.6%	6.3%	68.5%	75.7%	11.1%	7.8%	3.2%	77.7%	-19.9%
E	62.9%	18.4%	12.2%	3.4%	76.6%	88.6%	7.7%	2.8%	0.5%	85.2%	-25.7%
F	57.9%	18.3%	17.3%	3.9%	69.8%	86.3%	8.6%	3.8%	0.7%	80.0%	-28.4%
S Fkln	99.2%	0.8%	0.0%	0.0%	97.9%	99.1%	0.8%	0.1%	0.0%	98.8%	+0.1%
G	76.7%	11.2%	9.1%	1.5%	82.1%	85.2%	9.6%	4.2%	0.5%	85.7%	-8.5%
S Rock	89.9%	4.6%	2.4%	2.3%	92.2%	98.0%	1.8%	0.2%	0.0%	96.7%	-8.1%
J	64.5%	13.9%	13.6%	4.9%	78.2%	85.8%	8.4%	3.9%	1.4%	84.6%	-21.3%
L	69.2%	13.7%	9.8%	4.3%	77.7%	79.5%	12.0%	5.6%	1.5%	82.8%	-10.3%
M	65.8%	15.1%	11.6%	3.7%	85.4%	91.4%	5.6%	1.8%	0.8%	82.3%	-25.6%
N	49.7%	20.0%	20.1%	5.9%	66.2%	79.3%	10.7%	6.7%	2.1%	75.3%	-29.6%
Q	61.3%	16.0%	15.3%	4.3%	69.4%	79.4%	11.3%	6.7%	1.7%	78.4%	-18.1%
R	60.0%	17.5%	15.1%	4.1%	73.2%	80.8%	11.4%	5.7%	1.2%	80.4%	-20.8%
Subdivision B	61.1%	15.8%	14.9%	5.0%	72.4%	81.1%	10.1%	5.6%	1.9%	80.6%	-20.0%
Systemwide	63.5%	14.4%	13.8%	5.1%	72.2%	78.3%	10.3%	6.9%	2.5%	80.3%	-14.8%

Weekend Wait Assessment Discussion

- December 2021 Wait Assessment decreased 14.8% compared to December 2020.
- Wait Assessment is very sensitive to changes in headway, and the decrease was caused both by trips cancelled due to crew shortages and adjustments to reduce gaps on adjacent trips.

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

Subway Weekday Terminal On-Time Performance

Monthly
(24 hours)

Desired trend



<u>Line</u>	<u>Dec 21</u>	<u>Dec 20</u>	<u>Change</u>
1	83.2%	89.2%	-6.0%
2	74.3%	82.7%	-8.4%
3	85.0%	88.2%	-3.2%
4	80.1%	88.5%	-8.4%
5	82.4%	88.1%	-5.7%
6	80.0%	86.3%	-6.3%
7	87.3%	90.7%	-3.4%
S 42nd	99.0%	99.1%	-0.1%
Subdivision A	84.7%	89.6%	-4.9%
A	66.3%	77.7%	-11.4%
B	69.3%	81.9%	-12.6%
C	67.6%	92.0%	-24.4%
D	70.7%	81.5%	-10.8%
E	74.3%	88.8%	-14.5%
F	68.1%	87.7%	-19.6%
S Fkn	98.0%	100.0%	-2.0%
G	85.8%	91.4%	-5.6%
S Rock	95.3%	96.1%	-0.8%
JZ	87.6%	91.0%	-3.4%
L	87.8%	92.3%	-4.5%
M	78.1%	93.8%	-15.7%
NW	73.2%	79.4%	-6.2%
Q	72.6%	82.6%	-10.0%
R	75.7%	88.1%	-12.4%
Subdivision B	77.7%	87.6%	-9.9%
Systemwide	80.7%	88.5%	-7.8%

Weekday Terminal On-Time Performance Discussion

- December weekday OTP worsened by 7.8% compared to the prior year.
- The decrease was mostly due to the impact of crew availability, exacerbated by the COVID surge.
- The largest decreases were on the C and F lines due in part to different schedules operated in December 2020.

Subway Weekend Terminal On-Time Performance

Monthly
(24 hours)

Desired trend



<u>Line</u>	<u>Dec 21</u>	<u>Dec 20</u>	<u>Change</u>
1	81.4%	89.5%	-8.1%
2	58.2%	70.8%	-12.6%
3	69.1%	72.5%	-3.4%
4	76.7%	79.9%	-3.2%
5	79.8%	80.3%	-0.5%
6	80.6%	86.7%	-6.1%
7	85.4%	92.9%	-7.5%
S 42nd	99.0%	99.9%	-0.9%
Subdivision A	80.6%	86.1%	-5.5%
A	71.5%	81.9%	-10.4%
C	76.0%	85.3%	-9.3%
D	77.0%	76.1%	+0.9%
E	77.3%	93.8%	-16.5%
F	83.0%	91.4%	-8.4%
S Fkln	100.0%	100.0%	+0.0%
G	94.0%	90.2%	+3.8%
S Rock	97.0%	97.6%	-0.6%
J	79.3%	91.2%	-11.9%
L	88.6%	94.8%	-6.2%
M	85.9%	98.2%	-12.3%
N	64.6%	77.1%	-12.5%
Q	75.6%	84.4%	-8.8%
R	76.5%	91.0%	-14.5%
Subdivision B	82.3%	89.3%	-7.0%
Systemwide	81.6%	88.0%	-6.4%

Weekend Terminal On-Time Performance Discussion

- December 2021 Wait Assessment decreased 6.4% compared to December 2020.
- The decrease was mostly due to the impact of crew availability, exacerbated by the COVID surge.

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

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

<u>Delay Categories</u>	<u>Trains Delayed</u>	<u>Delayed Trains Per Day (21)</u>	<u>% of Delayed Trains</u>
Track Failures and Emergency Remediation	<u>746</u>	<u>36</u>	<u>2.3%</u>
Rail and Roadbed	452	22	1.4%
Fire, Smoke, Debris	294	14	0.9%
Signal Failures and Emergency Remediation	3,212	153	9.7%
Subway Car	<u>1,121</u>	<u>53</u>	<u>3.4%</u>
Door-Related	229	11	0.7%
Propulsion	267	13	0.8%
Braking	207	10	0.6%
Other	418	20	1.3%
Stations and Structure	259	12	0.8%
Other Internal	<u>13,917</u>	<u>663</u>	<u>42.1%</u>
Service Delivery (e.g. crew performance)	268	13	0.8%
Crew Availability (e.g. operator vacancy)	13,282	632	40.2%
Train Brake Activation - cause unknown	323	15	1.0%
Other Internal Disruptions (e.g. IT system failure)	44	2	0.1%
External	<u>5,953</u>	<u>283</u>	<u>18.0%</u>
Public Conduct, Crime, Police Response	3,105	148	9.4%
Sick/Injured Customer	1,056	50	3.2%
Persons on Roadbed (including persons struck by train)	1,275	61	3.9%
External Debris on Roadbed (e.g., trees, shopping cart)	299	14	0.9%
Inclement Weather	20	1	0.1%
External Agency or Utility	198	9	0.6%
Operating Environment	4,115	196	12.5%
Planned Right-of-Way Work	3,731	178	11.3%
Total Trains Delayed	<u>33,054</u>	<u>1,574</u>	<u>100%</u>

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

<u>Delay Categories</u>	<u>Trains Delayed</u>	<u>Delayed Trains Per Day (10)</u>	<u>% of Delayed Trains</u>
Track Failures and Emergency Remediation	<u>77</u>	<u>8</u>	<u>0.7%</u>
Rail and Roadbed	38	4	0.4%
Fire, Smoke, Debris	39	4	0.4%
Signal Failures and Emergency Remediation	374	37	3.6%
Subway Car	<u>184</u>	<u>18</u>	<u>1.8%</u>
Door-Related	31	3	0.3%
Propulsion	29	3	0.3%
Braking	89	9	0.9%
Other	35	4	0.3%
Stations and Structure	31	3	0.3%
Other Internal	<u>4,718</u>	<u>472</u>	<u>45.5%</u>
Service Delivery (e.g. crew performance)	107	11	1.0%
Crew Availability (e.g. operator vacancy)	4,561	456	44.0%
Train Brake Activation - cause unknown	29	3	0.3%
Other Internal Disruptions (e.g. IT system failure)	21	2	0.2%
External	<u>2,455</u>	<u>246</u>	<u>23.7%</u>
Public Conduct, Crime, Police Response	1,186	119	11.4%
Sick/Injured Customer	214	21	2.1%
Persons on Roadbed (including persons struck by train)	818	82	7.9%
External Debris on Roadbed (e.g., trees, shopping cart)	131	13	1.3%
Inclement Weather	78	8	0.8%
External Agency or Utility	28	3	0.3%
Operating Environment	1,189	119	11.5%
Planned Right-of-Way Work	1,332	133	12.9%
Total Trains Delayed	10,360	1,036	100%

Customer Service Report: Buses

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



The MTA joined the massive local community relief efforts to help the residents affected by the Bronx apartment fire. As part of that effort, the MTA provided a bus on January 11 to help transport donated goods collected at the Angelo Patri school to help the families in need.

Bus Report

Bus Report Performance Indicators							
Category	Performance Indicator	Current Month: December 2021			12-Month Average		
		This Year	Last Year	Change	This Year	Last Year	Change
Customer Focused Metrics	Service Delivered (Chart 1)	92.5%	94.3%	-1.8%	93.8%	96.1%	-2.3%
	Additional Bus Stop Time (h:mm:ss) (Chart 3)*	0:02:31	0:01:50	0:00:41	0:01:59	0:01:34	0:00:25
	Additional Travel Time (h:mm:ss) (Chart 5)*	0:00:13	-0:00:27	0:00:40	-0:00:01	0:00:01	-0:00:02
	Customer Journey Time Performance (Chart 7)*	71.8%	78.1%	-6.3%	75.5%	77.3%	-1.8%
Inputs To Operations	Mean Distance Between Failures (Chart 9)	8,508	8,490	+0.2%	7,480	8,269	-9.5%
	Speed (MPH) (Chart 11)	8.1	8.3	-2.4%	8.2	8.4	-2.4%
Legacy Indicators	Wait Assessment (Chart 13)	72.0%	77.3%	-5.3%	75.9%	80.0%	-4.1%
	System MDBSI (Chart 16)	3,298	3,286	+0.4%	3,210	3,592	-10.6%
	NYCT Bus	3,253	3,155	+3.1%	3,152	3,411	-7.6%
	MTA Bus	3,447	3,779	-8.8%	3,405	4,296	-20.7%
	System Trips Completed (Chart 17)*	93.9%	96.7%	-2.8%	95.4%	98.0%	-2.6%
	NYCT Bus	93.9%	97.0%	-3.1%	95.3%	98.1%	-2.8%
	MTA Bus	94.0%	95.4%	-1.4%	95.6%	97.4%	-1.8%
	System AM Pull Out (Chart 18)**	94.4%	96.3%	-1.9%	95.5%	98.2%	-2.7%
	NYCT Bus	94.5%	96.5%	-2.0%	95.6%	98.4%	-2.8%
	MTA Bus	93.8%	95.3%	-1.5%	95.3%	97.6%	-2.3%
	System PM Pull Out (Chart 19)**	95.5%	97.3%	-1.8%	96.5%	98.6%	-2.1%
	NYCT Bus	95.9%	97.6%	-1.7%	96.7%	98.8%	-2.1%
	MTA Bus	94.2%	96.0%	-1.8%	95.9%	98.0%	-2.1%
	System Buses >= 12 years	27.2%	20.4%				
	NYCT Bus	16.9%	9.2%				
	MTA Bus	63.0%	60.0%				
System Fleet Age	8.4	8.0					
NYCT Bus	7.4	7.0					
MTA Bus	12.0	11.8					

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:

- AM Pull Out and PM Pull Out metrics and 12-month averages exclude December 27 – 31, 2021
- 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

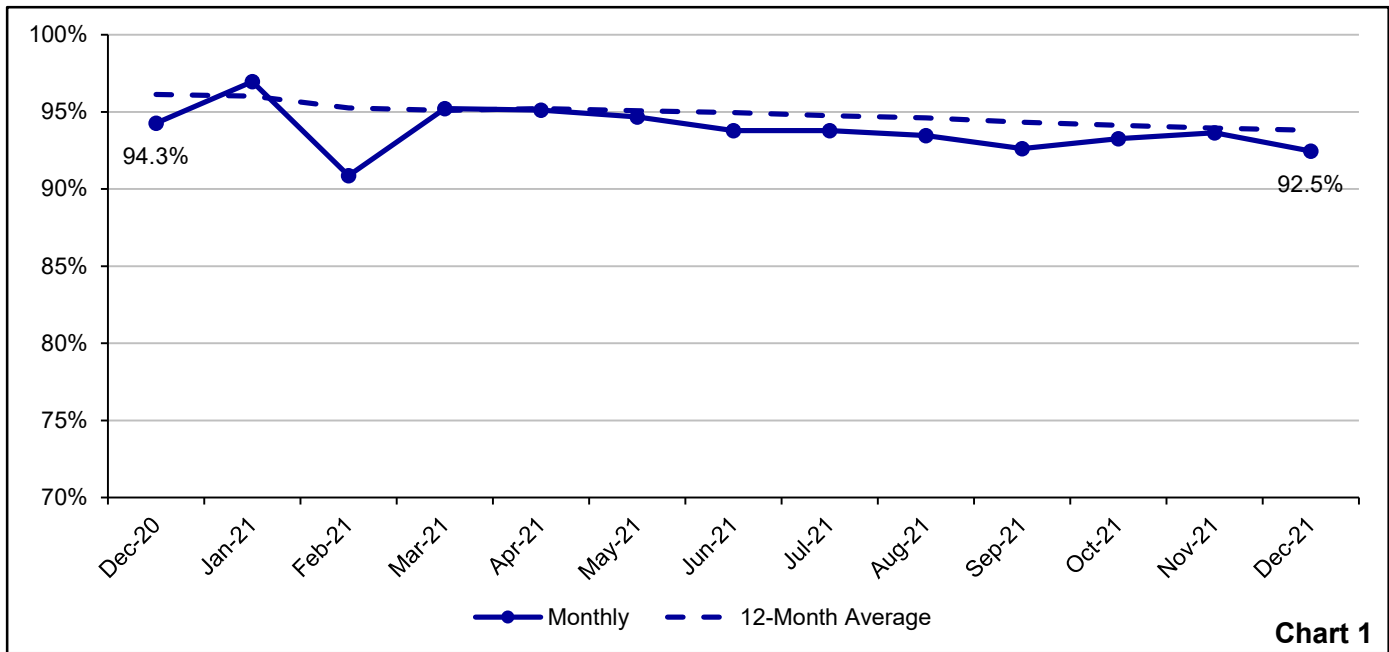


Chart 1

	Monthly			12-Month Average		
	Dec 21	Dec 20	Change (Pts)	Dec 21	Dec 20	Change (Pts)
Bronx	95.1%	95.8%	-0.7%	94.9%	97.5%	-2.6%
Brooklyn	91.8%	94.1%	-2.3%	93.6%	96.4%	-2.8%
Manhattan	94.6%	97.1%	-2.5%	96.2%	97.1%	-0.9%
Queens	92.9%	93.1%	-0.2%	93.6%	95.2%	-1.6%
Staten Island	86.2%	92.5%	-6.3%	90.5%	95.3%	-4.8%
Systemwide	92.5%	94.3%	-1.8%	93.8%	96.1%	-2.3%

Service Delivered Discussion

- Service Delivered in December 2021 decreased by 1.8 percentage points to 92.5 percent compared to December 2020, and decreased by 2.3 percentage points to 93.8 percent on a 12-month average basis.

Note: The metrics in this report are preliminary

**Service Delivered
Monthly
(Peak Hours)**

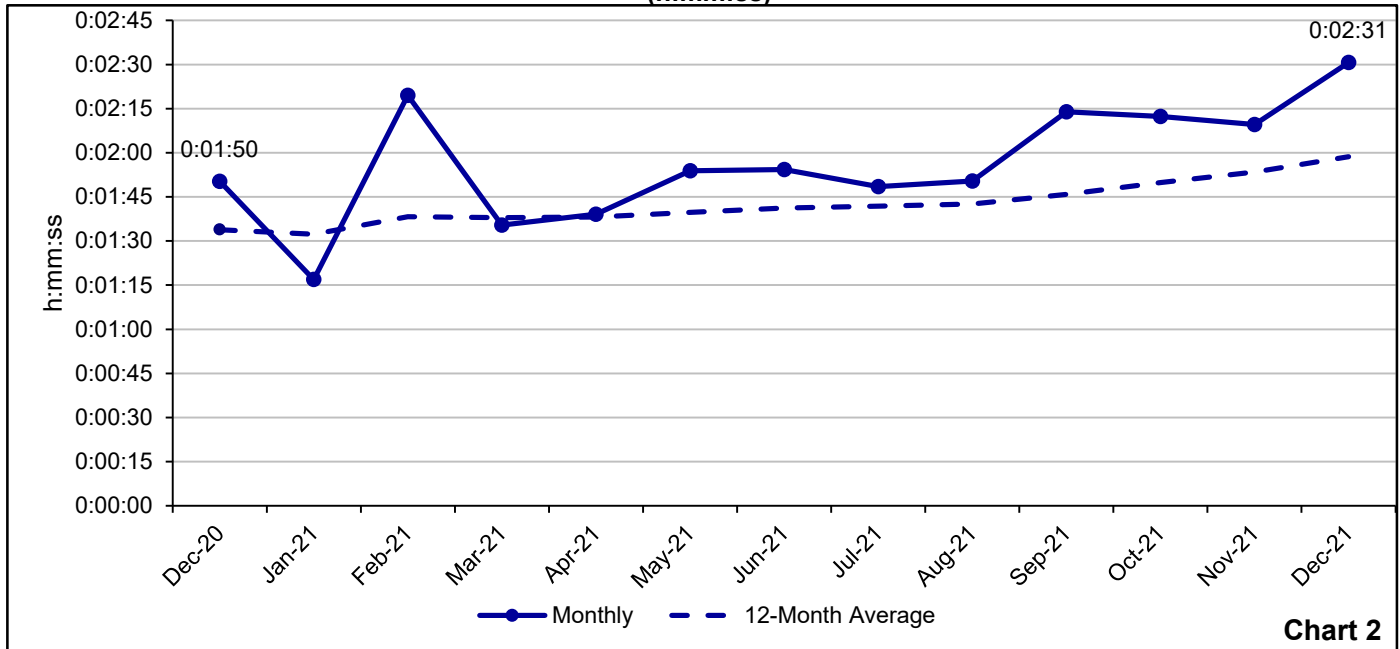
Desired trend 

<u>Borough</u>	<u>Dec 21</u>	<u>Dec 20</u>	<u>Change (Pts)</u>
Bronx	95.1%	95.8%	-0.7%
Local/Limited	95.2%	95.2%	+0.0%
Select Bus Service	94.5%	96.9%	-2.4%
Express	94.5%	99.0%	-4.5%
Brooklyn	91.8%	94.1%	-2.3%
Local/Limited	91.8%	93.9%	-2.1%
Select Bus Service	92.6%	93.8%	-1.2%
Express	91.7%	96.2%	-4.5%
Manhattan	94.6%	97.1%	-2.5%
Local/Limited	95.0%	97.2%	-2.2%
Select Bus Service	93.7%	97.0%	-3.3%
Express	N/A	N/A	N/A
Queens	92.9%	93.1%	-0.2%
Local/Limited	92.7%	92.4%	+0.3%
Select Bus Service	94.9%	96.4%	-1.5%
Express	93.8%	97.2%	-3.4%
Staten Island	86.2%	92.5%	-6.3%
Local/Limited	86.3%	94.0%	-7.7%
Select Bus Service	87.9%	94.5%	-6.6%
Express	85.9%	90.8%	-4.9%
Systemwide	92.5%	94.3%	-1.8%
Local/Limited	92.7%	94.0%	-1.3%
Select Bus Service	93.5%	96.2%	-2.7%
Express	90.4%	94.7%	-4.3%

Note: The metrics in this report are preliminary

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

Desired trend




	Monthly			12-Month Average		
	Dec 21	Dec 20	Change	Dec 21	Dec 20	Change
Bronx	0:01:57	0:01:44	+0:00:13	0:01:51	0:01:35	+0:00:16
Brooklyn	0:02:48	0:02:13	+0:00:35	0:02:18	0:01:47	+0:00:31
Manhattan	0:01:39	0:01:13	+0:00:26	0:01:24	0:01:10	+0:00:14
Queens	0:02:58	0:01:50	+0:01:08	0:01:59	0:01:30	+0:00:29
Staten Island	0:03:35	0:02:23	+0:01:12	0:02:56	0:01:58	+0:00:58
Systemwide	0:02:31	0:01:50	+0:00:41	0:01:59	0:01:34	+0:00:25

Additional Bus Stop Time Discussion

- Additional Bus Stop Time in December 2021 increased by 41 seconds compared to December 2020, and increased by 25 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 is 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)

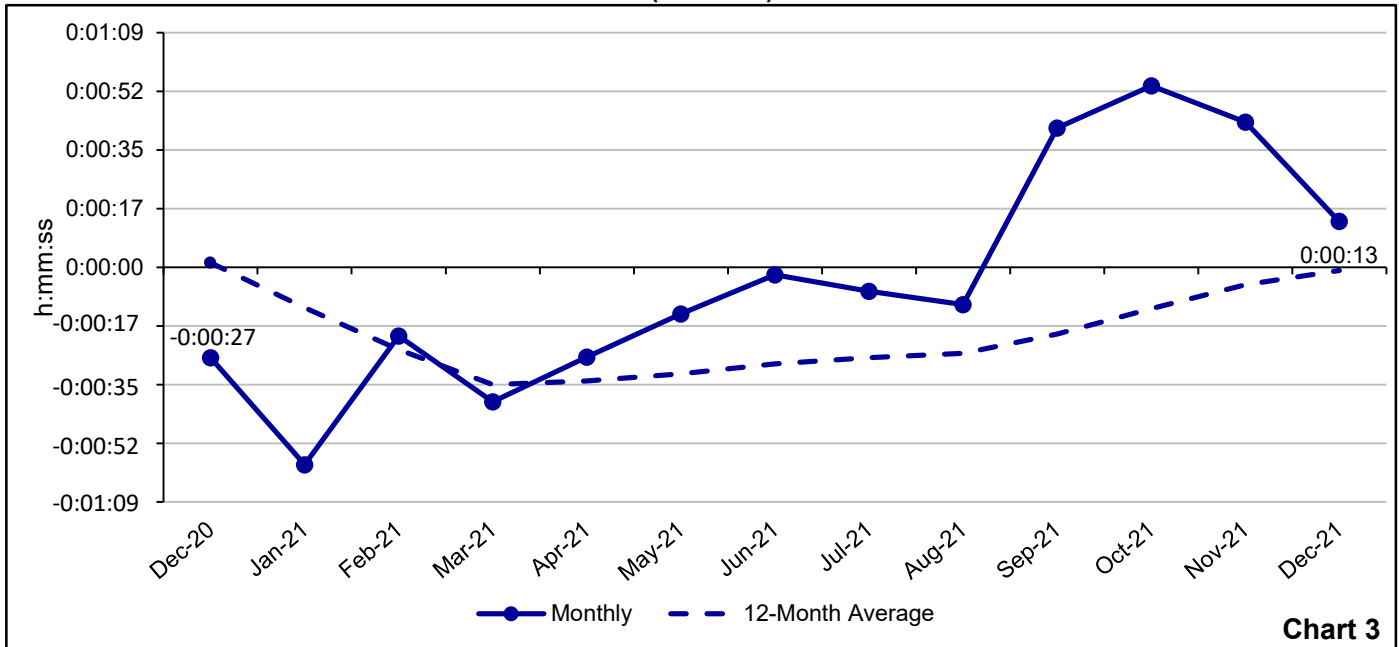
Desired trend 

<u>Borough</u>	<u>Dec 21</u>	<u>Dec 20</u>	<u>Change</u>
Bronx	0:01:57	0:01:44	0:00:13
Local/Limited	0:01:56	0:01:45	0:00:11
Select Bus Service	0:01:37	0:01:23	0:00:14
Express	0:04:09	0:02:27	0:01:42
Brooklyn	0:02:48	0:02:13	0:00:35
Local/Limited	0:02:52	0:02:15	0:00:37
Select Bus Service	0:02:03	0:01:49	0:00:14
Express	0:03:46	0:02:39	0:01:07
Manhattan	0:01:39	0:01:13	0:00:26
Local/Limited	0:01:47	0:01:21	0:00:26
Select Bus Service	0:01:24	0:00:58	0:00:26
Express	N/A	N/A	N/A
Queens	0:02:58	0:01:50	0:01:08
Local/Limited	0:03:02	0:01:51	0:01:11
Select Bus Service	0:02:13	0:01:23	0:00:50
Express	0:03:14	0:02:13	0:01:01
Staten Island	0:03:35	0:02:23	0:01:12
Local/Limited	0:03:59	0:02:30	0:01:29
Select Bus Service	0:02:23	0:01:33	0:00:50
Express	0:02:48	0:02:10	0:00:38
Systemwide	0:02:31	0:01:50	0:00:41
Local/Limited	0:02:37	0:01:54	0:00:43
Select Bus Service	0:01:45	0:01:17	0:00:28
Express	0:03:21	0:02:19	0:01:02

Note: The metrics in this report are preliminary

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

Desired trend




	Monthly			12-Month Average		
	Dec 21	Dec 20	Change	Dec 21	Dec 20	Change
Bronx	0:00:22	-0:00:07	+0:00:29	0:00:16	0:00:22	-0:00:06
Brooklyn	0:00:19	-0:00:16	+0:00:35	0:00:03	0:00:06	-0:00:03
Manhattan	-0:00:14	-0:00:44	+0:00:30	-0:00:21	-0:00:15	-0:00:06
Queens	0:00:28	-0:00:28	+0:00:56	0:00:04	0:00:02	+0:00:02
Staten Island	-0:01:01	-0:02:07	+0:01:06	-0:01:18	-0:01:13	-0:00:05
Systemwide	0:00:13	-0:00:27	+0:00:40	-0:00:01	0:00:01	-0:00:02

Additional Travel Time Discussion

- Additional Travel Time in December 2021 increased by 40 seconds compared to December 2020, and decreased by 2 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 is 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>Dec 21</u>	<u>Dec 20</u>	<u>Change</u>
Bronx	0:00:22	-0:00:07	+0:00:29
Local/Limited	0:00:16	-0:00:06	+0:00:22
Select Bus Service	0:00:47	-0:00:07	+0:00:54
Express	0:02:04	-0:01:28	+0:03:32
Brooklyn	0:00:19	-0:00:16	+0:00:35
Local/Limited	0:00:15	-0:00:16	+0:00:31
Select Bus Service	0:00:56	0:00:14	+0:00:42
Express	-0:00:24	-0:04:14	+0:03:50
Manhattan	-0:00:14	-0:00:44	+0:00:30
Local/Limited	-0:00:15	-0:00:42	+0:00:27
Select Bus Service	-0:00:12	-0:00:48	+0:00:36
Express	N/A	N/A	N/A
Queens	0:00:28	-0:00:28	+0:00:56
Local/Limited	0:00:27	-0:00:29	+0:00:56
Select Bus Service	0:00:24	0:00:37	-0:00:13
Express	0:02:23	-0:03:47	+0:06:10
Staten Island	-0:01:01	-0:02:07	+0:01:06
Local/Limited	-0:00:28	-0:01:08	+0:00:40
Select Bus Service	-0:00:29	-0:00:49	+0:00:20
Express	-0:03:26	-0:07:43	+0:04:17
Systemwide	0:00:13	-0:00:27	+0:00:40
Local/Limited	0:00:14	-0:00:22	+0:00:36
Select Bus Service	0:00:17	-0:00:17	+0:00:34
Express	-0:00:33	-0:05:03	+0:04:30

Note: The metrics in this report are preliminary

Customer Journey Time Performance

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

Desired trend

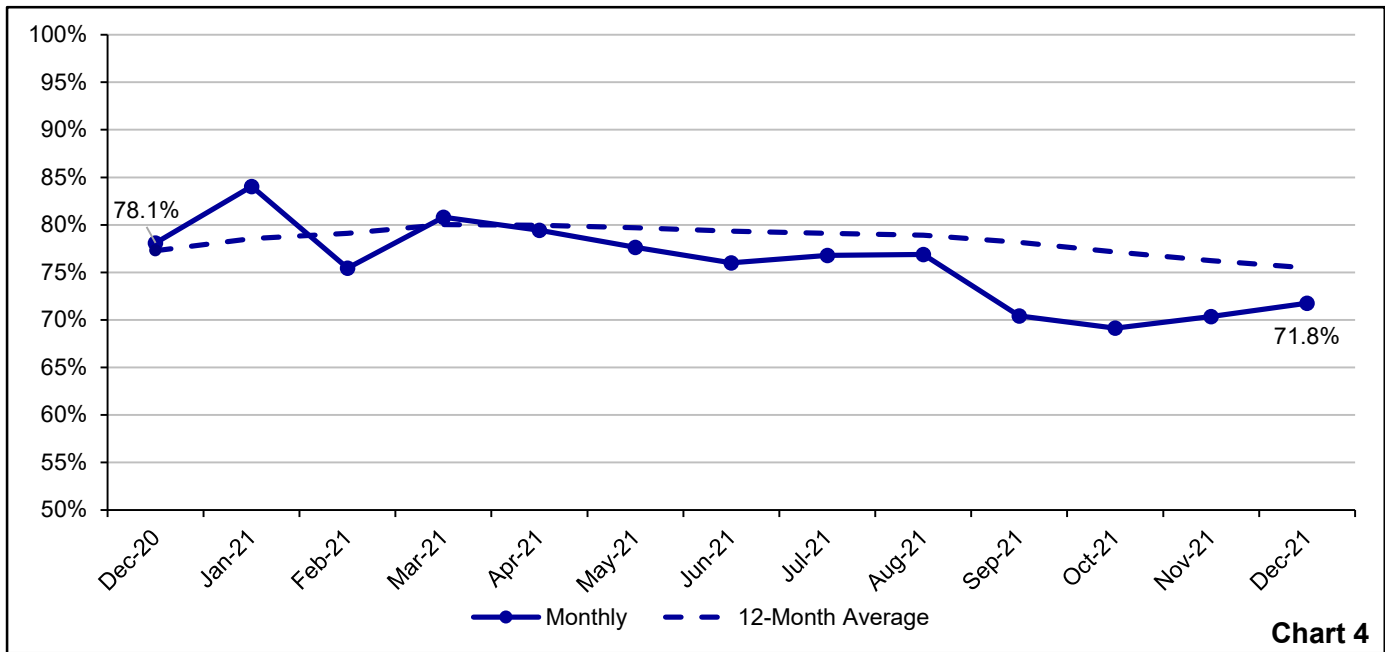


Chart 4

	Monthly			12-Month Average		
	Dec 21	Dec 20	Change (Pts)	Dec 21	Dec 20	Change (Pts)
Bronx	72.7%	77.4%	-4.7%	74.4%	75.5%	-1.1%
Brooklyn	68.0%	74.1%	-6.1%	72.4%	75.0%	-2.6%
Manhattan	78.7%	83.6%	-4.9%	81.1%	81.8%	-0.7%
Queens	70.8%	79.1%	-8.3%	76.1%	78.2%	-2.1%
Staten Island	71.3%	81.0%	-9.7%	75.7%	78.5%	-2.8%
Systemwide	71.8%	78.1%	-6.3%	75.5%	77.3%	-1.8%

Customer Journey Time Performance Discussion

- Customer Journey Time Performance in December 2021 decreased by 6.3 percentage points to 71.8 percent compared to December 2020, and decreased by 1.8 percentage points to 75.5 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 is 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>Dec 21</u>	<u>Dec 20</u>	<u>Change (Pts)</u>
Bronx	72.7%	77.4%	-4.7%
Local/Limited	73.3%	77.5%	-4.2%
Select Bus Service	70.6%	77.9%	-7.3%
Express	55.9%	69.9%	-14.0%
Brooklyn	68.0%	74.1%	-6.1%
Local/Limited	68.0%	74.0%	-6.0%
Select Bus Service	68.1%	74.0%	-5.9%
Express	63.2%	78.5%	-15.3%
Manhattan	78.7%	83.6%	-4.9%
Local/Limited	77.1%	82.2%	-5.1%
Select Bus Service	81.6%	86.8%	-5.2%
Express	N/A	N/A	N/A
Queens	70.8%	79.1%	-8.3%
Local/Limited	71.0%	79.5%	-8.5%
Select Bus Service	71.0%	71.5%	-0.5%
Express	54.7%	77.0%	-22.3%
Staten Island	71.3%	81.0%	-9.7%
Local/Limited	70.2%	80.1%	-9.9%
Select Bus Service	73.5%	78.8%	-5.3%
Express	74.2%	86.5%	-12.3%
Systemwide	71.8%	78.1%	-6.3%
Local/Limited	71.4%	77.8%	-6.4%
Select Bus Service	75.0%	80.3%	-5.3%
Express	64.5%	79.8%	-15.3%

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.

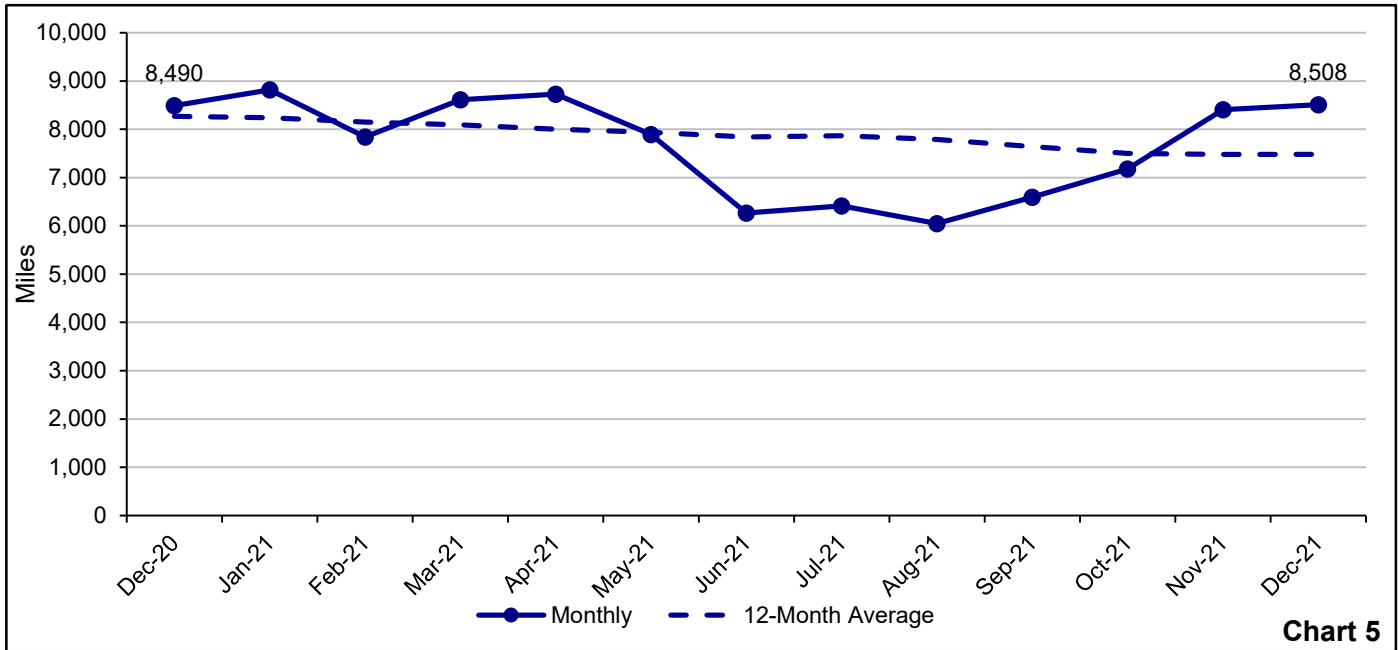
Note: The metrics in this report are preliminary

Mean Distance Between Failures

(24 Hours)

Miles

Desired trend



	Monthly			12-Month Average		
	Dec 21	Dec 20	% Change	Dec 21	Dec 20	% Change
Bronx	5,804	6,543	-11.3%	5,281	6,084	-13.2%
Brooklyn	9,584	8,530	+12.4%	8,309	8,644	-3.9%
Manhattan	5,598	4,981	+12.4%	4,654	5,392	-13.7%
Queens	8,155	8,377	-2.6%	7,340	8,181	-10.3%
Staten Island	25,669	32,519	-21.1%	22,888	25,406	-9.9%
Systemwide	8,508	8,490	+0.2%	7,480	8,269	-9.5%

Mean Distance Between Failures Discussion

- Mean Distance Between Failures in December 2021 increased by 0.2 percent to 8,508 miles compared to December 2020, and decreased by 9.5 percent to 7,480 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



Borough	Dec 21	Dec 20	% Change
Bronx	5,281	6,084	-13.2%
Local/Limited	4,581	5,238	-12.5%
Select Bus Service	6,400	9,053	-29.3%
Express	9,655	10,874	-11.2%
Brooklyn	8,309	8,644	-3.9%
Local/Limited	8,206	8,270	-0.8%
Select Bus Service	9,795	13,546	-27.7%
Express	8,696	10,854	-19.9%
Manhattan	4,654	5,392	-13.7%
Local/Limited	4,303	4,645	-7.4%
Select Bus Service	6,194	9,973	-37.9%
Express	N/A	N/A	N/A
Queens	7,340	8,181	-10.3%
Local/Limited	6,986	7,879	-11.3%
Select Bus Service	7,094	7,936	-10.6%
Express	9,772	10,119	-3.4%
Staten Island	22,888	25,406	-9.9%
Local/Limited	23,738	23,073	+2.9%
Select Bus Service	33,232	88,415	-62.4%
Express	21,607	25,635	-15.7%
Systemwide	7,480	8,269	-9.5%
Local/Limited	6,707	7,265	-7.7%
Select Bus Service	7,626	10,603	-28.1%
Express	13,017	14,373	-9.4%

Note: The metrics in this report are preliminary

Bus Speeds (24 Hours) (MPH)

Desired trend

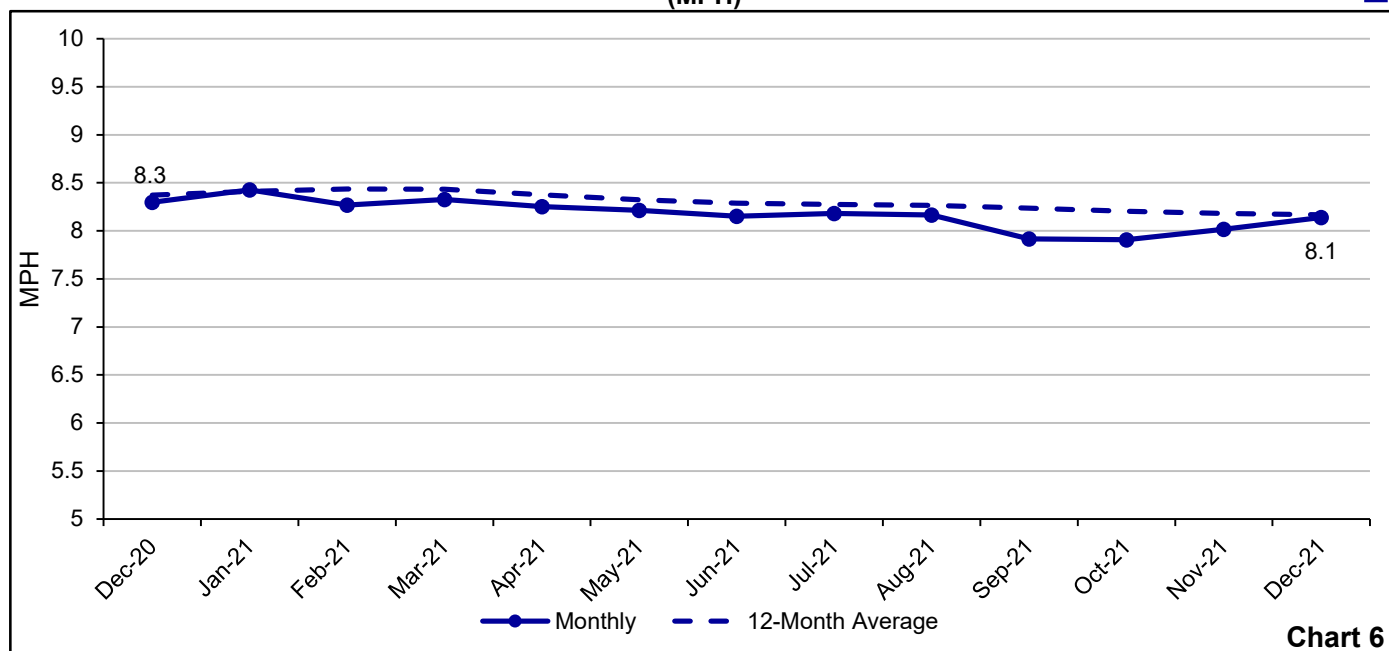


Chart 6

	Monthly			12-Month Average		
	Dec 21	Dec 20	% Change	Dec 21	Dec 20	% Change
Bronx	7.6	7.7	-1.3%	7.6	7.7	-1.3%
Brooklyn	7.3	7.5	-2.7%	7.4	7.6	-2.6%
Manhattan	6.2	6.4	-3.1%	6.3	6.5	-3.1%
Queens	9.1	9.4	-3.2%	9.2	9.5	-3.2%
Staten Island	14.1	14.2	-0.7%	14.2	14.2	0.0%
Systemwide	8.1	8.3	-2.4%	8.2	8.4	-2.4%

Speed Discussion

- Bus Speeds in December 2021 decreased by 2.4 percent to 8.1 mph compared to December 2020, and decreased by 2.4 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 

<u>Borough</u>	<u>Dec 21</u>	<u>Dec 20</u>	<u>% Change</u>
Bronx	7.6	7.7	-1.3%
Local/Limited	6.9	7.1	-2.8%
Select Bus Service	8.9	9.0	-1.1%
Express	11.8	12.5	-5.6%
Brooklyn	7.3	7.5	-2.7%
Local/Limited	7.0	7.3	-4.1%
Select Bus Service	8.5	8.7	-2.3%
Express	12.8	13.9	-7.9%
Manhattan	6.2	6.4	-3.1%
Local/Limited	5.9	6.1	-3.3%
Select Bus Service	7.3	7.4	-1.4%
Express	N/A	N/A	N/A
Queens	9.1	9.4	-3.2%
Local/Limited	8.8	9.1	-3.3%
Select Bus Service	11.3	11.8	-4.2%
Express	13.2	14.5	-9.0%
Staten Island	14.1	14.2	-0.7%
Local/Limited	12.1	12.5	-3.2%
Select Bus Service	14.7	15.1	-2.6%
Express	17.7	18.4	-3.8%
Systemwide	8.1	8.3	-2.4%
Local/Limited	7.6	7.9	-3.8%
Select Bus Service	9.2	9.4	-2.1%
Express	14.1	14.9	-5.4%

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

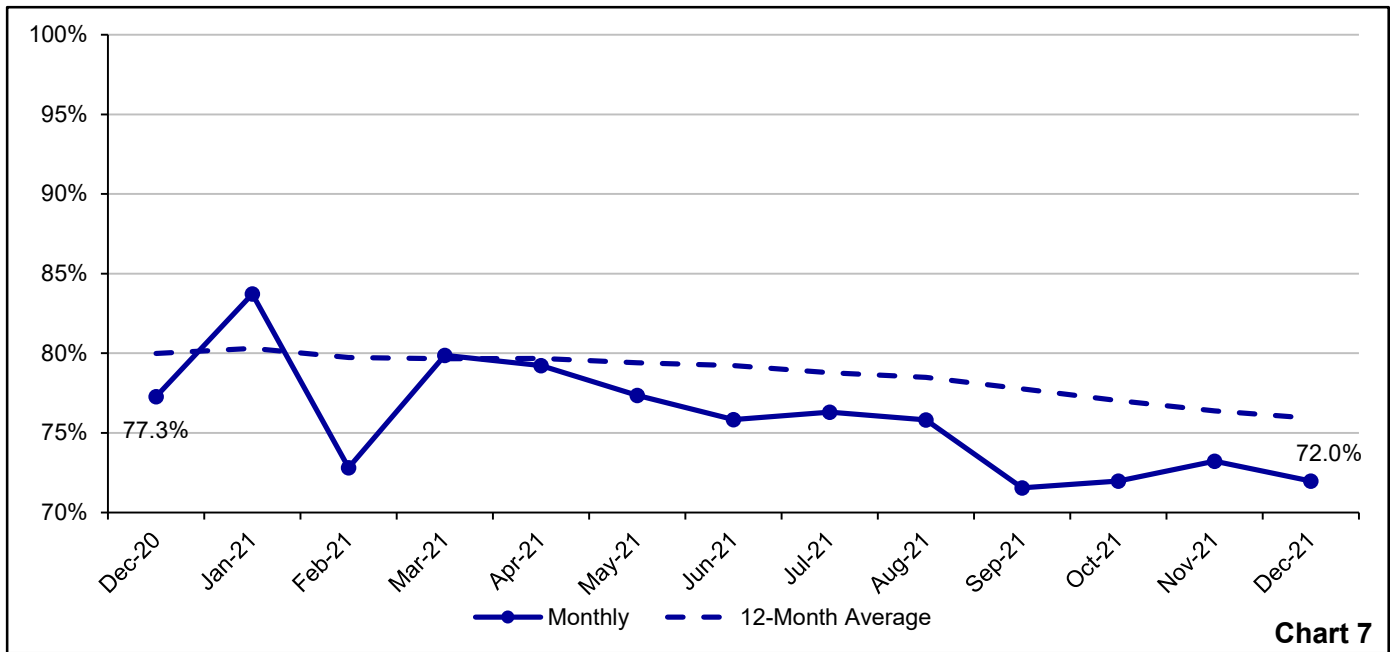



Chart 7

	Monthly			12-Month Average		
	Dec 21	Dec 20	Change (Pts)	Dec 21	Dec 20	Change (Pts)
Bronx	73.8%	77.8%	-4.0%	75.2%	79.9%	-4.7%
Brooklyn	67.0%	73.1%	-6.1%	72.2%	76.7%	-4.5%
Manhattan	75.1%	81.5%	-6.4%	79.2%	80.9%	-1.7%
Queens	74.5%	77.9%	-3.4%	78.2%	81.8%	-3.6%
Staten Island	67.9%	78.5%	-10.6%	74.4%	81.9%	-7.5%
Systemwide	72.0%	77.3%	-5.3%	75.9%	80.0%	-4.1%

Note: The metrics in this report are preliminary

Wait Assessment Monthly

Desired trend 

<u>Borough</u>	<u>Dec 21</u>	<u>Dec 20</u>	<u>Change (Pts)</u>
Bronx	73.8%	77.8%	-4.0%
Local/Limited	73.6%	77.4%	-3.8%
Select Bus Service	72.2%	78.3%	-6.1%
Express	79.2%	85.0%	-5.8%
Brooklyn	67.0%	73.1%	-6.1%
Local/Limited	66.8%	73.0%	-6.2%
Select Bus Service	73.3%	76.2%	-2.9%
Express	71.3%	75.9%	-4.6%
Manhattan	75.1%	81.5%	-6.4%
Local/Limited	74.8%	81.0%	-6.2%
Select Bus Service	77.3%	85.7%	-8.4%
Express	N/A	N/A	N/A
Queens	74.5%	77.9%	-3.4%
Local/Limited	74.2%	77.8%	-3.6%
Select Bus Service	81.1%	80.1%	+1.0%
Express	76.9%	83.3%	-6.4%
Staten Island	67.9%	78.5%	-10.6%
Local/Limited	67.3%	78.4%	-11.1%
Select Bus Service	71.2%	81.3%	-10.1%
Express	69.8%	78.3%	-8.5%
Systemwide	72.0%	77.3%	-5.3%
Local/Limited	71.7%	76.9%	-5.2%
Select Bus Service	76.4%	82.2%	-5.8%
Express	73.9%	80.6%	-6.7%

Note: The metrics in this report are preliminary

Bus Mean Distance Between Service Interruptions

Desired trend 

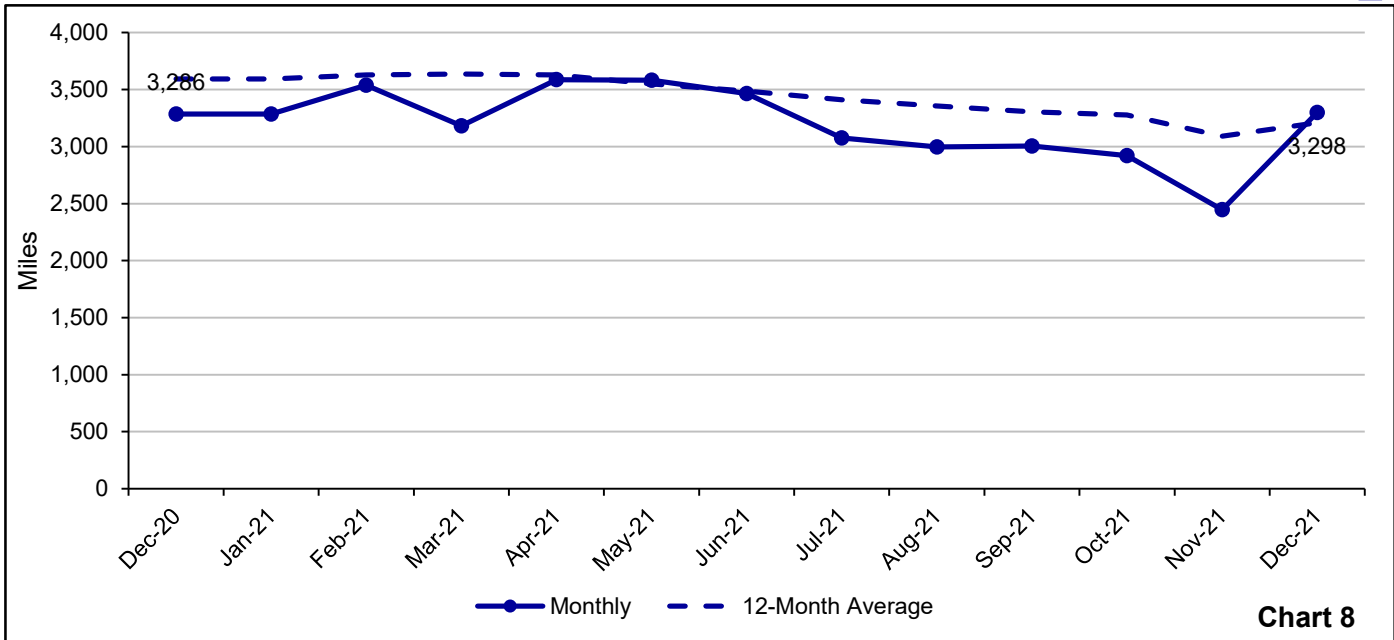


Chart 8

Systemwide	Monthly			12-Month Average		
	Dec 21	Dec 20	% Change	Dec 21	Dec 20	% Change
	3,298	3,286	+0.4%	3,210	3,592	-10.6%

Bus Percentage of Completed Trips

Desired trend 

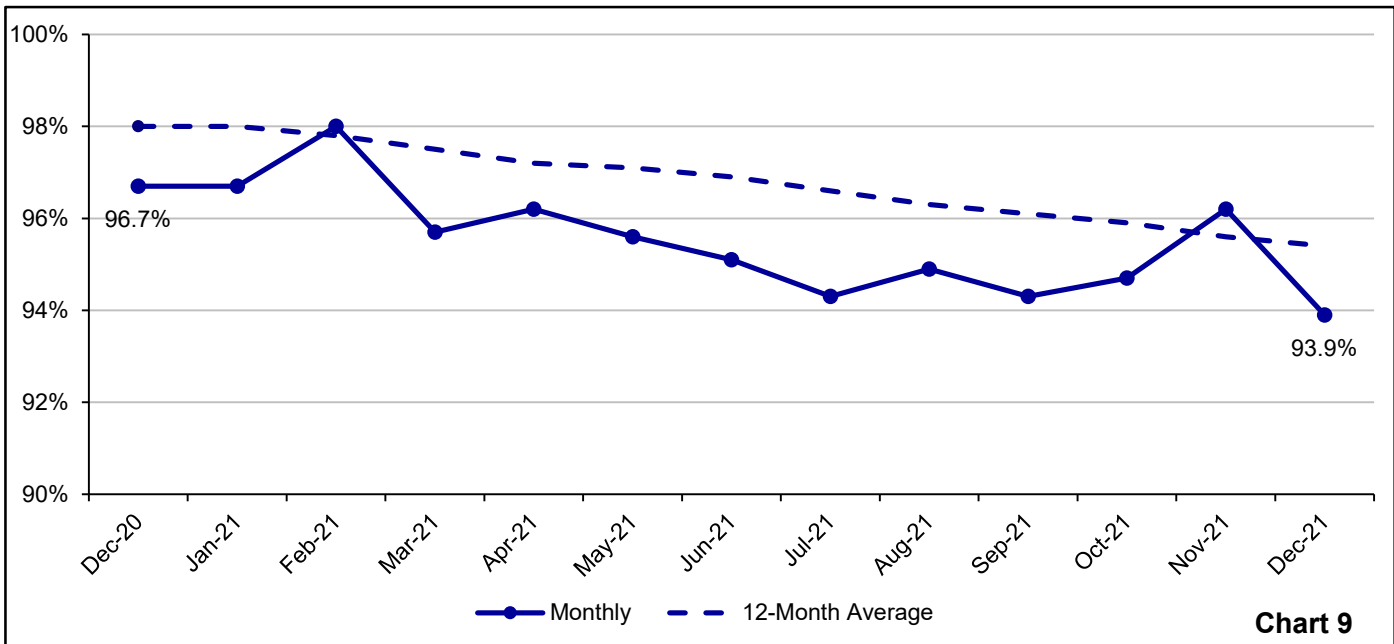


Chart 9

Systemwide	Monthly			12-Month Average		
	Dec 21	Dec 20	Change (Pts)	Dec 21	Dec 20	Change (Pts)
	93.9%	96.7%	-2.8%	95.4%	98.0%	-2.6%

Note: The metrics in this report are preliminary

Bus AM Weekday Pull Out Performance

Desired trend 

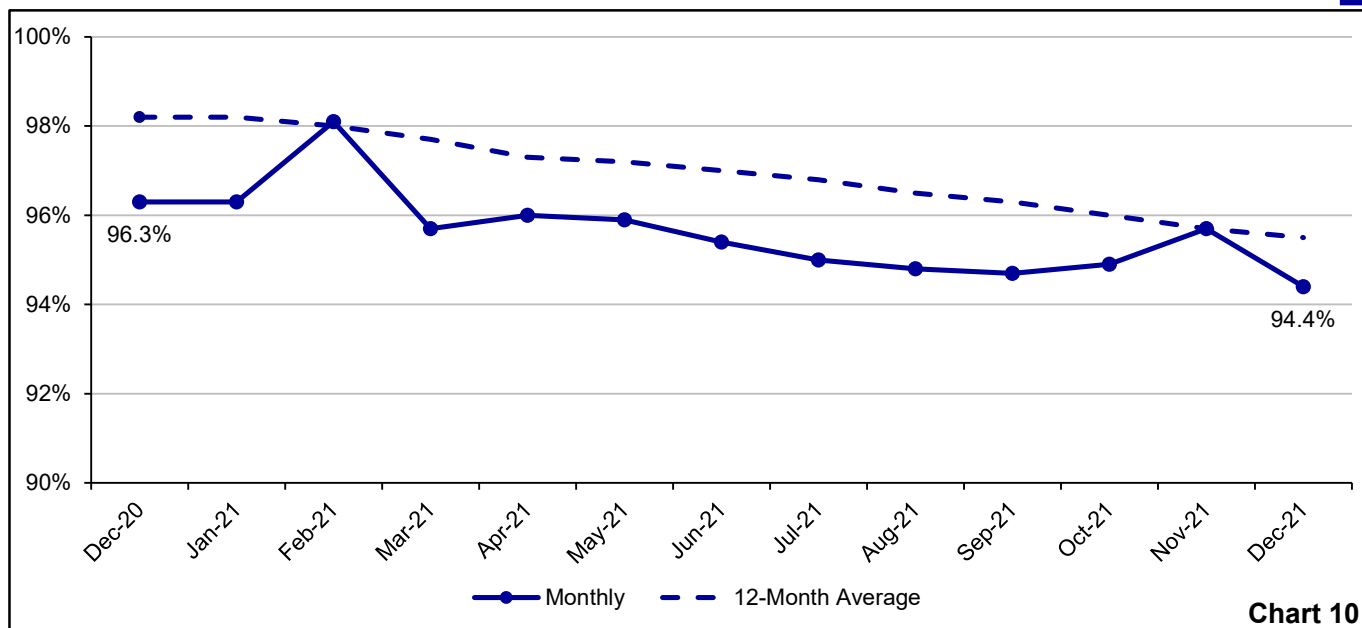


Chart 10

	Monthly			12-Month Average		
	Dec 21	Dec 20	Change (Pts)	Dec 21	Dec 20	Change (Pts)
Systemwide	94.4%	96.3%	-1.9%	95.5%	98.2%	-2.7%

Bus PM Weekday Pull Out Performance

Desired trend 

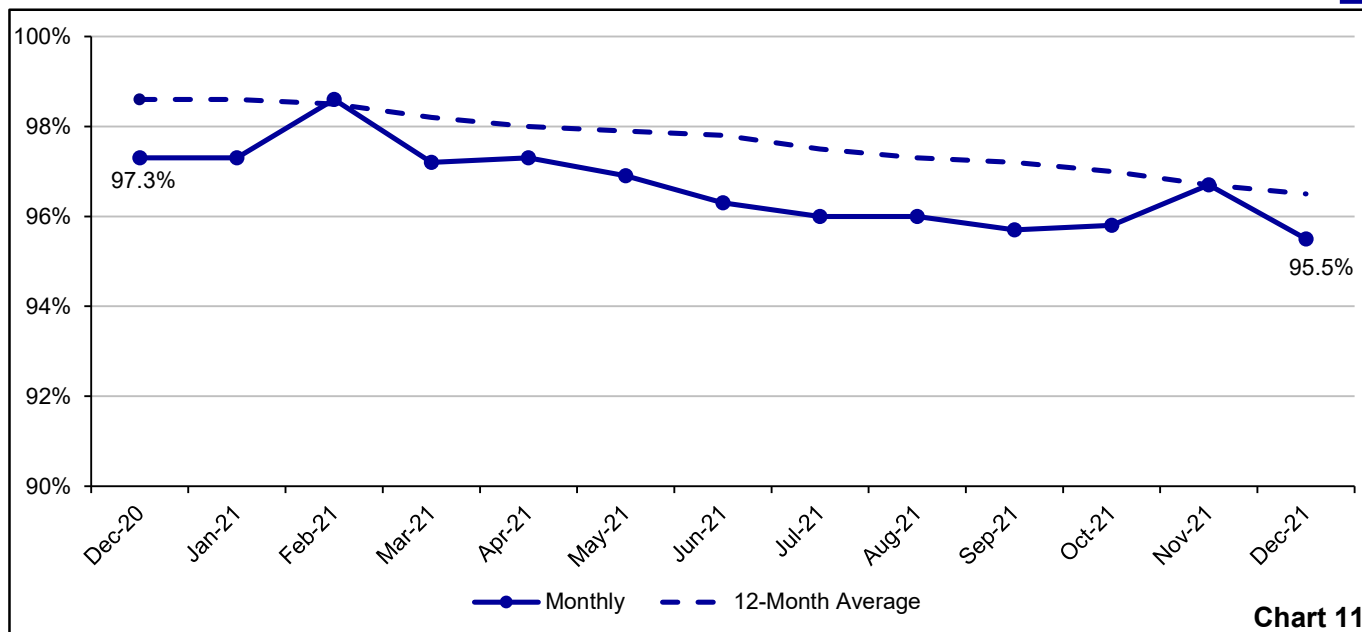


Chart 11

	Monthly			12-Month Average		
	Dec 21	Dec 20	Change (Pts)	Dec 21	Dec 20	Change (Pts)
Systemwide	95.5%	97.3%	-1.8%	96.5%	98.6%	-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



Paratransit vehicles getting ready for service during the first snowstorm of 2022 on January 7. The Command Center monitored service throughout the storm and tracked and responded to any customer or day of service issues. Picture shows snow removal from one of our vehicles before service.

Paratransit Report

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

Paratransit Operations - Monthly Operations Report Service Indicators							
Category	Performance Indicator	Current Month: November 2021			12-Month Average		
		This Year	Last Year	% Change	This Year	Last Year	% Change
Ridership	Total Trips Completed*	466,157	476,655	-2.2%	476,159	462,971	+2.9%
	Total Ridership	657,621	649,352	+1.3%	659,532	618,082	+6.7%
On-Time Performance	Pick-up Primary 30 Minute	94.0%	98.0%	-4.0%	94.4%	97.6%	-3.2%
	Pick-up Primary 15 Minute	81.0%	92.0%	-11.0%	84.5%	89.8%	-5.3%
	Pick-up Broker 30 Minute	84.0%	98.0%	-14.0%	91.7%	97.7%	-6.0%
	Pick-up Broker 15 Minute	67.0%	92.0%	-25.0%	77.2%	90.8%	-13.6%
	Appointment OTP Trips Primary - 30 Min Early to <1 Late (On-Time)*	n/a	n/a	n/a	n/a	46.0%	n/a
	Appointment OTP Trips Primary - Early*	n/a	n/a	n/a	n/a	47.0%	n/a
	Appointment OTP Trips Broker - 30 Min Early to <1 Late (On-Time)*	n/a	n/a	n/a	n/a	31.7%	n/a
	Appointment OTP Trips Broker - Early*	n/a	n/a	n/a	n/a	61.3%	n/a
Ride Time	Ride Time Variance Performance: Actual Trip Duration vs. Planned Trip Duration - At or Better Than Plan	77.0%	87.0%	-10.0%	83.4%	85.7%	-2.3%
	Average Actual Trip Duration in Minutes	39	28	+39.3%	32	30	+6.0%
	Max Ride Time Performance Primary	98.0%	99.0%	-1.0%	98.8%	98.9%	-0.2%
	Max Ride Time Performance Broker	96.0%	99.0%	-3.0%	98.8%	99.0%	-0.3%
Customer Experience	Frequent Rider Experience Primary*	n/a	n/a	n/a	n/a	76.3%	n/a
	Frequent Rider Experience Broker*	n/a	n/a	n/a	n/a	70.0%	n/a
Provider No-Shows	Provider No-Shows per 1,000 Schedule Trips Primary	2.49	0.69	+260.9%	2.55	0.60	+327.1%
	Provider No-Shows per 1,000 Schedule Trips Broker	10.66	0.45	+2,268.9%	3.71	0.73	+409.0%
Customer Complaints	Passenger Complaints - Transportation Service Quality Per 1000 Completed Trips	7.0	1.4	+400.0%	4.5	1.8	+151.9%
	Passenger Complaints - Non-Transportation Service Quality Per 1000 Completed Trips	4.0	0.9	+344.4%	2.3	1.2	+90.3%
Call Center	Percent of Calls Answered	86.0%	95.0%	-9.0%	90.8%	96.8%	-6.0%
	Average Call Answer Speed in Seconds	225	58	+287.9%	138	40	+242.4%
Eligibility	Total Registrants	164,075	161,284	+1.7%	163,266	162,257	+0.6%

*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.

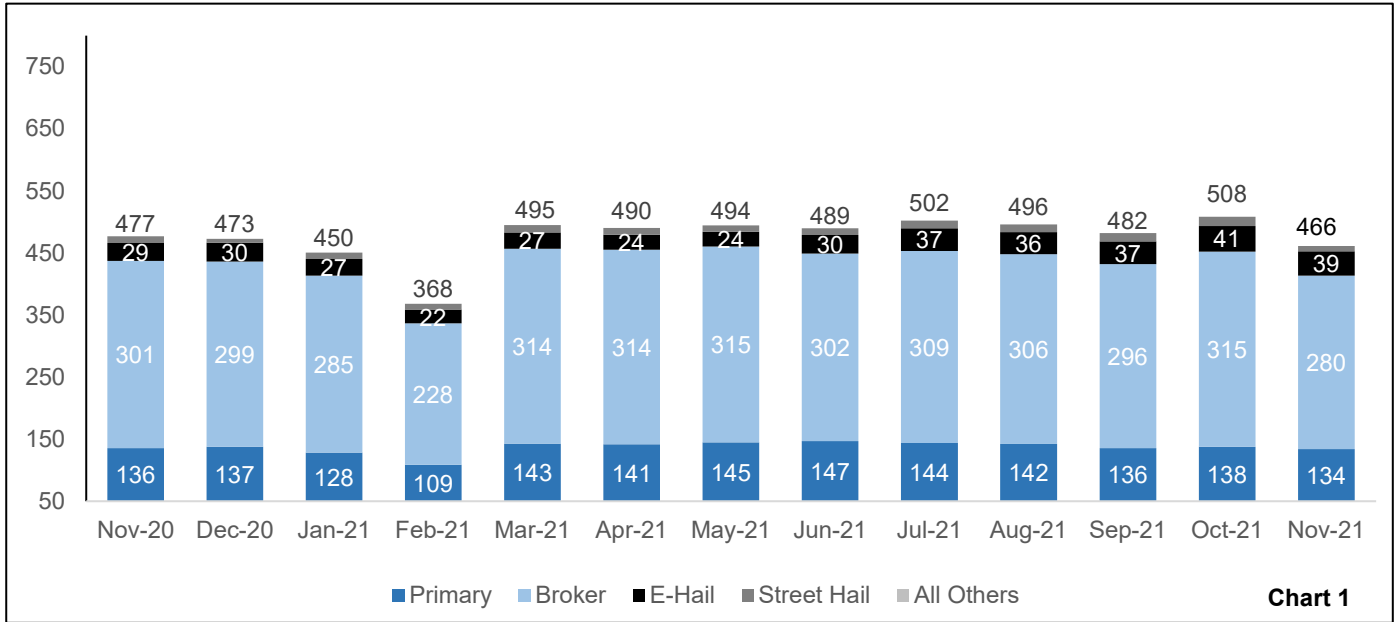
The phone number customers call to make complaints and other comments is the same familiar number they use for reservations. Access-A-Ride reviews all complaints received and works to resolve all specific customer concerns.

Call Center

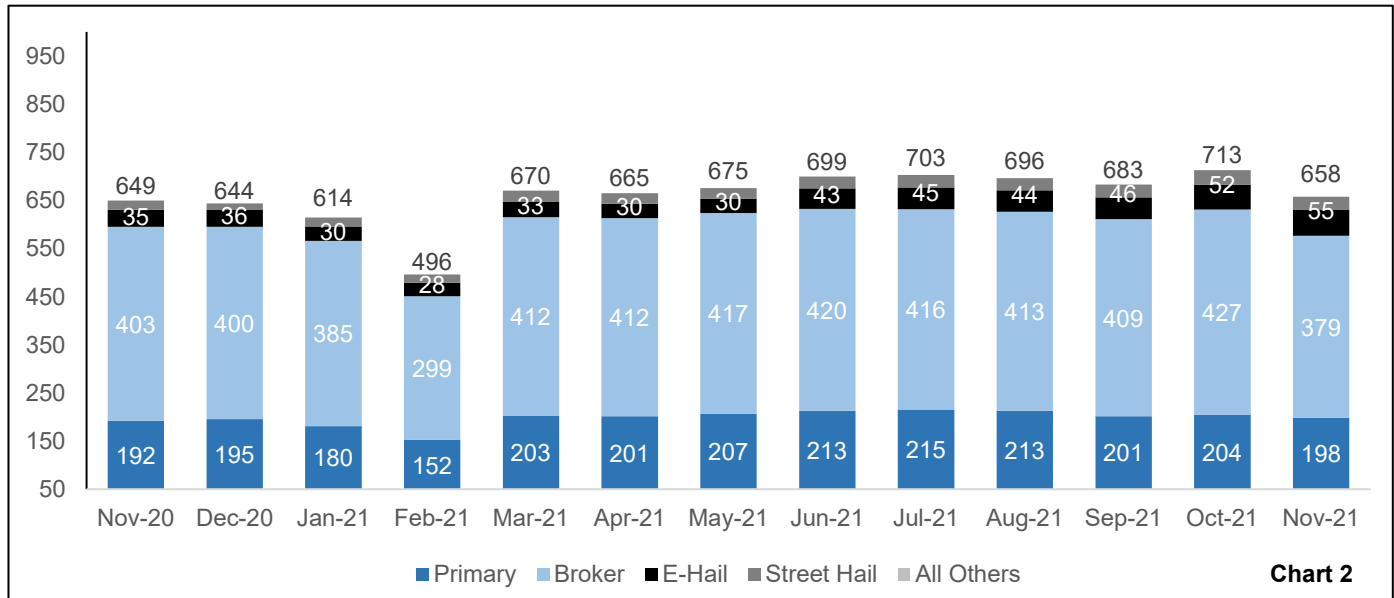
Access-A-Ride Call Center performance is measured as the percent of calls that are answered and the average speed with which those calls are answered. The call center handles reservation and day-of service status calls from customers.

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

Total Trips (In Thousands)



Total Ridership (In Thousands)



Total Trips Discussion

- Total Trips in November 2021 decreased by 42K (or -8.3%) when compared to October 2021, and decreased by 10K (or -2.2%) when compared to November 2020

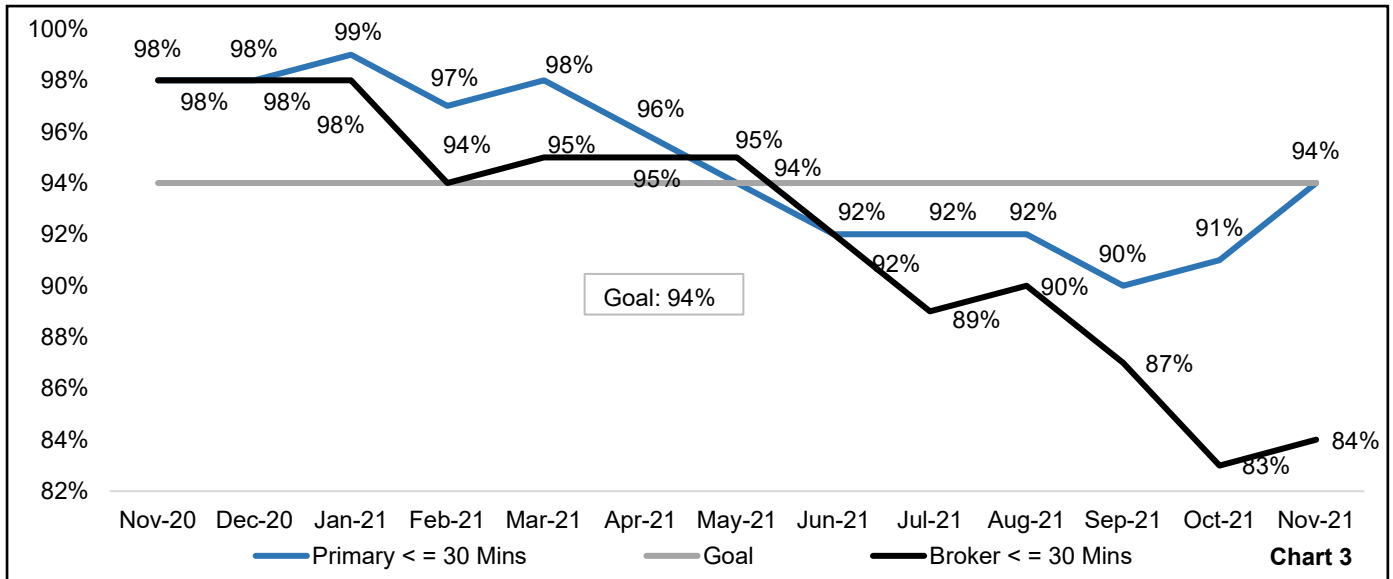
Total Ridership Discussion

- Total Ridership in November 2021 decreased by 55K (or -7.7%) when compared to October 2021, and increased by 8K (or 1.3%) when compared to November 2020

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

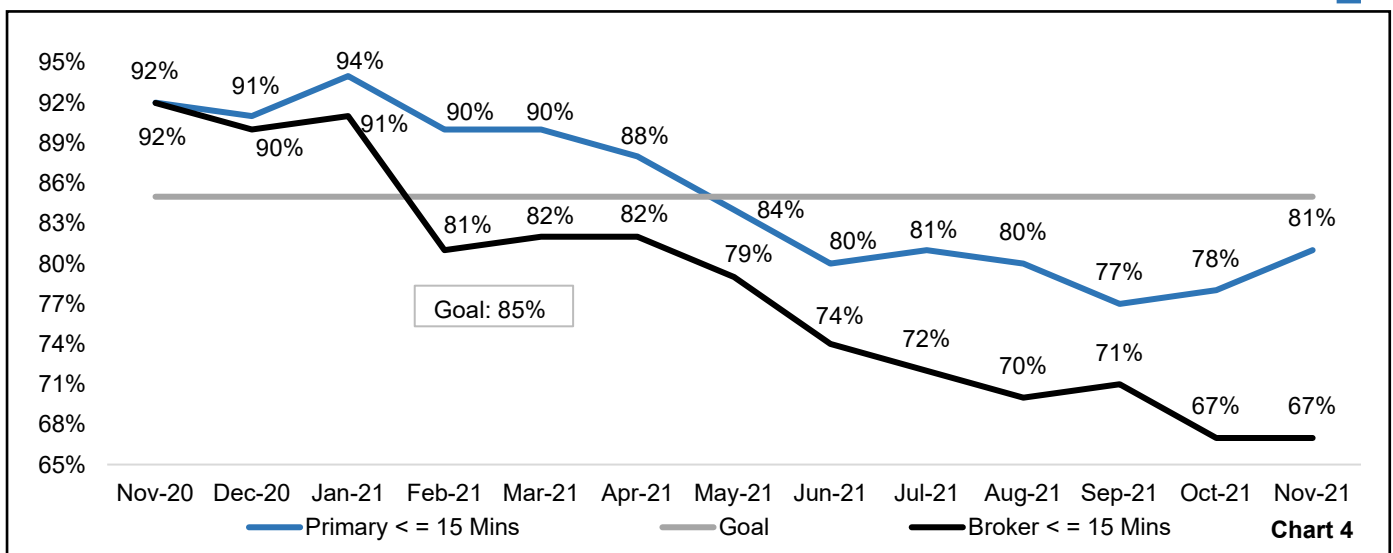
OTP <= 30 Minutes Primary and Broker

Desired trend



OTP <= 15 Minutes Primary and Broker

Desired trend



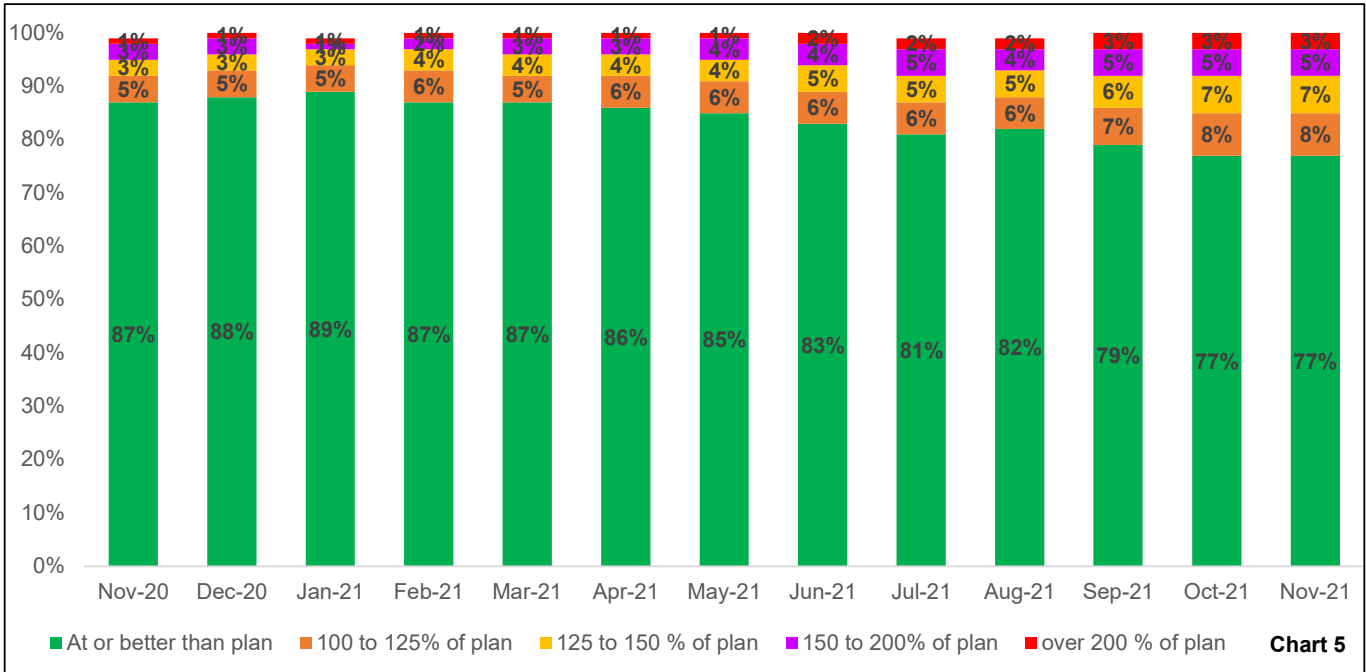
<= 30 Minutes Pick Up On-Time Performance Discussion

- November 2021 Primary 30 minute P/U, OTP result of 94% improved by 3 percentage points when compared to October 2021, and declined by 4 percentage points when compared to November 2020.
- November 2021 Broker 30 minute P/U, OTP result of 84% improved by 1 percentage point when compared to October 2021, and declined by 14 percentage points when compared to November 2020.

<= 15 Minutes Pick Up On-Time Performance Discussion

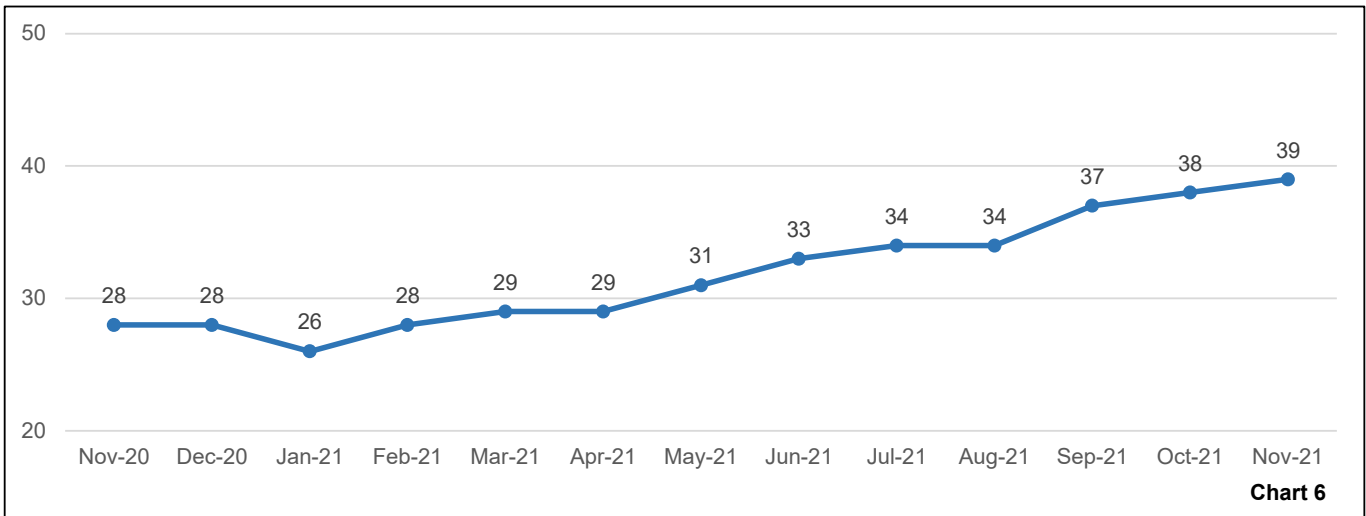
- November 2021 Primary 15 minute P/U, OTP result of 81% improved by 3 percentage point when compared to October 2021, and declined by 11 percentage points when compared to November 2020.
- November 2021 Broker 15 minute P/U, OTP result of 67% remained flat when compared to October 2021, and declined by 25 percentage points when compared to November 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

- 77% of trips in November 2021 performed within the scheduled time or better remained flat when compared to October 2021, and declined by 10 percentage points when compared to November 2020.

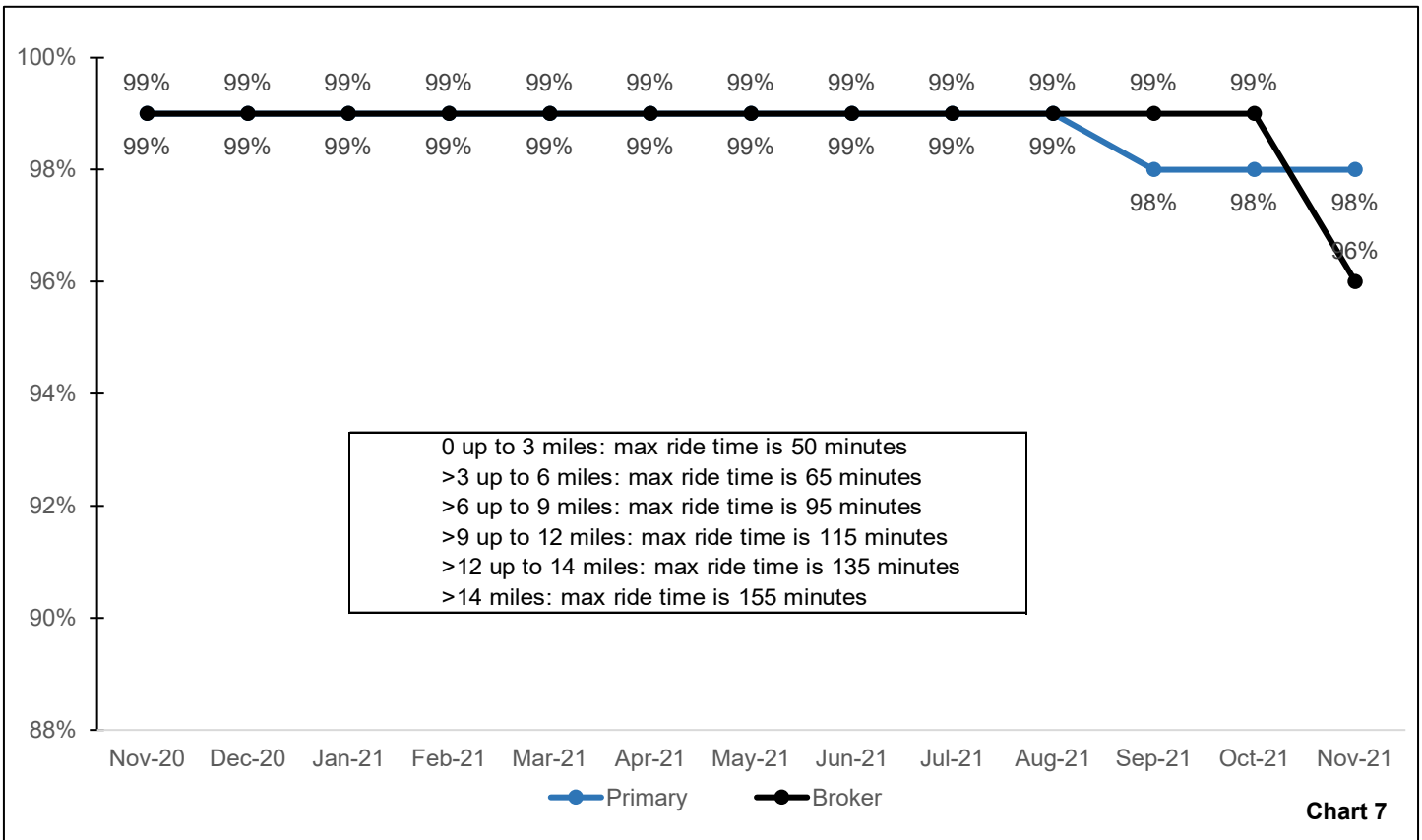
Average Actual Trip Duration in Minutes Discussion

- Actual Trip Duration in November 2021 declined by 1 minute (or 2.6%) when compared to October 2021, and declined by 11 minutes (or 39.3%) when compared to November 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 November 2021, 98% of Primary trips were completed within the Max Ride Time parameters. Performance remained flat compared to October 2021 and declined by 1% compared to November 2020.
- In the month of November 2021, 96% of Broker trips were completed within the Max Ride Time parameters. Performance which declined by 3% when compared to October 2021 and November 2020.

Provider No Shows Per 1,000 Scheduled Trips

Desired trend

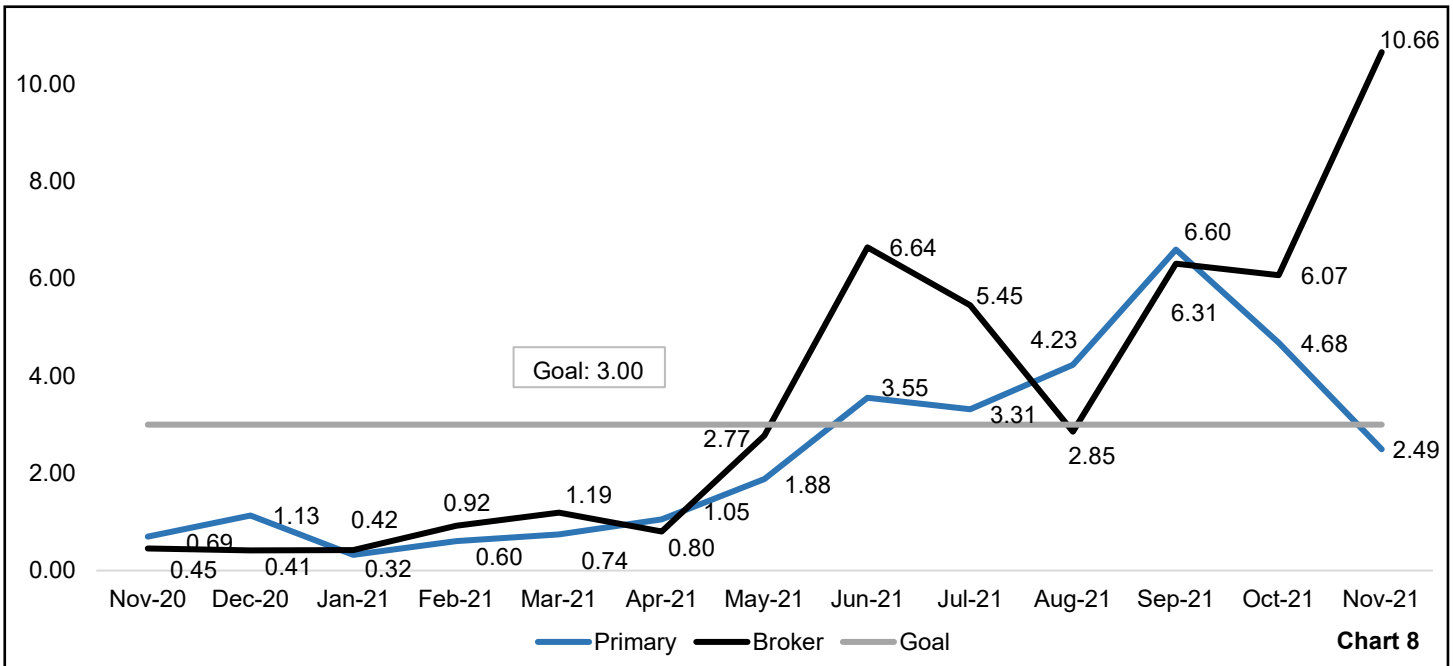


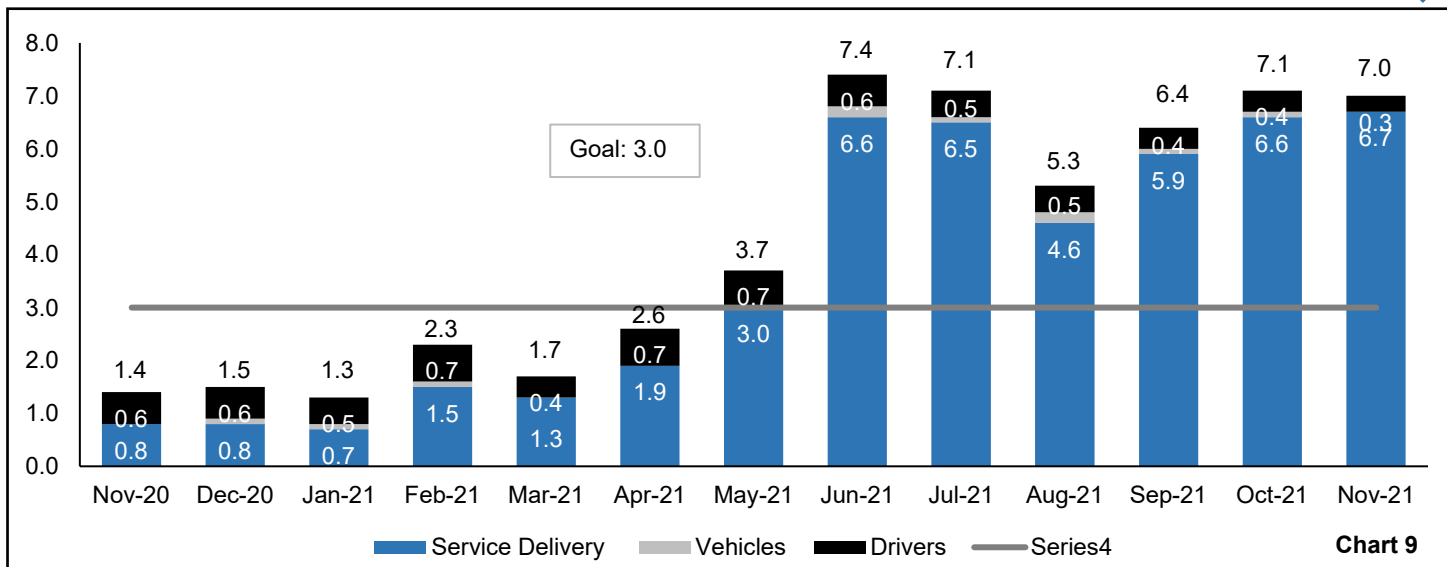
Chart 8

Provider No Shows Per 1000 Scheduled Trips Discussion

- Primary No-Shows improved by 2.19 per 1,000 trips (or -46.8%) in November 2021 when compared to October 2021, and declined by 1.8 per 1,000 trips (or 260.9%) when compared to the same month last year.
- Broker No-Shows declined by 4.59 per 1,000 trips (or 75.6%) in November 2021 when compared to October 2021, and declined by 10.21 per 1,000 trips (or 2,268.9%) when compared to the same month last year.

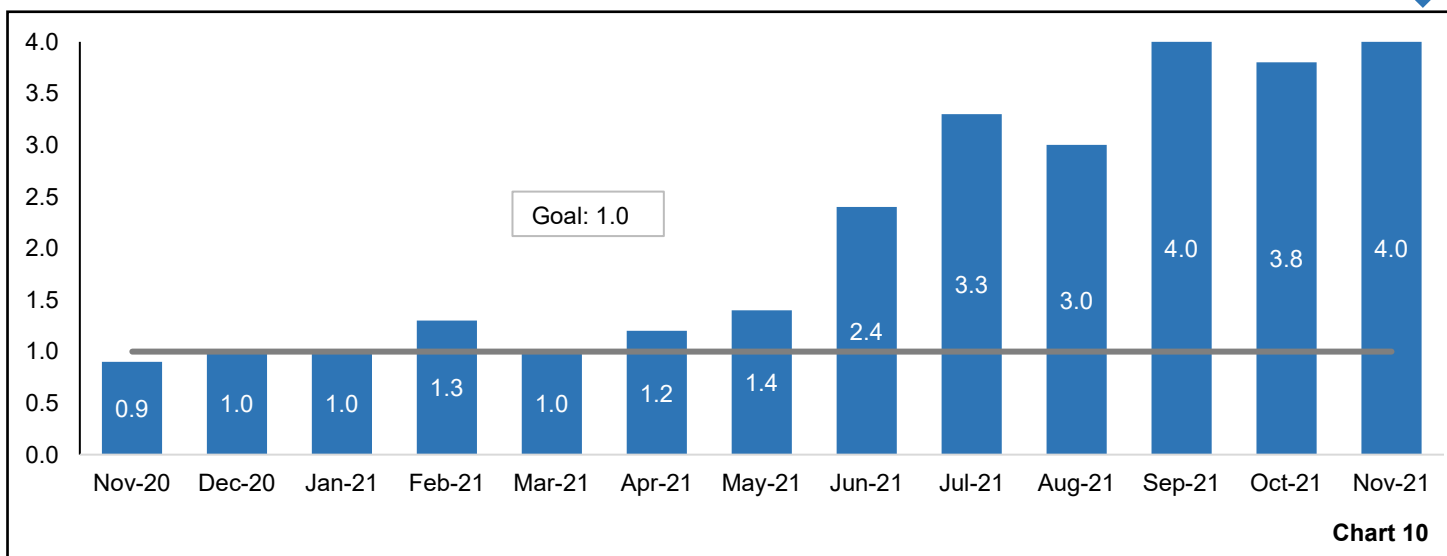
Passenger Complaints Related to Transportation Service Quality Per 1,000 Completed Trips

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 November 2021 decreased by 0.1 per 1,000 trips (or -1.4%) when compared to October 2021, and increased by 5.6 per 1,000 trips (or 400.0%) when compared to November 2020.

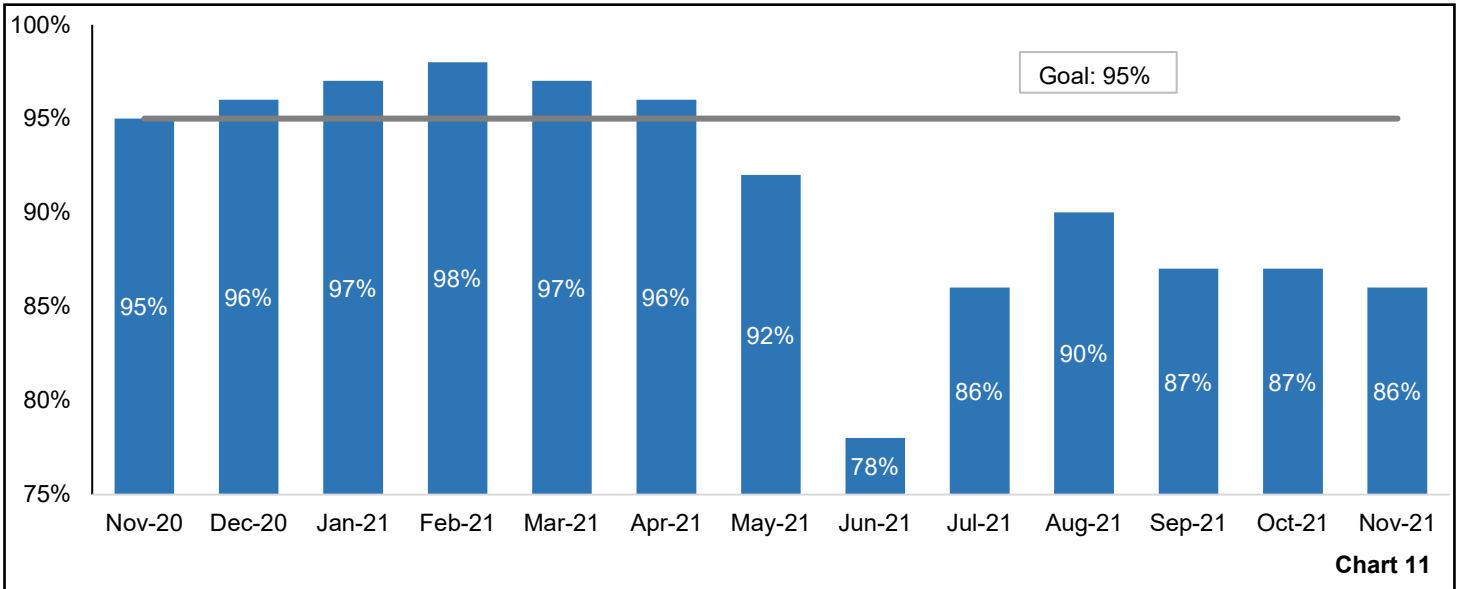
Passenger Complaints Related to Non-Transportation Service Quality Per 1,000 Completed Trips Discussion:

- Passenger Complaints related to Non-Transportation Service in November 2021 increased by 0.2 per 1,000 trips (or 5.3%) when compared to October 2021, and increased by 3.1 per 1,000 trips (or 344.0%) when compared to November 2020.

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

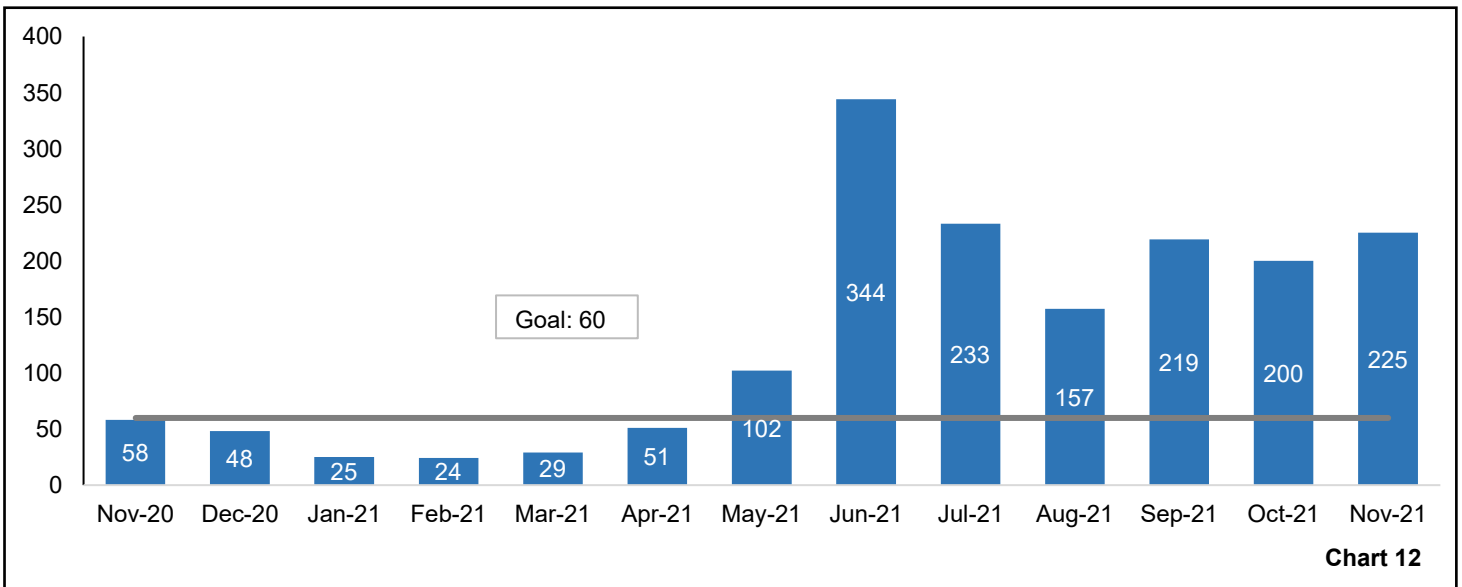
Percent of Calls Answered

Desired trend 



Average Call Answer Speed in Seconds

Desired trend 



Percent of Calls Answered Discussion

- The Percent of Calls Answered in November 2021 declined by 1 percentage point when compared to October 2021, and declined by 9 percentage points when compared to November 2020.

Average Call Answer Speed in Seconds Discussion

- The Average Call Answer Speed in November 2021 declined by 25 seconds (or 13.0%) when compared to October 2021, and declined by 167 seconds (or 288.0%) when compared to November 2020.

Strategy and Customer Experience

Sarah Meyer, Chief Customer Officer



The Strategy and Customer Experience team led the 16th edition of Mask Force on December 17. We were again joined by MTA leaders, community volunteers, and fellow colleagues to distribute free masks throughout the system, promoting COVID-19 safety amidst the rise in positive cases from the Omicron variant.

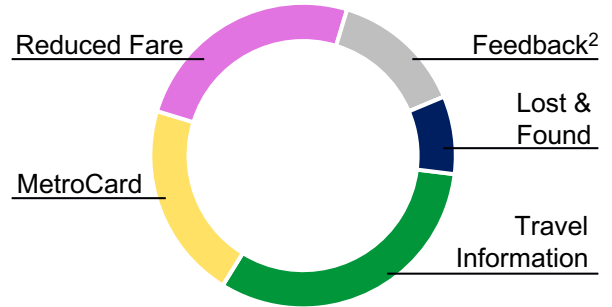
Customer engagement

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.

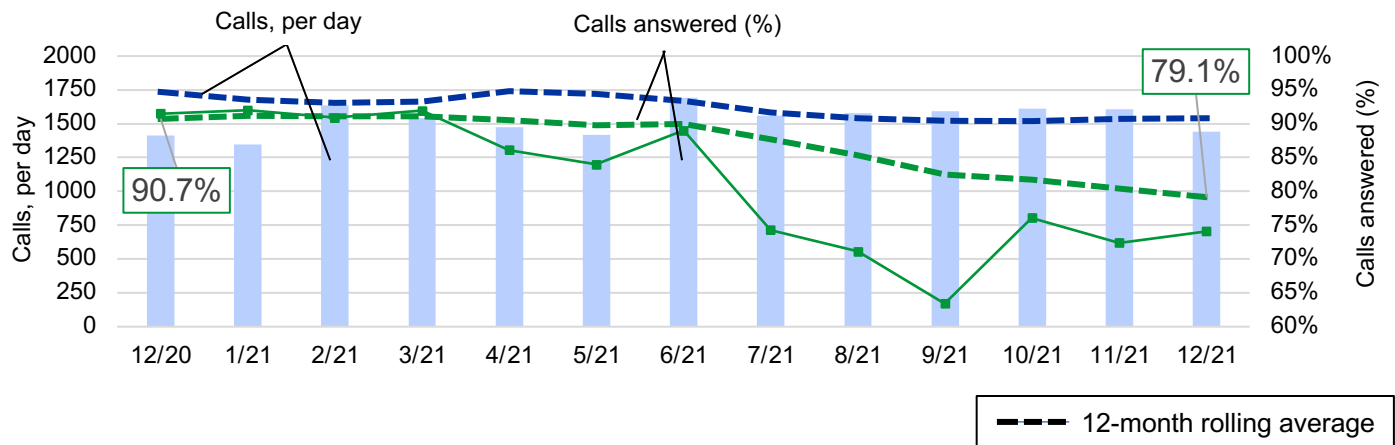
Telephone

	Dec 2021	Dec 2020	Variance
Telephone calls	44,736	43,817	▲2.1%
Calls answered	74.1%	91.5%	▼19.0%
Average time to answer ¹ (seconds)	379	64	▲492.2%

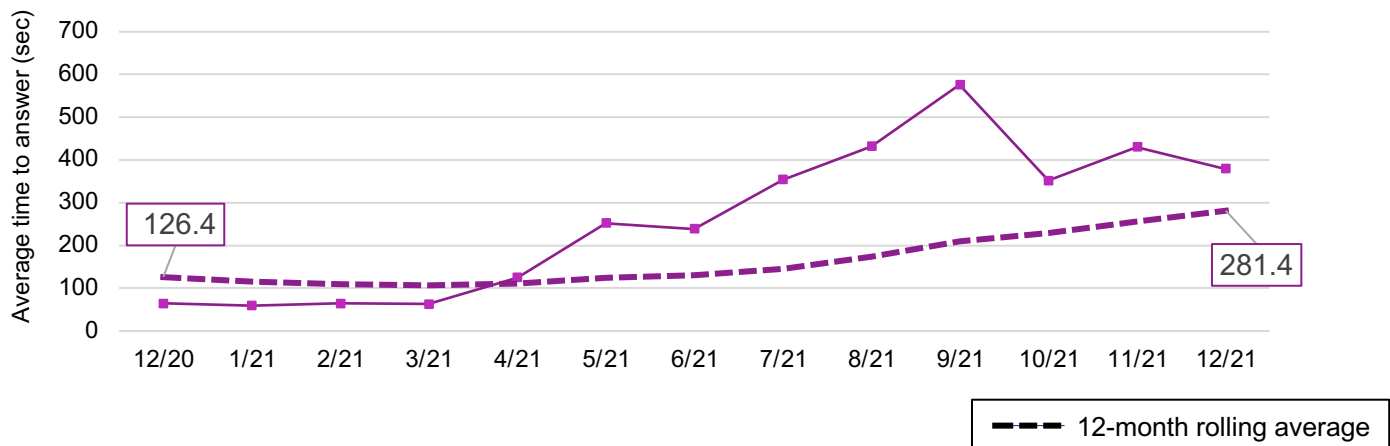
1. Excludes automated self-service calls
2. Feedback is customers calling with comments or concerns



Telephone: calls received and answered



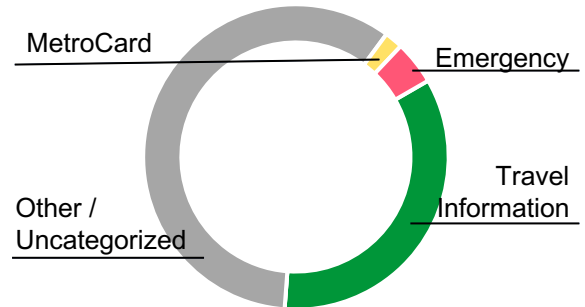
Telephone: average time to answer



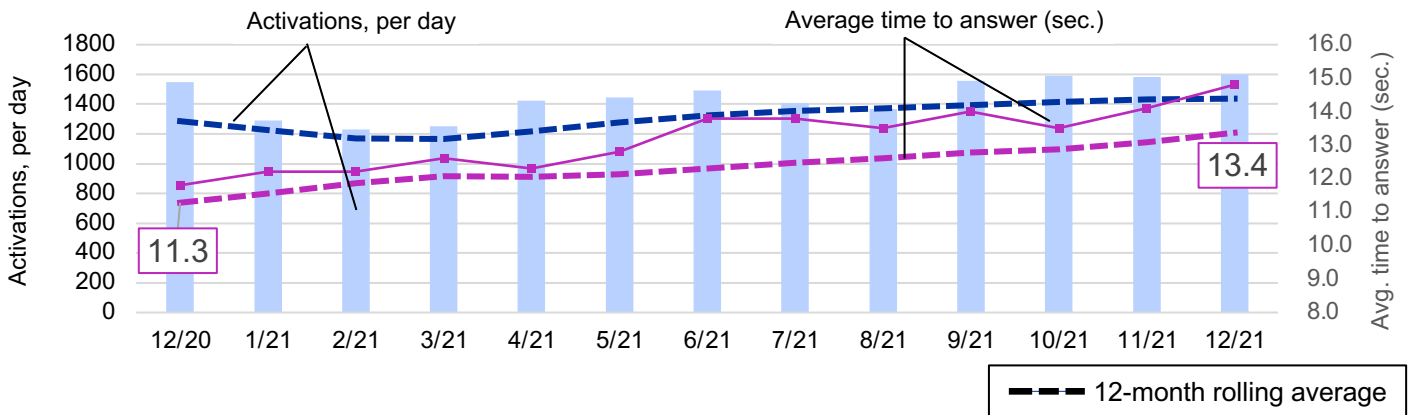
Customer engagement

Help Point

	Dec 2021	Dec 2020	Variance
Help Point activations	49,608	48,048	▲ 3.2%
Average time to answer (seconds)	14.8	11.8	▲ 26.0%



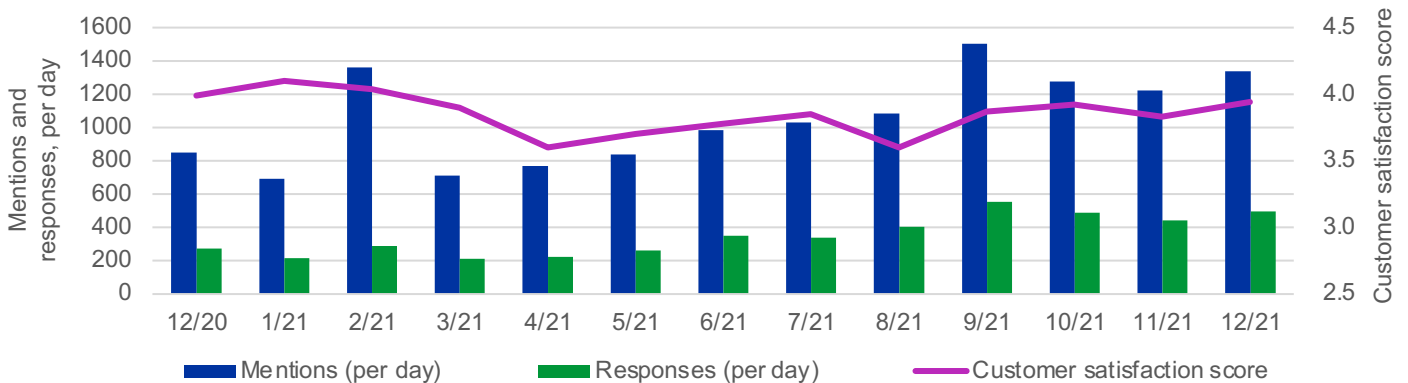
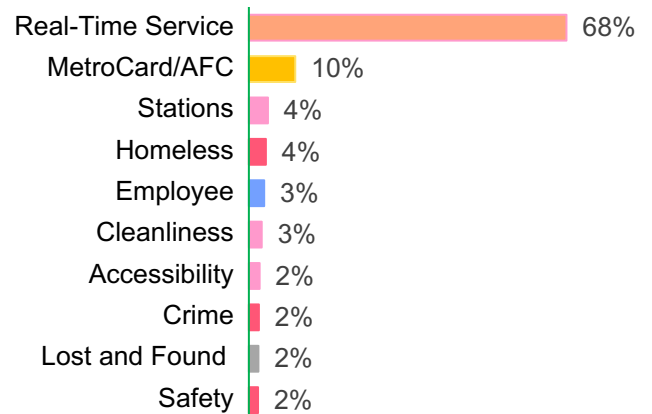
Help Point: activations and average time to answer



Social media

	Dec 2021	Dec 2020	Variance
Social media mentions ¹	41,434	26,350	▲ 57.2%
Responses sent	15,392	8,436	▲ 82.5%
Customer satisfaction score ²	3.94	3.99	▼ 1.3%

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

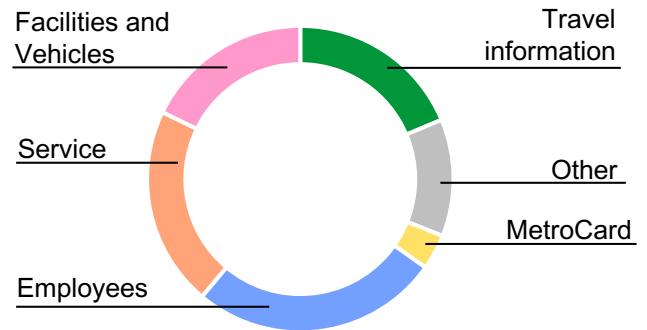


Customer engagement

Web, mobile app, and written feedback

	Dec 2021	Dec 2020	Variance
Received	7,146	3,364	▲ 112.4%
Responses sent ¹	9,976	5,383	▲ 85.3%

1. Includes automated and manual responses



Keeping customers informed

Alerts and service notices

	Dec 2021
Web	4,384
Twitter	4,280
Kiosks / Digital Displays ¹	5,546
Email and text alerts	
• Service	4,122
• Elevator and escalator status	7,438
Service Notice posters developed	330

1. Excludes countdown clocks

Social media followers

		Dec 2021	Dec 2020	Variance
Twitter	@NYCTSubway	1,014.1k	1,009.0k	▲ 0.5%
	@NYCTBus	32.4k	30.8k	▲ 5.2%
	@MTA	1,325.4k	1,325.1k	▲ 0.0%
Facebook	MTA	156.4k	153.9k	▲ 1.6%
Instagram	@mtanyctransit	50.6k	36.6k	▲ 38.3%

Customer feedback

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

Complaints per 100,000 journeys

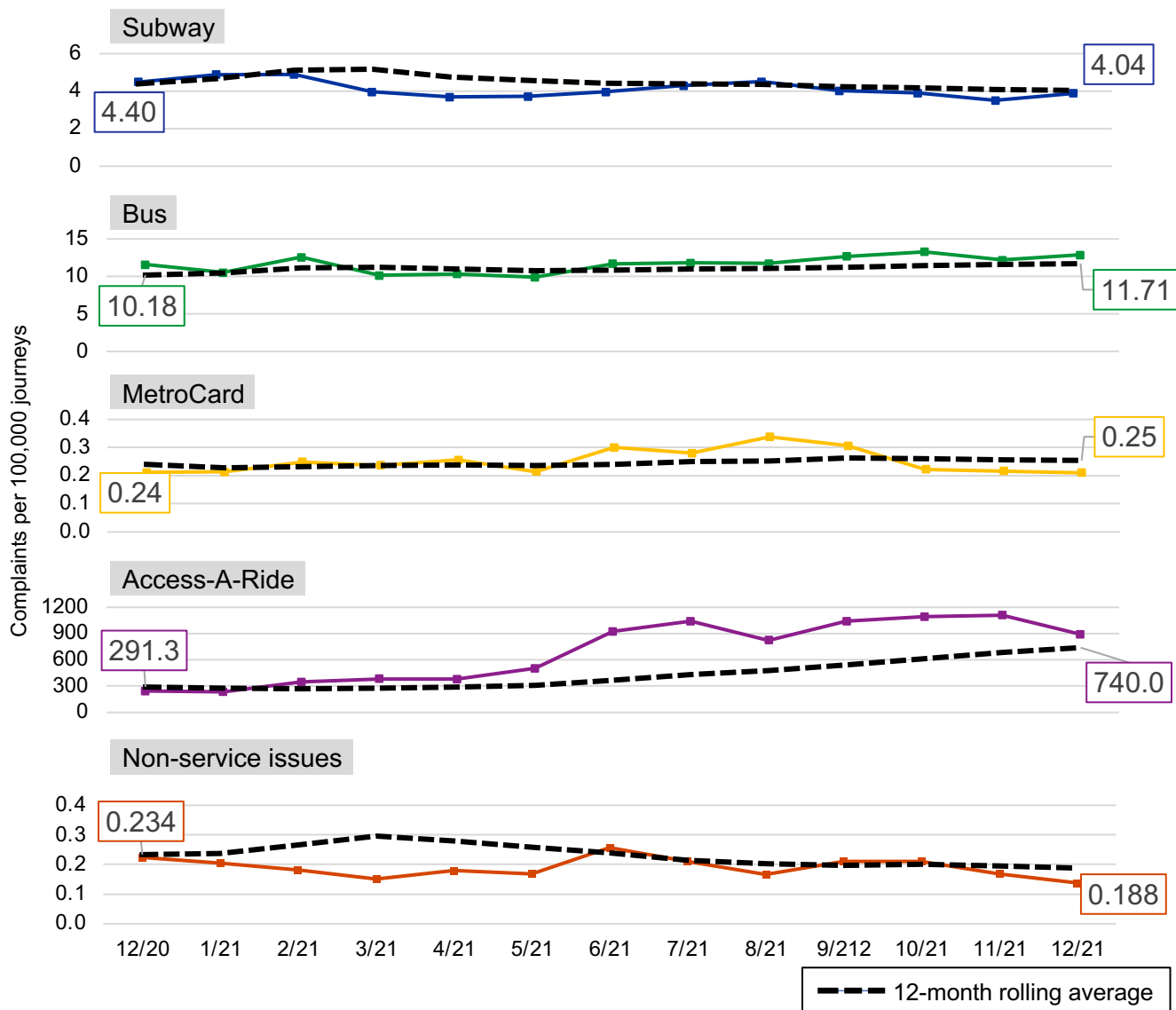
	Dec 2021	Dec 2020	Variance
Subway	3.89	4.49	▼13.4%
Bus	12.86	11.57	▲11.2%
MetroCard	0.21	0.21	▼0.4%
Access-A-Ride	891.0	242.9	▲266.8%
Non-service issues ¹	0.138	0.223	▼37.9%

Commendations per 100,000 journeys

	Dec 2021	Dec 2020	Variance
Subway	0.100	0.136	▼26.1%
Bus	0.52	0.51	▲2.0%
Access-A-Ride	83.7	73.9	▲13.3%
Non-service issues incl. MetroCard	0.016	0.040	▼60.3%

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

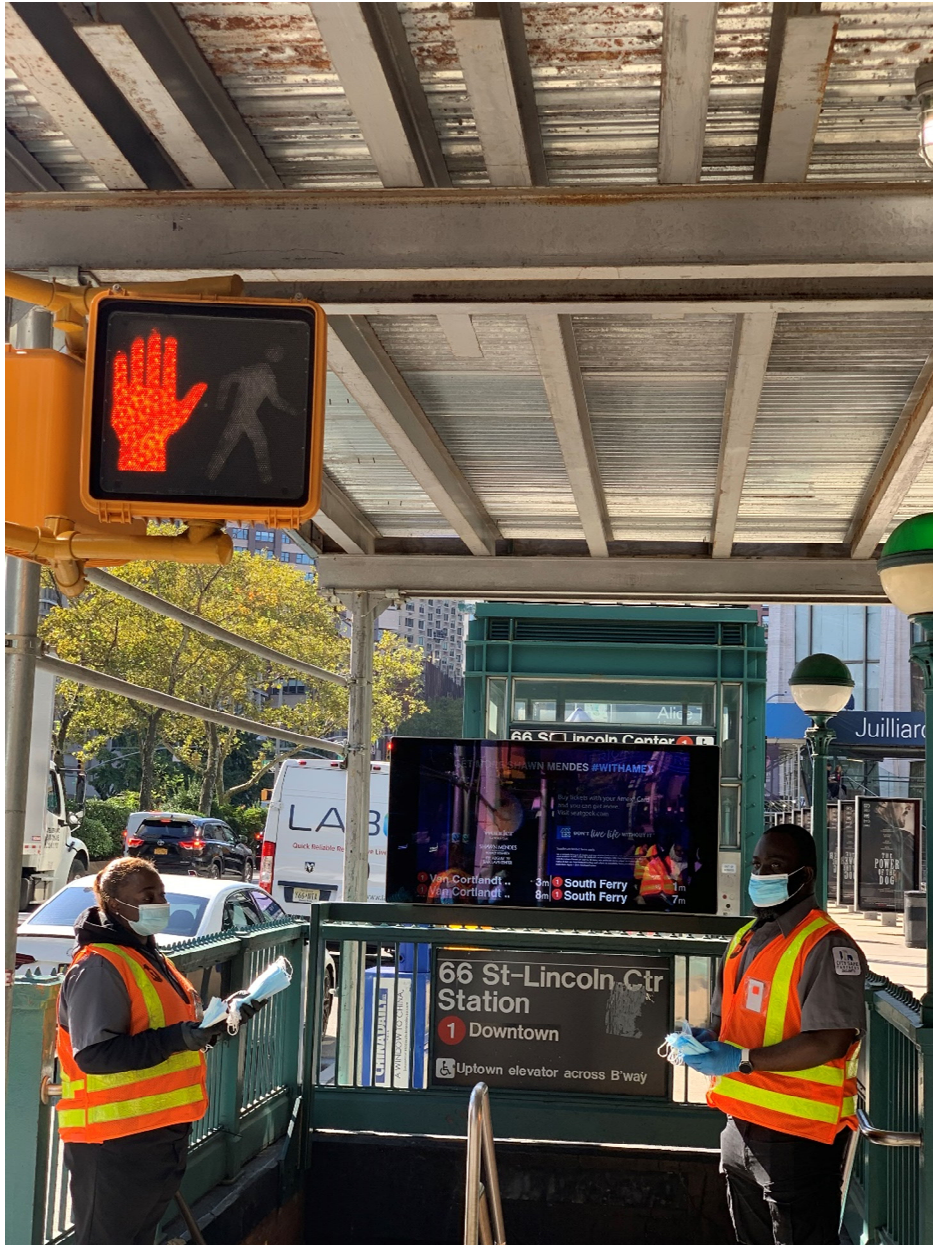


Photo above is of Contractor guards Tanya Allen and Amoako Amoah from City Safe, a sub-contractor of Allied Universal, handing out masks at the 66th Street-Lincoln Center Station on the 1 Line.

Safety

Robert Diehl, Senior Vice President, Safety & Security

Subway Customer Accident Rates increased when comparing the most recent 12-month period to the previous one.

Bus Collisions, Customer Accidents and Injuries 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.

When comparing figures from the two (2) most-recent 12-month periods, Subway Fires increased.

The most-recent data on incidents of assaults and harassment within the Transit system are displayed in this report below.

Monthly Operations Report

Statistical results for the 12-Month period are shown below

Safety Report				
Performance Indicators	12-Month Average			
	Jan 19 - Dec 19	Jan 20 - Dec 20	Jan 21 - Dec 21	
Subways				
Subway Customer Accidents per Million Customers ¹	2.88	4.16	4.32	
Subway Collisions ²				
Total	1	2	3	
Mainline	0	0	0	
Yard	1	2	3	
Subway Derailments ²				
Total	6	9	10	
Mainline	1	5	0	
Yard	5	4	10	
Subway Fires ²	718	900	1,006	
Buses				
Bus Collisions Per Million Miles Regional	54.25	41.46	52.15	
Bus Collision Injuries Per Million Miles Regional	6.19	4.59	5.43	
Bus Customer Accidents Per Million Customers ¹ Regional*	1.50	1.66	1.91	
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees ¹	4.26	5.30	4.68	

¹ 12-month Average data from December through November.

² 12-month figures shown are totals rather than averages.

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

Leading Indicators				
Subways	December	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	26	340	340	100.0%
Joint Track Safety Audits -- Compliance Rate	99.8%	99.4%	100.0%	99.4%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	1,803	28,319	9,999	283.2%
Friction Pad Installation	2,288	25,684	22,000	116.7%
Buses	December	YTD	Goal	YTD as % of Goal
Collision Prevention				
Audible Pedestrian Turn Warning System	75	397	780	50.9%
Vision Zero Employee Training	470	5,581	5,800	96.2%

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

December 2021

Fire severity is classified as follows:

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

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

Low:	90.0%	Train:	10
Average:	10.0%	Right-of-way:	29
Above Average:	0.0%	Station:	41
High:	0.0%	Other:	0
		Total:	80

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

Train:		Right-of-Way:		Station:	
Debris:	4	Debris:	22	Debris:	37
Contactors:	2	Tie:	5	Electrical:	2
Battery:	1	Cable:	1	Light Fixture:	1
Contact Shoe:	1	Vegetation:	1	Supplies:	1
Trolley Lead:	1				



January 2022 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, and incidents on SIRT compiled by MTA PD.

Weekly number of incidents of assault and harassment against transit workers

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

Updated January 12, 2022

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

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

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

Week beginning	Assault: Subways	Assault: Buses	Harassment: Subways	Harassment: Buses	Total
12/27/21	1	0	3	25	29
12/20/21	1	2	3	35	41
12/13/21	1	3	9	27	40
12/6/21	2	1	9	25	37
11/29/21	1	3	8	37	49
11/22/21	2	2	5	45	54
11/15/21	1	0	6	36	43
11/8/21	1	0	6	43	50
11/1/21	2	4	8	29	43
10/25/21	0	3	12	27	42
10/18/21	1	0	3	51	55
10/11/21	0	4	6	51	61
10/4/21	3	3	13	36	55
9/27/21	1	1	12	39	53
9/20/21	0	3	7	35	45
9/13/21	1	0	4	40	45
9/6/21	4	2	9	24	39
8/30/21	2	1	8	31	42
8/23/21	0	1	9	32	42
8/16/21	0	3	6	41	50
8/9/21	0	2	6	38	46
8/2/21	0	1	9	22	32
7/26/21	0	0	7	43	50
7/19/21	0	1	14	28	43
7/12/21	1	3	5	30	39
7/5/21	2	0	8	31	41

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 December 1, 2021)

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

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

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

Week beginning	Graffiti: Subways	Graffiti: Buses	Liquid Crystal Display (LCD) Screen	Metrocard Vending Machine (MVM)	OMNY Reader	Train Glass	Bus Glass	Total
12/27/21	20	0	1	0	0	4	0	25
12/20/21	23	0	2	0	0	1	3	29
12/13/21	28	0	7	0	0	6	2	43
12/6/21	9	0	8	0	0	6	0	23
11/29/21	13	0	0	0	0	5	2	20
11/22/21	16	0	0	0	0	5	3	24
11/15/21	27	1	1	0	0	3	1	33
11/8/21	12	0	1	3	0	6	0	22
11/1/21	25	0	3	0	0	6	1	35
10/25/21	16	0	2	1	0	3	1	23
10/18/21	24	0	1	1	0	5	5	36
10/11/21	15	1	2	0	0	9	3	30
10/4/21	7	0	5	1	3	4	2	22
9/27/21	9	0	6	0	0	9	4	28
9/20/21	20	0	15	0	5	4	4	48
9/13/21	7	0	3	1	0	4	1	16
9/6/21	11	0	6	1	0	4	3	25
8/30/21	4	0	4	0	0	6	6	20
8/23/21	9	0	3	4	0	3	0	19
8/16/21	20	0	0	4	0	4	0	28
8/9/21	19	0	4	0	0	4	2	29
8/2/21	27	0	1	0	0	4	2	34
7/26/21	4	0	3	8	0	12	3	30
7/19/21	11	0	1	7	0	13	0	32
7/12/21	15	0	4	1	1	8	2	31
7/5/21	18	0	2	1	0	8	6	35



CRIME STATISTICS DECEMBER

	2021	2020	Diff	% Change
MURDER	1	0	1	***.%
RAPE	4	0	4	***.%
ROBBERY	58	40	18	45.0%
FELASSAULT	39	38	1	2.6%
BURGLARY	0	0	0	0.0%
GL	92	41	51	124.4%
<u>TOTAL MAJOR FELONIES</u>	<u>194</u>	<u>119</u>	<u>75</u>	<u>63.0%</u>

CRIME STATISTICS JANUARY THRU DECEMBER

	2021	2020	Diff	% Change
MURDER	8	6	2	33.3%
RAPE	8	7	1	14.3%
ROBBERY	529	574	-45	-7.8%
FELASSAULT	461	361	100	27.7%
BURGLARY	6	23	-17	-73.9%
GL	766	788	-22	-2.8%
<u>TOTAL MAJOR FELONIES</u>	<u>1778</u>	<u>1759</u>	<u>19</u>	<u>1.1%</u>

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



DECEMBER ACTIVITY

	2021	2020	Diff	% Change
Total Arrests	578	377	201	53.3%
TOS Arrests	105	46	59	128.3%
Total Summons	5828	6554	-726	-11.1%
TOS TABs	4649	5625	-976	-17.4%
TOS C-Summ	61	100	-39	-39.0%

JANUARY THRU DECEMBER ACTIVITY

	2021	2020	Diff	% Change
Total Arrests	6092	3964	2128	53.7%
TOS Arrests	1046	504	542	107.5%
Total Summons	75583	40474	35109	86.7%
TOS TABs	61530	28585	32945	115.3%
TOS C-Summ	952	616	336	54.5%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

Hate Crime Task Force Transit Bureau
HCTF Statistical Data
(As of 12/31/2021)

Motivation:

Motivation	2021	2020	Diff	% Change
ASIAN	32	10	22	220%
BLACK	6	3	3	100%
ETHNIC	3	0	3	***.*
GENDER	5	6	-1	-17%
HISPANIC	2	0	2	***.*
JEWISH	15	22	-7	-32%
MUSLIM	1	0	1	***.*
SEXUAL ORIENTATION	19	7	12	171%
WHITE	8	2	6	300%
Grand Total	91	50	41	82%

Crime Name:

Crime Name	2021	2020	Diff	% Change
Aggravated Harassment 1	10	19	-9	-47%
Aggravated Harassment 2	17	8	9	113%
Assault 2	10	2	8	400%
Assault 3	27	8	19	238%
Criminal Mischief 2	0	1	-1	-100%
Criminal Mischief 3	3	0	3	***.*
Criminal Mischief 4	7	6	1	17%
Forcible Touching	2	0	2	***.*
Grand Larceny 1	2	0	2	***.*
Grand Larceny 4	0	1	-1	-100%
Making Graffiti	3	0	3	***.*
Menacing 2	5	1	4	400%
Menacing 3	1	1	0	0%
Reckless Endangerment 1	1	0	1	***.*
Robbery 2	0	1	-1	-100%
Robbery 3	1	2	-1	-50%
Strangulation 1	2	0	2	***.*
Grand Total	91	50	41	82%



Police Department
City of New York

REPORT

	JANUARY-DECEMBER																								
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Murder	4	1	5	2	2	2	4	3	5	2	4	2	2	2	1	2	1	2	2	2	0	1	3	6	8
Rape	3	14	1	6	2	0	3	3	3	4	1	3	2	1	3	10	5	5	1	0	7	2	3	7	8
Robbery	2216	1860	1708	1363	1200	1249	1126	1083	1097	975	794	831	710	714	787	785	612	439	527	464	450	485	546	572	529
Assault	501	418	411	357	268	303	257	281	229	192	209	183	155	192	203	205	198	228	260	313	340	370	373	359	461
Burglary	31	16	12	12	41	18	7	6	1	5	3	5	2	3	10	27	32	19	24	19	25	11	7	23	6
GL	3463	2483	2382	2522	2243	2133	1821	1910	1765	1525	1344	1304	1178	1281	1552	1705	1771	1562	1693	1636	1652	1700	1567	781	766
TOTAL MAJOR FELONIES	6218	4792	4519	4262	3756	3705	3218	3286	3100	2703	2355	2328	2049	2193	2556	2734	2619	2255	2507	2434	2474	2569	2499	1748	1778
Major Fel Per Day	17.04	13.13	12.38	11.64	10.29	10.15	8.82	8.98	8.49	7.41	6.45	6.36	5.61	6.01	7.00	7.47	7.18	6.18	6.87	6.65	6.78	7.04	6.85	4.79	4.87



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Staten Island Rapid Transit

December 2021 vs. 2020

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

Year to Date 2021 vs. 2020

	2021	2020	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	3	-3	-100%
Felony Assault	0	1	-1	-100%
Burglary	1	0	1	100%
Grand Larceny	2	0	2	100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	3	4	-1	-25%

Financial and Ridership Reports

Jaibala Patel, Deputy Chief Financial Officer, MTA



Subway ridership continued an upward trend in November. On November 18, Subways recorded over 3.4 million rides, which was another pandemic-era record, reaching 57% of pre-pandemic levels.

Preliminary November 2021 Monthly Report:

New York City Transit

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

- November 2021 New York City Transit ridership of 111.9 million was 7.6 million (7.2 percent) above forecast, of which subway ridership of 82.3 million was 5.4 million (7.0 percent) above forecast, and bus ridership of 28.9 million was 2.3 million (8.7 percent) above forecast. For November 2021 year-to-date, total ridership was above forecast by 33.1 million (3.5 percent).
- November 2021 ridership compared with November 2019 was lower by 75.2 million (40.2 percent). Subway ridership was lower by 41.5 percent and bus ridership was lower by 36.3 percent. Total November 2021 year-to-date ridership compared to November 2019 year-to-date ridership was 1,108.8 million (53.3 percent) lower.
- November 2021 year-to-date ridership was 183.3 million (23.2 percent) above November 2020 year-to-date ridership. Subway YTD ridership was 14.3 percent higher, and bus ridership was 51.8 percent higher.
- November 2021 farebox revenue of \$235.9 million was \$21.9 million (10.3 percent) above forecast. November 2021 YTD farebox revenue exceeded forecast by \$122.8 million (6.2 percent).

November 2021 operating expenses of \$703.6 million were \$55.6 million (7.3 percent), below forecast.

- Labor expenses were under forecast by a net \$24.7 million (4.1 percent), mainly due to Health & welfare/OPEB current expense underruns by a net \$22.2 million (16.5 percent), due to favorable timing of prescription drug rebates. Pension expense was also lower by \$8.0 million (9.7 percent), and payroll was favorable by \$5.2 million (1.7 percent), mainly due to vacancies. Overtime overruns of \$9.5 million (19.0 percent), resulting from vacancy and availability coverage and additional maintenance requirements, provided partial offset to general labor underruns in the month.
- Non-labor expenses were below forecast by a net \$30.3 million (19.1 percent), mainly due to lower public liability expense of \$9.7 million (79.5 percent) due to lower ridership, paratransit service contracts under forecast by \$8.1 million (23.0 percent) reflecting fewer trips and favorable timing of support costs, and Materials & supplies lower by \$5.9 million (21.7 percent), due to lower usage and favorable maintenance program expense timing. Maintenance and other operating contracts also underran by \$5.8 million (19.4 percent), largely due to favorable timing of other maintenance charges. Professional service contracts were lower by \$5.4 million (42.0 percent), mainly reflecting favorable timing of MTA real estate credits, and fuel was under forecast by \$1.9 million (23.4 percent), due to favorable timing of clean fuel credits. Overruns in other business expense of \$3.6 million (80.5%), due to higher card processing fees and electric power expenses over by \$3.5 million (15.6 percent), due to higher rates provided partial offset to general favorability in non-labor expenses.

Year-to-date operating expenses of \$7,761.3 million were favorable to forecast \$152.4 million (1.9 percent).

- Labor expenses year-to-date were below forecast by a net \$5.6 million (0.1 percent), mainly due to payroll underruns of \$42.8 million (1.4 percent), resulting from vacancies, and pension expense lower by \$31.8 million (3.6 percent), and Health & welfare/OPEB current expenses that were lower by a net \$15.8 million (1.1 percent), due to favorable timing of prescription drug rebates. Reimbursable overhead credit shortfalls of \$40.6 million (16.8 percent), overtime overruns of \$35.4 million (6.6 percent), due to vacancy and availability coverage, additional maintenance requirements, and adverse weather response, along with other fringe benefits unfavorable by \$8.7 million (1.8 percent), provided a partial offset to generally favorable labor expense.
- Non-labor expenses year-to-date were net favorable to forecast by \$146.8 million (8.6 percent), mainly due to materials & supply underruns of \$61.9 million (21.3%), reflecting primarily reduced usage and favorable maintenance program timing. Paratransit service contracts were lower by \$45.1 million (12.6 percent), reflecting fewer trips and favorable timing of support costs, and public liability expense underran by \$29.2 million (21.7 percent), due to lower ridership. Maintenance and other operating contracts were lower by \$18.6 million (5.8 percent), due to favorable operating contract expense charges, fuel was under forecast by \$10.2 million (10.4 percent), mainly due to lower consumption, and professional service contracts were lower by \$9.8 million (6.9 percent), reflecting underruns in IT service and maintenance. Overruns in other business expense of \$22.1 million (52.9%), due to card processing fees provided partial offset to general non-labor underruns.

Financial Results

Farebox Revenue

November 2021 Farebox Revenue - (\$ in millions)								
	November				November Year-to-Date			
	Forecast	Prelim Actual	Favorable(Unfavorable)		Forecast	Prelim Actual	Favorable(Unfavorable)	
			Amount	Percent			Amount	Percent
Subway	164.0	181.8	17.8	10.9%	1,451.1	1,542.2	91.2	6.3%
NYCT Bus	45.0	49.2	4.2	9.3%	475.0	505.4	30.4	6.4%
Paratransit	1.3	1.2	(0.1)	(8.1%)	12.8	14.0	1.2	9.6%
Subtotal	210.3	232.3	21.9	10.4%	1,938.9	2,061.6	122.8	6.3%
Fare Media Liability	3.6	3.6	0.0	0.0%	31.2	31.2	0.0	0.0%
Total - NYCT	214.0	235.9	21.9	10.3%	1,970.1	2,092.9	122.8	6.2%

Note: Total may not add due to rounding

November 2021 farebox revenue of \$235.9 million was \$21.9 million (10.3 percent) above forecast. Subway revenue was \$17.8 million (10.9 percent) above forecast, bus revenue was \$4.2 million (9.3 percent) above forecast, and paratransit revenue was \$0.1 million (8.1 percent) under forecast. Accrued fare media liability was equal to forecast. The November 2021 non-student average fare of \$2.23 increased 5.4¢ from November 2020; subway fare increased 2¢; local bus fare decreased 2.3¢; express bus fare increased 9.4¢.

Average Fare

November Non-Student Average Fare - (in \$)				
	NYC Transit			
	2020	Prelim 2021	Change	
			Amount	Percent
Subway	2.332	2.352	0.020	0.8%
Local Bus	1.827	1.804	(0.023)	(1.3%)
Subway & Local Bus	2.164	2.216	0.052	2.4%
Express Bus	5.904	5.998	0.094	1.6%
Total	2.180	2.234	0.054	2.5%

The November 2021 non-student average local fare of \$2.23 increased 5.4¢ (2.4 percent) from the prior year.

Non-reimbursable Expenses

Non-reimbursable expenses before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment, \$703.6 million were \$55.6 million (7.3 percent), below forecast.

Labor expenses were under forecast by a net \$24.7 million (4.1 percent):

- Health and welfare/OPEB current expenses were below forecast by a \$22.2 million (16.5 percent), due to favorable timing of prescription drug rebate credits
- Pension was under forecast by \$8.0 million (9.7 percent), reflecting lower pension expenses
- Payroll was favorable by \$5.2 million (1.7 percent), primarily due to vacancies
- Overtime expenses exceeded forecast by \$9.5 million (19.0 percent), primarily due to vacancy and availability coverage and additional maintenance requirements.

Non-labor expenses were below forecast by a net \$30.3 million (19.1 percent):

- Claims were lower by \$9.7 million (79.5 percent), on lower volume resulting from lower ridership
- Paratransit service contracts underran by \$8.1 million (23.0 percent), reflecting fewer trips and favorable timing of support costs
- Materials and Supplies were under forecast by \$5.9 million (21.7 percent), reflecting primarily reduced usage due to maintainer vacancies and favorable maintenance program timing
- Maintenance and other operating contract expenses underran by \$5.8 million (19.4 percent), largely due to favorable timing of other maintenance charges
- Professional service contracts were lower by \$5.4 million (42.0 percent), mainly reflecting favorable timing of MTA Real Estate credits
- Other business expenses were higher by \$3.6 million (80.5 percent), mainly due to higher card processing fees
- Electric power overran by \$3.5 million (15.6 percent), mainly due to higher rates

Depreciation expense in November of \$180.3 million overran forecast by \$4.0 million (2.3 percent). There are no GASB 75 OPEB expense adjustment entries nor any GASB 68 Pension adjustment entries recorded in November as of the preliminary close.

The **operating cash deficit** (excluding subsidies) of \$334.6 million for November was \$116.9 million (25.9 percent) favorable to forecast.

Year to date non-reimbursable expenses before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment were favorable to forecast \$152.4 million (1.9 percent).

Labor expenses were below forecast by a net \$5.6 million (0.1 percent):

- Payroll expenses were below forecast by \$42.8 million (1.4 percent), primarily due to vacancies
- Pension was less than forecast by \$31.8 million (3.6 percent), mainly reflecting lower pension expense and a favorable expense reclassification to reimbursable
- Health and welfare/OPEB current expenses underran forecast by a net \$15.8 million (1.1 percent), due to favorable timing of prescription drug rebate credits
- Reimbursable overhead was unfavorable to the forecast by \$40.6 million (16.8 percent), mainly due to less than anticipated capital labor expense
- Overtime was higher by \$35.4 million (6.6 percent), largely due to vacancy and availability coverage, additional maintenance requirements, and adverse weather response
- Other fringe benefits overran by \$8.7 million (1.8 percent), due to lower reimbursable fringe overhead credits than expected

Non-labor expenses were net favorable to forecast by \$146.8 million (8.6 percent):

- Materials and supplies underran by \$61.9 million (21.3%), reflecting primarily reduced usage due to maintainer vacancies and favorable maintenance program timing
- Paratransit service contracts were favorable \$45.1 million (12.6 percent), reflecting fewer trips and favorable timing of support costs
- Claims underran by \$29.2 million (21.7 percent), due to lower volume on lower ridership
- Maintenance and other operating contract expenses underran by \$18.6 million (5.8 percent), largely due to lower operating contract charges
- Fuel was favorable \$10.2 million (10.4 percent), due to lower consumption partly offset by unfavorable pricing
- Professional service contracts were lower by \$9.8 million (6.9 percent), mainly reflecting underruns in IT service and maintenance and consulting services.
- Other business expenses overran forecast by \$25.8 million (52.9%), mainly due to higher card processing fees

Depreciation expense of \$1,912.7 million was under forecast by \$21.2 million (1.1 percent).

GASB 75 OPEB expense adjustment credit of (\$44.4) million was below forecast by \$64.4 million.

GASB 68 Pension adjustment of \$19.1 million was over forecast by \$6.6 million.

The year-to-date **operating cash deficit** of \$5,063.9 million (excluding subsidies) is \$375.1 million (6.9 percent) favorable to forecast.

Ridership Results

November 2021 Ridership vs. Forecast - (in millions)								
	November				November Year-to-Date			
	Forecast	Prelim Actual	More(Less)		Forecast	Prelim Actual	More(Less)	
			Amount	Percent			Amount	Percent
Subway	76.9	82.3	5.4	7.0%	661.7	681.3	19.6	3.0%
NYCT Bus	26.6	28.9	2.3	8.7%	270.1	284.3	14.2	5.3%
Paratransit	0.8	0.7	(0.1)	(18.6%)	8.0	7.3	(0.7)	(8.9%)
Total - NYCT	104.3	111.9	7.6	7.2%	939.9	973.0	33.1	3.5%

Note: Total may not add due to rounding

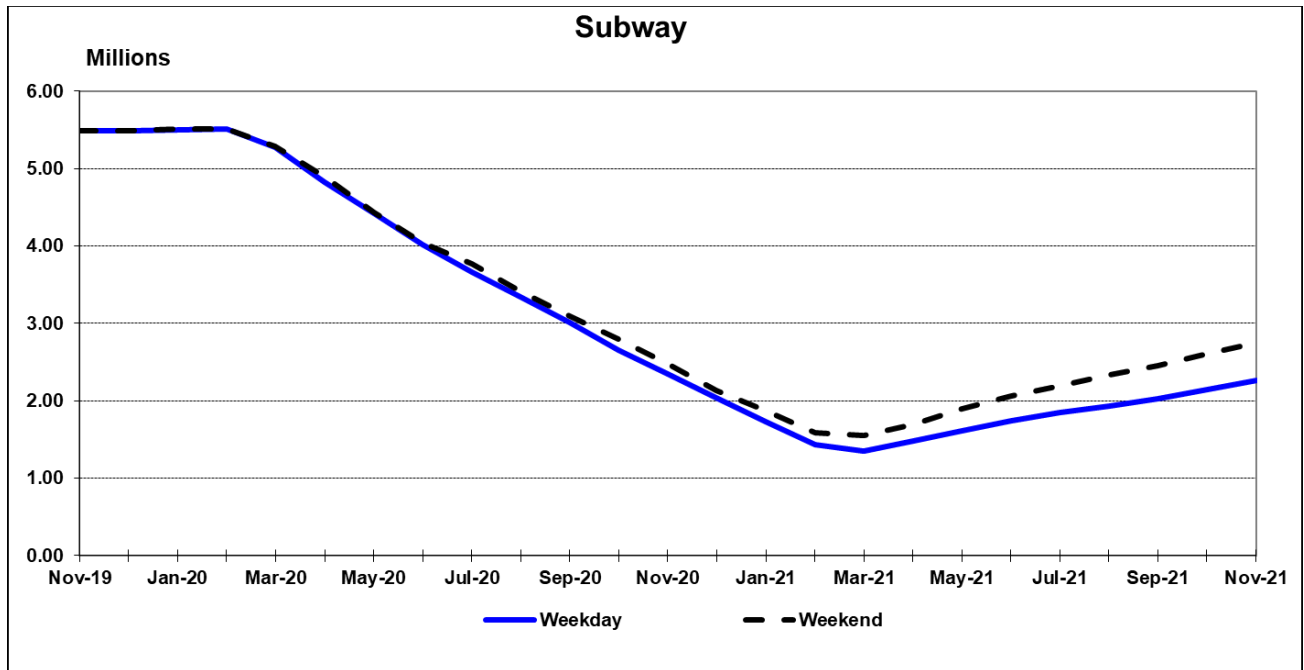
November Average Weekday and Weekend Ridership vs. Prior Year									
Month	Average Weekday - (thousands)				Average Weekend - (thousands)				
	2020	Preliminary	Change		2020	Preliminary	Change		
		2021	Amount	Percent		2021	Amount	Percent	
Subway	1,707	3,134	1,427	+83.6%	1,998	3,778	1,780	+89.1%	
NYCT Local Bus	844	1,104	260	+30.8%	1,057	1,175	118	+11.2%	
NYCT Express Bus	13	22	9	+69.2%	6	10	4	+66.7%	
Paratransit	25	25	(0)	-0.3%	29	27	(2)	-5.4%	
TOTAL - NYCT	2,589	4,285	1,696	+65.5%	3,090	4,990	1,900	+61.5%	
12-Month Rolling Average									
Subway	2,349	2,258	(91)	-3.9%	2,474	2,751	277	+11.2%	
NYCT Local Bus	709	946	237	+33.4%	815	1,105	290	+35.6%	
NYCT Express Bus	18	16	(2)	-11.1%	7	8	1	+14.3%	
Paratransit	24	25	2	+6.9%	26	28	2	+7.4%	
TOTAL - NYCT	3,100	3,245	146	+4.7%	3,322	3,892	570	+17.2%	

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

- November 2021 subway ridership was 7 percent favorable to forecast and bus ridership was 8.7 percent favorable. Paratransit ridership was 18.6 percent unfavorable to forecast.
- Compared to the previous year, average weekday ridership was up 83.6 percent on subway and up 30.8 percent on local bus. Express bus ridership was up 69.2 percent. Paratransit average weekday ridership was down 0.3 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 November 2021, compared to twelve-month period ending in November 2020, is 3.9 percent up on subway, 33.4 percent up on local bus, 11.1 percent up on express bus, and 6.9 percent up on paratransit.

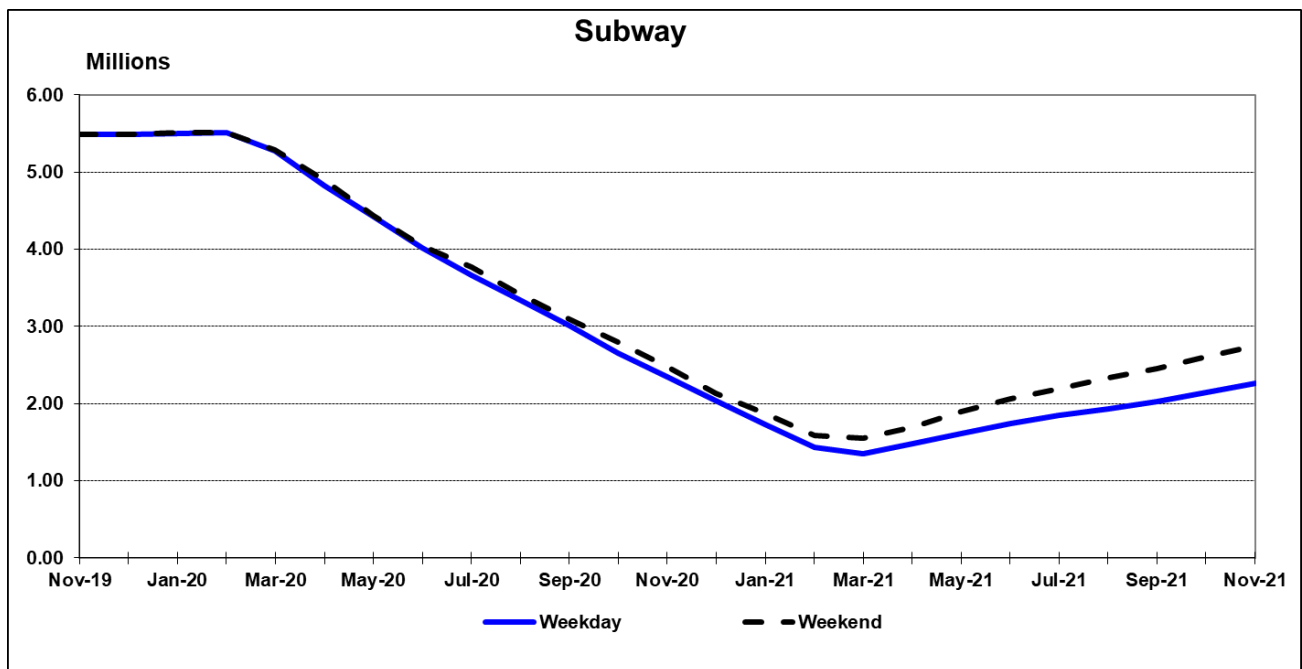
Average Weekday and Weekend Ridership

12-Month Rolling Averages



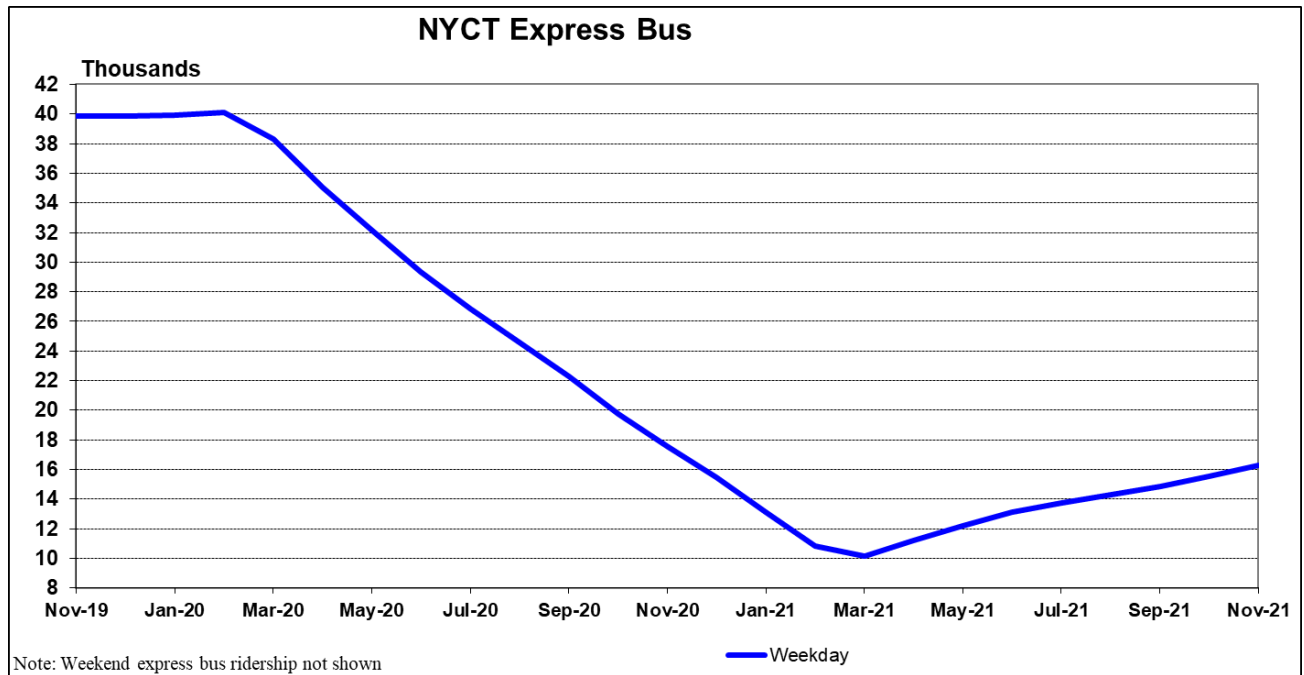
- Average weekday and weekend ridership increased moderately in 2019, before drastic declines due to COVID-19 travel restrictions, which began in March 2020.
- In February 2021, the ridership decline slowed, and in March 2021, a new period of growth began.

12-Month Rolling Averages



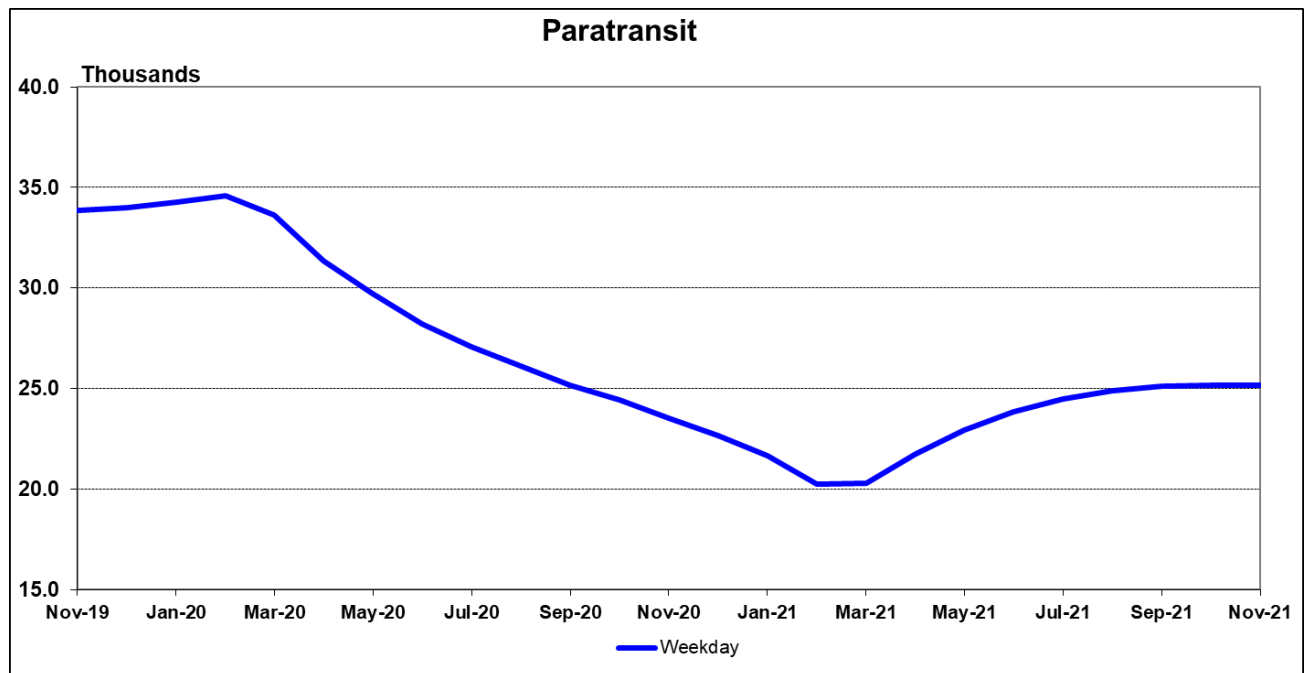
- Local bus ridership decreased slightly in 2019 and early 2020 before declining drastically starting in March 2020 due to COVID-19 travel limitations. Fare-free back door boarding was also in effect from late March through end of August 2020.
- In February 2021, the ridership decline slowed, and in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

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 - November 2021 a new period of growth began. While ridership still hasn't reached November 2019 levels, the growth is very significant in comparison with November 2020.

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

Ridership on Transit Services in the New York Area (thousands)						
Transit Service	Nov-20	Prelim Nov-21	Percent Change	Rolling Avg Prior Year	Rolling Avg Current Year	12-Month Rolling Average Percent Change
Average Weekday						
Subway	1,707	3,134	+83.6%	2,349	2,258	-3.9%
NYCT Local Bus	844	1,104	+30.8%	709	946	+33.4%
NYCT Express Bus	13	22	+69.2%	18	16	-11.1%
Paratransit	25	25	-0.3%	24	25	+6.9%
SIR	4	8	+112.2%	6	5	-21.4%
MTA Local Bus	178	254	+42.4%	149	207	+39.4%
MTA Express Bus	11	18	+58.7%	14	14	+3.1%
LIRR	80	155	+93.8%	123	105	-14.6%
Metro-North	60	133	+121.7%	108	85	-21.3%
PATH	62	128	+106.5%	110	86	-21.8%
Average Weekend						
Subway	1,998	3,778	+89.1%	2,474	2,751	+11.2%
NYCT Local Bus	1,057	1,175	+11.2%	815	1,105	+35.6%
NYCT Express Bus	6	10	+66.7%	7	8	+14.3%
Paratransit	29	27	-5.4%	26	28	+7.4%
SIR	1	4	+441.8%	1	2	+50.6%
MTA Local Bus	211	258	+22.3%	162	232	+43.3%
MTA Express Bus	7	9	+38.0%	7	8	+17.3%
LIRR	66	166	+151.5%	94	120	+27.7%
Metro-North	76	185	+143.4%	101	118	+16.8%
PATH	72	147	+104.2%	83	107	+28.9%

Note: Percentages are based on unrounded data.

MTA NEW YORK CITY TRANSIT

Nov - 2021 Mid_Year
 Accrual Statement of Operations By Category
 Month - Nov 2021
 (\$ in Millions)

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	Nonreimbursable			Reimbursable			Total		
	Forecast	Actual	Favorable (Unfavorable) Variance	Forecast	Actual	Favorable (Unfavorable) Variance	Forecast	Actual	Favorable (Unfavorable) Variance
	Mid_Year		Percent	Mid_Year		Percent	Mid_Year		Percent
Revenue									
Farebox Revenue:									
Subway	\$164.021	\$181.849	\$17.828	\$0.000	\$0.000	-	\$164.021	\$181.849	\$17.828
Bus	\$45.031	\$49.242	\$4.210	\$0.000	\$0.000	-	\$45.031	\$49.242	\$4.210
Paratransit	\$1.280	\$1.176	\$(0.104)	\$0.000	\$0.000	-	\$1.280	\$1.176	\$(0.104)
Fare Liability	\$3.631	\$3.631	\$0.000	\$0.000	\$0.000	-	\$3.631	\$3.631	\$0.000
Farebox Revenue	\$213.963	\$235.897	\$21.934	\$0.000	\$0.000	\$21.934	\$213.963	\$235.897	\$21.934
Fare Reimbursement	\$8.459	\$8.459	\$0.000	\$0.000	\$0.000	-	\$8.459	\$8.459	\$0.000
Paratransit Reimbursement	\$20.068	\$17.751	\$(2.316)	\$0.000	\$0.000	-	\$20.068	\$17.751	\$(2.316)
Other Operating Revenue	\$12.301	\$12.760	\$0.459	\$0.000	\$0.000	-	\$12.301	\$12.760	\$0.459
Other Revenue	\$40.828	\$38.971	\$(1.857)	\$0.000	\$0.000	\$(1.857)	\$40.828	\$38.971	\$(1.857)
Capital and Other Reimbursements	\$0.000	\$0.000	-	\$94.039	\$85.527	\$(8.512)	-\$94.039	\$85.527	\$(8.512)
Total Revenue	\$254.791	\$274.868	\$20.077	\$94.039	\$85.527	\$(8.512)	\$348.830	\$360.395	\$11.565
Expenses									
Labor:									
Payroll	\$306.749	\$301.541	\$5.208	\$36.468	\$31.734	\$4.734	\$343.217	\$333.275	\$9.942
Overtime	\$49.728	\$59.187	\$9.458	\$9.253	\$10.446	\$(1.193)	\$58.981	\$69.632	\$(10.651)
Total Salaries & Wages	\$356.477	\$360.727	\$(4.250)	\$45.721	\$42.180	\$3.541	\$402.198	\$402.907	\$(0.709)
Health and Welfare	\$84.563	\$87.233	\$2.670	\$2.195	\$1.634	\$0.561	\$86.758	\$88.867	\$(2.109)
OPEB Current Payment	\$49.842	\$25.012	\$24.830	\$1.221	\$1.072	\$0.149	\$51.063	\$24.979	\$26.084
Pensions	\$82.628	\$74.628	\$8.000	\$2.363	\$3.166	\$(0.803)	\$84.991	\$77.795	\$7.197
Other Fringe Benefits	\$45.690	\$46.535	\$(0.845)	\$14.274	\$13.330	\$0.944	\$59.964	\$59.865	\$0.099
Total Fringe Benefits	\$262.724	\$233.409	\$29.315	\$20.053	\$19.202	\$0.851	\$282.776	\$252.611	\$30.165
Contribution to GASB Fund	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Reimbursable Overhead	\$(19.232)	\$(18.915)	\$(0.316)	\$19.232	\$18.915	\$0.316	\$0.000	\$0.000	\$0.000
Labor	\$599.969	\$575.221	\$24.748	\$65.005	\$60.297	\$4.708	\$684.975	\$655.518	\$29.456
Non-Labor:									
Electric Power	\$22.185	\$25.643	\$(3.458)	\$0.020	\$0.011	\$0.009	\$22.206	\$25.654	\$(3.448)
Fuel	\$8.247	\$6.320	\$1.927	\$0.000	\$0.000	\$0.000	\$8.247	\$6.320	\$1.927
Insurance	\$6.455	\$5.877	\$0.578	\$0.000	\$0.000	\$0.000	\$6.455	\$5.877	\$0.578
Claims	\$12.237	\$2.506	\$9.731	\$0.000	\$0.000	\$0.000	\$12.237	\$2.506	\$9.731
Paratransit Service Contracts	\$35.082	\$27.014	\$8.069	\$0.000	\$0.000	\$0.000	\$35.082	\$27.014	\$8.069
Maintenance and Other Operating Contracts	\$30.104	\$24.263	\$5.841	\$3.627	\$2.213	\$1.413	\$33.731	\$26.476	\$7.255
Professional Service Contracts	\$12.851	\$7.458	\$5.393	\$0.904	\$1.125	\$(0.221)	\$13.755	\$8.582	\$5.172
Materials & Supplies	\$26.971	\$21.106	\$5.865	\$4.327	\$1.981	\$2.346	\$31.298	\$23.087	\$8.211
Other Business Expenses	\$4.513	\$8.146	\$(3.634)	\$0.156	\$(0.100)	\$0.256	\$4.669	\$8.047	\$(3.378)
Non-Labor	\$158.646	\$128.332	\$30.314	\$9.034	\$5.230	\$3.804	\$167.679	\$133.562	\$34.117
Other Expense Adjustments:									
Other	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Other Expense Adjustments	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Total Expenses before Depreciation and OPEB	\$758.615	\$703.553	\$55.062	\$94.039	\$85.527	\$8.512	\$852.654	\$789.080	\$63.574
Depreciation	\$176.302	\$180.311	\$(4.009)	\$0.000	\$0.000	-	\$176.302	\$180.311	\$(4.009)
GASB 75 OPEB Expense Adjustment	\$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	-
Environmental Remediation	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Total Expenses	\$934.917	\$883.864	\$51.053	\$94.039	\$85.527	\$8.512	\$1,028.956	\$969.392	\$59.565
OPERATING SURPLUS/DEFICIT	\$(680.126)	\$(608.996)	\$71.130	\$0.000	\$0.000	\$0.000	\$(680.126)	\$(608.996)	\$71.130

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

Nov - 2021 Mid_Year
 Accrual Statement of Operations By Category
 Year-To-Date - Nov 2021
 (\$ in Millions)

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	Nonreimbursable			Reimbursable			Total		
	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Forecast Mid_Year	Actual	Favorable (Unfavorable)
			Variance			Percent			Variance
Revenue									
Farebox Revenue:									
Subway	\$1,451,070	\$1,542,242	\$91,172	\$0,000	\$0,000	-	\$1,451,070	\$1,542,242	\$91,172
Bus	\$475,025	\$505,393	\$30,368	\$0,000	\$0,000	-	\$475,025	\$505,393	\$30,368
Paratransit	\$12,772	\$13,999	\$1,228	\$0,000	\$0,000	-	\$12,772	\$13,999	\$1,228
Fare Liability	\$31,243	\$31,243	\$0,000	\$0,000	\$0,000	-	\$31,243	\$31,243	\$0,000
Farebox Revenue	\$1,970,110	\$2,092,877	\$122,767	\$0,000	\$0,000	-	\$1,970,110	\$2,092,877	\$122,767
Fare Reimbursement	\$80,613	\$80,613	\$0,000	\$0,000	\$0,000	-	\$80,613	\$80,613	\$0,000
Paratransit Reimbursement	\$207,608	\$196,115	\$(11,493)	\$0,000	\$0,000	-	\$207,608	\$196,115	\$(11,493)
Other Operating Revenue	\$148,831	\$154,613	\$5,782	\$0,000	\$0,000	-	\$148,831	\$154,613	\$5,782
Other Revenue	\$437,052	\$431,342	\$(5,711)	\$0,000	\$0,000	-	\$437,052	\$431,342	\$(5,711)
Capital and Other Reimbursements	\$0,000	\$0,000	-	\$1,117,289	\$973,011	\$(144,279)	\$1,117,289	\$973,011	\$(144,279)
Total Revenue	\$2,407,163	\$2,524,219	\$117,056	\$1,117,289	\$973,011	\$(144,279)	\$3,524,452	\$3,497,230	\$(27,222)
Expenses									
Labor:									
Payroll	\$3,140,791	\$3,097,989	\$42,803	\$432,313	\$367,389	\$64,925	\$3,573,105	\$3,465,377	\$107,727
Overtime	\$540,134	\$575,560	\$(35,427)	\$115,746	\$98,905	\$16,841	\$655,890	\$674,466	\$(18,586)
Total Salaries & Wages	\$3,680,925	\$3,673,549	\$7,376	\$548,060	\$466,294	\$81,766	\$4,228,994	\$4,139,843	\$89,141
Health and Welfare	\$912,547	\$915,192	\$(2,645)	\$23,804	\$19,613	\$4,191	\$936,350	\$934,804	\$1,546
OPEB Current Payment	\$505,447	\$487,001	\$18,446	\$13,286	\$11,350	\$1,936	\$518,733	\$498,352	\$20,381
Pensions	\$875,891	\$844,126	\$31,765	\$25,472	\$43,474	\$(18,002)	\$901,363	\$887,600	\$13,763
Other Fringe Benefits	\$473,944	\$482,684	\$(8,740)	\$171,436	\$152,152	\$19,284	\$645,380	\$634,836	\$10,544
Total Fringe Benefits	\$2,767,829	\$2,729,003	\$38,826	\$233,997	\$226,589	\$7,408	\$3,001,826	\$2,955,592	\$46,233
Contribution to GASB Fund	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Reimbursable Overhead	(241,998)	(201,355)	(40,643)	\$241,998	\$201,355	\$40,643	\$0,000	\$0,000	\$0,000
Labor	\$6,206,756	\$6,201,197	\$5,559	\$1,024,054	\$894,238	\$129,816	\$7,230,810	\$7,095,435	\$135,375
Non-Labor:									
Electric Power	\$243,993	\$248,787	\$(4,794)	\$0,231	\$0,282	\$(0,052)	\$244,224	\$249,070	\$(4,846)
Fuel	\$87,554	\$87,375	\$179	\$0,000	\$0,000	\$0,000	\$87,554	\$87,375	\$179
Insurance	\$68,137	\$65,532	\$2,605	\$0,000	\$0,000	\$0,000	\$68,137	\$65,532	\$2,605
Claims	\$134,612	\$105,418	\$29,194	\$0,000	\$0,000	\$0,000	\$134,612	\$105,418	\$29,194
Paratransit Service Contracts	\$358,731	\$313,647	\$45,084	\$0,000	\$0,000	\$0,000	\$358,731	\$313,647	\$45,084
Maintenance and Other Operating Contracts	\$322,376	\$303,744	\$18,632	\$36,991	\$39,211	\$(2,220)	\$359,367	\$342,955	\$16,412
Professional Service Contracts	\$141,869	\$132,080	\$9,789	\$8,942	\$10,580	\$(1,638)	\$150,811	\$142,660	\$8,151
Materials & Supplies	\$291,039	\$229,124	\$61,915	\$47,723	\$33,272	\$14,451	\$336,762	\$262,396	\$76,366
Other Business Expenses	\$48,648	\$74,403	\$(25,755)	(0,651)	(4,573)	\$3,922	\$47,997	\$69,829	\$(21,833)
Non-Labor	\$1,706,958	\$1,560,109	\$146,849	\$93,235	\$78,772	\$14,462	\$1,800,193	\$1,638,882	\$161,312
Other Expense Adjustments:									
Other	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Other Expense Adjustments	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Total Expenses before Depreciation and OPEB	\$7,913,714	\$7,761,306	\$152,408	\$1,117,289	\$973,011	\$144,279	\$9,031,003	\$8,734,317	\$296,687
Depreciation	\$1,933,899	\$1,912,704	\$21,195	\$0,000	\$0,000	-	\$1,933,899	\$1,912,704	\$21,195
GASB 75 OPEB Expense Adjustment	\$20,000	(44,371)	\$64,371	\$0,000	\$0,000	-	\$20,000	(44,371)	\$64,371
GASB 68 Pension Adjustment	\$12,526	\$19,100	\$(6,574)	\$0,000	\$0,000	-	\$12,526	\$19,100	\$(6,574)
Environmental Remediation	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Total Expenses	\$9,880,138	\$9,648,738	\$231,400	\$1,117,289	\$973,011	\$144,279	\$10,997,428	\$10,621,749	\$375,678
OPERATING SURPLUS/DEFICIT	(7,472,976)	(7,124,519)	\$348,456	\$0,000	\$0,000	\$0,000	(7,472,976)	(7,124,519)	\$348,456

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
NOVEMBER 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	21.9	10.3	Primarily due to higher ridership and higher average fares	122.8	6.2	Primarily due to higher ridership and higher average fares
Other Operating Revenue	NR	(1.9)	(4.5)	Mainly unfavorable paratransit reimbursements	(5.7)	(1.3)	Mainly unfavorable paratransit reimbursements
Payroll	NR	5.2	1.7	Primarily due to vacancies	42.8	1.4	Primarily due to vacancies
Overtime	NR	(9.5)	(19.0)	Primarily due to vacancy coverage and additional maintenance requirements	(35.4)	(6.6)	Vacancy coverage, adverse weather, and additional maintenance requirements
Health & Welfare (including OPEB current payment)	NR	22.2	16.5	Mainly favorable timing rebate credits	15.8	1.1	Mainly favorable timing of rebate credits
Pension	NR	8.0	9.7	Lower pension expenses	31.8	3.6	Lower pension expense and favorable expense reclass to reimbursable
Other Fringe Benefits	NR	(0.8)	(1.8)	Minor variance	(8.7)	(1.8)	Mainly lower reimbursable fringe OH credits than expected
Reimbursable Overhead	NR	(0.3)	(1.6)	Minor variance	(40.6)	(16.8)	Mainly due to less than anticipated capital labor expense
Electric Power	NR	(3.5)	(15.6)	Mainly higher rates	(4.8)	(2.0)	Unfavorable timing and rates mainly offset by lower consumption
Fuel	NR	1.9	23.4	Mainly favorable timing of clean fuel credits	10.2	10.4	Mainly lower consumption partly offset by unfavorable prices
Insurance	NR	0.6	9.0	Minor variance	2.6	3.8	Minor variance
Claims	NR	9.7	79.5	Lower claims due to lower ridership	29.2	21.7	Lower claims due to lower ridership
Paratransit Service Contracts	NR	8.1	23.0	Reflecting fewer trips and favorable timing of support costs	45.1	12.6	Reflecting fewer trips and favorable timing of support costs
Maintenance and Other Operating Contracts	NR	5.8	19.4	Mainly favorable timing of other maintenance charges	18.6	5.8	Mainly lower operating contract charges
Professional Service Contracts	NR	5.4	42.0	Mainly favorable timing of MTA Real Estate credits	9.8	6.9	Primarily underruns in IT service and maintenance and consulting
Materials & Supplies	NR	5.9	21.7	Primarily reduced usage due to maintainer vacancies and favorable maintenance program timing	61.9	21.3	Primarily reduced usage due to maintainer vacancies and favorable maintenance program timing
Other Business	NR	(3.6)	(80.5)	Mainly higher card processing fees	(25.8)	(52.9)	Mainly higher card processing fees

MTA NEW YORK CITY TRANSIT
 July Financial Plan - 2021 Mid_Year
 Cash Receipts and Expenditures

Nov FY21
 (\$ in Millions)

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	Month			Year-To-Date		
	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Forecast Mid_Year	Actual	Favorable (Unfavorable)
			Variance			Percent
Receipts						
Farebox Revenue	\$213,963	\$238,120	\$24,157	\$1,976,034	\$2,142,950	\$166,916
Fare Reimbursement	\$6,312	\$6,313	\$0,001	\$97,754	\$96,589	(1,165)
Paratransit Reimbursement	\$20,040	\$18,480	(1,560)	\$212,248	\$196,358	(15,890)
Other Operating Revenue	\$2,784	\$1,678	(1,106)	\$34,163	\$31,601	(2,562)
Other Revenue	\$29,136	\$26,471	(2,665)	\$344,165	\$324,548	(19,617)
Capital and Other Reimbursements	\$114,039	\$88,348	(25,691)	\$1,154,553	\$892,727	(261,826)
Total Revenue	\$357,138	\$352,939	(4,199)	\$3,474,753	\$3,360,225	(114,528)
Expenditures						
Labor :						
Payroll	\$314,584	\$287,783	\$26,801	\$3,550,084	\$3,422,146	\$127,937
Overtime	\$58,981	\$69,632	(10,651)	\$655,880	\$674,466	(18,586)
Total Salaries & Wages	\$373,565	\$357,415	\$16,150	\$4,205,964	\$4,096,612	\$109,352
Health and Welfare	\$86,758	\$31,185	\$55,573	\$944,177	\$866,021	\$78,156
OPEB Current Payment	\$51,063	\$26,084	\$24,979	\$518,733	\$498,352	\$20,381
Pensions	\$86,991	\$78,781	\$8,210	\$920,820	\$902,275	\$18,545
Other Fringe Benefits	\$53,507	\$44,893	\$8,614	\$567,933	\$486,781	\$81,152
Total Fringe Benefits	\$278,320	\$180,943	\$97,377	\$2,951,663	\$2,753,429	\$198,234
Contribution to GASB Fund	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Reimbursable Overhead	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Labor	\$651,885	\$538,358	\$113,527	\$7,157,626	\$6,850,041	\$307,585
Non-Labor :						
Electric Power	\$22,206	\$26,295	(4,089)	\$252,415	\$258,644	(6,229)
Fuel	\$8,247	\$8,729	(482)	\$90,556	\$82,875	\$7,681
Insurance	\$0,000	\$3,762	(3,762)	\$36,991	\$42,097	(5,106)
Claims	\$10,760	\$10,116	\$644	\$118,356	\$62,480	\$55,876
Paratransit Service Contracts	\$35,082	\$24,427	\$10,655	\$356,731	\$308,555	\$48,176
Maintenance and Other Operating Contracts	\$33,731	\$23,984	\$9,747	\$368,867	\$319,472	\$49,395
Professional Service Contracts	\$13,755	\$17,408	(3,653)	\$151,044	\$141,514	\$9,530
Materials & Supplies	\$28,256	\$25,514	\$2,742	\$333,161	\$284,282	\$48,879
Other Business Expenses	\$4,669	\$8,933	(4,264)	\$47,997	\$74,147	(26,150)
Non-Labor	\$156,705	\$149,168	\$7,537	\$1,756,117	\$1,574,066	\$182,051
Other Expense Adjustments:						
Other	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Other Expense Adjustments	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Total Expenditures before Depreciation and OPEB	\$808,589	\$687,526	\$121,063	\$8,913,743	\$8,424,107	\$489,636
Depreciation	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
GASB 75 OPEB Expense Adjustment	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
GASB 68 Pension Adjustment	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Environmental Remediation	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Total Expenditures	\$808,589	\$687,526	\$121,063	\$8,913,743	\$8,424,107	\$489,636
Net Surplus(Deficit)	(451,452)	(334,587)	\$116,865	(5,438,990)	(5,063,882)	\$375,108

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
Nov FY21
(\$ in millions)**

	MONTH		YEAR TO DATE		
	Favorable (Unfavorable) Variance \$	% (9.1) (22.5) 8.5 (18.1) 58.4 9.4 16.1 (18.4) (5.8) (3.8) - 6.0 30.4 28.9 (26.6) 9.7 9.7 (4.3) 2.7 (4.3) (91.3)	Reason for Variance	Favorable (Unfavorable) Variance \$	% (5.7) (22.7) 3.6 (2.8) 6.7 2.0 14.3 (2.5) 8.5 (13.8) 47.2 13.5 13.4 6.3 14.7 (54.5)
Operating Receipts or Disbursements					
Farebox Receipts	24.2	11.3	Due to higher ridership and average fares	166.9	8.4
Other Operating Receipts	(2.7)	(9.1)	Mainly underruns in Paratransit reimbursements	(19.6)	(5.7)
Capital and Other Reimbursements	(25.7)	(22.5)	Unfavorable timing of reimbursement receipts	(261.8)	(22.7)
Payroll	26.8	8.5	Primarily due to vacancies and capital project underruns	127.9	3.6
Overtime	(10.7)	(18.1)	Mainly vacancy coverage and maintenance requirements	(18.6)	(2.8)
Health & Welfare/OPEB Current	80.6	58.4	Favorable timing of payments, rebates, and vacancies	98.5	6.7
Pension	8.2	9.4	Mainly lower pension expense	18.5	2.0
Other Fringe Benefits	8.6	16.1	Mainly favorable timing of deferred FICA repayments	81.2	14.3
Electric Power	(4.1)	(18.4)	Higher rates and unfavorable timing of payments	(6.2)	(2.5)
Fuel	(0.5)	(5.8)	Minor variance	7.7	8.5
Insurance	(3.8)	-	Unfavorable timing of payments	(5.1)	(13.8)
Claims	0.6	6.0	Minor variance	55.9	47.2
Paratransit Service Contracts	10.7	30.4	Fewer trips and favorable expense timing	48.2	13.5
Maintenance and Other Operating Contracts	9.7	28.9	Favorable timing of payments	49.4	13.4
Professional Service Contracts	(3.7)	(26.6)	Unfavorable timing of payments	9.5	6.3
Materials & Supplies	2.7	9.7	Primarily reduced usage due to maintainer vacancies and favorable maintenance program timing.	48.9	14.7
Other Business	(4.3)	(91.3)	Primarily higher card processing fees	(26.2)	(54.5)

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

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	Month			Year-To-Date		
	Forecast Mid_Year	Favorable (Unfavorable)		Forecast Mid_Year	Favorable (Unfavorable)	
		Actual	Variance		Percent	Actual
Revenue						
Farebox Revenue	\$0.000	\$2,223	\$2,223	\$5,924	\$44,149	745.2
Fare Reimbursement	(2,147)	(2,146)	(2,146)	\$17,141	(1,165)	(6.8)
Paratransit Reimbursement	(0,028)	\$0,729	\$0,729	\$4,640	(4,397)	(94.8)
Other Operating Revenue	(9,517)	(11,082)	(11,082)	(114,668)	(8,344)	(7.3)
Other Revenue	(11,692)	(0,807)	(12,500)	(92,887)	(13,906)	(15.0)
Capital and Other Reimbursements	\$20,000	\$2,821	(17,179)	\$37,264	(117,548)	(315.4)
Total Revenue	\$8,308	(7,456)	(15,764)	(49,699)	(87,306)	(175.7)
Expenses						
Labor:						
Payroll	\$28,633	\$45,492	\$45,492	\$23,021	\$20,210	87.8
Overtime	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	-
Total Salaries & Wages	\$28,633	\$45,492	\$45,492	\$23,021	\$20,210	87.8
Health and Welfare	\$0,000	\$7,682	\$7,682	(7,827)	\$76,610	978.8
OPEB Current Payment	(2,000)	(0,986)	(0,986)	\$0,000	\$0,000	-
Other Fringe Benefits	\$6,457	\$14,972	\$14,972	(19,457)	\$4,782	24.6
Total Fringe Benefits	\$4,457	\$71,668	\$71,668	\$77,447	\$70,608	91.2
Contribution to GASB Fund	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	-
Reimbursable Overhead	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	-
Labor	\$33,090	\$117,160	\$117,160	\$73,184	\$172,210	235.3
Non-Labor:						
Electric Power	\$0,000	(0,641)	(0,641)	(8,192)	(1,383)	(16.9)
Fuel	\$0,000	(2,409)	(2,409)	\$6,998	(4,501)	(35.7)
Insurance	\$6,455	\$2,115	(4,340)	\$31,146	(7,711)	(24.8)
Claims	\$1,478	(7,610)	(9,088)	\$16,256	\$26,681	164.1
Paratransit Service Contracts	\$0,000	\$2,587	\$2,587	\$2,000	\$5,092	154.6
Maintenance and Other Operating Contracts	\$0,000	\$2,492	\$2,492	(9,500)	\$32,983	347.2
Professional Service Contracts	\$0,000	(8,826)	(8,826)	(0,233)	\$1,379	591.8
Materials & Supplies	\$3,042	(2,427)	(5,468)	\$5,601	(27,487)	(490.8)
Other Business Expenses	\$0,000	(0,886)	(0,886)	\$0,000	(4,318)	-
Non-Labor	\$10,974	(15,606)	(26,581)	\$44,077	\$20,739	47.1
Other Expense Adjustments:						
Other	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	-
Other Expense Adjustments	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	-
Total Expenses before Depreciation and OPEB	\$44,065	\$101,554	\$101,554	\$117,260	\$192,949	164.5
Depreciation	\$176,302	\$180,311	\$4,009	\$1,933,899	(21,195)	(1.1)
GASB 75 OPEB Expense Adjustment	\$0,000	\$0,000	\$0,000	\$20,000	(64,371)	(321.9)
GASB 68 Pension Adjustment	\$0,000	\$0,000	\$0,000	\$12,526	\$6,574	52.5
Environmental Remediation	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	-
Total Expenditures	\$220,367	\$281,866	\$281,866	\$2,083,685	\$113,958	5.5
Total Cash Conversion Adjustments	\$228,674	\$274,409	\$45,735	\$2,033,985	\$26,652	1.3

Note: Totals may not add due to rounding

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

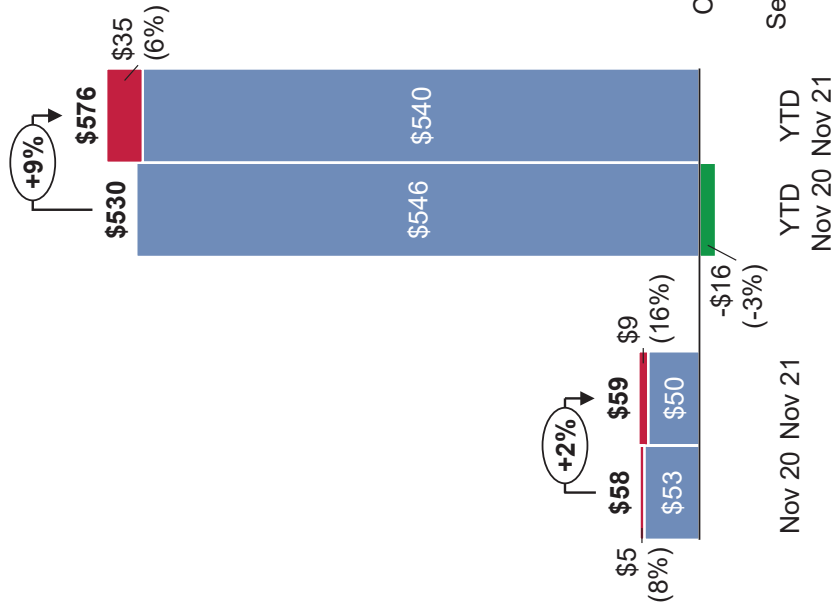
NYCT – Non-Reimbursable Overtime Variance

November 2021 and YTD forecast vs. variance

\$M

- Variance - Unfavorable
- Variance - Favorable
- Budget

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

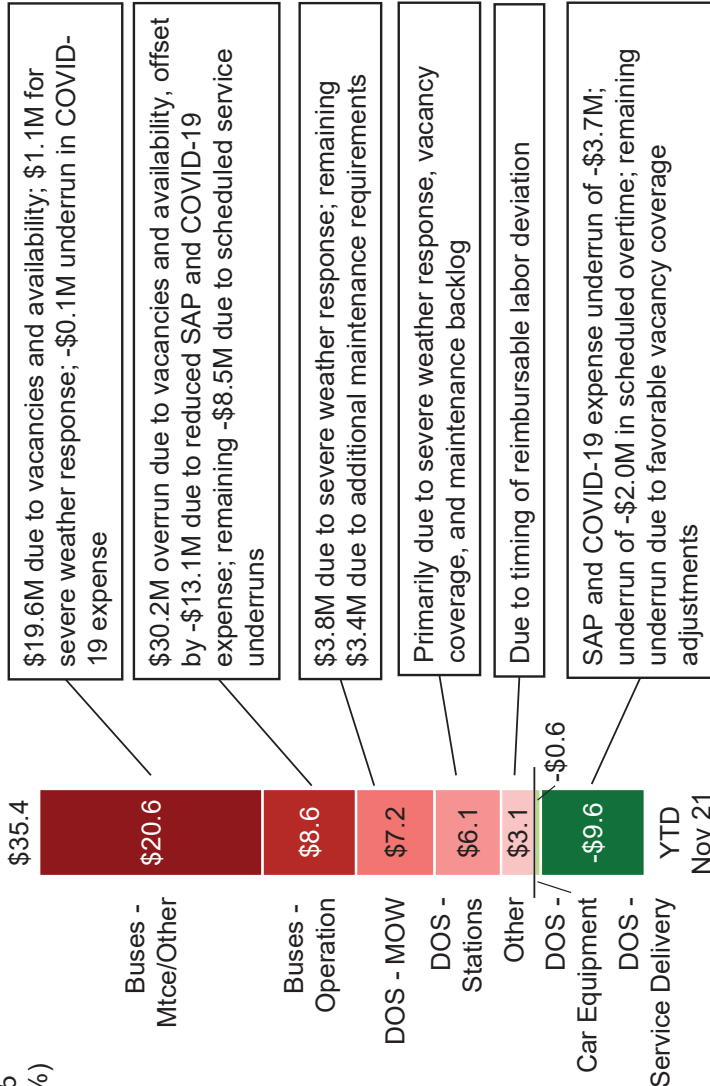


Overview

- Overall increase of \$45.2M or 9% compared to November YTD 2020
- Overall increase of \$19.9M or 4% compared to November YTD 2019
- \$35.4M or 6% above 2021 YTD forecast; offset by -\$42.8M payroll underrun
- Subways \$3.2M overrun: \$6.4M for severe weather response; scheduled overtime underrun of -\$2.3M; -\$0.9M due to favorable vacancy coverage
- Buses \$29.2M overrun: \$49.6M for vacancy/availability coverage; \$1.1M for severe weather response; -\$14.0M for COVID-19 response; -\$7.5M scheduled overtime

YTD variance by division

\$M



\$19.6M due to vacancies and availability; \$1.1M for severe weather response; -\$0.1M underrun in COVID-19 expense

\$30.2M overrun due to vacancies and availability, offset by -\$13.1M due to reduced SAP and COVID-19 expense; remaining -\$8.5M due to scheduled service underruns

\$3.8M due to severe weather response; remaining \$3.4M due to additional maintenance requirements

Primarily due to severe weather response, vacancy coverage, and maintenance backlog

Due to timing of reimbursable labor deviation

SAP and COVID-19 expense underrun of -\$3.7M; underrun of -\$2.0M in scheduled overtime; remaining underrun due to favorable vacancy coverage adjustments

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

NYCT – Reimbursable Overtime Variance

November 2021 and YTD forecast vs. variance

\$M

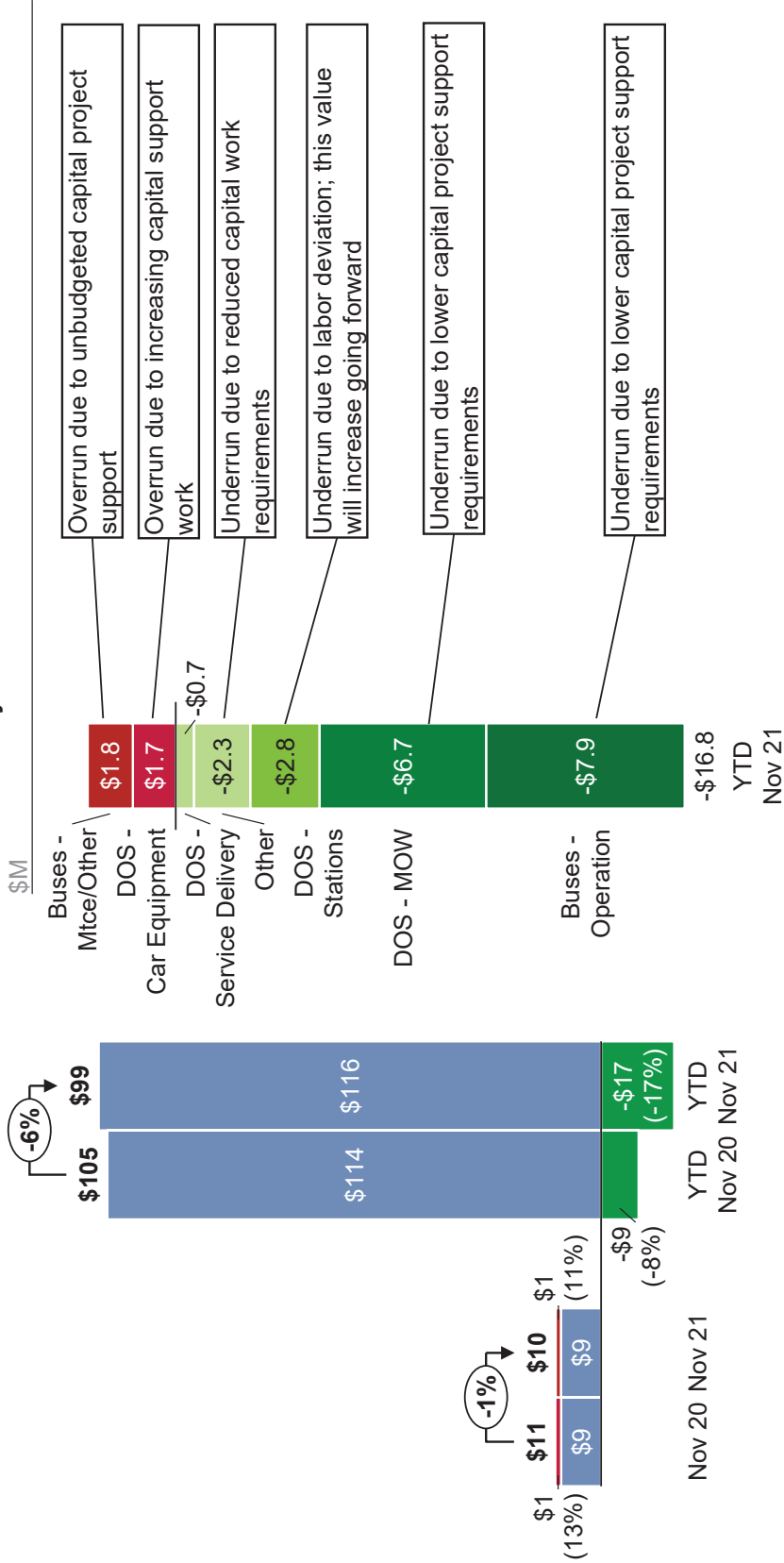
Annual Budget	\$125M
Adopted:	\$125M
Forecast:	\$125M

- Variance - Unfavorable
- Variance - Favorable
- Budget

Overview

- Overall decrease of -\$6.2M or -6% compared to November YTD 2020
- Overall decrease of -\$80.6M or -45% compared to November YTD 2019
- -\$16.8M or -17% below 2021 YTD forecast
- Subways -\$8.5M underrun due to lower capital support requirements and severe weather project cancellations
- Buses -\$6.1M underrun due to lower capital support requirements

YTD variance by division



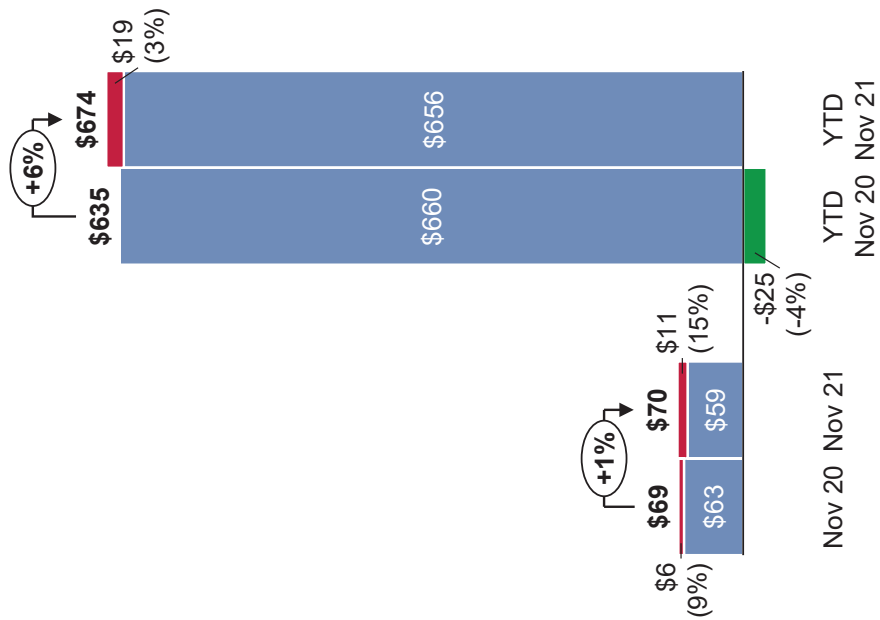
Source: Forecast budget. GL actuals for actual overtime spending.

NYCT – Total Overtime Variance

November 2021 and YTD forecast vs. variance

\$M

■	Variance - Unfavorable
■	Variance - Favorable
■	Budget

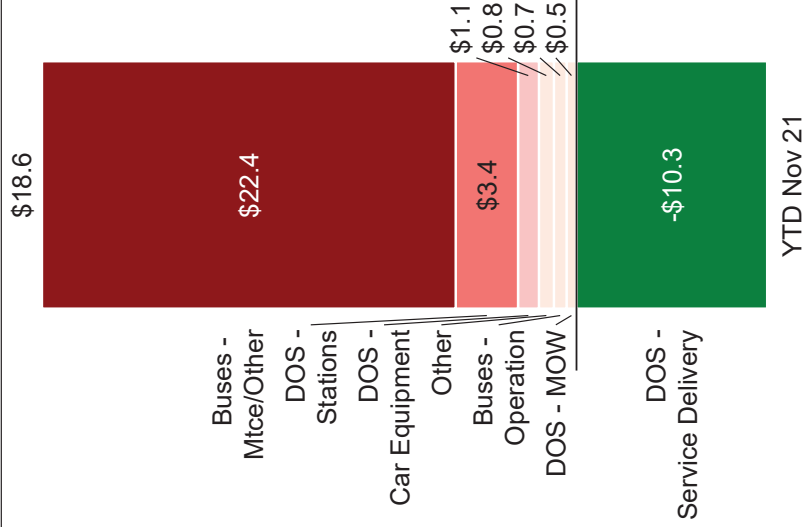


Overview

- Overall increase of \$39.0M or 6% compared to November YTD 2020
- Overall decrease of -\$60.7M or -8% compared to November YTD 2019
- \$18.6M or 3% above 2021 YTD forecast

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
November 2021

	<u>Mid-Year</u> <u>Forecast</u>	<u>Actual</u>	<u>Variance</u> <u>Fav./(Unfav)</u>	<u>Explanation</u>
<u>Administration:</u>				
Office of the President	26	14	12	
Law	240	220	20	
Office of the EVP	19	17	2	
Human Resources	197	167	30	
Office of Management and Budget	30	27	3	
Strategy & Customer Experience	177	158	19	
Non-Departmental	-	0	0	
Labor Relations	78	74	4	
Office of People & Business Transformation	14	17	(3)	
Materiel	154	186	(32)	
Controller	103	99	4	
Total Administration	1,038	979	59	
<u>Operations:</u>				
Subways Service Delivery	8,025	7,850	175	Mainly RVO vacancies.
Subways Operations Support/Admin	378	423	(45)	
Subways Stations	2,310	2,164	146	Mainly Station Agent vacancies.
Subtotal Subways	10,713	10,437	276	
Buses	10,787	10,768	19	
Paratransit	185	170	15	
Operations Planning	357	285	72	Mainly Mgr and hourly vacancies.
Revenue Control	559	511	48	
Non-Departmental	173	-	173	
Total Operations	22,774	22,171	603	
<u>Maintenance:</u>				
Subways Operations Support/Admin	102	84	18	
Subways Engineering	327	310	17	
Subways Car Equipment	4,163	4,092	71	Mainly Mgr, and PTE vacancies.
Subways Infrastructure	1,870	1,780	90	Mainly Supv and hourly vacancies.
Subways Elevators & Escalators	470	465	5	
Subways Stations	3,665	3,464	201	Mainly Supv and hourly vacancies.
Subways Track	3,118	2,779	339	Mainly TEM, PDM and TrackWorker vacancies.
Subways Power	636	604	32	
Subways Signals	1,706	1,656	50	Mainly Signal Mtr vacancies.
Subways Electronic Maintenance	1,577	1,405	172	Mainly PTE and hourly vacancies.
Subtotal Subways	17,634	16,639	995	
Buses	3,388	3,291	97	Mainly Mrg and hourly vacancies.
Supply Logistics	523	507	16	
System Safety	85	71	14	
Non-Departmental	(138)	-	(138)	
Total Maintenance	21,492	20,508	984	
<u>Engineering:</u>				
Capital Program Management	1,302	1,046	256	Mainly Mgr, and PTE vacancies.
Total Engineering/Capital	1,302	1,046	256	
<u>Public Safety:</u>				
Security	620	595	25	
Total Public Safety	620	595	25	
Total Positions	47,226	45,299	1,927	
Non-Reimbursable	42,546	41,580	967	
Reimbursable	4,680	3,719	961	
Total Full-Time	47,069	45,198	1,871	
Total Full-Time Equivalents	157	101	56	

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

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Variance Fav./((Unfav)	Explanation
<u>Administration:</u>				
Managers/Supervisors	328	309	19	
Professional, Technical, Clerical	678	642	36	
Operational Hourlies	32	28	4	
Total Administration	1,038	979	59	
<u>Operations:</u>				
Managers/Supervisors	2,800	2,618	182	
Professional, Technical, Clerical	485	425	60	
Operational Hourlies	19,489	19,128	361	
Total Operations	22,774	22,171	603	
<u>Maintenance:</u>				
Managers/Supervisors	3,902	3,640	262	
Professional, Technical, Clerical	910	772	138	
Operational Hourlies	16,680	16,096	584	
Total Maintenance	21,492	20,508	984	
<u>Engineering/Capital:</u>				
Managers/Supervisors	353	258	95	
Professional, Technical, Clerical	947	786	161	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,302	1,046	256	
<u>Public Safety:</u>				
Managers/Supervisors	265	241	24	
Professional, Technical, Clerical	32	37	(5)	
Operational Hourlies	323	317	6	
Total Public Safety	620	595	25	
<u>Total Positions:</u>				
Managers/Supervisors	7,648	7,066	582	
Professional, Technical, Clerical	3,052	2,662	390	
Operational Hourlies	36,526	35,571	955	
Total Positions	47,226	45,299	1,927	

**MTA NEW YORK CITY TRANSIT
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
NOVEMBER 2021 YEAR-TO-DATE
(\$ in millions)**

	November 2021 Year-to-Date		Actual Results	Favorable/(Unfavorable) Variance	
	Mid-Year Forecast	November Forecast		Mid-Year Forecast	November Foreca
	\$	\$	\$	\$	%
Total Revenue	2,407.2	2,515.5	2,524.2	117.1	4.9
Total Expenses before Depreciation, OPEB and Environmental Remediation	7,913.7	7,816.7	7,761.3	152.4	1.9
Depreciation	1,933.9	1,910.7	1,912.7	21.2	1.1
GASB 75 OPEB Expense Adjustment	20.0	(28.3)	(44.4)	64.4	321.9
GASB 68 Pension Adjustment	12.5	28.7	19.1	(6.6)	(52.5)
Total Expenses	9,880.1	9,727.8	9,648.7	231.4	2.3
Net Surplus/(Deficit)	(7,473.0)	(7,212.3)	(7,124.5)	348.5	4.7
				79.1	0.8
				87.8	1.2

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NOVEMBER 2021 YEAR-TO-DATE
(\$ in millions)

	November 2021 Year-to-Date		
	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%	
Total Revenue (Nonreimbursable)	8.8	0.3	Primarily Subway overrun of \$7.6 million (0.5 percent)
Total Expenses (Nonreimbursable)	79.1	0.8	Operating expenses were favorable \$55.4 million (0.7 percent), including: Payroll underruns of \$8.2 million (0.3 percent) Overtime over by \$1.2 million (0.2 percent) Health & welfare/OPEB current underruns of \$6.4 million (0.5 percent) Other fringe benefits favorable by \$26.6 million (5.2 percent) Claims higher by \$6.5 million (6.6 percent) Paratransit service contracts lower by \$19.1 million (5.7 percent) Maintenance and operating contracts over by \$5.3 million, (1.8 percent) Professional Services were lower by \$4.1 million (3.0 percent) Materials & supplies favorable by \$9.8 million, (4.1 percent) Other business expenses over by \$6.3 million (9.2 percent) Non-operating expense adjustments were favorable by \$23.7 million: Depreciation expense under (\$2.0) million GASB 75 OPEB Adjustment under (\$16.1) million GASB 68 Pension Adjustment under (\$9.6) million

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

**MTA NEW YORK CITY TRANSIT
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2021 YEAR-TO-DATE
(\$ in millions)**

	October 2021 Year-to-Date		Actual Results	Favorable/(Unfavorable) Variance	
	Mid-Year Forecast	November Forecast		Mid-Year Forecast	November Foreca
	\$	\$	\$	\$	%
Total Revenue	2,152.4	2,251.0	2,249.4	97.0	4.5
Total Expenses before Depreciation, OPEB and Environmental Remediation	7,155.1	7,071.6	7,057.8	97.3	1.4
Depreciation	1,757.6	1,734.4	1,732.4	25.2	1.4
GASB 75 OPEB Expense Adjustment	20.0	(28.3)	(44.4)	64.4	321.9
GASB 68 Pension Adjustment	12.5	28.7	19.1	(6.6)	(52.5)
Total Expenses	8,945.2	8,806.5	8,764.9	180.3	2.0
Net Surplus/(Deficit)	(6,792.9)	(6,555.4)	(6,515.5)	277.3	4.1
				41.6	0.5
				39.9	0.6

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
OCTOBER 2021 YEAR-TO-DATE
(\$ in millions)

	October 2021 Year-to-Date		
	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%	
Total Revenue (Nonreimbursable)	(1.7)	(0.1)	Primarily Subway revenue underrun of \$1.6 million (0.1 percent)
Total Expenses (Nonreimbursable)	41.6	0.5	Operating expenses were favorable \$13.9 million (0.2 percent), including the Payroll underruns of \$5.8 million (0.2 percent) Overtime lower by \$5.5 million (1.1 percent) Health & welfare/OPEB current overruns of \$15.0 million (1.2 percent) Other fringe benefits favorable by \$24.3 million (5.3 percent) Claims higher by \$13.0 million (14.4 percent) Paratransit service contracts lower by \$13.8 million (4.6 percent) Maintenance and operating contracts over by \$8.7 million, (3.2 percent) Materials & supplies favorable by \$8.1 million, (3.8 percent) Other business expenses over by \$4.4 million (7.2 percent) Non-operating expense adjustments were favorable by \$27.7 million: Depreciation expense under (\$2.0) million GASB 75 OPEB Adjustment under (\$16.1) million GASB 68 Pension Adjustment under (\$9.6) million

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

Preliminary November 2021 Report: Staten Island Railway

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

- November 2021 Staten Island Railway ridership of 182,904 was 73,370 rides (67.0 percent) above forecast.
- Compared with November 2019, November 2021 ridership was lower by 46.1 percent. Compared with November 2020, November 2021 ridership was higher by 135.0 percent.
- November 2021 Farebox revenue of \$0.284 million was \$0.120 million (72.9 percent) above forecast. November 2021 YTD Farebox revenue of \$2.124 million was above forecast by \$0.397 million (23.0 percent).
- Operating expenses were under forecast by \$0.941 million (14.8 percent).
 - Labor expenses were less than forecast by \$0.220 million (4.7 percent).
 - Non-labor expenses were also less than forecast by \$0.720 million (43.3 percent).

STATEN ISLAND RAILWAY FINANCIAL AND RIDERSHIP REPORT

November 2021

(All data are preliminary and subject to audit)

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

November 2021 Staten Island Railway ridership of 182,904 was 73,370 rides (67.0 percent) above forecast. Average weekday ridership of 7,767 was 4,106 rides (112.2 percent) higher than November 2020 and 8,813 rides (53.2 percent) lower than November 2019.

Total Operating Revenue of \$0.406 million was below forecast by \$0.053 million (15.2 percent).

- Farebox revenue of \$0.284 million was \$0.120 million (72.9 percent) above forecast. The overrun was due to higher than expected ridership.
- Other Revenue of \$0.123 million was \$0.066 million (35.0 percent) below forecast due to lower advertising revenue.

Year-to-date Total Operating Revenue of \$2.839 million was \$0.354 million (11.1 percent) below forecast, due to underruns in school fare reimbursement and advertising revenue, partly offset by favorable farebox revenue.

Nonreimbursable expenses in November, before depreciation, GASB 75 OPEB Expense Adjustment and GASB 68 Pension Adjustment, were less than forecast by \$0.941 million (14.8 percent).

- Labor expenses underran forecast by \$0.220 million (4.7 percent), due primarily to an underrun of \$0.210 million (8.4 percent) in payroll due to vacancies, and \$0.153 million (15.1 percent) in Health & Welfare/OPEB resulting from interagency expense charges. Overtime overran forecast by \$0.069 million (30.3 percent) due to vacancy coverage and Other Fringe Benefits overran by \$0.081 million (28.0 percent).
- Non-labor expenses were below forecast by \$720 million (43.3 percent) due to timing of projects, including an underrun in Maintenance and Other Operating contracts of \$0.354 million (77.3 percent) and Professional Services Contracts underran by \$0.124 million (45.4 percent). Other Business Expenses underran by \$0.104 million (72.4 percent) due to department control on expenses and Claims underran by \$0.087 million (73.1 percent). Materials and Supplies underran was \$0.048 million (23.9 percent).

Year-to-date, expenses were below forecast by \$5.148 million (8.1 percent).

- Labor expenses were under by \$1.274 million (2.6 percent), mostly due to underruns in Payroll of \$1.111 million (4.4 percent) due to vacancies and Health & Welfare/OPEB underran by \$0.653 million (6.9 percent). Other Fringe Benefits overran forecast by \$0.332 million (9.3 percent) and Overtime overran by \$0.206 million (7.5 percent).
- Non-labor expenses underran by \$3.874 million (26.3 percent), mainly in Maintenance and Other Operating Contracts of \$1.880 million (56.8 percent) due to timing of projects and Other Business Expenses underran by \$0.605 million (55.8 percent) due to department control on expenses. Professional Service Contracts were under forecast by \$0.486 million (21.7 percent) and Electric Power underran by \$0.374 million (10.3 percent).

Operating cash deficit (excluding subsidies) in November of \$5.816 million was \$0.412 million (7.6 percent) unfavorable to forecast. On a year-to-date basis, the operating cash deficit was \$52.911 million, which was \$2.385 million (4.3 percent) favorable to forecast.

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

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	Month				Year-To-Date				
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)		
			Variance	Percent			Variance	Percent	
<u>Ridership</u>									
Ridership - Subway	0.110	0.183	0.073	67.0	1.091	1.298	0.207	19.0	
Total Ridership	0.110	0.183	0.073	67.0	1.091	1.298	0.207	19.0	
<u>FareBox Revenue</u>									
Farebox Revenue	\$0.164	\$0.284	\$0.120	72.9	\$1.727	\$2.124	\$0.397	23.0	
Total Farebox Revenue	\$0.164	\$0.284	\$0.120	72.9	\$1.727	\$2.124	\$0.397	23.0	

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY

Nov - 2021 Mid_Year
Accrual Statement of Operations By Category

Month - Nov 2021

(\$ in Millions)

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	Nonreimbursable			Reimbursable			Total		
	Forecast	Actual	Favorable (Unfavorable) Variance	Forecast	Actual	Favorable (Unfavorable) Variance	Forecast	Actual	Favorable (Unfavorable) Variance
	Mid_Year		Percent	Mid_Year		Percent	Mid_Year		Percent
Revenue									
Farebox Revenue:									
Farebox Revenue	\$0.164	\$0.284	\$0.120 (0.066)	\$0.000	\$0.000	-	\$0.164	\$0.284	\$0.120 (0.066)
Other Revenue	\$0.189	\$0.123	-\$0.066 (35.0)	\$0.000	\$0.000	-	\$0.189	\$0.123	-\$0.066 (35.0)
Capital and Other Reimbursements	\$0.000	\$0.000	-	\$0.937	\$0.118	-\$0.819 (87.4)	\$0.937	\$0.118	-\$0.819 (87.4)
Total Revenue	\$0.353	\$0.406	\$0.053 15.2	\$0.937	\$0.118	-\$0.819 (87.4)	\$1.290	\$0.524	-\$0.766 (59.4)
Expenses									
Labor :									
Payroll	\$2.490	\$2.280	-\$0.210 (0.069)	\$0.532	\$0.046	-\$0.487	\$3.022	\$2.325	-\$0.697
Overtime	\$0.229	\$0.298	\$0.069 (30.3)	\$0.094	\$0.021	-\$0.073	\$0.323	\$0.319	-\$0.004
Total Salaries & Wages	\$2.719	\$2.578	\$0.141 5.2	\$0.626	\$0.067	-\$0.560 89.4	\$3.345	\$2.645	-\$0.701 20.9
Health and Welfare	\$0.804	\$0.676	-\$0.128 (15.9)	\$0.000	\$0.000	\$0.000	\$0.804	\$0.676	-\$0.128 (15.9)
OPEB Current Payment	\$0.207	\$0.182	-\$0.025 (12.1)	\$0.000	\$0.000	\$0.000	\$0.207	\$0.182	-\$0.025 (12.0)
Pensions	\$0.655	\$0.646	-\$0.008 (1.3)	\$0.000	\$0.000	-	\$0.655	\$0.646	-\$0.008 (1.3)
Other Fringe Benefits	\$0.291	\$0.372	\$0.081 (28.0)	\$0.311	\$0.049	-\$0.262	\$0.601	\$0.421	-\$0.180
Total Fringe Benefits	\$1.956	\$1.876	\$0.080 4.1	\$0.311	\$0.049	-\$0.262 84.2	\$2.267	\$1.925	-\$0.342 15.1
Contribution to GASB Fund	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Labor	\$4.675	\$4.455	\$0.220 4.7	\$0.937	\$0.116	-\$0.821 87.6	\$5.612	\$4.570	-\$1.042 18.6
Non-Labor :									
Electric Power	\$0.341	\$0.324	-\$0.016 (4.8)	\$0.000	\$0.001	-\$0.001	\$0.341	\$0.325	-\$0.015
Fuel	\$0.023	\$0.011	-\$0.013 (54.4)	\$0.000	\$0.000	-	\$0.023	\$0.011	-\$0.013 (54.4)
Insurance	\$0.105	\$0.131	\$0.026 (24.5)	\$0.000	\$0.000	-	\$0.105	\$0.131	-\$0.026 (24.5)
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	\$0.457	\$0.104	-\$0.354 (77.3)	\$0.000	\$0.000	-	\$0.457	\$0.104	-\$0.354 (77.3)
Professional Service Contracts	\$0.274	\$0.124	-\$0.150 (54.4)	\$0.000	\$0.001	-\$0.001	\$0.274	\$0.151	-\$0.124 (45.1)
Materials & Supplies	\$0.201	\$0.153	-\$0.048 (23.9)	\$0.000	\$0.000	\$0.000	\$0.201	\$0.154	-\$0.048 (23.7)
Other Business Expenses	\$0.143	\$0.040	-\$0.104 (72.4)	\$0.000	\$0.000	-	\$0.143	\$0.040	-\$0.104 (72.4)
Non-Labor	\$1.665	\$0.944	\$0.720 43.3	\$0.000	\$0.002	-\$0.002	\$1.665	\$0.946	-\$0.718 43.1
Other Expense Adjustments:									
Other	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Other Expense Adjustments	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Total Expenses before Depreciation and OPEB	\$6.340	\$5.399	\$0.941 14.8	\$0.937	\$0.118	-\$0.819 87.4	\$7.277	\$5.517	-\$1.760 24.2
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	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Total Expenses	\$7.386	\$6.348	\$1.038 14.1	\$0.937	\$0.118	-\$0.819 87.4	\$8.323	\$6.466	-\$1.857 22.3
OPERATING SURPLUS/DEFICIT	(7.033)	(5.942)	\$1.091 15.5	\$0.000	\$0.000	\$0.000 100.0	(7.033)	(5.942)	\$1.091 15.5

Note: Totals may not add due to rounding

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

MTA STATEN ISLAND RAILWAY

Nov - 2021 Mid_Year
Accrual Statement of Operations By Category
Year-To-Date - Nov 2021
(\$ in Millions)

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	Nonreimbursable			Var Percent			Reimbursable			Total		
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue:												
Farebox Revenue	\$1,727	\$2,124	\$0,397	23.0	\$0,000	\$0,000	-	-	\$1,727	\$2,124	\$0,397	23.0
Other Revenue	\$1,465	\$0,715	(0,751)	(51.2)	\$0,000	\$0,000	-	-	\$1,465	\$0,715	(0,751)	(51.2)
Capital and Other Reimbursements	\$0,000	\$0,000	-	-	\$6,595	\$1,789	(4,806)	(72.9)	\$6,595	\$1,789	(4,806)	(72.9)
Total Revenue	\$3,193	\$2,839	(0,354)	(11.1)	\$6,595	\$1,789	(4,806)	(72.9)	\$9,788	\$4,628	(5,160)	(52.7)
Expenses												
Labor :												
Payroll	\$25,014	\$23,902	\$1,111	4.4	\$3,422	\$0,392	\$3,030	88.5	\$28,435	\$24,295	\$4,141	14.6
Overtime	\$2,748	\$2,954	(0,206)	(7.5)	\$0,924	\$0,570	\$0,354	38.3	\$3,673	\$3,524	\$0,148	4.0
Total Salaries & Wages	\$27,762	\$26,856	\$0,906	3.3	\$4,346	\$0,963	\$3,383	77.9	\$32,108	\$27,819	\$4,289	13.4
Health and Welfare	\$6,845	\$6,171	\$0,675	9.9	\$0,000	\$0,000	\$0,000	-	\$6,845	\$6,171	\$0,675	9.9
OPEB Current Payment	\$2,595	\$2,618	(0,022)	(0.9)	\$0,000	\$0,002	(0,002)	-	\$2,595	\$2,619	(0,024)	(0.9)
Pensions	\$7,795	\$7,744	\$0,051	0.7	\$0,000	\$0,000	-	-	\$7,795	\$7,744	\$0,051	0.7
Other Fringe Benefits	\$3,554	\$3,866	(0,332)	(9.3)	\$2,249	\$0,774	\$1,475	65.6	\$5,804	\$4,660	\$1,144	19.7
Total Fringe Benefits	\$20,790	\$20,418	\$0,372	1.8	\$2,249	\$0,775	\$1,474	65.5	\$23,039	\$21,193	\$1,846	8.0
Contribution to GASB Fund	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Reimbursable Overhead	\$0,000	\$0,004	(0,004)	-	\$0,000	\$0,002	(0,002)	-	\$0,000	\$0,005	(0,005)	-
Labor	\$48,552	\$47,278	\$1,274	2.6	\$6,595	\$1,740	\$4,856	73.6	\$55,147	\$49,017	\$6,129	11.1
Non-Labor :												
Electric Power	\$3,625	\$3,251	\$0,374	10.3	\$0,000	\$0,005	(0,005)	-	\$3,625	\$3,255	\$0,369	10.2
Fuel	\$0,271	\$0,193	\$0,078	28.8	\$0,000	\$0,000	-	-	\$0,271	\$0,193	\$0,078	28.8
Insurance	\$1,201	\$1,193	\$0,008	0.7	\$0,000	\$0,000	-	-	\$1,201	\$1,193	\$0,008	0.7
Claims	\$0,874	\$0,602	\$0,272	31.1	\$0,000	\$0,000	-	-	\$0,874	\$0,602	\$0,272	31.1
Paratransit Service Contracts	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Maintenance and Other Operating Contracts	\$3,307	\$1,427	\$1,880	56.8	\$0,000	\$0,000	-	-	\$3,307	\$1,427	\$1,880	56.8
Professional Service Contracts	\$2,243	\$1,757	\$0,486	21.7	\$0,000	\$0,008	(0,008)	-	\$2,243	\$1,766	\$0,478	21.3
Materials & Supplies	\$2,152	\$1,982	\$0,171	7.9	\$0,000	\$0,036	(0,036)	-	\$2,152	\$2,018	\$0,135	6.2
Other Business Expenses	\$1,085	\$0,480	\$0,605	55.8	\$0,000	\$0,000	-	-	\$1,085	\$0,480	\$0,605	55.8
Non-Labor	\$14,759	\$10,884	\$3,874	26.3	\$0,000	\$0,049	(0,049)	-	\$14,759	\$10,934	\$3,825	25.9
Other Expense Adjustments:												
Other	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Other Expense Adjustments	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Total Expenses before Depreciation and OPEB	\$63,310	\$58,162	\$5,148	8.1	\$6,595	\$1,789	\$4,806	72.9	\$69,905	\$59,951	\$9,954	14.2
Depreciation	\$10,954	\$10,373	\$0,580	5.3	\$0,000	\$0,000	-	-	\$10,954	\$10,373	\$0,580	5.3
GASB 75 OPEB Expense Adjustment	\$0,825	(0,544)	\$1,369	165.9	\$0,000	\$0,000	-	-	\$0,825	(0,544)	\$1,369	165.9
GASB 68 Pension Adjustment	(0,825)	(1,016)	\$0,191	23.1	\$0,000	\$0,000	-	-	(0,825)	(1,016)	\$0,191	23.1
Environmental Remediation	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Total Expenses	\$74,264	\$66,976	\$7,288	9.8	\$6,595	\$1,789	\$4,806	72.9	\$80,859	\$68,765	\$12,094	15.0
OPERATING SURPLUS/DEFICIT	(71,071)	(64,137)	\$6,934	9.8	\$0,000	\$0,000	\$0,000	100.0	(71,071)	(64,137)	\$6,934	9.8

Note: Totals may not add due to rounding

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

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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH		YEAR-TO-DATE		
		Favorable/ (Unfavorable) Variance		Favorable/ (Unfavorable) Variance		
		\$	%	\$	%	
Farebox Revenue	Non Reimb.	0.120	72.9	0.397	23.0	Favorable due to higher than anticipated ridership
Other Revenue	Non Reimb.	(0.066)	(35.0)	(0.751)	(51.2)	Unfavorable due to minimal reimbursement for school fares and advertising revenue
Payroll	Non Reimb.	0.210	8.4	1.111	4.4	Favorable due to vacancies
Overtime	Non Reimb.	(0.069)	(30.3)	(0.206)	(7.5)	Unfavorable primarily due to vacancies and timing of work assignment.
Health and Welfare (including OPEB current payment)	Non Reimb.	0.153	15.1	0.653	6.9	Favorable rates due to prescription drug contract rebates and vacancy savings
Pension	Non Reimb.	0.008	1.3	0.051	0.7	Favorable timing of expenses
Other Fringe Benefits	Non Reimb.	(0.081)	(28.0)	(0.332)	(9.3)	Unfavorable due to lower reimbursable fringe OH credits than expected
Electric Power	Non Reimb.	0.016	4.8	0.374	10.3	Favorable primarily due to timing of bills
Claims	Non Reimb.	0.087	73.1	0.272	31.1	Favorable due to timing of expenses
Maintenance & Other Operating Contracts	Non Reimb.	0.354	77.3	1.880	56.8	Favorable due to the timing of facility and maintenance services projects
Professional Service Contracts	Non Reimb.	0.124	45.4	0.486	21.7	Favorable due to timing of Covid-19 cleaning expenses
Materials and Supplies	Non Reimb.	0.048	23.9	0.171	7.9	Favorable due to the timing of facility and maintenance services projects
Other Business Expenses	Non Reimb.	0.104	72.4	0.605	55.8	Favorable due to department control on expenses
Payroll	Reimb.	0.487	91.4	3.030	88.5	Favorable due to vacancies
Overtime	Reimb.	0.073	77.6	0.354	38.3	Favorable due to less backfill of vacancies
Materials and Supplies	Reimb.	0.000	0.0	(0.036)	-	Draw down of project materials

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

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.164	\$0.275	\$0.111	67.5	\$1.727	\$1.929	\$0.202	11.7
Other Revenue	\$0.115	\$0.037	(0.078)	(68.1)	\$1.539	\$0.593	(0.946)	(61.5)
Capital and Other Reimbursements	\$0.937	\$0.103	(0.834)	(89.0)	\$7.016	\$2.069	(4.947)	(70.5)
Total Revenue	\$1.216	\$0.414	(0.802)	(65.9)	\$10.282	\$4.591	(5.691)	(55.3)
Expenditures								
Labor :								
Payroll	\$2.640	\$2.010	\$0.630	23.9	\$26.299	\$22.598	\$3.701	14.1
Overtime	\$0.323	\$0.319	\$0.004	1.1	\$3.673	\$3.427	\$0.245	6.7
Total Salaries & Wages	\$2.963	\$2.329	\$0.633	21.4	\$29.972	\$26.025	\$3.947	13.2
Health and Welfare	\$0.804	\$1.808	(1.004)	(124.8)	\$6.845	\$8.298	(1.453)	(21.2)
OPEB Current Payment	\$0.207	\$0.168	\$0.038	18.6	\$2.595	\$1.215	\$1.381	53.2
Pensions	\$0.655	\$0.646	\$0.008	1.3	\$7.795	\$7.744	\$0.051	0.7
Other Fringe Benefits	\$0.430	\$0.204	\$0.226	52.5	\$4.192	\$3.614	\$0.579	13.8
Total Fringe Benefits	\$2.096	\$2.827	(0.731)	(34.9)	\$21.427	\$20.870	\$0.557	2.6
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$5.059	\$5.156	(0.098)	(1.9)	\$51.399	\$46.895	\$4.504	8.8
Non-Labor :								
Electric Power	\$0.341	\$0.341	\$0.000	(0.1)	\$3.625	\$3.253	\$0.372	10.3
Fuel	\$0.023	\$0.008	\$0.015	63.8	\$0.272	\$0.248	\$0.024	8.7
Insurance	\$0.105	\$0.180	(0.075)	(70.8)	\$1.202	\$1.053	\$0.149	12.4
Claims	\$0.000	\$0.000	\$0.087	100.0	\$0.522	\$0.472	\$0.050	9.5
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.457	\$0.085	\$0.372	81.3	\$3.307	\$1.366	\$1.941	58.7
Professional Service Contracts	\$0.274	\$0.152	\$0.122	44.5	\$2.243	\$1.774	\$0.469	20.9
Materials & Supplies	\$0.131	\$0.289	(0.158)	(121.3)	\$1.923	\$1.934	(0.011)	(0.5)
Other Business Expenses	\$0.143	\$0.019	\$0.125	87.0	\$1.086	\$0.508	\$0.578	53.3
Non-Labor	\$1.562	\$1.074	\$0.487	31.2	\$14.179	\$10.608	\$3.572	25.2
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$6.620	\$6.231	\$0.390	5.9	\$65.578	\$57.503	\$8.076	12.3
Depreciation	\$0.000	\$0.000	\$0.000	(100.0)	\$0.000	\$0.000	\$0.000	(100.0)
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$6.620	\$6.231	\$0.390	5.9	\$65.578	\$57.503	\$8.076	12.3
Net Surplus/(Deficit)	(5.404)	(5.816)	(0.412)	(7.6)	(55.296)	(52.911)	\$2.385	4.3

Note: Totals may not add due to rounding

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

	MONTH		YEAR TO DATE	
	<u>Favorable/ (Unfavorable) Variance</u>	<u>Reason for Variance</u>	<u>Favorable/ (Unfavorable) Variance</u>	<u>Reason for Variance</u>
<u>Operating Receipts or Disbursements</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Farebox Receipts	0.111	67.5	0.202	11.7
		Primarily due to favorable ridership		Primarily due to timing of revenue
Other Revenue	(0.078)	(68.1)	(0.946)	(61.5)
		Primarily due to receipt timing lag of fare reimbursement		Primarily due to receipt timing lag of fare reimbursement
Capital and Other Reimbursements	(0.834)	(89.0)	(4.947)	(70.5)
		Timing of reimbursements		Timing of reimbursements
Payroll	0.630	23.9	3.701	14.1
		Favorable due to vacancies		Favorable due to vacancies
Overtime	0.004	1.1	0.245	6.7
		Timing of payments		Timing of payments
Health and Welfare (including OPEB current payment)	(0.966)	0.0	(0.072)	0.0
		Timing of payments		Timing of payments
Other Fringe Benefits	0.226	52.5	0.579	13.8
		Deferral of payroll expenditure (FICA) under CARES Act as well as vacancies		Timing of payroll expenditure (FICA) under CARES Act as well as vacancies
Electric Power	0.000	(0.1)	0.372	10.3
		Unfavorable mainly due to timing		Favorable mainly due to timing
Maintenance Contracts	0.372	81.3	1.941	58.7
		Favorable timing of maintenance work postponed due to COVID-19		Favorable timing of maintenance work postponed due to COVID-19
Professional Services Contracts	0.122	44.5	0.469	20.9
		Timing of contract payments		Timing of contract payments
Materials & Supplies	(0.158)	(121.3)	(0.011)	(0.5)
		Timing of payments		Timing of payments

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

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	Month			Year-To-Date			
	Forecast	Actual	Favorable (Unfavorable)	Forecast	Actual	Favorable (Unfavorable)	
	Mid_Year		Variance	Mid_Year		Variance	
			Percent			Percent	
Revenue							
Farebox Revenue	\$0.000	(0.009)	(0.009)	\$0.000	(0.195)	(0.194)	-
Other Revenue	(0.074)	(0.086)	(0.012)	\$0.074	(0.122)	(0.195)	(265.4)
Capital and Other Reimbursements	\$0.000	(0.015)	(0.015)	\$0.421	\$0.280	(0.141)	(33.5)
Total Revenue	(0.074)	(0.110)	(0.036)	\$0.494	(0.037)	(0.531)	(107.4)
Expenses							
Labor :							
Payroll	\$0.383	\$0.315	(0.067)	\$2.136	\$1.697	(0.439)	(20.6)
Overtime	\$0.000	\$0.000	\$0.000	\$0.000	\$0.097	\$0.097	-
Total Salaries & Wages	\$0.383	\$0.315	(0.067)	\$2.136	\$1.794	(0.342)	(16.0)
Health and Welfare	\$0.000	(1.132)	(1.132)	\$0.000	(2.128)	(2.128)	-
OPEB Current Payment	\$0.000	\$0.014	\$0.014	\$0.000	\$1.405	\$1.404	-
Pensions	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	-
Other Fringe Benefits	\$0.171	\$0.217	\$0.046	\$1.611	\$1.046	(0.565)	(35.1)
Total Fringe Benefits	\$0.171	(0.902)	(1.073)	\$1.612	\$0.323	(1.288)	(79.9)
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	\$0.005	\$0.005	-
Labor	\$0.553	(0.586)	(1.139)	\$3.748	\$2.122	(1.625)	(43.4)
Non-Labor :							
Electric Power	\$0.000	(0.016)	(0.016)	\$0.000	\$0.003	\$0.003	979.6
Fuel	\$0.000	\$0.002	\$0.002	(0.001)	(0.056)	(0.054)	-
Insurance	\$0.000	(0.049)	(0.049)	\$0.000	\$0.140	\$0.141	-
Claims	\$0.032	\$0.032	\$0.000	\$0.352	\$0.130	(0.222)	(63.2)
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.000	\$0.018	\$0.018	\$0.000	\$0.061	\$0.061	-
Professional Service Contracts	\$0.000	(0.002)	(0.002)	\$0.000	(0.009)	(0.009)	-
Materials & Supplies	\$0.071	(0.135)	(0.206)	\$0.229	\$0.084	(0.145)	(63.3)
Other Business Expenses	\$0.000	\$0.021	\$0.021	(0.001)	(0.028)	(0.027)	-
Non-Labor	\$0.103	(0.128)	(0.231)	\$0.579	\$0.326	(0.253)	(43.7)
Other Expense Adjustments:							
Other	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$0.656	(0.714)	(1.370)	\$4.327	\$2.448	(1.879)	(43.4)
Depreciation	\$1.046	\$0.949	(0.097)	\$10.954	\$10.373	(0.580)	(5.3)
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	\$0.000	\$0.825	(0.544)	(1.369)	(165.9)
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	(0.825)	(1.016)	(0.191)	(23.1)
Environmental Remediation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$1.703	\$0.235	(1.467)	\$15.280	\$11.262	(4.018)	(26.3)
Total Cash Conversion Adjustments	\$1.629	\$0.126	(1.503)	\$15.775	\$11.225	(4.549)	(28.8)

Note: Totals may not add due to rounding

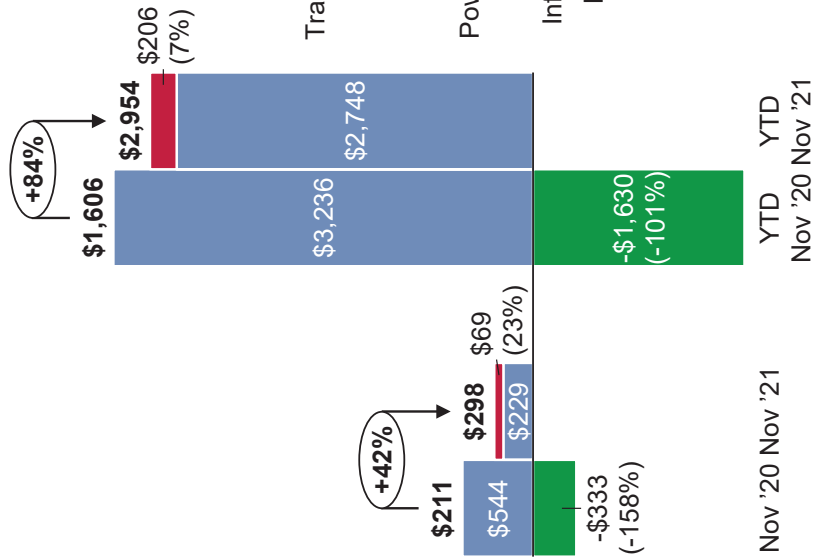
Note: Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

SIRTOA – Non-Reimbursable Overtime Variance

November 2021 and YTD forecast vs. variance

- Variance - Unfavorable
- Variance - Favorable
- Budget

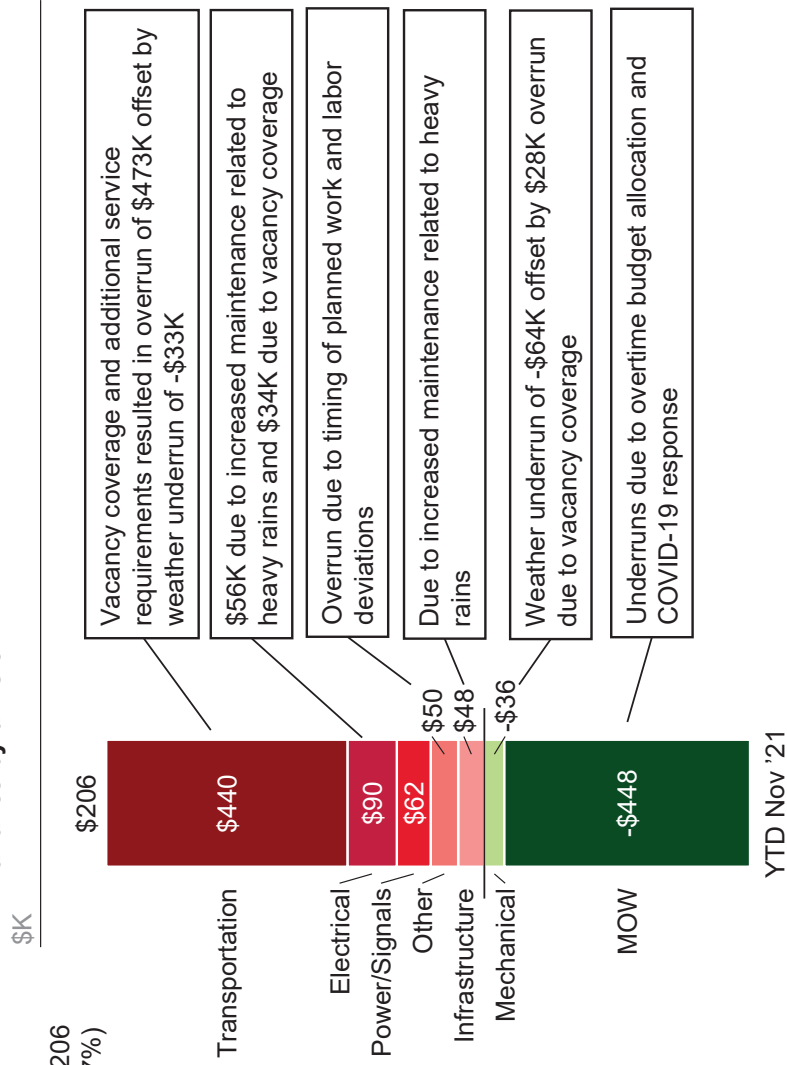
Annual budget
Adopted: \$2,415
Forecast: \$3,048



Overview

- Overall increase of \$1,348K or 84% compared to November YTD 2020
- \$206K or 7% above 2021 YTD forecast
- Maintenance -\$285K underrun: \$146K weather overrun; \$62K vacancy overrun; remaining underrun of -\$492K due to budget allocation and COVID-19
- Service \$440K overrun: -\$33K weather underrun offset by \$227K overrun due to vacancies and \$246K due to other service requirements

YTD variance by division



- Vacancy coverage and additional service requirements resulted in overrun of \$473K offset by weather underrun of -\$33K
- \$56K due to increased maintenance related to heavy rains and \$34K due to vacancy coverage
- Overrun due to timing of planned work and labor deviations
- Due to increased maintenance related to heavy rains
- Weather underrun of -\$64K offset by \$28K overrun due to vacancy coverage
- Underruns due to overtime budget allocation and COVID-19 response

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

SIRTOA – Reimbursable Overtime Variance

November 2021 and YTD forecast vs. variance

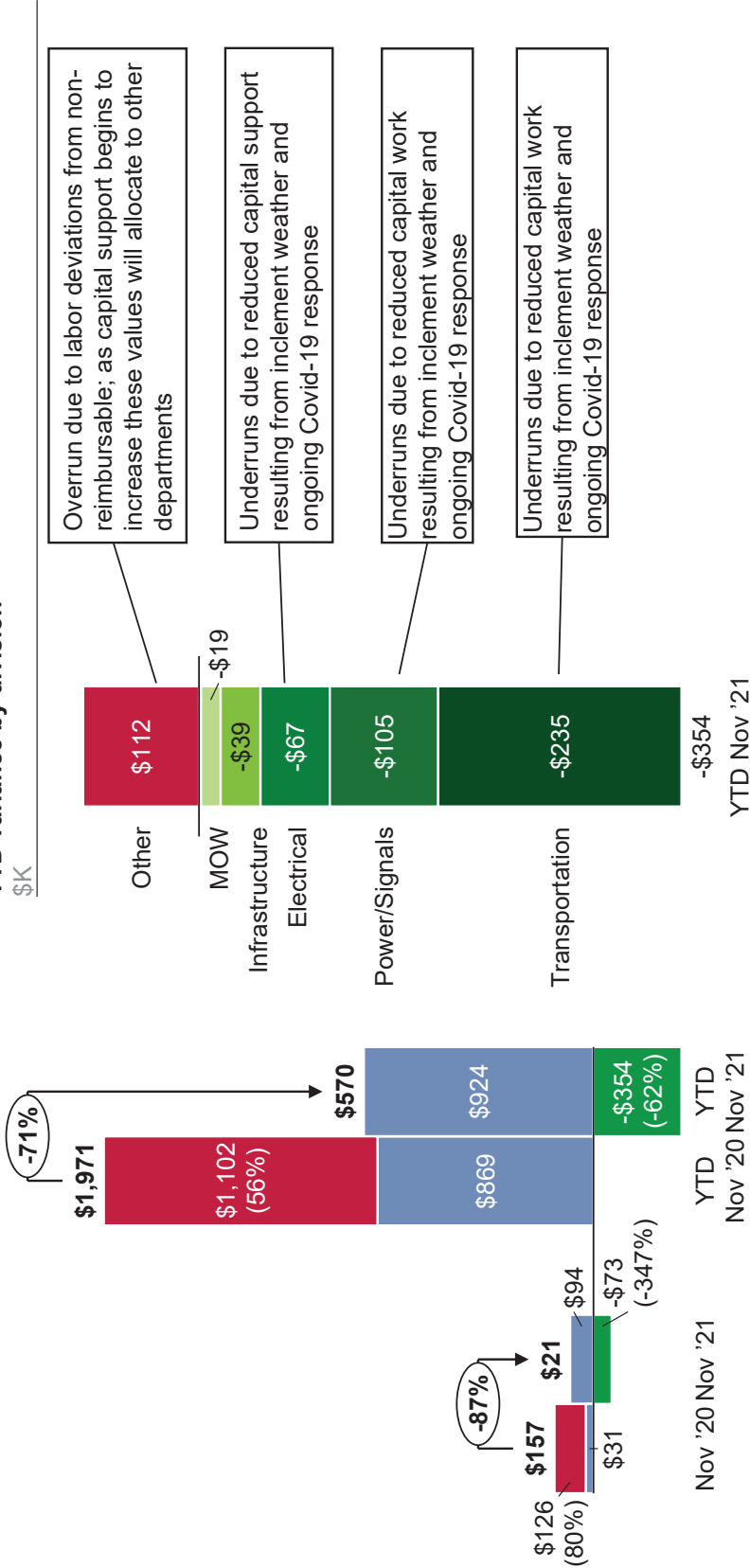
- Variance - Unfavorable
- Variance - Favorable
- Budget

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

Overview

- Overall decrease of -\$1,400K or -71% compared to November YTD 2020
- -\$354K or -62% below 2021 YTD forecast
- Maintenance -\$231K underrun due to reduced capital work resulting from inclement weather and Covid-19 response
- Service -\$235K underrun due to reduced capital support resulting from inclement weather and Covid-19 response

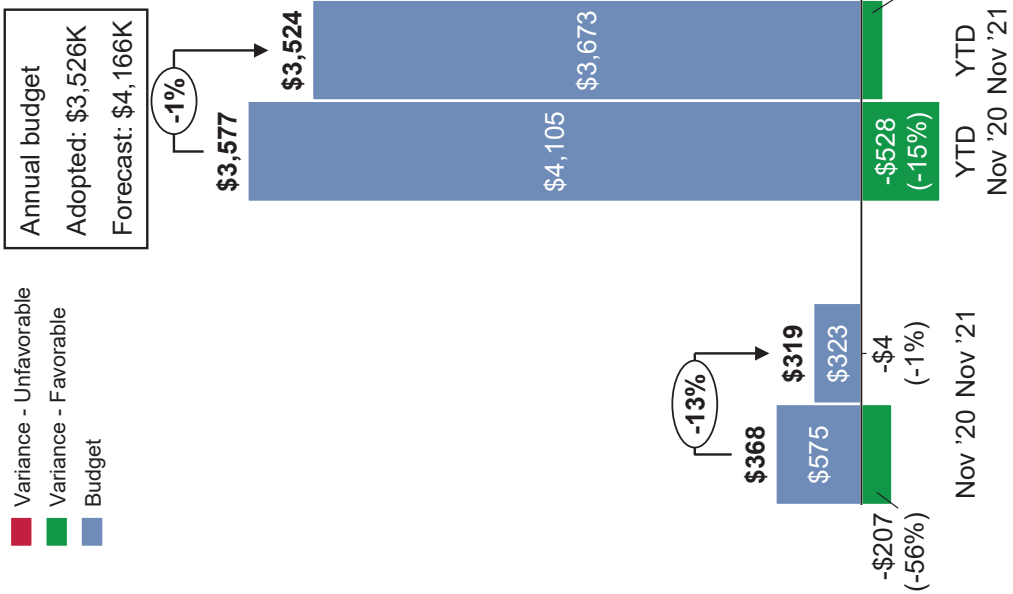
YTD variance by division



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

SIRTOA – Total Overtime Variance

November 2021 and YTD forecast vs. variance

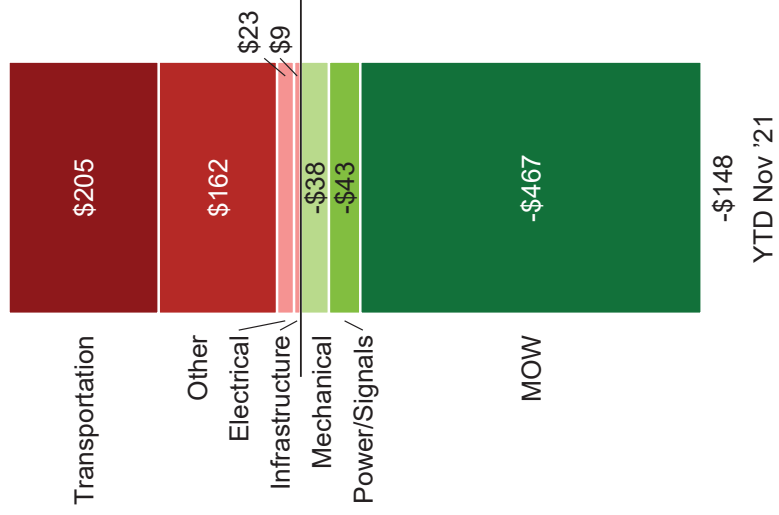


Overview

- Overall decrease of -\$52K or -1% compared to November YTD 2020
- -\$148K or -4% below 2021 YTD forecast

YTD variance by division

\$K



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

**MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
NOVEMBER 2021**

<u>Function/Departments</u>	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
Executive	6	4	2
General Office	13	11	2
Purchasing/Stores	4	3	1
Total Administration	23	18	5
Operations			
Transportation	152	134	18
Total Operations	152	134	18
Maintenance			
Mechanical	53	50	3
Electronics/Electrical	18	18	0
Power/Signals	32	27	5
Maintenance of Way	89	73	16
Infrastructure	16	16	0
Total Maintenance	208	184	24
Engineering/Capital			
Capital Project Support	6	3	3
Total Engineering Capital	6	3	3
Total Positions	389	339	50
Non-Reimbursable	336	327	9
Reimbursable	53	12	41
Total Full-Time	389	339	50
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
Nov 2021

FUNCTION/OCCUPATION	Forecast	Actual	Favorable/ (Unfavorable)
<u>Administration</u>			
Managers/Supervisors	13	10	3
Professional/Technical/Clerical	6	6	0
Operational Hourlies	4	2	2
Total Administration	23	18	5
<u>Operations</u>			
Managers/Supervisors	26	22	4
Professional/Technical/Clerical	6	2	4
Operational Hourlies	120	110	10
Total Operations	152	134	18
<u>Maintenance</u>			
Managers/Supervisors	25	25	0
Professional/Technical/Clerical	6	6	0
Operational Hourlies	177	153	24
Total Maintenance	208	184	24
<u>Engineering/Capital</u>			
Managers/Supervisors	4	3	1
Professional/Technical/Clerical	2	0	2
Operational Hourlies	0	0	-
Total Engineering/Capital	6	3	3
<u>Total Positions</u>			
Managers/Supervisors	68	60	8
Professional/Technical/Clerical	20	14	6
Operational Hourlies	301	265	36
Total Positions	389	339	50

**MTA STATEN ISLAND RAILWAY
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
NOVEMBER 2021 YEAR-TO-DATE
(\$ in millions)**

	November 2021 Year-to-Date		Actual Results	Favorable/(Unfavorable) Variance		
	Mid-Year Forecast	November Forecast		Mid-Year Forecast	November Forecast	
	\$	\$	\$	\$	%	
Total Revenue	3.2	3.2	2.8	(0.4)	(11.1)	(11.8)
Total Expenses before Depreciation, OPEB and Environmental Remediation	63.3	58.2	58.2	5.1	8.1	0.1
Depreciation	11.0	10.5	10.4	0.6	5.3	1.0
OPEB Account	0.8	(0.7)	(0.5)	1.4	165.9	20.5
GASB 68 Pension Adjustment	(0.8)	(0.9)	(1.0)	0.2	(23.2)	(14.3)
Total Expenses	74.3	67.1	67.0	7.3	9.8	0.2
Net Surplus/(Deficit)	(71.1)	(63.9)	(64.1)	6.9	9.8	(0.4)

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NOVEMBER 2021 YEAR-TO-DATE
(\$ in millions)

	November 2021 Year-to-Date		
	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%	
Total Revenue (Nonreimbursable)	(0.4)	(11.8)	Farebox revenue was favorable by \$0.187 million, however this was offset by unfavorable other revenue (school fare reimbursement and advertising) of \$0.567 million.
Total Expenses (Nonreimbursable)	0.0	0.1	Operating expenses were favorable to the Estimate by \$0.033 million (0.1 %), including the following: Payroll & Overtime expenses were lower by \$0.055 million-mainly vacancies and less backfill on overtime Health & welfare/OPEB current expenses were favorable by \$0.368 million-mostly timing. Maintenance contracts overran by \$0.445 million--timing of projects. Materials & supplies favorable by \$0.019 million-timing of requirements Other business expenses unfavorable by \$0.087 million, timing of requirements

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

**MTA STATEN ISLAND RAILWAY
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2021 YEAR-TO-DATE
(\$ in millions)**

	October 2021 Year-to-Date		Actual Results	Favorable/(Unfavorable) Variance	
	Mid-Year Forecast	November Forecast		Mid-Year Forecast	November Forecast
	\$	\$	\$	\$	%
Total Revenue	2.8	2.7	2.4	(0.4)	(14.3)
Total Expenses before Depreciation, OPEB and Environmental Remediation	57.0	52.2	52.8	4.2	7.4
Depreciation	9.9	9.5	9.4	0.5	4.9
OPEB Account	0.8	(0.7)	(0.5)	1.4	165.9
GASB 68 Pension Adjustment	(0.8)	(0.9)	(1.0)	0.2	(23.2)
Total Expenses	66.9	60.1	60.6	6.2	9.3
Net Surplus/(Deficit)	(64.0)	(57.4)	(58.2)	5.8	9.1

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
OCTOBER 2021 YEAR-TO-DATE
(\$ in millions)

	October 2021 Year-to-Date		
	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%	
Total Revenue (Nonreimbursable)	(0.2)	(9.0)	Farebox revenue was favorable by \$0.076 million, however this was offset by unfavorable other revenue (school fare reimbursement and advertising) of \$0.318 million.
Total Expenses (Nonreimbursable)	(0.6)	(1.1)	Operating expenses were unfavorable to the Estimate by \$0.6 million (1.1 %), including the following: Payroll & Overtime expenses were lower by \$0.064 million--mainly vacancies and less backfill on overtime Health & welfare/OPEB current expenses were favorable by \$0.379 million--mostly timing. Maintenance contracts overran by \$0.205 million--timing of projects. Materials & supplies favorable by \$0.026 million--timing of requirements Other business expenses unfavorable by \$0.024 million, timing of requirements

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

Preliminary November 2021 Report: Bus Company

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

November 2021 Bus Company ridership of 6.9 million was 0.9 million (14.0 percent) above forecast.

- Farebox Revenue of \$12.5 million was \$1.3 million (11.6 percent) above forecast.
- Total expenses before Non-Cash Liabilities of \$68.9 million were \$11.4 million (14.2 percent) below forecast.
 - Labor expenses were higher than forecast by \$ 0.2 million (0.3 percent). Payroll expenses were higher than forecast by \$1.9 million (7.9 percent). Overtime expenses were lower than forecast by \$1.0 million (11.3 percent). Health and Welfare (including OPEB) expenses were higher than forecast by \$0.7 million (8.7 percent). Other Fringe Benefits were lower than forecast by \$1.1 million (17.1 percent).
 - Non-labor expenses were favorable to forecast by \$11.5 million (41.9 percent). Claims expenses were favorable by \$3.1 million (40.7 percent). Maintenance and Other Operating Contracts expenses were lower than forecast by \$3.3 million (62.3 percent). Professional Service Contracts were lower than forecast by \$2.4 million (53.9 percent). Materials and Supplies expenses were favorable by \$3.0 million (48.4 percent). Other Business Expenses were higher than forecast by \$0.8 million (154.1 percent).

MTA BUS FINANCIAL AND RIDERSHIP REPORT
November 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 November, \$0.8 million (5.9 percent) unfavorable to forecast, mainly due to lower Other Operating Revenue. Farebox Revenue was favorable by \$1.3 million (11.6 percent) due to higher ridership, partially offset by lower average fare. Other Operating Revenue was unfavorable by \$2.1 million (79.8 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.

November 2021 YTD Farebox Revenue of \$126.3 million was \$12.7 million (11.2 percent) above forecast, \$100.9 million (396.5 percent) above 2020, and \$78.4 million (38.3 percent) below 2019.

Total Ridership Total MTA Bus ridership in November 2021 was 6.9 million, 14 percent (0.9 million riders) above forecast. November 2021 average weekday ridership was 271,950, an increase of 43.4 percent (82,306 riders) from November 2020. Compared to November 2019, average weekday ridership decreased 31 percent (121,907 riders). Average weekday ridership for the twelve months ending November 2021 was 221,471, an increase of 36.3 percent (59,027 riders) from the twelve months ending November 2020. This is a decrease of 43.1 percent (167,680 riders) in comparison to the twelve months ending November 2019.

November 2021 YTD actual ridership of 64.8 million was 5.9 million (10.0 percent) above forecast, 23.6 million (57.3 percent) above 2020, and 45.9 million (41.5 percent) below 2019.

Non-reimbursable expenses, before Depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were \$68.9 million in November, \$11.4 million (14.2 percent) favorable to forecast.

- Labor expenses were higher than forecast by \$ 0.2 million (0.3 percent). Payroll expenses were higher than forecast by \$1.9 million (7.9 percent), primarily due to higher vacation and sick payments. Overtime expenses were lower than forecast by \$1.0 million (11.3 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 \$0.7 million (8.7 percent), primary due to higher prescription drugs and insurance expenses, partially offset by lower dental, medical & hospitalization and Health & Welfare reimbursement. Other Fringe Benefits were lower than forecast by \$1.1 million (17.1 percent), due to timing of interagency billing, lower Worker's Compensation and lower Health Benefits Trust payments.
- Non-labor expenses were favorable to forecast by \$11.5 million (41.9 percent). Claims expenses were favorable by \$3.1 million (40.7 percent), due to the timing of expenses. Maintenance and Other Operating Contracts expenses were lower than forecast by \$3.3 million (62.3 percent), mainly due to the timing of expenses for facility maintenance, Bus Technology, farebox maintenance, Shop Program, COVID-19 expenses, Tires and Tube rental and vehicle purchases. Professional Service Contracts were lower than forecast by \$2.4 million (53.9 percent), due to the timing of interagency billing, Bus Technology, and service contracts. Materials and Supplies expenses were favorable by \$3.0 million (48.4 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 higher than forecast by \$0.8 million (154.1

percent), due to lower print and stationery supplies costs, the timing of Automatic Fare Collection (AFC) fees, Payroll Mobility Tax, and other miscellaneous expenses.

Depreciation expenses of \$3.9 million were \$1.0 million (21.2 percent) below forecast due to the timing of asset replacement. No expenses or credits were recorded in November regarding GASB 68 Pension adjustment and GASB 75 OPEB Expense adjustment.

Year-to-date, expenses were less than forecast by a net \$188.8 million (19.5 percent), including favorable non-labor expenses of \$75.8 million (32.4 percent), as well as favorable labor expenses of \$3.7 million (0.6 percent). The major causal factors driving these year-to-date results were consistent with the factors affecting the monthly results described above. Depreciation expenses year-to-date were \$43.0 million, favorable to forecast by \$6.7 million (13.5 percent). No expenses or credits were recorded year-to-date regarding GASB 68 Pension adjustment, and GASB 75 OPEB Expense adjustment.

The **operating cash deficit** (excluding subsidies) for November was \$55.3 million, \$14.2 million (20.4 percent) favorable to the forecast; the year-to-date operating cash deficit was \$550.3 million, \$116.8 million (17.5 percent) favorable to forecast.

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

	Nonreimbursable			Reimbursable			Total					
	Favorable			Favorable			Favorable					
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$11,213	\$12,513	\$1,300	11.6	\$0,000	\$0,000	\$0,000	-	\$11,213	\$12,513	\$1,300	11.6
Other Operating Income	2,659	0,536	(2,123)	(79.8)	-	-	-	-	2,659	0,536	(2,123)	(79.8)
Capital and Other Reimbursements	-	-	-	-	\$0,434	\$0,743	0,309	71.2	0,434	0,743	0,309	71.2
Total Revenue	\$13,872	\$13,049	(\$0,823)	(5.9)	\$0,434	\$0,743	\$0,309	71.2	\$14,306	\$13,792	(\$0,513)	(3.6)
Expenses												
Labor:												
Payroll	\$23,724	\$25,609	(\$1,885)	(7.9)	\$0,104	\$0,317	(\$0,213)	*	\$23,828	\$25,925	(\$2,097)	(8.8)
Overtime	9,149	8,113	1,036	11.3	-	\$0,062	(0,062)	-	9,149	8,175	0,973	10.6
Health and Welfare	6,510	5,252	1,259	19.3	\$0,195	-	0,195	100.0	6,705	5,252	1,453	21.7
OPEB Current Payment	1,860	3,849	(1,989)	*	-	-	-	-	1,860	3,849	(1,989)	*
Pensions	5,029	5,057	(0,028)	(0.6)	-	-	-	-	5,029	5,057	(0,028)	(0.6)
Other Fringe Benefits	6,469	5,362	1,107	17.1	(0,003)	\$0,043	(0,046)	*	6,467	5,405	1,061	16.4
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	0,023	(0,321)	0,344	*	(\$0,023)	\$0,321	(0,344)	*	0,000	(0,001)	-	0.0
Total Labor Expenses	\$52,764	\$52,921	(\$0,157)	(0.3)	\$0,273	\$0,743	(\$0,470)	*	\$53,037	\$53,664	(\$0,627)	(1.2)
Non-Labor:												
Electric Power	\$0,124	\$0,180	(\$0,057)	(45.7)	\$0,000	\$0,000	\$0,000	-	\$0,124	\$0,180	(\$0,057)	(45.7)
Fuel	2,712	2,425	0,287	10.6	-	-	-	-	2,712	2,425	0,287	10.6
Insurance	0,631	0,349	0,282	44.7	-	-	-	-	0,631	0,349	0,282	44.7
Claims	7,592	4,500	3,092	40.7	-	-	-	-	7,592	4,500	3,092	40.7
Maintenance and Other Operating Con	5,327	2,010	3,317	62.3	\$0,035	-	0,035	100.0	5,361	2,010	3,352	62.5
Professional Service Contracts	4,380	2,020	2,360	53.9	-	-	-	-	4,380	2,020	2,360	53.9
Materials & Supplies	6,206	3,200	3,006	48.4	\$0,126	-	0,126	100.0	6,332	3,200	3,132	49.5
Other Business Expense	0,503	1,277	(0,774)	*	-	-	-	-	0,503	1,277	(0,774)	*
Total Non-Labor Expenses	\$27,474	\$15,961	\$11,513	41.9	\$0,161	\$0,000	\$0,161	100.0	\$27,635	\$15,961	\$11,674	42.2
Total Expenses before Non-Cash Li	\$80,239	\$68,882	\$11,356	14.2	\$0,434	\$0,743	(\$0,310)	(71.4)	\$80,672	\$69,625	\$11,047	13.7
Depreciation	4,887	\$3,850	\$1,038	21.2	\$0,000	\$0,000	\$0,000	-	\$4,887	\$3,850	\$1,038	21.2
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	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$102,166	\$72,732	\$29,434	28.8	\$0,434	\$0,743	(\$0,310)	(71.4)	\$102,599	\$73,475	\$29,124	28.4
Net Surplus/(Deficit)	(\$88,294)	(\$59,683)	\$28,611	32.4	\$0,000	\$0,000	\$0,000	-	(\$88,293)	(\$59,683)	\$28,611	32.4

NOTE: Totals may not add due to rounding

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

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

	Nonreimbursable			Reimbursable			Total					
	Favorable			Favorable			Favorable					
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$113.661	\$126.347	\$12.686	11.2	\$0.000	\$0.000	\$0.000	-	\$113.661	\$126.347	\$12.686	11.2
Other Operating Income	18.427	\$5.679	(12.748)	(69.2)	-	-	-	-	18.427	5.679	(12.748)	(69.2)
Capital and Other Reimbur	-	\$0.000	-	-	\$5.193	\$5.993	0.800	15.4	5.193	5.993	0.800	15.4
Total Revenue	\$132.088	\$132.026	(\$0.062)	(0.0)	\$5.193	\$5.993	\$0.800	15.4	\$137.281	\$138.019	\$0.738	0.5
Expenses												
Labor:												
Payroll	\$267.827	\$275.049	(7.222)	(2.7)	\$2.121	\$3.184	(\$1.063)	(50.1)	\$269.948	\$276.233	(\$6.285)	(3.1)
Overtime	89.991	79.423	10.568	11.7	0.013	0.174	(0.161)	*	90.004	79.597	10.407	11.6
Health and Welfare	79.385	84.649	(5.263)	(6.6)	\$1.172	-	1.172	100.0	80.557	84.649	(4.091)	(5.1)
OPEB Current Payment	22.339	24.655	(2.317)	(10.4)	-	-	-	-	22.339	24.655	(2.317)	(10.4)
Pensions	55.473	56.042	(0.569)	(1.0)	-	-	-	-	55.473	56.042	(0.569)	(1.0)
Other Fringe Benefits	66.351	59.453	6.898	10.4	(0.011)	\$0.123	(0.134)	*	66.341	59.576	6.765	10.2
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.760)	(2.343)	1.583	*	\$0.930	\$2.512	(1.583)	*	0.169	0.169	(0.000)	(0.3)
Total Labor Expenses	\$580.606	\$576.928	\$3.678	0.6	\$4.225	\$5.993	(\$1.768)	(41.8)	\$584.831	\$582.921	\$1.910	0.3
Non-Labor:												
Electric Power	\$1.427	\$1.750	(\$0.322)	(22.6)	-	-	-	-	\$1.427	\$1.750	(\$0.323)	(22.6)
Fuel	21.382	17.086	4.296	20.1	-	-	-	-	21.382	17.086	4.296	20.1
Insurance	5.911	4.648	1.262	21.3	-	-	-	-	5.911	4.648	1.262	21.3
Claims	68.204	49.500	18.704	27.4	-	-	-	-	68.204	49.500	18.704	27.4
Maintenance and Other Of	42.664	23.377	19.287	45.2	\$0.208	-	0.208	100.0	42.872	23.377	19.495	45.5
Professional Service Contr	36.792	22.955	13.837	37.6	-	-	-	-	36.792	22.955	13.837	37.6
Materials & Supplies	53.740	35.478	18.262	34.0	\$0.759	-	0.759	100.0	54.499	35.478	19.021	34.9
Other Business Expense	4.077	3.554	0.523	12.8	-	-	-	-	4.077	3.554	0.523	12.8
Total Non-Labor Expenses	\$234.197	\$158.348	\$75.849	32.4	\$0.967	\$0.000	\$0.967	100.0	\$235.164	\$158.348	\$76.816	32.7
Total Expenses before N	\$814.803	\$735.276	\$79.527	9.8	\$5.192	\$5.993	(\$0.801)	(15.4)	\$819.995	\$741.269	\$78.726	9.6
Depreciation	\$49.695	42.976	\$6.719	13.5	-	-	-	-	\$49.695	42.976	\$6.719	13.5
GASB 75 OPEB Expense	59.603	-	59.603	100.0	-	-	-	-	59.603	-	59.603	100.0
GASB 68 Pension Adjustr	42.976	-	42.976	100.0	-	-	-	-	42.976	-	42.976	100.0
Environmental Remediation	-	(0.006)	0.006	-	-	-	-	-	-	(0.006)	0.006	-
Total Expenses	\$967.077	\$778.247	\$188.830	19.5	\$5.192	\$5.993	(\$0.801)	(15.4)	\$972.269	\$784.240	\$188.029	19.3
Net Surplus/(Deficit)	(\$834.989)	(\$646.221)	\$188.768	22.6	(\$0.000)	\$0.000	\$0.000	100.0	(\$834.988)	(\$646.221)	\$188.767	22.6

NOTE: Totals may not add due to rounding

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

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 Reimb	November 2021		Year-To-Date			
		Favorable (Unfavorable) Variance	Reason for Variance	Favorable (Unfavorable) Variance	Reason for Variance		
		\$	%	\$	%		
Farabox Revenue	NR	\$ 1,300	11.6	Higher ridership partially offset by lower average fare	\$ 12,686	11.2	Higher ridership and higher average fare
Other Operating Revenue	NR	\$ (2,123)	(79.8)	No Student fare revenue due to COVID-19, lower Senior Citizen fare reimbursement as well as lower recoveries from Other Insurance offset by higher advertising revenue.	\$ (12,748)	(69.2)	No Student fare revenue due to COVID-19, lower Senior Citizen fare reimbursement as well as lower recoveries from Other Insurance.
Capital and Other Reimbursements	R	\$ 0,309	*	Timing of Reimbursements	\$ 0,800	15.4	Timing of Reimbursements
Total Revenue Variance		\$ (0,514)	(3.6)		\$ 0,738	0.5	
Payroll	NR	\$ (1,885)	(7.9)	Primarily due to higher vacation payment, higher cash out of sick and personal time, and lower attrition	\$ (7,222)	(2.7)	Primarily due to higher vacation payment, higher cash out of sick and personal time, and lower attrition
Overtime	NR	\$ 1,036	11.3	Primarily lower unscheduled overtime, COVID-19 related cleaning, and programmatic maintenance partially offset by lower availability	\$ 10,568	11.7	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	\$ (0,731)	(8.7)	Primary due to higher Prescription drug coverage and Life Insurance, offset by lower Dental, Medical & Hospitalization costs and Health & Welfare reimbursement.	\$ (7,580)	(7.5)	Primary due to higher Life Insurance, and Prescription drug coverage offset by lower Dental, Medical and Hospitalization costs and Health & Welfare Reimbursable
Pension	NR	\$ (0,028)	(0.6)	(a)	\$ (0,569)	(1.0)	Higher expenses
Other Fringe Benefits	NR	\$ 1,107	17.1	Timing of interagency billing, lower Worker's Compensation and lower Health Benefit Trust.	\$ 6,888	10.4	Timing of interagency billing, lower Worker's Compensation and lower Health Benefit Trust.
Reimbursable Overhead	NR	\$ 0,344	*	Timing of Expenses	\$ 1,583	*	Timing of Expenses
Electric Power	NR	\$ (0,057)	(45.7)	(a)	\$ (0,322)	(45.7)	(a)
Fuel	NR	\$ 0,287	10.6	Primarily due to favorable diesel consumption, partially offset by unfavorable Diesel and CNG pricing.	\$ 4,296	20.1	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	\$ 0,282	44.7	Timing of expenses	\$ 1,262	21.3	Timing of expenses
Claims	NR	\$ 3,092	40.7	Timing of expenses	\$ 16,704	27.4	Timing of expenses
Maintenance and Other Operating Contracts	NR	\$ 3,317	62.3	Mainly the timing of facility maintenance, Bus Technology, farabox maintenance, Shop Program, COVID-19 expenses, Tires and Tubes Rentals and Vehicle Purchases	\$ 19,287	45.2	Mainly the timing of facility maintenance, Bus Technology, farabox maintenance, Shop Program, COVID-19 expenses, Tires and Tubes Rentals and Vehicle Purchases
Professional Service Contracts	NR	\$ 2,360	53.9	Timing of interagency billing, Bus Technology, and service contracts	\$ 13,837	37.6	Timing of interagency billing, Bus Technology, and service contracts
Materials & Supplies	NR	\$ 3,006	48.4	Mainly due to lower usage of general maintenance material as well as timing of radio equipment maintenance/repairs, construction material, and COVID-19 expenses	\$ 16,262	34.0	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 Expense	NR	\$ (0,774)	*	Timing of NFPFS Credit Card Fees offset by Lower print and stationary supplies, the timing of Automatic Fare Collection (AFC) fees, mobility tax, and other miscellaneous expenses	\$ 0,523	12.8	Lower print and stationary supplies, the timing of Automatic Fare Collection (AFC) fees, mobility tax, and other miscellaneous expenses offset by the timing of NFPFS Credit Card Fees
Depreciation	NR	\$ 1,038	21.2	Timing of asset replacement	\$ 6,719	13.5	Timing of asset replacement
Other Post Employment Benefits	NR	\$ 9,901	100.0	(a)	\$ 59,603	100.0	
GASB 68 Pension Adjustment	NR	\$ 7,139	100.0	(a)	\$ 42,976	100.0	
Environmental Remediation	NR	\$ -	-		\$ 0,006	-	
Payroll	R	\$ (0,213)	*	(a)	\$ (1,063)	(50.1)	
Overtime	R	\$ (0,082)	*	(a)	\$ (0,161)	*	
Health and Welfare	R	\$ 0,195	100.0	Timing of charges	\$ 1,172	100.0	
Pension	R	\$ -	-		\$ -	-	
Other Fringe Benefits	R	\$ (0,046)	-		\$ (0,134)	-	
Reimbursable Overhead	R	\$ (0,344)	*		\$ (1,583)	*	
Professional Service Contracts	R	\$ -	-		\$ -	-	
Maintenance and Other Operating	R	\$ 0,035	*	(a)	\$ 0,208	*	
Materials & Supplies	R	\$ 0,126	*	(a)	\$ 0,759	*	
Total Expense Variance		\$ 29,125	26.4		\$ 188,028	19.3	
Net Variance		\$ 28,611	32.4		\$ 188,766	22.6	

(a) - Variance less than 5%

MTA BUS COMPANY
July Financial Plan - 2021 Mid-Year Forecast
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

	November 2021			Year-To-Date		
	Mid Year Forecast	Actual	Favorable	Mid Year Forecast	Actual	Favorable
			(Unfavorable)			(Unfavorable)
			Variance		Variance	Percent
Receipts						
Farebox Revenue	\$11,213	\$13,800	\$2,587	\$113,402	\$125,972	11.1
Other Operating Revenue	\$2,791	0,393	(2,398)	18,402	5,770	(68.6)
Capital and Other Reimbur:	\$0,439	0,428	(0,011)	5,205	5,631	8.2
Total Receipts	\$14,442	\$14,621	\$0,179	\$137,009	\$137,373	0.3
Expenditures						
Labor:						
Payroll	\$22,840	\$23,038	(\$0,198)	\$260,064	\$262,042	(\$1,978)
Overtime	9,149	8,175	0,974	90,005	79,597	10,408
Health and Welfare	9,224	13,626	(4,402)	85,277	92,121	(6,844)
OPEB Current Payment	2,107	3,849	(1,742)	22,167	23,042	(0,875)
Pensions	5,618	5,057	0,561	58,407	55,043	3,364
Other Fringe Benefits	5,334	5,707	(0,373)	54,253	55,886	(1,633)
GASB Account	-	-	-	-	-	-
Reimbursable Overhead	(0,000)	-	(0,000)	(0,000)	-	(0,000)
Total Labor Expenditures	\$54,270	\$59,452	(\$5,182)	\$570,172	\$567,731	\$2,441
Non-Labor:						
Electric Power	\$0,101	\$0,180	(\$0,079)	\$1,455	\$1,919	(\$0,464)
Fuel	2,149	2,306	(0,157)	21,975	20,815	1,160
Insurance	0,938	-	0,938	5,629	-	5,629
Claims	4,641	0,914	3,727	32,354	9,724	22,630
Maintenance and Other Op	5,752	2,061	3,691	45,217	25,704	19,513
Professional Service Contr	8,298	1,363	6,935	63,605	22,406	41,199
Materials & Supplies	7,210	3,417	3,792	59,374	37,131	22,243
Other Business Expenses	0,540	0,209	0,331	4,360	2,231	2,129
Total Non-Labor Expendit	\$29,630	\$10,450	\$19,179	\$233,969	\$119,930	\$114,039
Total Expenditures	\$83,900	\$69,902	\$13,997	\$804,142	\$687,661	\$116,481
Operating Cash Surplus/((\$69,458)	(\$55,281)	\$14,179	(\$667,132)	(\$550,288)	\$116,844
			20.4			17.5

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)

	November 2021		Year-To-Date		Reason for Variance
	Favorable (Unfavorable) Variance	%	Favorable (Unfavorable) Variance	%	
	\$		\$		
Operating Receipts or Disbursements					
Farebox Revenue	\$ 2,587	23.1	\$ 12,570	11.1	Higher ridership partially offset by lower average fare
Other Operating Revenue	(2,398)	(85.9)	(12,632)	(68.6)	No Student fare revenue due to COVID-19, lower Senior Citizen fare reimbursement as well as lower recoveries from Other Insurance offset by higher advertising revenue.
Capital and Other Reimbursements	(0,011)	(2.4)	0,426	8.2	Timing of reimbursement receipts
Total Receipts	\$ 0,178	1.2	\$ 0,364	0.3	
Payroll	\$ (0,198)	(0.9)	\$ (1,978)	(0.8)	Prior period payments of interagency billing offset by timing of expenses
Overtime	0,974	10.6	10,408	11.6	Primarily lower unscheduled overtime, COVID-19 related cleaning, and programmatic maintenance partially offset by lower availability
Health and Welfare (including OPEB)	(6,144)	(54.2)	(7,719)	(7.2)	Higher Prescription drug coverage and Life Insurance, partially offset by Medical & Hospitalization costs and Health & Welfare reimbursement.
Pension	0,561	10.0	3,364	5.8	Timing of payments
Other Fringe Benefits	(0,373)	(7.0)	(1,633)	(3.0)	Timing of payments
GASB	-	-	-	-	
Electric Power	(0,079)	(78.4)	(0,464)	(31.9)	Prior period payment
Fuel	(0,157)	(7.3)	1,160	5.3	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	0,938	100.0	5,629	100.0	Timing of payments
Claims	3,727	80.3	22,630	69.9	Timing of payments
Maintenance and Other Operating Contracts	3,691	64.2	19,513	43.2	Mainly the timing of facility maintenance, Bus Technology, farebox maintenance, Shop Program, COVID-19 expenses, Tires and Tubes Rentals and Vehicle Purchases
Professional Service Contracts	6,935	83.6	41,199	64.8	Timing of interagency billing, Bus Technology, and service contracts
Materials & Supplies	3,792	52.6	22,243	37.5	Mainly due to lower usage of general maintenance material as well as timing of radio equipment maintenance/repairs, construction material, and COVID-19 expenses
Other Business Expenditure	0,331	61.2	2,129	48.8	Lower print and stationery supplies, and the timing of Automatic Fare Collection (AFC) fees, Mobility tax, and other miscellaneous expenses
Total Expenditures	\$ 13,997	16.7	\$ 116,480	14.5	
Net Cash Variance	\$ 14,179	20.4	\$ 116,844	17.5	

(a) - Variance less than 5%

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

	November 2021				Year-To-Date			
	Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)	
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$0.000	1.287	\$1.287	-	(\$0.259)	(\$0.375)	(\$0.116)	(44.7)
Other Operating Revenue	0.131	(0.143)	(0.274)	*	(0.025)	0.091	0.116	*
Capital and Other Reimbursements	0.005	(0.315)	(0.320)	*	0.012	(0.362)	(0.374)	*
Total Receipts	\$0.136	\$0.829	\$0.693	*	(\$0.272)	(\$0.646)	(\$0.374)	*
Expenditures								
<i>Labor:</i>								
Payroll	\$0.988	\$2.887	\$1.899	*	\$9.884	\$16.191	\$6.307	63.8
Overtime	-	(0.000)	(0.000)	-	(0.001)	-	0.001	100.0
Health and Welfare	(2.519)	(8.375)	(5.856)	*	(4.720)	(7.472)	(2.752)	(58.3)
OPEB Current Payment	(0.247)	-	0.247	100.0	0.172	1.613	1.441	*
Pensions	(0.589)	-	0.589	100.0	(2.934)	0.999	3.933	*
Other Fringe Benefits	1.133	(0.302)	(1.434)	*	12.088	3.690	(8.398)	(69.5)
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	0.000	(0.001)	(0.001)	*	0.169	0.169	0.000	0.2
Total Labor Expenditures	(\$1.235)	(\$5.791)	(\$4.556)	*	\$14.658	\$15.190	\$0.532	3.6
<i>Non-Labor:</i>								
Electric Power	\$0.023	\$0.000	(\$0.023)	(100.0)	(\$0.028)	(\$0.169)	(\$0.141)	*
Fuel	0.563	0.118	(0.444)	(79.0)	(0.593)	(3.729)	(3.136)	*
Insurance	(0.307)	0.349	0.656	*	0.282	4.648	4.366	*
Claims	2.951	3.586	0.635	21.5	35.850	39.776	3.926	11.0
Maintenance and Other Operating Contracts	(0.390)	(0.051)	0.339	86.9	(2.345)	(2.327)	0.018	0.8
Professional Service Contracts	(3.919)	0.657	4.576	*	(26.813)	0.549	27.362	*
Materials & Supplies	(0.878)	(0.217)	0.661	75.3	(4.875)	(1.653)	3.222	66.1
Other Business Expenditures	(0.038)	1.068	1.105	*	(0.283)	1.323	1.606	*
Total Non-Labor Expenditures	(\$1.995)	\$5.510	\$7.505	*	\$1.195	\$38.418	\$37.223	*
Total Cash Conversion Adjustments before Non-Cash Liability Adjts.	(\$3.093)	\$0.549	\$3.642	*	\$15.581	\$52.963	\$37.382	*
Depreciation Adjustment	4.887	3.850	(1.038)	(21.2)	49.695	42.976	(6.719)	(13.5)
GASB 75 OPEB Expense Adjustment	9.901	-	(9.901)	(100.0)	59.603	-	(59.603)	(100.0)
GASB 68 Pension Adjustment	7.139	-	(7.139)	(100.0)	42.976	-	(42.976)	(100.0)
Environmental Remediation	-	-	-	-	-	(0.006)	(0.006)	(0.006)
Total Expenses/Expenditures	\$ 18.834	\$ 4.398	(\$14.435)	(76.6)	\$ 167.855	\$ 95.933	(\$71.922)	(42.8)
Total Cash Conversion Adjustments	\$18.834	\$4.398	(\$14.435)	(76.6)	\$167.855	\$95.933	(\$71.922)	(42.8)

NOTE: Totals may not add due to rounding

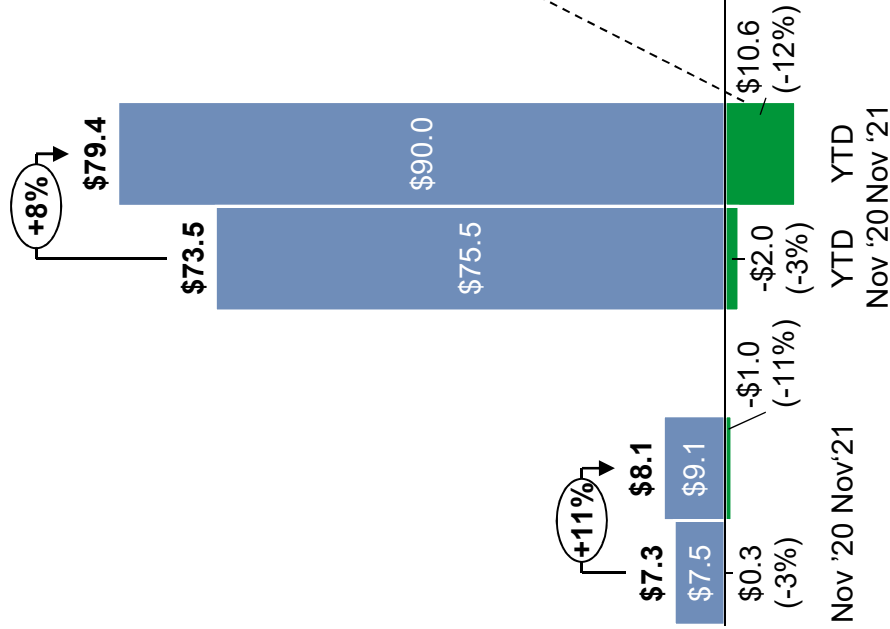
MTA Bus – Non-Reimbursable Overtime Variance

Nov 2021 and YTD Mid-Year Forecast vs. Variance

\$M

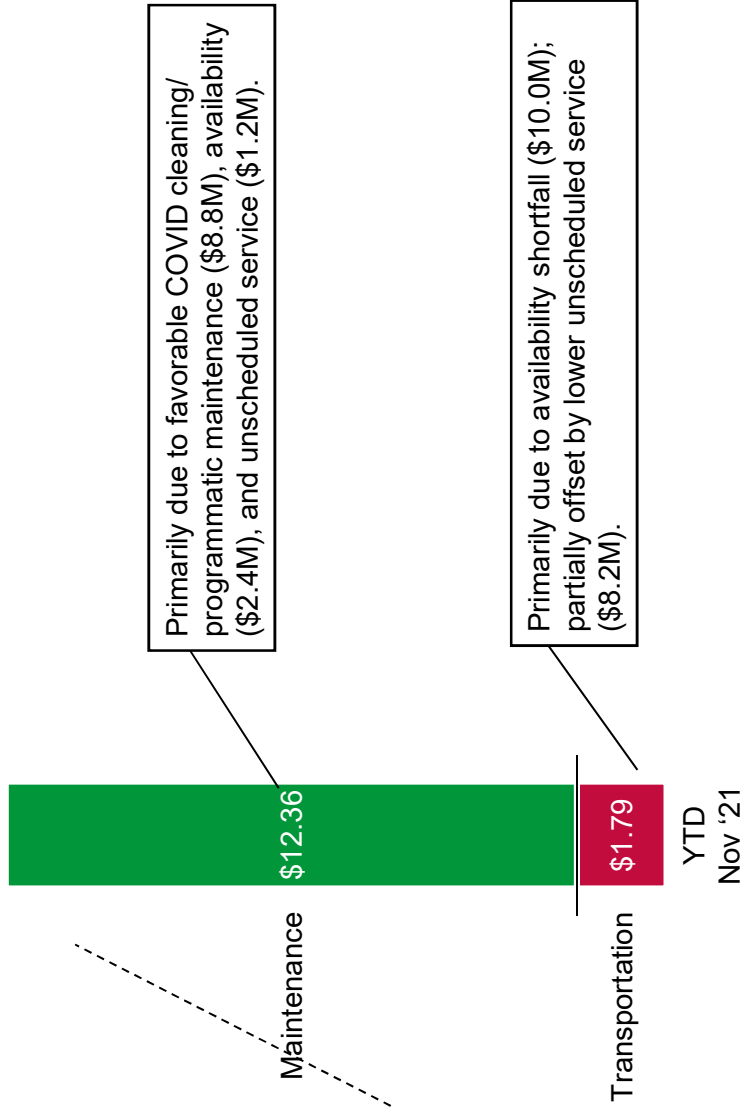
Overview

- Nov 2021 increased by \$0.8M or 11% compared to Nov 2020
- Nov YTD 2021 is \$10.6M or 12% under budget



YTD variance by division

\$M



Source: Forecast budget, GL actuals for overtime spending.
 Note: MTABC does not have Reimbursable OT for 2020; 2021 Reimbursable OT is less than \$174K.

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

FUNCTION/DEPARTMENT	Mid -Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	2	1	
Human Resources	16	12	4	
Office of Management and Budget	14	10	4	
Material	15	13	2	
Controller	18	17	1	
Office of the President	4	-	4	
System Safety Administration	-	-	-	
Law	20	16	4	
Labor Relations	-	-	-	
Strategic Office	19	17	2	
Non-Departmental	2	-	2	
Total Administration	111	87	24	Vacancies
Operations				
Buses	2,298	2,250	49	Vacancies Bus Operators
Office of the Executive VP	6	2	4	
Safety & Training	68	108	(40)	More Bus Operator Training
Road Operations	141	136	5	
Transportation Support	25	23	2	
Operations Planning	34	28	6	
Revenue Control	6	6	-	
Total Operations	2,578	2,553	26	
Maintenance				
Buses	723	709	14	
Maintenance Support/CMF	210	193	17	
Facilities	76	72	4	
Supply Logistics	104	90	14	
Total Maintenance	1,113	1,064	49	Vacancies
Capital Program Management	35	22	13	
Total Engineering/Capital	35	22	13	Vacancies mainly Managers
Security	13	11	2	
Total Public Safety	13	11	2	Vacancy
Total Positions	3,850	3,737	114	
Non-Reimbursable	3,812	3,704	109	
Reimbursable	38	33	5	
Total Full-Time	3,832	3,722	111	
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
 NOVEMBER 2021

FUNCTION/OCCUPATIONAL GROUP	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	46	34	12	
Professional, Technical, Clerical	63	53	10	
Operational Hours	2	-	2	
Total Administration	111	87	24	Vacancies
Operations				
Managers/Supervisors	319	307	12	
Professional, Technical, Clerical	45	37	8	
Operational Hours	2,214	2,209	6	
Total Operations	2,578	2,553	26	Mainly Bus Operator Vacancies
Maintenance				
Managers/Supervisors	241	217	24	
Professional, Technical, Clerical	35	34	1	
Operational Hours	837	813	24	
Total Maintenance	1,113	1,064	49	Vacancies
Engineering/Capital				
Managers/Supervisors	21	11	10	
Professional, Technical, Clerical	14	11	3	
Operational Hours	-	-	-	
Total Engineering/Capital	35	22	13	Vacancies mainly Managers
Public Safety				
Managers/Supervisors	8	6	2	
Professional, Technical, Clerical	5	5	-	
Operational Hours	-	-	-	
Total Public Safety	13	11	2	Vacancy
Total Baseline Positions				
Managers/Supervisors	635	575	60	
Professional, Technical, Clerical	162	140	22	
Operational Hours	3,053	3,022	32	
Total Baseline Positions	3,850	3,737	114	

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

	<u>November 2021</u>		<u>Year-to-date as of November 2021</u>		Favorable/ (Unfavorable) Variance
	Mid Year Forecast	Actual	Mid Year Forecast	Actual	
<u>Farebox Revenue</u>					
Fixed Route	\$11.213	\$12.513	\$113.661	\$126.347	\$12.686
Total Farebox Revenue	\$11.213	\$12.513	\$113.661	\$126.347	\$12.686
<u>Ridership</u>					867.9%
Fixed Route	6.054	6.904	58.867	64.782	5.915
Total Ridership	6.054	6.904	58.867	64.782	5.915

MTA BUS COMPANY
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
NOVEMBER 2021 YEAR-TO-DATE
(\$ in millions)

	November Year-to-Date		Actual	Favorable(Unfavorable) Variance	
	Mid-Year Forecast	November Forecast		Mid-Year Forecast	November Forecast
	\$	\$	\$	\$	%
Total Revenue	132.1	135.8	132.0	(0.1)	(0.0)
Total Expenses before Non-Cash Liability Adjs	814.8	809.9	735.3	79.5	9.8
Depreciation	49.7	49.7	43.0	6.7	13.5
GASB75 OPEB Obligation	59.6	59.6	-	59.6	100.0
GASB 68 Pension Expense Adjustment	43.0	43.0	-	43.0	100.0
Environmental Remediation	-	-	(0.0)	0.0	0.0
Total Expenses	967.1	962.1	778.2	188.8	19.5
Net Surplus/(Deficit)	(835.0)	(826.3)	(646.2)	188.8	22.6
				183.9	19.1
				180.1	21.8

Note: Totals may not add due to rounding

MTA BUS COMPANY
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NON-REIMBURSABLE
NOVEMBER 2021 YEAR-TO-DATE
(\$ in millions)

	<u>Favorable/(Unfavorable)</u> <u>Variance</u>	<u>Percent</u>	<u>Variance Explanation</u>
Total Revenue	\$0.8	0.6	Higher ridership and higher average fare offset by no Student fare and lower Senior fare reimbursement due to COVID-19 and Lower Advertising revenue as well as lower recoveries from Other Insurance.
Total Expenses	\$159.4	18.4	Lower usage of general maintenance material and construction material due to the COVID-19 pandemic as well as timing of COVID-19 expenses, Shop Program, Bus Technology, and interagency billings. This is partially offset by higher Payroll expenses due to higher vacation payment, higher sick and personal time, and lower attrition.

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

(a) - Variance less than 5%

MTA BUS COMPANY
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2021 YEAR-TO-DATE
(\$ in millions)

	October Year-to-Date			Favorable(Unfavorable) Variance	
	Mid-Year Forecast	November Forecast	Actual	Mid-Year Forecast	November Forecast
	\$	\$	\$	\$	\$
Total Revenue	118.2	118.2	119.0	0.8	0.8
Total Expenses before Non-Cash Liability Adjs	734.6	734.6	666.4	68.2	68.2
Depreciation	44.8	44.8	39.1	5.7	5.7
GASB75 OPEB Obligation	49.7	49.7	-	49.7	49.7
GASB 68 Pension Expense Adjustment	35.8	35.8	-	35.8	35.8
Environmental Remediation	-	-	(0.0)	0.0	0.0
Total Expenses	864.9	864.9	705.5	159.4	159.4
Net Surplus/(Deficit)	(746.7)	(746.7)	(586.5)	160.2	160.2
				%	%
				0.6	0.6
				9.3	9.3
				12.7	12.7
				100.0	100.0
				100.0	100.0
				0.0	0.0
				18.4	18.4
				21.4	21.4

Note: Totals may not add due to rounding

MTA BUS COMPANY
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NON-REIMBURSABLE
OCTOBER 2021 YEAR-TO-DATE
(\$ in millions)

	<u>Favorable/(Unfavorable)</u> <u>Variance</u>	<u>Percent</u>	<u>Variance Explanation</u>
Total Revenue	\$0.8	0.6	Higher ridership and higher average fare offset by No Student fare and lower Senior fare reimbursement due to COVID-19 and no Advertising revenue as well as lower recoveries from Other Insurance.
Total Expenses	\$159.4	18.4	Lower usage of general maintenance material and construction material due to the COVID-19 pandemic as well as timing of COVID-19 expenses, Shop Program, Bus Technology,, and interagency billings. This is partially offset by higher Payroll expenses due to higher vacation payment, higher sick and personal time, and lower attrition.

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

(a) - Variance less than 5%

Financial and Ridership Reports

Jaibala Patel, Deputy Chief Financial Officer, MTA



December subway weekday ridership was down 6.5% from November amid concerns over sharp rise of COVID cases and businesses pushing back the return-to-office plans since mid-December.

Preliminary December 2021 Year-End Report:

New York City Transit

The purpose of this report is to provide the preliminary 2021 financial results, on an accrual basis. The accrual basis is presented on a non-reimbursable and reimbursable account basis. Results are compared to the Adopted Budget (budget) and the November Forecast (forecast).

Summary of Preliminary Financial Results

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

- 2021 annual New York City Transit ridership of 1,079.6 million was 18.2 million (1.7 percent), over forecast, of which subway ridership of 760.0 million was 11.8 million (1.6 percent), above forecast, bus ridership of 311.7 million was 6.8 million (2.2 percent), over forecast, and paratransit ridership of 7.9 million was 0.3 million (4 percent), below forecast.
- 2021 annual ridership compared with 2019 annual ridership was lower by 1,186.3 million (52.4 percent), out of which subway ridership was down 55.2 percent, bus ridership was lower 44.0 percent, and paratransit ridership was down 28.2 percent.
- 2021 annual ridership was greater 224.0 million (26.2 percent), than 2020 annual ridership. Subway annual ridership was higher 18.8 percent, bus ridership was over 49.2 percent, and paratransit ridership was up 10.1 percent.
- 2021 annual farebox revenue of \$2,320.0 million exceeded forecast by \$39.2 million (1.7 percent), mainly due to higher ridership.
- Other revenue of \$3,267.3 million was over forecast by \$2,796.8 million (594.4 percent), due primarily to agency receipt of Federal CRRSAA funding of \$2,795.3 million – (*excluding CRRSAA, Operating revenue is favorable \$1.5 million (0.3 percent)*)
- Operating expenses (before non-cash liabilities) of \$8,498.1 million underran forecast by \$97.9 million (1.1 percent), of which labor expenses were favorable by \$78.2 million (1.1 percent), and non-labor expenses were below the forecast by \$19.7 million (1.1 percent).

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

- 2021 annual New York City Transit ridership of 1,079.6 million was 474.6 million (78.4 percent) over budget, of which subway ridership of 760 million was higher by 309.4 million (68.7 percent), bus ridership of 311.7 million was over 167.4 million (116.1 percent), while paratransit ridership of 7.9 million was below budget 2.2 million (22.1 percent).
- 2021 annual farebox revenue of \$2,320.0 million exceeded budget by \$1,058.3 million (83.9 percent), mainly due to higher ridership.
- Other revenue was higher than budget by \$2,755.7 million, mainly due to agency receipt of Federal CRRSAA funding of \$2,795.3 million – (*excluding CRRSAA, Operating revenue is unfavorable \$39.6 million (7.7 percent)*)
- Operating expenses (before non-cash liabilities) were below budget by \$538.2 million (6.0 percent), of which labor expenses were favorable \$246.9 million (3.5 percent), and non-labor expenses were lower \$291.2 million (14.6 percent).
- Total operating expenses (before non-cash liabilities) of \$8.498 billion is favorable to budget by \$538.2 million (6.0 percent).

Financial Results

Farebox Revenue

Total Year 2021 Farebox Revenue - (\$ in millions)							
	2021			Favorable(Unfavorable)			
	Budget	Forecast	Prelim Actual	Budget		Forecast	
				Amount	Percent	Amount	Percent
Subway	963.4	1,687.2	1,717.0	753.6	78.2%	29.8	1.8%
NYCT Bus	247.2	542.7	553.2	306.1	123.8%	10.5	1.9%
Paratransit	10.9	16.4	15.3	4.4	40.2%	(1.2)	(7.0%)
Subtotal	1,221.4	2,246.3	2,285.5	1,064.1	87.1%	39.2	1.7%
Fare Media Liability	40.2	34.5	34.5	(5.7)	(14.2%)	0.0	0.0%
Total - NYCT	1,261.7	2,280.8	2,320.0	1,058.3	83.9%	39.2	1.7%

Note: Total may not add due to rounding

2021 annual farebox revenue of \$2,320.0 million was \$39.2 million (1.7 percent) above forecast and \$1,058.3 million (83.9 percent) over budget. Subway revenue was \$29.8 million (1.8 percent) over forecast and \$753.6 million (78.2 percent) above budget. Bus revenue was \$10.5 million (1.9 percent) over forecast and \$306.1 million (123.8 percent) above budget. Paratransit revenue was \$1.2 million (7 percent) below forecast and \$4.4 million (40.2 percent) above budget. Accrued fare media liability was equal to forecast and 14.2 percent below budget.

Average Fare

2021 Annual Non-Student Average Fare - (in \$)				
	NYC Transit			
	2020	Prelim. 2021	Change	
			Amount	Percent
Subway	2.463	2.328	(0.135)	(5.5%)
Local Bus	1.859	1.790	(0.069)	(3.7%)
Subway & Local Bus	2.319	2.175	(0.144)	(6.2%)
Express Bus	5.920	5.956	0.036	0.6%
Total	2.338	2.192	(0.146)	(6.2%)

The 2021 non-student average fare of \$2.338 decreased 1.46¢ from 2020; subway fare decreased 13.5¢; local bus fare decreased 6.9¢; express bus fare increased 3.6¢.

Non-reimbursable Expenses

Non-reimbursable expenses of \$8,498.1 million before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment were below **forecast** by \$97.9 million (1.1 percent),

Labor expenses were under forecast by a net \$78.2 million (1.1 percent):

- Health and welfare/OPEB current expenses were below forecast by a \$35.9 million (2.3 percent), due to favorable prescription drug rebate credits
- Other fringe benefits were under forecast by \$30.8 million (5.5 percent), reflecting lower workers compensation accruals and favorable overhead credits
- Payroll was favorable by \$14.0 million (0.4 percent), primarily due to vacancies
- Overtime expenses exceeded forecast by \$5.8 million (0.9 percent), primarily due to severe weather response and vacancy coverage backfill

Non-labor expenses were below forecast by a net \$19.7 million (1.1 percent):

- Paratransit service contracts underran by \$22.7 million (6.2 percent), reflecting fewer trips and favorable support costs
- Materials and Supplies were under forecast by \$8.7 million (3.3 percent), reflecting lower obsolescence cost and higher scrap and surplus sales credits
- Other business expenses were higher by \$8.7 million (11.6 percent), mainly due to higher card processing fees
- Electric power overran by \$5.0 million (1.9 percent), mainly due to higher rates

Depreciation expense of \$2,086.8 million underran forecast by \$23.4 million (1.1 percent).

GASB 75 OPEB expense adjustments of \$612.1 million were favorable to forecast \$620.0 million, pending final post-close actuarial adjustment.

GASB 68 Pension adjustments of \$19.1 million were unfavorable to forecast \$81.1 million, pending final actuarial adjustment.

The **operating cash deficit** (excluding subsidies) of \$3,317.3 million was \$2,310.0 million (41.0 percent) favorable to forecast due to Federal CRRSAA funding receipts of \$2,331.5 *million* – (*excluding CRRSAA, Operating cash deficit is unfavorable \$21.6 million (0.4 percent) due to timing of RMB receipts*)

Non-reimbursable expenses of \$8,498.1 million before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment were below **budget** by \$538.2 million (6.0 percent),

Labor expenses were below budget by a net \$246.9 million (3.5 percent):

- Health and welfare/OPEB current expenses underran by \$207.6 million (2.3 percent), due to vacancies, lower Aetna medical utilization, and greater prescription drug rebate credits
- Payroll expenses were below budget by \$99.4 million (2.8 percent), resulting from vacancies
- Other fringe benefits underran by \$58.2 million (1.8 percent), primarily due to lower workers compensation accruals partly offset by unfavorable FB overhead credits
- Pension was less than forecast by \$37.8 million (4.0 percent), mainly reflecting lower NYCERS pension expense and a favorable expense reclassification to reimbursable
- Overtime was higher by \$103.1 million (19.4 percent), largely due to vacancy and availability backfill coverage, and severe weather response
- Reimbursable overhead was unfavorable by \$53.0 million (19.6 percent), mainly due to less than anticipated capital labor expense

Non-labor expenses were net favorable to budget by \$291.2 million (14.6 percent):

- Claims were lower by \$113.9 million (51.4 percent), due to lower volume on lower ridership
- Paratransit service contracts were favorable \$91.1 million (21.0 percent), reflecting fewer trips and favorable timing of support costs
- Materials and supplies underran by \$81.4 million (24.4 percent), reflecting reduced usage due to maintainer vacancies and favorable maintenance program timing
- Electric power was favorable \$27.3 million (9.1 percent), mainly due to lower consumption
- Insurance was lower by \$9.7 million (11.9 percent), mainly reflecting lower MTA projections and favorable timing of intercompany charges
- Other business expenses overran by \$29.9 million (56.3 percent), mainly due to higher card processing fees
- Fuel was unfavorable \$6.0 million (6.5 percent), due to higher prices

Depreciation expense of \$2,086.8 million overran budget by \$108.8 million (5.5 percent).

GASB 75 OPEB expense adjustments of \$612.1 million were favorable to budget \$860.2 million, pending final post-close actuarial adjustment.

GASB 68 Pension adjustments of \$19.1 million were unfavorable to budget \$328.0 million, pending final actuarial adjustment.

The **operating cash deficit** (excluding subsidies) of \$3,317.3 million was \$3,714.3 million (52.8 percent) favorable to budget due to Federal CRRSAA funding receipts of \$2,331.5 million – *(excluding CRRSAA, Operating cash deficit is favorable \$1,382.7 million (19.7 percent) mainly due to higher farebox receipts due to higher ridership than budget).*

Ridership Results

Total Year 2021 Ridership - (in millions)							
	2021			Favorable(Unfavorable)			
	Budget	Forecast	Prelim Actual	Budget		Forecast	
				Amount	Percent	Amount	Percent
Subway	450.6	748.2	760.0	309.4	68.7%	11.8	1.6%
NYCT Bus	144.2	304.9	311.7	167.4	116.1%	6.8	2.2%
Paratransit	10.2	8.3	7.9	(2.2)	(22.1%)	(0.3)	(4.0%)
Total - NYCT	605.0	1,061.4	1,079.6	474.6	78.4%	18.2	1.7%

Note: Total may not add due to rounding

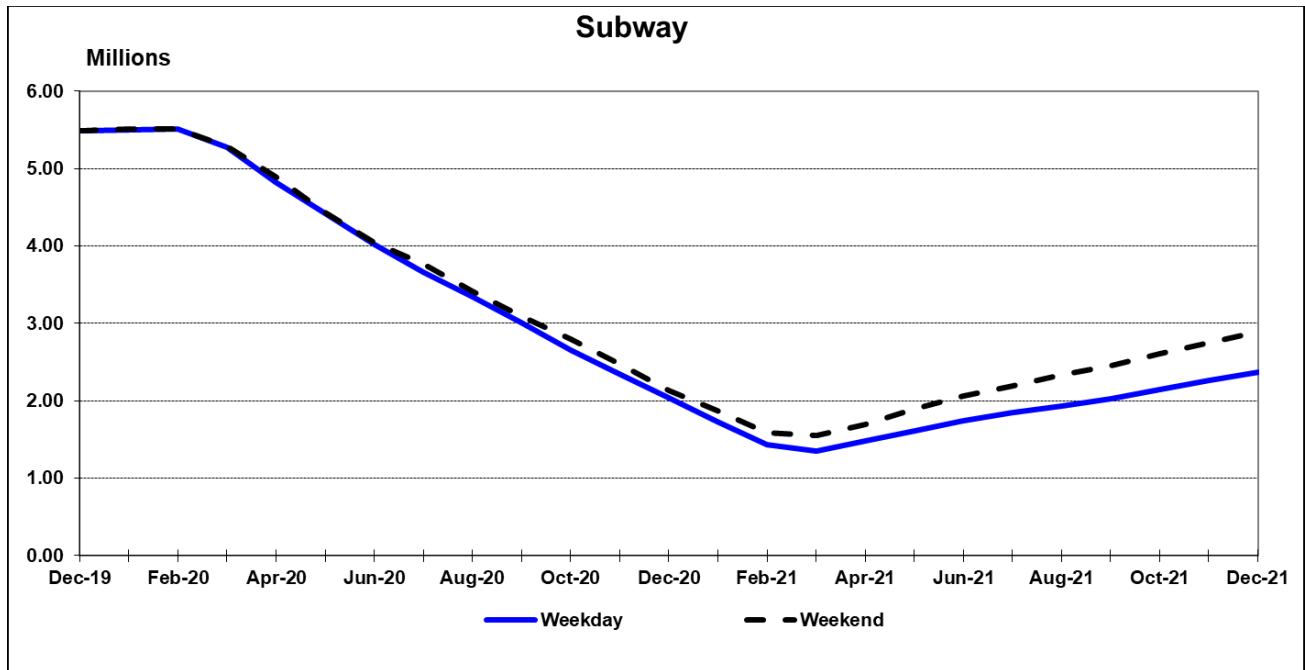
2021 Average Weekday and Weekend Ridership vs. Prior Year								
	Average Weekday - (thousands)				Average Weekend - (thousands)			
	2020	Preliminary	Change		2020	Preliminary	Change	
		2021	Amount	Percent		2021	Amount	Percent
Subway	2,041	2,370	329	+16.1%	2,135	2,889	754	+35.3%
NYCT Local Bus	642	967	325	+50.6%	737	1,119	382	+51.8%
NYCT Express Bus	15	17	2	+13.3%	6	8	2	+33.3%
Paratransit	23	25	2	+10.1%	24	27	3	+13.2%
TOTAL - NYCT	2,721	3,379	658	+24.2%	2,902	4,043	1,141	+39.3%

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

- 2021 total annual ridership of 1,079.6 million was 18.2 million (1.7 percent) favorable to forecast and 474.6 million (78.4 percent) favorable to budget. Subway ridership was 1.6 percent favorable to forecast and 68.7 percent favorable to budget. Bus ridership was 2.2 percent favorable to forecast and 116.1 percent favorable to budget. Paratransit ridership was 4 percent unfavorable to forecast and 22.1 percent unfavorable to budget.
- Compared to the previous year, system-wide average weekday ridership increased by 24.2 percent. Average weekday ridership was 16.1 percent up on subway and up 50.6 percent on local bus. Express bus weekday ridership was up 13.3 percent, and paratransit ridership was up 10.1 percent. These results are due to restoring full overnight subway service, lifting many COVID-19 travel restrictions, and terminating fare-free back-door boarding policy on local buses that was in effect last year from late March 2020 through late August 2020.
- Average weekend ridership, compared to the prior year, grew by 39.3 percent. It was 35.3 percent up on subway, 51.8 percent on local bus, 33.3 percent up on express bus, and 13.2 percent on paratransit.

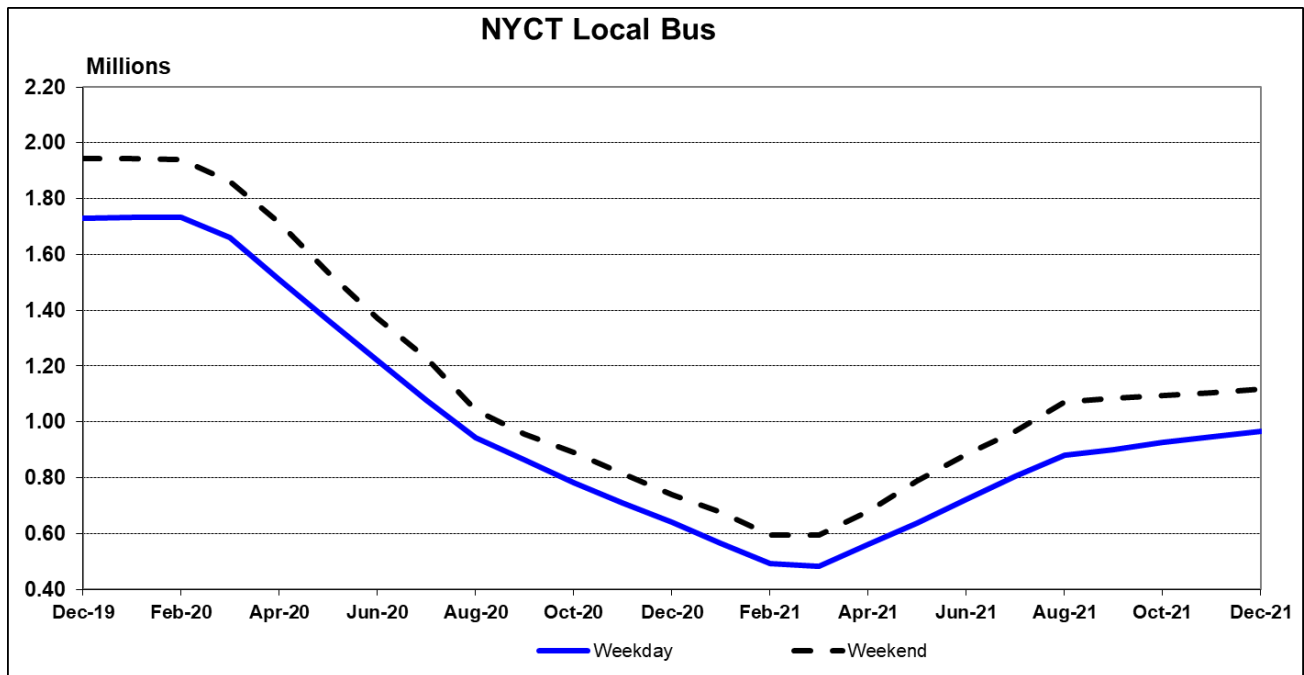
Average Weekday and Weekend Ridership

12-Month Rolling Averages



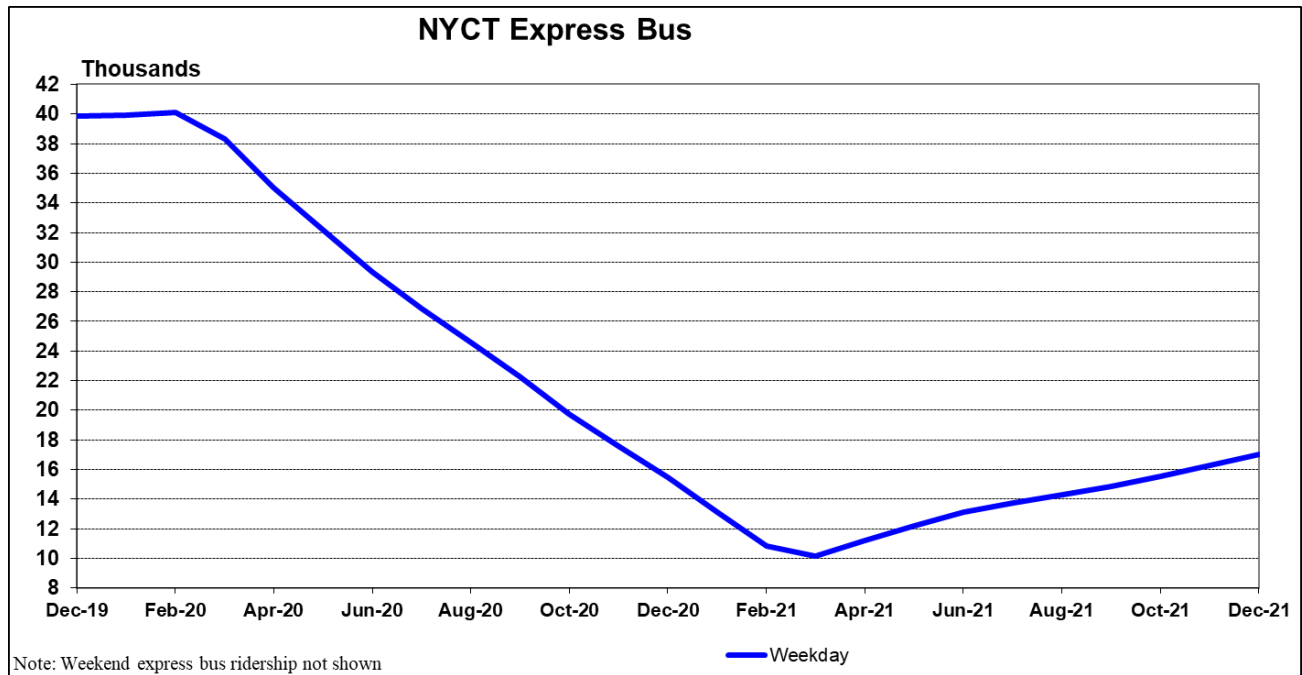
- Average weekday and weekend ridership increased moderately in 2019, before drastic declines due to COVID-19 travel restrictions, which began in March 2020.
- In February 2021, the ridership decline slowed, and in March 2021, a new period of growth began.

12-Month Rolling Averages



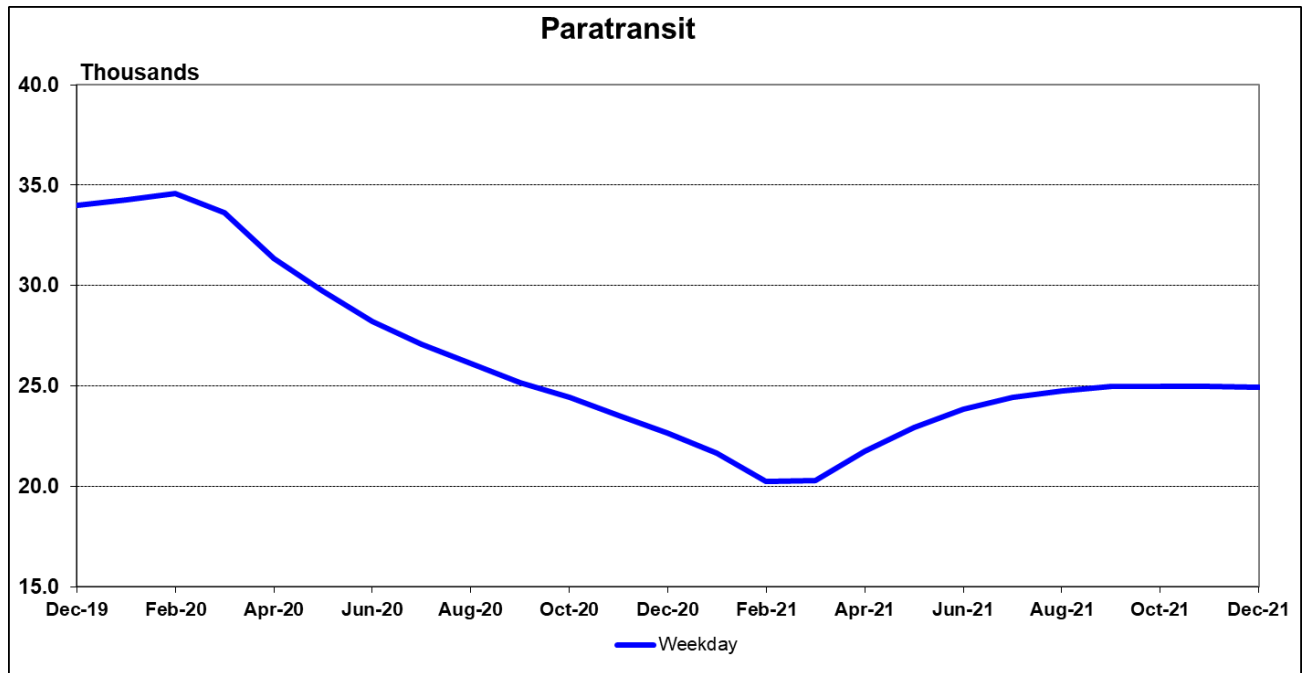
- Local bus ridership decreased slightly in 2019 and early 2020 before declining drastically starting in March 2020 due to COVID-19 travel limitations. Fare-free back door boarding was also in effect from late March through end of August 2020.
- In February 2021, the ridership decline slowed, and in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

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 – November a new period of growth began. The growth has somewhat decelerated in December 2021 amid a new wave of pandemic. Over the course of 2021 as a whole, the growth is very significant in comparison with 2020, even though the ridership still hasn't reached 2019 levels.

Ridership on Transit Services in the New York Area (thousands)			
Transit Service	2020	2021	Percent Change
Average Weekday			
Subway	2,041	2,370	+16.1%
NYCT Local Bus	642	967	+50.6%
NYCT Express Bus	15	17	+13.3%
Paratransit	23	25	+10.1%
SIR	5	5	-0.9%
MTA Local Bus	134	213	+58.9%
MTA Express Bus	13	15	+17.3%
LIRR	103	110	+6.8%
Metro-North	89	90	+1.1%
PATH	91	91	+0.0%
Average Weekend			
Subway	2,135	2,889	+35.3%
NYCT Local Bus	737	1,119	+51.8%
NYCT Express Bus	6	8	+33.3%
Paratransit	24	27	+13.2%
SIR	1	2	+91.0%
MTA Local Bus	146	237	+62.0%
MTA Express Bus	6	8	+33.1%
LIRR	80	126	+57.5%
Metro-North	84	125	+48.8%
PATH	72	113	+56.9%

Note: Percentages are based on unrounded data.

MTA NEW YORK CITY TRANSIT
Preliminary 2021 Year-End Report
Accrual Statement of Operations By Category
2021 Adopted Budget and November Forecast vs.
Actual
(\$ in Millions)

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NON-REIMBURSABLE

	<u>December 2021 Year-To-Date</u>			<u>Favorable (Unfavorable) Variance</u>			
	<u>Adopted Budget</u>	<u>November Forecast</u>	<u>Actual</u>	<u>Adopted Budget</u>	<u>November Forecast</u>		
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Revenue							
Farebox Revenue:							
Subway	\$963.405	\$1,687.187	\$1,717.004	\$753.599	78.2	\$29.817	1.8
Bus	\$247.152	\$542.700	\$553.244	\$306.092	-	\$10.544	1.9
Paratransit	\$10.890	\$16.421	\$15.265	\$4.375	40.2	(1.156)	(7.0)
Fare Liability	\$40.244	\$34.514	\$34.514	(5.731)	(14.2)	\$0.000	0.0
Farebox Revenue	\$1,261.691	\$2,280.821	\$2,320.026	\$1,058.335	83.9	\$39.205	1.7
Fare Reimbursement	\$84.016	\$89.066	\$89.066	\$5.050	6.0	\$0.000	0.0
Paratransit Reimbursement	\$253.116	\$216.617	\$214.631	(38.485)	(15.2)	(1.986)	(0.9)
Other Operating Revenue	\$174.453	\$164.834	\$2,963.587	\$2,789.134	-	\$2,798.753	-
Other Revenue	\$511.585	\$470.517	\$3,267.285	\$2,755.700	-	\$2,796.768	-
Capital and Other Reimbursements	\$0.000	\$0.000	\$0.000	-	-	-	-
Total Revenue	\$1,773.277	\$2,751.339	\$5,587.311	\$3,814.035	-	\$2,835.973	-
Expenses							
Labor :							
Payroll	\$3,511.405	\$3,426.024	\$3,412.042	\$99.363	2.8	\$13.982	0.4
Overtime	\$531.777	\$629.057	\$634.863	(103.086)	(19.4)	(5.806)	(0.9)
Total Salaries & Wages	\$4,043.183	\$4,055.081	\$4,046.905	(3.722)	(0.1)	\$8.176	0.2
Health and Welfare	\$1,118.685	\$1,007.410	\$978.128	\$140.557	12.6	\$29.283	2.9
OPEB Current Payment	\$607.928	\$547.433	\$540.842	\$67.085	11.0	\$6.591	1.2
Pensions	\$956.333	\$922.257	\$918.538	\$37.795	4.0	\$3.719	0.4
Other Fringe Benefits	\$586.759	\$559.292	\$528.512	\$58.247	9.9	\$30.780	5.5
Total Fringe Benefits	\$3,269.705	\$3,036.393	\$2,966.020	\$303.685	9.3	\$70.372	2.3
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	-	-	-
Reimbursable Overhead	(271.126)	(218.428)	(218.091)	(53.035)	(19.6)	(0.338)	(0.2)
Labor	\$7,041.761	\$6,873.045	\$6,794.834	\$246.927	3.5	\$78.211	1.1
Non-Labor :							
Electric Power	\$300.777	\$268.514	\$273.499	\$27.278	9.1	(4.985)	(1.9)
Fuel	\$91.423	\$95.621	\$97.395	(5.972)	(6.5)	(1.774)	(1.9)
Insurance	\$81.266	\$74.592	\$71.570	\$9.696	11.9	\$3.022	4.1
Claims	\$221.849	\$107.923	\$107.923	\$113.926	51.4	\$0.000	0.0
Paratransit Service Contracts	\$433.611	\$365.236	\$342.525	\$91.086	21.0	\$22.711	6.2
Maintenance and Other Operating Contracts	\$329.252	\$326.982	\$328.974	\$0.278	0.1	(1.992)	(0.6)
Professional Service Contracts	\$150.229	\$149.429	\$146.766	\$3.463	2.3	\$2.663	1.8
Materials & Supplies	\$332.947	\$260.239	\$251.570	\$81.378	24.4	\$8.670	3.3
Other Business Expenses	\$53.144	\$74.387	\$83.042	(29.898)	(56.3)	(8.654)	(11.6)
Non-Labor	\$1,994.499	\$1,722.923	\$1,703.263	\$291.236	14.6	\$19.661	1.1
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	-	-	-	-
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	-	-	-
Total Expenses before Depreciation and OPEB	\$9,036.260	\$8,595.968	\$8,498.097	\$538.163	6.0	\$97.871	1.1
Depreciation	\$1,978.062	\$2,110.201	\$2,086.829	(108.767)	(5.5)	\$23.372	1.1
GASB 75 OPEB Expense Adjustment	\$1,472.300	\$1,232.143	\$612.138	\$860.162	58.4	\$620.006	50.3
GASB 68 Pension Adjustment	(308.944)	(62.040)	\$19.100	(328.044)	-	(81.140)	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	-	-	-
Total Expenses	\$12,177.678	\$11,876.272	\$11,216.163	\$961.515	7.9	\$660.109	5.6
OPERATING SURPLUS/DEFICIT	(10,404.401)	(9,124.934)	(5,628.852)	\$4,775.549	45.9	\$3,496.082	38.3

Note:

1) Totals may not add due to rounding.

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

MTA NEW YORK CITY TRANSIT
Preliminary 2021 Year-End Report
Accrual Statement of Operations By Category
2021 Adopted Budget and November Forecast vs.
Actual
(\$ in Millions)

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REIMBURSABLE

	<u>December 2021 Year-To-Date</u>			<u>Favorable (Unfavorable) Variance</u>			
	<u>Adopted Budget</u>	<u>November Forecast</u>	<u>Actual</u>	<u>Adopted Budget</u>	<u>%</u>	<u>November Forecast</u>	<u>%</u>
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>		<u>\$</u>	
Revenue							
Farebox Revenue:							
Subway	\$0.000	\$0.000	\$0.000	-	-	-	-
Bus	\$0.000	\$0.000	\$0.000	-	-	-	-
Paratransit	\$0.000	\$0.000	\$0.000	-	-	-	-
Fare Liability	\$0.000	\$0.000	\$0.000	-	-	-	-
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	-	-	-
Fare Reimbursement	\$0.000	\$0.000	\$0.000	-	-	-	-
Paratransit Reimbursement	\$0.000	\$0.000	\$0.000	-	-	-	-
Other Operating Revenue	\$0.000	\$0.000	\$0.000	-	-	-	-
Other Revenue	\$0.000	\$0.000	\$0.000	-	-	-	-
Capital and Other Reimbursements	\$1,236.373	\$1,082.129	\$1,057.043	(179.331)	(14.5)	(25.086)	(2.3)
Total Revenue	\$1,236.373	\$1,082.129	\$1,057.043	(179.331)	(14.5)	(25.086)	(2.3)
Expenses							
Labor :							
Payroll	\$482.252	\$411.813	\$398.280	\$83.971	17.4	\$13.533	3.3
Overtime	\$124.946	\$98.572	\$108.258	\$16.689	13.4	(9.685)	(9.8)
Total Salaries & Wages	\$607.198	\$510.385	\$506.538	\$100.660	16.6	\$3.848	0.8
Health and Welfare	\$26.186	\$24.908	\$21.001	\$5.185	19.8	\$3.907	15.7
OPEB Current Payment	\$14.695	\$14.858	\$12.414	\$2.281	15.5	\$2.444	16.4
Pensions	\$26.387	\$46.809	\$46.629	(20.241)	(76.7)	\$0.180	0.4
Other Fringe Benefits	\$191.506	\$159.844	\$165.163	\$26.343	13.8	(5.319)	(3.3)
Total Fringe Benefits	\$258.774	\$246.418	\$245.207	\$13.567	5.2	\$1.211	0.5
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	-	-	-
Reimbursable Overhead	\$271.126	\$218.428	\$218.091	\$53.035	19.6	\$0.338	0.2
Labor	\$1,137.098	\$975.232	\$969.835	\$167.263	14.7	\$5.397	0.6
Non-Labor :							
Electric Power	\$0.252	\$0.252	\$0.305	(0.053)	(20.9)	(0.053)	(20.9)
Fuel	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Insurance	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Claims	\$0.000	\$0.000	\$0.000	-	-	-	-
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Maintenance and Other Operating Contracts	\$38.006	\$42.463	\$42.945	(4.939)	(13.0)	(0.481)	(1.1)
Professional Service Contracts	\$9.627	\$10.071	\$11.583	(1.956)	(20.3)	(1.513)	(15.0)
Materials & Supplies	\$51.872	\$52.605	\$36.777	\$15.095	29.1	\$15.828	30.1
Other Business Expenses	(0.482)	\$1.506	(4.402)	\$3.921	-	\$5.909	-
Non-Labor	\$99.275	\$106.897	\$87.207	\$12.068	12.2	\$19.690	18.4
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	-	-	-	-
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	-	-	-
Total Expenses before Depreciation and OPEB	\$1,236.373	\$1,082.129	\$1,057.043	\$179.331	14.5	\$25.086	2.3
Depreciation	\$0.000	\$0.000	\$0.000	-	-	-	-
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	\$0.000	-	-	-	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	-	-	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	-	-	-
Total Expenses	\$1,236.373	\$1,082.129	\$1,057.043	\$179.331	14.5	\$25.086	2.3
OPERATING SURPLUS/DEFICIT	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-

Note:

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Preliminary 2021 Year-End Report
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2021 Adopted Budget and November Forecast vs.
Actual
(\$ in Millions)

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NON-REIMBURSABLE & REIMBURSABLE

	<u>December 2021 Year-To-Date</u>			<u>Favorable (Unfavorable) Variance</u>			
	<u>Adopted Budget</u>	<u>November Forecast</u>	<u>Actual</u>	<u>Adopted Budget</u>	<u>November Forecast</u>		
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>%</u>	<u>%</u>
Revenue							
Farebox Revenue:							
Subway	\$963.405	\$1,687.187	\$1,717.004	\$753.599	\$29.817	78.2	1.8
Bus	\$247.152	\$542.700	\$553.244	\$306.092	\$10.544	-	1.9
Paratransit	\$10.890	\$16.421	\$15.265	\$4.375	\$(1.156)	40.2	(7.0)
Fare Liability	\$40.244	\$34.514	\$34.514	\$(5.731)	\$0.000	(14.2)	0.0
Farebox Revenue	\$1,261.691	\$2,280.821	\$2,320.026	\$1,058.335	\$39.205	83.9	1.7
Fare Reimbursement	\$84.016	\$89.066	\$89.066	\$5.050	\$0.000	6.0	0.0
Paratransit Reimbursement	\$253.116	\$216.617	\$214.631	\$(38.485)	\$(1.986)	(15.2)	(0.9)
Other Operating Revenue	\$174.453	\$164.834	\$2,963.587	\$2,789.134	\$2,798.753	-	-
Other Revenue	\$511.585	\$470.517	\$3,267.285	\$2,755.700	\$2,796.768	-	-
Capital and Other Reimbursements	\$1,236.373	\$1,082.129	\$1,057.043	\$(179.331)	\$(25.086)	(14.5)	(2.3)
Total Revenue	\$3,009.650	\$3,833.468	\$6,644.354	\$3,634.704	\$2,810.886	-	73.3
Expenses							
Labor :							
Payroll	\$3,993.657	\$3,837.837	\$3,810.322	\$183.335	\$27.515	4.6	0.7
Overtime	\$656.724	\$727.629	\$743.121	\$(86.397)	\$(15.492)	(13.2)	(2.1)
Total Salaries & Wages	\$4,650.380	\$4,565.466	\$4,553.442	\$96.938	\$12.024	2.1	0.3
Health and Welfare	\$1,144.871	\$1,032.318	\$999.129	\$145.742	\$33.189	12.7	3.2
OPEB Current Payment	\$622.623	\$562.291	\$553.256	\$69.366	\$9.035	11.1	1.6
Pensions	\$982.720	\$969.065	\$965.167	\$17.554	\$3.899	1.8	0.4
Other Fringe Benefits	\$778.265	\$719.136	\$693.675	\$84.590	\$25.461	10.9	3.5
Total Fringe Benefits	\$3,528.479	\$3,282.811	\$3,211.227	\$317.252	\$71.584	9.0	2.2
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	-	-	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	-	-
Labor	\$8,178.859	\$7,848.277	\$7,764.669	\$414.190	\$83.607	5.1	1.1
Non-Labor :							
Electric Power	\$301.029	\$268.766	\$273.803	\$27.226	\$(5.038)	9.0	(1.9)
Fuel	\$91.423	\$95.621	\$97.395	\$(5.972)	\$(1.774)	(6.5)	(1.9)
Insurance	\$81.266	\$74.592	\$71.570	\$9.696	\$3.022	11.9	4.1
Claims	\$221.849	\$107.923	\$107.923	\$113.926	\$0.000	51.4	0.0
Paratransit Service Contracts	\$433.611	\$365.236	\$342.525	\$91.086	\$22.711	21.0	6.2
Maintenance and Other Operating Contracts	\$367.258	\$369.445	\$371.918	\$(4.661)	\$(2.474)	(1.3)	(0.7)
Professional Service Contracts	\$159.856	\$159.500	\$158.349	\$1.507	\$1.151	0.9	0.7
Materials & Supplies	\$384.819	\$312.844	\$288.346	\$96.473	\$24.498	25.1	7.8
Other Business Expenses	\$52.663	\$75.894	\$78.639	\$(25.977)	\$(2.745)	(49.3)	(3.6)
Non-Labor	\$2,093.774	\$1,829.821	\$1,790.470	\$303.304	\$39.350	14.5	2.2
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	-	-	-	-
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	-	-	-
Total Expenses before Depreciation and OPEB	\$10,272.634	\$9,678.097	\$9,555.140	\$717.494	\$122.958	7.0	1.3
Depreciation	\$1,978.062	\$2,110.201	\$2,086.829	\$(108.767)	\$23.372	(5.5)	1.1
GASB 75 OPEB Expense Adjustment	\$1,472.300	\$1,232.143	\$612.138	\$860.162	\$620.006	58.4	50.3
GASB 68 Pension Adjustment	\$(308.944)	\$(62.040)	\$19.100	\$(328.044)	\$(81.140)	-	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	-	-	-
Total Expenses	\$13,414.052	\$12,958.401	\$12,273.206	\$1,140.845	\$685.195	8.5	5.3
OPERATING SURPLUS/DEFICIT	(10,404.401)	(9,124.934)	(5,628.852)	\$4,775.549	\$3,496.082	45.9	38.3

Note:

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MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND PRELIMINARY ACTUAL - ACCRUAL BASIS
 December 2021 Year-To-Date
 (\$ in millions)

<u>Generic Revenue or Expense Category</u>	Nonreimb or Reimb	YEAR TO DATE		Reason for Variance
		Favorable (Unfavorable) Variance	%	
		\$		
Farebox Revenue	NR	39.2	1.7	Subway revenue over by \$29.8 million (1.8 percent), and bus revenue over by \$10.5 million (1.9 percent), mainly due to higher ridership
Other Operating Revenue	NR	2,796.8	-	Mainly Federal CRRSAA funding accrual \$2.795 billion
Payroll	NR	14.0	0.4	Largely a result of vacancies partly offset by higher misc. payments of \$2.8M (2.5%)
Overtime	NR	(5.8)	(0.9)	Mainly due to severe weather response overruns and vacancy coverage backfill
Health & Welfare (including OPEB Current Payment)	NR	35.9	2.3	Mainly due to favorable drug contract rebates
Pension	NR	3.7	0.4	Primarily NYCERS underrun
Other Fringe Benefits	NR	30.8	5.5	Primarily lower workers compensation accruals and favorable FB overhead credits
Reimbursable Overhead Credits	NR	(0.3)	(0.2)	Minor variance
Electric Power	NR	(5.0)	(1.9)	Primarily higher rates
Fuel	NR	(1.8)	(1.9)	Primarily higher price partly offset by consumption
Insurance	NR	3.0	4.1	Timing of intercompany chargeback
Paratransit Service Contracts	NR	22.7	6.2	Reflects fewer trips and favorable timing of support costs
Maintenance & Operating Contracts	NR	(2.0)	(0.6)	Primarily overruns in facilities maintenance and repair
Professional Service Contracts	NR	2.7	1.8	Primarily underruns in IT services
Materials & Supplies	NR	8.7	3.3	Lower materials obsolescence cost and higher scrap and surplus sales credits
Other Business Expenses	NR	(8.7)	(11.6)	Mainly due to higher card processing fees and office supplies
Depreciation Expense	NR	23.4	1.1	Fewer capital assets reaching beneficial use than projected
GASB 75 OPEB Expense Adj	NR	620.0	50.3	Pending final actuarial adjustment entry
GASB 68 Pension Expense Adj	NR	(81.1)	-	Pending final actuarial adjustment entry

MTA NEW YORK CITY TRANSIT
Preliminary 2021 Year-End Report
Cash Receipts and Expenditures
FY21 Adopted Budget and November Forecast vs. Actual
(\$ in Millions)

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	<u>December 2021 Year-To-Date</u>			<u>Favorable (Unfavorable) Variance</u>				
	<u>Adopted</u>	<u>November</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>November Forecast</u>		
	<u>Budget</u>	<u>Forecast</u>		<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>	
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>	
Receipts								
Farebox Revenue	\$1,261.891	\$2,286.745	\$2,401.676	\$1,139.785	90.3	\$114.931	5.0	
Fare Reimbursement	\$84.016	\$117.832	\$117.902	\$33.886	40.3	\$0.070	0.1	
Paratransit Reimbursement	\$252.960	\$221.093	\$212.036	(40.924)	(16.2)	(9.057)	(4.1)	
Other Operating Revenue	\$60.648	\$46.072	\$2,375.168	\$2,314.520	-	\$2,329.096	-	
Other Revenue	\$397.625	\$384.998	\$2,705.106	\$2,307.481	-	\$2,320.108	-	
Capital and Other Reimbursements	\$1,237.716	\$1,247.755	\$969.576	(268.140)	(21.7)	(278.179)	(22.3)	
Total Revenue	\$2,897.232	\$3,919.497	\$6,076.358	\$3,179.126	-	\$2,156.861	55.0	
Expenditures								
Labor :								
Payroll	\$3,988.735	\$3,803.139	\$3,737.994	\$250.740	6.3	\$65.145	1.7	
Overtime	\$656.724	\$727.629	\$743.121	(86.397)	(13.2)	(15.492)	(2.1)	
Total Salaries & Wages	\$4,645.458	\$4,530.768	\$4,481.115	\$164.343	3.5	\$49.653	1.1	
Health and Welfare	\$1,133.846	\$1,028.293	\$1,003.094	\$130.752	11.5	\$25.200	2.5	
OPEB Current Payment	\$622.623	\$562.291	\$553.256	\$69.366	11.1	\$9.035	1.6	
Pensions	\$982.720	\$969.065	\$979.825	\$2.895	0.3	(10.760)	(1.1)	
Other Fringe Benefits	\$530.410	\$659.859	\$627.586	(97.176)	(18.3)	\$32.273	4.9	
Total Fringe Benefits	\$3,269.599	\$3,219.510	\$3,163.761	\$105.838	3.2	\$55.749	1.7	
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-	
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-	
Labor	\$7,915.058	\$7,750.278	\$7,644.876	\$270.182	3.4	\$105.402	1.4	
Non-Labor :								
Electric Power	\$311.951	\$279.688	\$282.751	\$29.200	9.4	(3.063)	(1.1)	
Fuel	\$91.423	\$88.623	\$92.459	(1.036)	(1.1)	(3.836)	(4.3)	
Insurance	\$85.472	\$68.758	\$71.651	\$13.821	16.2	(2.893)	(4.2)	
Claims	\$139.115	\$70.189	\$72.208	\$66.907	48.1	(2.019)	(2.9)	
Paratransit Service Contracts	\$431.611	\$363.236	\$341.861	\$89.750	20.8	\$21.375	5.9	
Maintenance and Other Operating Contracts	\$374.452	\$386.139	\$351.827	\$22.625	6.0	\$34.312	8.9	
Professional Service Contracts	\$150.856	\$159.733	\$144.477	\$6.379	4.2	\$15.256	9.6	
Materials & Supplies	\$376.148	\$304.173	\$309.616	\$66.532	17.7	(5.443)	(1.8)	
Other Business Expenses	\$52.663	\$75.894	\$81.890	(29.227)	(55.5)	(5.996)	(7.9)	
Non-Labor	\$2,013.691	\$1,796.433	\$1,748.740	\$264.951	13.2	\$47.693	2.7	
Other Expense Adjustments:								
Other	\$0.000	\$0.000	\$0.000	-	-	-	-	
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	-	-	-	
Total Expenditures before Depreciation and OPEB	\$9,928.749	\$9,546.710	\$9,393.616	\$535.133	5.4	\$153.094	1.6	
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-	
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-	
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-	
Environmental Remediation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-	
Total Expenditures	\$9,928.749	\$9,546.710	\$9,393.616	\$535.133	5.4	\$153.094	1.6	
Net Surplus/(Deficit)	(7,031.517)	(5,627.213)	(3,317.258)	\$3,714.259	52.8	\$2,309.955	41.0	

Note:
1) Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND PRELIMINARY ACTUAL - CASH BASIS
December Year-to-Date 2021
(\$ in millions)

	YEAR TO DATE		
	Favorable (Unfavorable) Variance	%	
Operating Receipts or Disbursements	\$		
Farebox Receipts	114.9	5.0	Mainly due to higher ridership and recognition timing of OMNY sales
Other Operating Receipts	2,320.1	-	Mainly Federal operating relief receipts (CRRSAA) \$2.331 billion
Capital Reimbursements	(278.2)	(22.3)	Unfavorable timing of receipts
Salary & Wages	49.7	1.1	Due largely to vacancies
Health & Welfare (including OPEB Current Payment)	34.2	2.2	Favorable timing of drug rebate credits
Pension	(10.8)	(1.1)	Mainly unfavorable timing of payments
Other Fringe Benefits	32.3	4.9	Mainly lower workers compensation payments
Electric Power	(3.1)	(1.1)	Primarily higher rates
Fuel	(3.8)	(4.3)	Primarily higher price partly offset by consumption
Insurance	(2.9)	(4.2)	Due principally to the unfavorable timing of insurance payments to MTA
Claims	(2.0)	(2.9)	Unfavorable timing of payments
Paratransit Service Contracts	21.4	5.9	Primarily fewer trips and favorable timing of support costs
Maintenance & Operating Contracts	34.3	8.9	Favorable timing of payments
Professional Service Contracts	15.3	9.6	Favorable timing of payments and underruns in IT service
Materials & Supplies	(5.4)	(1.8)	Reflects unfavorable timing of payments
Other Business Expenses	(6.0)	(7.9)	Mainly due to higher card processing fees

MTA NEW YORK CITY TRANSIT
Preliminary 2021 Year-End Report
Cash Conversion (Cash Flow Adjustments)
2021 Adopted Budget and November Forecast vs. Actual
(\$ in Millions)

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	<u>December 2021 Year-To-Date</u>			<u>Favorable (Unfavorable) Variance</u>			
	<u>Adopted</u>	<u>November</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>November Forecast</u>	
	<u>Budget</u>	<u>Forecast</u>		<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Revenue							
Farebox Revenue	\$0.200	\$5.924	\$81.650	\$81.450	-	\$75.726	-
Fare Reimbursement	\$0.000	\$28.766	\$28.836	\$28.836	-	\$0.070	0.2
Paratransit Reimbursement	(0.156)	\$4.476	(2.595)	(2.440)	-	(7.071)	-
Other Operating Revenue	(113.805)	(118.762)	(588.419)	(474.614)	-	(469.658)	-
Other Revenue	(113.961)	(85.520)	(562.179)	(448.218)	-	(476.659)	-
Capital and Other Reimbursements	\$1.342	\$165.625	(87.467)	(88.809)	-	(253.092)	-
Total Revenue	(112.418)	\$86.030	(567.996)	\$455.578	-	(654.026)	-
Expenses							
Labor :							
Payroll	\$4.922	\$34.698	\$72.327	\$67.405	-	\$37.629	-
Overtime	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Salaries & Wages	\$4.922	\$34.698	\$72.327	\$67.405	-	\$37.629	-
Health and Welfare	\$11.025	\$4.025	(3.965)	(14.990)	-	(7.990)	-
OPEB Current Payment	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Pensions	\$0.000	\$0.000	(14.658)	(14.658)	-	(14.658)	-
Other Fringe Benefits	\$247.855	\$59.276	\$66.089	(181.766)	(73.3)	\$6.812	11.5
Total Fringe Benefits	\$258.880	\$63.301	\$47.466	(211.414)	(81.7)	(15.835)	(25.0)
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Labor	\$263.802	\$97.999	\$119.793	(144.008)	(54.6)	\$21.794	22.2
Non-Labor :							
Electric Power	(10.922)	(10.922)	(8.948)	\$1.974	18.1	\$1.974	18.1
Fuel	\$0.000	\$6.998	\$4.936	\$4.936	-	(2.062)	(29.5)
Insurance	(4.206)	\$5.834	(0.081)	\$4.125	98.1	(5.915)	-
Claims	\$82.734	\$37.734	\$35.715	(47.019)	(56.8)	(2.019)	(5.3)
Paratransit Service Contracts	\$2.000	\$2.000	\$0.664	(1.336)	(66.8)	(1.336)	(66.8)
Maintenance and Other Operating Contracts	(7.194)	(16.694)	\$20.091	\$27.285	-	\$36.785	-
Professional Service Contracts	\$9.000	(0.233)	\$13.872	\$4.872	54.1	\$14.105	-
Materials & Supplies	\$8.671	\$8.671	(21.270)	(29.941)	-	(29.941)	-
Other Business Expenses	\$0.000	\$0.000	(3.251)	(3.251)	-	(3.251)	-
Non-Labor	\$80.083	\$33.388	\$41.730	(38.353)	(47.9)	\$8.342	25.0
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	-	-	-	-
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	-	-	-
Total Expenses before Depreciation and OPEB	\$343.885	\$131.387	\$161.524	(182.361)	(53.0)	\$30.136	22.9
Depreciation	\$1,978.062	\$2,110.201	\$2,086.829	\$108.767	5.5	(23.372)	(1.1)
GASB 75 OPEB Expense Adjustment	\$1,472.300	\$1,232.143	\$612.138	(860.162)	(58.4)	(620.006)	(50.3)
GASB 68 Pension Adjustment	(308.944)	(62.040)	\$19.100	\$328.044	-	\$81.140	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenditures	\$3,485.303	\$3,411.691	\$2,879.590	(605.712)	(17.4)	(532.101)	(15.6)
Total Cash Conversion Adjustments	\$3,372.884	\$3,497.721	\$2,311.594	(1,061.290)	(31.5)	(1,186.127)	(33.9)

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

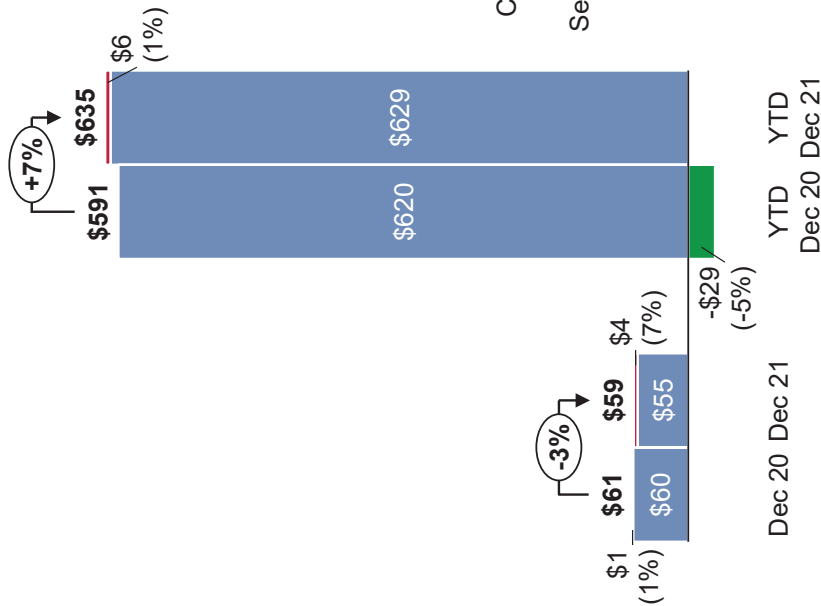
NYCT – Non-Reimbursable Overtime Variance

December 2021 and YTD forecast vs. variance

\$M

- Variance - Unfavorable
- Variance - Favorable
- Budget

Annual Budget	\$635
Adopted:	\$532M
Forecast:	\$629M

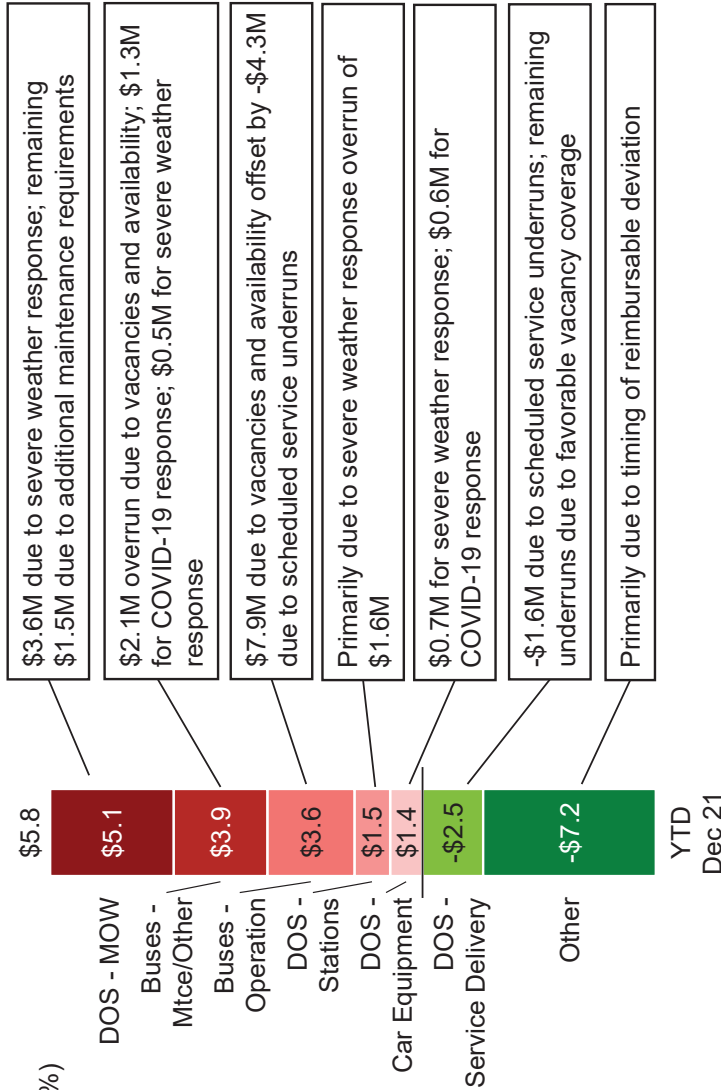


Overview

- Overall increase of \$43.6M or 7% compared to December YTD 2020
- Overall increase of \$34.6M or 6% compared to December YTD 2019
- \$5.8M or 1% above 2021 YTD forecast; offset by -\$14.0M payroll overrun
- Subways \$5.5M overrun: \$6.0M for severe weather response; \$2.1M for additional maintenance requirements and COVID-19 response; scheduled service overrun of -\$1.6M; -\$0.9M due to favorable vacancy coverage
- Buses \$7.5M overrun: \$10.0M for vacancy/availability coverage; \$1.3M for COVID-19 response; \$0.5M for severe weather response; -\$4.3M scheduled service underruns

YTD variance by division

\$M



- \$3.6M due to severe weather response; remaining \$1.5M due to additional maintenance requirements
- \$2.1M overrun due to vacancies and availability; \$1.3M for COVID-19 response; \$0.5M for severe weather response
- \$7.9M due to vacancies and availability offset by -\$4.3M due to scheduled service underruns
- Primarily due to severe weather response overrun of \$1.6M
- \$0.7M for severe weather response; \$0.6M for COVID-19 response
- \$1.6M due to scheduled service underruns; remaining underruns due to favorable vacancy coverage
- Primarily due to timing of reimbursable deviation

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

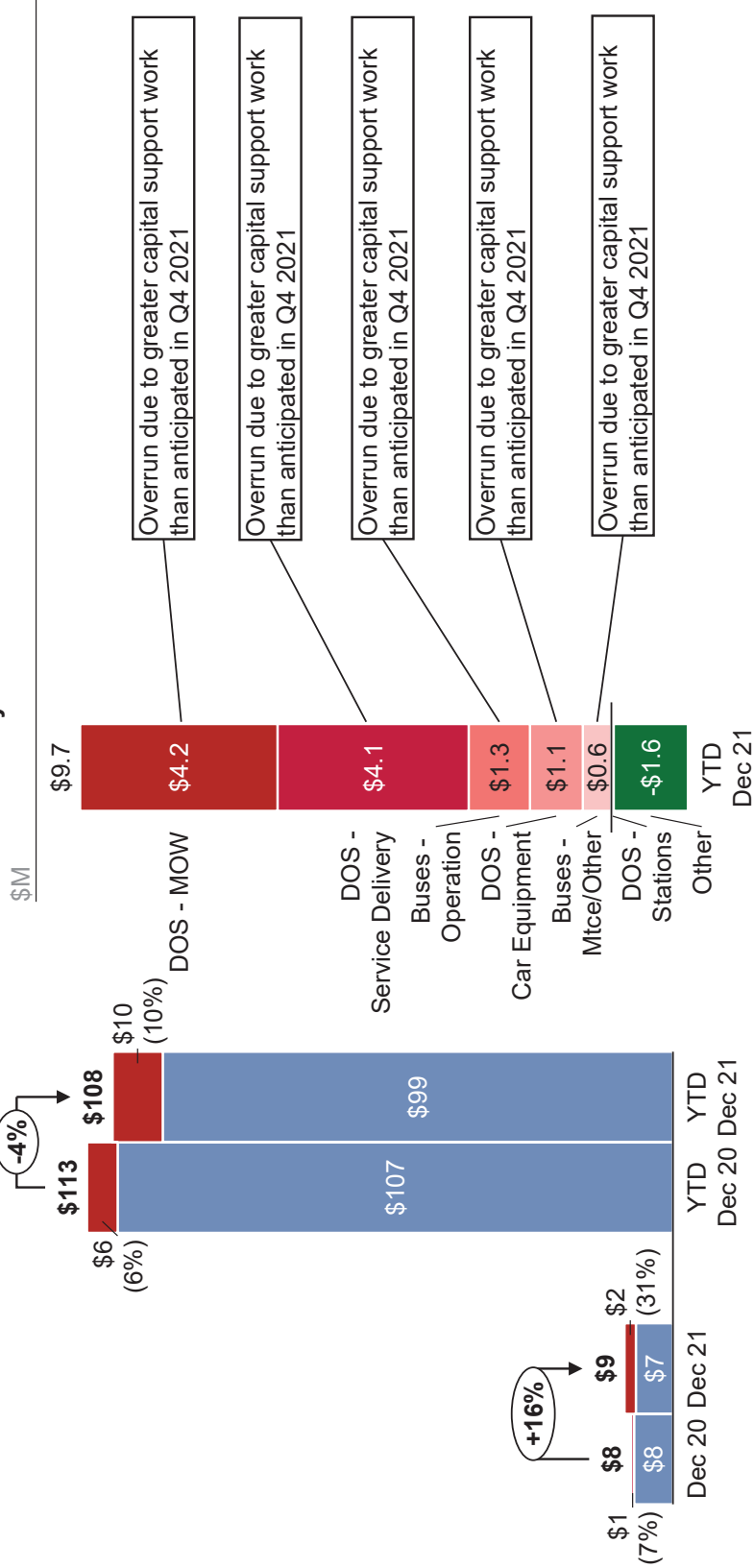
NYCT – Reimbursable Overtime Variance

December 2021 and YTD forecast vs. variance



- Overview**
- Overall decrease of -\$4.9M or -4% compared to December YTD 2020
 - Overall decrease of -\$82.6M or -43% compared to December YTD 2019
 - \$9.7M or 10% above 2021 YTD forecast
 - Subways \$9.3M overrun due to greater capital support than anticipated in Q4 2021
 - Buses \$1.9M overrun due to greater capital support than anticipated in Q4 2021

YTD variance by division



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

**MTA NEW YORK CITY TRANSIT
2021 Year-End Report**

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

	Dec. 2021			Favorable/(Unfavorable) Variance			
	Adopted	November	Actual	Adopted Budget		November Forecast	
	Budget	Forecast		Variance	Percent	Variance	Percent
Administration:							
Office of the President	25	15	7	18	72.0%	8	53.3%
Law	240	244	216	24	10.0%	28	11.5%
Office of the EVP	10	19	19	(9)	-90.0%	0	0.0%
Human Resources	196	200	168	28	14.3%	32	16.0%
Office of Management and Budget	30	33	27	3	10.0%	6	18.2%
Strategy & Customer Experience	180	178	157	23	12.8%	21	11.8%
Non-Departmental	0	1	0	0	0.0%	1	100.0%
Labor Relations	78	81	74	4	5.1%	7	8.6%
Office of People & Business Transformation	14	26	22	(8)	-57.1%	4	15.4%
Materiel	153	153	185	(32)	-20.9%	(32)	-20.9%
Controller	102	109	98	4	3.9%	11	10.1%
Total Administration	1,028	1,059	973	55	5.4%	86	8.1%
Operations:							
Subways Service Delivery	8,104	8,277	7,951	153	1.9%	326	3.9%
Subways Operations Support/Admin	380	395	420	(40)	-10.5%	(25)	-6.3%
Subways Stations	2,322	2,322	2,188	134	5.8%	134	5.8%
Subtotal Subways	10,806	10,994	10,559	247	2.3%	435	4.0%
Buses	10,863	10,876	10,933	(70)	-0.6%	(57)	-0.5%
Paratransit	183	185	171	12	6.6%	14	7.6%
Operations Planning	364	357	284	80	22.0%	73	20.4%
Revenue Control	560	541	514	46	8.2%	27	5.0%
Non-Departmental	(98)	0	0	(98)	100.0%	0	0.0%
Total Operations	22,678	22,953	22,461	217	1.0%	492	2.1%
Maintenance:							
Subways Operations Support/Admin	86	102	87	(1)	-1.2%	15	14.7%
Subways Engineering	306	329	312	(6)	-2.0%	17	5.2%
Subways Car Equipment	4,661	4,178	4,486	175	3.8%	(308)	-7.4%
Subways Infrastructure	1,869	1,869	1,771	98	5.2%	98	5.2%
Subways Elevators & Escalators	481	470	461	20	4.2%	9	1.9%
Subways Stations	3,326	3,666	3,036	290	8.7%	630	17.2%
Subways Track	3,109	3,118	2,821	288	9.3%	297	9.5%
Subways Power	629	629	603	26	4.1%	26	4.1%
Subways Signals	1,691	1,706	1,648	43	2.5%	58	3.4%
Subways Electronic Maintenance	1,543	1,578	1,395	148	9.6%	183	11.6%
Subtotal Subways	17,701	17,645	16,620	1,081	6.1%	1,025	5.8%
Buses	3,380	3,385	3,291	89	2.6%	94	2.8%
Supply Logistics	523	523	504	19	3.6%	19	3.6%
System Safety	85	85	71	14	16.5%	14	16.5%
Non-Departmental	(81)	(102)	0	(81)	100.0%	(102)	100.0%
Total Maintenance	21,608	21,536	20,486	1,122	5.2%	1,050	4.9%
Engineering:							
Capital Program Management	1,302	1,302	1,037	265	20.4%	265	20.4%
Total Engineering/Capital	1,302	1,302	1,037	265	20.4%	265	20.4%
Public Safety:							
Security	620	630	601	19	3.1%	29	4.6%
Total Public Safety	620	630	601	19	3.1%	29	4.6%
Total Positions	47,236	47,480	45,558	1,678	3.6%	1,922	4.0%
Non-Reimbursable	42,591	42,733	41,855	736	1.7%	878	2.1%
Reimbursable	4,645	4,747	3,703	942	20.3%	1,044	22.0%
Total Full-Time	47,082	47,326	45,454	1,628	3.5%	1,872	4.0%
Total Full-Time Equivalents	154	154	104	50	32.5%	50	32.5%

**MTA NEW YORK TRANSIT
2021 YEAR-END REPORT
TOTAL POSITIONS by FUNCTION and OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**

FUNCTION/OCCUPATION	Dec. 2021			Favorable/(Unfavorable) Variance			
	Adopted Budget	November Forecast	Actual	Adopted Budget Variance	Percent	November Forecast Variance	Percent
<u>Administration:</u>							
Managers/Supervisors	326	329	303	23	7.1%	26	7.9%
Professional, Technical, Clerical	670	698	641	29	4.3%	57	8.2%
Operational Hourlies	32	32	29	3	9.4%	3	9.4%
Total Administration	1,028	1,059	973	55	5.4%	86	8.1%
<u>Operations:</u>							
Managers/Supervisors	2,802	2,815	2,642	160	5.7%	173	6.1%
Professional, Technical, Clerical	492	467	426	66	13.4%	41	8.8%
Operational Hourlies	19,384	19,671	19,393	(9)	0.0%	278	1.4%
Total Operations	22,678	22,953	22,461	217	1.0%	492	2.1%
<u>Maintenance:</u>							
Managers/Supervisors	3,867	3,895	3,660	207	5.4%	235	6.0%
Professional, Technical, Clerical	870	908	762	108	12.4%	146	16.1%
Operational Hourlies	16,871	16,733	16,064	807	4.8%	669	4.0%
Total Maintenance	21,608	21,536	20,486	1,122	5.2%	1050	4.9%
<u>Engineering/Capital:</u>							
Managers/Supervisors	353	353	258	95	26.9%	95	26.9%
Professional, Technical, Clerical	947	947	777	170	18.0%	170	18.0%
Operational Hourlies	2	2	2	-	0.0%	0	0.0%
Total Engineering/Capital	1,302	1,302	1,037	265	20.4%	265	20.4%
<u>Public Safety:</u>							
Managers/Supervisors	265	265	237	28	10.6%	28	10.6%
Professional, Technical, Clerical	32	32	37	(5)	-15.6%	(5)	-15.6%
Operational Hourlies	323	333	327	(4)	-1.2%	6	1.8%
Total Public Safety	620	630	601	19	3.1%	29	4.6%
<u>Total Positions:</u>							
Managers/Supervisors	7,613	7,657	7,100	513	6.7%	557	7.3%
Professional, Technical, Clerical	3,011	3,052	2,643	368	12.2%	409	13.4%
Operational Hourlies	36,612	36,771	35,815	797	2.2%	956	2.6%
Total Positions	47,236	47,480	45,558	1,678	3.6%	1922	4.0%

Preliminary December 2021 Report: Staten Island Railway

The purpose of this report is to provide the preliminary December 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 Adopted Budget (budget) and November Forecast (forecast).

Summary of Preliminary Financial Results

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

- 2021 Staten Island Railway ridership of 1.463 million was 200,956 rides (15.4 percent) above forecast. 2021 average weekday ridership was 5,283 rides, which is 49 rides (0.9 percent) lower than in 2020.
- 2021 farebox revenue of \$2.376 million was \$0.338 million (16.6 percent) above forecast.
- Operating expenses of \$63.034M were below forecast by \$7.257 million (10.3 percent).
 - Labor expenses were less than forecast by \$2.457 million (4.6 percent).
 - Non-labor expenses were also less than forecast by \$4.800 million (28.1 percent).

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

- 2021 Staten Island Railway ridership of 1.463 million was 309,809 rides (25.0 percent) above budget. 2021 average weekday ridership was 5,283 rides, which is 49 rides (0.9 percent) lower than in 2020.
- 2021 farebox revenue of \$2.376 million was \$0.576 million (32.0 percent) above budget.
- Operating expenses of \$63.034 million were below budget by \$3.192 million (4.8 percent).
 - Labor expenses were less than budget by \$2.371 million (4.5 percent).
 - Non-labor expenses were also less than budget by \$0.821 million (6.3 percent).

STATEN ISLAND RAILWAY FINANCIAL AND RIDERSHIP REPORT

December 2021

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the November Forecast (forecast)

Total ridership in 2021 of 1.463 million was 200,956 rides (15.4 percent) above forecast. 2021 average weekday ridership was 5,283 rides, which is 49 rides (0.9 percent) lower than in 2020.

Total Operating Revenue of \$34.516 million was above forecast by \$30.925 million (above 100 percent).

- Farebox revenue of \$2.376 million was \$0.338 million (16.6 percent) above forecast. The overrun was due to higher than expected ridership.
- Other Revenue of \$32.140 million was \$30.587 million (over 100 percent) above forecast due to Federal CRRSAA funding.

Nonreimbursable expenses in December, before depreciation, GASB 75 OPEB Expense Adjustment and GASB 68 Pension Adjustment, were less than forecast by \$7.257 million (10.3 percent).

- Labor expenses underran forecast by \$2.457 million (4.6 percent), due primarily to an underrun of \$1.442 million (5.3 percent) in payroll due to vacancies, and \$1.172 million (11.2 percent) in Health & Welfare/OPEB resulting from prescription drugs rebates. Pension underrun was \$0.562 million (6.7 percent) due to timing. Overtime overran forecast by \$0.268 million (8.7 percent) due to vacancy coverage and Other Fringe Benefits overran by \$0.447 million (12.0 percent).
- Non-labor expenses were below forecast by \$4.800 million (28.1 percent) due to timing of projects, including an underrun in Maintenance and Other Operating contracts of \$2.168 million (57.6 percent) and Professional Services Contracts underran by \$1.025 million (35.2 percent). Power underrun was \$0.669 million (15.4 percent) due to timing and Other Business Expenses underran was \$0.542 million (44.1 percent) due to department control on expenses. Claims underran by \$0.246 million (28.0 percent).

Preliminary Actual Results Compared to the Adopted budget (budget)

Total ridership in 2021 of 1.463 million was 310,000 rides (26.9 percent) above budget.

Operating revenues exceeded the budget by \$30.330 million (over 100 percent) due primarily to Federal CRRSAA funding.

Non-reimbursable expenses were \$3.192 million (4.8 percent) below budget. Labor expenses were below budget by \$2.371 million (4.5 percent). Non-labor expenses were also below budget by \$0.821 million (6.3 percent).

MTA STATEN ISLAND RAILWAY
Preliminary 2021 Year-End Report
Ridership (Utilization) Actual to Budget
FY21 Adopted Budget and November Forecast vs. Actual
 (# in Millions)

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	<u>December 2021 Year-To-Date</u>			<u>Favorable (Unfavorable) Variance</u>			
	<u>Adopted</u>	<u>November</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>November Forecast</u>	
	<u>Budget</u>	<u>Forecast</u>		<u>#</u>	<u>%</u>	<u>#</u>	<u>%</u>
	<u>#</u>	<u>#</u>	<u>#</u>	<u>#</u>	<u>%</u>	<u>#</u>	<u>%</u>
<u>Ridership</u>							
Ridership - Subway	1.153	1.262	1.463	0.310	26.9	0.201	15.9
Total Ridership	1.153	1.262	1.463	0.310	26.9	0.201	15.9
<u>FareBox Revenue</u>							
Farebox Revenue	\$1.800	\$2.038	\$2.376	\$0.576	32.0	\$0.338	16.6
Total Farebox Revenue	\$1.800	\$2.038	\$2.376	\$0.576	32.0	\$0.338	16.6

Note:

- 1) Totals may not add due to rounding.
- 2) Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the actual amounts do not include post-close

MTA STATEN ISLAND RAILWAY
Preliminary 2021 Year-End Report
Accrual Statement of Operations By Category
2021 Adopted Budget and November Forecast vs.
Actual
(\$ in Millions)

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NON-REIMBURSABLE

	<u>December 2021 Year-To-Date</u>			<u>Favorable (Unfavorable) Variance</u>			
	<u>Adopted Budget</u>	<u>November Forecast</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>November Forecast</u>	
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Revenue							
Farebox Revenue:							
Farebox Revenue	\$1.800	\$2.038	\$2.376	\$0.576	32.0	\$0.338	16.6
Other Revenue	\$2.386	\$1.553	\$32.140	\$29.754	-	\$30.587	-
Capital and Other Reimbursements	\$0.000	\$0.000	\$0.000	-	-	-	-
Total Revenue	\$4.186	\$3.591	\$34.516	\$30.330	-	\$30.925	-
Expenses							
Labor :							
Payroll	\$27.555	\$27.467	\$26.025	\$1.530	5.6	\$1.442	5.3
Overtime	\$2.415	\$3.065	\$3.333	(0.918)	(38.0)	(0.268)	(8.7)
Total Salaries & Wages	\$29.970	\$30.533	\$29.358	\$0.612	2.0	\$1.175	3.8
Health and Welfare	\$7.655	\$7.673	\$6.414	\$1.241	16.2	\$1.259	16.4
OPEB Current Payment	\$2.802	\$2.802	\$2.889	(0.087)	(3.1)	(0.087)	(3.1)
Pensions	\$8.682	\$8.449	\$7.887	\$0.795	9.2	\$0.562	6.7
Other Fringe Benefits	\$4.001	\$3.740	\$4.187	(0.186)	(4.6)	(0.447)	(12.0)
Total Fringe Benefits	\$23.140	\$22.664	\$21.377	\$1.763	7.6	\$1.287	5.7
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	-	-	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.005	(0.005)	-	(0.005)	-
Labor	\$53.110	\$53.197	\$50.740	\$2.371	4.5	\$2.457	4.6
Non-Labor :							
Electric Power	\$3.906	\$4.352	\$3.682	\$0.224	5.7	\$0.669	15.4
Fuel	\$0.216	\$0.321	\$0.244	(0.028)	(13.0)	\$0.077	24.0
Insurance	\$1.350	\$1.307	\$1.299	\$0.051	3.8	\$0.008	0.6
Claims	\$0.993	\$0.880	\$0.634	\$0.359	36.2	\$0.246	28.0
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	-	-	-
Maintenance and Other Operating Contracts	\$2.220	\$3.764	\$1.596	\$0.623	28.1	\$2.168	57.6
Professional Service Contracts	\$2.657	\$2.911	\$1.886	\$0.772	29.0	\$1.025	35.2
Materials & Supplies	\$1.745	\$2.331	\$2.266	(0.521)	(29.9)	\$0.065	2.8
Other Business Expenses	\$0.029	\$1.229	\$0.687	(0.658)	-	\$0.542	44.1
Non-Labor	\$13.116	\$17.094	\$12.294	\$0.821	6.3	\$4.800	28.1
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	-	-	-	-
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	-	-	-
Total Expenses before Depreciation and OPEB	\$66.226	\$70.291	\$63.034	\$3.192	4.8	\$7.257	10.3
Depreciation	\$12.000	\$12.000	\$11.323	\$0.677	5.6	\$0.677	5.6
GASB 75 OPEB Expense Adjustment	\$6.500	\$3.700	\$3.946	\$2.554	39.3	(0.246)	(6.7)
GASB 68 Pension Adjustment	(1.100)	\$1.000	(1.016)	(0.084)	(7.7)	\$2.016	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	-	-	-
Total Expenses	\$83.626	\$86.991	\$77.288	\$6.339	7.6	\$9.703	11.2
OPERATING SURPLUS/DEFICIT	(79.440)	(83.400)	(42.772)	\$36.668	46.2	\$40.628	48.7

Note:

1) Totals may not add due to rounding.

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

MTA STATEN ISLAND RAILWAY
Preliminary 2021 Year-End Report
Accrual Statement of Operations By Category
2021 Adopted Budget and November Forecast vs.
Actual
(\$ in Millions)

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REIMBURSABLE

	<u>December 2021 Year-To-Date</u>			<u>Favorable (Unfavorable) Variance</u>			
	<u>Adopted Budget</u>	<u>November Forecast</u>	<u>Actual</u>	<u>Adopted Budget</u>	<u>%</u>	<u>November Forecast</u>	<u>%</u>
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>		<u>\$</u>	
Revenue							
Farebox Revenue:							
Farebox Revenue	\$0.000	\$0.000	\$0.000	-	-	-	-
Other Revenue	\$0.000	\$0.000	\$0.000	-	-	-	-
Capital and Other Reimbursements	\$7.594	\$7.658	\$1.859	(5.735)	(75.5)	(5.798)	(75.7)
Total Revenue	\$7.594	\$7.658	\$1.859	(5.735)	(75.5)	(5.798)	(75.7)
Expenses							
Labor :							
Payroll	\$3.940	\$3.969	\$0.428	\$3.512	89.1	\$3.541	89.2
Overtime	\$1.110	\$1.118	\$0.575	\$0.535	48.2	\$0.543	48.6
Total Salaries & Wages	\$5.051	\$5.088	\$1.003	\$4.047	80.1	\$4.084	80.3
Health and Welfare	\$0.000	\$0.000	\$0.000	-	-	\$0.000	-
OPEB Current Payment	\$0.000	\$0.000	\$0.002	(0.002)	-	(0.002)	-
Pensions	\$0.000	\$0.000	\$0.000	-	-	\$0.000	-
Other Fringe Benefits	\$2.544	\$2.570	\$0.802	\$1.742	68.5	\$1.768	68.8
Total Fringe Benefits	\$2.544	\$2.570	\$0.804	\$1.740	68.4	\$1.766	68.7
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	-	-	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.002	(0.002)	-	(0.002)	-
Labor	\$7.594	\$7.658	\$1.809	\$5.786	76.2	\$5.849	76.4
Non-Labor :							
Electric Power	\$0.000	\$0.000	\$0.005	(0.005)	-	(0.005)	-
Fuel	\$0.000	\$0.000	\$0.000	-	-	-	-
Insurance	\$0.000	\$0.000	\$0.000	-	-	-	-
Claims	\$0.000	\$0.000	\$0.000	-	-	-	-
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	-	-	-
Maintenance and Other Operating Contracts	\$0.000	\$0.000	\$0.000	-	-	-	-
Professional Service Contracts	\$0.000	\$0.000	\$0.009	(0.009)	-	(0.009)	-
Materials & Supplies	\$0.000	\$0.000	\$0.036	(0.036)	-	(0.036)	-
Other Business Expenses	\$0.000	\$0.000	\$0.000	-	-	-	-
Non-Labor	\$0.000	\$0.000	\$0.051	(0.051)		(0.051)	
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	-	-	-	-
Other Expense Adjustments	\$0.000	\$0.000	\$0.000				
Total Expenses before Depreciation and OPEB	\$7.594	\$7.658	\$1.859	\$5.735	75.5	\$5.798	75.7
Depreciation	\$0.000	\$0.000	\$0.000	-	-	-	-
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	\$0.000	-	-	-	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	-	-	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	-	-	-
Total Expenses	\$7.594	\$7.658	\$1.859	\$5.735	75.5	\$5.798	75.7
OPERATING SURPLUS/DEFICIT	\$0.000	\$0.000	\$0.000	\$0.000		\$0.000	

Note:

1) Totals may not add due to rounding.

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

MTA STATEN ISLAND RAILWAY
Preliminary 2021 Year-End Report
Accrual Statement of Operations By Category
2021 Adopted Budget and November Forecast vs.
Actual
(\$ in Millions)

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NON-REIMBURSABLE & REIMBURSABLE

	<u>December 2021 Year-To-Date</u>			<u>Favorable (Unfavorable) Variance</u>			
	<u>Adopted Budget</u>	<u>November Forecast</u>	<u>Actual</u>	<u>Adopted Budget</u>	<u>%</u>	<u>November Forecast</u>	<u>%</u>
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>		<u>\$</u>	
Revenue							
Farebox Revenue:							
Farebox Revenue	\$1.800	\$2.038	\$2.376	\$0.576	32.0	\$0.338	16.6
Other Revenue	\$2.386	\$1.553	\$32.140	\$29.754	-	\$30.587	-
Capital and Other Reimbursements	\$7.594	\$7.658	\$1.859	(5.735)	(75.5)	(5.798)	(75.7)
Total Revenue	\$11.781	\$11.249	\$36.375	\$24.595	-	\$25.127	-
Expenses							
Labor :							
Payroll	\$31.495	\$31.437	\$26.453	\$5.042	16.0	\$4.984	15.9
Overtime	\$3.526	\$4.183	\$3.908	(0.383)	(10.9)	\$0.275	6.6
Total Salaries & Wages	\$35.021	\$35.620	\$30.361	\$4.660	13.3	\$5.259	14.8
Health and Welfare	\$7.655	\$7.673	\$6.414	\$1.241	16.2	\$1.259	16.4
OPEB Current Payment	\$2.802	\$2.802	\$2.891	(0.089)	(3.2)	(0.089)	(3.2)
Pensions	\$8.682	\$8.449	\$7.887	\$0.795	9.2	\$0.562	6.7
Other Fringe Benefits	\$6.545	\$6.310	\$4.989	\$1.556	23.8	\$1.321	20.9
Total Fringe Benefits	\$25.684	\$25.234	\$22.181	\$3.503	13.6	\$3.053	12.1
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	-	-	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.006	(0.006)	-	(0.006)	-
Labor	\$60.705	\$60.854	\$52.549	\$8.156	13.4	\$8.306	13.6
Non-Labor :							
Electric Power	\$3.906	\$4.352	\$3.687	\$0.219	5.6	\$0.664	15.3
Fuel	\$0.216	\$0.321	\$0.244	(0.028)	(13.0)	\$0.077	24.0
Insurance	\$1.350	\$1.307	\$1.299	\$0.051	3.8	\$0.008	0.6
Claims	\$0.993	\$0.880	\$0.634	\$0.359	36.2	\$0.246	28.0
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	-	-	-
Maintenance and Other Operating Contracts	\$2.220	\$3.764	\$1.596	\$0.623	28.1	\$2.168	57.6
Professional Service Contracts	\$2.657	\$2.911	\$1.895	\$0.762	28.7	\$1.016	34.9
Materials & Supplies	\$1.745	\$2.331	\$2.303	(0.558)	(31.9)	\$0.028	1.2
Other Business Expenses	\$0.029	\$1.229	\$0.687	(0.658)	-	\$0.542	44.1
Non-Labor	\$13.116	\$17.094	\$12.345	\$0.771	5.9	\$4.749	27.8
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	-	-	-	-
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	-	-	-
Total Expenses before Depreciation and OPEB	\$73.821	\$77.948	\$64.894	\$8.927	12.1	\$13.055	16.7
Depreciation	\$12.000	\$12.000	\$11.323	\$0.677	5.6	\$0.677	5.6
GASB 75 OPEB Expense Adjustment	\$6.500	\$3.700	\$3.946	\$2.554	39.3	(0.246)	(6.7)
GASB 68 Pension Adjustment	(1.100)	\$1.000	(1.016)	(0.084)	(7.7)	\$2.016	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	-	-	-
Total Expenses	\$91.221	\$94.648	\$79.147	\$12.074	13.2	\$15.501	16.4
OPERATING SURPLUS/DEFICIT	(79.440)	(83.400)	(42.772)	\$36.668	46.2	\$40.628	48.7

Note:

1) Totals may not add due to rounding.

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

Table 3

MTA STATEN ISLAND RAILWAY
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND PRELIMINARY ACTUAL - ACCRUAL BASIS
DECEMBER 2021 YEAR-TO-DATE
(\$ in Millions)

<u>Generic Revenue or Expense Category</u>	<u>Non Reimb. or Reimb.</u>	<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>
		<u>\$</u>	<u>%</u>	
Farebox Revenue	Non Reimb.	0.338	16.6	Favorable due to higher than anticipated ridership
Other Revenue	Non Reimb.	30.587	-	Favorable due to Federal CRRSAA funding
Payroll Overtime	Non Reimb. Non Reimb.	1.442 (0.268)	5.3 (8.7)	Favorable due to vacancies Unfavorable primarily due to vacancies and timing of work assignment.
Health and Welfare (including OPEB current payment)	Non Reimb.	1.172	11.2	Favorable rates due to prescription drug contract rebates and vacancy savings
Pension	Non Reimb.	0.562	6.7	Favorable timing of expenses
Other Fringe Benefits	Non Reimb.	(0.447)	(12.0)	Unfavorable due to lower reimbursable fringe OH credits
Electric Power	Non Reimb.	0.669	4.8	Favorable primarily due to timing of bills
Fuel	Non Reimb.	0.077	24.0	Favorable due to lower than expected non-rev fuel usage and heating fuel timing of bills
Claims	Non Reimb.	0.246	28.0	Favorable due to timing of expenses
Maintenance & Other Operating Contracts	Non Reimb.	2.168	57.6	Favorable due to the timing of facility and maintenance services projects
Professional Service Contracts	Non Reimb.	1.025	35.2	Favorable due to timing of Covid-19 cleaning expenses
Materials and Supplies	Non Reimb.	0.065	2.8	Favorable due to the timing of facility and maintenance services projects
Other Business Expenses	Non Reimb.	0.542	44.1	Favorable due to department control on expenses

MTA STATEN ISLAND RAILWAY
Preliminary 2021 Year-End Report
Cash Receipts and Expenditures
FY21 Adopted Budget and November Forecast vs. Actual
(\$ in Millions)

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	<u>December 2021 Year-To-Date</u>			<u>Favorable (Unfavorable) Variance</u>			
	<u>Adopted</u>	<u>November</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>November Forecast</u>	
	<u>Budget</u>	<u>Forecast</u>		<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Receipts							
Farebox Revenue	\$1.800	\$2.038	\$2.200	\$0.400	22.2	\$0.162	8.0
Other Revenue	\$2.386	\$1.553	\$27.187	\$24.801	-	\$25.634	-
Capital and Other Reimbursements	\$7.594	\$8.079	\$2.202	(5.392)	(71.0)	(5.876)	(72.7)
Total Revenue	\$11.781	\$11.670	\$31.590	\$19.809	-	\$19.920	-
Expenditures							
Labor :							
Payroll	\$31.400	\$28.842	\$24.217	\$7.184	22.9	\$4.625	16.0
Overtime	\$3.526	\$4.183	\$3.811	(0.286)	(8.1)	\$0.372	8.9
Total Salaries & Wages	\$34.926	\$33.025	\$28.028	\$6.898	19.7	\$4.997	15.1
Health and Welfare	\$7.655	\$7.673	\$8.232	(0.577)	(7.5)	(0.559)	(7.3)
OPEB Current Payment	\$2.802	\$2.802	\$1.317	\$1.485	53.0	\$1.485	53.0
Pensions	\$8.682	\$8.818	\$7.887	\$0.795	9.2	\$0.931	10.6
Other Fringe Benefits	\$4.739	\$5.509	\$4.334	\$0.405	8.5	\$1.175	21.3
Total Fringe Benefits	\$23.877	\$24.803	\$21.770	\$2.108	8.8	\$3.033	12.2
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	-	-	-
Labor	\$58.803	\$57.827	\$49.798	\$9.006	15.3	\$8.030	13.9
Non-Labor :							
Electric Power	\$3.906	\$4.352	\$3.638	\$0.268	6.9	\$0.714	16.4
Fuel	\$0.217	\$0.321	\$0.276	(0.059)	(27.4)	\$0.045	13.9
Insurance	\$1.350	\$1.307	\$1.487	(0.137)	(10.1)	(0.180)	(13.8)
Claims	\$0.493	\$0.496	\$0.472	\$0.021	4.2	\$0.024	4.8
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Maintenance and Other Operating Contracts	\$2.220	\$3.764	\$1.487	\$0.732	33.0	\$2.277	60.5
Professional Service Contracts	\$2.657	\$2.911	\$1.856	\$0.801	30.2	\$1.055	36.2
Materials & Supplies	\$1.745	\$2.331	\$2.116	(0.371)	(21.2)	\$0.215	9.2
Other Business Expenses	\$0.030	\$1.229	\$0.724	(0.695)	-	\$0.504	41.1
Non-Labor	\$12.618	\$16.710	\$12.057	\$0.561	4.4	\$4.653	27.8
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	-	-	-	-
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	-	-	-
Total Expenditures before Depreciation and OPEB	\$71.421	\$74.537	\$61.855	\$9.566	13.4	\$12.683	17.0
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenditures	\$71.421	\$74.537	\$61.855	\$9.566	13.4	\$12.683	17.0
Net Surplus/(Deficit)	(59.640)	(62.868)	(30.265)	\$29.375	49.3	\$32.603	51.9

Note:
1) Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND PRELIMINARY ACTUAL - CASH BASIS
DECEMBER 2021 YEAR-TO-DATE
(\$ in Millions)

	YEAR TO DATE		<u>Reason for Variance</u>
	Favorable/ (Unfavorable)		
	\$	%	
<u>Operating Receipts or Disbursements</u>			
Farebox Receipts	0.162	8.0	Primarily due to favorable ridership
Other Revenue	25.634	-	Favorable due to Federal CRRSAA funding
Capital and Other Reimbursements	(5.876)	(72.7)	Timing of reimbursements
Payroll	4.625	16.0	Favorable due to vacancies
Overtime	0.372	8.9	Timing of payments
Health and Welfare (including OPEB current payment)	0.926	8.8	Timing of payments
Pension	0.931	10.6	Timing of payments
Other Fringe Benefits	1.175	21.3	Deferral of payroll expenditure (FICA) under CARES Act as well as vacancies
Electric Power	0.714	16.4	Favorable mainly due to timing
Insurance	(0.180)	(13.8)	Unfavorable mainly due to timing
Maintenance Contracts	2.277	60.5	Favorable timing of maintenance work postponed due to COVID-19
Professional Services Contracts	1.055	36.2	Timing of contract payments
Materials & Supplies	0.215	9.2	Timing of payments
Other Business Expenses	0.504	41.1	Favorable due to department control on expenses

MTA STATEN ISLAND RAILWAY
Preliminary 2021 Year-End Report
Cash Conversion (Cash Flow Adjustments)
2021 Adopted Budget and November Forecast vs. Actual
(\$ in Millions)

1/07/2022 05:22 PM

	<u>December 2021 Year-To-Date</u>			<u>Favorable (Unfavorable) Variance</u>			
	<u>Adopted</u>	<u>November</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>November Forecast</u>	
	<u>Budget</u>	<u>Forecast</u>	<u>Actual</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>		<u>\$</u>	
Revenue							
Farebox Revenue	\$0.000	\$0.000	(0.176)	(0.176)	-	(0.176)	-
Other Revenue	\$0.000	\$0.000	(4.953)	(4.953)	-	(4.953)	-
Capital and Other Reimbursements	\$0.000	\$0.421	\$0.343	\$0.343	-	(0.078)	(18.5)
Total Revenue	\$0.000	\$0.421	(4.786)	\$4.786	-	(5.207)	-
Expenses							
Labor :							
Payroll	\$0.095	\$2.595	\$2.236	\$2.141	-	(0.359)	(13.8)
Overtime	\$0.000	\$0.000	\$0.097	\$0.097	-	\$0.097	-
Total Salaries & Wages	\$0.095	\$2.595	\$2.333	\$2.238	-	(0.262)	(10.1)
Health and Welfare	\$0.000	\$0.000	(1.818)	(1.818)	-	(1.818)	-
OPEB Current Payment	\$0.000	\$0.000	\$1.574	\$1.574	-	\$1.574	-
Pensions	\$0.000	(0.369)	\$0.000	\$0.000	-	\$0.369	-
Other Fringe Benefits	\$1.806	\$0.800	\$0.655	(1.151)	(63.7)	(0.145)	(18.1)
Total Fringe Benefits	\$1.806	\$0.431	\$0.411	(1.395)	(77.2)	(0.020)	(4.6)
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.006	\$0.006	-	\$0.006	-
Labor	\$1.902	\$3.027	\$2.751	\$0.849	44.7	(0.276)	(9.1)
Non-Labor :							
Electric Power	\$0.000	\$0.000	\$0.049	\$0.049	-	\$0.049	-
Fuel	(0.001)	\$0.000	(0.032)	(0.031)	-	(0.032)	-
Insurance	\$0.000	\$0.000	(0.188)	(0.188)	-	(0.188)	-
Claims	\$0.500	\$0.384	\$0.162	(0.338)	(67.7)	(0.222)	(57.9)
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Maintenance and Other Operating Contracts	\$0.000	\$0.000	\$0.109	\$0.109	-	\$0.109	-
Professional Service Contracts	\$0.000	\$0.000	\$0.039	\$0.039	-	\$0.039	-
Materials & Supplies	\$0.000	\$0.000	\$0.187	\$0.187	-	\$0.187	-
Other Business Expenses	(0.001)	\$0.000	(0.037)	(0.036)	-	(0.037)	-
Non-Labor	\$0.498	\$0.384	\$0.288	(0.210)	(42.2)	(0.096)	(25.0)
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	-	-	-	-
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	-	-	-
Total Expenses before Depreciation and OPEB	\$2.400	\$3.411	\$3.039	\$0.639	26.6	(0.372)	(10.9)
Depreciation	\$12.000	\$12.000	\$11.323	(0.677)	(5.6)	(0.677)	(5.6)
GASB 75 OPEB Expense Adjustment	\$6.500	\$3.700	\$3.946	(2.554)	(39.3)	\$0.246	6.7
GASB 68 Pension Adjustment	(1.100)	\$1.000	(1.016)	\$0.084	7.7	(2.016)	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenditures	\$19.800	\$20.111	\$17.292	(2.507)	(12.7)	(2.819)	(14.0)
Total Cash Conversion Adjustments	\$19.800	\$20.532	\$12.507	(7.293)	(36.8)	(8.025)	(39.1)

Note:

1) Totals may not add due to rounding.

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

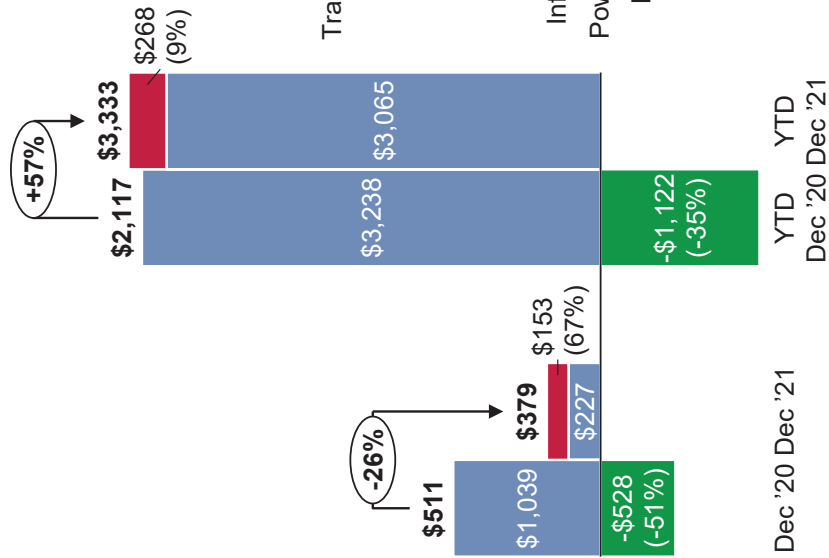
SIRTOA – Non-Reimbursable Overtime Variance

December 2021 and YTD forecast vs. variance

\$K

- Variance - Unfavorable
- Variance - Favorable
- Budget

Annual budget
Adopted: \$2,415
Forecast: \$3,065

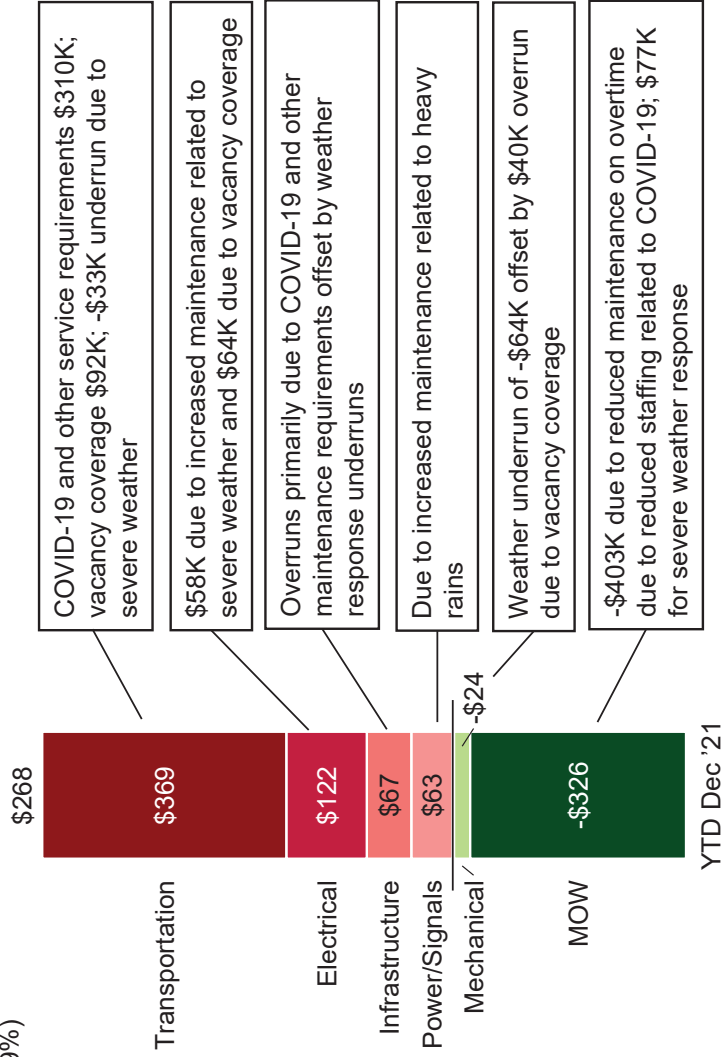


Overview

- Overall increase of \$1.216K or 57% compared to December YTD 2020
- \$268K or 9% above 2021 YTD forecast
- Maintenance -\$99K underrun: \$155K weather overrun; \$104K vacancy overrun; remaining underrun of -\$357K due to COVID-19
- Service \$369K overrun: \$310K due to COVID-19 and other service requirements; \$92K for vacancy coverage; -\$33K weather underrun

YTD variance by division

\$K



- COVID-19 and other service requirements \$310K; vacancy coverage \$92K; -\$33K underrun due to severe weather
- \$58K due to increased maintenance related to severe weather and \$64K due to vacancy coverage
- Overruns primarily due to COVID-19 and other maintenance requirements offset by weather response underruns
- Due to increased maintenance related to heavy rains
- Weather underrun of -\$64K offset by \$40K overrun due to vacancy coverage
- \$403K due to reduced maintenance on overtime due to reduced staffing related to COVID-19; \$77K for severe weather response

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

SIRTOA – Reimbursable Overtime Variance

December 2021 and YTD forecast vs. variance
\$K

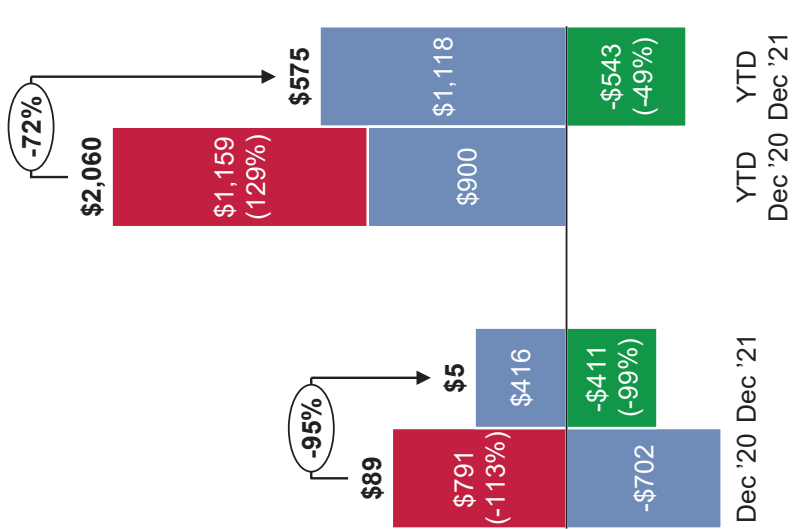
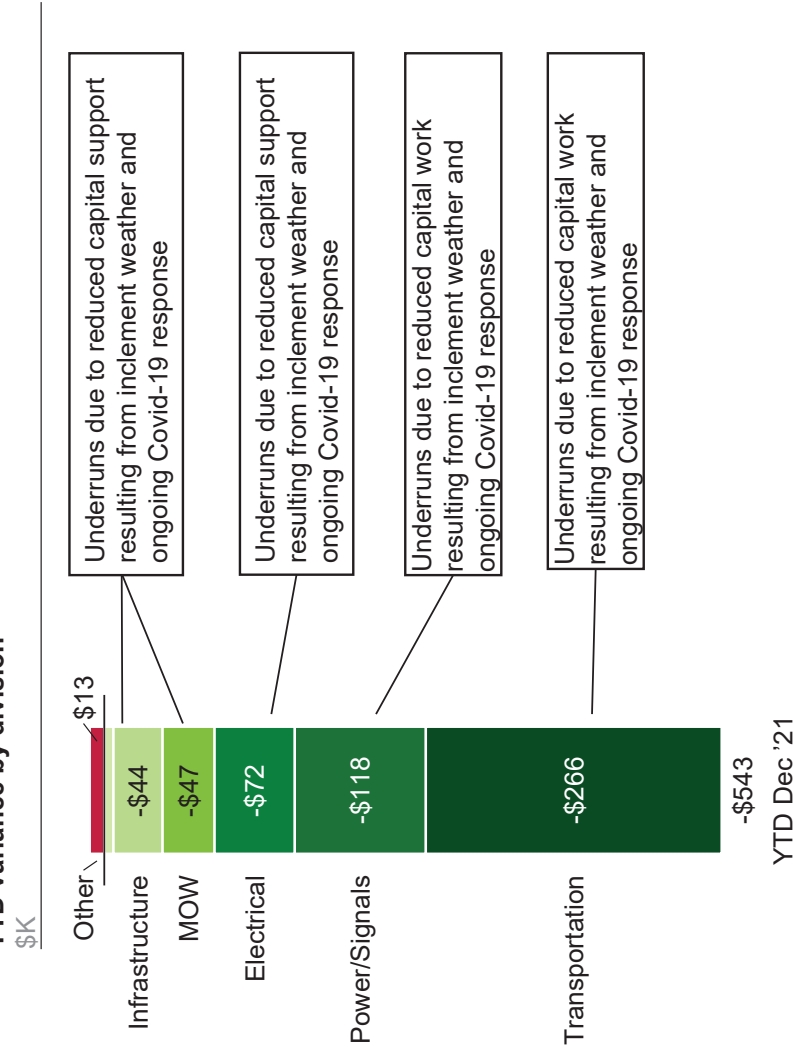
■ Variance - Unfavorable
■ Variance - Favorable
■ Budget

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

Overview

- Overall decrease of -\$1,484K or -72% compared to December YTD 2020
- -\$543K or -49% below 2021 YTD forecast
- Maintenance -\$290K underrun due to reduced capital work resulting from inclement weather and Covid-19 response
- Service -\$266K underrun due to reduced capital support resulting from inclement weather and Covid-19 response

YTD variance by division



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

MTA Staten Island Railway
Preliminary 2021 Year-End Report
Non-Reimbursable-Reimbursable Positions by Function and Department
Full-Time Positions and Full-Time Equivalents

	December 31, 2021			Favorable/(Unfavorable) Variance			
	<u>Adopted Budget</u>	<u>November Forecast</u>	<u>Actual</u>	<u>Adopted Budget Variance</u>	<u>November Forecast Variance</u>	<u>Percent</u>	<u>Percent</u>
Administration							
Executive	6	6	4	2	2	33.3	33.3
General Office	13	13	11	2	2	15.4	15.4
Purchasing/Stores	4	4	3	1	1	25.0	25.0
Total Administration	23	23	18	5	5	21.7	21.7
Operations							
Transportation	152	152	134	18	18	11.8	11.8
Total Operations	152	152	134	18	18	11.8	11.8
Maintenance							
Mechanical	53	54	50	3	4	5.7	7.4
Electronics/Electrical	18	21	18	0	3	0.0	14.3
Power/Signals	32	32	27	5	5	15.6	15.6
Maintenance of Way	89	89	74	15	15	16.9	16.9
Infrastructure	16	17	16	0	1	0.0	5.9
Total Maintenance	208	213	185	23	28	11.1	13.1
Engineering/Capital							
Capital Project Support	6	6	3	3	3	0.0	0.0
Public Safety							
Total Public Safety	0	0	0	0	0	0.0	0.0
Grand Total	389	394	340	49	54	12.6	13.7
Non-Reimbursable	336	341	326	10	15	3.0	4.4
Reimbursable	53	53	14	39	39	73.6	73.6
Total Full-Time	389	394	340	49	54	12.6	13.7
Total Full-Time Equivalents	0	0	0	0	0	0.0	0.0

FinalFY21

MTA Staten Island Railway
Preliminary 2021 Year-End Report
Full-Time Positions and Full-Time Equivalents by Function and Occupational Group

	December 31, 2021		Favorable/(Unfavorable) Variance			
	Adopted Budget	November Forecast	Actual	Adopted Budget Variance	November Forecast Variance	Percent
Administration						
Managers/Supervisors	13	13	10	3	3	23.1
Professional, Technical, Clerical	6	7	6	0	1	14.3
Operational Hourlies	4	4	2	2	2	0.0
Total Administration	23	24	18	5	6	25.0
Operations						
Managers/Supervisors	26	26	22	4	4	15.4
Professional, Technical, Clerical	6	6	2	4	4	66.7
Operational Hourlies	120	120	110	10	10	8.3
Total Operations	152	152	134	18	18	11.8
Maintenance						
Managers/Supervisors	25	25	25	0	0	0.0
Professional, Technical, Clerical	6	6	6	0	0	0.0
Operational Hourlies	177	181	154	23	27	14.9
Total Maintenance	208	212	185	23	27	12.7
Engineering/Capital Projects						
Managers/Supervisors	4	4	3	1	1	0.0
Professional, Technical, Clerical	2	2	0	2	2	0.0
Operational Hourlies	0	0	0	0	0	0.0
Total Engineering/Capital	6	6	3	3	3	0.0
Public Safety						
Managers/Supervisors	0	0	0	0	0	0.0
Professional, Technical, Clerical	0	0	0	0	0	0.0
Operational Hourlies (other than un	0	0	0	0	0	0.0
Total Public Safety	0	0	0	0	0	0.0
Total Positions						
Managers/Supervisors	68	68	60	8	8	11.8
Professional, Technical, Clerical	20	21	14	6	7	33.3
Operational Hourlies	301	305	266	35	39	12.8
Total Positions	389	394	340	49	54	13.7

Preliminary December 2021 Report: Bus Company

Background

The purpose of this report is to provide the preliminary 2021 year-end financial results, on an accrual basis. The accrual basis is presented on a non-reimbursable and reimbursable account basis. These results are compared to both the Adopted Budget (Budget) and the November Forecast.

The final audited 2021 year-end results are scheduled to be completed in April 2022.

Summary of Preliminary Financial Results

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

- 2021 Annual Bus Company ridership of 71.4 million was 3.3 million (4.8 percent) above the November Forecast.
- Farebox revenue of \$138.4 million was \$5.5 million (4.2 percent) above the November Forecast.
- Total Operating expenses of \$828.4 million were below the November Forecast by \$225.7 million (21.4 percent). Labor expenses were higher than the November Forecast by \$9.8 million (1.6 percent). Non-labor expenses were below the November Forecast by \$107.3 million (42.0 percent).

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

- 2021 Annual Bus Company ridership was 39.7 million (125.1 percent) above the Budget.
- Farebox Revenue was \$78.6 million (131.4 percent) above the Budget.
- Total Operating expenses were below the Budget by \$253.5 million (23.4 percent). Labor expenses were below the Budget by \$20.8 million (3.2 percent). Non-labor expenses were below the Budget by \$110.9 million (42.8 percent).

MTA Bus Ridership

Total MTA Bus ridership in December 2021 was 6.6 million, 11.3 percent (0.7 million riders) above November Plan. Average weekday ridership for the twelve months ending December 2021 was 228,299, an increase of 55.3 percent (81,280 riders) from the twelve months ending December 2020. This is a decrease of 41.2 percent (159,776 riders) in comparison to the twelve months ending December 2019.

**BUS COMPANY
FINANCIAL AND RIDERSHIP REPORT
December 2021 Year-to-Date**

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the November Forecast

Operating Revenue was \$ 453.4 million in 2021, \$301.6 million (198.6 percent) above the November Forecast, due primarily to higher Other Operating Revenue. Farebox Revenue of \$138.4 million was \$5.5 million (4.2 percent) above the November Forecast due to higher ridership and higher average fare. Other Operating Revenue of \$315.0 million was \$296.1 million (1561.6 percent) higher than the November Forecast due to the Federal CRRSAA funding and higher advertising revenue, partially offset by no Student fare revenue due to COVID-19, lower Senior Citizen fare reimbursement and recoveries from Other Insurance. **Non-reimbursable Expenses before Non-Cash Liability Adjustments**, GASB 75 OPEB Expense Adjustment and GASB 68 Pension Expense Adjustment, were \$781.4 million, \$97.5 million (11.1 percent) lower than the November Forecast. Labor expenses were higher than the November Forecast by \$9.8 million (1.6 percent), including a Payroll expense overrun of \$10.6 million (3.6 percent), mainly due to higher vacation payment, higher cash out of sick and personal time, and lower attrition. Overtime expenses were favorable to the November Forecast by \$4.0 million (4.5 percent), primarily due to lower unscheduled overtime, COVID-19 related cleaning, and programmatic maintenance partially offset by the essential overnight service and lower availability. Health & Welfare/OPEB were above the November Forecast by \$7.4 million (6.7 percent) due to higher Life Insurance, Prescription drug coverage and OPEB partially offset by lower Dental, Medical and Hospitalization costs and Health & Welfare Reimbursable. Pensions were \$1.6 million (2.7 percent) over the November Forecast due to timing of expenses. Other Fringe Benefits underran by \$4.0 million (5.6 percent), due primarily to lower interagency Fringes, lower Worker's Compensation and Health Benefit Trust expenses.

Non-labor expenses were less than the November Forecast by \$107.3 million (42.0 percent), including an underrun in Fuel, of \$7.7 million (28.4 percent) primarily due to the receipt of the IRS CNG excise tax rebate, Con Edison credit adjustments and lower usage, partially offset by higher fuel prices. Claims expense were lower by \$45.6 million (59.9 percent) primarily due to timing of expenses, and Maintenance and Other Operating Contracts expenses were favorable by \$19.0 million (42.5 percent), primarily due to the timing of facility maintenance, Bus Technology, farebox maintenance, Shop Program, COVID-19 expenses, Tires and Tubes Rentals and Vehicle Purchases. The favorable Professional Services variance of \$18.2 million (43.2 percent), was due mainly to timing of interagency billing, Bus Technology, and service contracts. Materials & Supplies expense was favorable by \$15.1 million (28.8 percent), due mostly to lower usage of general maintenance material as well as timing of radio equipment maintenance/repairs, construction material, and COVID-19 expenses.

Depreciation expenses of \$46.9 million were below the November Forecast by \$7.9 million (14.4 percent). No GASB 75 OPEB Expense Adjustments and GASB 68 Pension Expense Adjustments were recognized at this time pending actuarial review.

The **Operating Cash Deficit** (excluding subsidies) was \$356.5 million, \$367.0 million (50.7 percent) favorable to the November Forecast.

Preliminary Actual Results Compared to the Adopted Budget

Operating Revenue was greater than Budget by \$372.4 million (459.8 percent). Other Operating Revenue was higher by \$293.8 million (1386.4 percent) and Farebox Revenue was greater by \$78.6 million (131.4 percent).

Non-reimbursable Expenses before Non-Cash Liability Adjustments, GASB 75 OPEB Expense Adjustment and GASB 68 Pension Expense Adjustment, were below the Budget by \$131.7 million (14.4 percent), with Non-labor expenses favorable by \$110.9 million (42.8 percent), due to an underrun in Claims by \$45.6 million (59.9 percent), Maintenance and Other Operating Contracts by \$22.6 million (46.8 percent), Professional Services by \$17.4 million (42.1 percent), and Materials & Supplies by \$22.7 million (37.8 percent), mostly attributed to the same factors impacting the variances to the November Forecast described above.

Labor expenses were below the Budget by \$20.8 million (3.2 percent), primarily due to the same factors impacting the variances to the November Forecast described above.

Note-Final 2021 results and their impact on 2022 will be reported in April.

MTA BUS COMPANY
Accrual Statement of Operations by Category
2021 Adopted Budget and November Forecast vs. Preliminary Actual
(\$ in millions)

NON-REIMBURSABLE

	2021			Favorable/(Unfavorable) Variance			
	Adopted Budget	November Forecast	Preliminary Actual	Adopted Budget		November Forecast	
				\$	%	\$	%
Operating Revenue							
Farebox Revenue	\$ 59.801	\$ 132.865	\$ 138.404	\$ 78.602	*	\$ 5.538	4.2
Other Operating Revenue	21.193	18.959	315.015	293.822	*	296.056	*
Capital and Other Reimbursements			-	-	-	-	-
Total Revenue	\$ 80.994	\$ 151.824	\$ 453.418	\$ 372.424	*	\$ 301.594	*
Operating Expenses							
Labor:							
Payroll	\$ 290.070	\$ 292.501	\$ 303.080	\$ (13.010)	(4.5)	\$ (10.579)	(3.6)
Overtime	99.797	90.299	86.277	13.520	13.5	4.022	4.5
Health and Welfare	98.971	86.158	91.288	7.683	7.8	(5.130)	(6.0)
OPEB Current Payment	25.752	24.272	26.571	(0.818)	(3.2)	(2.299)	(9.5)
Pensions	64.935	59.047	60.629	4.306	6.6	(1.582)	(2.7)
Other Fringe Benefits	75.494	72.121	68.099	7.395	9.8	4.022	5.6
GASB Account	0.000	-	-	-	0.0	-	-
Reimbursable Overhead	(0.906)	(0.906)	(2.627)	1.721	0.3	1.720	*
Total Labor Expenses	\$ 654.114	\$ 623.492	\$ 633.318	\$ 20.796	3.2	\$ (9.825)	(1.6)
Non-Labor:							
Electric Power	\$ 1.677	\$ 1.667	\$ 1.931	\$ (0.253)	(15.1)	\$ (0.263)	(15.7)
Fuel	\$19.960	27.279	19.544	0.416	2.1	7.736	28.4
Insurance	7.035	6.568	5.212	1.823	25.9	1.355	20.6
Claims	76.099	76.100	30.522	45.578	59.9	45.578	59.9
Maintenance and Other Operating Contracts	48.228	44.597	25.638	22.590	46.8	18.959	42.5
Professional Service Contracts	41.367	42.149	23.950	17.417	42.1	18.199	43.2
Materials & Supplies	60.086	52.431	37.346	22.740	37.8	15.084	28.8
Other Business Expenses	4.626	4.689	3.988	0.638	13.8	4.072	15.0
Total Non-Labor Expenses	\$ 259.079	\$ 255.479	\$ 148.131	\$ 110.949	42.8	\$ 107.349	42.0
Total Expenses before Non-Cash Liability Ac	\$ 913.194	\$ 878.972	\$ 781.448	\$ 131.745	14.4	\$ 97.524	11.1
Depreciation	\$ 54.778	\$ 54.778	\$ 46.899	\$ 7.879	14.4	\$ 7.879	14.4
GASB 75 OPEB Expense Adjustment	69.900	69.900	-	69.900	100.0	69.900	100.0
GASB 68 Pension Expense Adjustment	44.000	50.400	-	44.000	100.0	50.400	100.0
Environmental Remediation	-	-	0.011	(0.011)	-	(0.011)	-
Total Expenses	\$ 1,081.871	\$ 1,054.050	\$ 828.358	\$ 253.513	23.4	\$ 225.692	21.4
Baseline Surplus/(Deficit)	\$ (1,000.877)	\$ (902.226)	\$ (374.940)	\$ 625.937	62.5	\$ 527.286	58.4

*Totals may not add due to rounding

MTA BUS COMPANY
Accrual Statement of Operations by Category
2021 Adopted Budget and November Forecast vs. Preliminary Actual
(\$ in millions)

	REIMBURSABLE						
	2021			Favorable/(Unfavorable) Variance			
	Adopted Budget	November Forecast	Preliminary Actual	Adopted Budget		November Forecast	
			\$	%	\$	%	
Revenue							
Farebox Revenue	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Other Operating Revenue							
Capital and Other Reimbursements	5.644	5.644	6.670	1.027	18.2	1.026	18.2
Total Revenue	\$ 5.644	\$ 5.644	\$ 6.670	\$ 1.027	18.2	\$ 1.026	18.2
Expenses							
<u>Labor:</u>							
Payroll	\$ 2.229	\$ 2.230	\$ 3.539	\$ (1.309)	(58.7)	\$ (1.308)	(58.7)
Overtime	-	-	0.197	(0.197)	-	(0.197)	-
Health and Welfare	1.374	1.374	-	1.374	100.0	1.374	100.0
OPEB Current Payment	-	-	-	-	-	-	-
Pensions	-	-	-	-	-	-	-
Other Fringe Benefits	-	-	0.139	(0.139)	-	(0.139)	-
GASB Account	-	-	-	-	-	-	-
Reimbursable Overhead	0.906	0.906	2.796	(1.890)	*	(1.890)	*
Total Labor Expenses	\$ 4.509	\$ 4.510	\$ 6.670	\$ (2.161)	(47.9)	\$ (2.160)	(47.9)
<u>Non-Labor:</u>							
Electric Power	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Fuel	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-
Claims	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.244	0.244	-	0.244	100.0	0.244	100.0
Professional Service Contracts	-	-	-	-	-	-	-
Materials & Supplies	0.890	0.890	-	0.890	100.0	0.890	100.0
Other Business Expenses	-	-	-	-	-	-	-
Total Non-Labor Expenses	\$ 1.134	\$ 1.134	\$ -	\$ 1.134	100.0	\$ 1.134	100.0
<u>Other Expense Adjustments:</u>							
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Other Expense Adjustments	-	-	-	-	-	-	-
Total Expenses Before Depreciation	\$ 5.643	\$ 5.644	\$ 6.670	\$ (1.027)	(18.2)	\$ (1.026)	(18.2)
Depreciation	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
GASB 75 OPEB Expense Adjustment	-	-	-	-	-	-	-
GASB 68 Pension Expense Adjustment	-	-	-	-	-	-	-
Environmental Remediation	-	-	-	-	-	-	-
Total Expenses	\$ 5.643	\$ 5.644	\$ 6.670	\$ (1.027)	(18.2)	\$ (1.026)	(18.2)
Net Surplus/(Deficit)	\$ -	\$ -	\$ -	\$ -	-	\$ -	-

*Totals may not add due to rounding

MTA BUS COMPANY
Accrual Statement of Operations by Category
2021 Adopted Budget and November Forecast vs. Preliminary Actual
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE	2021			Favorable/(Unfavorable) Variance			
	Adopted Budget	November Forecast	Preliminary Actual	Adopted Budget		November Forecast	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$ 59.801	\$ 132.865	\$ 138.404	\$ 78.602	*	\$ 5.538	4.2
Other Operating Revenue	21.192	18.959	315.015	293.822	*	296.056	*
Capital and Other Reimbursements	5.644	5.644	6.670	1.027	18.2	1.026	18.2
Total Revenue	\$ 86.638	\$ 157.468	\$ 460.089	\$ 373.451	*	\$ 302.621	*
Expenses							
<u>Labor:</u>							
Payroll	\$ 292.299	\$ 294.732	\$ 306.619	\$ (14.320)	(4.9)	\$ (11.888)	(4.0)
Overtime	99.797	90.299	86.474	13.323	13.4	3.825	4.2
Health and Welfare	100.345	87.532	91.288	9.057	9.0	(3.756)	(4.3)
OPEB Current Payment	25.752	24.272	26.571	(0.818)	(3.2)	(2.299)	(9.5)
Pensions	64.935	59.047	60.629	4.306	6.6	(1.582)	(2.7)
Other Fringe Benefits	75.494	72.121	68.238	7.256	9.6	3.883	5.4
Reimbursable Overhead	(0.000)	-	0.169	(0.169)	*	(0.169)	-
Total Labor Expenses	\$ 658.623	\$ 628.002	\$ 639.988	\$ 18.635	2.8	\$ (11.986)	(1.9)
<u>Non-Labor:</u>							
Electric Power	\$ 1.677	\$ 1.667	\$ 1.931	\$ (0.253)	(15.1)	\$ (0.263)	(15.7)
Fuel	19.960	27.279	19.544	0.416	2.1	7.736	28.4
Insurance	7.035	6.568	5.212	1.823	25.9	1.355	20.6
Claims	76.099	76.100	30.522	45.577	59.9	45.578	59.9
Maintenance and Other Operating Contracts	48.472	44.841	25.638	22.834	47.1	19.203	42.8
Professional Service Contracts	41.367	42.149	23.950	17.417	42.1	18.199	43.2
Materials & Supplies	60.976	53.321	37.346	23.630	38.8	15.974	30.0
Other Business Expenses	4.626	4.689	3.988	0.638	13.8	0.702	15.0
Total Non-Labor Expenses	\$ 260.213	\$ 256.613	\$ 148.131	\$ 112.083	43.1	\$ 108.483	42.3
Total Expenses Before Depreciation and GASB Adjs.	\$ 918.836	\$ 884.616	\$ 788.119	\$ 130.718	14.2	\$ 96.497	10.9
Depreciation	\$ 54.778	\$ 54.778	\$ 46.899	\$ 7.879	14.4	\$ 7.879	14.4
GASB 75 OPEB Expense Adjustment	69.900	69.900	-	69.900	100.0	69.900	100.0
GASB 68 Pension Expense Adjustment	44.000	50.400	-	44.000	0.0	50.400	100.0
Environmental Remediation	-	-	0.011	(0.011)	-	(0.011)	-
Total Expenses	\$ 1,087.514	\$ 1,059.694	\$ 835.029	\$ 252.486	23.2	\$ 224.665	21.2
Baseline Surplus/(Deficit)	\$ (1,000.877)	\$ (902.226)	\$ (374.940)	\$ 625.937	62.5	\$ 527.286	58.4

*Totals may not add due to rounding

MTA BUS COMPANY
Explanation of Variances between 2021 November Forecast and Preliminary Actual: Accrual
December 2021 Year-to-Date

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Variance Fav (Unfav)		Reason for Variance
		\$	%	
Farebox Revenue	Non Reimb	\$5,538	4.2	Higher ridership and higher average fare
Other Operating Revenue	Non Reimb	\$296,056	*	Mainly due to Federal CRRSAA funding and higher advertising revenue offset by No Student fare revenue due to COVID-19, lower Senior Citizen fare reimbursement as well as lower recoveries from Other Insurance.
Capital and Other Reimbursements	Reimb	\$1,026	18.2	Timing of Expenses
Payroll	Non Reimb	(\$10,579)	(3.6)	Primarily due to higher vacation payment, higher cash out of sick and personal time, and lower attrition
Overtime	Non Reimb	\$4,022	4.5	Primarily lower unscheduled overtime, COVID-19 related cleaning, and programmatic maintenance partially offset by the essential overnight service and lower availability
Health and Welfare	Non Reimb	(\$5,130)	(6.0)	Primary due to higher Life Insurance, Prescription drug coverage and OPEB offset by lower Dental, Medical and Hospitalization costs and Health & Welfare Reimbursable
OPEB Current Payment	Non Reimb	(\$2,299)	(9.5)	
Pensions	Non Reimb	(\$1,582)	(2.7)	Timing of expenses pending actuarial review
Other Fringe Benefits	Non Reimb	\$4,022	5.6	Lower interagency Fringes, lower Worker's Compensation and lower Health Benefit Trust.
Reimbursable Overhead	Non Reimb	\$1,720	*	
Electric Power	Non Reimb	(\$0,263)	(15.7)	(a)
Fuel	Non Reimb	\$7,736	28.4	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	Non Reimb	\$1,355	20.6	Timing of expenses
Claims	Non Reimb	\$45,578	59.9	Timing of expenses
Maintenance and Other Operating Contracts	Non Reimb	\$18,959	42.5	Mainly the timing of facility maintenance, Bus Technology, farebox maintenance, Shop Program, COVID-19 expenses, Tires and Tubes Rentals and Vehicle Purchases
Professional Service Contracts	Non Reimb	\$18,199	43.2	Timing of interagency billing, Bus Technology, and service contracts
Materials & Supplies	Non Reimb	\$15,084	28.8	Mainly due to lower usage of general maintenance material as well as timing of radio equipment maintenance/repairs, construction material, and COVID-19 expenses
Other Business Expenses	Non Reimb	\$0,702	15.0	Primarily favorable Print and Stationery Supplies, lower Automatic Fare Collection (AFC) fees, Mobility tax and Other Miscellaneous expenses offset by NFPS credit card fees
Depreciation	Non Reimb	\$7,879	14.4	Non cash expense
Other Post Employment Benefits	Non Reimb	\$69,900	100.0	Timing, pending actuarial evaluation at year end close
GASB 68 Pension Expense Adjustment	Non Reimb	\$50,400	100.0	Timing, pending actuarial evaluation at year end close
Environmental Remediation	Non Reimb	(\$0,011)	-	Not Budgeted
Payroll	Reimb	(\$1,308)	(58.7)	Timing of reimbursable projects
Health and Welfare	Reimb	\$1,374	100.0	Offset to Reimbursable Overhead Expenses
Reimbursable Overhead	Reimb	(\$1,890)	*	Offset to Health and Welfare Expenses
Maintenance and Other Operating Contracts	Reimb	\$0,244	-	Timing of reimbursable projects
Materials & Supplies	Reimb	\$0,890	100.0	Timing of reimbursable projects
Total Expense Variance		\$225,002		
Net Variance		\$527,622		

* Variance exceeds 100%.
(a) - Variance less than 5% or below \$ threshold

MTA BUS COMPANY
Cash Receipts and Expenditures
2021 Adopted Budget and November Forecast vs. Preliminary Actual
(\$ in millions)

	2021			Favorable/(Unfavorable) Variance			
	Adopted Budget	November Forecast	Preliminary Actual	Adopted Budget		November Forecast	
	\$	\$	\$	\$	%	\$	%
Receipts							
Farebox Revenue	\$ 59.801	\$ 132.866	\$ 137.424	\$ 77.623	*	\$ 4.558	3.4
Other Operating Revenue	21.193	18.958	267.610	246.418	*	248.652	*
Capital and Other Reimbursements	11.006	5.644	6.168	(4.838)	(44.0)	0.524	9.3
Total Receipts	\$ 92.000	\$ 157.468	\$ 411.202	\$ 319.202	*	\$ 253.734	*
Expenditures							
<u>Labor:</u>							
Payroll	\$ 291.893	\$ 294.326	\$ 295.118	\$ (3.225)	(1.1)	\$ (0.792)	(0.3)
Overtime	99.798	90.300	86.474	13.324	13.4	3.826	4.2
Health and Welfare	100.345	94.502	93.964	6.381	6.4	0.538	0.6
OPEB Current Payment	25.752	24.272	24.957	0.795	3.1	(0.685)	(2.8)
Pensions	64.759	62.369	59.630	5.129	7.9	2.739	4.4
Other Fringe Benefits	60.315	58.841	67.102	(6.787)	(11.3)	(8.261)	(14.0)
GASB Account	-	-	-	-	-	-	-
Reimbursable Overhead	(0.000)	0.000	-	(0.000)	(100.0)	0.000	100.0
Total Labor Expenditures	\$ 642.862	\$ 624.610	\$ 627.245	\$ 15.617	2.4	\$ (2.635)	(0.4)
<u>Non-Labor:</u>							
Electric Power	\$ 1.677	\$ 1.667	\$ 2.100	\$ (0.423)	(25.2)	\$ (0.433)	(26.0)
Fuel	19.961	27.280	22.882	(2.921)	(14.6)	4.398	16.1
Insurance	7.035	6.567	5.379	1.656	23.5	1.189	18.1
Claims	36.995	36.995	10.999	25.996	70.3	25.996	70.3
Maintenance and Other Operating Contracts	48.473	47.362	27.995	20.478	42.2	19.367	40.9
Professional Service Contracts	41.367	72.706	27.990	13.377	32.3	44.717	61.5
Materials & Supplies	60.976	58.821	39.653	21.323	35.0	19.168	32.6
Other Business Expenses	4.626	4.989	3.469	1.157	25.0	1.521	30.5
Total Non-Labor Expenditures	\$ 221.111	\$ 256.388	\$ 140.467	\$ 80.644	36.5	\$ 115.921	45.2
Total Expenditures Before Depreciation	\$ 863.973	\$ 880.997	\$ 767.712	\$ 96.261	11.1	\$ 113.285	12.9
Total Expenditures	\$ 863.973	\$ 880.997	\$ 767.712	\$ 96.261	11.1	\$ 113.285	12.9
Baseline Cash Deficit	\$ (771.973)	\$ (723.529)	\$ (356.510)	\$ 415.463	53.8	\$ 367.019	50.7

*Totals may not add due to rounding

MTA BUS COMPANY
Explanation of Variances between 2021 November Forecast and Preliminary Actual: Cash
December 2021 Year-to-Date

Generic Revenue or Expense Category	Variance Fav (Unfav)		Reason for Variance
	\$	%	
Farebox Revenue	\$4.558	3.4	Higher ridership and higher average fare
Other Operating Revenue	\$248.652	*	Mainly due to Federal CRRSAA funding and higher advertising revenue offset by No Student fare revenue due to COVID-19, lower Senior Citizen fare reimbursement as well as lower recoveries from Other Insurance.
Capital and Other Reimbursements	\$0.524	9.3	Timing of reimbursable projects
Payroll	(\$0.792)	(0.3)	Primarily due to higher vacation payment, higher cash out of sick and personal time, and lower attrition
Overtime	\$3.826	4.2	Primarily lower unscheduled overtime, COVID-19 related cleaning, and programmatic maintenance partially offset by the essential overnight service and lower availability
Health and Welfare	\$0.538	0.6	} (a)
OPEB Current Payment	(\$0.685)	(2.8)	
Pensions	\$2.739	4.4	Timing of Payments
Other Fringe Benefits	(\$8.261)	(14.0)	Timing of Expenses
Reimbursable Overhead	\$0.000	100.0	(a)
GASB account	\$0.000	-	(a)
Electric Power	(\$0.433)	(26.0)	(a)
Fuel	\$4.398	16.1	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	\$1.189	18.1	Timing of Payments
Claims	\$25.996	70.3	Timing of Payments
Maintenance and Other Operating Contracts	\$19.367	40.9	Mainly the timing of facility maintenance, Bus Technology, farebox maintenance, Shop Program, COVID-19 expenses, Tires and Tubes Rentals and Vehicle Purchases
Professional Service Contracts	\$44.717	61.5	Timing of interagency billing, Bus Technology, and service contracts
Materials & Supplies	\$19.168	32.6	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 Expenses	\$1.521	30.5	Primarily favorable Print and Stationery Supplies, lower Automatic Fare Collection (AFC) fees, Mobility tax and Other Miscellaneous expenses offset by NFPS credit card fees

Total Expense Variance \$113.286

Net Variance \$367.020

* Variance exceeds 100%.

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

MTA BUS COMPANY
2021 Adopted Budget and November Forecast vs. Preliminary Actual
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	2021			Favorable/(Unfavorable) Variance			
	Adopted Budget	November Forecast	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$ -	\$ 0.001	\$ (0.980)	\$ (0.980)	-	\$ (0.981)	*
Other Operating Revenue	0.001	(0.001)	(47.405)	(47.406)	*	(47.404)	*
Capital and Other Reimbursements	5.362	-	(0.502)	(5.864)	*	(0.502)	-
Total Receipts	\$ 5.363	\$ 0.000	\$ (48.886)	\$ (54.249)	*	\$ (48.886)	*
Expenditures							
<u>Labor:</u>							
Payroll	\$ 0.406	\$ 0.406	\$ 11.501	\$ 11.095	*	\$ 11.095	*
Overtime	(0.001)	(0.001)	(0.000)	0.001	91.8	0.001	91.8
Health and Welfare	-	(6.970)	(2.676)	(2.676)	-	4.294	61.6
OPEB Current Payment	-	-	1.614	1.614	-	1.614	-
Pensions	0.176	(3.322)	0.999	0.823	*	4.321	*
Other Fringe Benefits	15.179	13.280	1.136	(14.043)	(92.5)	(12.145)	(91.4)
GASB Account	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.000)	0.169	0.169	-	0.169	*
Total Labor Expenditures	\$ 15.760	\$ 3.393	\$ 12.743	\$ (3.017)	(19.1)	\$ 9.350	*
<u>Non-Labor:</u>							
Electric Power	\$ -	\$ -	\$ (0.169)	\$ 0.169	-	\$ 0.169	-
Fuel	(0.001)	(0.001)	(3.338)	(3.337)	*	(3.337)	*
Insurance	-	0.001	(0.167)	(0.167)	-	(0.167)	*
Claims	39.105	39.105	19.523	(19.581)	(50.1)	(19.582)	(50.1)
Maintenance and Other Operating	(0.001)	(2.521)	(2.357)	(2.356)	*	0.164	6.5
Professional Service Contracts	-	(30.557)	(4.040)	(4.040)	-	26.518	86.8
Materials & Supplies	-	(5.500)	(2.307)	(2.307)	-	3.193	58.0
Other Business Expenses	-	(0.300)	0.519	0.519	-	0.819	*
Total Non-Labor Expenditures	\$ 39.103	\$ 0.227	\$ 7.665	\$ (31.438)	(80.4)	\$ 7.438	*
Total Cash Conversion							
Adjustments before							
Depreciation and GASB Adjs.	\$ 60.226	\$ 3.620	\$ (28.479)	\$ (88.705)	*	\$ (32.099)	*
Depreciation	\$ 54.778	\$ 54.778	\$ 46.899	\$ (7.879)	(14.4)	\$ (7.879)	(14.4)
GASB 75 OPEB Expense Adjustm	69.900	69.900	-	(69.900)	(100.0)	(69.900)	(100.0)
GASB 68 Pension Expense Adjustr	44.000	50.400	-	(44.000)	(100.0)	(50.400)	(100.0)
Environmental Remediation	-	-	0.011	(0.011)	-	0.011	-
Baseline Total Cash Conversion	\$ 228.904	\$ 178.698	\$ 18.431	\$ (210.473)	(91.9)	\$ (160.267)	(89.7)

*Totals may not add due to rounding

MTA Bus – Non-Reimbursable Overtime Variance

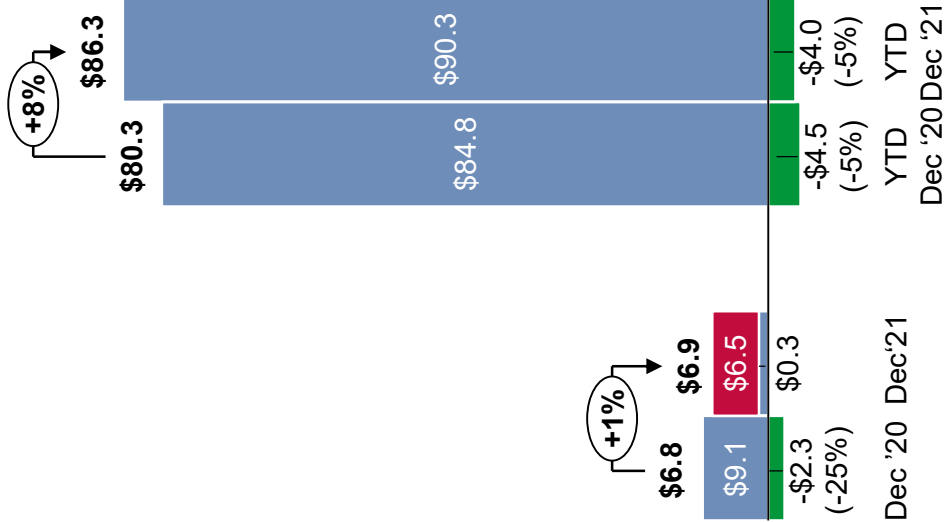
Dec 2021 and YTD Estimate vs. Variance

\$M



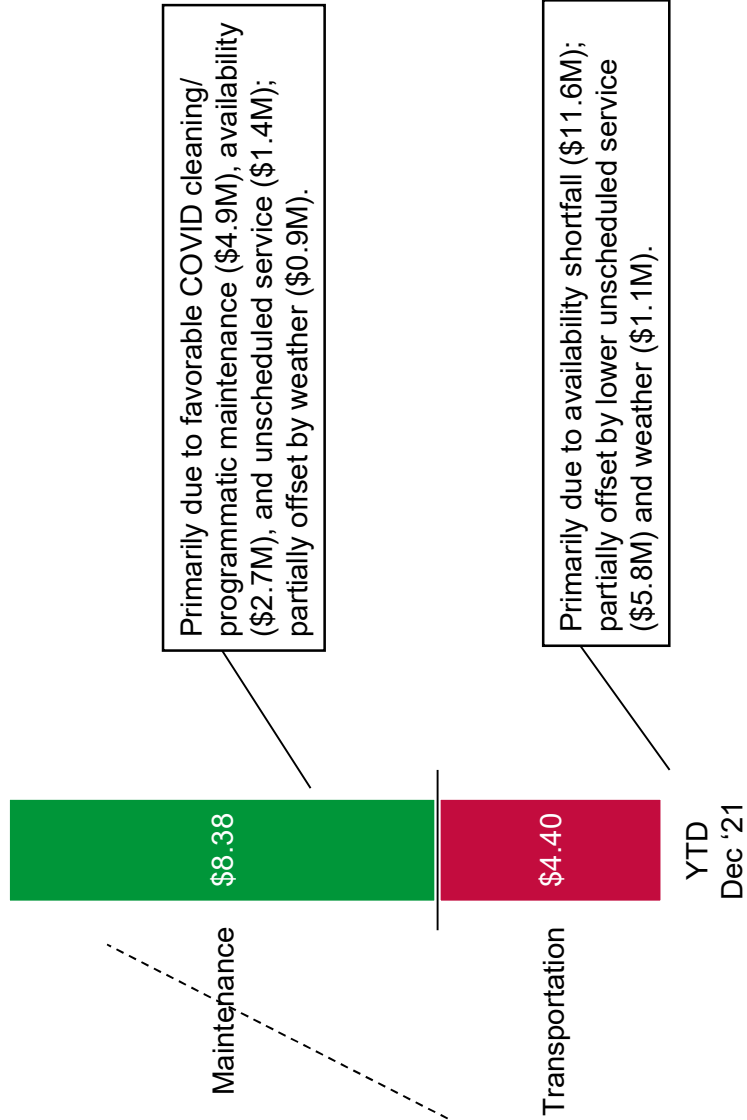
Overview

- Dec 2021 OT increased by \$0.1M or 1% compared to Dec 2020 OT
- Dec YTD 2021 OT is \$4.0M or 5% favorable.
- Dec YTD 2021 OT increased by \$9.7M or 13% compared to Dec 2019 OT due to increase vacancy, programmatic maintenance / COVID cleaning partially offset by reduced scheduled/unscheduled service.



YTD variance by division

\$M



Source: Forecast budget, GL actuals for overtime spending.
 Note: MTABC does not have Reimbursable OT for 2020; 2021 Reimbursable OT is less than \$200K.

MTA BUS COMPANY
NON-REIMBURSABLE AND REIMBURSABLE BY FUNCTION AND DEPARTMENT
FULL - TIME POSITIONS AND FULL - TIME EQUIVALENTS
DECEMBER 2021 YEAR-TO-DATE

FUNCTION/DEPARTMENT	Final Estimate	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	2	1	
Human Resources	16	11	5	
Office of Management and Budget	14	10	4	
Material	15	12	3	
Controller	18	16	2	
Office of the President	4	-	4	
System Safety Administration	-	-	-	
Law	20	16	4	
Labor Relations	-	-	-	
Strategic Office	19	17	2	
Non-Departmental	2	-	2	
Total Administration	111	84	27	Vacancies
Operations				
Buses	2,298	2,277	21	Vacancies Bus Operators
Office of the Executive VP	6	2	4	
Safety & Training	68	56	13	Less Bus Operator Training
Road Operations	141	134	7	
Transportation Support	25	23	2	
Operations Planning	34	28	6	
Revenue Control	6	6	-	
Total Operations	2,578	2,526	53	
Maintenance				
Buses	723	703	20	
Maintenance Support/CMF	210	194	16	
Facilities	76	70	6	
Supply Logistics	104	90	14	
Total Maintenance	1,113	1,057	56	Vacancies
Capital Program Management	35	22	13	
Total Engineering/Capital	35	22	13	Vacancies mainly Managers
Security	13	10	3	
Total Public Safety	13	10	3	Vacancy
Total Positions	3,850	3,699	152	
Non-Reimbursable	3,812	3,666	147	
Reimbursable	38	33	5	
Total Full-Time	3,832	3,684	149	
Total Full-Time Equivalents	18	15	3	

MTA BUS COMPANY
NON-REIMBURSABLE AND REIMBURSABLE BY FUNCTION AND DEPARTMENT
TOTAL FULL - TIME POSITIONS AND FULL - TIME EQUIVALENTS
DECEMBER 2021 YEAR-TO-DATE

FUNCTION/OCCUPATIONAL GROUP	Final Estimate	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	46	32	14	
Professional, Technical, Clerical	63	52	11	
Operational Hours	2	-	2	
Total Administration	111	84	27	Vacancies
Operations				
Managers/Supervisors	319	306	13	
Professional, Technical, Clerical	45	38	7	
Operational Hours	2,214	2,182	33	
Total Operations	2,578	2,526	53	Mainly Bus Operator vacancies
Maintenance				
Managers/Supervisors	241	211	30	
Professional, Technical, Clerical	35	33	2	
Operational Hours	837	813	24	
Total Maintenance	1,113	1,057	56	
Engineering/Capital				
Managers/Supervisors	21	11	10	
Professional, Technical, Clerical	14	11	3	
Operational Hours	-	-	-	
Total Engineering/Capital	35	22	13	Vacancies mainly Managers
Public Safety				
Managers/Supervisors	8	5	3	
Professional, Technical, Clerical	5	5	-	
Operational Hours	-	-	-	
Total Public Safety	13	10	3	Vacancy
Total Baseline Positions				
Managers/Supervisors	635	565	70	
Professional, Technical, Clerical	162	139	23	
Operational Hours	3,053	2,955	98	
Total Baseline Positions	3,850	3,699	152	

MTA BUS COMPANY
2021 Adopted Budget and November Forecast vs. Preliminary Actual
UTILIZATION
(in millions)

	December Year-to-Date			Favorable/(Unfavorable) Variance	
	2021 Adopted Budget	November Forecast	Preliminary Actual	2021 Adopted Budget	2020 November Forecast
				\$	%
<u>Farebox Revenue</u>					
Fixed Route	\$ 59.801	\$ 132.865	\$ 138.404	\$ 78.603	* \$ 5.538
Total Farebox Revenue	\$ 59.801	\$ 132.865	\$ 138.404	\$ 78.603	* \$ 5.538
					4.2
<u>Ridership</u>					
Fixed Route	31.729	68.126	71.412	39.683	* 3.286
Total Ridership	31.729	68.126	71.412	39.683	* 3.286
					4.8



Service Changes: Temporary Changes to B15, Q3, and Q10 Routes at John F. Kennedy International Airport

Judith McClain, Chief, Operations Planning, NYCT

Service Issue

The Port Authority of New York and New Jersey (PANYNJ) is embarking on a major redevelopment of John F. Kennedy International Airport (JFK Airport). This redevelopment will permanently eliminate the MTA's use of the space at Terminal 5 currently used as the terminal for the B15, Q3 and Q10 bus routes. During the redevelopment project, these routes will be temporarily rerouted - the B15 and Q10 stops at JFK Airport's Central Terminal Area (CTA) will be eliminated and the Q3 stop at JFK Airport's Terminal 5 will be relocated to Terminal 8. All three routes will terminate at the Lefferts Boulevard AirTrain station.

Once construction is completed (estimated to be no sooner than 2026), the terminal for these bus routes will be relocated to the CTA. The exact location of the new terminal and new stops at JFK Airport are to be determined.

The B15 and Q3 are operated by NYC Transit. The Q10 is operated by MTA Bus Company.

Recommendation

Temporarily relocate the B15, Q3, and Q10 terminus from JFK Airport Terminal 5 to the Lefferts Boulevard AirTrain station; relocate the current layover area to a newly created layover area nearby on Lefferts Boulevard south of the Lefferts Boulevard AirTrain station; eliminate the B15 and Q10 stops at JFK Airport's CTA; relocate the Q3's CTA stop from Terminal 5 to Terminal 8. As a result of these changes, the B15 and Q10 travel paths would be shortened, and the Q3 travel path would be lengthened.

Budget Impact

The net result of these changes would be a decrease in annual operating cost of approximately \$942,000 due to the route changes, their associated changes in travel time, and an increase in Q3 service. The increase in operating cost of NYC Transit's B15 and Q3 of approximately \$58,000 annually resulting from these changes is offset by a decrease in operating cost of MTA Bus's Q10 of approximately \$1 million annually.

Proposed Implementation Date

March 27, 2022

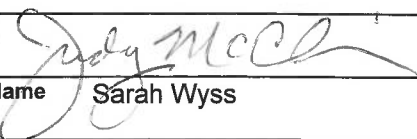
Staff Summary



Bus Company



New York City Transit

Subject	Temporary Changes to B15, Q3, and Q10 Routes at John F. Kennedy International Airport
Department	Operations Planning
Department Head Name	Judith McClain
Department Head Signature	
Project Manager Name	Sarah Wyss

Date	January 11, 2022
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	Interim President, NYCT		X		
2	Acting President, MTA Bus		X		
3	NYCT/MTA Bus Comm			X	
4	Board			X	

Internal Approvals			
Order	Approval	Order	Approval
8	Interim President, NYCT	4	VP General Counsel
7	CFO	3	Deputy Chief, Management & Budget
6	Acting SVP Buses/ Acting Pres., MTABC	2	Director, GCR
5	Chief Cust. Officer	1	Chief, OP

Purpose

To obtain presidential approval for and inform the New York City Transit (NYCT) and MTA Bus Committee of a proposal to temporarily revise the terminus at John F. Kennedy International Airport (JFK Airport) of the B15, Q3 and Q10 from Terminal 5 to the Lefferts Boulevard AirTrain station, and to revise the travel paths of these routes accordingly. The B15 and Q3 are operated by New York City Transit, and the Q10 is operated by MTA Bus Company (MTA Bus).

Discussion

The B15 provides local bus service between Bedford-Stuyvesant, Brooklyn and JFK Airport. The B15 normally serves approximately 16,510 daily riders on weekdays, 12,250 on Saturdays, and 10,140 on Sundays (pre-COVID-19).

The Q3 provides local bus service between Jamaica, Queens and JFK Airport. The Q3 normally serves approximately 8,250 daily riders on weekdays, 5,490 on Saturdays, and 4,500 on Sundays (pre-COVID-19).

The Q10 provides local and limited bus service between Kew Gardens, Queens and JFK Airport. The Q10 local and limited normally serves approximately 21,180 daily riders on weekdays, 14,200 on Saturdays, and 11,410 on Sundays (pre-COVID-19).

Staff Summary

The B15, Q3, and Q10 currently serve the Central Terminal Area (CTA) at JFK Airport via Terminal 5 where free transfers are available to the AirTrain for all other terminals. Terminal 5 is their terminuses, functioning as the last stop, layover, and first stop for these routes.

The Port Authority of New York and New Jersey (PANYNJ), a bi-state agency which operates JFK Airport, is embarking on a major redevelopment of the airport. This redevelopment includes replacing, expanding, and improving existing airline terminals, and constructing new airline terminals. The redevelopment will permanently eliminate MTA’s use of the space at Terminal 5 that is currently used as the terminal for the B15, Q3, and Q10 for construction of a new Terminal 6. During the redevelopment project, these routes will have to be temporarily rerouted. An alternate location was identified by the PANYNJ, working with NYCT and MTA Bus, at the Lefferts Boulevard AirTrain station at the northwestern end of the airport. Although the buses would not be proximate to the airline terminals, bus customers would be able to transfer to the free AirTrain (Howard Beach Route) to all airline terminals, similar to what they must do now when going to any terminal other than Terminal 5. At the Lefferts Boulevard AirTrain station there would only be space to pick-up and drop off customers. Therefore, the buses would layover in a space approximately 1,100 feet south along Lefferts Boulevard. The PANYNJ will be improving the area by widening the pavement, so the buses can turn around and adding lighting. There will also be a restroom facility for bus operators installed at the layover area.

As a part of the redevelopment of the airport, there is a proposal to construct a ground transportation hub within the CTA, which would be ready no sooner than 2026. When it is completed, the B15, Q3 and Q10 will relocate to the new hub.

The temporary relocation of the buses to Lefferts Boulevard AirTrain station would require route path changes for the B15, Q3, and Q10. As shown in the table below, these routes transport a total of approximately 11,480 passengers per weekday to and from the airport, and of these, approximately 6,720 passengers board or alight at the Terminal 5 stop. Approximately 1,150 passengers per weekday currently board or alight the B15 or Q10 Limited at the Lefferts Boulevard AirTrain station.

B15, Q10 and Q3 Weekday In-Airport Ridership and Impacts

Bus Route	Current Ridership					Impacted Ridership
	In Airport	Cargo Area	Lefferts Blvd AirTrain	Terminal 5	Van Wyck Expwy Service Rd	
B15	4,490	--	1,070	2,090	1,330	3,420
Q10	3,920	--	80	2,320	1,520	3,840
Q3	3,070	760	--	2,310	--	2,310
Total	11,480	760	1,150	6,720	2,850	9,570
Not Impacted Ridership				Impacted Ridership		

Pre-Covid-19, Sept-Dec 2019 Data

B15 and Q10 Revision

The B15 and Q10 enter and exit at the northwestern end of the airport, as such, they would be shortened to go directly to the Lefferts Boulevard AirTrain station, discontinuing their stops along the Van Wyck Expressway Service Road in each direction (see Maps 1, 3, and 4). The B15 transports approximately 4,490 customers and the Q10 transports approximately 3,920 customers to and from the airport per weekday and a lesser number on weekends. The B15 and Q10 Limited travel time would be reduced by approximately 8 minutes and travel distance would be reduced by 3.1 miles in each direction. The travel time of the Q10 local would be reduced by approximately 6 minutes and travel distance reduced by approximately 1.25 miles in each direction.

All customers currently using the Q10 or B15 buses to access either Terminal 5 or other airline terminals would have to transfer to the free AirTrain at the Lefferts Boulevard AirTrain station. Customers looking to access the Van Wyck Expressway Service Road bus stops may transfer to the Q3 at the Lefferts Boulevard AirTrain station or use a free PANYNJ shuttle from the Federal Circle AirTrain station.

Q3 Revision

The Q3 enters and exits at the northeastern end of the airport. The Q3 transports approximately 3,070 customers to and from the airport per weekday and a lesser number on weekends. It would continue to operate in the CTA, serving a new bus stop at Terminal 8 that the PANYNJ would make available, and then travel to/from the Lefferts Boulevard AirTrain, via the Van Wyck Expressway Service Road where it would serve the current B15 and Q10 bus stops along the service road in each direction (see Map 2). The Q3 travel time would be lengthened by approximately 8 minutes in each direction and travel distance lengthened by approximately 2.4 miles in each direction. All customers currently using the Terminal 5 bus stop would use the stop at Terminal 8 instead.

Customer Impacts

These revisions would impact approximately 9,570 passengers per weekday and fewer on weekends. Approximately 7,260 passengers per weekday would be impacted on the B15 and Q10. Of these, approximately 4,410 passengers per day would have to take the AirTrain from Lefferts Boulevard AirTrain station to the CTA; or transfer to the Q3. Approximately 2,850 passengers per day on the B15 and Q10 use bus stops along the Van Wyck Expressway Service Road. They may transfer to the Q3, or AirTrain to a free PANYNJ shuttle bus serving those stops. Additional Q3 trips will be added to accommodate this ridership.

Customers riding the Q3 would be less impacted, as the Q3 would continue to serve the CTA, but at Terminal 8 instead of Terminal 5. Approximately 2,310 passengers per weekday ride the Q3 to or from Terminal 5 who would use the stop at Terminal 8 instead. However, most of these passengers already ride the AirTrain to other terminals from the current Terminal 5 bus stop. The Q3 would continue to serve all of its other existing bus stops in the airport.

Staff Summary

The PANYNJ, with MTA representatives, presented these proposed revisions to the JFK Airport Redevelopment Community Advisory Council. This council consists of elected officials and community boards from the districts abutting the airport in Queens to the north and south. There were no concerns expressed. Further outreach directly to the same community boards in Queens (10, 12, 13 and 14) and the community boards with the highest airport ridership in Brooklyn (5 and 16) will occur prior to implementation.

Recommendation

Temporarily relocate the B15, Q3, and Q10 terminus from JFK Airport Terminal 5 to the Lefferts Boulevard AirTrain station; relocate the current layover area to a newly created layover area nearby on Lefferts Boulevard south of the Lefferts Boulevard AirTrain station; eliminate the B15 and Q10 stops at JFK Airport's CTA; relocate the Q3's CTA stop from Terminal 5 to Terminal 8. As a result of these changes, the B15 and Q10 travel paths would be shortened, and the Q3 travel path would be lengthened.

Alternatives

1. *Do Nothing.* Due to the nature of the PANYNJ redevelopment project, Terminal 5 will not be accessible to the B15, Q3 and Q10. The buses will have to be relocated.
2. *Have all bus routes terminate at the Federal Circle AirTrain Station.* This option was explored with the PANYNJ; however, it was determined that there is not enough space at the AirTrain station to accommodate each of the routes.
3. *Route the B15 and Q10 to also serve Terminal 8 and layover at Lefferts Boulevard.* This option would require additional resources and added cost as the buses travel back and forth to the layover. Furthermore, there is not sufficient room at Terminal 8 for all three routes.
4. *Route the B15, Q3 and Q10 to serve Terminal 8 and not layover in the airport but add layover time at their opposite terminals instead.* There are currently space challenges at their opposite terminals – the B15 in Bedford-Stuyvesant, the Q3 in Jamaica, and the Q10 in Kew Gardens. These routes are also long in length and require layovers at both ends of their routes to maintain service reliability.

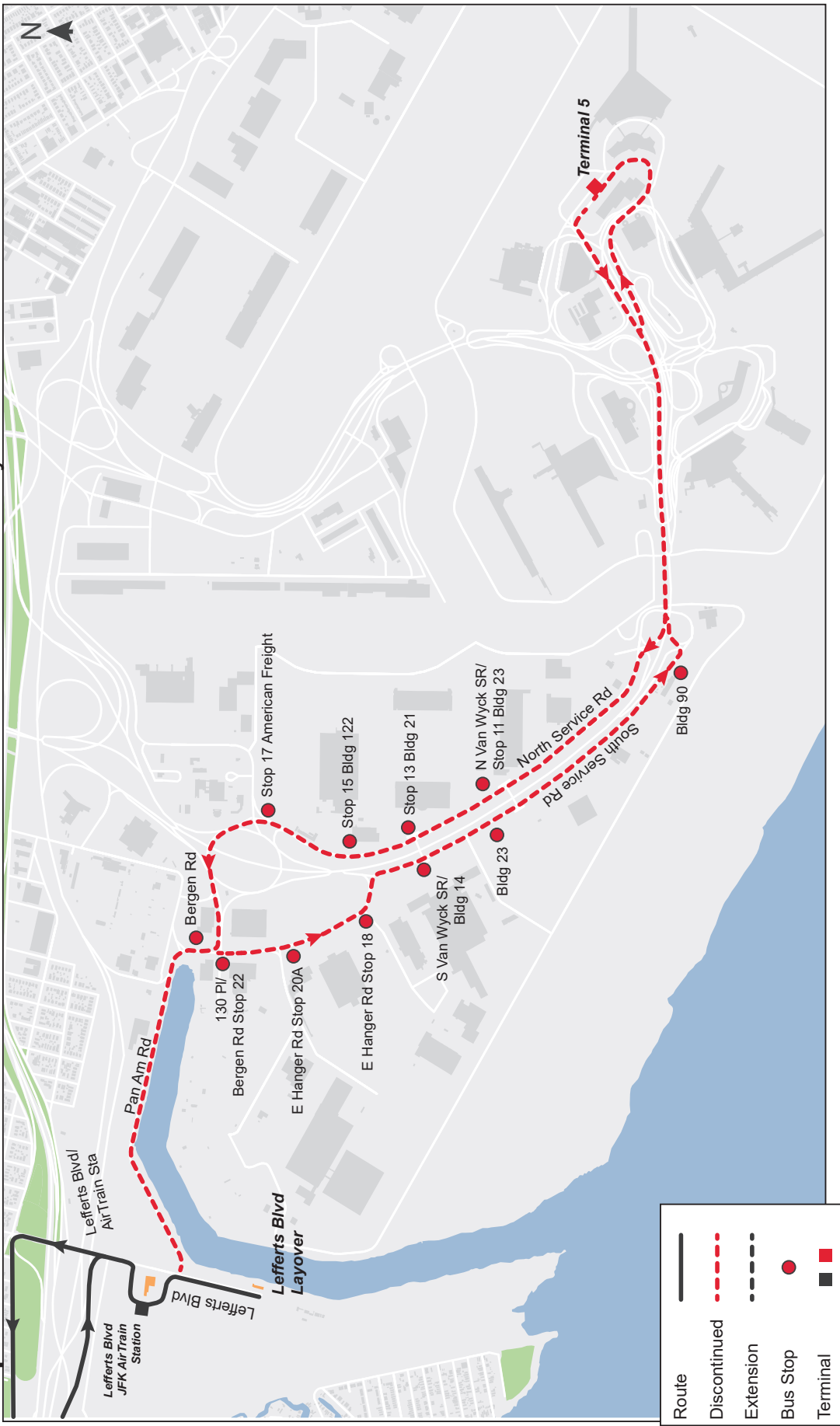
Budget Impact

The net result of these changes would be a decrease in annual operating cost of about \$942,000 because of the route changes, their associated changes in travel time, and an increase in Q3 service for travel to and from the Van Wyck Expressway service road bus stops. The increase in operating cost of NYC Transit's B15 and Q3 of about \$58,000 annually resulting from these changes is offset by a decrease in operating cost of MTA Bus's Q10 of about \$1 million annually.

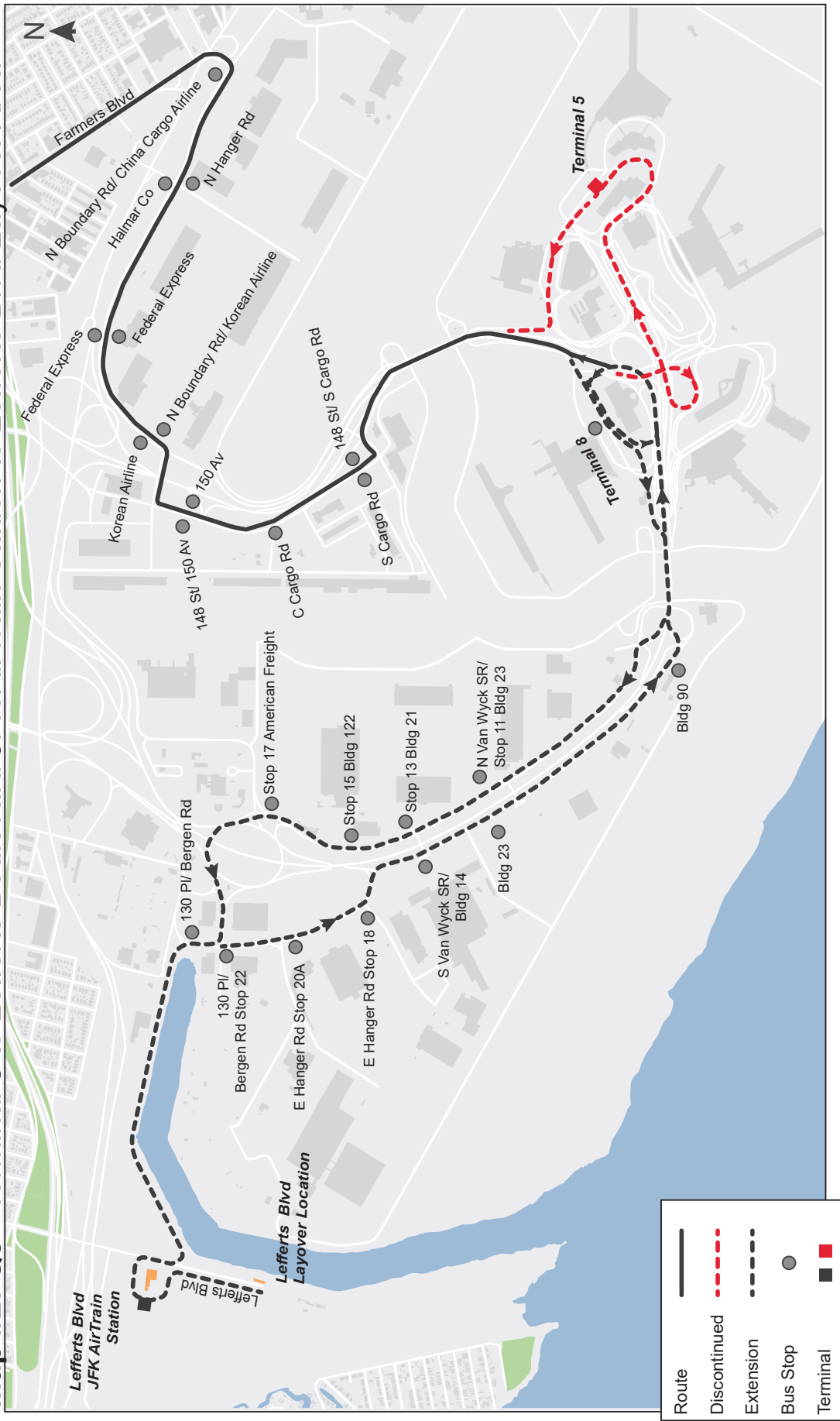
Implementation Date

March 27, 2022

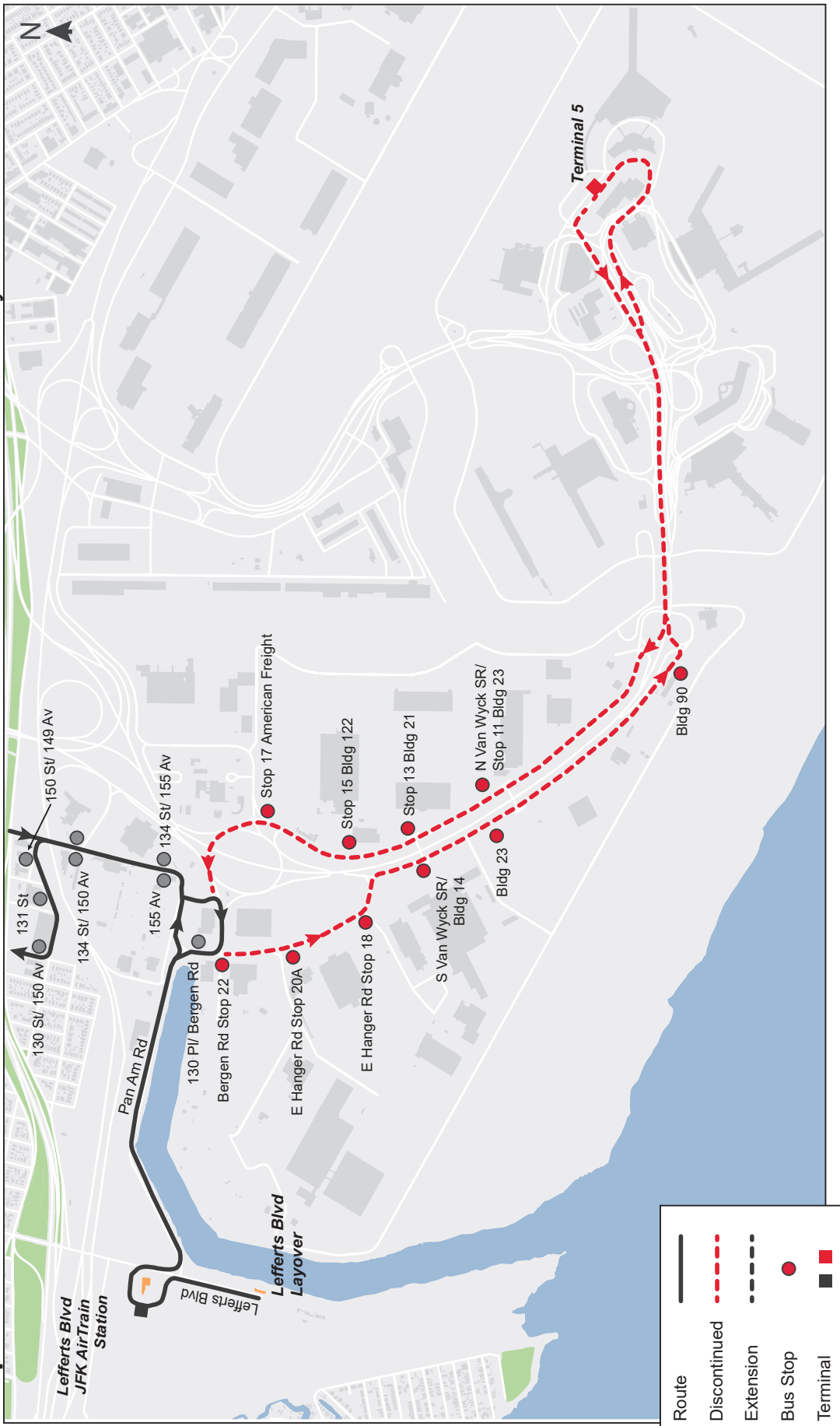
Map #1: B15 - Lefferts Blvd JFK AirTrain Station to Lefferts Blvd Layover Area



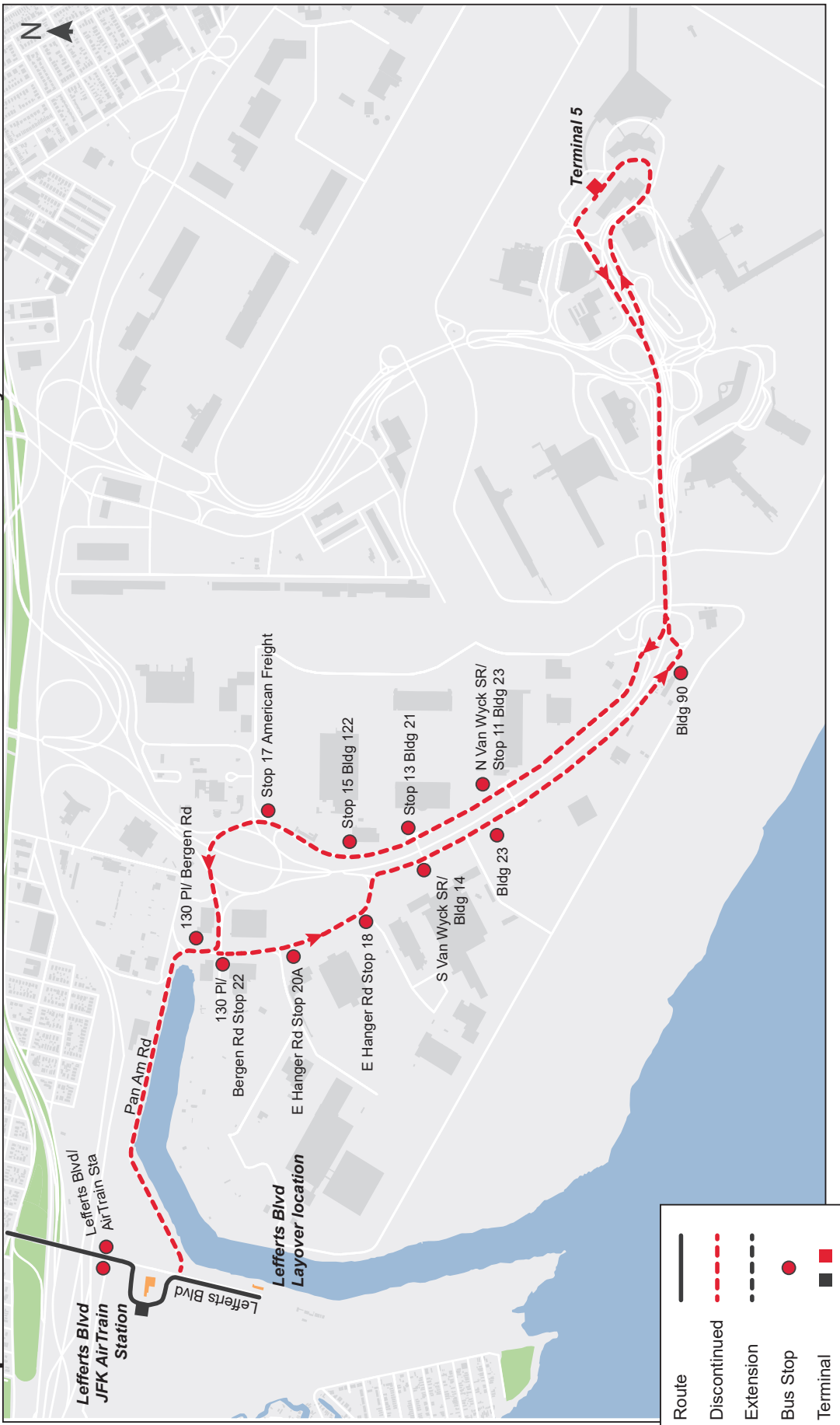
Map #2: Q3 - Terminal 8 to Lefferts Boulevard JFK AirTrain Station to Lefferts Blvd Layover Area



Map #3: Q10 Local - Lefferts Boulevard JFK AirTrain Station to Lefferts Blvd Layover Area



Map #4: Q10 LTD - Lefferts Blvd JFK AirTrain Station to Lefferts Blvd Layover Area





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