



Transit and Bus Committee Meeting

April 2022

Committee Members

H. Mihaltses (Chair)

V. Calise (Vice Chair)

A. Albert

J. Barbas

N. Brown

L. Cortès-Vázquez

R. Glucksman

D. Jones

R. Mujica

J. Samuelson



The Metropolitan Transportation Authority (MTA) helped kick off baseball season by offering Yankee fans express service for the team's home opener against the Boston Red Sox on two historic trains, The Nostalgia Train and The Train of Many Colors. The trains departed from 42 St-Grand Central and brought fans to 161 St-Yankee Stadium.

New York City Transit and Bus Committee Meeting

2 Broadway, 20th Floor Board Room, New York, NY 10004

Monday, 4/25/2022

10:15 - 11:30 AM ET

1. PUBLIC COMMENT PERIOD

2. SUMMARY OF ACTIONS

Summary of Actions - Page 4

3. APPROVAL OF MINUTES - March 28, 2022

Meeting Minutes - March 28, 2022 - Page 5

4. COMMITTEE WORK PLAN

April 2022 Work Plan - Page 12

5. EXECUTIVE SUMMARY

April Executive Summary - Page 19

6. PRESIDENT'S REPORT

a. Customer Service Report

i. Subway Report

Subway Report - Page 31

ii. NYCT, MTA Bus Report

Bus Report - Page 57

iii. Paratransit Report

Paratransit Report - Page 78

iv. Strategy and Customer Experience Report

Strategy and Customer Experience Report - Page 89

b. Safety Report

Safety Report - Page 94

c. Crime Report

Crime Report - Page 99

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

NYCT, SIR, MTA Bus Financial and Ridership Reports - Page 107

7. PROCUREMENTS

Procurement Cover, Staff Summary and Resolution - Page 155

a. Non-Competitive (none)

b. Competitive

Competitive - Page 159

c. Ratifications (none)

8. STANDARD FOLLOW UP REPORTS

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

Final Review of NYCT, SIR, MTA Bus 2021 Operating Results - Page 162

9. SERVICE CHANGE

Q102 Travel Path Revision in Long Island City - Page 229

NYCT Committee
ACTIONS and PRESENTATIONS
SUMMARY for APRIL 2022

Responsible Department	Vendor Name	Total Amount	Summary of action
NYCT	Harsco Metro Rail LLC	\$37,161,481	Exercise of an option to purchase additional R252 flatcars and related non-car items such as spare parts and technical documentation.
Operations Planning	N/A	FYI	Q102 Travel Path Revision in Long Island City, Queens

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
March 28, 2022

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

The following Board Members attended in person or by videoconference:

Hon. Haeda Mihaltses, Committee Chair
Hon. Andrew Albert
Hon. Jamey Barbas
Hon. Rhonda Herman
Hon. Lorraine Cortes-Vazquez
Hon. Randolph Glucksman
Hon. Robert Linn
Hon. David Jones
Hon. David Mack
Hon. Norman Brown
Hon. Victor Calise

The following Staff Members attended in person or by videoconference:

Janno Lieber, Chairman and CEO, MTA
Craig Cipriano, Interim President, NYCT
Demetrius Crichlow, Senior Vice President, Subways, NYCT
Frank Annicaro, Acting President, MTA Bus Company/Senior Vice President, NYCT
Sarah Meyer, Chief Customer Officer, MTA
Jason Wilcox, Chief of Transit, NYPD
Timothy Doddo, Vice President, Office of System Safety, MTA
Judith McClain, Chief, Operations Planning, NYCT
Quemuel Arroyo, MTA Chief Accessibility Officer
Monica Murray, Chief Administrative Officer, NYCT
Theresa Murphy, Deputy General Counsel, NYCT
Robert Diehl, Senior Vice President, Safety and Security, NYCT
Raymond Porteus, Inspector, NYPD Transit Bureau
Jaibala Patel, Deputy Chief Financial Officer, MTA
Louis Montanti, Deputy Chief Procurement Officer, Operations, MTA

Chair Mihaltses called to order the March 2022 Committee meeting.

A recorded audio public safety announcement was played.

1. CHAIR MIHALTSES' OPENING REMARKS

Chair Haeda Mihaltses opened the meeting by acknowledging Women's History Month. She said she was proud that New York is being led by its first woman governor, Governor Kathy Hochul, and noted that Governor Hochul was preceded by so many accomplished and trail blazing New York women, from Susan B. Anthony to Ruth Bader Ginsburg. Chair Mihaltses stated she was particularly proud of NYCT's own women in leadership positions, along with the many frontline employees who have to balance their home and work lives. She spoke about her continued commitment to the Board and executive leadership team to find opportunities to empower women and remove barriers they may face in accessing leadership roles.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details.

2. PUBLIC SPEAKERS' SESSION

The MTA moderator reminded public speakers of the rules of conduct, the two-minute speaking limit, and that speakers will be alerted when 30 seconds remain to conclude their remarks.

The following public speakers commented:

Yvette Wilson, BCID
Jason Anthony, ALU
Lisa Daglian, PCAC
Charlton D'Souza, Passengers United
Ralph Spiellman, Private Citizen
Elizabeth Valdez, BCID
Lorenzo Galliot, Private Citizen
Stefanie Gerrit, Private Citizen
Murray Bodin, Concerned Grandparents
Danielle Avissar, Private Citizen
Aleta Dupree, Private Citizen
Andy Pollack, Passengers United
Madeline Rumel, Private Citizen
Nathaile Margi, Private Citizen
Chris Grief, PCAC
Joe Rapport, BCID

Refer to the video recording of the meeting produced by the MTA and maintained in MTA records, for the content of speakers' statements.

3. CHAIR LIEBER'S REMARKS

Chair Janno Lieber announced Richard Davey as the new permanent President of NYCT. He spoke about Mr. Davey's qualifications and accomplishments, which include, among others, serving as Secretary of Transportation to Governor Deval Patrick in Massachusetts and running the MBTA, Boston's transit system. Chair Lieber commended Craig Cipriano's work as Interim President and announced that Cipriano has agreed to stay on as NYCT's Chief Operating Officer. Chair Lieber also thanked Patrick Warren, Chief of Safety and Security, and the rest of transit leadership for providing incredibly strong service during challenging times and emphasized the mission to make on-time performance better.

Chair Lieber spoke about the two-year anniversary of the murder of NYCT's motorman Garrett Goble and his honorable service rescuing passengers. He extended his thoughts to Mr. Goble's family and friends. He assured that this tragedy will continue to power the MTA's passion for making the subway system safer. Chair Lieber said he was grateful to have a mayor and governor committed to making mass transit safer, and he acknowledged the efforts of the NYPD, Chief Jason Wilcox and Commissioner Sewell. Chair Lieber said that while there is a long way to go, the MTA is working closely together with BRC workers, the Department of Homeless Services and the NYPD to encourage people sheltering in the system to accept support and services. He also noted that the MTA is working with NYPD to enforce NYCT's rules of conduct.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details.

4. APPROVAL OF MINUTES

Board Member Andrew Albert indicated that in the proposed minutes for the February 2022 Transit Committee meeting, Charlton D'Souza's name was misspelled (listed incorrectly as "De'Souza").

Upon motion duly made and seconded, the Board approved the corrected minutes of the Transit Committee regular meeting held on February 22, 2022.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details.

5. WORK PLAN REPORT

Interim President Craig Cipriano stated that there were no changes to the Work Plan.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details.

6. INTERIM PRESIDENT'S REPORT

Interim President Craig Cipriano delivered the President's Report. He thanked Chair Lieber for the words of recognition and said he was excited to continue to work in a leadership role in NYCT with

incoming President Richard Davey. Cipriano recognized the accomplished women from New York State and noted that over 40% of leadership in NYCT are women. He said he was proud to recognize women not only in leadership roles but also the women who show up every day to get New Yorkers where they need to go. He also spoke about NYCT's stroller policy and indicated that he is going to convene an advisory group composed of bus operators, disability advocates and caregivers who use strollers to assess these issues and report back to the Committee. Cipriano welcomed Chris Pangilinan, the new Vice President of Paratransit.

Cipriano spoke about the great work and collaboration happening every day between NYCT, NYPD and DHS to improve safety in the system, including increased police presence and, most recently, joint overnight security and outreach operations at four end of line stations. He reported good consistent ridership numbers of about 4.8 million daily riders, which is 60% of pre-pandemic ridership levels. He spoke about NYCT's workforce and the focus on hiring and training new employees, and reported on the successful onboarding of more than a thousand bus and train operators and conductors. Cipriano played a video introducing everyone to some of the newest MTA employees.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details.

7. SUBWAY REPORT

Demetrius Crichlow, Senior Vice President, Subways delivered the Subway Report. Crichlow spoke about the efforts Subways has undertaken to make the customer experience more reliable. He reported on performance gains made in February, which included improved on-time performance, decreased number of cancelled trips, better train availability, shorter wait time and more train service. He reported that February saw dips to some operational metrics including major incidents and delays from internal and external incidents, some due to the operation of more trains, others due to seasonal weather. Crichlow reported that early indications showed these delays were already down in March, and thanked NYCT's partnership with the City and State on this effort. He said Subways is carefully tracking the operating environment and addressing the root causes for delays.

Crichlow acknowledged Women's History Month and recognized the extraordinary efforts of the 5,000 women in subways who have taken on and excel at what some consider to be non-traditional roles. He recognized those in leadership roles, including Vice President and Chief Mechanical Officer Siu Ling Ko, Vice President of Operations Support Jacqueline Kuhls, and Acting Chief Officer, Rail Control Center Terri Rumph.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details.

8. BUS REPORT

Frank Annicaro, Acting President, MTA Bus Company/Senior Vice President NYCT, delivered the Bus Report. He reported that bus performance continued to improve in February despite two snowstorms, and reported similar improvements in wait assessment and additional bus stop time,

which he noted reflect NYCT's aggressive efforts to address operator shortages and strong commitment to service management. He reported a clear spike in traffic with bus speeds dipping down. Annicaro stressed the importance of well-enforced bus priority to increase bus speeds and improve customer travel times and thanked Mayor Adams for his commitment to implement 150 miles of new bus lines and busways by the end of 2025. Annicaro also spoke about the re-design of the bus network, and in particular about a new draft plan for the Queens bus network redesign to be released, which incorporates customer, advocate and other stakeholder feedback. He said there will be a proposed final plan following additional public engagement.

Annicaro acknowledged Women's History Month and recognized the 3,000 women in bus operations whose contributions he said are beyond measure, and who he said contribute to the ability of Buses to innovate, implement solutions and provide great service.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details.

9. PARATRANSIT REPORT

Chris Pangilinan, Vice President, Paratransit, delivered the Paratransit Report. He introduced himself as a long-time transit rider and disability advocate with over 17 years of experience in the transit industry, including at the U.S. Department of Transportation and recently Uber. He conveyed his excitement to bring his experience to the team, and to work together to bring the best possible service to customers, to reimagine the future of paratransit, and enable people to travel around the city responsibly and reliably. Pangilinan thanked Craig Cipriano, Janno Lieber and Frank Annicaro for bringing him on board and for their commitment, along with the team at Paratransit. Pangilinan also thanked the women at Paratransit for their vital contributions.

Pangilinan reported on Paratransit performance, discussing the new upward trend that continues to reverse performance declines from the fall. He attributed positive trends to bringing on more broker drivers and primary carrier capacity and said he is optimistic Paratransit can continue to maintain performance goals.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details.

10. ACCESSIBILITY REPORT

Quemuel Arroyo, MTA Chief Accessibility Officer, delivered the Accessibility Report. He welcomed Chris Pangilinan to the team and said he looked forward to working with him and his team to delivery quality service for AAR customers. He emphasized that enhancing accessibility at the MTA is his top priority and that he is proud of the work he has been doing including opening auto gates for all users and looking at gaps throughout the network, especially at Columbus Circle. Arroyo announced that the MTA will begin to roll out OMNY for reduced fare customers this summer, which will include the option to pay with their own contactless card, debit or credit or smartphone. Arroyo also spoke about a new program that allows low vision and blind bus riders to access bus information better using smartphones and apps with cutting-edge algorithms. Arroyo

referred users to the MTA Reduced Fare website and encouraged customers to download and test the app and provide feedback.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details.

11. STRATEGY & CUSTOMER SERVICE REPORT

Sarah Meyer, Chief Customer Officer, delivered the Strategy & Customer Service Report. She said the Strategy and Customer Experience team is continuing to monitor the new MTA Best Fares travel Program and campaign to bring awareness about the MTA's new fare incentives, including Fare Capping, or Lucky 13, as they have been calling in internally, which gives customers free trips for the remainder of their week after taking 12 rides on OMNY using the same smart device or contactless credit or debit card. Meyer referred to new tools designed and developed to help explain OMNY on the MTA website at fares.mta.info.

Meyer announced that the next day marked the 19th Mask Force event with volunteers headed through the five boroughs to give free masks, and reminded that masks are still required in trains and buses and indoor stations. She also spoke about the roll out of new call center technology which will improve and give an enhanced telephone experience for customers with more accessibility features. She said the MTA is working to improve average call wait times, and advised that the State will be publishing data sets on open data portal. Meyer reported that her team will continue to work with City and State partners to address safety and security concerns.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details.

12. ANNOUNCEMENT OF SERVICE DIVERSION

Judith McClain, Chief, Operations Planning, NYCT, made an announcement about an upcoming service diversion. She announced the suspension of the R line between 59th Street and 95th street in Brooklyn for the necessary replacement of 7 switches. She said these outages will begin that night at 11:45pm until 5am and will continue through June 17th. She also announced that there will be eight weekends with suspended service beginning April 16th and continuing through June 6th. She reported that a shuttle bus operation would be provided for customers between 59th and 95th street to provide continuing service, and that it will stop at all skipped R stations. She stated that staff will adjust the shuttle bus service to meet customer needs.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details.

13. SAFETY & SECURITY AND CRIME REPORTS

Timothy Doddo, Senior Vice President, Safety and Security, delivered the Safety & Security Report. He reported that Subway Customer Accidents have decreased, and discussed trends in Bus Collisions, Customer Accidents, Injuries, Employee Lost Time Accidents, and Subway Fires.

Jason Wilcox, Chief of Transit, NYPD, delivered the Crime Report. He spoke about the anniversary of the death of Garrett Goble and efforts to address arson in the system. He discussed the continued indoor mask requirement on public transit and the continued mission to keep riders safe and make riders feel safe. Chief Wilcox provided an update on the Subway Safety Plan, with a key element being addressing homelessness in the system. He spoke in detail about the strong collaborative efforts between NYPD Transit Bureau, the MTA, DHS, outreach workers, nurses and certified technicians in making contact with persons experiencing homelessness and addressing encampments in the system. Chief Wilcox emphasized the importance of members of the public calling 311 and 911 to provide relevant information. He also underscored the importance of enforcement of the NYCT Rules of Conduct and of issuing summonses for rule violations.

Chief Wilcox reported that there are increases in crime compared to last year, indicative of the fact that ridership is growing. He said however that when compared to 2019, pre-COVID, crime was down overall, though he remains concerned over felony assaults, in particular against MTA employees. Chief Wilcox underscored NYPD's investment and commitment to fight crime and announced that as part of the Subway Safety Plan, a Subway Safety Task Force was created that will address homelessness and significant quality of life issues. Chief Wilcox announced that there will be a strong uniform presence in connection with the end of the school year and start of baseball season to keep students and riders safe.

Refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for the details.

14. ADJOURNMENT

Upon motion duly made and seconded, the Committee voted to adjourn the meeting at 11:31 a.m.

2022 Proposed Transit & Bus Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

April 2022

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

May 2022

Biannual Customer Satisfaction Report	Strategy & Customer Experience
Transit Adjudication Bureau Report, 1st Qtr, 2022	Law
Fare Evasion Report, 1st Qtr, 2022	Management & Budget

June 2022

NYCT & MTA Bus EEO & Diversity Report, 1st Qtr, 2022	EEO & Human Resources
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July 2022

No Items

August 2022

No Meetings Held

September 2022

Public comment/Committee Review of Budget	
2022 NYCT Mid-Year Forecast Monthly Allocation	Management & Budget
2022 SIR Mid-Year Forecast Monthly Allocation	Management & Budget
2022 MTA Bus Mid-Year Forecast Monthly Allocation	Management & Budget
2023 Preliminary NYCT Budget	Management & Budget
2023 Preliminary SIR Budget	Management & Budget
2023 Preliminary MTA Bus Budget	Management & Budget
Transit Adjudication Bureau Report, 2nd Qtr, 2022	Law
NYCT & MTA Bus EEO & Diversity Report, 2nd Qtr, 2022	EEO & Human Resources
Fare Evasion Report, 2nd Qtr, 2022	Management & Budget

SPECIFIC AGENDA ITEMS (con't)ResponsibilityOctober 2022

Public Comment/Committee Review of Budget
2023 Preliminary NYCT Budget
2023 Preliminary SIR Budget
2023 Preliminary MTA Bus Budget

Management & Budget
Management & Budget
Management & Budget

November 2022

Biannual Customer Satisfaction Report
Transit Adjudication Bureau Report, 3rd Qtr, 2022
Fare Evasion Report, 3rd Qtr, 2022
Charter for Transit Committee

Strategy & Customer Experience
Law
Management & Budget
Corporate Compliance

December 2022

NYCT 2022 Adopted Budget/Financial Plan 2023-2026
SIR 2022 Adopted Budget/Financial Plan 2023-2026
MTA Bus 2022 Adopted Budget/Financial Plan 2023-2026
NYCT & MTA Bus EEO & Diversity Report, 3rd Qtr, 2022

Management & Budget
Management & Budget
Management & Budget
EEO & Human Resources

January 2023

Approval of 2023 NYCT Committee Work Plan
Preliminary Review of NYCT 2022 Operating Results
Preliminary Review of SIR 2022 Operating Results
Preliminary Review of MTA Bus 2022 Operating Results

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

February 2023

NYCT Adopted Budget/Financial Plan 2023-2026
SIR Adopted Budget/Financial Plan 2023-2026
MTA Bus Adopted Budget/Financial Plan 2023-2026
ADA Compliance Report
Transit Adjudication Bureau Report, 4th Qtr, 2022
Fare Evasion Report, 4th Qtr, 2022

Management & Budget
Management & Budget
Management & Budget
Capital Program Management
Law
Management & Budget

March 2023

No Items

2022 Transit & Bus Committee Work Plan

Detailed Summary

I. RECURRING

Approval of Minutes

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

NYCT Work Plan

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

Operations Performance Summary

Summary presentation on the performance of Subway and Bus Service, including a discussion on Safety, Finance and Ridership.

Information includes discussion on key indicators for Subway and Bus Customer-Focused and Performance metrics.

Procurements

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

Service Changes

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

Tariff Changes

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

Capital Budget Modifications

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

Action Items

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

II. SPECIFIC AGENDA ITEMS

APRIL 2022

Final Review of NYCT 2021 Operating Results

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

Final Review of SIR 2021 Operating Results

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

Final Review of MTA Bus 2021 Operating Results

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

MAY 2022

Transit Adjudication Bureau Report, 1st Qtr, 2022

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

Fare Evasion report, 1st Qtr, 2022

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

EEO & Diversity Report, 1st Qtr, 2022

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

Biannual Customer Satisfaction Report, Spring 2022

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

JUNE 2022

EEO & Diversity Report- 2021 Year-End Report

A detailed year-end 2021 report to the committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

JULY 2022

No Items

AUGUST 2022

No Meetings Held

II. SPECIFIC AGENDA ITEMS

SEPTEMBER 2022

2022 NYCT Mid-Year Forecast Monthly Allocation

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

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

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

Public comments will be accepted on the 2023 Preliminary Budget.

2023 SIR Preliminary Budget

Public comments will be accepted on the 2023 Preliminary Budget.

2023 MTA Bus Preliminary Budget

Public comments will be accepted on the 2023 Preliminary Budget.

Transit Adjudication Bureau Report, 2nd Qtr, 2022

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

Fare Evasion report, 2nd Qtr, 2022

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

EEO & Diversity Report, 2nd Qtr, 2022

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

OCTOBER 2022

2023 NYCT Preliminary Budget

Public comments will be accepted on the 2023 Preliminary Budget.

2023 SIR Preliminary Budget

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

2023 MTA Bus Preliminary Budget

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

II. SPECIFIC AGENDA ITEMS

NOVEMBER 2022

Biannual Customer Satisfaction Report, Fall 2022

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

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

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

Charter for Transit Committee

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

DECEMBER 2022

NYCT 2022 Adopted Budget/Financial Plan 2023-2026

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

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 2022 Adopted Budget/Financial Plan 2023-2026

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.

EEO & Diversity Report, 2nd Qtr, 2022

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

JANUARY 2023

Approval of Committee Work Plan

The Committee will be provided with the work plan for 2023 and will be asked to approve its use for the year.

Preliminary Review of NYCT's 2022 Operating Results

NYCT will present a brief review of its 2022 Budget results.

II. SPECIFIC AGENDA ITEMS

Preliminary Review of SIR 2022 Operating Results

SIR will present a brief review of SIR's 2022 Budget results.

Preliminary Review of MTA Bus 2022 Operating Results

MTA Bus will present a brief review of its 2022 Budget results.

FEBRUARY 2023

Adopted Budget/Financial Plan 2023-2025

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 2022 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2023 by category.

SIR Adopted Budget/Financial Plan 2023-2026

NYCT will present SIR's 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 2022 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2023 by category.

MTA Bus Adopted Budget/Financial Plan 2023-2026

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 2022 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2023 by category.

ADA Compliance Report

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

Transit Adjudication Bureau Report, 4th Qtr, 2022

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

Fare Evasion Report, 4th Qtr, 2022

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

MARCH 2023

No Items



Transit and Bus Committee Report April 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

I would like to thank New Yorkers for their support and prayers on Tuesday, April 12. It was a harrowing day in our system after the shooting on an N train in Sunset Park, Brooklyn. My first concern was for those injured, our riders throughout the system and our New York City Transit employees.

I am so proud of our employees for their quick response in evacuating our customers to safety. Their heroic actions saved lives. I am also proud of our entire workforce who took extra care, remained vigilant and kept our city moving on that dark day. We have been through some challenging and difficult times lately. Our frontline staff's dedication to their jobs, and to our riders, is what keeps our system and in turn the city, running.

I would like to extend my appreciation to NYPD and our state and federal partners who responded, investigated, and apprehended the individual responsible.

Knowing how resilient New Yorkers are, it comes as no surprise that millions of New Yorkers returned to the subway immediately after the April 12 incident.

- Overall subway ridership increased by 2 percent the day after the attack to 3.15 million riders.
- In Brooklyn specifically, it climbed by 7.2 percent to 709,000, up from 661,000 on Tuesday.

Our latest ridership numbers are coming in at about 4.5 million riders or about 54% of our 8 million pre-pandemic daily riders. While I remain encouraged that our numbers reflect that many riders have returned to the system- I recognize that overall, returning ridership has plateaued. Together with our state and local partners and with the help of NYPD- we will continue to work hard to gain our customers' confidence to return to the system.

OMNY use has increased in tandem with returning ridership. We recorded more than one million taps in the subway alone on April 8 – the first time we've hit that milestone on one mode in a single day. The new fare payment system now accounts for approximately one third of the market share - no doubt something that has been helped by the introduction of fare capping, which lets customers ride for free after their 12th trip in a one-week period.

Finally, I'd like to express how grateful I am for the privilege of leading New York City Transit these last nine months as Interim President. As I assume the role of Chief Operating Officer, I look forward to working with our new NYCT President, Rich Davey. Rich will lead the finest team of individuals in transportation- they are truly second to none- and I thank them for their dedication and commitment. We all look forward to welcoming Rich on May 2.

Subways

Demetrius Crichlow, Senior Vice President

I'm pleased to report that Subways has reached an important milestone in our efforts to deliver service reliably: not only has Weekday Service Delivered has risen to 94.5%, its highest point since last April, but every line delivered over 90% of service during peak weekday hours. Customer Journey Time Performance, or the percentage of individual customer trips completed on-time (factoring waiting time and time onboard a train), rose again this month to 83.9%, compared to 82.6% in December. Similarly, the number of trips cancelled due to crew availability decreased by 70 percent from December to March. Subways remains committed to resolving the crew shortage as quickly as possible, and we are still taking aggressive measures across hiring, training and crewing strategies to continue delivering more service to our riders each month.

Our operational metrics were also favorable month-over-month. Weekday on-time performance was 82.2%, a 1.6% improvement from last month. We reduced Signals delays by 14% and Track delays by 9% since last month, which reflect our focus on day-to-day maintenance improvements and incident management. While we reduced the number of asset failure incidents and delays overall, we saw an increase in major incidents this month. The largest category was 18 attributed to customer causes, including people on the roadbed or sick customers, which was our highest result since late 2018. There were also several major incidents due to external events, including the March 17 fire at street level on Main Street in Flushing. I'd like to recognize Assistant Train Dispatcher Berlinda Peek, Train Dispatcher Crystal Johnson, Train Service Supervisor Ernesto Ho, Train Dispatcher Iliana Lopez, and Assistant Train Dispatcher Ronny Delagarde, who helped evacuate the Flushing-Main St station and keep our customers and employees safe during the incident. Altogether, our team is reviewing our incident response and working to reduce the service impact of these incidents to provide consistent service for our riders.

I'd be remiss to not mention that this month marked the two-year anniversary of the start of the COVID-19 pandemic in New York. I'd like to recognize the incredible efforts of our frontline workers, who have tirelessly worked to provide an essential service to our riders for the past two years. I'm heartened to see riders return to our system, and eager to continue to deliver the service and reliability they deserve.

Finally, I'd like to thank Craig Cipriano for his leadership and commitment to Subways during his tenure as interim President. I look forward to continuing to work collaboratively with him as he assumes his new role as Chief Operating Officer.

Buses

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

Bus performance continued to improve in March—the second consecutive month showing improvement after the surge of the Omicron variant. Service Delivered was 96.4%, 1.8% higher than last month and 1.2% higher than last year—almost flat against pre-pandemic. Wait Assessment was 77.7%, 2.1% higher than last month and comparable to pre-pandemic. Other indicators were showing similar improvement over last month and aligned with pre-pandemic numbers. These improvements reflect our aggressive efforts to address operator shortages and our strong commitment to service management. We are also on target to bring vacancy levels to pre-pandemic by Q2.

Last month, we released a new Queens Bus Network Redesign Draft Plan. This is one of the largest bus network redesigns in the country, with over 100 routes, serving almost 800K average weekday riders. Queens' two million plus residents have relatively limited access to subway service compared to other boroughs, so a redesign of the bus network is critical. This is particularly true given that pre-pandemic bus ridership declined over 5% between 2014 and 2019 as bus speeds slowed to 8.7 miles per hour. The hallmark of our redesign effort is the extent to which we listened to our customers, advocates, elected officials and other stakeholders. We received more than 11,000 comments on the previously draft, and the new one is much stronger as a result of this extensive feedback. To be clear, this is still a draft plan—not the Final Plan. This spring and summer, the MTA will be holding 14 virtual public workshops and other public engagements to make sure we continue to hear from riders, advocates, and other stakeholders. The first meeting was held on April 18. We'll also be doing informal on-street engagements at key locations throughout the borough, including busy bus hubs. Additionally, you can submit comments online on the MTA website – new.mta.info/queensbusredesign. Once this outreach has concluded, we will issue a Proposed Final Plan, followed by additional public engagement. The Proposed Final Plan will ultimately be subject to a public hearing at a date to be announced.

We are also proposing to revise a small portion of the Q102 travel path in order to accommodate changes that our partners at NYC DOT are making to 21st Street in Queens to add bus priority. The Q102 currently provides local bus service between Astoria, Queens and Roosevelt Island, Manhattan via Long Island City. The recommendation is to revise the travel path of the Roosevelt Island-Bound Q102 in Long Island City to use 40th Avenue (instead of 41st Avenue) to travel from 21st Street to Vernon Boulevard. NYC DOT plans to implement a bus lane and other bus priority treatments along 21st Street between Queens Plaza South and Hoyt Avenue. These will include adjusting legal left turns on 21st Street, prohibiting left turns from northbound 21st Street onto 41st Avenue, and installing a left turn bay on northbound 21st Street at 40th Avenue, one block north. The net result of these revisions will be neutral in terms of annual operating costs, as the net travel distance and travel time

would remain the same. The proposed implementation date is Spring/Summer 2022 upon implementation of the revised traffic patterns by NYC DOT.

One of the most iconic events has come back after 2 years – the New York Auto Show at the Jacob K. Javits Convention Center. There have been so many changes in the past two years with technology and advancement, and this year’s show featured plug-in electric vehicles and charging solutions. We were proud to showcase one of our latest all-electric articulated bus at this major publicly attended consumer event. In celebration of Earth Day, it’s important to recognize the crucial role the MTA plays in reducing GHG emissions and our commitment to achieving a zero-emissions fleet by 2040. Our current plan, the 2020-2024 Capital Program, includes an unprecedented \$1.1 billion in zero-emissions bus investments, covering ~500 buses and related charging infrastructure. We are working on multiple initiatives this year in support of this critical transition.

Paratransit

Christopher Pangilinan, Vice President

This month I had the opportunity to meet with advocates and larger advocacy groups including the Paratransit Advisory Committee (PAC) and the Advisory Committee for Transit Accessibility (ACTA). These two key groups will help guide us as we look to reimagine Paratransit. In addition, I began meeting with all the amazing staff at Paratransit, learning about their incredible dedication to providing service to our Access-A-Ride customers.

In February, the month started off with significant traffic due to the large NYPD funeral procession and a presidential visit to NYC causing gridlock conditions. This was combined with a return of ridership up 15% from January and up 18% from February 2021. Despite that, we see continued stability in the primary carrier service and the performance indicators remain at or better than our goal. On broker service, we continue to mentor MWBE firms, and see a substantial improvement in performance due to various incentives that are encouraging drivers to return to perform AAR trips.

On primary carrier service, the 30-minute pick-up window for on-time performance declined slightly from last month by 4% and remains at the goal at 94%. No-shows per 1,000 scheduled trips was at 1.2, still better than the goal of 3, and better than December 2021 performance at 1.9. For broker service, the 30-minute pickup window was at 93% in February, maintaining the 90% performance level for the third consecutive month. Broker no-shows at 4.7 remains above the goal of 3.0, although improved significantly by over 45% from 8.6 in December 2021.

This performance shows that the incentives continue to improve the service with drivers returning to perform AAR trips.

As a direct result of better on the street performance, our call center performance achieved 95% of calls answered in February which is at the goal of 95%. We remain cautiously optimistic that with the tools available to us, supply will meet future demand for service, and performance levels will remain stable. Preliminary results in March show continued stability.

Accessibility

Quemuel Arroyo, Chief Accessibility Officer

At our March Committee meeting, Acting President Cipriano announced the creation of a working group focused on addressing the challenge of bus access for parents and caregivers traveling with children in strollers. I am happy to report that we selected 13 members to sit on this working group – collectively, the working group members represent each of our bus operator unions, parents and caregivers, and customers with disabilities who ride the bus across our city – and we held our first meeting on April 14. We plan to meet with the group throughout the next several weeks and work toward a recommendation on how to improve bus access for this group. Building on the recent changes to the AutoGate policy – allowing any customer who needs it to use the gate – and our redesign of buses to provide more flexible seating, this is yet another step to broaden our definition of accessibility, and one that is especially timely as we welcome more and more riders back to transit. We are encouraged by the initial discussions and will be sharing the working group findings and recommendations to the Committee, MTA leadership, and the public this summer.

Lastly, our elevator replacement projects continue to move forward. In April, we put the final two elevators undergoing replacement at 34 St – Herald Sq back in service, and completed the replacement of EL215, serving the express platform at 34 St-Penn Station 1/2/3 station. This elevator includes a new passenger assistance speakerphone system, with a two-way texting feature within the elevator car. This is the first elevator in our system to have this feature, and this modernized machine will improve access and reliability at the busiest rail hub in the country. Following the completion of this replacement, elevators 214 and 216, serving the local platforms, are now out of service for replacement. We remind customers that real-time elevator status information is available on the MTA website, and MTA maps on digital screens throughout the system are updated to reflect long-term outages. Additionally, print and digital signs are posted in impacted stations, along with announcements in stations and on trains. We thank our customers for their patience during these elevator replacement projects and hope you will enjoy returning to a more comfortable, reliable elevator ride when the project is complete.

Strategy and Customer Experience

Sarah Meyer, Chief Customer Officer

In March, the overall number of telephone calls to our customer contact center increased by 24% compared to February, but the average call-wait times decreased to 172 seconds. The calls answered rate increased to 91.6%.

Customer complaints about Subway service improved 10% from February to 4.72 per 100,000 journeys, although it is 19.5% higher than in March 2021. Bus complaints increased 2% from February to 12.16 per 100,000 journeys, which is 19.7% higher than March 2021. Complaints about Access-A-Ride increased to 658.5 per 100,000 journeys.

More customers are choosing to have their found items mailed or shipped instead of coming in person to the Lost and Found at the 34th Street Station to retrieve their things. In March, 10.4% of found items were mailed or shipped— a 27% increase from February. Mailing or shipping items is a fast, convenient, and inexpensive way for customers to be reunited with their property.

The Strategy and Customer Experience team led the 19th Mask Force on March 29, with MTA leaders, community volunteers, and employees distributing masks throughout the system. As the City continues to come back, we have begun the process to remove the hundreds of thousands of social distancing decals that are on the platforms.

Safety

Robert Diehl, Senior Vice President, Safety & Security

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

Bus Collisions and Collision Injuries increased while Customer Accidents were relatively flat 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.

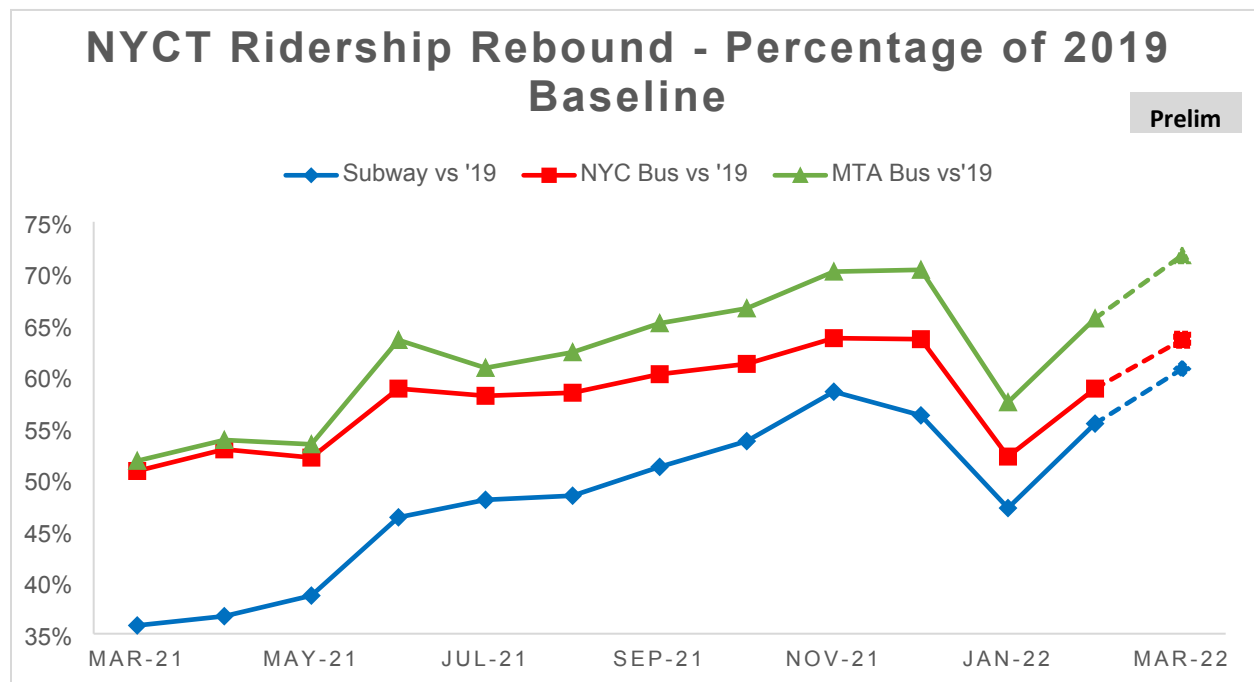
An MTA Web Page (<https://new.mta.info/safety-and-security/nyct-employee-assault-data>) provides updated data and statistics on assaults and harassment against our employees.

Another MTA Web Page (<https://new.mta.info/safety-and-security/nyct-vandalism-data>) provides updated data and statistics on vandalism of select elements of the transit system.

Financial & Ridership

Jaibala Patel, Deputy Chief Financial Officer, MTA

The Transit & MTA Bus Company ridership levels (compared with a 2019 baseline) showed steady improvement across modes in 2021. After peaking in November, mode volumes retreated to mid-year levels in late December and January '22 due to the spread of the Omicron variant in the region. However, March ridership has since rebounded to peak levels last seen in November 2021.



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

NYCT March 2022 vs Budget

Ridership of 118.7 million was short of budget by 13.3 million (10.1 percent).

Total March operating revenue of \$285.6 million was unfavorable to budget by \$25.6 million (8.2 percent), mainly due to lower farebox revenue.

Farebox revenue of \$249.3 million was lower than budget by \$20.5 million (7.6 percent), mainly due to lower ridership.

Other revenue of \$36.4 million was below budget by \$5.1 million (12.3 percent).

Total March operating expense (excluding non-cash liabilities) of \$713.4 million was favorable to budget by \$22.3 million (3.0 percent).

Labor expenses were below budget by a net \$24.7 million (4.4 percent), primarily due to health & welfare/OPEB current expense underruns of \$23.8 million (17.1 percent), due to favorable timing of expense accruals. Pension was also favorable by \$4.4 million (5.5), due to timing of expenses. Underruns in payroll of \$27.0 million (9.0 percent), due to vacancies were largely offset by overtime overruns of \$24.7 million (67.5 percent), resulting from vacancy and availability coverage backfill. Unfavorable reimbursable overhead of \$5.3 million (16.7 percent), resulted from lower reimbursable labor charges than expected providing a partial offset to general favorability in labor expenses.

Non-labor expenses were net unfavorable to budget by \$2.4 million (1.4 percent), mainly due to overruns in materials & supplies of \$5.8 million (21.1 percent), reflecting unfavorable timing of non-vehicle expenses including tool and equipment purchases. Fuel was over by \$4.2 million (35.3 percent), mainly due to higher prices, other business expenses were unfavorable \$2.8 million (40.6 percent), on higher card transaction processing fees, and professional service contracts were higher by \$2.1 million (17.4 percent). Maintenance and other operating contracts were favorable to budget by \$11.4 million (39.9 percent), due to favorable timing of credits for construction service charges and equipment rentals, and Paratransit service contracts were lower by \$1.3 million (3.6 percent), reflecting fewer trips and favorable support costs.

NYCT March Year-to-date (YTD) vs Budget

Ridership YTD 301.5 million was short of budget by 67.4 million (18.3 percent).

Total YTD operating revenue of \$757.8 million was unfavorable to budget by \$127.2 million (14.4 percent), mainly due to lower farebox revenue.

Farebox revenue of \$641.2 million was lower than budget by \$123.1 million (16.1 percent), mainly due to lower ridership.

Other revenue of \$116.6 million was below budget by \$4.1 million (3.4 percent).

Total YTD operating expense (excluding non-cash liabilities) of \$2,146.5 million was favorable to budget by \$95.6 million (4.3 percent).

Labor expenses were below budget by a net \$54.9 million (3.2 percent), primarily due to health & welfare/OPEB current expense underruns of \$74.7

million (17.9 percent), due to favorable timing of expense accruals and prescription rebate credits. Underruns in payroll of \$54.0 million (6.1 percent), due to vacancies, and pension expenses lower by \$9.6 million (4.1 percent), due to favorable timing both contributed to general labor favorability. Overtime overruns of \$55.5 million (45.7 percent), were largely due to vacancy and availability coverage backfill along with severe weather response. Unfavorable reimbursable overhead of \$20.0 million (28.8 percent), and other fringe benefits over by \$8.0 million (5.8 percent), resulted from lower reimbursable labor charges than expected providing a partial offset to general favorability in labor expenses.

Non-labor expenses were net favorable to budget by \$40.7 million (8.0 percent), mainly due to underruns in maintenance and other operating contracts lower than budget by \$24.4 million (29.6 percent), due to favorable timing of construction service charges and equipment rental credit. Materials & supplies were lower by \$12.9 million (15.5 percent), reflecting favorable timing of vehicle material expense and track and switch materials. Paratransit service contracts were lower by \$11.4 million (11.5 percent), reflecting fewer trips and favorable support costs. Fuel overran by \$5.8 million (18.1 percent), mainly due to higher prices, and other business expenses were unfavorable \$3.5 million (17.2 percent), from higher card transaction processing fees.

MTA Bus March 2022 vs Budget

Ridership of 7.4 million was below the budget by 0.3 million (3.7 percent).

Total March operating revenue of \$16.4 million was favorable to Budget by \$0.5 million (3.4 percent).

Farebox Revenue of \$15.8 million was above the budget by \$1.7 million (11.7 percent), mainly due to higher average fare partially offset by lower ridership.

Other Revenue of \$0.6 million was below the budget by \$1.1 million (65.4 percent).

Total March operating expense (excluding non-cash liabilities) of \$69.9 million was favorable to budget by \$10.1 million (12.6 percent).

Labor expenses were lower than budget by \$4.0 million (7.0 percent). Payroll expenses were lower than budget by \$1.5 million (5.6 percent), primarily due to vacancies and lower sick time usage. Overtime expenses were essentially on budget. Health and Welfare (including OPEB) expenses were lower than budget by \$0.8 million (8.3 percent), primary due to timing of medical and hospitalization and vision expenses as well as lower dental expenses offset by H&W reimbursable expenses, higher insurance and prescription drugs expenses. Other fringe benefits were lower than budget by \$1.3 million (19.6 percent), due to lower payroll related fringe benefits, lower worker's

compensation and lower Health Benefit Trust offset by timing of interagency billing.

Non-labor expenses were favorable to budget by \$6.1 million (26.5 percent). Fuel expenses were unfavorable by \$0.6 million (22.6 percent), primarily due to higher fuel costs partially offset by lower diesel fuel consumption. Insurance expenses were favorable by \$0.3 million (42.2 percent), due to the timing of expenses. Claim expenses were favorable by \$2.3 million (33.5 percent), due to timing of expenses. Maintenance and other operating contracts expenses were lower than budget by \$1.3 million (36.4 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 budget by \$1.7 million (44.9 percent), due to the timing of interagency billing, bus technology, and service contracts. Materials and supplies expenses were favorable by \$1.1 million (21.7 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 was essentially on budget.

MTA Bus March Year-to-date (YTD) vs Budget

Ridership YTD of 18.9 million was below the budget by 3.0 million (13.8 percent).

Total YTD operating revenue of \$36.1 million was unfavorable to budget by \$9.2 million (20.4 percent).

Farebox Revenue of \$34.1 million was below the budget by \$6.4 million (15.9 percent), mainly due to lower ridership, resulting from the surge of Omicron variant infection, January winter storms and lower average fare.

Other Revenue of \$2.1 million was below the budget by \$2.8 million (57.6 percent).

Total YTD operating expense (excluding non-cash liabilities) of \$200.6 million was favorable to budget by \$27.5 million (12.1 percent).

Labor expenses were below the budget by a net of \$7.1 million (4.4 percent), primarily due to lower payroll expenses of \$2.5 million (3.2 percent), due to vacancies and lower sick time usage, favorable overtime of \$1.0 million (4.2 percent), due to lower unscheduled overtime, COVID related cleaning and programmatic maintenance, lower Health & Welfare/OPEB of \$1.0 million (3.5 percent), due to lower dental, and prescription drugs partially offset by higher insurance expenses, and H&W reimbursable expenses. Other fringe benefits were lower than budget by \$2.5 million (13.4 percent), due to lower payroll related fringe benefits, lower worker's compensation and lower Health Benefit Trust partially offset by timing of interagency billing.

Non-labor expenses were net favorable to budget by \$20.4 million (31.1 percent), mainly due to favorable timing of insurance by \$0.9 million (38.8 percent), claims by \$5.7 million (29.7 percent), due to the timing of expenses. Maintenance and other operating contracts were favorable to budget by \$4.0 million (39.0 percent), largely due to the favorable timing of operating contract expense charges. Professional service contracts were lower by \$5.2 million (48.3 percent), mainly due to timing of service contracts. Materials & supplies underran \$4.7 million (33.5 percent), reflecting lower usage of general maintenance material and timing of radio equipment maintenance/repairs, construction material and COVID-19 expenses.

Customer Service Report: Subways

Demetrius Crichlow, Senior Vice President, Department of Subways



We are proud to recognize Assistant Train Dispatcher Berlinda Peek, Train Dispatcher Crystal Johnson, Train Service Supervisor Ernesto Ho, Train Dispatcher Iliana Lopez, and Assistant Train Dispatcher Ronny Delagarde, who reacted quickly and calmly to evacuate the Flushing-Main Street station after a five-alarm fire at street level filled the station with thick smoke.

Subway Report (Weekday & Full Month)

Subway Report Performance Indicators						
Performance Indicator	March 2022			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	51	25	+104.0%	36.5	24.8	+47.2%
Weekday Service Delivered (Chart 3) % of scheduled trains operated Weekday rush hours (7-10a and 4-7p)	94.5%	95.2%	-0.7%	92.0%	95.9%	-3.9%
Additional Platform Time (h:mm:ss) (Chart 7) Average added time spent waiting for trains, compared with scheduled wait time	0:01:22	0:01:11	+0:00:11	0:01:25	0:01:12	0:00:14
Additional Train Time (h:mm:ss) (Chart 9) Average additional unanticipated time spent onboard train compared to scheduled travel time	0:00:27	-0:00:04	0:00:31	0:00:17	-0:00:00	0:00:17
Customer Journey Time Performance (Chart 11) % of customers whose journeys are completed within five minutes of schedule.	83.9%	86.4%	-2.5%	83.5%	85.8%	-2.3%
Inputs to Operations						
Mean Distance Between Failures (Chart 13) Revenue car miles divided by the number of incidents attributed to car-related causes	145,097	161,404	-10.1%	146,438	151,093	-3.1%
Elevator Availability* (Chart 14) % of time elevators are operational systemwide	96.8%	96.7%	+0.1%	96.5%	96.8%	-0.3%
Escalator Availability* (Chart 14) % of time escalators are operational systemwide	90.6%	90.3%	+0.3%	91.2%	92.3%	-1.1%
Weekday Legacy Indicators						
Weekday Wait Assessment (Chart 15)	70.6%	74.0%	-3.4%	67.5%	74.8%	-7.3%
Weekday Terminal On-Time Performance (Chart 17)	82.2%	89.8%	-7.6%	88.6%	89.4%	-0.8%
Weekday Trains Delayed Per Day (Chart 19)	1,465	957	+53.1%	1,337	863	+54.9%

* 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.

The surge in COVID cases due to the Omicron variant required service and schedule changes on multiple lines, and performance was measured against the schedule operated each day.

Subway Report (Weekend)

Subway Report Performance Indicators						
Performance Indicator	March 2022			12-Month Average		
	This Year	Last Year	Change	This Year	Last Year	Change
Weekend Customer-Focused Metrics						
Weekend Major Incidents (Chart 2) Unplanned incidents delaying 50+ trains	4	2	+100.0%	5.6	4.4	+27.3%
Weekend Service Delivered (Chart 5) % of scheduled trains operated during Weekends (10a-6p)	95.0%	97.0%	-2.0%	93.0%	95.7%	-2.7%
Weekend Legacy Indicators						
Weekend Wait Assessment (Chart 16)	71.6%	76.6%	-5.0%	70.0%	78.7%	-8.7%
Weekend Terminal On-Time Performance (Chart 18)	79.3%	89.1%	-9.8%	93.7%	88.5%	+5.2%
Weekend Trains Delayed Per Day (Chart 20)	1,111	830	+33.9%	605	1,008	-40.0%

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

Subway Report (Staten Island Railway)

Subway Report Performance Indicators						
Performance Indicator	March 2022			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	97.0%	97.6%	-0.6%	96.9%	97.0%	-0.1%
AM Rush On-Time Performance						
% of scheduled trains arriving within six minutes of their scheduled arrival time	96.3%	98.6%	-2.3%	96.1%	97.6%	-1.5%
PM Rush On-Time Performance						
% of scheduled trains arriving within six minutes of their scheduled arrival time	92.5%	93.6%	-1.1%	92.5%	96.6%	-4.1%
Percentage of Completed Trips						
Percentage of Completed Trips	99.9%	98.9%	+1.0%	99.0%	99.6%	-0.6%
Mean Distance Between Failures						
Revenue car miles divided by the number of incidents attributed to car-related causes	113,380	45,159	+151.1%	33,849	42,122	-19.6%

Ferry. The surge in COVID cases due to the Omicron variant required service and schedule changes on multiple lines, and performance was measured against the schedule operated each day. For lines that were temporarily suspended, performance is only reported for the days

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.

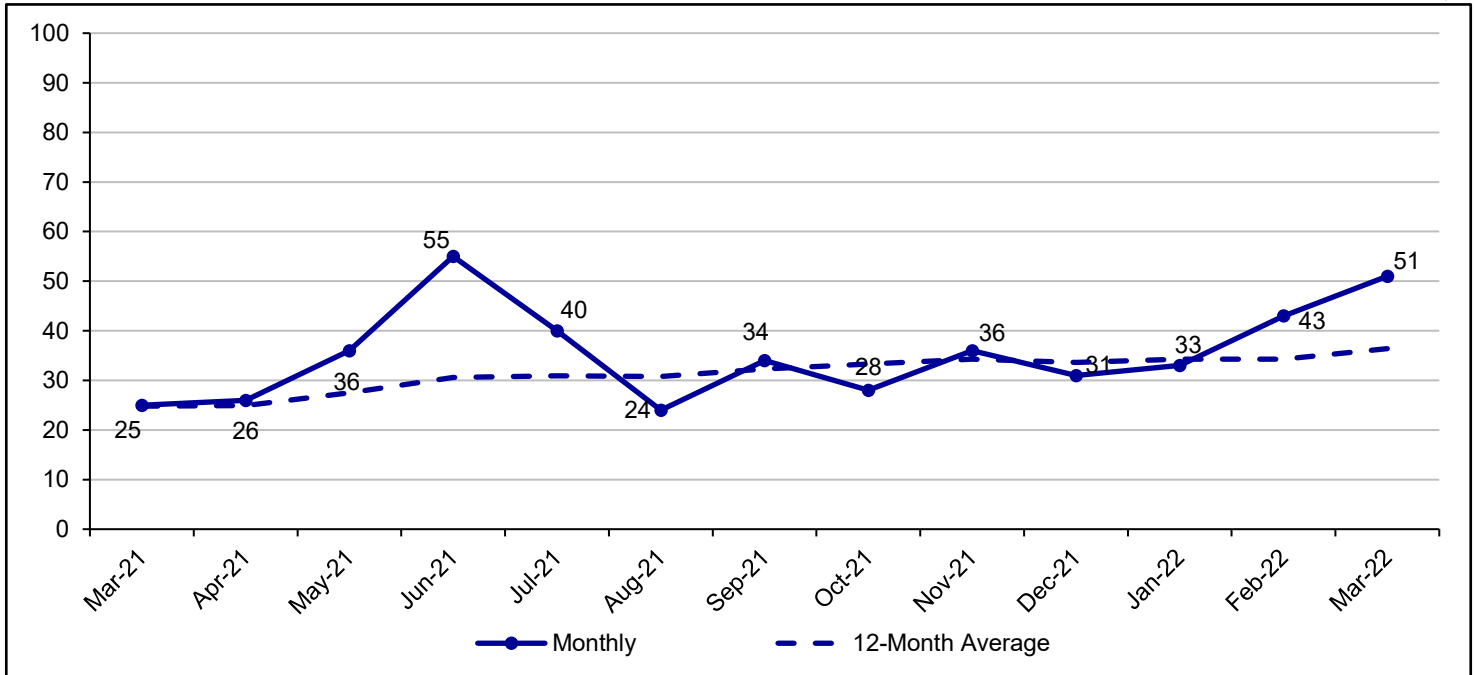
Customer Journey Time Performance (CJTP)

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		
	Mar 22	Mar 21	% Change	Mar 22	Mar 21	% Change
Track	8	6	+33.3%	5.1	2.5	+104.0%
Signals	10	5	+100.0%	11.9	8.5	+40.0%
Persons on Trackbed/Police/Medical	18	12	+50.0%	10.6	7.9	+34.2%
Stations & Structures	4	0	0.0%	3.1	1.0	+210.0%
Subway Car	5	0	0.0%	3.6	2.2	+63.6%
Other	6	2	+200.0%	2.2	2.7	-18.5%
Subdivision A	22	14	+57.1%	15.6	11.7	+33.3%
Subdivision B	29	11	+163.6%	20.8	13.1	+58.8%
Systemwide	51	25	+104.0%	36.5	24.8	+47.2%
Avg Incident Duration (h:mm:ss)	0:30:42	0:21:36	+42.1%	0:22:24	0:23:29	-4.6%
Avg Trains Delayed per Incident	103	96	+7.3%	99	113	-12.4%

Major Incidents Discussion

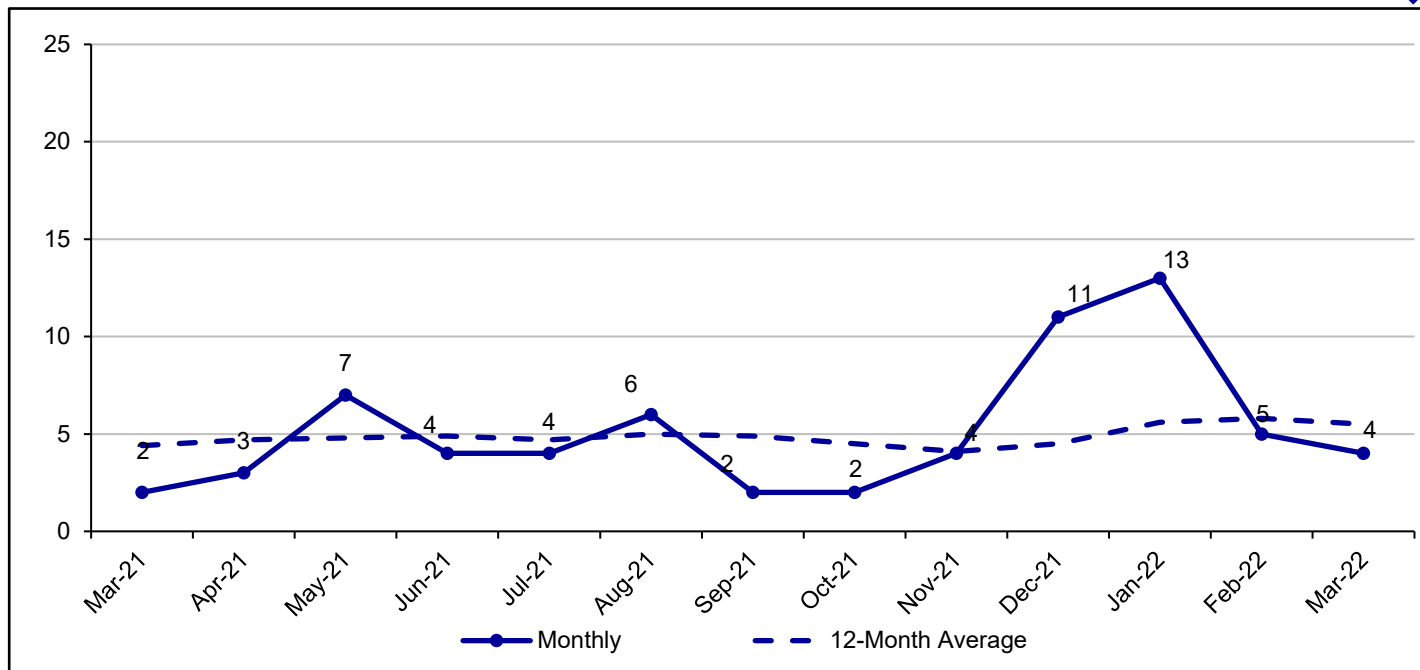
- There were 51 major incidents in March 2022 compared to 25 in March 2021, which was one of the lowest months on record.
- In March 2022, there were 18 Persons on Roadbed/Police/Medical major incidents, the highest since late 2018.
- Although Signals major incidents increased year-over-year, the March 2022 result was better than 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		
	Mar 22	Mar 21	% Change	Mar 22	Mar 21	% Change
Track	1	0	0.0%	0.7	0.3	+133.3%
Signals	0	1	-100.0%	1.2	1.4	-14.3%
Persons on Trackbed/Police/Medical	2	1	+100.0%	2.4	2.0	+20.0%
Stations & Structure	1	0	0.0%	0.5	0.1	+400.0%
Subway Car	0	0	0.0%	0.5	0.2	+150.0%
Other	0	0	0.0%	0.4	0.4	0.0%
Subdivision A	3	0	0.0%	2.3	1.7	+35.3%
Subdivision B	1	2	-50.0%	3.3	2.7	+22.2%
Systemwide	4	2	+100.0%	5.6	4.4	+27.3%
Avg Incident Duration (h:mm:ss)	0:25:48	0:19:18	+33.7%	0:32:48	0:21:53	+49.8%
Avg Trains Delayed per Incident	124	85	+45.9%	94	97	-3.1%

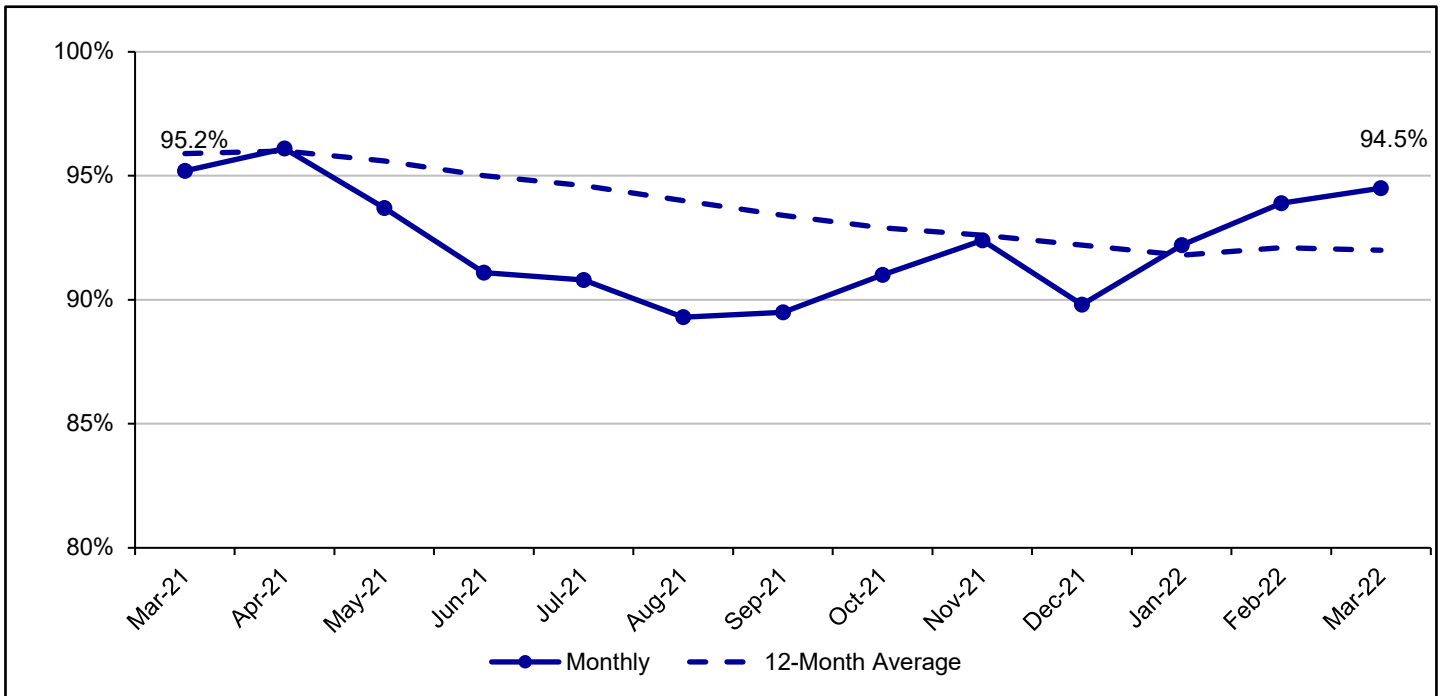
Major Incidents Discussion

- March 2022 had 4 weekend major incidents.

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

Subway Weekday % Service Delivered (Peak Hours)

Desired trend



	Monthly			12-Month Average		
	Mar 22	Mar 21	Change	Mar 22	Mar 21	Change
Subdivision A	96.1%	94.8%	+1.3%	93.8%	95.5%	-1.7%
Subdivision B	93.3%	95.5%	-2.2%	90.7%	96.1%	-5.4%
Systemwide	94.5%	95.2%	-0.7%	92.0%	95.9%	-3.9%

Weekday Service Delivered Discussion

- Weekday Service Delivered continued its positive trend, reaching the highest level since April 2021.
- Service Delivered should continue to improve as more newly-hired crews complete their training.

Subway Weekday % Service Delivered
Monthly
(Peak Hours)

Desired trend

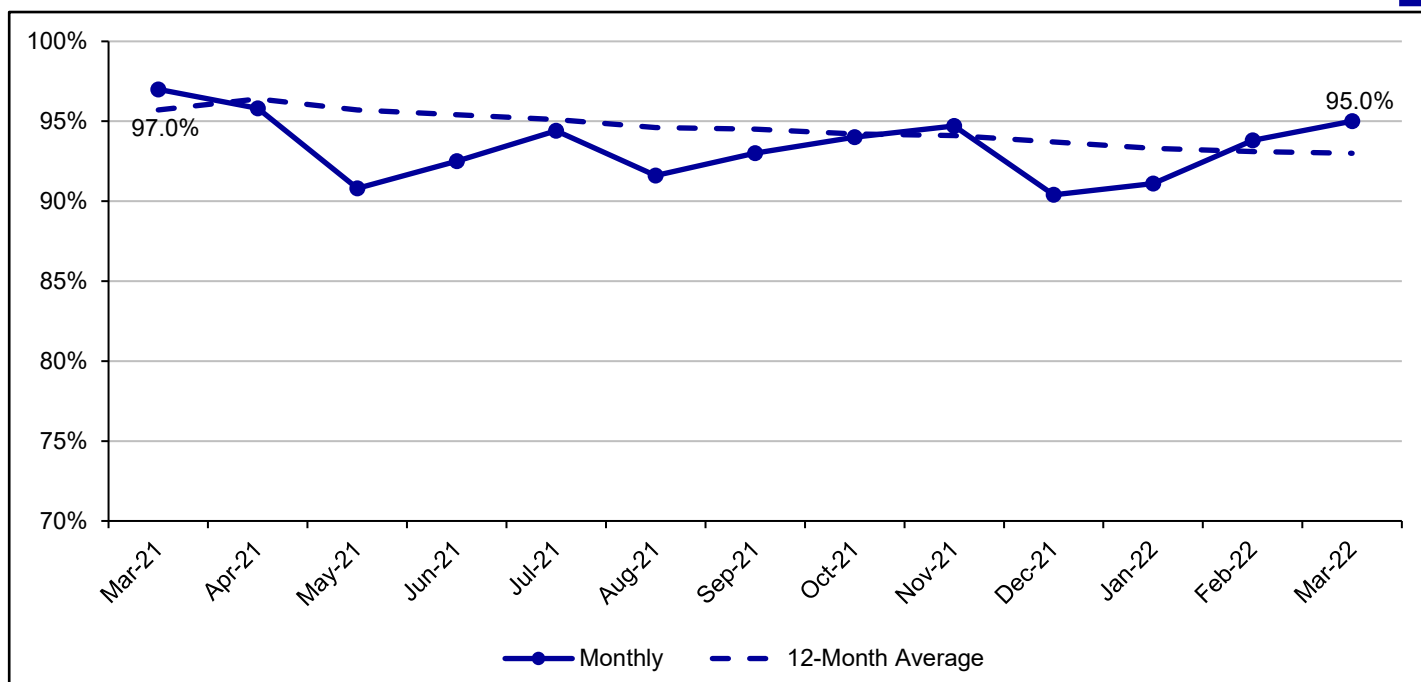


<u>Line</u>	<u>Mar 22</u>	<u>Mar 21</u>	<u>Change</u>
1	96.9%	95.0%	+1.9%
2	97.3%	93.6%	+3.7%
3	98.5%	95.0%	+3.5%
4	96.3%	92.8%	+3.5%
5	95.6%	92.3%	+3.3%
6	94.5%	94.4%	+0.1%
7	92.5%	96.2%	-3.7%
S 42nd	98.7%	100.0%	-1.3%
Subdivision A	96.1%	94.8%	+1.3%
A	92.2%	91.8%	+0.4%
B	93.9%	92.5%	+1.4%
C	91.0%	95.8%	-4.8%
D	94.0%	96.8%	-2.8%
E	91.6%	97.8%	-6.2%
F	90.9%	97.6%	-6.7%
S Fkn	98.9%	100.0%	-1.1%
G	99.1%	98.5%	+0.6%
S Rock	99.2%	96.3%	+2.9%
JZ	95.7%	96.9%	-1.2%
L	95.6%	96.5%	-0.9%
M	93.2%	94.8%	-1.6%
N	91.7%	95.9%	-4.2%
Q	93.8%	94.7%	-0.9%
R	92.1%	95.7%	-3.6%
W	93.2%	92.2%	+1.0%
Subdivision B	93.3%	95.5%	-2.2%
Systemwide	94.5%	95.2%	-0.7%

Chart 4

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

Desired trend



	Monthly			12-Month Average		
	Mar 22	Mar 21	% Change	Mar 22	Mar 21	% Change
Subdivision A	95.5%	95.4%	+0.1%	93.1%	94.6%	-1.5%
Subdivision B	94.7%	98.1%	-3.4%	93.0%	96.5%	-3.5%
Systemwide	95.0%	97.0%	-2.0%	93.0%	95.7%	-2.7%

Weekend Service Delivered Discussion

- Weekday Service Delivered continued its positive trend, reaching the highest level since July 2021.
- Although the crew shortage is easing, weekend Service Delivered is also affected by planned construction work.

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

Desired trend



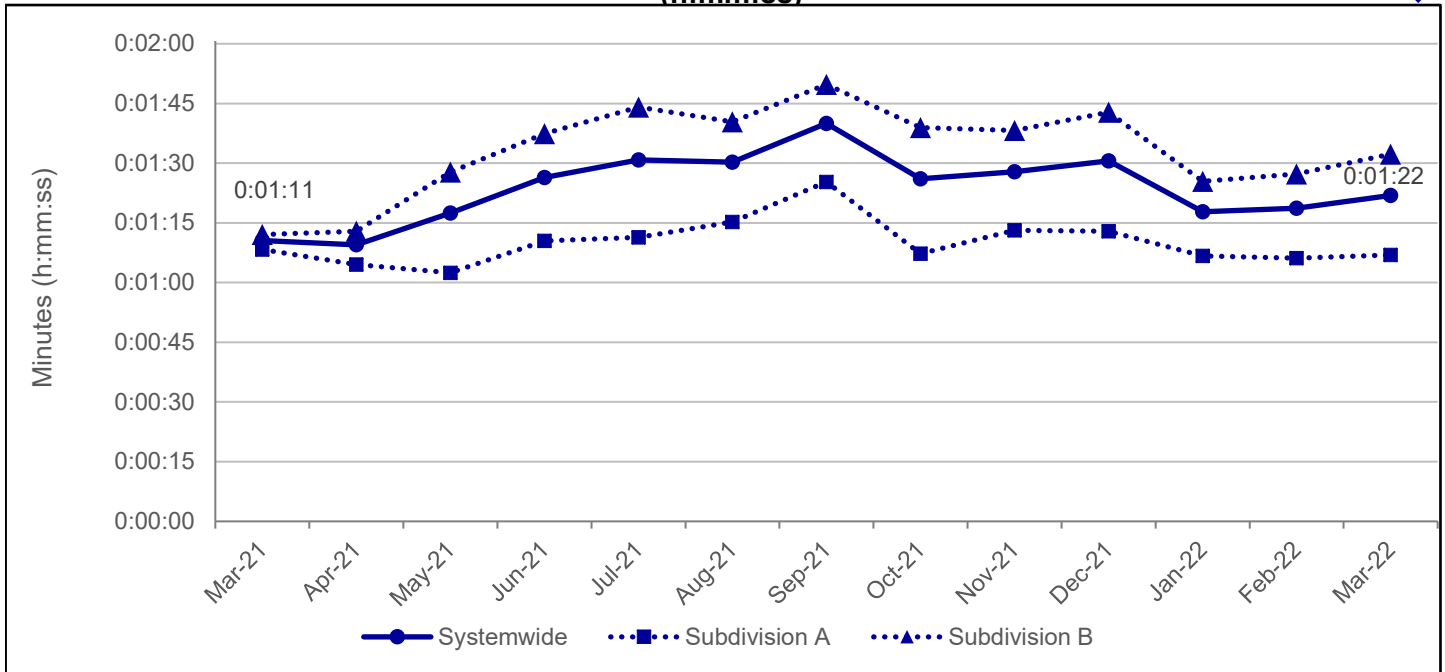
<u>Line</u>	<u>Mar 22</u>	<u>Mar 21</u>	<u>% Change</u>
1	96.6%	93.9%	+2.7%
2	94.8%	96.6%	-1.8%
3	96.3%	91.3%	+5.0%
4	93.0%	95.1%	-2.1%
5	95.8%	96.2%	-0.4%
6	94.8%	92.1%	+2.7%
7	94.2%	97.9%	-3.7%
S 42nd	99.5%	100.0%	-0.5%
Subdivision A	95.5%	95.4%	+0.1%
A	93.9%	95.4%	-1.5%
C	93.2%	95.5%	-2.3%
D	93.4%	96.9%	-3.5%
E	96.9%	N/A	N/A
F	91.0%	N/A	N/A
S Fkln	99.7%	100.0%	-0.3%
G	98.5%	99.1%	-0.6%
S Rock	100.0%	N/A	N/A
J	93.3%	98.1%	-4.8%
L	94.6%	98.5%	-3.9%
M	98.5%	99.7%	-1.2%
N	91.1%	99.4%	-8.3%
Q	93.6%	99.3%	-5.7%
R	94.1%	99.4%	-5.3%
Subdivision B	94.7%	98.1%	-3.4%
Systemwide	95.0%	97.0%	-2.0%

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		
	Mar 22	Mar 21	Change	Mar 22	Mar 21	Change
Subdivision A	0:01:07	0:01:08	-0:00:01	0:01:10	0:01:09	+0:00:02
Subdivision B	0:01:32	0:01:12	+0:00:20	0:01:35	0:01:13	+0:00:22
Systemwide	0:01:22	0:01:11	+0:00:11	0:01:25	0:01:12	+0:00:14

Additional Platform Time Discussion

- Weekday APT increased slightly month-over-month, but remains better than levels seen in most of 2021.

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)

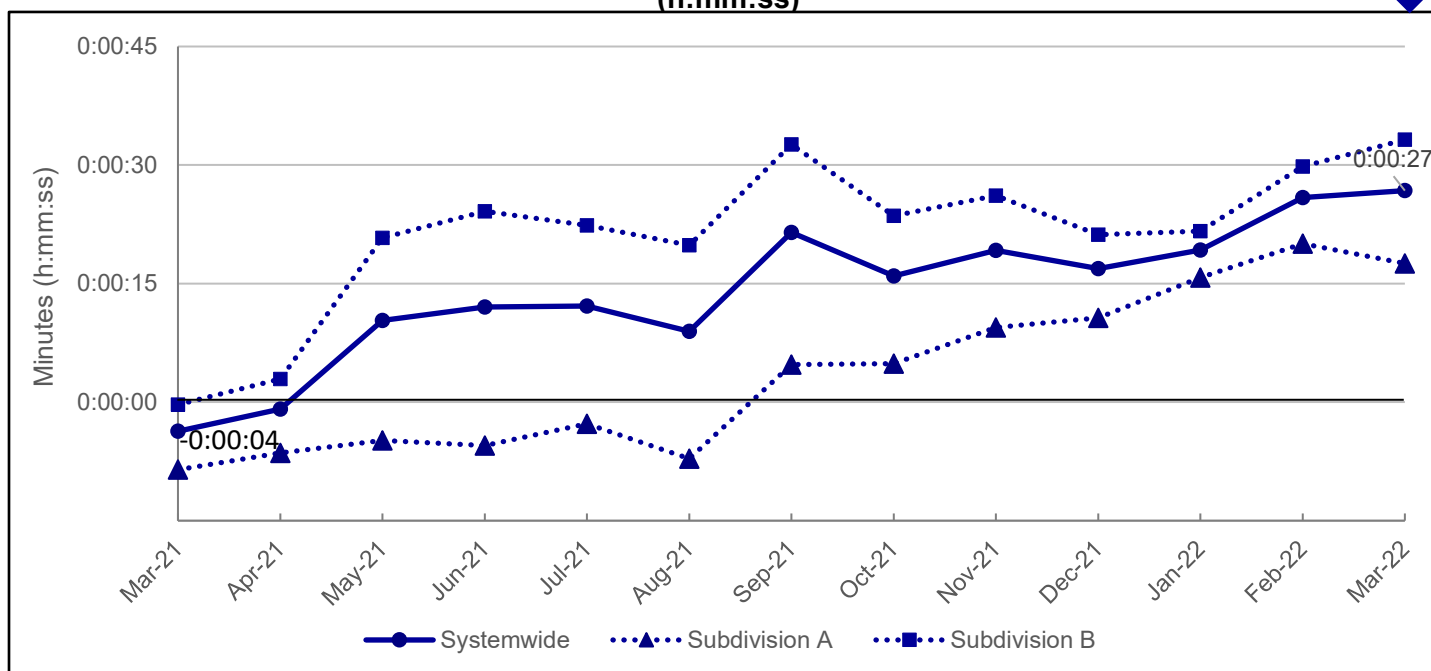
Desired trend



<u>Line</u>	<u>Mar 22</u>	<u>Mar 21</u>	<u>Change</u>
1	0:00:50	0:01:02	-0:00:12
2	0:01:10	0:01:24	-0:00:14
3	0:00:56	0:01:19	-0:00:23
4	0:01:03	0:01:11	-0:00:08
5	0:01:11	0:01:21	-0:00:10
6	0:01:12	0:01:05	+0:00:07
7	0:01:26	0:00:54	+0:00:32
S 42nd	0:00:36	0:00:30	+0:00:06
Subdivision A	0:01:07	0:01:08	-0:00:01
A	0:01:20	0:01:12	+0:00:08
B	0:01:48	0:01:35	+0:00:13
C	0:01:48	0:01:31	+0:00:17
D	0:01:53	0:01:23	+0:00:30
E	0:01:13	0:00:58	+0:00:15
F	0:01:50	0:00:49	+0:01:01
S Fkln	0:00:38	0:00:26	+0:00:12
G	0:01:12	0:00:59	+0:00:13
S Rock	0:00:32	-0:00:04	+0:00:36
JZ	0:01:18	0:01:15	+0:00:03
L	0:00:57	0:00:45	+0:00:12
M	0:02:03	0:01:34	+0:00:29
N	0:01:28	0:01:16	+0:00:12
Q	0:01:31	0:01:18	+0:00:13
R	0:01:49	0:01:28	+0:00:21
W	0:00:59	0:00:58	+0:00:01
Subdivision B	0:01:32	0:01:12	+0:00:20
Systemwide	0:01:22	0:01:11	+0:00:11

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

Desired trend



	Monthly			12-Month Average		
	Mar 22	Mar 21	Change	Mar 22	Mar 21	Change
Subdivision A	0:00:18	-0:00:09	+0:00:27	0:00:06	-0:00:08	+0:00:14
Subdivision B	0:00:33	-0:00:00	+0:00:33	0:00:24	0:00:05	+0:00:19
Systemwide	0:00:27	-0:00:04	+0:00:31	+0:00:17	-0:00:00	+0:00:17

Additional Train Time Discussion

- The year-over-year increase in ATT was due in part to a 72% increase in ridership from March 2021 to March 2022, which resulted in slightly longer dwell times for riders to board and exit trains.
- The March 2022 result was also due to disruptive major incidents which caused higher ATT on lines including the 7, E, and F.

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)

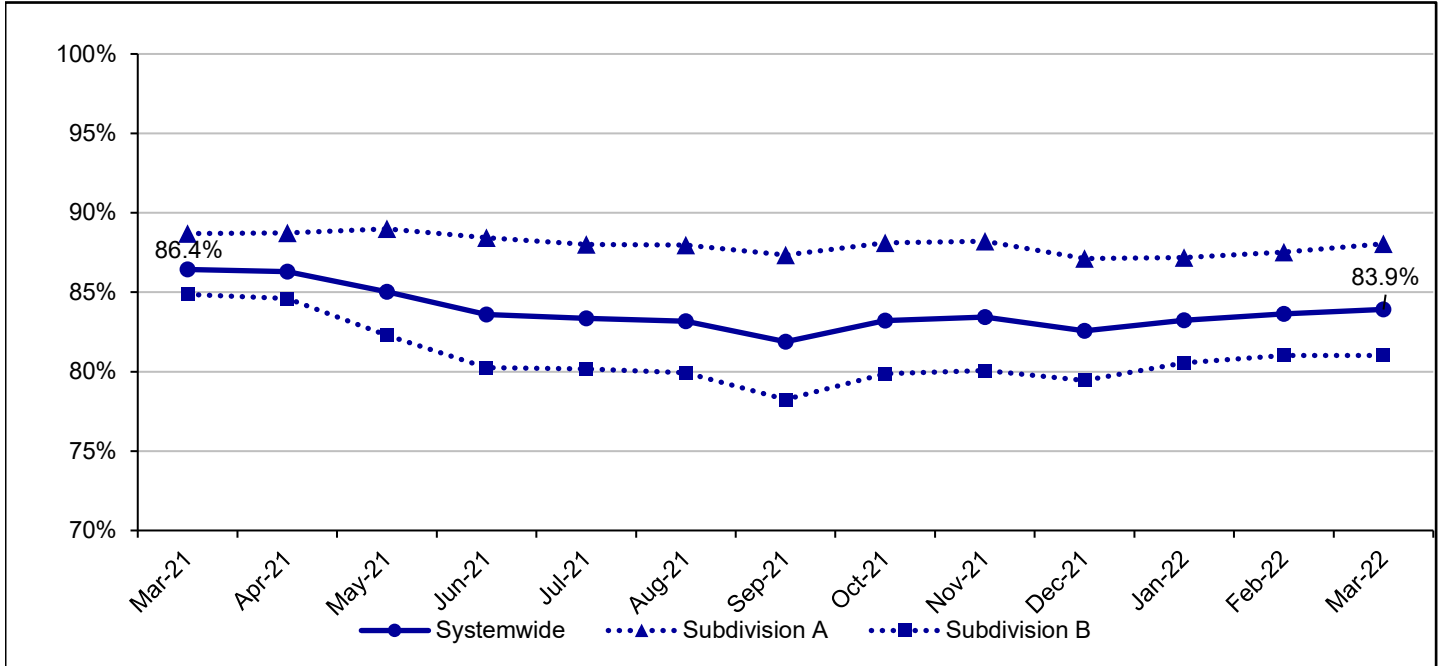
Desired trend



<u>Line</u>	<u>Mar 22</u>	<u>Mar 21</u>	<u>Change</u>
1	0:00:34	0:00:06	+0:00:28
2	-0:00:16	-0:00:30	+0:00:14
3	-0:00:21	-0:00:27	+0:00:06
4	0:00:05	-0:00:20	+0:00:25
5	-0:00:04	-0:00:34	+0:00:30
6	0:00:38	0:00:12	+0:00:26
7	0:00:45	0:00:05	+0:00:40
S 42nd	-0:00:04	0:00:08	-0:00:12
Subdivision A	0:00:18	-0:00:09	+0:00:27
A	0:00:42	-0:00:02	+0:00:44
B	0:00:57	0:00:28	+0:00:29
C	0:00:22	-0:00:04	+0:00:26
D	0:00:48	0:00:18	+0:00:30
E	0:01:03	-0:00:20	+0:01:23
F	0:00:30	-0:00:35	+0:01:05
S Fkln	0:00:02	0:00:02	+0:00:00
G	0:00:36	0:00:28	+0:00:08
S Rock	-0:00:51	-0:00:28	-0:00:23
JZ	0:00:24	0:00:23	+0:00:01
L	0:00:12	-0:00:06	+0:00:18
M	0:00:26	-0:00:05	+0:00:31
N	0:00:41	0:00:24	+0:00:17
Q	0:00:33	0:00:12	+0:00:21
R	0:00:04	-0:00:16	+0:00:20
W	0:00:15	-0:00:08	+0:00:23
Subdivision B	0:00:33	-0:00:00	+0:00:33
Systemwide	0:00:27	-0:00:04	+0:00:31

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

Desired trend




	Monthly			12-Month Average		
	Mar 22	Mar 21	Change	Mar 22	Mar 21	Change
Subdivision A	88.0%	88.7%	-0.7%	87.9%	88.4%	-0.5%
Subdivision B	81.0%	84.9%	-3.9%	80.5%	84.1%	-3.6%
Systemwide	83.9%	86.4%	-2.5%	83.5%	85.8%	-2.3%

Weekday Customer Journey Time Performance Discussion

- Weekday CJTP continued its steady to slightly positive trend, reaching the highest level since May 2021.

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

Desired trend 

<u>Line</u>	<u>Mar 22</u>	<u>Mar 21</u>	<u>Change</u>
1	91.0%	89.9%	+1.1%
2	87.4%	86.6%	+0.8%
3	90.6%	88.5%	+2.1%
4	86.7%	86.4%	+0.3%
5	86.5%	87.6%	-1.1%
6	87.9%	89.5%	-1.6%
7	85.7%	90.6%	-4.9%
S 42nd	97.8%	96.8%	+1.0%
Subdivision A	88.0%	88.7%	-0.7%
A	81.0%	84.5%	-3.5%
B	77.3%	80.0%	-2.7%
C	81.1%	85.4%	-4.3%
D	75.9%	80.9%	-5.0%
E	80.5%	89.3%	-8.8%
F	80.6%	85.9%	-5.3%
S Fkln	97.1%	96.6%	+0.5%
G	83.1%	86.1%	-3.0%
S Rock	93.9%	94.3%	-0.4%
JZ	83.6%	84.6%	-1.0%
L	91.7%	94.4%	-2.7%
M	78.4%	82.5%	-4.1%
N	79.6%	82.6%	-3.0%
Q	79.5%	82.0%	-2.5%
R	78.9%	82.3%	-3.4%
W	88.4%	90.1%	-1.7%
Subdivision B	81.0%	84.9%	-3.9%
Systemwide	83.9%	86.4%	-2.5%

Section 2: Inputs to Operations

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

Performance Indicator Definitions

Mean Distance Between Failures (MDBF)

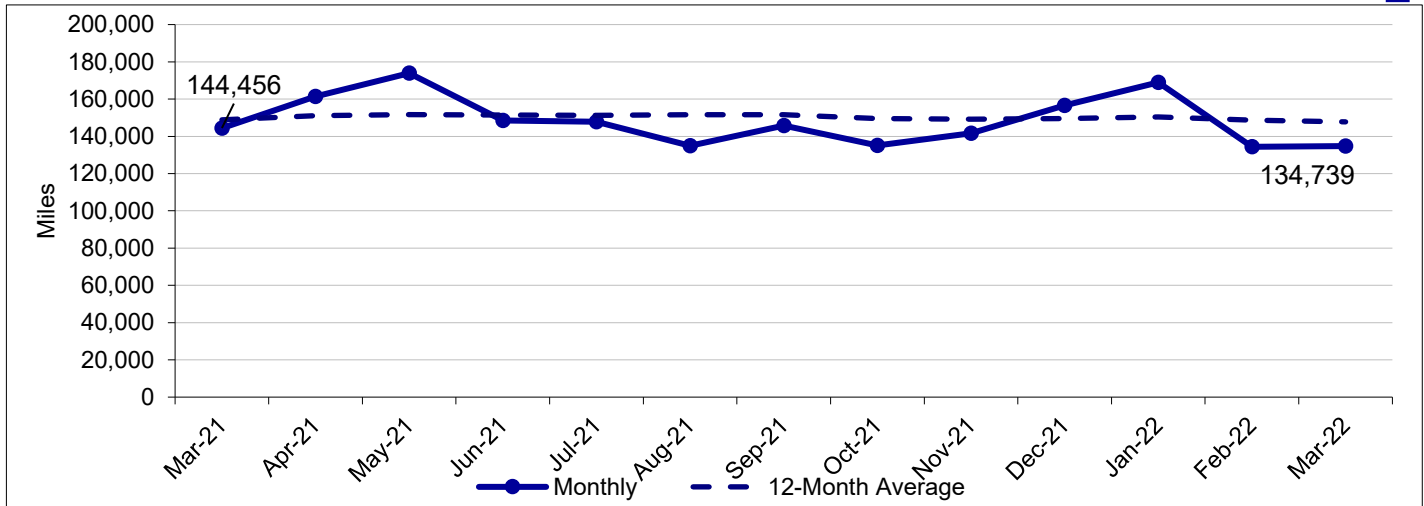
Subway MDBF is a measure of car fleet reliability. It is calculated as revenue car miles divided by the number of delay incidents attributed to car-related causes.

Elevator and Escalator Availability

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

Subway Mean Distance Between Failures

Desired trend



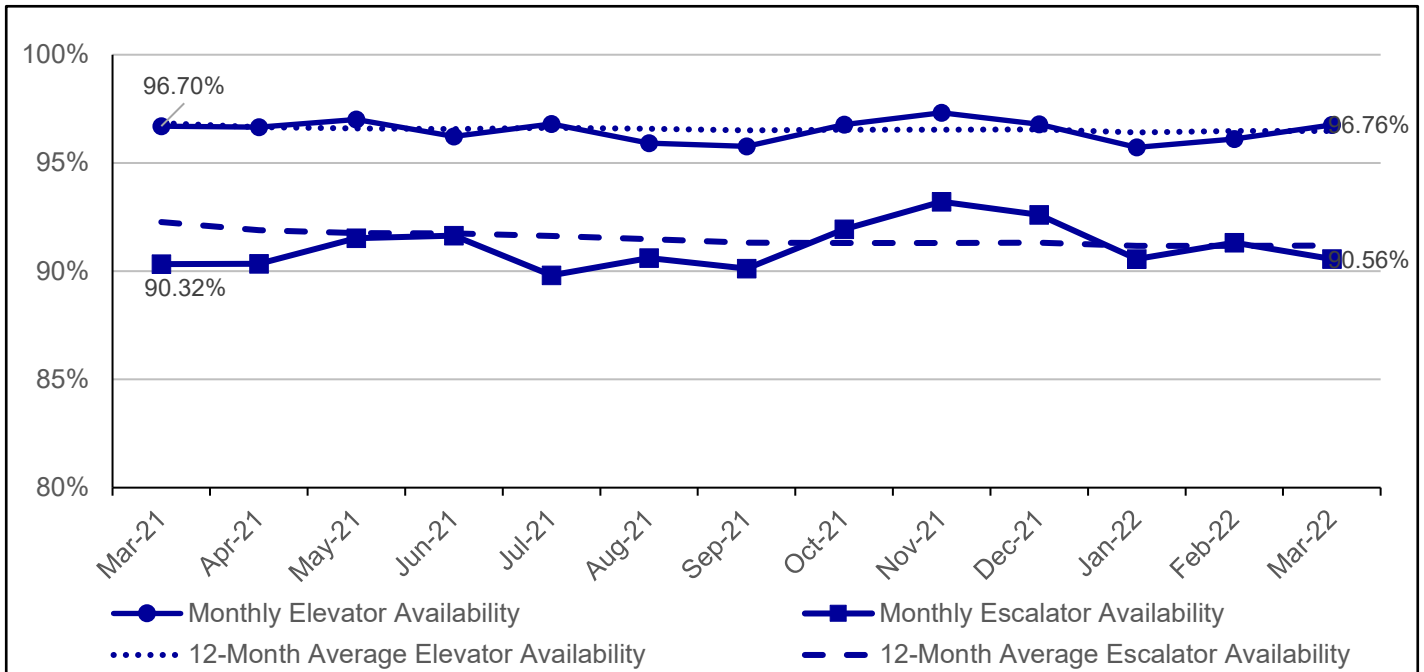
	# of Cars	Monthly		<u>% Change</u>
		Mar '22	Mar '21	
Subdivision A	2,890	173,232	226,615	-23.6%
Subdivision B	3,565	128,740	133,676	-3.7%
Systemwide	6,455	145,097	161,404	-10.1%
		12-Month Average		
Car Class	# of Cars	Mar '22	Mar '21	<u>% Change</u>
R46	748	55,270	59,590	-7.2%
R62	315	187,097	216,497	-13.6%
R62A	824	147,702	163,399	-9.6%
R68	425	114,459	111,167	+3.0%
R68A	200	104,463	64,806	+61.2%
R142	1,025	241,375	272,688	-11.5%
R142A	220	127,665	135,416	-5.7%
R143	212	193,691	168,125	+15.2%
R160	1,662	283,377	323,775	-12.5%
R179	318	230,648	115,532	+99.6%
R188 - New	126	202,345	329,456	-38.6%
R188 - Conversion	380	201,105	291,646	-31.0%
Subdivision A	2,890	183,774	211,451	-13.1%
Subdivision B	3,565	126,656	125,098	+1.2%
Systemwide	6,455	146,438	151,093	-3.1%

MDBF Discussion

- March 2022 MDBF was 145,097, a decrease of 10.1% from one year ago.
- 12-month average MDBF was 146,438 in March 2022, a decrease of 3.1% from one year ago.
- The largest improvements in MDBF (12-month average) were on the R179 and R68A fleets.
- The best performing fleet continues to be the R160s, which had nearly double the systemwide average MDBF despite a year-over-year decrease.

Elevator and Escalator Availability (24 Hours)

Desired trend



	Monthly			12-Month Average		
	Mar 22	Mar 21	% Change	Mar 22	Mar 21	% Change
Elevator Availability	96.8%	96.7%	+0.1%	96.5%	96.8%	-0.3%
Escalator Availability	90.6%	90.3%	+0.3%	91.2%	92.3%	-1.1%

Elevator and Escalator Availability Discussion

- March 2022 elevator availability increased by 0.1% compared to March 2021, while the 12-month average decreased by 0.3%.
- March 2022 escalator availability increased by 0.3%, compared to March 2021, while the 12-month average decreased by 1.1%.

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	Mar 22					Mar 21					Desired trend
	Monthly				12 month	Monthly				12 month	Monthly
	Meets	Monthly Gap			Meets	Meets	Monthly Gap			Meets	Standard
	Standard	Minor	Medium	Major	Standard	Standard	Minor	Medium	Major	Standard	Change
1	79.8%	8.8%	6.5%	3.2%	73.0%	75.8%	8.5%	8.6%	4.3%	81.0%	4.0%
2	69.4%	11.0%	10.5%	6.1%	66.1%	65.6%	11.1%	11.6%	8.1%	67.7%	3.8%
3	74.4%	11.7%	8.8%	3.4%	66.5%	68.5%	12.3%	11.4%	5.0%	71.8%	5.9%
4	71.1%	10.2%	9.1%	6.3%	66.7%	68.0%	10.7%	10.1%	7.4%	69.9%	3.1%
5	70.1%	9.8%	9.3%	6.6%	66.4%	68.7%	10.3%	10.0%	6.9%	69.3%	1.4%
6	71.5%	9.5%	8.6%	6.4%	72.0%	75.1%	9.8%	7.8%	4.6%	77.0%	-3.6%
7	72.9%	11.3%	8.2%	4.6%	73.4%	78.6%	10.7%	6.9%	2.5%	77.2%	-5.7%
S 42nd	95.8%	0.9%	1.6%	1.5%	94.7%	97.4%	1.1%	0.4%	0.7%	94.0%	-1.6%
Subdivision A	73.0%	10.1%	8.6%	5.3%	69.5%	72.0%	10.1%	9.2%	5.6%	73.5%	+1.0%
A	64.0%	10.9%	12.0%	8.0%	58.9%	67.5%	11.4%	10.9%	6.3%	69.2%	-3.5%
B	67.9%	13.0%	11.4%	4.5%	61.3%	71.2%	13.0%	9.7%	3.8%	73.9%	-3.3%
C	65.3%	14.6%	12.7%	4.9%	58.8%	78.2%	14.2%	5.9%	0.7%	79.9%	-12.9%
D	66.6%	12.7%	11.2%	6.2%	61.6%	73.9%	12.6%	8.8%	3.2%	74.1%	-7.3%
E	64.4%	12.2%	12.3%	7.3%	65.0%	74.0%	11.7%	8.5%	3.8%	74.3%	-9.6%
F	62.7%	11.4%	12.7%	8.4%	60.6%	74.8%	11.4%	8.9%	3.0%	76.4%	-12.1%
S Fkln	98.3%	0.6%	0.4%	0.2%	97.8%	98.9%	0.6%	0.1%	0.2%	98.3%	-0.6%
G	79.2%	11.4%	6.5%	1.6%	75.5%	80.9%	11.3%	5.9%	1.0%	80.2%	-1.7%
S Rock	90.2%	4.9%	2.6%	1.2%	90.9%	94.7%	2.6%	1.2%	1.0%	95.4%	-4.5%
JZ	78.4%	10.9%	6.9%	2.3%	77.3%	82.0%	10.4%	5.0%	1.4%	82.1%	-3.6%
L	73.8%	11.1%	8.7%	3.9%	74.2%	77.7%	11.3%	7.3%	2.5%	79.0%	-3.9%
M	70.4%	11.8%	9.6%	4.7%	68.3%	77.1%	10.9%	7.3%	2.8%	77.3%	-6.7%
N	67.4%	12.2%	11.7%	5.7%	65.4%	74.4%	11.7%	8.4%	3.7%	72.3%	-7.0%
Q	68.1%	11.9%	10.8%	5.9%	61.4%	74.7%	11.1%	8.3%	3.8%	74.7%	-6.6%
R	66.1%	12.9%	11.2%	6.2%	65.3%	75.0%	11.6%	8.6%	3.0%	74.2%	-8.9%
W	71.5%	11.8%	9.6%	4.3%	65.8%	76.3%	11.3%	7.1%	3.3%	73.8%	-4.8%
Subdivision B	68.6%	11.8%	10.6%	5.6%	65.9%	75.6%	11.5%	8.0%	3.2%	76.0%	-7.0%
Systemwide	70.6%	11.0%	9.7%	5.5%	67.5%	74.0%	10.9%	8.6%	4.2%	74.8%	-3.4%

Weekday Wait Assessment Discussion

- Wait Assessment decreased by 3.4% compared to March 2021.

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

Line	Mar 22					Mar 21					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	80.7%	8.9%	6.5%	2.5%	71.7%	76.0%	8.0%	9.4%	3.5%	82.1%	+4.7%
2	71.5%	11.8%	10.6%	4.2%	63.4%	69.1%	13.9%	11.8%	3.4%	70.9%	+2.4%
3	80.9%	8.7%	6.4%	2.6%	72.7%	71.1%	11.4%	10.8%	4.4%	78.2%	+9.8%
4	68.9%	12.1%	10.5%	5.9%	69.3%	71.9%	12.8%	9.9%	3.7%	72.3%	-3.0%
5	84.5%	9.4%	3.5%	1.5%	76.8%	79.6%	8.4%	8.3%	2.2%	80.6%	+4.9%
6	77.4%	10.6%	7.3%	2.7%	71.3%	70.5%	13.6%	10.1%	2.9%	76.0%	+6.9%
7	80.1%	8.1%	6.9%	2.3%	75.9%	85.9%	8.7%	3.5%	0.9%	82.5%	-5.8%
S 42nd	98.3%	0.7%	0.6%	0.2%	95.8%	99.5%	0.3%	0.0%	0.1%	93.1%	-1.2%
Subdivision A	76.6%	10.2%	7.9%	3.4%	71.2%	74.6%	11.1%	9.2%	3.1%	76.9%	+2.0%
A	54.7%	14.7%	16.6%	9.1%	57.1%	70.0%	12.5%	10.1%	5.2%	74.3%	-15.3%
C	68.6%	15.0%	12.6%	2.9%	61.8%	72.4%	13.7%	10.1%	2.3%	77.8%	-3.8%
D	62.6%	16.2%	14.7%	4.1%	64.3%	73.1%	14.2%	8.8%	2.3%	77.2%	-10.5%
E	71.7%	13.5%	10.9%	2.3%	74.8%	86.7%	8.7%	3.5%	0.6%	83.9%	-15.0%
F	66.9%	15.0%	13.6%	2.7%	66.8%	65.6%	10.9%	7.1%	5.7%	78.7%	+1.3%
S Fkln	97.9%	0.7%	0.1%	0.7%	97.9%	98.7%	1.1%	0.1%	0.0%	98.6%	-0.8%
G	79.7%	11.1%	6.1%	1.4%	80.1%	86.1%	8.8%	4.2%	0.5%	86.4%	-6.4%
S Rock	95.3%	3.6%	0.9%	0.2%	91.0%	N/A	N/A	N/A	N/A	N/A	N/A
J	70.9%	12.1%	10.8%	3.6%	74.2%	80.3%	10.5%	5.6%	1.6%	83.9%	-9.4%
L	77.7%	10.0%	7.4%	2.6%	75.4%	84.0%	8.6%	4.4%	1.5%	81.7%	-6.3%
M	87.6%	7.7%	2.6%	1.3%	83.2%	90.8%	5.6%	2.1%	1.1%	86.5%	-3.2%
N	55.7%	16.6%	18.8%	6.2%	61.6%	77.9%	12.1%	6.8%	1.7%	75.1%	-22.2%
Q	65.8%	14.3%	11.7%	5.6%	64.7%	81.0%	10.9%	5.8%	1.3%	78.2%	-15.2%
R	69.9%	14.3%	10.9%	3.1%	69.2%	82.0%	11.5%	5.1%	0.8%	80.2%	-12.1%
Subdivision B	68.1%	13.5%	11.9%	4.1%	69.0%	78.3%	11.0%	6.5%	2.2%	80.0%	-10.2%
Systemwide	71.6%	12.1%	10.2%	3.8%	70.0%	76.6%	11.0%	7.7%	2.6%	78.7%	-5.0%

Weekend Wait Assessment Discussion

- Wait Assessment for March 2022 decreased by 5% compared to March 2021.

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

Subway Weekday Terminal On-Time Performance

Monthly
(24 hours)

Desired trend



<u>Line</u>	<u>Mar 22</u>	<u>Mar 21</u>	<u>Change</u>
1	85.2%	90.1%	-4.9%
2	80.2%	80.4%	-0.2%
3	91.3%	88.8%	+2.5%
4	82.4%	85.9%	-3.5%
5	84.4%	88.2%	-3.8%
6	78.6%	88.7%	-10.1%
7	88.1%	95.4%	-7.3%
S 42nd	99.4%	99.7%	-0.3%
Subdivision A	86.6%	90.6%	-4.0%
A	70.1%	82.3%	-12.2%
B	67.2%	83.0%	-15.8%
C	71.8%	91.1%	-19.3%
D	72.7%	86.0%	-13.3%
E	70.0%	90.3%	-20.3%
F	69.0%	83.6%	-14.6%
S Fkln	99.7%	99.9%	-0.2%
G	88.1%	90.9%	-2.8%
S Rock	96.4%	97.6%	-1.2%
JZ	88.2%	92.3%	-4.1%
L	90.4%	94.9%	-4.5%
M	79.6%	92.1%	-12.5%
NW	75.7%	84.6%	-8.9%
Q	75.7%	86.2%	-10.5%
R	75.7%	89.7%	-14.0%
Subdivision B	78.8%	89.3%	-10.5%
Systemwide	82.2%	89.8%	-7.6%

Weekday Terminal On-Time Performance Discussion

- March weekday OTP worsened by 7.6% compared to the prior year.
- The year-over-year comparison includes a very strong month of March 2021, while March 2022 includes the impact of the crew shortage, which is easing, as well as higher ridership and more major incidents.

Subway Weekend Terminal On-Time Performance

Monthly
(24 hours)

Desired trend



<u>Line</u>	<u>Mar 22</u>	<u>Mar 21</u>	<u>Change</u>
1	86.7%	90.5%	-3.8%
2	61.7%	68.1%	-6.4%
3	70.8%	73.6%	-2.8%
4	67.2%	85.7%	-18.5%
5	71.4%	89.5%	-18.1%
6	83.1%	86.7%	-3.6%
7	89.8%	95.6%	-5.8%
S 42nd	99.7%	100.0%	-0.3%
Subdivision A	81.4%	87.3%	-5.9%
A	69.0%	76.4%	-7.4%
C	67.4%	81.2%	-13.8%
D	75.3%	88.4%	-13.1%
E	75.7%	98.1%	-22.4%
F	57.6%	88.7%	-31.1%
S Fkn	99.4%	100.0%	-0.6%
G	86.6%	90.4%	-3.8%
S Rock	98.7%	N/A	N/A
J	79.7%	88.3%	-8.6%
L	90.9%	94.3%	-3.4%
M	96.9%	96.9%	+0.0%
N	55.7%	86.3%	-30.6%
Q	68.3%	88.5%	-20.2%
R	79.2%	95.0%	-15.8%
Subdivision B	78.0%	90.3%	-12.3%
Systemwide	79.3%	89.1%	-9.8%

Weekend Terminal On-Time Performance Discussion

- March 2022 OTP decreased 9.8% compared to March 2021.
- The year-over-year comparison includes a very strong month of March 2021, while March 2022 includes the impact of the crew shortage, which is easing, as well as more planned construction work.

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

Subway Weekday Trains Delayed
Monthly - March 2022
(24 hours)

<u>Delay Categories</u>	<u>Trains Delayed</u>	<u>Delayed Trains Per Day (23)</u>	<u>% of Delayed Trains</u>
Track Failures and Emergency Remediation	<u>1,636</u>	<u>71</u>	<u>4.8%</u>
Rail and Roadbed	1,100	48	3.3%
Fire, Smoke, Debris	536	23	1.6%
Signal Failures and Emergency Remediation	3,702	161	11.0%
Subway Car	<u>1,888</u>	<u>82</u>	<u>5.6%</u>
Door-Related	327	14	1.0%
Propulsion	241	10	0.7%
Braking	495	22	1.5%
Other	825	36	2.5%
Stations and Structure	408	18	1.2%
Other Internal	<u>6,131</u>	<u>267</u>	<u>18.2%</u>
Service Delivery (e.g. crew performance)	588	26	1.8%
Crew Availability (e.g. operator vacancy)	4,488	195	13.3%
Train Brake Activation - cause unknown	454	20	1.4%
Other Internal Disruptions (e.g. IT system failure)	601	26	1.8%
External	<u>9,343</u>	<u>406</u>	<u>27.7%</u>
Public Conduct, Crime, Police Response	5,286	230	15.7%
Sick/Injured Customer	1,363	59	4.0%
Persons on Roadbed (including persons struck by train)	1,744	76	5.2%
External Debris on Roadbed (e.g., trees, shopping cart)	327	14	1.0%
Inclement Weather	113	5	0.3%
External Agency or Utility	510	22	1.5%
Operating Environment	5,413	235	16.0%
Planned Right-of-Way Work	5,163	224	15.3%
Total Trains Delayed	<u>33,684</u>	<u>1,465</u>	<u>100%</u>

Subway Weekend Trains Delayed
Monthly - March 2022
(24 hours)

<u>Delay Categories</u>	<u>Trains Delayed</u>	<u>Delayed Trains Per Day (8)</u>	<u>% of Delayed Trains</u>
Track Failures and Emergency Remediation	<u>241</u>	<u>30</u>	<u>2.7%</u>
Rail and Roadbed	199	25	2.2%
Fire, Smoke, Debris	42	5	0.5%
Signal Failures and Emergency Remediation	474	59	5.3%
Subway Car	<u>211</u>	<u>26</u>	<u>2.4%</u>
Door-Related	68	9	0.8%
Propulsion	26	3	0.3%
Braking	78	10	0.9%
Other	39	5	0.4%
Stations and Structure	82	10	0.9%
Other Internal	<u>2,016</u>	<u>252</u>	<u>22.7%</u>
Service Delivery (e.g. crew performance)	103	13	1.2%
Crew Availability (e.g. operator vacancy)	1,896	237	21.3%
Train Brake Activation - cause unknown	17	2	0.2%
Other Internal Disruptions (e.g. IT system failure)	0	0	0.0%
External	<u>1,971</u>	<u>246</u>	<u>22.2%</u>
Public Conduct, Crime, Police Response	1,261	158	14.2%
Sick/Injured Customer	197	25	2.2%
Persons on Roadbed (including persons struck by train)	268	34	3.0%
External Debris on Roadbed (e.g., trees, shopping cart)	55	7	0.6%
Inclement Weather	168	21	1.9%
External Agency or Utility	22	3	0.2%
Operating Environment	1,768	221	19.9%
Planned Right-of-Way Work	2,128	266	23.9%
Total Trains Delayed	8,891	1,111	100%

Customer Service Report: Buses

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



This month Buses and the MTA Talent Acquisition team joined forces at the New York International Auto Show to showcase one our new all-electric articulated buses, along with all the great career opportunities across the MTA. The New York International Auto Show averages over 1 million attendees and was held at the Jacob K. Javits Convention Center from April 15 to April 24 after a two-year hiatus. MTA Depot Training Supervisors were on hand to talk to auto show participants about the benefits of all-electric buses alongside MTA recruiters from multiple MTA agencies recruiting potential candidates to work at the MTA. Thanks to Deborah O'Connor from Talent Acquisition and Joseph Gamez from Buses Maintenance Training for spearheading this great effort!

Bus Report

Bus Report Performance Indicators							
Category	Performance Indicator	Current Month: March 2022			12-Month Average		
		This Year	Last Year	Change	This Year	Last Year	Change
Customer Focused Metrics	Service Delivered (Chart 1)	96.4%	95.2%	+1.2%	93.8%	95.1%	-1.3%
	Additional Bus Stop Time (h:mm:ss) (Chart 3)*	0:01:47	0:01:36	0:00:11	0:02:03	0:01:38	0:00:25
	Additional Travel Time (h:mm:ss) (Chart 5)*	0:00:25	-0:00:40	0:01:05	0:00:11	-0:00:35	0:00:46
	Customer Journey Time Performance (Chart 7)*	74.1%	80.8%	-6.7%	74.0%	80.0%	-6.0%
Inputs To Operations	Mean Distance Between Failures (Chart 9)	7,495	8,615	-13.0%	7,186	8,092	-11.2%
	Speed (MPH) (Chart 11)	8.1	8.3	-2.4%	8.1	8.4	-3.6%
Legacy Indicators	Wait Assessment (Chart 13)	77.7%	79.9%	-2.2%	75.0%	79.7%	-4.7%
	System MDBSI (Chart 16)	3,096	3,584	-13.6%	3,092	3,627	-14.8%
	NYCT Bus	3,033	3,498	-13.3%	3,039	3,483	-12.7%
	MTA Bus	3,318	3,883	-14.6%	3,271	4,159	-21.4%
	System Trips Completed (Chart 17)*	97.6%	96.2%	+1.4%	95.1%	97.2%	-2.1%
	NYCT Bus	97.9%	96.3%	+1.6%	95.2%	97.4%	-2.2%
	MTA Bus	96.3%	95.8%	+0.5%	95.1%	96.6%	-1.5%
	System AM Pull Out (Chart 18)**	97.7%	96.0%	+1.7%	95.3%	97.3%	-2.0%
	NYCT Bus	97.9%	96.1%	+1.8%	95.4%	97.5%	-2.1%
	MTA Bus	96.8%	96.0%	+0.8%	94.9%	96.7%	-1.8%
	System PM Pull Out (Chart 19)**	98.3%	97.3%	+1.0%	96.4%	98.0%	-1.6%
	NYCT Bus	98.7%	97.5%	+1.2%	96.6%	98.2%	-1.6%
	MTA Bus	97.0%	96.5%	+0.5%	95.4%	97.3%	-1.9%
	System Buses >= 12 years	27.0%	20.0%				
	NYCT Bus	17.0%	9.0%				
	MTA Bus	62.0%	61.0%				
	System Fleet Age	8.3	8.1				
	NYCT Bus	7.3	7.0				
MTA Bus	11.7	11.9					

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

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.

Service Delivered (Peak Hours)

Desired trend

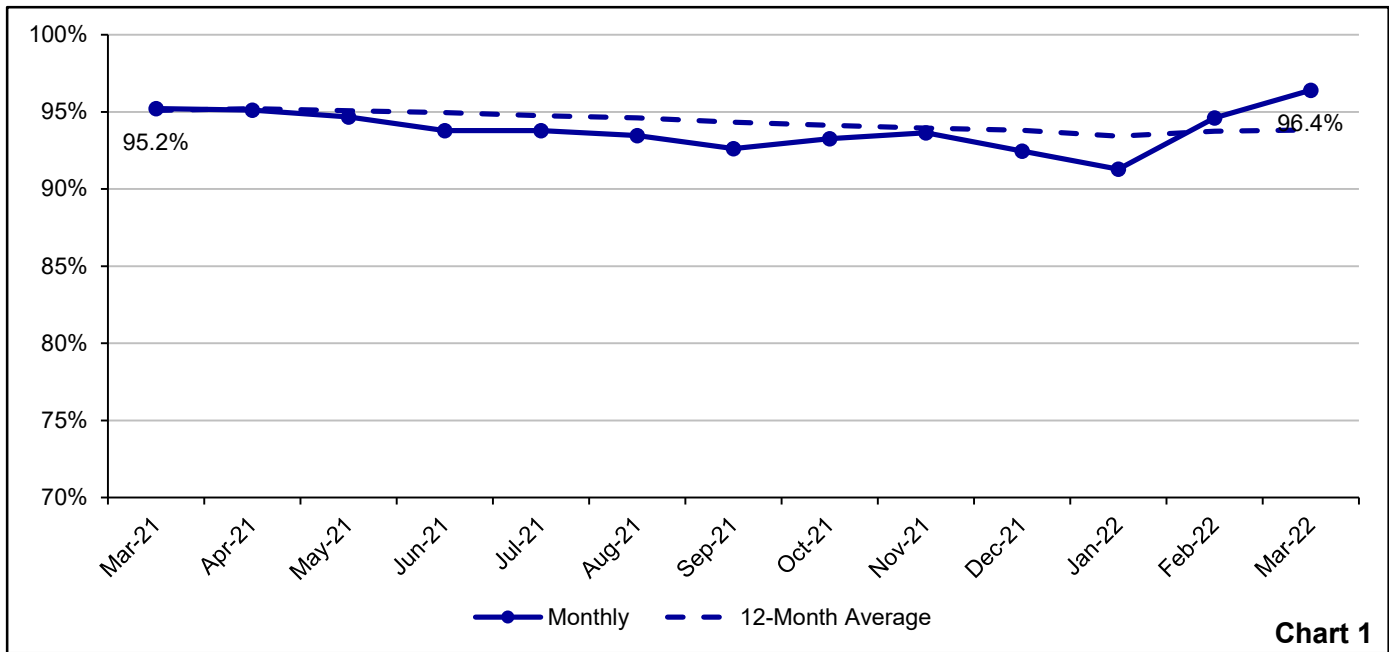


Chart 1

	Monthly			12-Month Average		
	Mar 22	Mar 21	Change (Pts)	Mar 22	Mar 21	Change (Pts)
Bronx	98.2%	96.2%	+2.0%	95.2%	96.5%	-1.3%
Brooklyn	96.1%	95.1%	+1.0%	93.5%	95.3%	-1.8%
Manhattan	98.0%	98.3%	-0.3%	96.1%	96.7%	-0.6%
Queens	96.1%	94.4%	+1.7%	93.8%	94.0%	-0.2%
Staten Island	93.3%	92.9%	+0.4%	90.0%	93.7%	-3.7%
Systemwide	96.4%	95.2%	+1.2%	93.8%	95.1%	-1.3%

Service Delivered Discussion

- Service Delivered in March 2022 increased by 1.2 percentage points to 96.4 percent compared to March 2021, and decreased by 1.3 percentage points to 93.8 percent on a 12-month average basis.

**Service Delivered
Monthly
(Peak Hours)**

Desired trend



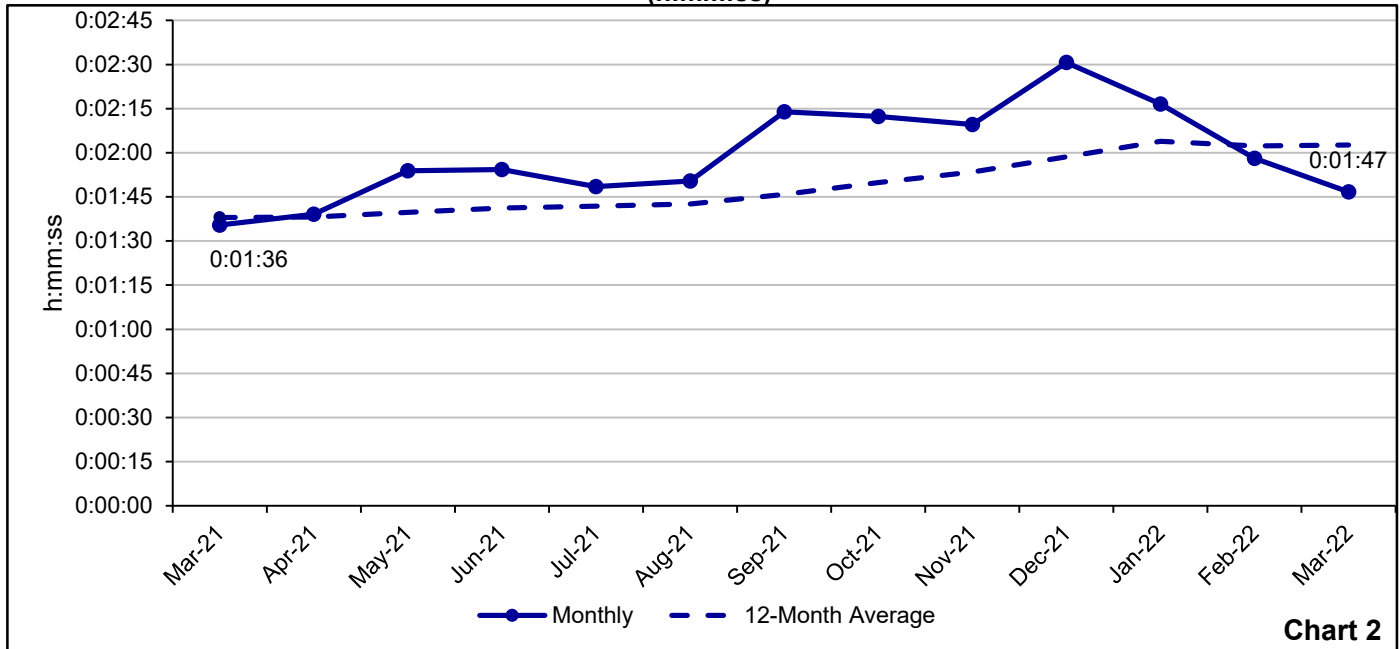
<u>Borough</u>	<u>Mar 22</u>	<u>Mar 21</u>	<u>Change (Pts)</u>
Bronx	98.2%	96.2%	+2.0%
Local/Limited	98.1%	96.0%	+2.1%
Select Bus Service	97.9%	95.1%	+2.8%
Express	99.4%	98.4%	+1.0%
Brooklyn	96.1%	95.1%	+1.0%
Local/Limited	96.4%	94.8%	+1.6%
Select Bus Service	95.3%	95.5%	-0.2%
Express	94.1%	97.4%	-3.3%
Manhattan	98.0%	98.3%	-0.3%
Local/Limited	98.1%	98.1%	+0.0%
Select Bus Service	97.8%	98.7%	-0.9%
Express	N/A	N/A	N/A
Queens	96.1%	94.4%	+1.7%
Local/Limited	95.8%	94.2%	+1.6%
Select Bus Service	98.0%	95.0%	+3.0%
Express	97.5%	96.1%	+1.4%
Staten Island	93.3%	92.9%	+0.4%
Local/Limited	92.4%	94.5%	-2.1%
Select Bus Service	97.0%	95.9%	+1.1%
Express	93.8%	91.2%	+2.6%
Systemwide	96.4%	95.2%	+1.2%
Local/Limited	96.4%	95.1%	+1.3%
Select Bus Service	97.3%	96.9%	+0.4%
Express	95.8%	94.7%	+1.1%

Additional Bus Stop Time

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

(h:mm:ss)

Desired trend




	Monthly			12-Month Average		
	Mar 22	Mar 21	Change	Mar 22	Mar 21	Change
Bronx	0:01:39	0:01:33	+0:00:06	0:01:53	0:01:33	+0:00:20
Brooklyn	0:02:08	0:01:52	+0:00:16	0:02:23	0:01:56	+0:00:27
Manhattan	0:01:17	0:01:08	+0:00:09	0:01:28	0:01:12	+0:00:16
Queens	0:01:45	0:01:32	+0:00:13	0:02:03	0:01:34	+0:00:29
Staten Island	0:02:24	0:02:12	+0:00:12	0:03:03	0:02:13	+0:00:50
Systemwide	0:01:47	0:01:36	+0:00:11	0:02:03	0:01:38	+0:00:25

Additional Bus Stop Time Discussion

- Additional Bus Stop Time in March 2022 increased by 11 seconds compared to March 2021, 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.

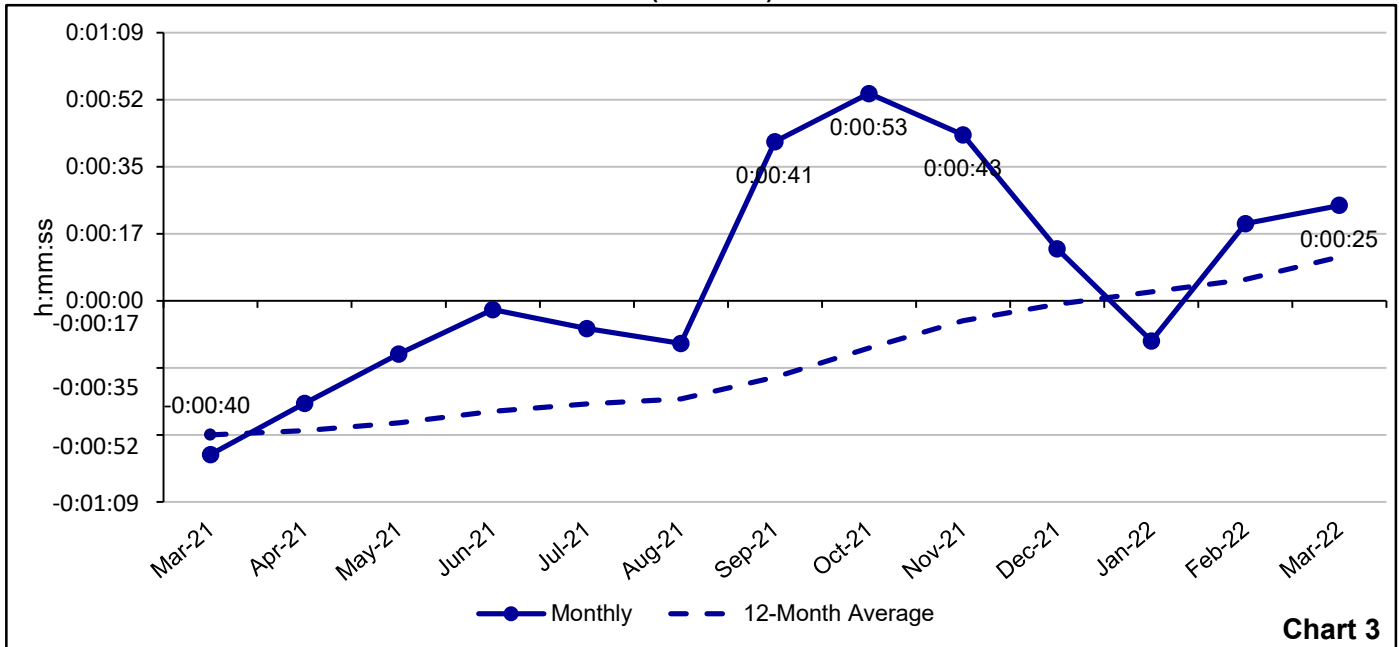
Additional Bus Stop Time
(4 a.m. - 11 p.m.)
(h:mm:ss)

Desired trend 

<u>Borough</u>	<u>Mar 22</u>	<u>Mar 21</u>	<u>Change</u>
Bronx	0:01:39	0:01:33	0:00:06
Local/Limited	0:01:41	0:01:33	0:00:08
Select Bus Service	0:01:19	0:01:23	-0:00:04
Express	0:02:14	0:02:48	-0:00:34
Brooklyn	0:02:08	0:01:52	0:00:16
Local/Limited	0:02:09	0:01:53	0:00:16
Select Bus Service	0:01:42	0:01:29	0:00:13
Express	0:03:38	0:02:53	0:00:45
Manhattan	0:01:17	0:01:08	0:00:09
Local/Limited	0:01:24	0:01:14	0:00:10
Select Bus Service	0:01:02	0:00:55	0:00:07
Express	N/A	N/A	N/A
Queens	0:01:45	0:01:32	0:00:13
Local/Limited	0:01:47	0:01:33	0:00:14
Select Bus Service	0:01:14	0:01:17	-0:00:03
Express	0:02:22	0:02:13	0:00:09
Staten Island	0:02:24	0:02:12	0:00:12
Local/Limited	0:02:42	0:02:24	0:00:18
Select Bus Service	0:01:21	0:01:12	0:00:09
Express	0:01:56	0:01:54	0:00:02
Systemwide	0:01:47	0:01:36	0:00:11
Local/Limited	0:01:51	0:01:38	0:00:13
Select Bus Service	0:01:15	0:01:11	0:00:04
Express	0:02:21	0:02:20	0:00:01

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

Desired trend




	Monthly			12-Month Average		
	Mar 22	Mar 21	Change	Mar 22	Mar 21	Change
Bronx	0:00:43	-0:00:13	+0:00:56	0:00:27	-0:00:13	+0:00:40
Brooklyn	0:00:27	-0:00:35	+0:01:02	0:00:14	-0:00:27	+0:00:41
Manhattan	-0:00:02	-0:00:57	+0:00:55	-0:00:11	-0:00:49	+0:00:38
Queens	0:00:38	-0:00:44	+0:01:22	0:00:20	-0:00:39	+0:00:59
Staten Island	-0:01:00	-0:02:11	+0:01:11	-0:01:05	-0:02:08	+0:01:03
Systemwide	0:00:25	-0:00:40	+0:01:05	0:00:11	-0:00:35	+0:00:46

Additional Travel Time Discussion

- Additional Travel Time in March 2022 increased by 5 seconds compared to March 2021, and increased by 46 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.

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

Desired trend 

<u>Borough</u>	<u>Mar 22</u>	<u>Mar 21</u>	<u>Change</u>
Bronx	0:00:43	-0:00:13	+0:00:56
Local/Limited	0:00:35	-0:00:16	+0:00:51
Select Bus Service	0:01:35	0:00:25	+0:01:10
Express	0:02:18	-0:01:04	+0:03:22
Brooklyn	0:00:27	-0:00:35	+0:01:02
Local/Limited	0:00:22	-0:00:35	+0:00:57
Select Bus Service	0:00:59	-0:00:07	+0:01:06
Express	0:01:24	-0:03:46	+0:05:10
Manhattan	-0:00:02	-0:00:57	+0:00:55
Local/Limited	-0:00:07	-0:00:56	+0:00:49
Select Bus Service	0:00:08	-0:01:02	+0:01:10
Express	N/A	N/A	N/A
Queens	0:00:38	-0:00:44	+0:01:22
Local/Limited	0:00:34	-0:00:42	+0:01:16
Select Bus Service	0:00:47	-0:00:35	+0:01:22
Express	0:04:34	-0:03:23	+0:07:57
Staten Island	-0:01:00	-0:02:11	+0:01:11
Local/Limited	-0:00:23	-0:01:16	+0:00:53
Select Bus Service	-0:00:42	-0:01:19	+0:00:37
Express	-0:03:15	-0:07:20	+0:04:05
Systemwide	0:00:25	-0:00:40	+0:01:05
Local/Limited	0:00:23	-0:00:36	+0:00:59
Select Bus Service	0:00:36	-0:00:31	+0:01:07
Express	0:00:12	-0:04:26	+0:04:38

Customer Journey Time Performance

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

Desired trend

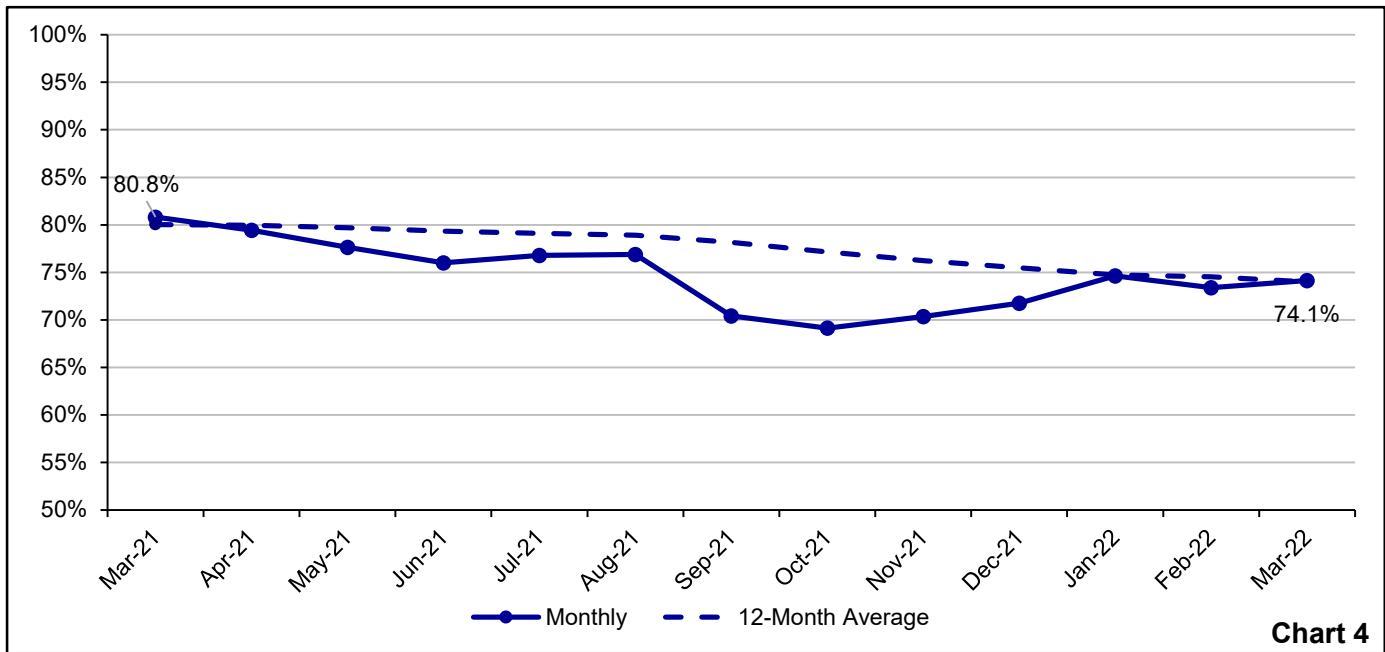


Chart 4

	Monthly			12-Month Average		
	Mar 22	Mar 21	Change (Pts)	Mar 22	Mar 21	Change (Pts)
Bronx	73.0%	78.9%	-5.9%	73.1%	78.8%	-5.7%
Brooklyn	71.0%	77.6%	-6.6%	70.9%	76.6%	-5.7%
Manhattan	80.5%	85.9%	-5.4%	80.0%	84.5%	-4.5%
Queens	73.8%	82.6%	-8.8%	74.2%	81.7%	-7.5%
Staten Island	76.3%	82.4%	-6.1%	74.2%	82.0%	-7.8%
Systemwide	74.1%	80.8%	-6.7%	74.0%	80.0%	-6.0%

Customer Journey Time Performance Discussion

- Customer Journey Time Performance in March 2022 decreased by 6.7 percentage points to 74.1 percent compared to March 2021, and decreased by 6.0 percentage points to 74.0 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.

Customer Journey Time Performance Monthly

Desired trend

<u>Borough</u>	<u>Mar 22</u>	<u>Mar 21</u>	<u>Change (Pts)</u>
Bronx	73.0%	78.9%	-5.9%
Local/Limited	73.9%	79.4%	-5.5%
Select Bus Service	68.6%	75.1%	-6.5%
Express	57.5%	68.5%	-11.0%
Brooklyn	71.0%	77.6%	-6.6%
Local/Limited	71.1%	77.6%	-6.5%
Select Bus Service	70.5%	78.0%	-7.5%
Express	60.5%	76.2%	-15.7%
Manhattan	80.5%	85.9%	-5.4%
Local/Limited	79.0%	84.7%	-5.7%
Select Bus Service	83.6%	89.2%	-5.6%
Express	N/A	N/A	N/A
Queens	73.8%	82.6%	-8.8%
Local/Limited	74.4%	83.0%	-8.6%
Select Bus Service	71.9%	77.8%	-5.9%
Express	48.8%	77.3%	-28.5%
Staten Island	76.3%	82.4%	-6.1%
Local/Limited	75.2%	81.7%	-6.5%
Select Bus Service	79.5%	81.8%	-2.3%
Express	78.2%	86.7%	-8.5%
Systemwide	74.1%	80.8%	-6.7%
Local/Limited	74.0%	80.7%	-6.7%
Select Bus Service	76.6%	82.2%	-5.6%
Express	65.2%	78.6%	-13.4%

Section 2: Inputs to Operations

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

Performance Indicator Definitions

Mean Distance Between Failures (MDBF)

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

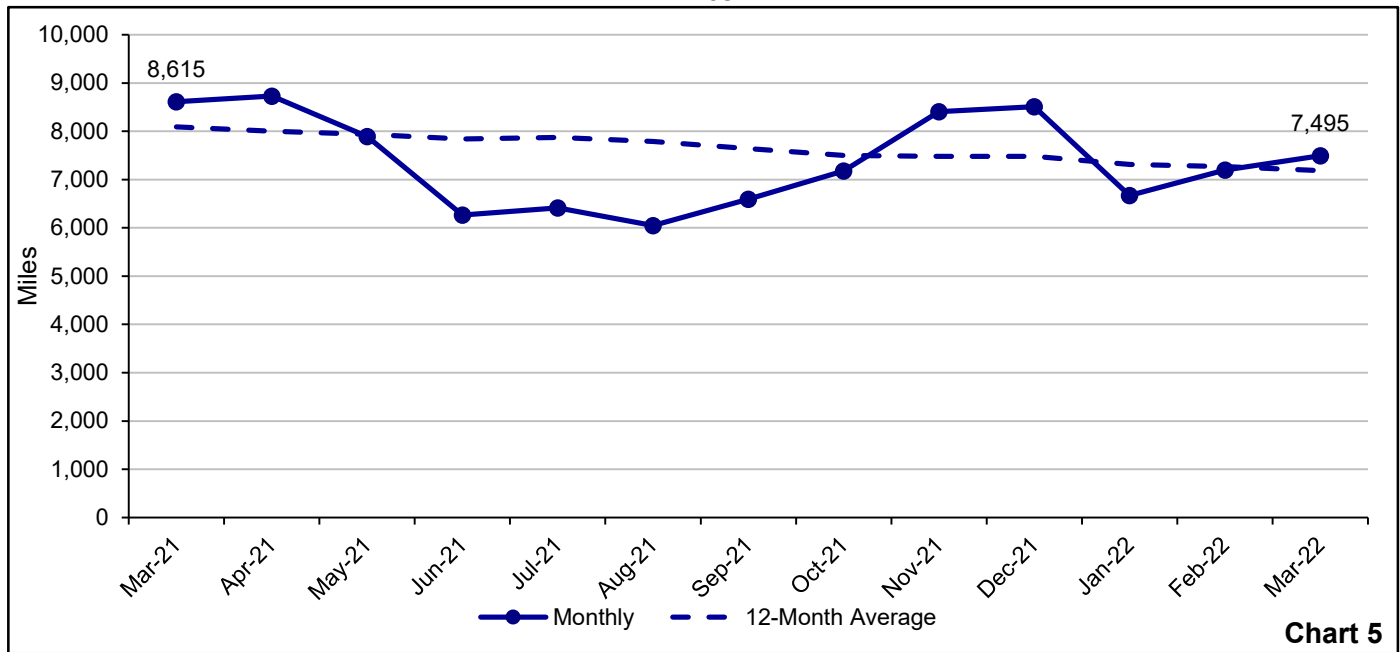
MDBF numbers include weekdays and weekends. This borough and trip-type combinations (Chart 10) are reported as a 12-month average.

Bus Speeds

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

Mean Distance Between Failures (24 Hours) Miles

Desired trend



	Monthly			12-Month Average		
	Mar 22	Mar 21	% Change	Mar 22	Mar 21	% Change
Bronx	5,629	6,076	-7.4%	5,080	5,877	-13.6%
Brooklyn	7,609	9,366	-18.8%	7,857	8,686	-9.5%
Manhattan	4,144	5,629	-26.4%	4,401	5,166	-14.8%
Queens	7,597	8,143	-6.7%	7,143	8,033	-11.1%
Staten Island	24,834	27,778	-10.6%	21,909	25,043	-12.5%
Systemwide	7,495	8,615	-13.0%	7,186	8,092	-11.2%

Mean Distance Between Failures Discussion

- Mean Distance Between Failures in March 2022 decreased by 13.0 percent to 7,495 miles compared to March 2021, and decreased by 11.2 percent to 7,186 miles on a 12-month average basis.

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

Desired trend 

<u>Borough</u>	<u>Mar 22</u>	<u>Mar 21</u>	<u>% Change</u>
Bronx	5,080	5,877	-13.6%
Local/Limited	4,399	5,066	-13.2%
Select Bus Service	5,422	8,588	-36.9%
Express	10,010	10,488	-4.6%
Brooklyn	7,857	8,686	-9.5%
Local/Limited	7,768	8,345	-6.9%
Select Bus Service	9,307	13,696	-32.0%
Express	7,983	10,591	-24.6%
Manhattan	4,401	5,166	-14.8%
Local/Limited	4,091	4,514	-9.4%
Select Bus Service	5,705	9,027	-36.8%
Express	N/A	N/A	N/A
Queens	7,143	8,033	-11.1%
Local/Limited	6,773	7,681	-11.8%
Select Bus Service	6,884	7,769	-11.4%
Express	9,755	10,392	-6.1%
Staten Island	21,909	25,043	-12.5%
Local/Limited	22,410	22,949	-2.4%
Select Bus Service	37,809	49,077	-23.0%
Express	20,693	25,662	-19.4%
Systemwide	7,186	8,092	-11.2%
Local/Limited	6,434	7,125	-9.7%
Select Bus Service	7,091	9,995	-29.0%
Express	12,880	14,328	-10.1%

Bus Speeds (24 Hours) (MPH)

Desired trend

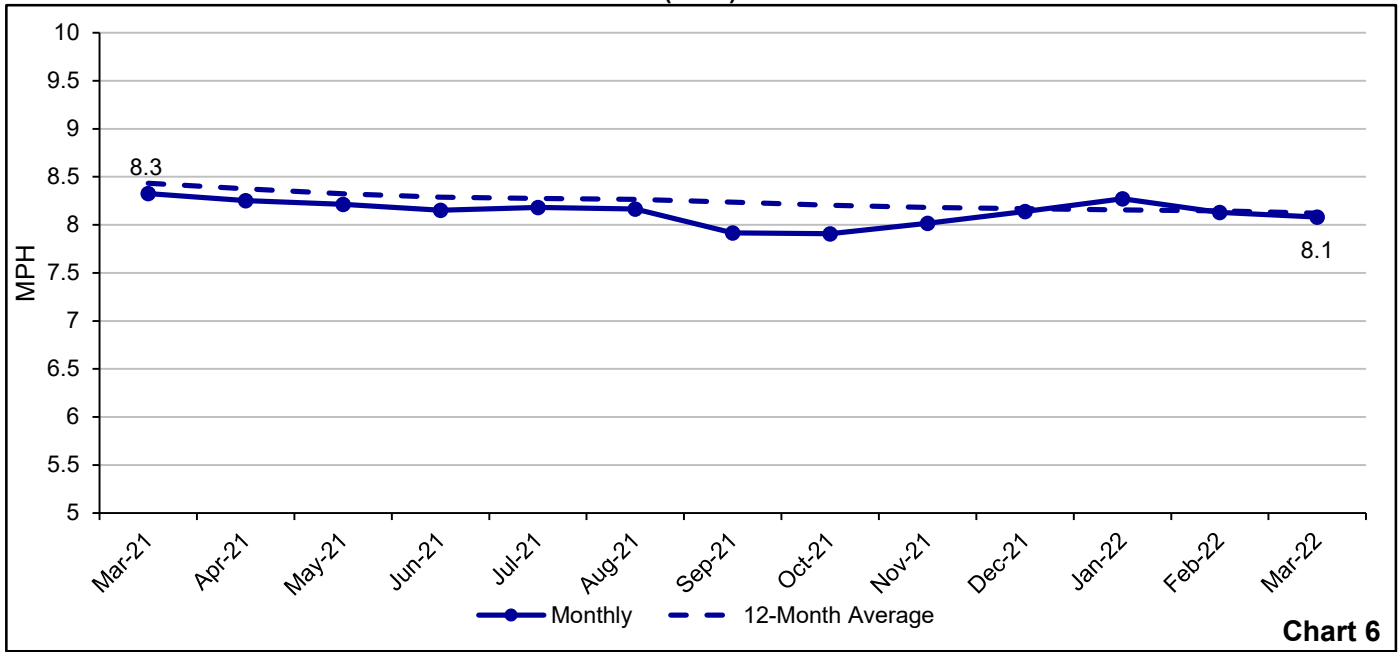


Chart 6

	Monthly			12-Month Average		
	Mar 22	Mar 21	% Change	Mar 22	Mar 21	% Change
Bronx	7.5	7.7	-2.6%	7.6	7.8	-2.6%
Brooklyn	7.2	7.5	-4.0%	7.3	7.7	-5.2%
Manhattan	6.2	6.4	-3.1%	6.2	6.6	-6.1%
Queens	9.1	9.4	-3.2%	9.1	9.6	-5.2%
Staten Island	14.3	14.4	-0.7%	14.2	14.3	-0.7%
Systemwide	8.1	8.3	-2.4%	8.1	8.4	-3.6%

Speed Discussion

- Bus Speeds in March 2022 decreased by 2.4 percent to 8.1 mph compared to March 2021, and decreased by 3.6 percent to 8.1 mph on a 12-month average basis.

Bus Speeds
Monthly (24 Hours)
MPH

Desired trend 

<u>Borough</u>	<u>Mar 22</u>	<u>Mar 21</u>	<u>% Change</u>
Bronx	7.5	7.7	-2.6%
Local/Limited	6.8	7.1	-4.2%
Select Bus Service	8.6	8.9	-3.4%
Express	11.7	12.5	-6.4%
Brooklyn	7.2	7.5	-4.0%
Local/Limited	6.9	7.3	-5.5%
Select Bus Service	8.5	8.8	-3.4%
Express	12.7	14.0	-9.3%
Manhattan	6.2	6.4	-3.1%
Local/Limited	5.9	6.1	-3.3%
Select Bus Service	7.2	7.5	-4.0%
Express	N/A	N/A	N/A
Queens	9.1	9.4	-3.2%
Local/Limited	8.7	9.1	-4.4%
Select Bus Service	11.3	11.6	-2.6%
Express	13.2	14.5	-9.0%
Staten Island	14.3	14.4	-0.7%
Local/Limited	12.1	12.6	-4.0%
Select Bus Service	14.9	15.2	-2.0%
Express	18.0	18.6	-3.2%
Systemwide	8.1	8.3	-2.4%
Local/Limited	7.5	7.9	-5.1%
Select Bus Service	9.1	9.3	-2.2%
Express	14.1	14.9	-5.4%

Section 3: Legacy Indicators

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

Performance Indicator Definitions

Wait Assessment

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

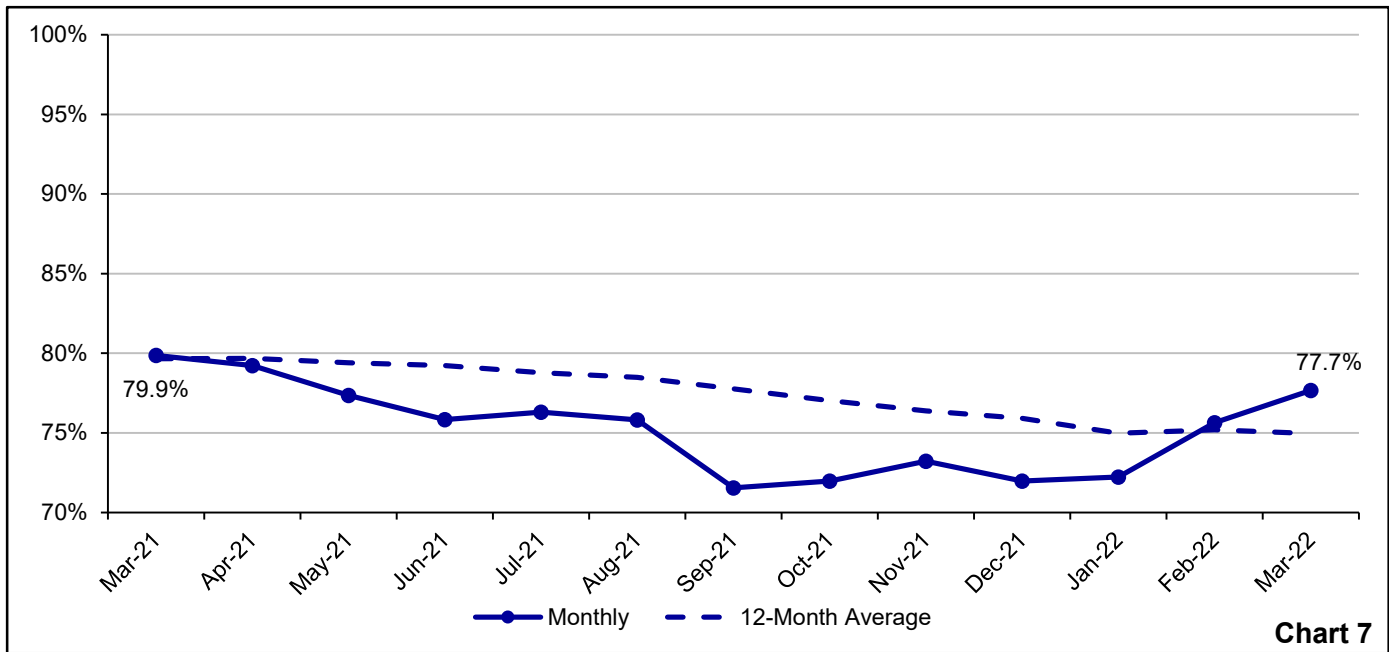
Bus AM Weekday Pull Out Performance is the percent of required buses and operators available in the AM peak period. The sytemwide metric is the combined results of NYCT Bus and MTA Bus.

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.


Wait Assessment

Desired trend



	Monthly			12-Month Average		
	Mar 22	Mar 21	Change (Pts)	Mar 22	Mar 21	Change (Pts)
Bronx	77.2%	78.6%	-1.4%	74.5%	80.0%	-5.5%
Brooklyn	74.2%	75.9%	-1.7%	71.3%	75.9%	-4.6%
Manhattan	80.7%	84.0%	-3.3%	78.1%	81.2%	-3.1%
Queens	79.4%	81.7%	-2.3%	77.4%	81.5%	-4.1%
Staten Island	77.3%	80.5%	-3.2%	72.7%	81.1%	-8.4%
Systemwide	77.7%	79.9%	-2.2%	75.0%	79.7%	-4.7%

Wait Assessment Monthly

Desired trend 

<u>Borough</u>	<u>Mar 22</u>	<u>Mar 21</u>	<u>Change (Pts)</u>
Bronx	77.2%	78.6%	-1.4%
Local/Limited	76.9%	78.3%	-1.4%
Select Bus Service	74.7%	75.5%	-0.8%
Express	84.2%	86.7%	-2.5%
Brooklyn	74.2%	75.9%	-1.7%
Local/Limited	74.2%	75.8%	-1.6%
Select Bus Service	77.3%	78.8%	-1.5%
Express	75.8%	79.2%	-3.4%
Manhattan	80.7%	84.0%	-3.3%
Local/Limited	80.3%	83.7%	-3.4%
Select Bus Service	83.4%	86.6%	-3.2%
Express	N/A	N/A	N/A
Queens	79.4%	81.7%	-2.3%
Local/Limited	79.3%	81.7%	-2.4%
Select Bus Service	84.2%	81.7%	+2.5%
Express	81.2%	83.9%	-2.7%
Staten Island	77.3%	80.5%	-3.2%
Local/Limited	76.6%	80.7%	-4.1%
Select Bus Service	81.3%	83.3%	-2.0%
Express	79.4%	79.0%	+0.4%
Systemwide	77.7%	79.9%	-2.2%
Local/Limited	77.4%	79.7%	-2.3%
Select Bus Service	81.7%	83.1%	-1.4%
Express	80.5%	82.0%	-1.5%

Bus Mean Distance Between Service Interruptions

Desired trend

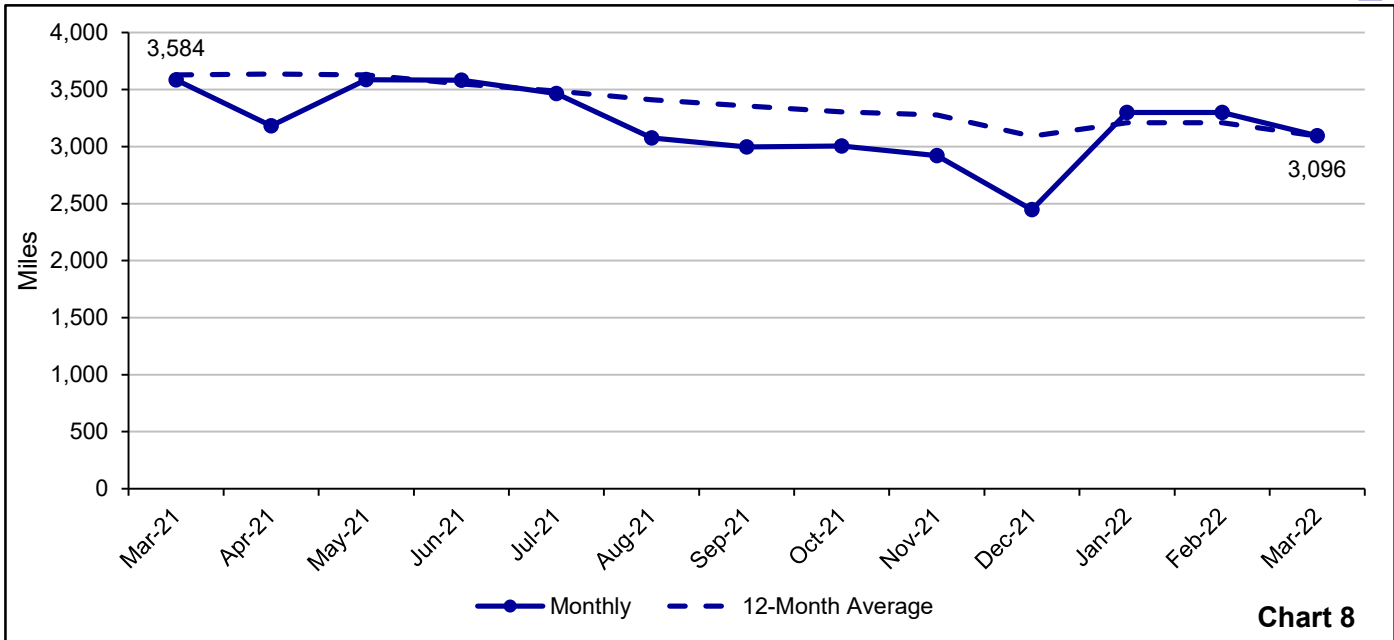


Chart 8

	Monthly			12-Month Average		
	Mar 22	Mar 21	% Change	Mar 22	Mar 21	% Change
Systemwide	3,096	3,584	-13.6%	3,092	3,627	-14.8%

Bus Percentage of Completed Trips

Desired trend

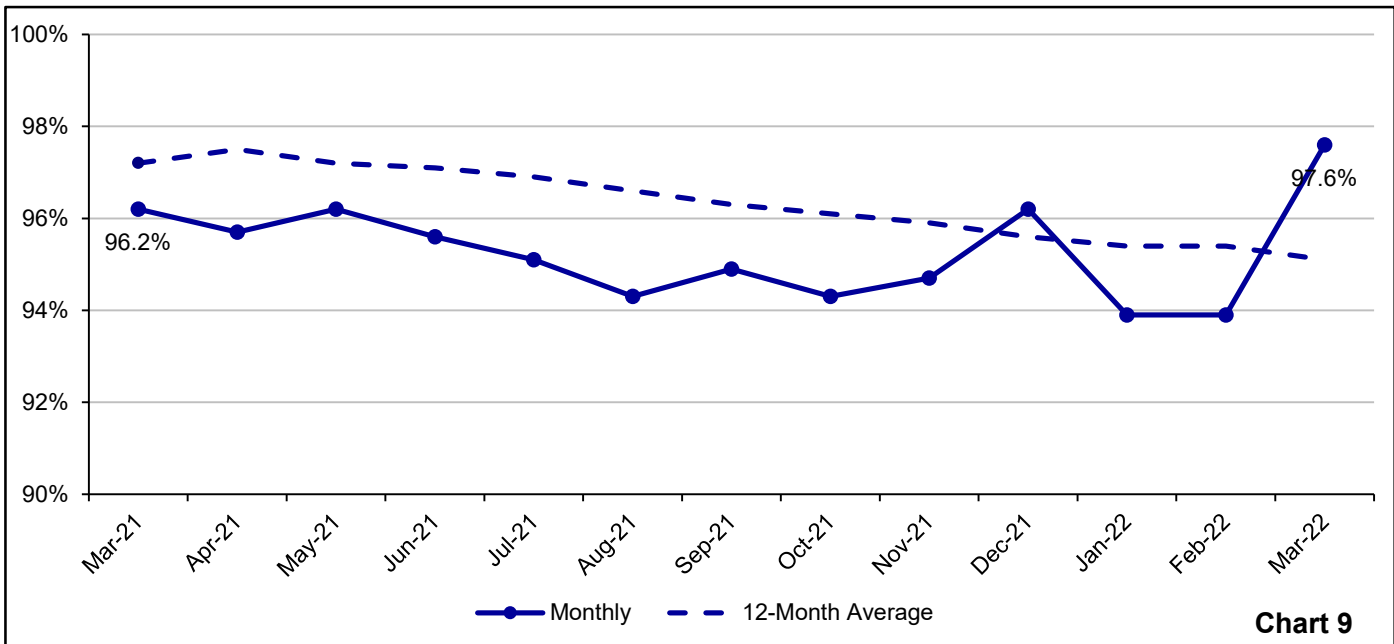


Chart 9

	Monthly			12-Month Average		
	Mar 22	Mar 21	Change (Pts)	Mar 22	Mar 21	Change (Pts)
Systemwide	97.6%	96.2%	+1.4%	95.1%	97.2%	-2.1%

Bus AM Weekday Pull Out Performance

Desired trend 

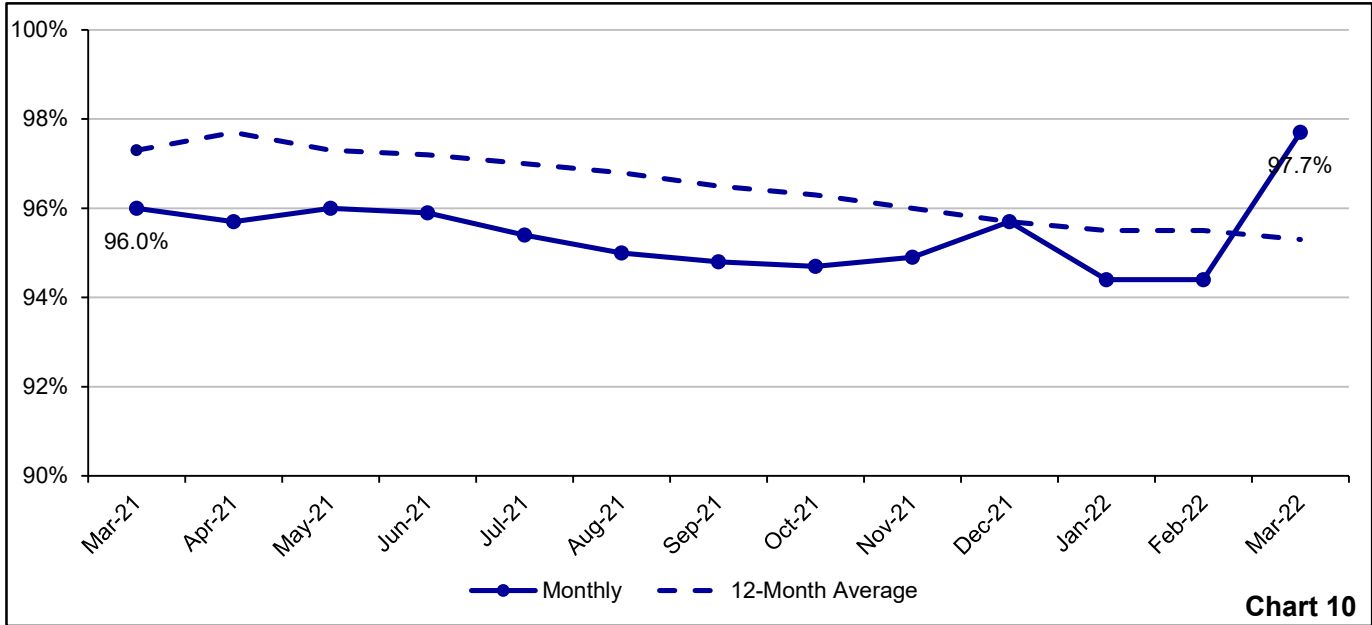


Chart 10

	Monthly			12-Month Average		
	Mar 22	Mar 21	Change (Pts)	Mar 22	Mar 21	Change (Pts)
Systemwide	97.7%	96.0%	+1.7%	95.3%	97.3%	-2.0%

Bus PM Weekday Pull Out Performance

Desired trend 

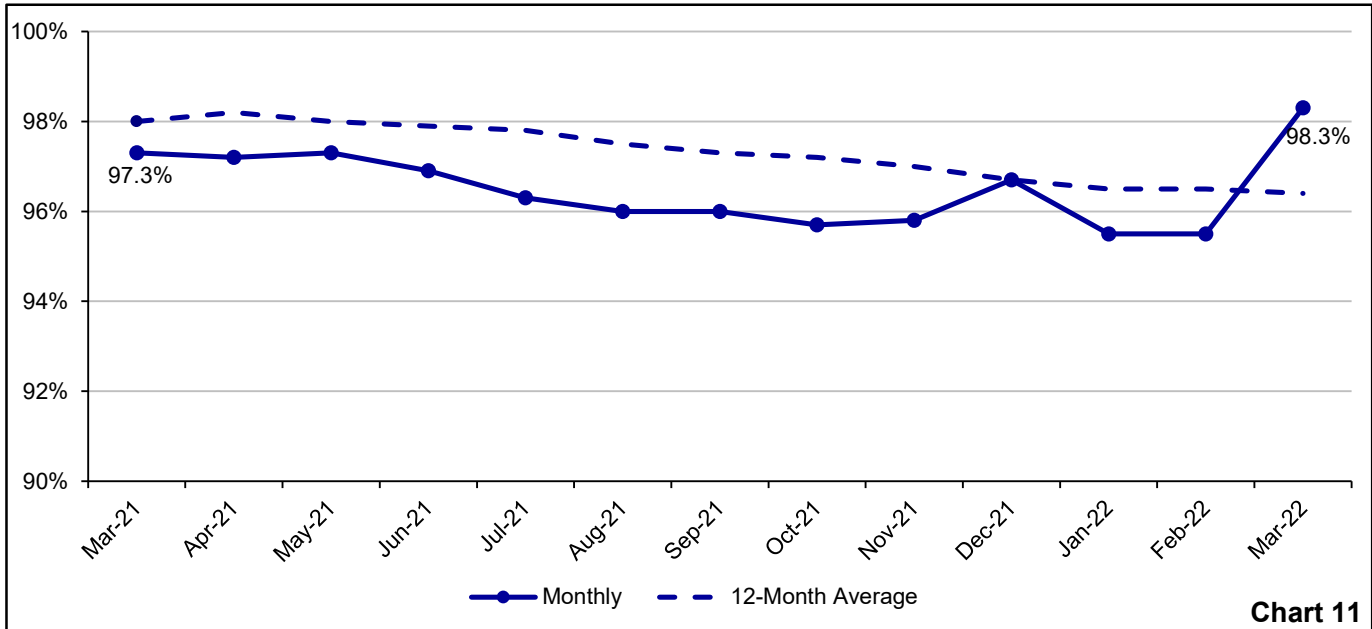


Chart 11

	Monthly			12-Month Average		
	Mar 22	Mar 21	Change (Pts)	Mar 22	Mar 21	Change (Pts)
Systemwide	98.3%	97.3%	+1.0%	96.4%	98.0%	-1.6%

Customer Service Report: Paratransit
Chris Pangilinan, Vice President



The Paratransit, Access-A-Ride team welcomes MTA Chief Accessibility Officer Quemuel “Q” Arroyo (front-right) during a recent tour of the Access-A-Ride operation at 3300 Northern Blvd, in Long Island City. Quemuel commented that he is excited for the team to begin the work of reimagining paratransit service.

Paratransit Report

Statistical results for the month of February 2022 are shown below.

Paratransit Operations - Monthly Operations Report Service Indicators							
Category	Performance Indicator	Current Month: February 2022			12-Month Average		
		This Year	Last Year	% Change	This Year	Last Year	% Change
Ridership	Total Trips Completed*	434,610	367,941	+18.1%	467,033	395,617	+18.1%
	Total Ridership	614,596	495,819	+24.0%	656,384	526,918	+24.6%
On-Time Performance	Pick-up Primary 30 Minute	94.0%	97.0%	-3.0%	93.8%	97.8%	-3.9%
	Pick-up Primary 15 Minute	83.0%	90.0%	-7.0%	83.0%	90.3%	-7.3%
	Pick-up Broker 30 Minute	93.0%	94.0%	-1.0%	90.7%	97.6%	-6.9%
	Pick-up Broker 15 Minute	79.0%	81.0%	-2.0%	75.3%	90.3%	-15.1%
	Appointment OTP Trips Primary - 30 Min Early to <1 Late (On-Time)*	n/a	n/a	n/a	n/a	n/a	n/a
	Appointment OTP Trips Primary - Early*	n/a	n/a	n/a	n/a	n/a	n/a
	Appointment OTP Trips Broker - 30 Min Early to <1 Late (On-Time)*	n/a	n/a	n/a	n/a	n/a	n/a
	Appointment OTP Trips Broker - Early*	n/a	n/a	n/a	n/a	n/a	n/a
Ride Time	Ride Time Variance Performance: Actual Trip Duration vs. Planned Trip Duration - At or Better Than Plan	80.0%	87.0%	-7.0%	81.7%	86.8%	-5.2%
	Average Actual Trip Duration in Minutes	35	28	+25.0%	34	28	+19.4%
	Max Ride Time Performance Primary	98.0%	99.0%	-1.0%	98.6%	99.0%	-0.4%
	Max Ride Time Performance Broker	99.0%	99.0%	0.0%	98.6%	99.0%	-0.4%
Customer Experience	Frequent Rider Experience Primary*	n/a	n/a	n/a	n/a	n/a	n/a
	Frequent Rider Experience Broker*	n/a	n/a	n/a	n/a	n/a	n/a
Provider No-Shows	Provider No-Shows per 1,000 Schedule Trips Primary	1.21	0.60	+101.7%	2.68	0.60	+348.4%
	Provider No-Shows per 1,000 Schedule Trips Broker	4.74	0.92	+415.2%	5.03	0.63	+697.0%
Customer Complaints	Passenger Complaints - Transportation Service Quality Per 1000 Completed Trips	2.9	2.3	+26.1%	4.9	1.6	+212.1%
	Passenger Complaints - Non-Transportation Service Quality Per 1000 Completed Trips	2.7	1.3	+107.7%	2.8	1.1	+152.2%
Call Center	Percent of Calls Answered	95.0%	98.0%	-3.0%	90.2%	96.9%	-6.8%
	Average Call Answer Speed in Seconds	66	24	+175.0%	151	35	+334.4%
Eligibility	Total Registrants	168,247	160,361	+4.9%	164,879	161,811	+1.9%

*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 (FHVs), metered taxis, and some wheelchair accessible vehicles.
- 3) **E-Hails** provide web or app-based trip booking and furnish FHVs and metered taxis, including wheelchair accessible vehicles (WAVs).
- 4) **Street Hails** are services provided by the traditional FHVs, 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.

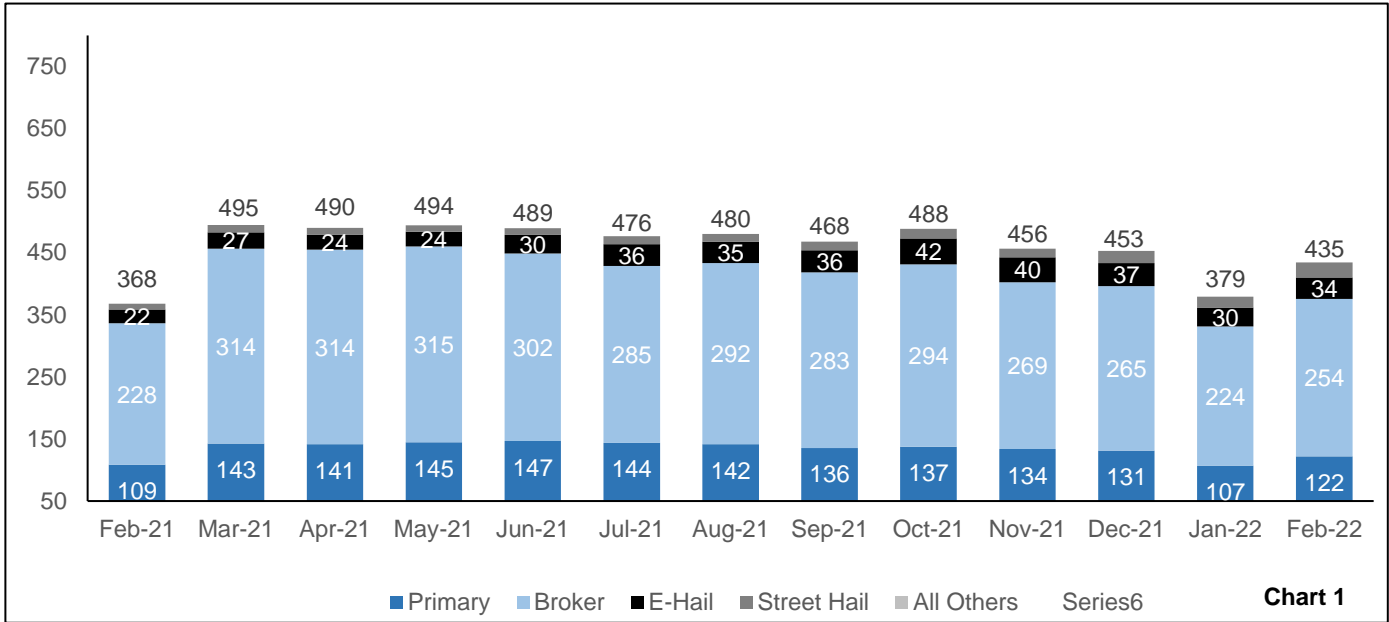
The phone number customers call to make complaints and other comments is the same familiar number they use for reservations. Access-A-Ride reviews all complaints received and works to resolve all specific customer concerns.

Call Center

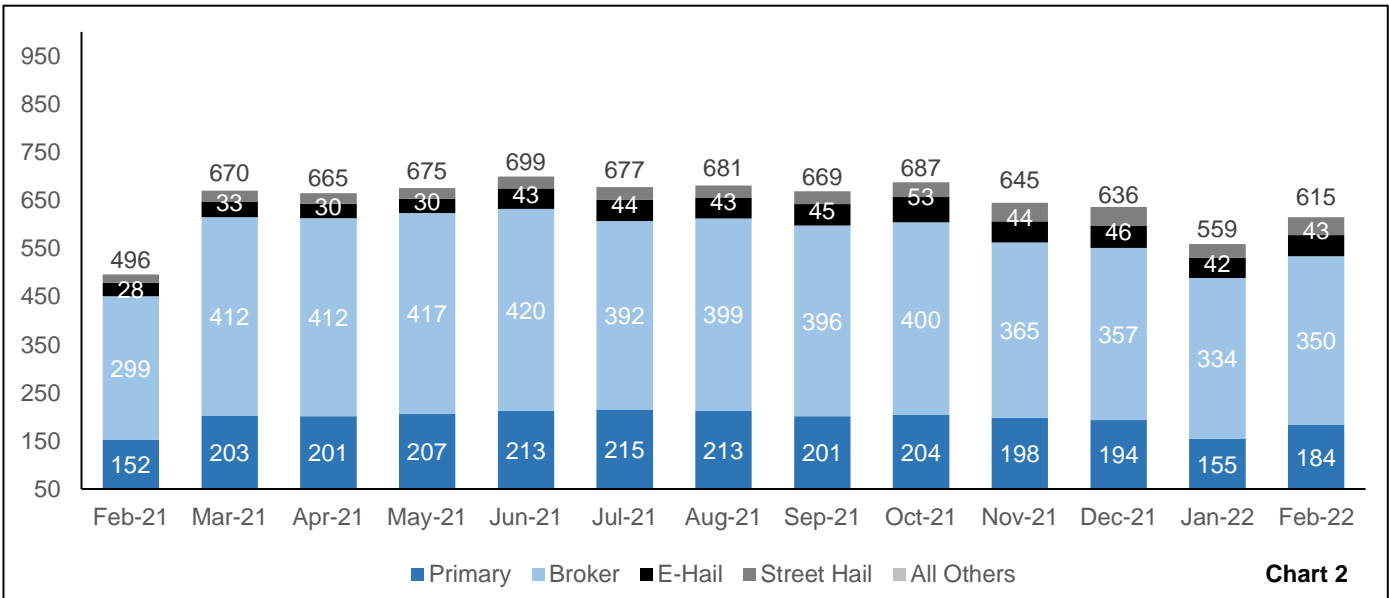
Access-A-Ride Call Center performance is measured as the percent of calls that are answered and the average speed with which those calls are answered. The call center handles reservation and day-of service status calls from customers.

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 February 2022 increased by 56K (or 14.8%) when compared to January 2022, and increased by 67K (or 18.1%) when compared to February 2021.

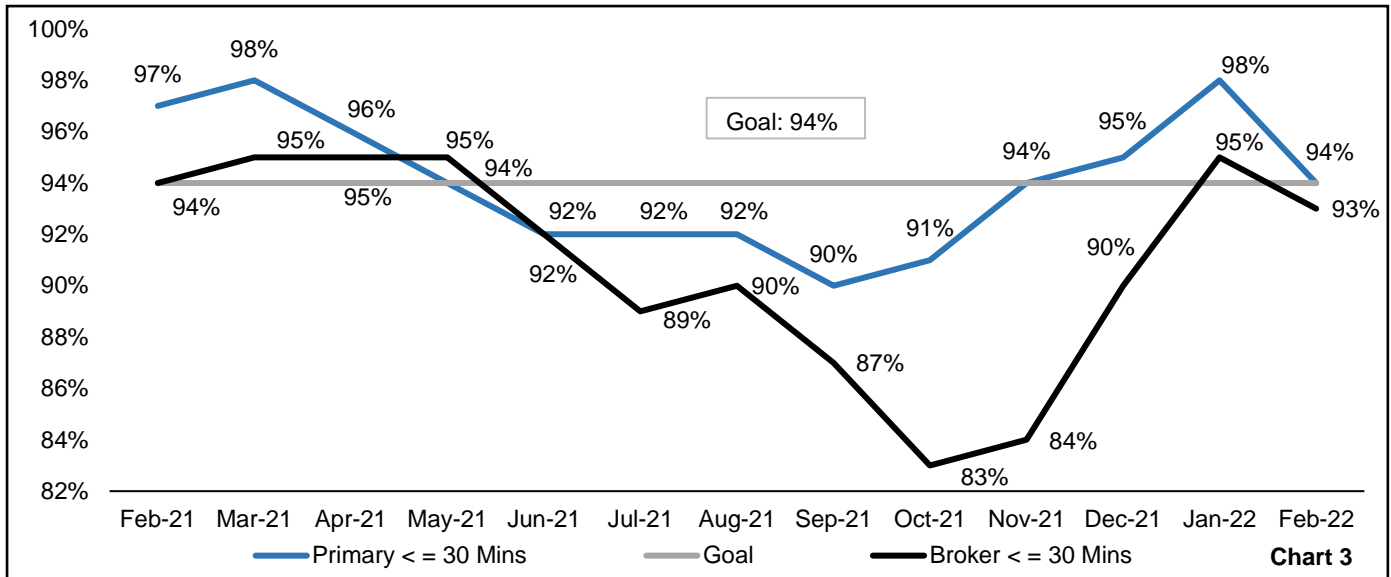
Total Ridership Discussion

- Total Ridership in February 2022 increased by 56K (or 10%) when compared to January 2022, and increased by 119K (or 24%) when compared to February 2021.

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

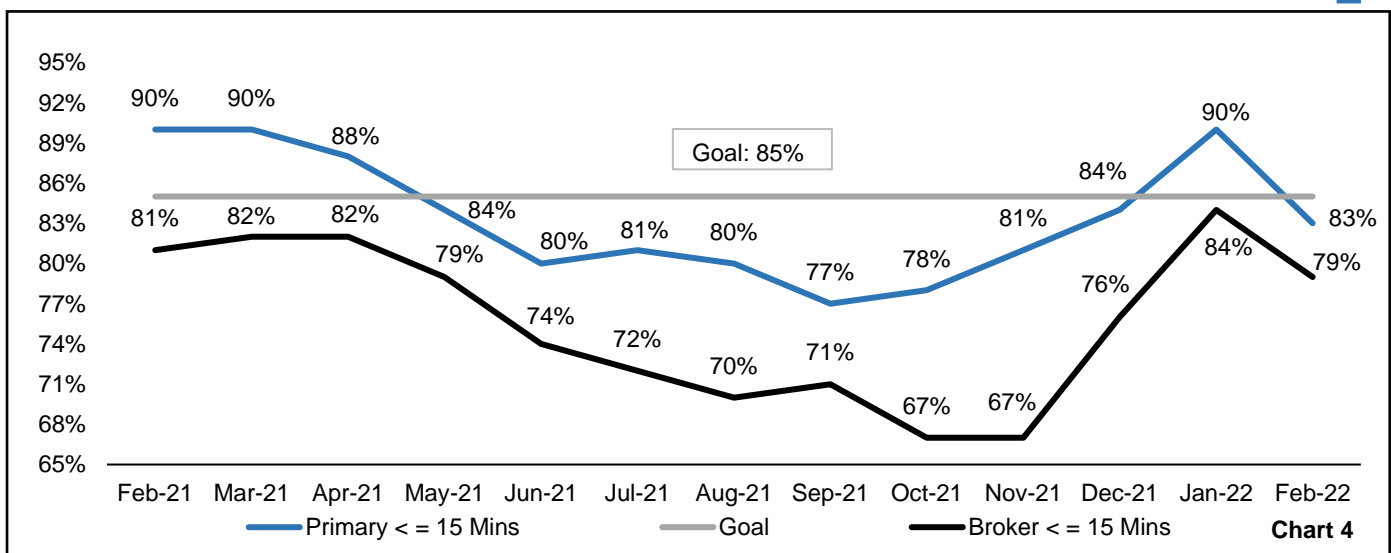
OTP <= 30 Minutes Primary and Broker

Desired trend



OTP <= 15 Minutes Primary and Broker

Desired trend



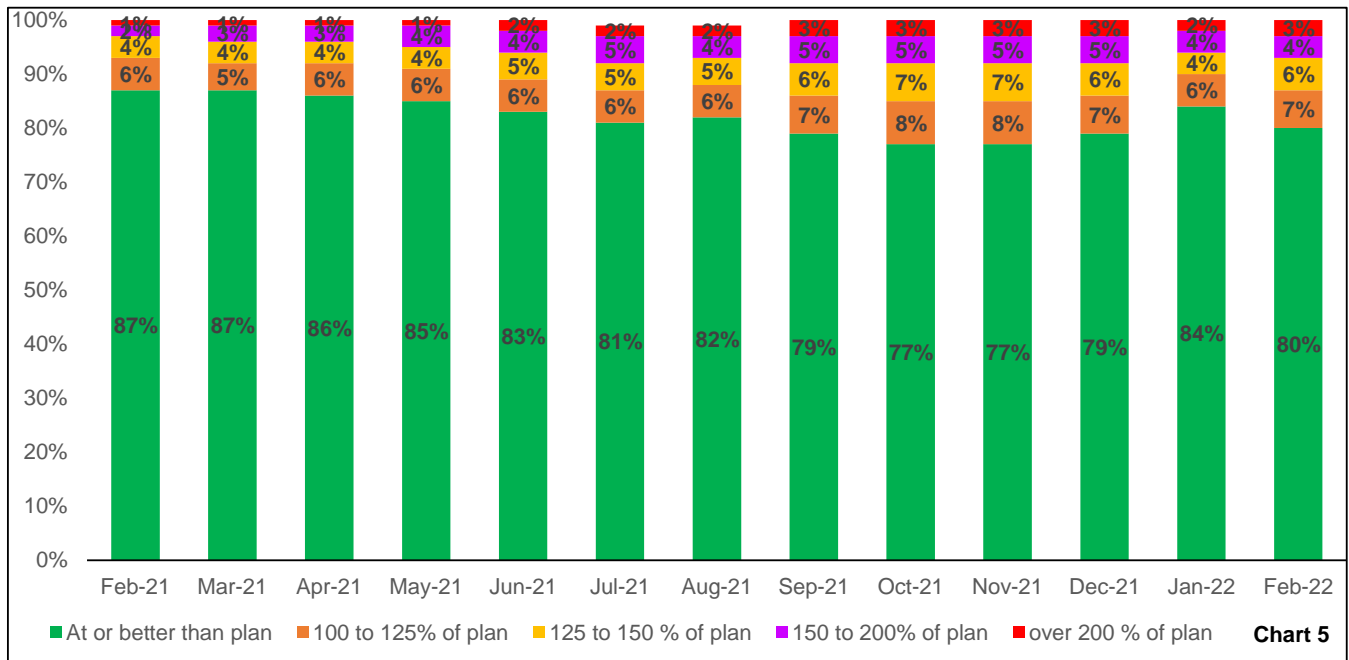
<= 30 Minutes Pick Up On-Time Performance Discussion

- February 2022 Primary 30 minute P/U, OTP result of 94% declined by 4 percentage points when compared to January 2022, and declined by 3 percentage points when compared to February 2021.
- February 2022 Broker 30 minute P/U, OTP result of 93% declined by 2 percentage points when compared to January 2022, and declined by 1 percentage point when compared to February 2021.

<= 15 Minutes Pick Up On-Time Performance Discussion

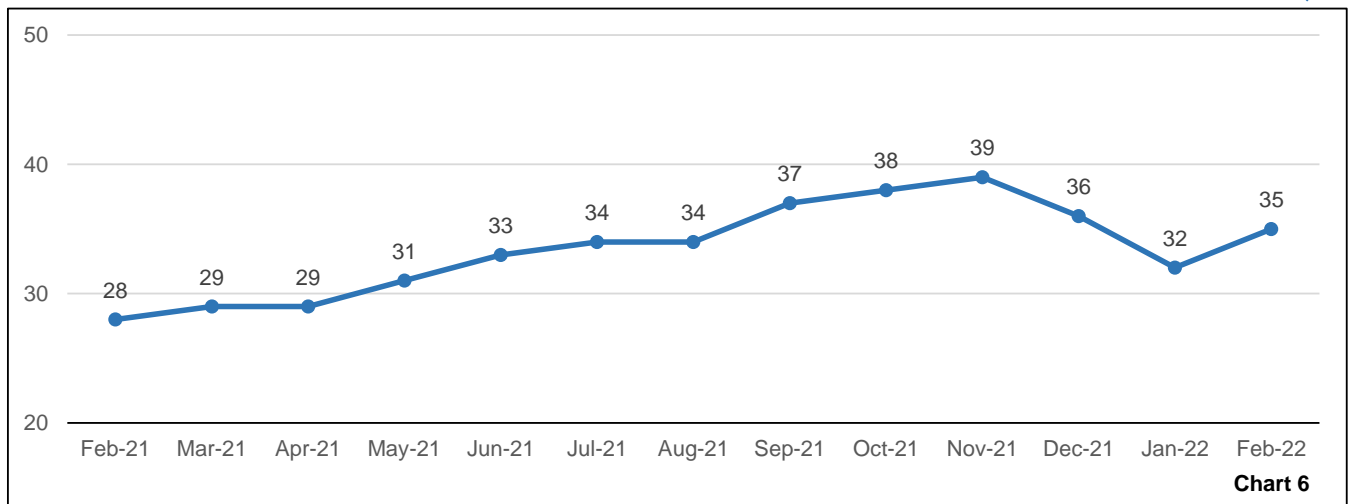
- February 2022 Primary 15 minute P/U, OTP result of 83% declined by 7 percentage points when compared to January 2022 and February 2021.
- February 2022 Broker 15 minute P/U, OTP result of 79% declined by 5 percentage points when compared to January 2022, and declined by 2 percentage points when compared to February 2021.

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

- 80% of trips in February 2022 performed within the scheduled time or better which declined by 4 percentage points when compared to January 2022, and declined by 7 percentage points when compared to February 2021.

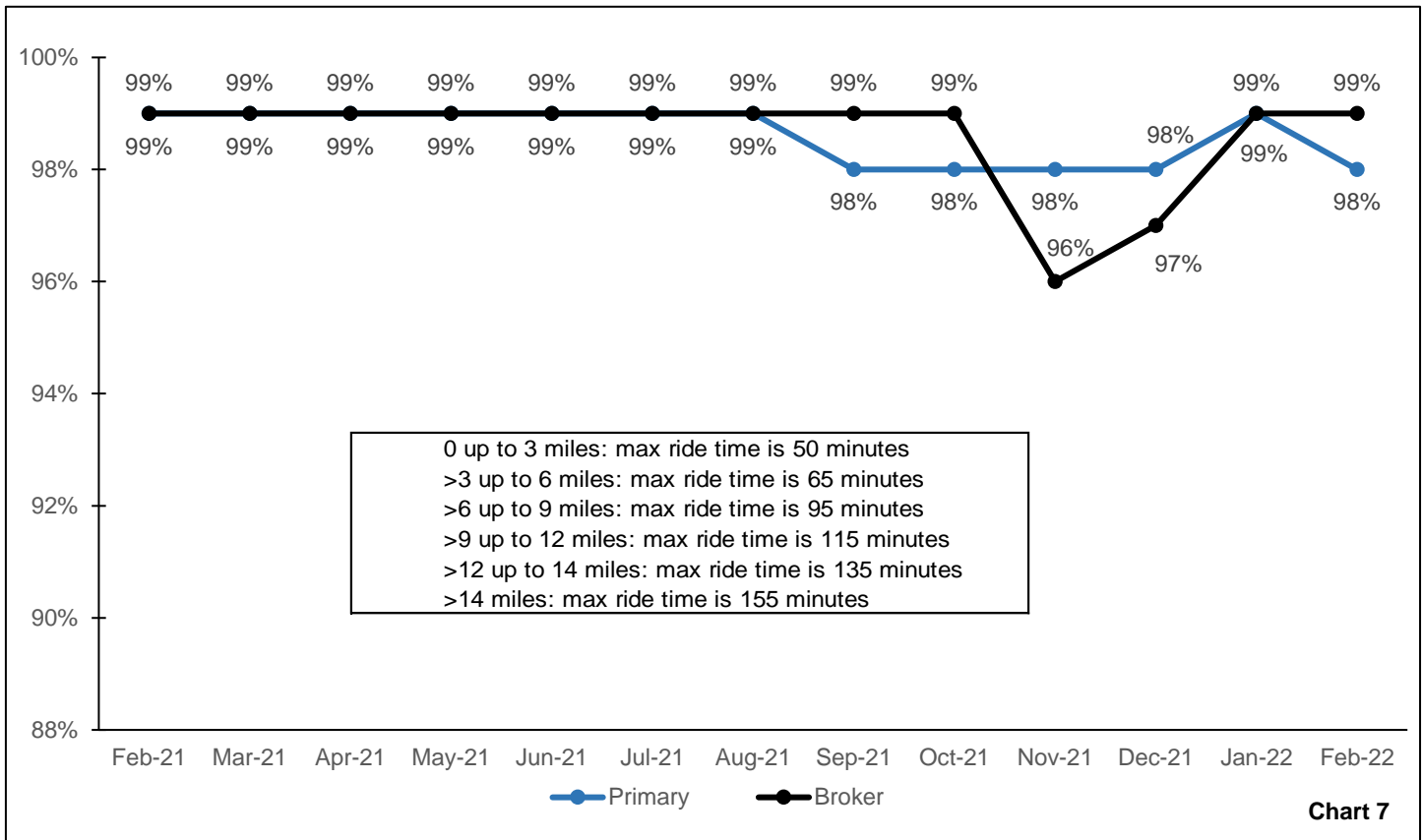
Average Actual Trip Duration in Minutes Discussion

- Actual Trip Duration in February 2022 increased by 3 minutes (or 9.4%) when compared to January 2022, and increased by 7 minutes (or 25%) when compared to February 2021.

Note: Percentages may not be exact due to rounding.

Max Ride Time Performance

Desired trend 

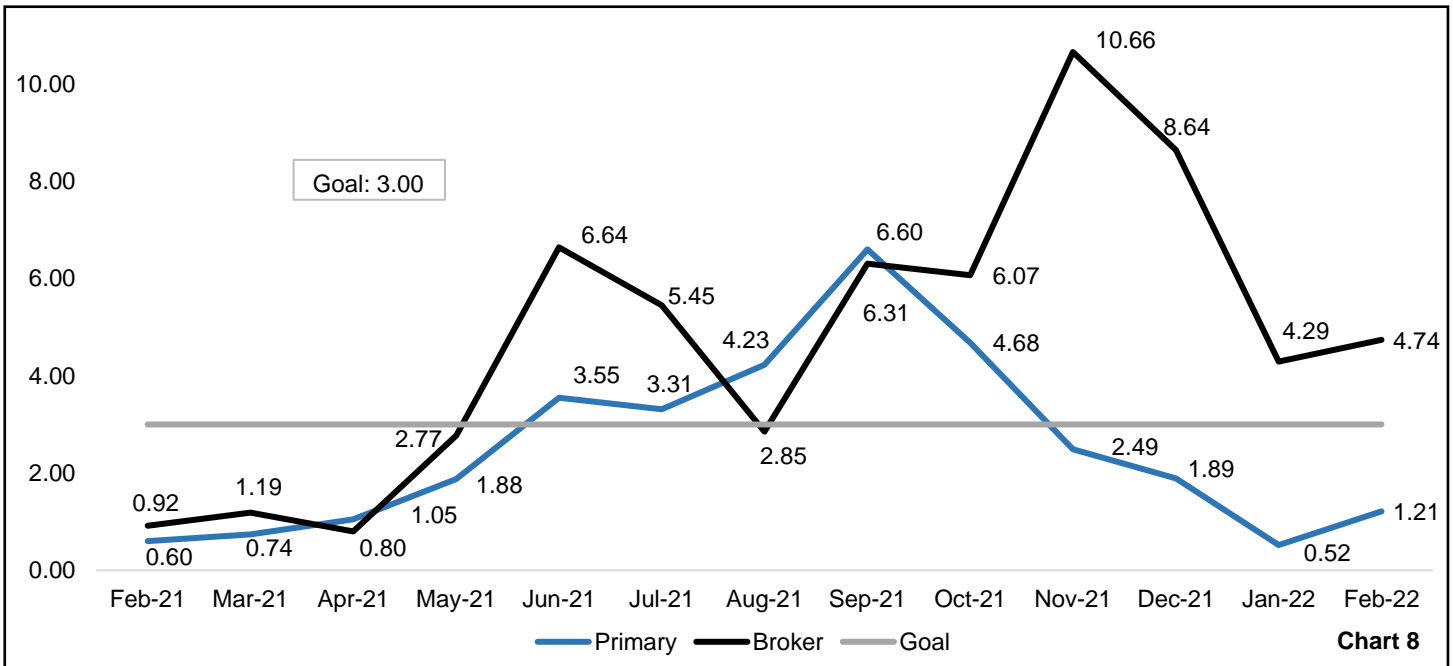


Max Ride Time Performance Discussion

- In the month of February 2022, 98% of Primary trips were completed within the Max Ride Time parameters. Performance declined by 1 percentage point compared to January 2022 and February 2021.
- In the month of February 2022, 99% of Broker trips were completed within the Max Ride Time parameters. Performance remained flat when compared to January 2022 and February 2021.

Provider No Shows Per 1,000 Scheduled Trips

Desired trend



Provider No Shows Per 1000 Scheduled Trips Discussion

- Primary No-Shows increased by 0.69 per 1,000 trips (or 132.7%) in February 2022 when compared to January 2022, and increased by 0.61 per 1,000 trips (or 101.7%) when compared to the same month last year.
- Broker No-Shows increased by 0.45 per 1,000 trips (or 10.5%) in February 2022 when compared to January 2022, and increased by 3.82 per 1,000 trips (or 415.2%) when compared to the same month last year.

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

Desired trend ↓

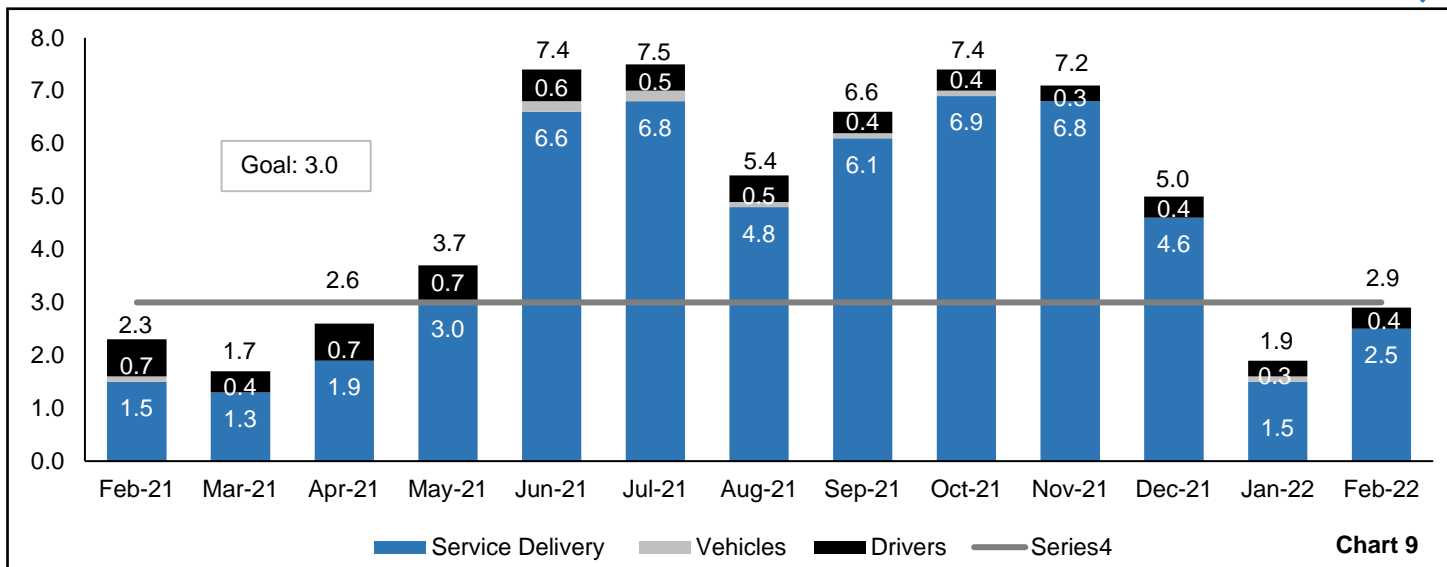


Chart 9

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

Desired trend ↓

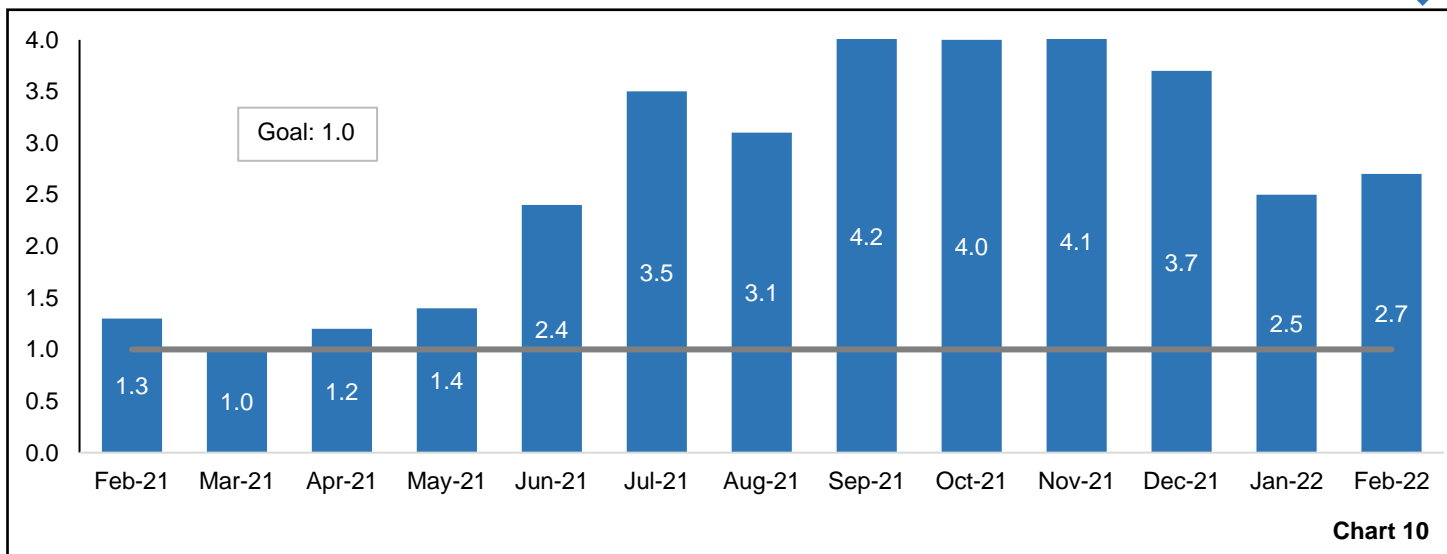


Chart 10

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

- The total Passenger Complaints related to Transportation Service in February 2022 increased by 1.0 per 1,000 trips (or 52.6%) when compared to January 2022, and increased by 0.6 per 1,000 trips (or 26.1%) when compared to February 2021.

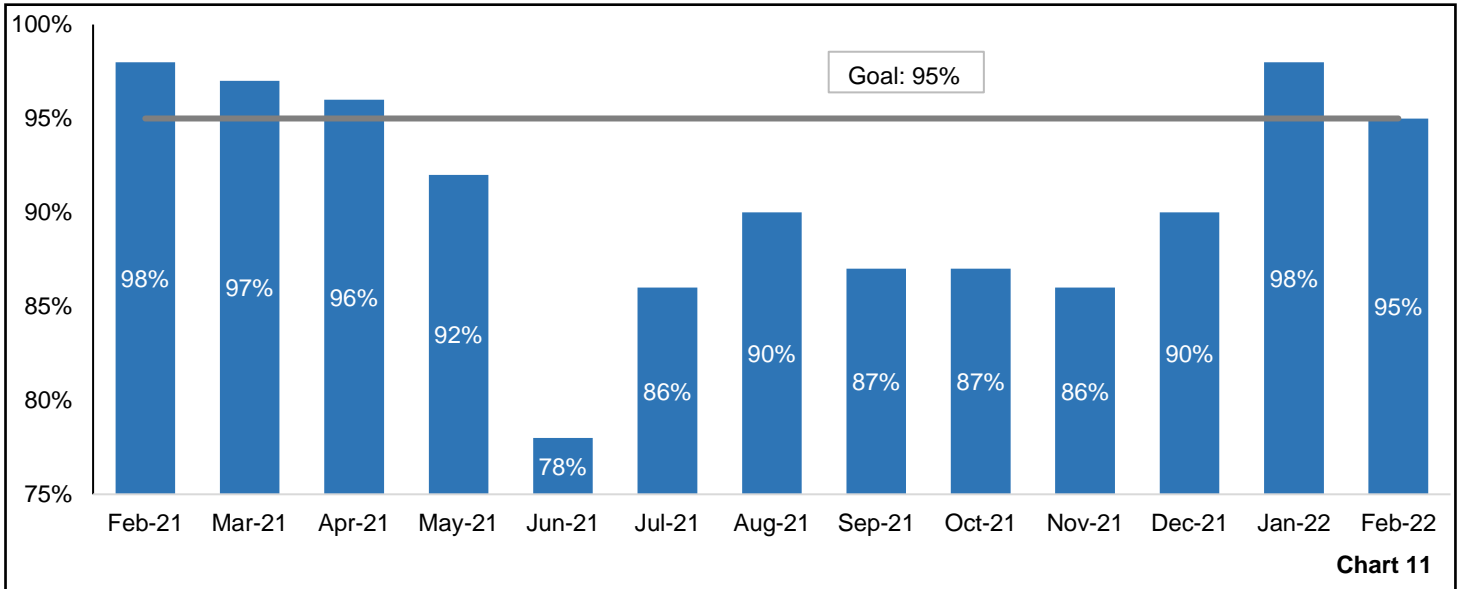
Passenger Complaints Related to Non-Transportation Service Quality Per 1,000 Completed Trips Discussion:

- Passenger Complaints related to Non-Transportation Service in February 2022 increased by 0.2 per 1,000 trips (or 8.0%) when compared to January 2022, and increased by 1.4 per 1,000 trips (or 107.7%) when compared to February 2021.

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

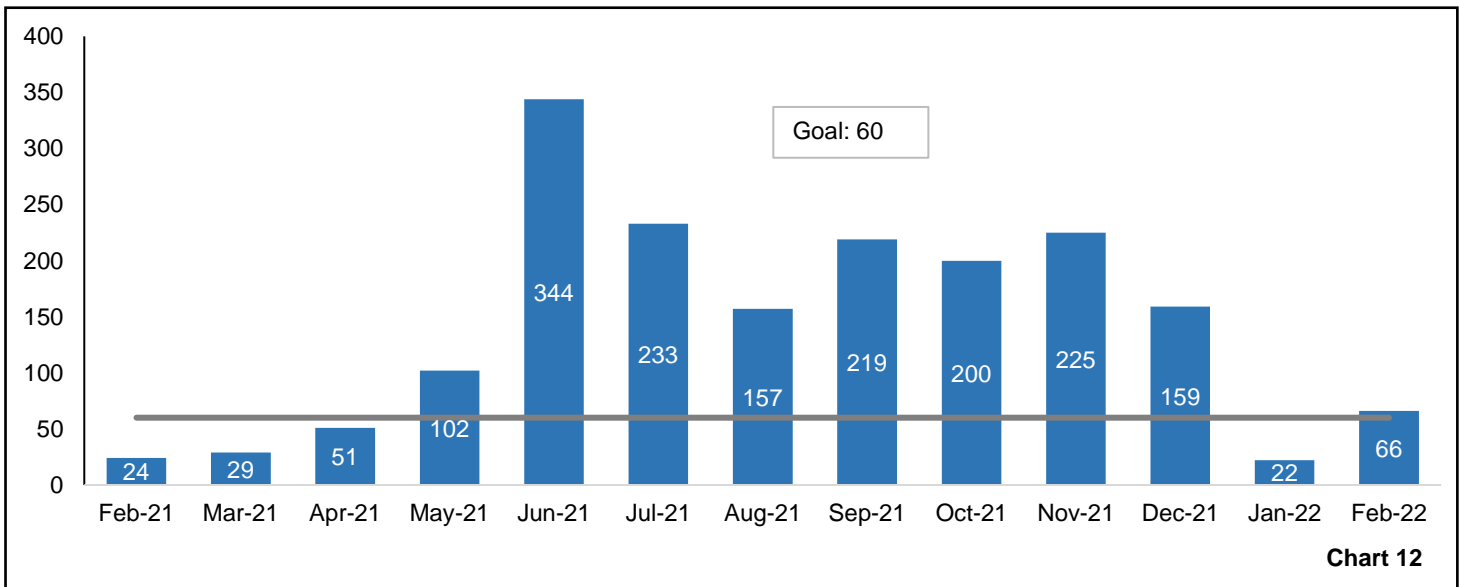
Percent of Calls Answered

Desired trend 



Average Call Answer Speed in Seconds

Desired trend 



Percent of Calls Answered Discussion

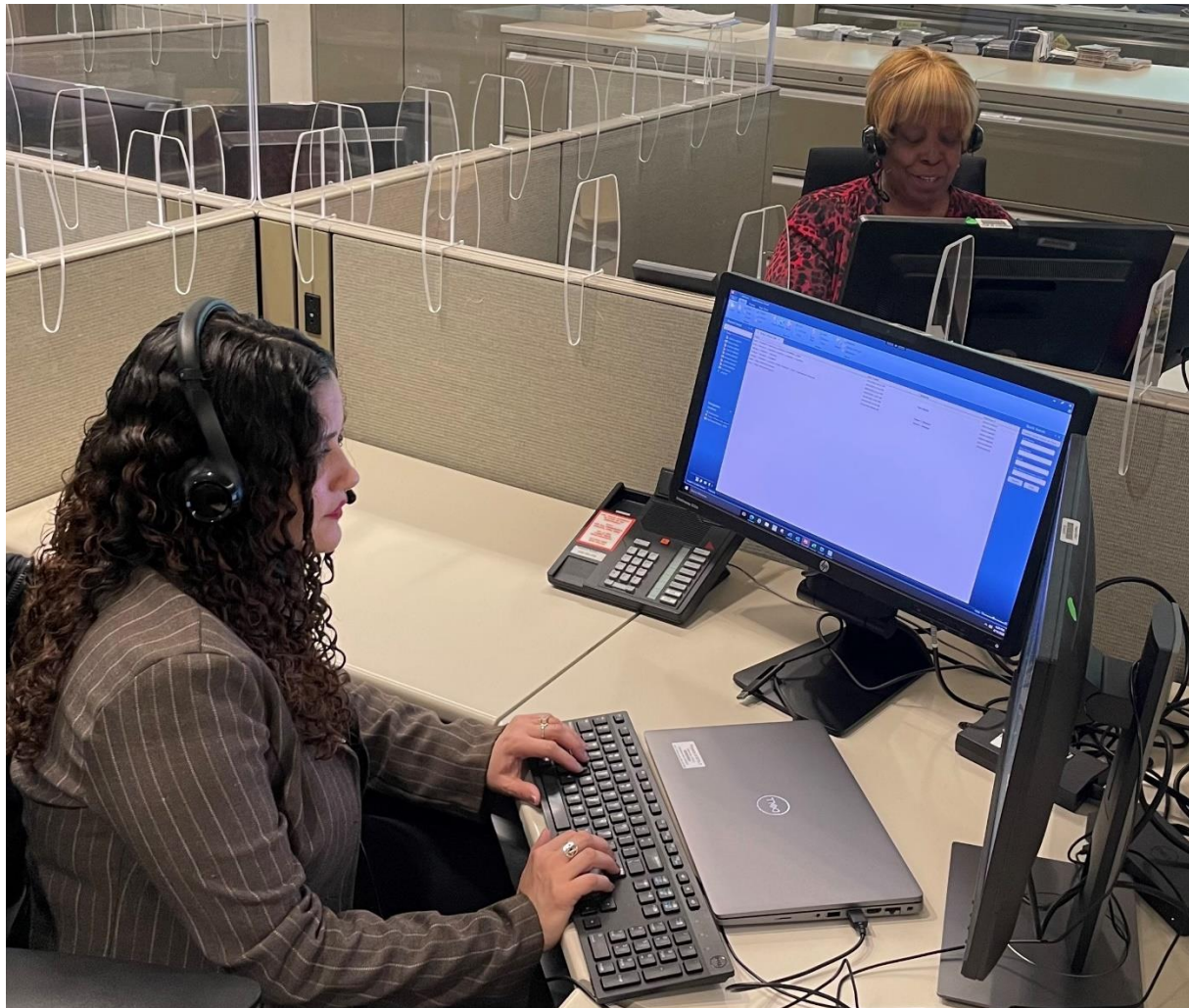
- The Percent of Calls Answered in February 2022 declined by 3 percentage points when compared to January 2022 and February 2021.

Average Call Answer Speed in Seconds Discussion

- The Average Call Answer Speed in February 2022 increased by 44 seconds (or 200%) when compared to January 2022, and increased by 42 seconds (or 175%) when compared to February 2021.

Strategy and Customer Experience

Sarah Meyer, Chief Customer Officer



The MTA introduced a new software platform, “Contact Center as a Service” (Genesys CCaaS) at the NYC Transit Contact Center in late February. Although we are only a month post implementation, our March numbers reflect that this new system provides us the ability to better monitor and manage real-time productivity of our agents.

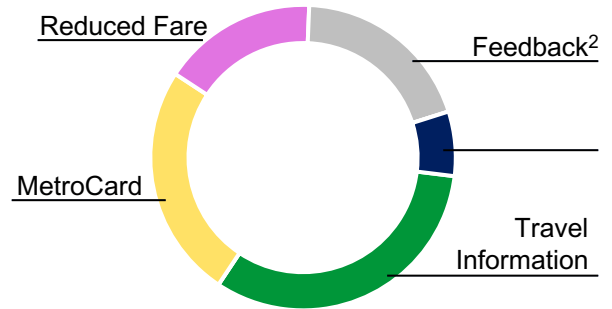
Customer engagement

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.

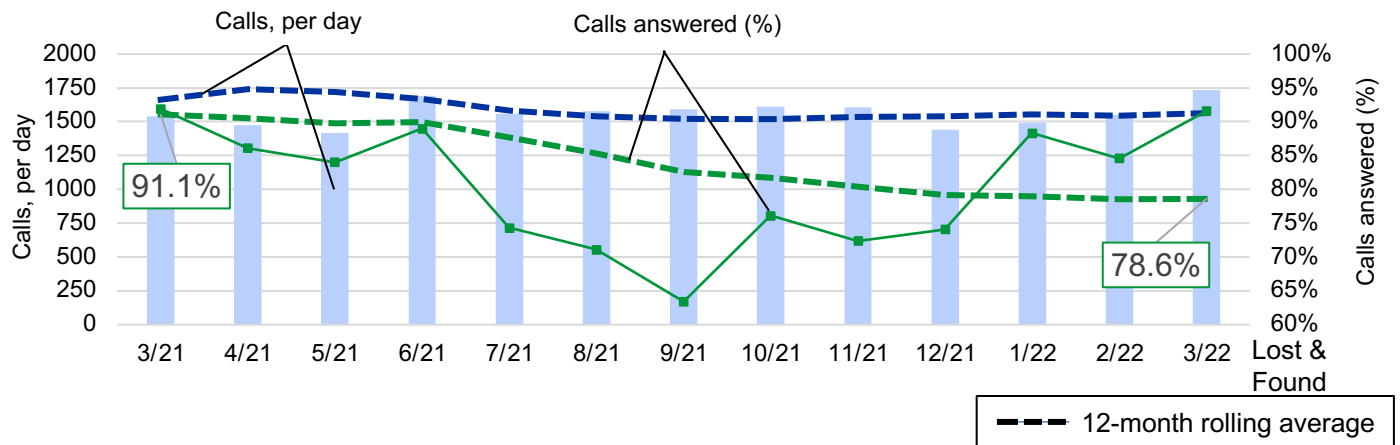
Telephone

	Mar 2022	Mar 2021	Variance
Telephone calls	53,718	47,777	▲12.4%
Calls answered	91.6%	91.9%	▼0.3%
Average time to answer ¹ (seconds)	172	63	▲173.0%

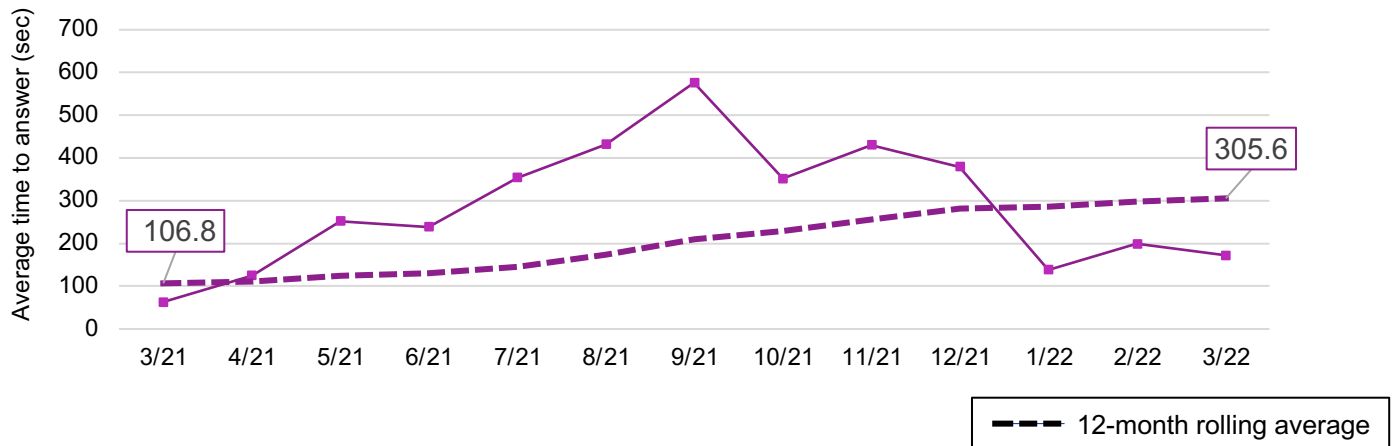
1. Excludes automated self-service calls
2. Feedback is customers calling with comments or concerns



Telephone: calls received and answered



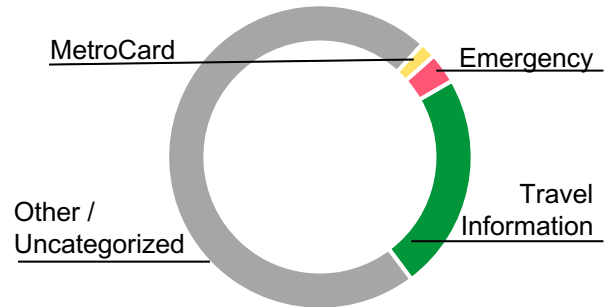
Telephone: average time to answer



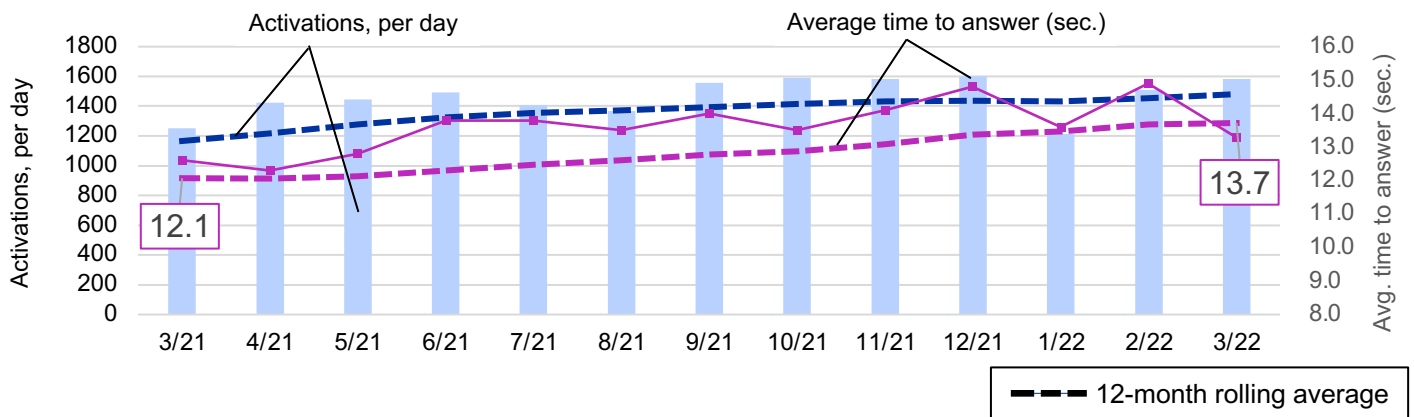
Customer engagement

Help Point

	Mar 2022	Mar 2021	Variance
Help Point activations	49,096	38,759	▲26.7%
Average time to answer (seconds)	13.3	12.6	▲6.1%



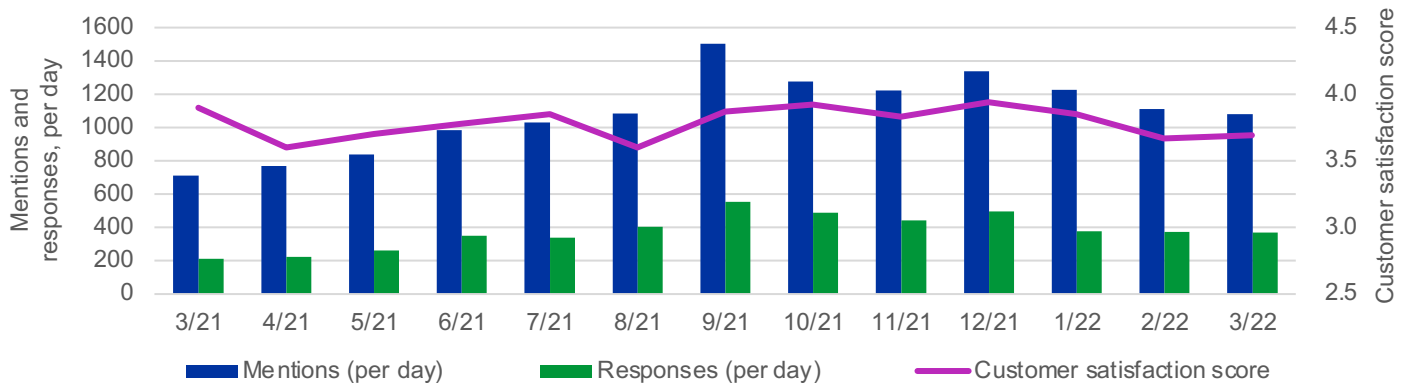
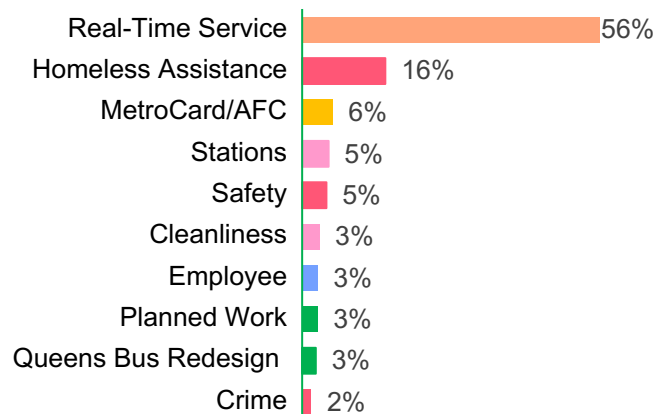
Help Point: activations and average time to answer



Social media

	Mar 2022	Mar 2021	Variance
Social media mentions ¹	33,440	22,005	▲52.0%
Responses sent	11,470	6,546	▲75.2%
Customer satisfaction score ²	3.69	3.90	▼5.4%

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

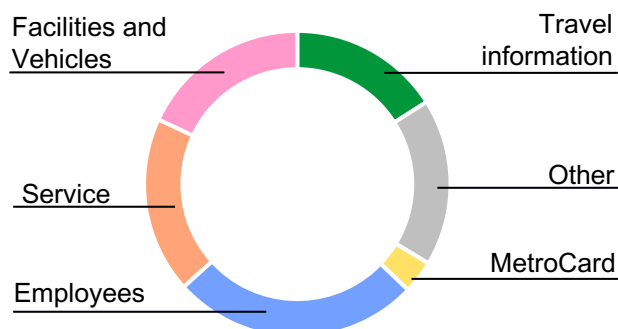


Customer engagement

Web, mobile app, and written feedback

	Mar 2022	Mar 2021	Variance
Received	8,962	3,525	▲ 154.2%
Responses sent ¹	12,991	5,266	▲ 146.7%

1. Includes automated and manual responses



Keeping customers informed

Alerts and service notices

	Mar 2022
Web	5,163
Twitter	4,889
Kiosks / Digital Displays ¹	7,044
Email and text alerts	
• Service	4,710
• Elevator and escalator status	9,077
Service Notice posters developed	590

1. Excludes countdown clocks

Social media followers

		Mar 2022	Mar 2021	Variance
Twitter	@NYCTSubway	1,019.0k	1006.0k	▲ 1.3%
	@NYCTBus	33.0k	31.1k	▲ 6.1%
	@MTA	1,328.4k	1,323.7k	▲ 0.4%
Facebook	MTA	157.3k	156.3k	▲ 0.6%
Instagram	@mtanyctransit	53.9k	40.9k	▲ 31.8%

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

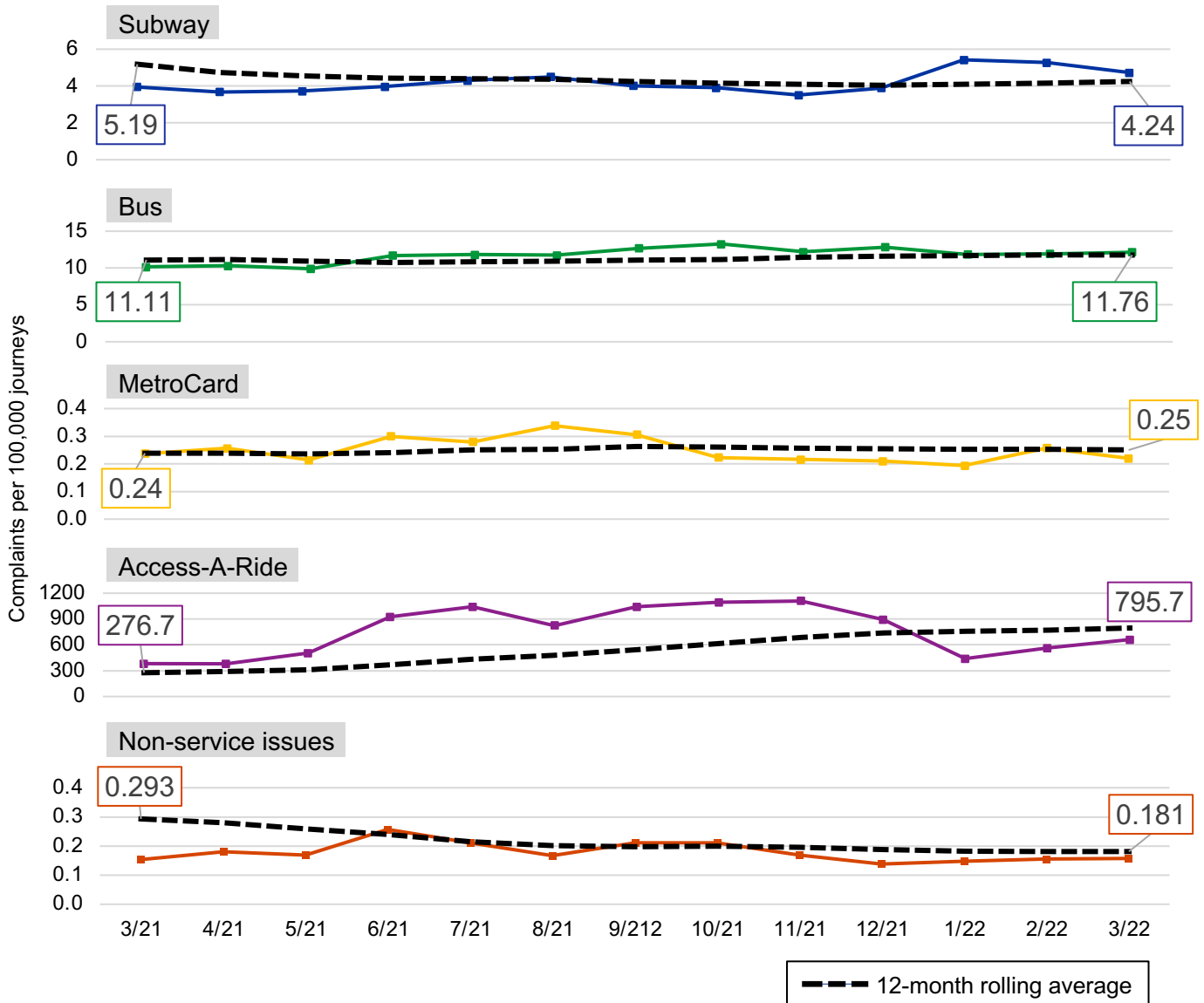
	Mar 2022	Mar 2021	Variance
Subway	4.72	3.95	▲19.5%
Bus	12.16	10.16	▲19.7%
MetroCard	0.22	0.24	▼6.6%
Access-A-Ride	658.5	380.7	▲73.0%
Non-service issues ¹	0.158	0.153	▲3.3%

Commendations per 100,000 journeys

	Mar 2022	Mar 2021	Variance
Subway	0.118	0.073	▲61.8%
Bus	0.61	0.50	▲20.6%
Access-A-Ride	96.3	72.8	▲32.4%
Non-service issues incl. MetroCard	0.025	0.032	▼23.5%

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



Superintendent Richard Walker at Jackie Gleason Bus Depot inspecting the dash gauges for proper operation.

Safety

Robert Diehl, Senior Vice President, Safety & Security

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

Bus Collisions and Collision Injuries increased while Customer Accidents were relatively flat 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.

An MTA Web Page (<https://new.mta.info/safety-and-security/nyct-employee-assault-data>) provides updated data and statistics on assaults and harassment against our employees.

Another MTA Web Page (<https://new.mta.info/safety-and-security/nyct-vandalism-data>) provides updated data and statistics on vandalism of select elements of the transit system.

Monthly Operations Report

Statistical results for the 12-Month period are shown below

Safety Report				
Performance Indicators	12-Month Average			
	Apr 19 - Mar 20	Apr 20 - Mar 21	Apr 21 - Mar 22	
Subways				
Subway Customer Accidents per Million Customers ¹	2.87	5.74	3.94	
Subway Collisions ²				
Total	2	2	3	
Mainline	0	0	0	
Yard	2	2	3	
Subway Derailments ²				
Total	6	12	7	
Mainline	1	5	1	
Yard	5	7	6	
Subway Fires ²	754	932	1,144	
Buses				
Bus Collisions Per Million Miles Regional	53.01	40.63	55.40	
Bus Collision Injuries Per Million Miles Regional	6.23	4.46	5.78	
Bus Customer Accidents Per Million Customers ¹ Regional*	1.48	1.90	1.87	
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees ¹	4.51	5.39	4.82	

¹ 12-month Average data from March through February.

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	March	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	36	91	340	26.8%
Joint Track Safety Audits -- Compliance Rate	99.1%	98.9%	100.0%	98.9%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	2,453	5,489	10,758	51.0%
Friction Pad Installation	2,371	6,484	22,000	29.5%
Buses	March	YTD	Goal	YTD as % of Goal
Collision Prevention				
Audible Pedestrian Turn Warning System	96	160	800	20.0%
Vision Zero Employee Training*	0	48	4,500	1.1%

* = On hold until April 2022, due to Omicron Variant and Employee Availability.

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.

Subway Fires

March 2022

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:	91.4%	Train:	25
Average:	8.6%	Right-of-way:	55
Above Average:	0.0%	Station:	46
High:	0.0%	Other:	2
		Total:	128

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

Train:		Right-of-Way:		Station:	
Debris:	18	Debris:	36	Debris:	46
Element:	5	Insulator:	6		
Brake Shoes:	1	Tie:	5		
Trolley Lead:	1	Electrical Wire:	2		
		Grease:	2		



April 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 April 14, 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

Week beginning	Assault: Subways	Assault: Buses	Harassment: Subways	Harassment: Buses	Total
4/4/2022	3	0	8	25	36
3/28/2022	4	0	10	20	34
3/21/2022	4	2	6	33	45
3/14/2022	3	0	10	39	52
3/7/2022	3	2	14	20	39
2/28/2022	1	0	10	34	45
2/21/2022	2	0	6	25	33
2/14/2022	1	1	12	31	45
2/7/2022	1	4	12	43	60
1/31/2022	2	1	6	38	47
1/24/2022	2	0	9	34	45
1/17/2022	1	2	11	14	28
1/10/2022	2	1	3	29	35
1/3/2022	0	0	5	22	27
12/27/2021	1	0	3	25	29
12/20/2021	1	2	3	35	41
12/13/2021	1	3	9	27	40
12/6/2021	2	1	9	25	37
11/29/2021	1	3	8	37	49
11/22/2021	2	2	5	46	55
11/15/2021	1	0	6	36	43
11/8/2021	1	0	6	43	50
11/1/2021	2	4	8	29	43
10/25/2021	0	3	12	27	42
10/18/2021	1	0	3	51	55

Source: <https://new.mta.info/safety-and-security/nyct-employee-assault-data> (Updated April 18, 2022)

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.

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

Week beginning	Graffiti: Subways	Graffiti: Buses	Liquid Crystal Display (LCD) Screen	Metrocard Vending Machine (MVM)	OMNY Reader	Train Glass	Bus Glass	Total
4/4/2022	68	0	12	0	0	15	3	98
3/28/2022	73	0	4	1	0	8	1	87
3/21/2022	22	0	2	0	1	22	2	49
3/14/2022	30	0	1	0	1	26	3	61
3/7/2022	27	0	7	2	0	16	1	53
2/28/2022	30	0	5	1	0	24	3	63
2/21/2022	21	0	25	0	0	12	1	59
2/14/2022	13	0	2	3	0	20	2	40
2/7/2022	31	0	1	2	0	14	3	51
1/31/2022	10	0	5	0	1	10	1	27
1/24/2022	53	0	1	0	0	15	1	70
1/17/2022	21	0	4	2	0	18	0	45
1/10/2022	11	0	1	1	0	6	2	21
1/3/2022	39	0	2	3	0	7	2	53
12/27/2021	20	0	6	0	0	4	0	30
12/20/2021	23	0	5	0	0	1	3	32
12/13/2021	28	0	9	0	0	6	2	45
12/6/2021	9	0	9	0	0	6	0	24
11/29/2021	13	0	0	0	0	5	2	20
11/22/2021	16	0	0	0	0	5	3	24
11/15/2021	27	1	1	0	0	3	1	33
11/8/2021	12	0	1	3	0	6	0	22
11/1/2021	25	0	3	0	0	6	1	35
10/25/2021	16	0	2	1	0	3	1	23
10/18/2021	24	0	1	1	0	5	5	36

Source: <https://new.mta.info/safety-and-security/nyct-vandalism-data> (Updated April 14, 2022)



Police Department
City of New York

MTA Report

CRIME STATISTICS MARCH

	2022	2021	Diff	% Change
MURDER	0	1	-1	-100.0%
RAPE	1	1	0	0.0%
ROBBERY	42	35	7	20.0%
FELASSAULT	62	40	22	55.0%
BURGLARY	0	0	0	0.0%
GL	75	41	34	82.9%
<u>TOTAL MAJOR FELONIES</u>	<u>180</u>	<u>118</u>	<u>62</u>	<u>52.5%</u>

CRIME STATISTICS JANUARY THRU MARCH

	2022	2021	Diff	% Change
MURDER	2	3	-1	-33.3%
RAPE	3	2	1	50.0%
ROBBERY	153	90	63	70.0%
FELASSAULT	150	119	31	26.1%
BURGLARY	2	3	-1	-33.3%
GL	256	119	137	115.1%
<u>TOTAL MAJOR FELONIES</u>	<u>566</u>	<u>336</u>	<u>230</u>	<u>68.5%</u>

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



MARCH ACTIVITY

	2022	2021	Diff	% Change
Total Arrests	839	482	357	74.1%
TOS Arrests	129	96	33	34.4%
Total Summons	8178	8563	-385	-4.5%
TOS TABs	6192	7241	-1049	-14.5%
TOS C-Summ	69	120	-51	-42.5%

JANUARY THRU MARCH ACTIVITY

	2022	2021	Diff	% Change
Total Arrests	2083	1268	815	64.3%
TOS Arrests	352	233	119	51.1%
Total Summons	22397	21337	1060	5.0%
TOS TABs	17282	18021	-739	-4.1%
TOS C-Summ	229	291	-62	-21.3%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

**Transit Bureau Hate Crimes
HCTF Statistical Data
(As of 4/10/2022)**

Motivation:

Motivation	2022	2021	Diff	% Change
ASIAN	7	10	-3	-30%
BLACK	4	3	1	33%
ETHNIC	5	2	3	150%
GENDER	1	2	-1	-50%
HISPANIC	1	0	1	***.*
JEWISH	8	2	6	300%
MUSLIM	1	0	1	***.*
SEXUAL ORIENTATION	6	2	4	200%
WHITE	1	0	1	***.*
Grand Total	34	21	13	62%

Crime Name:

Crime Name	2022	2021	Diff	% Change
Aggravated Harassment 1	6	3	3	100%
Aggravated Harassment 2	6	3	3	100%
Assault 2	6	2	4	200%
Assault 3	7	5	2	40%
Criminal Mischief 2	1	0	1	***.*
Criminal Mischief 3	0	2	-2	-100%
Criminal Mischief 4	4	2	2	100%
Forcible Touching	0	1	-1	-100%
Menacing 2	3	1	2	200%
Menacing 3	0	1	-1	-100%
Reckless Endangerment 1	0	1	-1	-100%
Robbery 3	1	0	1	***.*
Grand Total	34	21	13	62%



REPORT

JANUARY-MARCH

	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	2022
<i>Murder</i>	1	0	3	1	0	0	0	1	2	1	1	0	1	0	0	0	0	0	0	1	0	0	1	1	3	2
<i>Rape</i>	1	4	0	1	1	0	2	0	2	2	0	2	0	0	0	3	2	3	0	0	0	0	1	2	2	3
<i>Robbery</i>	553	503	412	336	321	308	289	258	327	233	188	189	188	184	176	236	155	119	98	123	99	121	116	203	90	153
<i>Assault</i>	120	130	105	99	71	71	60	63	79	45	48	52	46	51	56	38	46	48	52	75	92	81	91	106	119	150
<i>Burglary</i>	12	5	1	2	3	1	3	0	0	1	0	2	0	2	0	3	5	6	5	7	8	3	2	3	3	2
<i>GL</i>	762	637	533	548	519	500	393	430	485	282	292	312	295	264	318	403	384	393	344	370	423	357	348	382	118	256
TOTAL MAJOR FELONIES	1449	1279	1054	987	915	880	747	752	895	564	529	557	530	501	550	683	592	569	499	576	622	562	559	697	335	566
<i>Major Fel Per Day</i>	16.10	14.21	11.71	10.97	10.17	9.78	8.30	8.36	9.94	6.27	5.88	6.19	5.89	5.57	6.11	7.59	6.58	6.32	5.54	6.40	6.91	6.24	6.21	7.74	3.72	6.29



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

March 2022 vs. 2021

	2022	2021	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	0	3	100%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	0	0	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	3	0	3	100%

Year to Date 2022 vs. 2021

	2022	2021	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	0	3	100%
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	4	0	4	100%

Financial and Ridership Reports

Jaibala Patel, Deputy Chief Financial Officer, MTA



The OMNY weekly fare capping pilot started by the MTA on February 28 gained popularity quickly among riders. In the first four weeks, over 168 thousand customers benefited from the program, taking in total more than half a million free trips on local buses and the subway.

Preliminary March 2022 Monthly Report:

New York City Transit

The purpose of this report is to provide the preliminary March 2022 financial results, on an accrual basis. The accrual basis is presented on a non-reimbursable and reimbursable account basis. These results are compared to the Adopted Budget (budget).

Summary of Preliminary Financial Results

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

- March 2022 New York City Transit ridership of 118.7 million was 13.3 million (10.1 percent) under budget, of which subway ridership of 87.3 million was 9.8 million (10.1 percent) under budget, and bus ridership of 30.7 million was 3.5 million (10.1 percent) under budget. For March 2022 year-to-date, total ridership was under budget by 67.4 million (18.3 percent).
- March 2022 ridership compared with March 2019 was lower by 74.3 million (38.5 percent). Subway ridership was lower by 39.3 percent and bus ridership was lower by 36.5 percent. Total March 2022 year-to-date ridership compared to March 2019 year-to-date ridership was 240.8 million (44.4 percent) lower.
- March 2022 year-to-date ridership was 103.9 million (52.6 percent) above March 2021 year-to-date ridership. Subway YTD ridership was 67.7 percent higher, and bus ridership was 22.8 percent higher.
- March 2022 farebox revenue of \$249.3 million was \$20.5 million (7.6 percent) under budget. March 2022 YTD farebox revenue fell short of budget by \$123.1 million (16.1 percent).

Total March operating expense (excluding non-cash liabilities) of \$713.4 million was favorable to budget by \$22.3 million (3.0 percent).

- Labor expenses were below budget by a net \$24.7 million (4.4 percent), primarily due to health & welfare/OPEB current expense underruns of \$23.8 million (17.1 percent), due to favorable timing of expense accruals. Pension was also favorable by \$4.4 million (5.5), due to the timing of expenses. Underruns in payroll of \$27.0 million (9.0 percent), due to vacancies were largely offset by overtime overruns of \$24.7 million (67.5 percent), resulting from vacancy and availability coverage backfill. Unfavorable reimbursable overhead of \$5.3 million (16.7 percent), resulted from lower reimbursable labor charges than expected providing a partial offset to general favorability in labor expenses.
- Non-labor expenses were net unfavorable to budget by \$2.4 million (1.4 percent), mainly due to overruns in materials & supplies of \$5.8 million (21.1 percent), reflecting unfavorable timing of non-vehicle expenses including tool and equipment purchases. Fuel was over by \$4.2 million (35.3 percent), mainly due to higher prices, other business expenses were unfavorable \$2.8 million (40.6 percent), on higher card transaction processing fees, and professional service contracts were higher by \$2.1 million (17.4 percent). Maintenance and other operating contracts were favorable to budget by \$11.4 million (39.9 percent), due to favorable timing of credits for construction service charges and equipment rentals, and Paratransit service contracts were lower by \$1.3 million (3.6 percent), reflecting fewer trips and favorable support costs.

2022 March year-to-date operating expense (excluding non-cash liabilities) of \$2,146.5 million was favorable to budget by \$95.6 million (4.3 percent).

- Labor expenses were below budget by a net \$54.9 million (3.2 percent), primarily due to health & welfare/OPEB current expense underruns of \$74.7 million (17.9 percent), due to favorable timing of expense accruals and prescription rebate credits. Underruns in payroll of \$54.0 million (6.1 percent), due to vacancies, and pension expenses lower by \$9.6 million (4.1 percent), due to favorable timing both contributed to general labor favorability. Overtime overruns of \$55.5 million (45.7 percent), were largely due to vacancy and availability coverage backfill along with severe weather response. Unfavorable reimbursable overhead of \$20.0 million (28.8 percent), and other fringe benefits over by \$8.0 million (5.8 percent), resulted from lower reimbursable labor charges than expected providing a partial offset to general favorability in labor expenses.
- Non-labor expenses were net favorable to budget by \$40.7 million (8.0 percent), mainly due to underruns in maintenance and other operating contracts lower than budget by \$24.4 million (29.6 percent), due to favorable timing of construction service charges and equipment rental credit. Materials & supplies were lower by \$12.9 million (15.5 percent), reflecting favorable timing of vehicle material expense and track and switch materials. Paratransit service contracts were lower by \$11.4 million (11.5 percent), reflecting fewer trips and favorable support costs. Fuel overran by \$5.8 million (18.1 percent), mainly due to higher prices, and other business expenses were unfavorable \$3.5 million (17.2 percent), from higher card transaction processing fees.

Financial Results

Farebox Revenue

March 2022 Farebox Revenue - (\$ in millions)								
	March				March Year-to-Date			
	Budget	Prelim Actual	Favorable(Unfavorable)		Budget	Prelim Actual	Favorable(Unfavorable)	
			Amount	Percent			Amount	Percent
Subway	205.2	190.8	(14.4)	(7.0%)	580.8	487.3	(93.6)	(16.1%)
NYCT Bus	58.5	52.6	(6.0)	(10.2%)	165.5	137.0	(28.5)	(17.2%)
Paratransit	1.7	1.5	(0.2)	(9.8%)	4.8	3.8	(1.0)	(20.5%)
Subtotal	265.4	244.9	(20.5)	(7.7%)	751.1	628.1	(123.1)	(16.4%)
Fare Media Liability	4.4	4.4	(0.0)	(0.0%)	13.1	13.1	0.0	0.0%
Total - NYCT	269.8	249.3	(20.5)	(7.6%)	764.3	641.2	(123.1)	(16.1%)

Note: Total may not add due to rounding

March 2022 farebox revenue of \$249.3 million was \$20.5 million (7.6 percent) below budget. Subway revenue was \$14.4 million (7 percent) lower, bus revenue was \$6.0 million (10.2 percent) unfavorable, and paratransit revenue underran \$0.16 million (9.8 percent). Accrued fare media liability was equal to budget. The March 2022 non-student average fare of \$2.23 increased 8.5¢ from March 2021; subway fare increased 5¢; local bus fare increased 2.9¢; express bus fare increased 13.2¢.

Average Fare

March Non-Student Average Fare - (in \$)				
	NYC Transit			
	2021	Prelim 2022	Change	
			Amount	Percent
Subway	2.287	2.337	0.050	2.2%
Local Bus	1.775	1.804	0.029	1.6%
Subway & Local Bus	2.124	2.204	0.081	3.8%
Express Bus	5.906	6.038	0.132	2.2%
Total	2.141	2.226	0.085	4.0%

The March 2022 non-student average local fare of \$2.23 increased 8.5¢ (3.8 percent) from the prior year.

Non-reimbursable Expenses – March 2022

Non-reimbursable expenses of \$713.4 million (before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment), was favorable to budget by \$22.3 million (3.0 percent).

Labor expenses underran budget by a net \$24.7 million (4.4 percent):

- Payroll was favorable by \$27.0 million (9.0 percent), due to vacancies
- Health and welfare/OPEB current expenses were under by a combined \$23.8 million (17.1 percent), due to favorable timing of expense accruals
- Pension was under budget by \$4.4 million (5.5 percent), reflecting favorable timing of NYCERS pension expense
- Overtime overruns of \$24.7 million (67.5 percent), were largely due to vacancy and availability coverage backfill
- Reimbursable overhead was unfavorable \$5.3 million (16.7 percent), resulting from lower reimbursable labor charges than expected

Non-labor expenses were net unfavorable to budget by \$2.4 million (1.4 percent):

- Materials and Supplies were over budget by \$5.8 million (21.1 percent), reflecting unfavorable timing of non-vehicle expenses including tool and equipment purchases
- Fuel expenses overran by \$4.2 million (35.3 percent), mainly due to higher prices partly offset by lower consumption
- Other business expenses overran by \$2.8 million (40.6 percent), reflecting mainly higher card transaction processing fees
- Professional service contracts were lower by \$2.1 million (17.4 percent), mainly due to Unfavorable timing of IT service contract charges
- Maintenance and other operating contract expenses were lower by \$11.4 million (39.9 percent), due to favorable timing of credits for construction service charges and equipment rentals
- Paratransit service contracts underran by \$1.3 million (3.6 percent), reflecting fewer trips and favorable support costs

Depreciation expense in March of \$174.1 million underran budget by \$5.2 million (2.9 percent). There are no GASB 75 OPEB expense adjustment entries nor any GASB 68 Pension adjustment entries recorded in March as of the preliminary close.

The **operating cash deficit** (excluding subsidies) of \$598.4 million for March was \$46.8 million (78.5 percent) unfavorable to the budget.

Non-reimbursable Expenses – Year-to-date

Non-reimbursable expenses of \$2,146.5 million (before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment), were favorable to budget by \$95.6 million (4.3 percent).

Labor expenses were below budget by a net \$54.9 million (3.2 percent):

- Health and welfare/OPEB current expenses were lower by a combined \$74.7 million (17.9 percent), due to favorable timing of expense accruals and prescription rebate credits
- Payroll was favorable by \$54.0 million (6.1 percent), due to vacancies
- Pension was under budget by \$9.6 million (4.1 percent), reflecting favorable timing of NYCERS pension expense
- Overtime expenses exceeded budget by \$55.5 million (45.7 percent), largely due to vacancy and availability coverage backfill along with severe weather response
- Reimbursable overhead was unfavorable by \$20.0 million (28.8 percent), and other fringe benefits overran by \$8.0 million (5.8 percent), mainly due to less than anticipated reimbursable labor charges

Non-labor expenses were net favorable to budget by \$40.7 million (8.0 percent):

- Maintenance and other operating contract expenses were lower than budget by \$24.4 million (29.6 percent), due to favorable timing of construction service charges and equipment rental credits
- Materials and Supplies were lower by \$12.9 million (15.5 percent), reflecting favorable timing of vehicle material expense and track and switch materials
- Paratransit service contracts were lower by \$11.4 million (11.5 percent), reflecting fewer trips and favorable support costs
- Fuel expenses overran by \$5.8 million (18.1 percent), mainly due to higher prices partly offset by lower consumption & timing
- Other business expenses were unfavorable \$3.5 million (17.2 percent), from higher card transaction processing fees

Depreciation expense March year-to-date of \$522.4 million underran budget by \$15.7 million (2.9 percent). There are no GASB 75 OPEB expense adjustment entries nor any GASB 68 Pension adjustment entries recorded for March year-to-date as of the preliminary close.

The **operating cash deficit** (excluding subsidies) of \$960.5 million year-to-date was \$28.2 million (3.0 percent) unfavorable to budget.

Ridership Results

March 2022 Ridership vs. Budget - (in millions)								
	March				March Year-to-Date			
	Budget	Prelim Actual	More(Less)		Budget	Prelim Actual	More(Less)	
			Amount	Percent			Amount	Percent
Subway	97.0	87.3	(9.8)	(10.1%)	271.4	220.8	(50.6)	(18.6%)
NYCT Bus	34.2	30.7	(3.5)	(10.1%)	95.2	78.7	(16.5)	(17.3%)
Paratransit	0.8	0.8	(0.0)	(5.4%)	2.2	1.9	(0.3)	(14.1%)
Total - NYCT	132.0	118.7	(13.3)	(10.1%)	368.9	301.5	(67.4)	(18.3%)

Note: Total may not add due to rounding

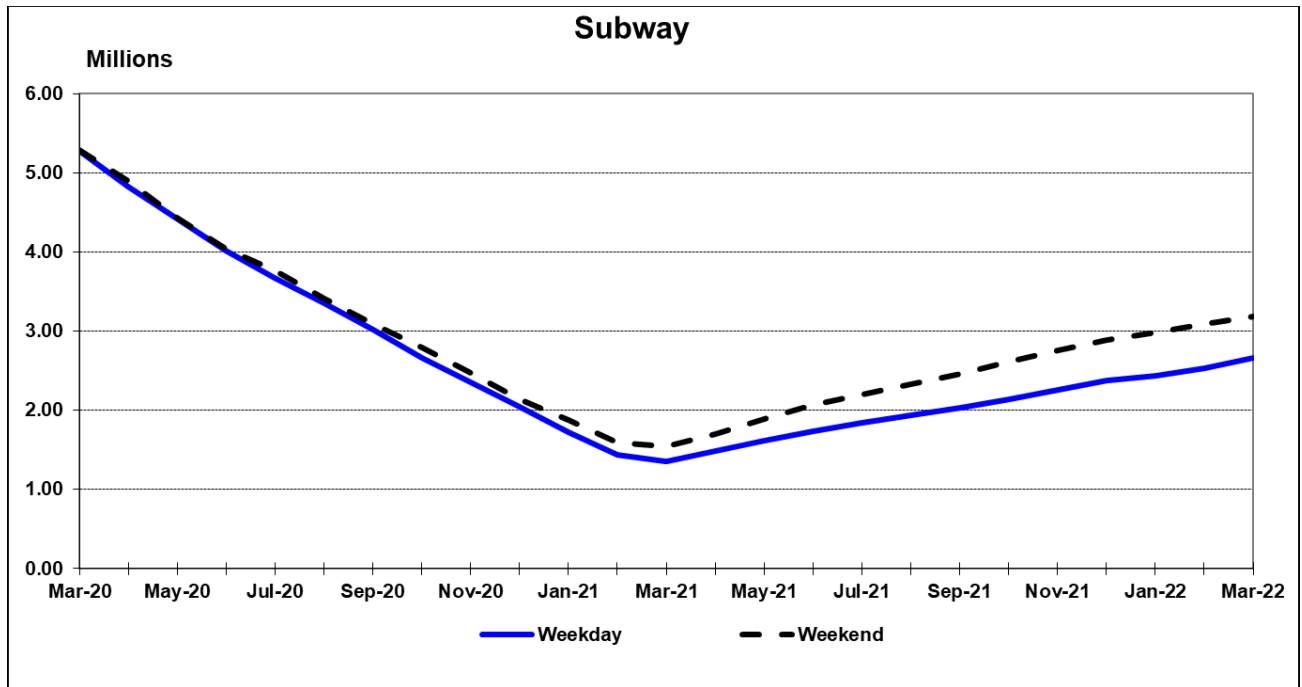
March Average Weekday and Weekend Ridership vs. Prior Year								
Month	Average Weekday - (thousands)				Average Weekend - (thousands)			
	2021	Preliminary	Change		2021	Preliminary	Change	
		2022	Amount	Percent		2022	Amount	Percent
Subway	1,850	3,195	1,345	+72.7%	2,211	3,439	1,228	+55.5%
NYCT Local Bus	868	1,111	243	+28.0%	1,054	1,113	59	+5.6%
NYCT Express Bus	14	25	11	+78.6%	7	10	3	+42.9%
Paratransit	25	28	3	+13.2%	26	29	3	+10.0%
TOTAL - NYCT	2,757	4,359	1,602	+58.1%	3,298	4,591	1,293	+39.2%
12-Month Rolling Average								
Subway	1,350	2,655	1,305	+96.7%	1,548	3,182	1,634	+105.6%
NYCT Local Bus	484	1,019	535	+110.5%	596	1,131	535	+89.8%
NYCT Express Bus	10	19	9	+90.0%	5	8	3	+60.0%
Paratransit	20	25	5	+25.1%	21	28	6	+28.0%
TOTAL - NYCT	1,864	3,718	1,854	+99.5%	2,170	4,349	2,178	+100.3%

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

- March 2022 subway ridership was 10.1 percent below budget, and bus ridership was also 10.1 percent unfavorable. Paratransit ridership underran by 5.4 percent.
- Compared to the previous year, average weekday ridership was up 72.7 percent on subway and up 28 percent on local bus. Express bus ridership was up 78.6 percent. Paratransit average weekday ridership was up 13.2 percent.
- Rolling average weekday ridership for the twelve-month period ending in March 2022, compared to twelve-month period ending in March 2021, is 96.7 percent higher on subway, 110.5 percent higher on local bus, 90 percent higher on express bus, and 25.1 percent higher on paratransit.

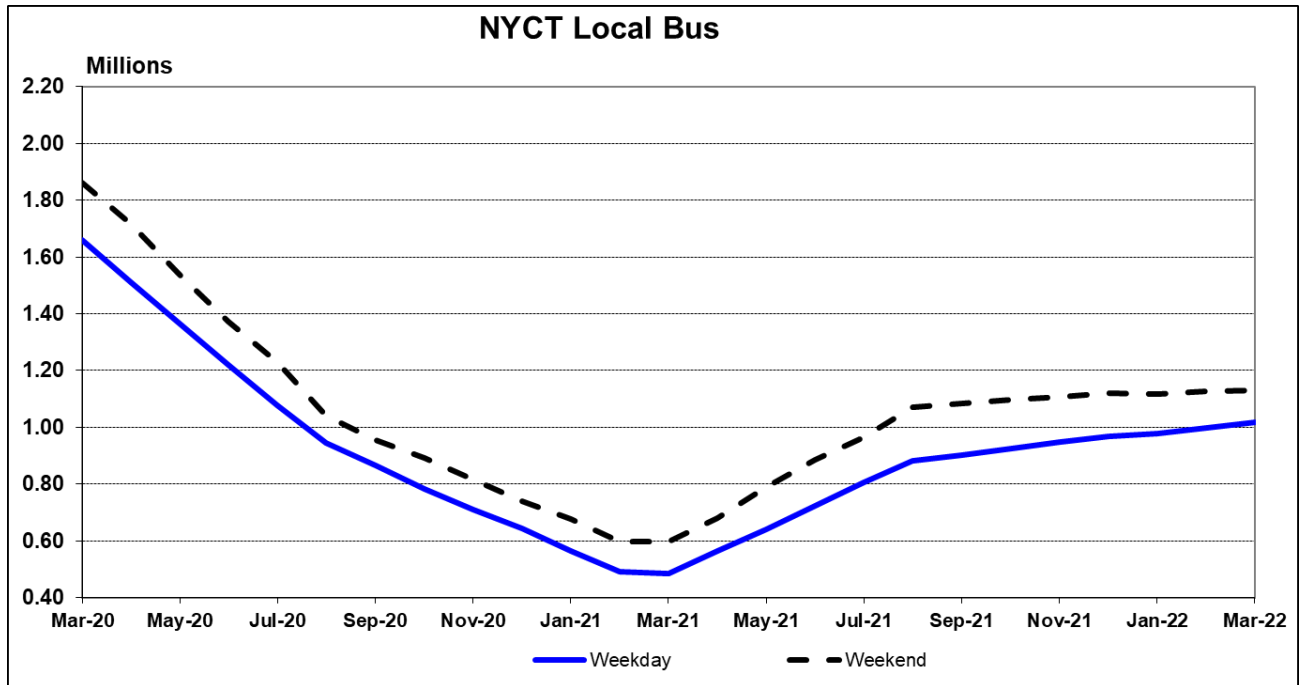
Average Weekday and Weekend Ridership

12-Month Rolling Averages



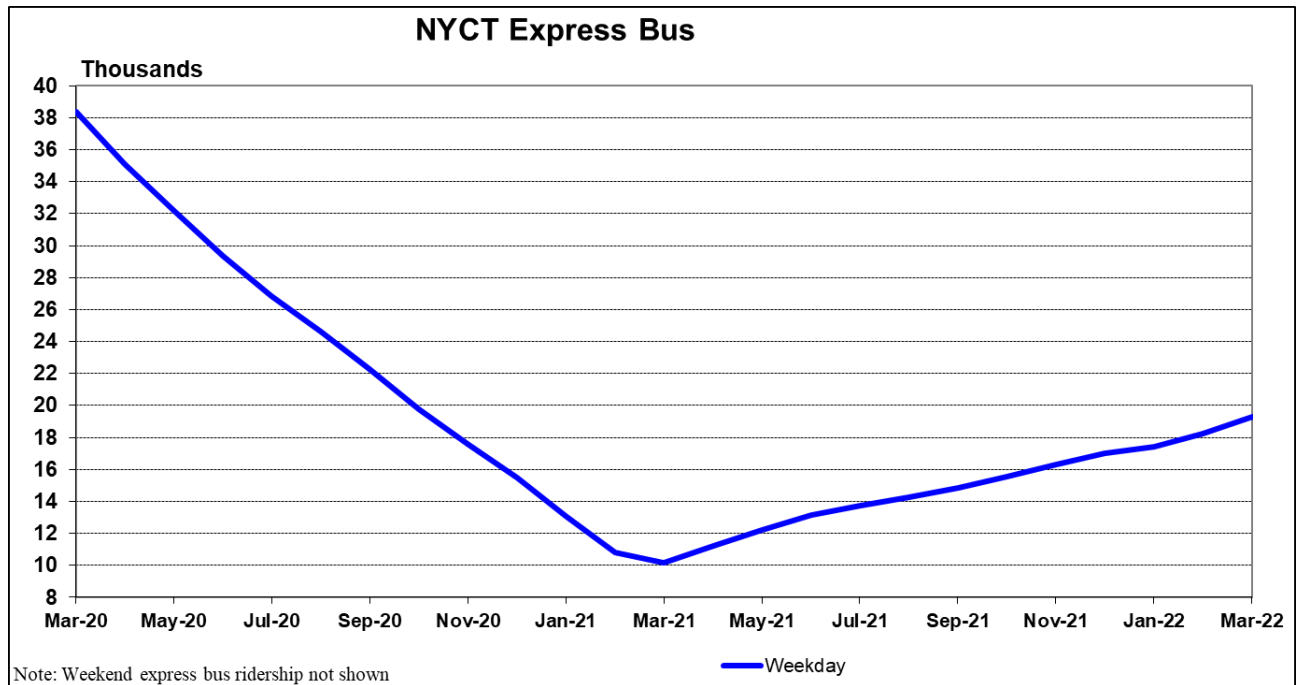
- Average weekday and weekend ridership increased moderately in 2019, before drastic declines due to COVID-19 travel restrictions which began in March 2020.
- In February 2021 the ridership decline slowed, and in March 2021, a new period of growth began.

12-Month Rolling Averages



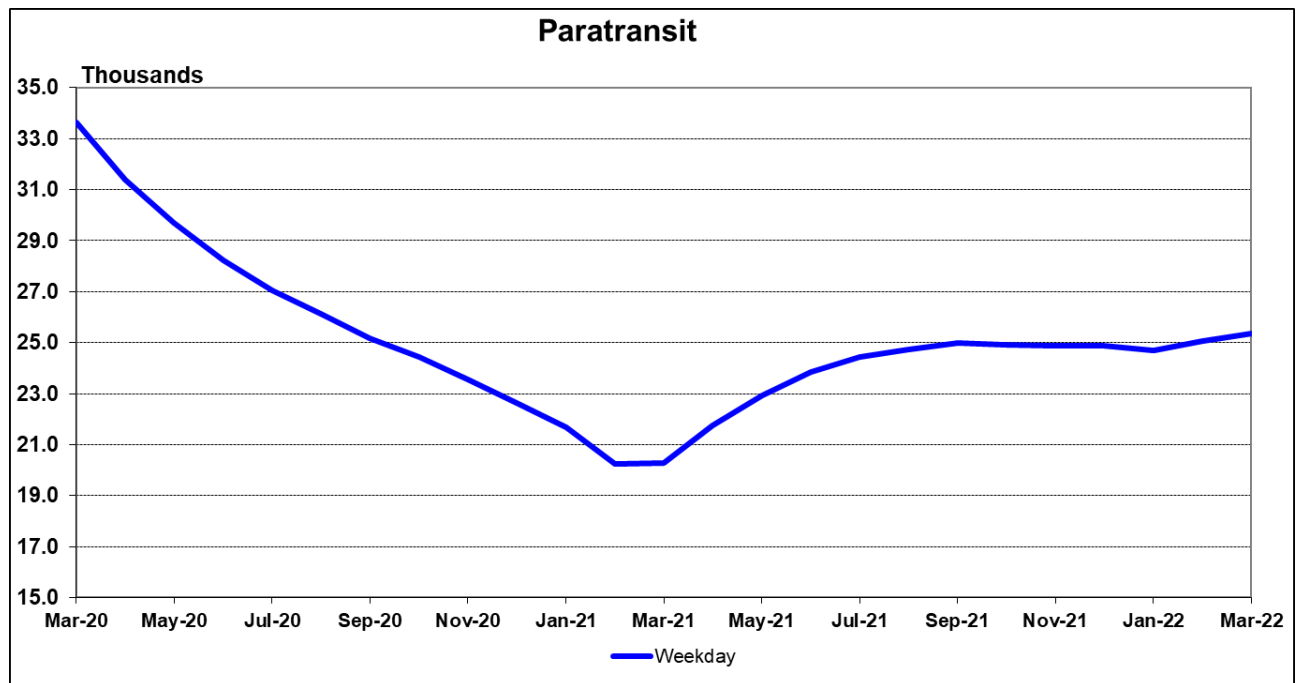
- Local bus ridership decreased slightly in 2019 and early 2020 before declining drastically starting in March 2020 due to COVID-19 travel limitations.
- Fare-free back door boarding was also in effect from late March 2020 through the end of August 2020 impacting the slope of the trend line until August 2021.
- 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 outsize 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. The ridership 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 2022, a new period of growth began. Travel restrictions were gradually lifted, businesses and schools reopened, and employees were returning to the office. December and January saw ridership retreat under the Omicron variant wave of infection across the region. Ridership has since rebounded in February and March back up to November 2021 pre-Omicron peak levels, however, counts still remain well below the March 2019 baseline ridership. Nevertheless, growth is significant compared with March 2021.

The rolling average ridership is still low, both on weekdays and weekends, for the 12-month period ending in March 2022, compared to 12-month period ending in March 2021.

Ridership on Transit Services in the New York Area						
(thousands)						
Transit Service	Mar-21	Prelim Mar-22	Percent Change	Rolling Avg Prior Year	Rolling Avg Current Year	12-Month Rolling Average Percent Change
Average Weekday						
Subway	1,850	3,195	+72.7%	1,350	2,655	+96.7%
NYCT Local Bus	868	1,111	+28.0%	484	1,019	+110.5%
NYCT Express Bus	14	25	+78.6%	10	19	+90.0%
Paratransit	25	28	+13.2%	20	25	+25.1%
SIR	4	8	+97.2%	3	6	+112.9%
MTA Local Bus	183	257	+40.4%	102	229	+124.8%
MTA Express Bus	12	20	+61.8%	9	16	+74.5%
LIRR	74	169	+128.4%	60	127	+111.7%
Metro-North	48	141	+193.8%	46	106	+130.4%
PATH	64	132	+106.3%	49	104	+112.2%
Average Weekend						
Subway	2,211	3,439	+55.5%	1,548	3,182	+105.6%
NYCT Local Bus	1,054	1,113	+5.6%	596	1,131	+89.8%
NYCT Express Bus	7	10	+42.9%	5	8	+60.0%
Paratransit	26	29	+10.0%	21	28	+28.0%
SIR	0	4	+15237.5%	1	3	+147.2%
MTA Local Bus	212	245	+15.3%	119	243	+104.0%
MTA Express Bus	7	9	+28.2%	5	9	+67.2%
LIRR	94	116	+23.4%	61	138	+126.2%
Metro-North	77	174	+126.0%	59	143	+142.4%
PATH	81	128	+58.0%	57	123	+115.8%

Note: Percentages are based on unrounded data.

MTA NEW YORK CITY TRANSIT

Mar - 2022 Adopted
 Accrual Statement of Operations By Category
 Month - Mar 2022
 (\$ in Millions)

4/07/2022 09:19 AM

	Nonreimbursable			Reimbursable			Total		
	Favorable (Unfavorable)		Percent	Favorable (Unfavorable)		Percent	Favorable (Unfavorable)		Percent
	Actual	Variance		Actual	Variance		Actual	Variance	
Revenue									
Farebox Revenue:									
Subway	\$190.812	(14,424)	(7.0)	\$0.000	\$0.000	-	\$190.812	(14,424)	(7.0)
Bus	\$52,559	(5,956)	(10.2)	\$0.000	\$0.000	-	\$52,559	(5,956)	(10.2)
Paratransit	\$1,507	(0,163)	(9.8)	\$0.000	\$0.000	-	\$1,507	(0,163)	(9.8)
Fare Liability	\$4,383	\$0.000	0.0	\$0.000	\$0.000	-	\$4,383	\$0.000	0.0
Farebox Revenue	\$249,261	(20,543)	(7.6)	\$0.000	\$0.000	-	\$249,261	(20,543)	(7.6)
Fare Reimbursement	\$8,027	\$0.000	0.0	\$0.000	\$0.000	-	\$8,027	\$0.000	0.0
Paratransit Reimbursement	\$14,601	(5,926)	(28.9)	\$0.000	\$0.000	-	\$14,601	(5,926)	(28.9)
Other Operating Revenue	\$12,901	\$13,728	6.4	\$0.000	\$0.000	-	\$12,901	\$13,728	6.4
Other Revenue	\$41,454	(5,100)	(12.3)	\$0.000	\$0.000	-	\$41,454	(5,100)	(12.3)
Capital and Other Reimbursements	\$0.000	-	-	\$128,399	(7,207)	(5.6)	\$121,192	(7,207)	(5.6)
Total Revenue	\$311,257	(25,642)	(8.2)	\$128,399	\$121,192	(8.2)	\$406,807	(32,849)	(7.5)
Expenses									
Labor:									
Payroll	\$299,267	\$27,020	9.0	\$47,195	\$41,450	12.2	\$313,697	\$32,765	9.5
Overtime	\$36,659	(24,736)	(67.5)	\$16,154	\$14,713	8.9	\$76,108	(23,295)	(44.1)
Total Salaries & Wages	\$335,926	\$2,284	0.7	\$63,350	\$56,163	11.3	\$389,806	\$9,470	2.4
Health and Welfare	\$91,473	\$14,050	15.4	\$2,287	\$1,713	25.1	\$93,760	\$14,624	15.6
OPEB Current Payment	\$47,786	\$9,765	20.4	\$1,295	\$1,098	15.2	\$49,081	\$9,962	20.3
Pensions	\$78,714	\$4,353	5.5	\$2,952	\$3,077	(4.2)	\$77,439	\$4,227	5.2
Other Fringe Benefits	\$42,896	\$43,287	(0.391)	\$20,343	\$18,651	8.3	\$63,239	\$1,301	2.1
Total Fringe Benefits	\$260,869	\$27,776	10.6	\$26,876	\$24,539	8.7	\$257,632	\$30,113	10.5
Contribution to GASB Fund	\$0.000	-	-	\$0.000	\$0.000	-	\$0.000	-	-
Reimbursable Overhead	(31,992)	(5,340)	(16.7)	\$31,992	\$26,652	16.7	\$0.000	\$0.000	94.6
Labor	\$564,803	\$24,720	4.4	\$122,218	\$107,354	12.2	\$647,437	\$39,584	5.8
Non-Labor:									
Electric Power	\$24,034	(0,795)	(3.3)	\$0.021	\$0.025	(15.1)	\$24,056	(0,798)	(3.3)
Fuel	\$12,017	(4,243)	(35.3)	\$0.000	\$0.000	-	\$12,017	(4,243)	(35.3)
Insurance	\$6,764	\$0.673	9.9	\$0.000	\$0.000	-	\$6,764	\$0.673	9.9
Claims	\$17,757	\$0.000	0.0	\$0.000	\$0.000	-	\$17,757	\$0.000	0.0
Paratransit Service Contracts	\$35,308	\$1,257	3.6	\$0.000	\$0.000	-	\$35,308	\$1,257	3.6
Maintenance and Other Operating Contracts	\$28,565	\$11,389	39.9	\$3,248	\$8,946	(175.5)	\$26,122	\$5,690	17.9
Professional Service Contracts	\$11,805	(2,054)	(17.4)	\$0,718	\$0,560	22.1	\$12,523	(1,896)	(15.1)
Materials & Supplies	\$27,673	(5,843)	(21.1)	\$4,446	\$4,446	(0.4)	\$32,099	(5,862)	(18.3)
Other Business Expenses	\$6,970	(2,827)	(40.6)	(2,232)	(0,139)	(93.8)	\$4,738	(4,920)	(103.8)
Non-Labor	\$170,894	(2,444)	(1.4)	\$6,181	\$13,837	(123.9)	\$187,175	(10,100)	(5.7)
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	\$735,697	\$22,277	3.0	\$128,399	\$121,192	5.6	\$864,096	\$29,484	3.4
Depreciation	\$179,367	\$5,248	2.9	\$0.000	\$0.000	-	\$179,367	\$5,248	2.9
GASB 75 OPEB Expense Adjustment	\$18,566	\$18,566	100.0	\$0.000	\$0.000	-	\$18,566	\$18,566	100.0
GASB 68 Pension Adjustment	\$15,333	\$15,333	100.0	\$0.000	\$0.000	-	\$15,333	\$15,333	100.0
Environmental Remediation	\$0.000	-	-	\$0.000	\$0.000	-	\$0.000	-	-
Total Expenses	\$948,963	\$61,423	6.5	\$128,399	\$121,192	5.6	\$1,008,731	\$68,631	6.4
OPERATING SURPLUS/DEFICIT	(637,706)	\$35,781	5.6	\$0.000	\$0.000	(66.7)	(601,925)	\$35,781	5.6

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 actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

MTA NEW YORK CITY TRANSIT

Mar - 2022 Adopted
 Accrual Statement of Operations By Category
 Year-To-Date - Mar 2022
 (\$ in Millions)

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	Nonreimbursable			Reimbursable			Total		
	Favorable (Unfavorable)		Percent	Favorable (Unfavorable)		Percent	Favorable (Unfavorable)		Percent
	Actual	Variance		Actual	Variance		Actual	Variance	
Revenue									
Farebox Revenue:									
Subway	\$487.270	(93.565)	(16.1)	\$0.000	\$0.000	-	\$487.270	(93.565)	(16.1)
Bus	\$137.027	(28.507)	(17.2)	\$0.000	\$0.000	-	\$137.027	(28.507)	(17.2)
Paratransit	\$3.800	(0.981)	(20.5)	\$0.000	\$0.000	-	\$3.800	(0.981)	(20.5)
Fare Liability	\$13.149	\$0.000	0.0	\$0.000	\$0.000	-	\$13.149	\$0.000	0.0
Farebox Revenue	\$641.246	(123.052)	(16.1)	\$0.000	\$0.000	-	\$641.246	(123.052)	(16.1)
Fare Reimbursement	\$23.846	\$0.000	0.0	\$0.000	\$0.000	-	\$23.846	\$0.000	0.0
Paratransit Reimbursement	\$55.515	(2.607)	(4.5)	\$0.000	\$0.000	-	\$55.515	(2.607)	(4.5)
Other Operating Revenue	\$37.202	(1.501)	(3.9)	\$0.000	\$0.000	-	\$37.202	(1.501)	(3.9)
Other Revenue	\$116.563	(4.108)	(3.4)	\$0.000	\$0.000	-	\$116.563	(4.108)	(3.4)
Capital and Other Reimbursements	\$0.000	-	-	\$315.059	\$252.859	(19.7)	\$315.059	(62.200)	(19.7)
Total Revenue	\$884.970	(127.161)	(14.4)	\$315.059	\$252.859	(19.7)	\$1,010.668	(189.361)	(15.8)
Expenses									
Labor:									
Payroll	\$889.988	\$53.984	6.1	\$121.187	\$93.860	22.7	\$929.644	\$81.512	8.1
Overtime	\$121.495	(55.540)	(45.7)	\$33.932	\$25.470	24.9	\$202.505	(47.079)	(30.3)
Total Salaries & Wages	\$1,011.463	(1.556)	(0.2)	\$155.119	\$119.130	23.2	\$1,132.149	\$34.433	3.0
Health and Welfare	\$274.110	\$243.269	11.3	\$6.915	\$5.349	22.6	\$248.618	\$32.407	11.5
OPEB Current Payment	\$143.359	\$99.471	30.6	\$3.884	\$3.380	13.0	\$147.243	\$44.392	30.1
Pensions	\$233.230	\$223.582	4.1	\$8.855	\$9.231	(4.2)	\$232.813	\$9.271	3.8
Other Fringe Benefits	\$138.630	(7.974)	(5.8)	\$48.805	\$39.489	19.1	\$187.435	\$1.341	0.7
Total Fringe Benefits	\$789.328	\$76.402	9.7	\$68.459	\$57.450	16.1	\$770.376	\$87.411	10.2
Contribution to GASB Fund	\$0.000	-	-	\$0.000	\$0.000	-	\$0.000	-	-
Reimbursable Overhead	(69.318)	(19.975)	(28.8)	\$69.318	\$49.343	28.8	\$0.000	\$0.000	92.5
Labor	\$1,731.473	\$54.871	3.2	\$292.896	\$225.923	22.9	\$1,902.526	\$121.844	6.0
Non-Labor:									
Electric Power	\$83.821	(1.512)	(1.8)	\$0.064	\$0.075	(17.0)	\$85.408	(1.523)	(1.8)
Fuel	\$31.886	(5.772)	(18.1)	\$0.000	\$0.001	(0.001)	\$37.659	(5.773)	(18.1)
Insurance	\$19.674	\$1.669	8.5	\$0.000	\$0.000	-	\$18.005	\$1.669	8.5
Claims	\$53.271	\$0.000	0.0	\$0.000	\$0.000	-	\$53.271	\$0.000	0.0
Paratransit Service Contracts	\$99.265	\$87.852	11.5	\$0.000	\$0.000	-	\$99.265	\$87.852	11.5
Maintenance and Other Operating Contracts	\$82.490	\$58.087	29.6	\$9.704	\$13.716	(41.4)	\$92.194	\$20.391	22.1
Professional Service Contracts	\$36.585	\$1.096	3.0	\$1.704	\$2.238	(31.3)	\$38.290	\$0.562	1.5
Materials & Supplies	\$83.327	\$70.419	15.5	\$12.613	\$11.128	(11.8)	\$95.940	\$81.547	15.0
Other Business Expenses	\$20.300	(3.495)	(17.2)	(1.922)	(0.222)	(88.4)	\$18.378	(5.194)	(28.3)
Non-Labor	\$510.620	\$40.711	8.0	\$22.163	\$26.936	(21.5)	\$496.844	\$35.938	6.7
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	\$2,242.093	\$95.582	4.3	\$315.059	\$252.859	19.7	\$2,399.370	\$157.782	6.2
Depreciation	\$538.101	\$15.745	2.9	\$0.000	\$0.000	-	\$522.357	\$15.745	2.9
GASB 75 OPEB Expense Adjustment	\$18.566	\$18.566	100.0	\$0.000	\$0.000	-	\$0.000	\$18.566	100.0
GASB 68 Pension Adjustment	\$15.333	\$15.333	100.0	\$0.000	\$0.000	-	\$0.000	\$15.333	100.0
Environmental Remediation	\$0.000	-	-	\$0.000	\$0.000	-	\$0.000	-	-
Total Expenses	\$2,814.093	\$145.225	5.2	\$315.059	\$252.859	19.7	\$2,921.727	\$207.425	6.6
OPERATING SURPLUS/DEFICIT	(1,929.123)	\$18.064	0.9	\$0.000	\$0.000	(83.3)	(1,911.059)	\$18.064	0.9

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN 2022
EXPLANATION OF VARIANCES BETWEEN THE ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
MARCH 2022
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH		YEAR TO DATE		Reason for Variance
		Favorable (Unfavorable) Variance	%	Favorable (Unfavorable) Variance	%	
		\$		\$		
Farebox Revenue	NR	(20.5)	(7.6)	(123.1)	(16.1)	Primarily due to lower ridership
Other Operating Revenue	NR	(5.1)	(12.3)	(4.1)	(3.4)	Mainly unfavorable Paratransit reimbursement
Payroll	NR	27.0	9.0	54.0	6.1	Primarily due to vacancies
Overtime	NR	(24.7)	(67.5)	(55.5)	(45.7)	Vacancy / availability backfill coverage and adverse weather response
Health & Welfare (including OPEB current payment)	NR	23.8	17.1	74.7	17.9	Mainly favorable timing of accruals and prescription rebate credits
Pension	NR	4.4	5.5	9.6	4.1	Favorable timing of pension expense
Other Fringe Benefits	NR	(0.4)	(0.9)	(8.0)	(5.8)	Mainly due to less than anticipated reimbursable labor expense
Reimbursable Overhead	NR	(5.3)	(16.7)	(20.0)	(28.8)	Mainly due to less than anticipated capital labor expense
Electric Power	NR	(0.8)	(3.3)	(1.5)	(1.8)	Minor variance
Fuel	NR	(4.2)	(35.3)	(5.8)	(18.1)	Mainly higher prices partly offset by lower consumption & timing
Insurance	NR	0.7	9.9	1.7	8.5	Minor variance
Paratransit Service Contracts	NR	1.3	3.6	11.4	11.5	Reflecting fewer trips and favorable timing of support costs
Maintenance and Other Operating Contracts	NR	11.4	39.9	24.4	29.6	Favorable timing of construction service charges and equipment rental credits
Professional Service Contracts	NR	(2.1)	(17.4)	1.1	3.0	Mainly favorable timing of bond issuance expense
Materials & Supplies	NR	(5.8)	(21.1)	12.9	15.5	Mainly favorable timing of vehicle material expenses and track and switch materials
Other Business	NR	(2.8)	(40.6)	(3.5)	(17.2)	Mainly higher card transaction processing fees

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2022 Adopted
Cash Receipts and Expenditures

Mar FY22
(\$ in Millions)

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	Month			Year-To-Date		
	Adopted	Actual	Favorable	Adopted	Actual	Favorable
			(Unfavorable)			Variance
			Percent			Percent
Receipts						
Farebox Revenue	\$269,803	\$275,393	\$5,590	\$764,299	\$643,400	(120,899)
Fare Reimbursement	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Paratransit Reimbursement	\$20,527	\$26,153	\$5,626	\$58,122	\$55,504	(2,618)
Other Operating Revenue	\$2,848	\$14,080	\$11,232	\$472,595	\$481,045	\$8,450
Other Revenue	\$23,374	\$40,233	\$16,859	\$530,718	\$536,549	\$5,831
Capital and Other Reimbursements	\$128,399	\$63,052	(\$65,347)	\$315,059	\$219,610	(95,449)
Total Revenue	\$421,576	\$378,678	(42,898)	\$1,610,075	\$1,399,559	(210,516)
			2.1			(15.8)
			(100.0)			(100.0)
			27.4			(4.5)
			394.4			1.8
			72.1			1.1
			(50.9)			(30.3)
			(10.2)			(13.1)
Expenditures						
Labor :						
Payroll	\$474,714	\$433,336	\$41,378	\$1,077,996	\$1,007,401	\$70,595
Overtime	\$52,813	\$76,108	(23,295)	\$155,426	\$202,505	(47,079)
Total Salaries & Wages	\$527,527	\$509,444	\$18,083	\$1,233,422	\$1,209,906	\$23,516
			3.4			1.9
Health and Welfare	\$93,760	\$141,096	(47,336)	\$281,025	\$226,204	\$54,821
OPEB Current Payment	\$49,081	\$39,119	\$9,962	\$147,243	\$102,851	\$44,392
Pensions	\$81,666	\$77,927	\$3,739	\$242,084	\$234,781	\$7,303
Other Fringe Benefits	\$45,698	\$45,707	(0,009)	\$133,778	\$134,550	(772)
Total Fringe Benefits	\$270,205	\$303,849	(33,644)	\$804,130	\$698,386	\$105,744
			(12.5)			13.2
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	\$797,732	\$813,293	(15,561)	\$2,037,552	\$1,908,292	\$129,260
			(2.0)			6.3
Non-Labor :						
Electric Power	\$26,786	\$27,428	(0,642)	\$86,615	\$85,990	\$0,625
Fuel	\$12,017	\$15,702	(3,685)	\$31,886	\$37,599	(5,713)
Insurance	\$8,445	\$3,762	\$4,683	\$8,445	\$3,762	\$4,683
Claims	\$12,745	\$7,936	\$4,809	\$38,235	\$19,984	\$18,251
Paratransit Service Contracts	\$34,808	\$27,471	\$7,337	\$98,765	\$88,838	\$9,927
Maintenance and Other Operating Contracts	\$31,812	\$24,116	\$7,696	\$92,194	\$69,211	\$22,983
Professional Service Contracts	\$12,523	\$13,911	(1,388)	\$36,040	\$40,947	(4,907)
Materials & Supplies	\$31,568	\$34,104	(2,546)	\$94,315	\$81,454	\$12,861
Other Business Expenses	\$4,738	\$9,392	(4,654)	\$18,378	\$24,009	(5,631)
Non-Labor	\$175,433	\$163,822	\$11,611	\$504,873	\$451,794	\$53,079
			6.6			10.5
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	\$973,166	\$977,115	(3,949)	\$2,542,425	\$2,360,086	\$182,339
			(0.4)			7.2
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	\$973,166	\$977,115	(3,949)	\$2,542,425	\$2,360,086	\$182,339
			(0.4)			7.2
Net Surplus/(Deficit)	(551,589)	(598,437)	(46,848)	(932,350)	(960,527)	(28,177)
			(8.5)			(3.0)

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN 2022
EXPLANATION OF VARIANCES BETWEEN THE ADOPTED BUDGET AND ACTUAL CASH BASIS
Mar FY22
(\$ in millions)

	MONTH		YEAR TO DATE	
	Favorable (Unfavorable) Variance	Reason for Variance	Favorable (Unfavorable) Variance	Reason for Variance
	\$	%	\$	%
Operating Receipts or Disbursements				
Farebox Receipts	5.6	2.1	(120.9)	(15.8)
Other Operating Receipts	16.9	72.1	5.8	1.1
Capital and Other Reimbursements	(65.3)	(50.9)	(95.4)	(30.3)
Payroll	41.4	8.7	70.6	6.5
Overtime	(23.3)	(44.1)	(47.1)	(30.3)
Health & Welfare/OPEB Current	(37.4)	(26.2)	99.2	23.2
Pension	3.7	4.6	7.3	3.0
Other Fringe Benefits	(0.0)	0.0	(0.8)	(0.6)
Electric Power	(0.6)	(2.4)	0.6	0.7
Fuel	(3.7)	(30.7)	(5.7)	(17.9)
Claims	4.8	37.7	18.3	47.7
Paratransit Service Contracts	7.3	21.1	9.9	10.1
Maintenance and Other Operating Contracts	7.7	24.2	23.0	24.9
Professional Service Contracts	(1.4)	(11.1)	(4.9)	(13.6)
Materials & Supplies	(2.5)	(8.1)	12.9	13.6
Other Business	(4.7)	(98.2)	(5.6)	(30.6)

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2022 Adopted
Cash Conversion (Cash Flow Adjustments)

Mar FY22
(\$ in Millions)

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	Month			Year-To-Date		
	Adopted	Actual	Favorable	Adopted	Actual	Favorable
			(Unfavorable) Variance			(Unfavorable) Variance
Revenue						
Farebox Revenue	\$0.000	\$26.132	\$26.132	\$0.000	\$2,154	\$2,154
Fare Reimbursement	(8.027)	(8.027)	\$0.000	(23.846)	(23.846)	\$0.000
Paratransit Reimbursement	\$0.000	\$11.552	\$11.552	\$0.000	(0.011)	(0.011)
Other Operating Revenue	(10.053)	\$0.352	\$10.406	\$433.892	\$443.843	\$9,951
Other Revenue	(18.080)	\$3.878	\$21.958	\$410.046	\$419.986	\$9,940
Capital and Other Reimbursements	\$0.000	(58.140)	(58.140)	\$0.000	(33.249)	(33.249)
Total Revenue	(18.080)	(28.129)	(10.049)	\$410.046	\$388.891	(21.155)
Expenses						
Labor:						
Payroll	(128.251)	(119.638)	\$8.613	(66.840)	(77.757)	(10.916)
Overtime	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Salaries & Wages	(128.251)	(119.638)	\$8.613	(66.840)	(77.757)	(10.916)
Health and Welfare	\$0.000	(61.960)	(61.960)	\$0.000	\$22.414	\$22.414
OPEB Current Payment	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Pensions	\$0.000	(0.488)	(0.488)	\$0.000	(1.968)	(1.968)
Other Fringe Benefits	\$17.540	\$16.231	(1.309)	\$53.658	\$51.544	(2.113)
Total Fringe Benefits	\$17.540	(46.217)	(63.757)	\$53.658	\$71.990	\$18.333
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	(110.711)	(165.856)	(55.144)	(13.183)	(5.766)	\$7.417
Non-Labor:						
Electric Power	(2.731)	(2.574)	\$0.157	(2.731)	(0.582)	\$2.148
Fuel	\$0.000	\$0.559	\$0.559	\$0.000	\$0.060	\$0.060
Insurance	(1.681)	\$2.329	\$4.011	\$11.229	\$14.243	\$3,014
Claims	\$5,012	\$9,821	\$4,809	\$15,036	\$33,287	\$18,251
Paratransit Service Contracts	\$0.500	\$6,581	\$6,081	\$0.500	(0.986)	(1,486)
Maintenance and Other Operating Contracts	\$0.000	\$2,006	\$2,006	\$0.000	\$2,592	\$2,592
Professional Service Contracts	\$0.000	\$0.508	\$0.508	\$2,250	(3,219)	(5,469)
Materials & Supplies	\$0.542	\$3,858	\$3,316	\$1,625	\$0,093	(1,532)
Other Business Expenses	\$0.000	\$0,266	\$0,266	\$0.000	(0,437)	(0,437)
Non-Labor	\$1,642	\$23,353	\$21,711	\$27,909	\$45,050	\$17,141
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	(109.069)	(142.502)	(33.433)	\$14,727	\$39,284	\$24,558
Depreciation	\$179,367	\$174,119	(5,248)	\$538,101	\$522,357	(15,745)
GASB 75 OPEB Expense Adjustment	\$18,566	\$0.000	(18,566)	\$18,566	\$0.000	(18,566)
GASB 68 Pension Adjustment	\$15,333	\$0.000	(15,333)	\$15,333	\$0.000	(15,333)
Environmental Remediation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$104,196	\$31,616	(72,580)	\$586,726	\$561,641	(25,085)
Total Cash Conversion Adjustments	\$86,116	\$3,488	(82,628)	\$996,773	\$950,532	(46,241)

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.

New York City Transit - NON-REIMBURSABLE OVERTIME

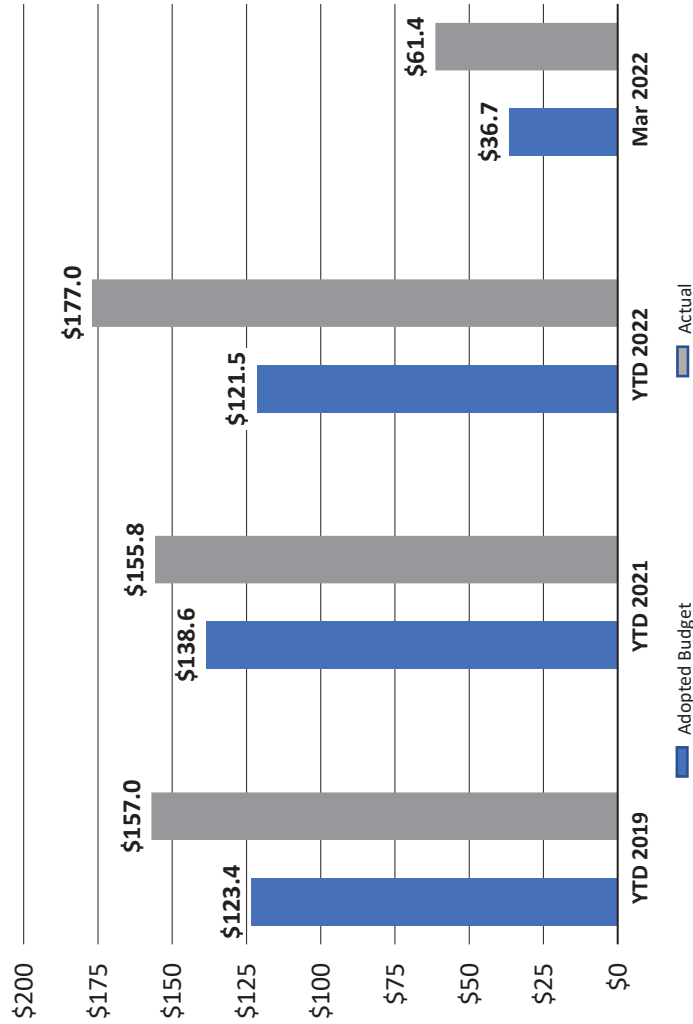
Overview

- Overall increase of \$20.0M or 12.8 percent compared to March YTD 2019
- Overall increase of \$21.3M or 13.7 percent compared to March YTD 2021
- \$55.5M or 45.7 percent above March YTD 2022 budget; offset by -\$54.0M payroll underrun
- Subways \$29.6M overrun: \$18.7M due to vacancy coverage requirements; \$7.7M for severe weather response; \$3.2M for additional maintenance requirements and COVID-19 response
- Buses \$25.3M overrun: \$23.2M for vacancy/availability coverage; \$1.6M for severe weather response; \$1.4M for COVID-19 response; -\$0.9M scheduled service underruns
- All others \$0.6M overrun

Agency Detail

- **Subways**
 - Maintenance of way overrun of \$8.7M; \$4.4M due to severe weather response; \$2.6M due to additional maintenance requirements; \$1.7M for vacancy coverage
 - Stations overrun of \$7.1M: \$4.4M due to vacancy coverage; \$2.7M for severe weather response
 - Service delivery overrun of \$8.6M: \$8.1M due to vacancy coverage; \$0.3M due to maintenance requirement; remaining \$0.2M due to COVID-19 and severe weather response
 - Car equipment overrun of \$5.2M: \$3.8M due to vacancy coverage; \$2.5M for COVID-19 response; \$0.6M due to severe weather. -\$1.7M underrun in maintenance requirements
- **Buses**
 - Buses operations overrun of \$12.5M: \$12.9M due to vacancies and availability; \$0.7M due to COVID-19 response. -\$1.1M due to scheduled service underruns
 - Buses maintenance and other overrun of \$12.8M: \$10.5M due to maintenance requirement and availability; \$1.6M for severe weather response; \$0.7M due to COVID-19
 - Other overrun of \$0.6M: Primarily due to timing of reimbursable deviation

Non-Reimbursable Overtime - YTD March 2022 Variance
(all dollars in millions)



New York City Transit - REIMBURSABLE OVERTIME

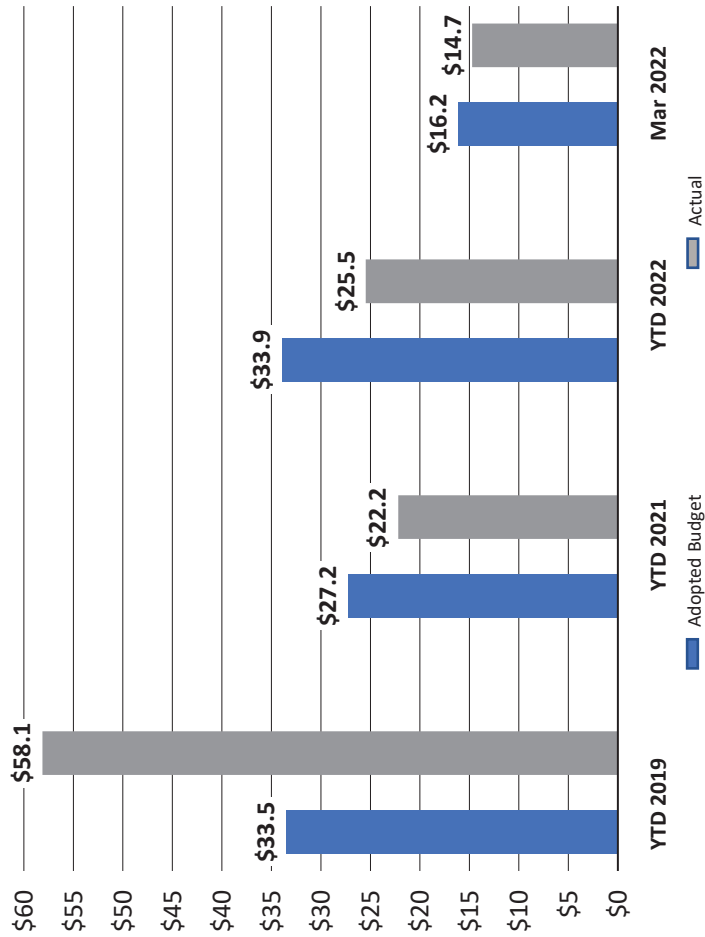
Overview

- Overall decrease of -\$32.7M or -56.2 percent compared to March YTD 2019
- Overall increase of \$3.3M or 14.8 percent compared to March YTD 2021
- -\$8.5M or -24.9 percent below March YTD 2022 budget
- Subways -\$3.9M underrun: Due to severe weather and COVID-19 related capital project delays
- Buses -\$0.8M underrun: Due to severe weather and COVID-19 related capital project delays
- All Others -\$3.8M underrun

Agency Detail

- Capital project delays due to vacancies and severe weather resulted in the following favorable variances:
 - Maintenance of way underrun of -\$3.2M
 - Stations underrun of -\$0.6M
 - Car equipment underrun of -\$0.1M
- Buses operations underrun of -\$1.2M
- Buses maintenance overrun of \$0.4M
- All others underrun of -\$3.8M: Primarily due to timing of reimbursable deviation

Reimbursable Overtime - YTD Mar 2022 Variance
(all dollars in millions)



MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN 2022
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE AND FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
March 2022

	<u>Adopted</u>	<u>Actual</u>	<u>Variance</u> <u>Fav./ (Unfav)</u>	<u>Explanation</u>
<u>Administration:</u>				
Office of the President	14	8	6	
Law	245	215	30	
Office of the EVP	21	16	5	
Human Resources	122	93	29	
Office of Management and Budget	32	24	8	
Strategy & Customer Experience	167	144	23	
Non-Departmental	(8)	-	(8)	
Labor Relations	89	69	20	
Office of People & Business Transformation/EEO	25	25	(0)	
Material	151	176	(25)	
Controller	109	99	10	
Total Administration	967	868	99	
<u>Operations:</u>				
Subways Service Delivery	8,448	7,809	639	Mainly RVO vacancies.
Subways Operations Support/Admin	433	415	18	
Subways Stations	2,326	2,194	132	Mainly Station Agent vacancies.
SubTotal Subways	11,207	10,418	789	
Buses	11,129	11,026	103	Mainly Mgr, and Bus Operator vacancies.
Paratransit	188	169	19	
Operations Planning	359	284	75	Mainly Mgr, PTE and Hourly vacancies.
Revenue Control	542	498	44	
Non-Departmental	(24)	-	(24)	
Total Operations	23,401	22,395	1,006	
<u>Maintenance:</u>				
Subways Operations Support/Admin	112	95	17	
Subways Engineering	346	302	44	
Subways Car Equipment	4,815	4,488	327	Mainly Hourly vacancies.
Subways Infrastructure	1,875	1,756	119	Mainly Hourly vacancies.
Subways Elevators & Escalators	487	451	36	
Subways Stations	3,334	3,064	270	Mainly Hourly, and Cleaner vacancies.
Subways Track	3,201	2,915	286	Mainly TEM, PDM and TrackWorker vacancies.
Subways Power	657	625	32	
Subways Signals	1,709	1,684	25	
Subways Electronic Maintenance	1,580	1,379	201	Mainly PTE and Hourly vacancies.
Subtotal Subways	18,116	16,760	1,356	
Buses	3,418	3,317	101	Mainly Hourly vacancies.
Supply Logistics	523	494	29	
System Safety/OHS	164	144	20	
Non-Departmental	(127)	-	(127)	
Total Maintenance	22,094	20,715	1,379	
<u>Engineering</u>				
Construction and Development	1,265	1,000	265	Mainly Mgr, and PTE vacancies.
Total Engineering/Capital	1,265	1,000	265	
<u>Public Safety</u>				
Security	639	587	52	Mainly Supv, and Hourly vacancies.
Total Public Safety	639	587	52	
Total Positions	48,366	45,565	2,801	
NON_REIMB	43,649	42,058	1,591	
REIMBURSABLE	4,717	3,507	1,210	
Total Full-Time	48,203	45,456	2,747	
Total Full-Time Equivalents	163	109	54	

MTA NEW YORK TRANSIT
FEBRUARY FINANCIAL PLAN 2022
TOTAL POSITIONS by FUNCTION and OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
March 2022

FUNCTION/OCCUPATION	Adopted	Actual	Variance Fav./(Unfav)	Explanation
<u>Administration:</u>				
Managers/Supervisors	328	291	37	
Professional, Technical, Clerical	615	559	56	
Operational Hourlies	24	18	6	
Total Administration	967	868	99	
<u>Operations:</u>				
Managers/Supervisors	2,896	2,632	264	
Professional, Technical, Clerical	470	414	56	
Operational Hourlies	20,035	19,349	686	
Total Operations	23,401	22,395	1,006	
<u>Maintenance:</u>				
Managers/Supervisors	3,972	3,720	252	
Professional, Technical, Clerical	1,006	815	191	
Operational Hourlies	17,116	16,180	936	
Total Maintenance	22,094	20,715	1,379	
<u>Engineering/Capital:</u>				
Managers/Supervisors	330	259	71	
Professional, Technical, Clerical	933	739	194	
Operational Hourlies	2	2	-	
Total Engineering/Capital	1,265	1,000	265	
<u>Public Safety:</u>				
Managers/Supervisors	272	244	28	
Professional, Technical, Clerical	33	33	-	
Operational Hourlies	334	310	24	
Total Public Safety	639	587	52	
<u>Total Positions:</u>				
Managers/Supervisors	7,798	7,146	652	
Professional, Technical, Clerical	3,057	2,560	497	
Operational Hourlies	37,511	35,859	1,652	
Total Positions	48,366	45,565	2,801	

Preliminary March 2022 Report: Staten Island Railway

The purpose of this report is to provide the preliminary March 2022 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).

Summary of Preliminary Financial Results

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

- March 2022 Staten Island Railway ridership of 194,233 was 21 rides (0.01 percent) above budget.
- Compared with March 2019, March 2022 ridership was lower by 42.4 percent. Compared with March 2021, March 2022 ridership was higher by over 100% percent.
- March 2022 Farebox revenue of \$0.288 million was \$0.009 million (2.9 percent) below budget. March 2022 YTD Farebox revenue of \$0.711 million was under budget by \$0.120 million (14.4 percent).
- Operating expenses were over budget by \$0.620 million (10.6 percent).
 - Labor expenses were more than budget by \$0.679 million (14.6 percent).
 - Non-labor expenses were less than budget by \$0.059 million (5.0 percent).

STATEN ISLAND RAILWAY FINANCIAL AND RIDERSHIP REPORT

March 2022

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Adopted Budget (budget)

March 2022 Staten Island Railway ridership of 194,233 was 21 rides (0.01 percent) above budget. Average weekday ridership of 7,804 was 3,846 rides (97.2 percent) higher than March 2021 and 770 rides (9.0 percent) lower than March 2019.

Total Operating Revenue of \$0.559 million was above budget by \$0.010 million (1.8 percent).

- Farebox revenue of \$0.288 million was \$0.009 million (2.9 percent) below budget. The underrun was due to lower than anticipated ridership.
- Other revenue of \$0.270 million was \$0.018 million (7.2 percent) above budget due to advertisement revenues.

Nonreimbursable expenses in March, before depreciation, GASB 75 OPEB expense adjustment and GASB 68 pension adjustment, were more than budget by \$0.620 million (10.6 percent).

- Labor expenses were above budget by \$0.679 million (14.6 percent), due primarily to a payroll overrun of \$0.391 million (16.4 percent) due to the timing of expense for retro payments, and an overrun of \$0.265 million (82.8 percent) in other fringe benefits reimbursable overhead credits and. Overtime overran budget by \$0.055 million (19.4 percent) due to vacancies. Pension underran the budget by \$0.078 million (10.6 percent) due to timing.
- Non-labor expenses were below budget by \$0.059 million (5.0 percent) due to the timing of projects, including an underrun in professional service contracts of \$0.055 million (30.1 percent) due to timing, and an electric power underrun of \$0.052 (13.3 percent) due to lower consumption. Insurance underran the budget by \$0.043 million (27.3 percent) due to timing. Materials and Supplies overran the budget by \$0.076 million (55.3 percent) due to the timing and other business expenses overran by \$0.059 million (55.3 percent).

Year-to-date, expenses were below budget by \$0.430 million (2.5 percent).

- Labor expenses were over by \$0.328 million (2.4 percent), mostly due to overruns in payroll of \$0.611 million (8.8 percent) due to the timing of expense for retro payments and an other fringe benefits overrun of \$0.328 million (32.6 percent) due to unfavorable reimbursable overhead credits. Health & welfare/OPEB underran the budget by \$0.350 million (12.5 percent) and pension underran by \$0.235 million (10.6 percent), both due to timing.
- Non-labor expenses underran the budget by \$0.758 million (21.3 percent), mainly in maintenance and other operating contracts of \$0.374 million (63.1 percent) and professional service contracts was under budget by \$0.234 million (42.2 percent), both due to the timing of projects.

Operating cash deficit (excluding subsidies) in March of \$5.079 million was \$0.311 million (6.5 percent) unfavorable to budget. On a year-to-date basis, the operating cash deficit was \$10.470 million, which was \$0.768 million (7.9 percent) unfavorable to budget.

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2022 Adopted
Ridership (Utilization) Actual to Budget
Mar FY22
 (# in Millions)

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	Month			Year-To-Date		
	Adopted	Actual	Favorable	Adopted	Actual	Favorable
			(Unfavorable) Variance			(Unfavorable) Variance
Ridership						
Ridership - Subway	0.194	0.194	0.000	0.549	0.477	(0.072) (13.1)
Total Ridership	0.194	0.194	0.000	0.549	0.477	(0.072) (13.1)
FareBox Revenue						
Farebox Revenue	\$0.297	\$0.288	(0.009)	\$0.831	\$0.711	(0.120) (14.4)
Total Farebox Revenue	\$0.297	\$0.288	(0.009)	\$0.831	\$0.711	(0.120) (14.4)

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY

Mar - 2022 Adopted
 Accrual Statement of Operations By Category
 Month - Mar 2022
 (\$ in Millions)

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	Nonreimbursable			Var Percent			Reimbursable			Total		
	Adopted	Actual	Favorable (Unfavorable) Variance	Percent	Adopted	Actual	Favorable (Unfavorable) Variance	Percent	Adopted	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue:												
Farebox Revenue	\$0.297	\$0.288	(0.009)	(2.9)	\$0.000	\$0.000	-	-	\$0.297	\$0.288	(0.009)	(2.9)
Other Revenue	\$0.252	\$0.270	\$0.018	7.2	\$0.000	\$0.000	-	-	\$0.252	\$0.270	\$0.018	7.2
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.674	\$0.054	(0.620)	(92.0)	\$0.674	\$0.054	(0.620)	(92.0)
Total Revenue	\$0.549	\$0.559	\$0.010	1.8	\$0.674	\$0.054	(0.620)	(92.0)	\$1.223	\$0.613	(0.610)	(49.9)
Expenses												
Labor :												
Payroll	\$2.379	\$2.769	(0.391)	(16.4)	\$0.359	\$0.016	\$0.343	95.7	\$2.737	\$2.785	(0.047)	(1.7)
Overtime	\$0.283	\$0.338	(0.055)	(19.4)	\$0.093	\$0.016	\$0.077	83.2	\$0.376	\$0.353	\$0.022	6.0
Total Salaries & Wages	\$2.661	\$3.107	(0.446)	(16.7)	\$0.452	\$0.031	\$0.421	93.1	\$3.113	\$3.138	(0.025)	(0.8)
Health and Welfare	\$0.685	\$0.721	(0.037)	(5.3)	\$0.000	\$0.000	-	-	\$0.685	\$0.721	(0.037)	(5.3)
OPEB Current Payment	\$0.246	\$0.265	(0.019)	(7.9)	\$0.000	\$0.000	\$0.000	-	\$0.246	\$0.265	(0.020)	(8.0)
Pensions	\$0.735	\$0.657	\$0.078	10.6	\$0.000	\$0.000	-	-	\$0.735	\$0.657	\$0.078	10.6
Other Fringe Benefits	\$0.320	\$0.585	(0.265)	(82.8)	\$0.222	\$0.023	\$0.200	89.8	\$0.543	\$0.608	(0.065)	(12.0)
Total Fringe Benefits	\$1.986	\$2.229	(0.243)	(12.2)	\$0.222	\$0.023	\$0.200	89.7	\$2.209	\$2.252	(0.043)	(2.0)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	\$0.000	(0.009)	\$0.009	-	\$0.000	\$0.000	\$0.000	-	\$0.000	(0.009)	\$0.009	-
Labor	\$4.647	\$5.327	(0.679)	(14.6)	\$0.674	\$0.054	\$0.620	92.0	\$5.321	\$5.381	(0.059)	(1.1)
Non-Labor :												
Electric Power	\$0.388	\$0.337	\$0.052	13.3	\$0.000	\$0.000	-	-	\$0.388	\$0.337	\$0.052	13.3
Fuel	\$0.033	\$0.059	(0.026)	(79.1)	\$0.000	\$0.000	-	-	\$0.033	\$0.059	(0.026)	(79.1)
Insurance	\$0.156	\$0.114	\$0.043	27.3	\$0.000	\$0.000	-	-	\$0.156	\$0.114	\$0.043	27.3
Claims	\$0.074	\$0.038	\$0.036	49.0	\$0.000	\$0.000	-	-	\$0.074	\$0.038	\$0.036	49.0
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$0.198	\$0.163	\$0.035	17.7	\$0.000	\$0.000	-	-	\$0.198	\$0.163	\$0.035	17.7
Professional Service Contracts	\$0.184	\$0.129	\$0.055	30.1	\$0.000	\$0.000	-	-	\$0.184	\$0.129	\$0.055	30.1
Materials & Supplies	\$0.138	\$0.214	(0.076)	(55.3)	\$0.000	\$0.000	\$0.000	-	\$0.138	\$0.214	(0.076)	(55.5)
Other Business Expenses	\$0.014	\$0.073	(0.059)	(420.4)	\$0.000	\$0.000	-	-	\$0.014	\$0.073	(0.059)	(420.4)
Non-Labor	\$1.185	\$1.125	\$0.059	5.0	\$0.000	\$0.000	\$0.000	-	\$1.185	\$1.126	\$0.059	5.0
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	\$5.832	\$6.452	(0.620)	(10.6)	\$0.674	\$0.054	\$0.620	92.0	\$6.506	\$6.506	\$0.000	0.0
Depreciation	\$1.000	\$0.949	\$0.051	5.1	\$0.000	\$0.000	-	-	\$1.000	\$0.949	\$0.051	5.1
GASB 75 OPEB Expense Adjustment	\$0.275	\$0.000	\$0.275	100.0	\$0.000	\$0.000	-	-	\$0.275	\$0.000	\$0.275	100.0
GASB 68 Pension Adjustment	(0.275)	\$0.000	(0.275)	(100.0)	\$0.000	\$0.000	-	-	(0.275)	\$0.000	(0.275)	(100.0)
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$6.832	\$7.401	(0.569)	(8.3)	\$0.674	\$0.054	\$0.620	92.0	\$7.506	\$7.456	\$0.051	0.7
OPERATING SURPLUS/DEFICIT	(6.283)	(6.843)	(0.560)	(8.9)	\$0.000	\$0.000	\$0.000	(100.0)	(6.283)	(6.843)	(0.560)	(8.9)

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
Mar - 2022 Adopted
Accrual Statement of Operations By Category
Year-To-Date - Mar 2022
(\$ in Millions)

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	Nonreimbursable			Reimbursable			Total		
	Adopted	Actual	Favorable (Unfavorable) Variance	Adopted	Actual	Favorable (Unfavorable) Variance	Adopted	Actual	Favorable (Unfavorable) Variance
			Percent			Percent			Percent
Revenue									
Farebox Revenue:									
Farebox Revenue	\$0.831	\$0.711	(14.4)	\$0.000	\$0.000	-	\$0.831	\$0.711	(0.120)
Other Revenue	\$0.757	\$0.498	(34.1)	\$0.000	\$0.000	-	\$0.757	\$0.498	(0.258)
Capital and Other Reimbursements	\$0.000	\$0.000	-	\$1.934	\$0.177	(90.9)	\$1.934	\$0.177	(1.757)
Total Revenue	\$1.588	\$1.210	(23.8)	\$1.934	\$0.177	(90.9)	\$3.522	\$1.386	(2.135)
Expenses									
Labor :									
Payroll	\$6.962	\$7.573	(0.611)	\$1.020	\$0.059	\$0.961	\$7.982	\$7.632	\$0.350
Overtime	\$0.908	\$0.879	3.1	\$0.279	\$0.040	\$0.239	\$1.186	\$0.919	\$0.267
Total Salaries & Wages	\$7.870	\$8.452	(7.4)	\$1.299	\$0.099	\$1.199	\$9.168	\$8.551	\$0.617
Health and Welfare	\$2.054	\$1.787	13.0	\$0.000	\$0.000	-	\$2.054	\$1.787	\$0.268
OPEB Current Payment	\$0.737	\$0.655	11.2	\$0.000	\$0.000	\$0.000	\$0.737	\$0.655	\$0.082
Pensions	\$2.206	\$1.972	10.6	\$0.000	\$0.000	-	\$2.206	\$1.972	\$0.235
Other Fringe Benefits	\$1.007	\$1.336	(32.6)	\$0.636	\$0.070	\$0.566	\$1.643	\$1.406	\$0.237
Total Fringe Benefits	\$6.005	\$5.749	4.3	\$0.636	\$0.070	\$0.566	\$6.641	\$6.819	\$0.822
Contribution to GASB Fund	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.001	(0.001)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.001	(0.001)
Labor	\$13.875	\$14.203	(2.4)	\$1.934	\$0.169	\$1.765	\$15.809	\$14.372	\$1.437
Non-Labor :									
Electric Power	\$1.165	\$1.144	1.8	\$0.000	\$0.000	-	\$1.165	\$1.144	\$0.021
Fuel	\$0.099	\$0.122	(23.3)	\$0.000	\$0.000	-	\$0.099	\$0.122	(0.023)
Insurance	\$0.469	\$0.466	0.6	\$0.000	\$0.000	-	\$0.469	\$0.466	\$0.003
Claims	\$0.221	\$0.113	49.0	\$0.000	\$0.000	-	\$0.221	\$0.113	\$0.108
Paratransit Service Contracts	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.593	\$0.219	63.1	\$0.000	\$0.000	-	\$0.593	\$0.219	\$0.374
Professional Service Contracts	\$0.553	\$0.320	42.2	\$0.000	\$0.001	(0.001)	\$0.553	\$0.321	\$0.232
Materials & Supplies	\$0.413	\$0.319	22.7	\$0.000	\$0.006	(0.006)	\$0.413	\$0.325	\$0.087
Other Business Expenses	\$0.042	\$0.095	(124.6)	\$0.000	\$0.000	-	\$0.042	\$0.095	(0.053)
Non-Labor	\$3.554	\$2.797	21.3	\$0.000	\$0.007	(0.007)	\$3.554	\$2.804	\$0.750
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	\$17.429	\$16.999	2.5	\$1.934	\$0.177	\$1.757	\$19.364	\$17.176	\$2.187
Depreciation	\$3.000	\$2.848	5.1	\$0.000	\$0.000	-	\$3.000	\$2.848	\$0.152
GASB 75 OPEB Expense Adjustment	\$0.275	\$0.000	100.0	\$0.000	\$0.000	-	\$0.275	\$0.000	\$0.275
GASB 68 Pension Adjustment	(0.275)	\$0.000	(100.0)	\$0.000	\$0.000	-	(0.275)	\$0.000	(0.275)
Environmental Remediation	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Total Expenses	\$20.429	\$19.847	2.8	\$1.934	\$0.177	\$1.757	\$22.364	\$20.024	\$2.339
OPERATING SURPLUS/DEFICIT	(18.842)	(18.638)	1.1	\$0.000	\$0.000	\$0.000	(18.842)	(18.638)	\$0.204

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
FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN FEBRUARY 2022 RESULTS AND THE FEBRUARY FINANCIAL PLAN
MAR 2022
(\$ in millions)-Accrual Basis**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH			YEAR-TO-DATE		
		Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	Non Reimb.	(0.009)	(2.9)	Unfavorable due to lower than anticipated ridership	(0.120)	(14.4)	Unfavorable due to lower than anticipated ridership
Other Revenue	Non Reimb.	0.018	7.2	Favorable due to advertising income	(0.258)	(34.1)	Unfavorable due to minimal reimbursement for school fares
Payroll	Non Reimb.	(0.391)	(16.4)	Unfavorable due to timing of expense for retro payments	(0.611)	(8.8)	Unfavorable due to timing of expense for retro payments
Overtime	Non Reimb.	(0.055)	(19.4)	Unfavorable primarily due to vacancies.	0.029	3.1	Favorable primarily due to less backfill of vacancies.
Health and Welfare (including OPEB current payment)	Non Reimb.	(0.056)	(6.0)	Unfavorable due to timing of expenses accruals	0.350	12.5	Favorable due to timing and prescription rebates
Pension	Non Reimb.	0.078	10.6	Favorable timing of expenses	0.235	10.6	Favorable timing of expenses
Other Fringe Benefits	Non Reimb.	(0.265)	(82.8)	Unfavorable due to lower reimbursable fringe OH credits than expected	(0.328)	(32.6)	Unfavorable due to lower reimbursable fringe OH credits than expected
Electric Power	Non Reimb.	0.052	13.3	Favorable due to reduced traction power usage	0.021	1.8	Favorable due to reduced traction power usage
Fuel	Non Reimb.	(0.026)	(79.1)	Unfavorable mostly due to heating fuel consumption	(0.023)	(23.3)	Unfavorable mostly due to heating fuel consumption
Insurance	Non Reimb.	0.043	27.3	Favorable due to timing of expenses	0.003	0.6	Favorable due to timing of expenses
Claims	Non Reimb.	0.036	49.0	Favorable due to timing of expenses	0.108	49.0	Favorable due to timing of expenses
Maintenance & Other Operating Contracts	Non Reimb.	0.035	17.7	Favorable mostly due to the timing of facility maintenance projects	0.374	63.1	Favorable mostly due to the timing of facility maintenance projects
Professional Service Contracts	Non Reimb.	0.055	30.1	Favorable mostly due to the timing of maintenance projects	0.234	42.2	Favorable mostly due to the timing of maintenance projects
Materials and Supplies	Non Reimb.	(0.076)	(55.3)	Unfavorable due to the timing of facility and maintenance services projects	0.094	22.7	Favorable due to the timing of facility and maintenance services projects
Other Business Expenses	Non Reimb.	(0.059)	(420.4)	Unfavorable due to the timing of expenses	(0.053)	(124.6)	Unfavorable due to the timing of expenses
Payroll	Reimb.	0.343	95.7	Favorable due to vacancies	0.961	94.2	Favorable due to vacancies
Overtime	Reimb.	0.077	83.2	Favorable due to less backfill of vacancies	0.239	85.6	Favorable due to less backfill of vacancies
Materials and Supplies	Reimb.	0.000	0.0	Draw down of project materials	(0.006)	0.0	Draw down of project materials

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2022 Adopted
Cash Receipts and Expenditures
 Mar FY22
 (\$ in Millions)

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	Month			Year-To-Date		
	Adopted	Actual	Favorable	Adopted	Actual	Favorable
			(Unfavorable) Variance			(Unfavorable) Variance
Receipts						
Farebox Revenue	\$0.297	\$0.210	(0.087)	\$0.831	\$0.650	(0.181)
Other Revenue	\$0.117	\$0.173	\$0.056	\$5.100	\$5.001	(0.099)
Capital and Other Reimbursements	\$0.674	\$0.069	(0.605)	\$1.934	\$0.327	(1.607)
Total Revenue	\$1.088	\$0.452	(0.636)	\$7.866	\$5.978	(1.887)
Expenditures						
Labor :						
Payroll	\$2.273	\$3.037	(0.764)	\$6.734	\$7.229	(0.495)
Overtime	\$0.376	\$0.353	\$0.022	\$1.186	\$0.919	\$0.267
Total Salaries & Wages	\$2.649	\$3.391	(0.742)	\$7.920	\$8.148	(0.228)
Health and Welfare	\$0.685	\$0.072	\$0.612	\$2.054	\$2.119	(0.065)
OPEB Current Payment	\$0.246	\$0.093	\$0.152	\$0.737	\$0.288	\$0.449
Pensions	\$0.735	\$0.657	\$0.078	\$2.206	\$1.972	\$0.235
Other Fringe Benefits	\$0.388	\$0.190	\$0.198	\$1.191	\$0.548	\$0.643
Total Fringe Benefits	\$2.054	\$1.013	\$1.041	\$6.189	\$4.928	\$1.262
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Reimbursable Overhead	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Labor	\$4.703	\$4.403	\$0.300	\$14.109	\$13.076	\$1.034
Non-Labor :						
Electric Power	\$0.388	\$0.371	\$0.017	\$1.165	\$1.111	\$0.053
Fuel	\$0.033	\$0.066	(0.034)	\$0.099	\$0.178	(0.079)
Insurance	\$0.156	\$0.180	(0.024)	\$0.469	\$0.351	\$0.118
Claims	\$0.000	\$0.000	\$0.041	\$0.124	\$0.040	\$0.084
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Maintenance and Other Operating Contracts	\$0.198	\$0.131	\$0.066	\$0.593	\$0.472	\$0.121
Professional Service Contracts	\$0.184	\$0.249	(0.065)	\$0.553	\$0.566	(0.012)
Materials & Supplies	\$0.138	\$0.059	\$0.079	\$0.413	\$0.511	(0.098)
Other Business Expenses	\$0.014	\$0.071	(0.057)	\$0.042	\$0.143	(0.101)
Non-Labor	\$1.153	\$1.127	\$0.025	\$3.458	\$3.372	\$0.086
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	\$5.856	\$5.531	\$0.325	\$17.567	\$16.448	\$1.119
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	\$5.856	\$5.531	\$0.325	\$17.567	\$16.448	\$1.119
Net Surplus/(Deficit)	(4.768)	(5.079)	(0.311)	(9.701)	(10.470)	(0.768)

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN FEBRUARY 2022 RESULTS AND THE FEBRUARY FINANCIAL PLAN
MAR 2022
(\$ in millions)

	MONTH		YEAR TO DATE		
	<u>Favorable/ (Unfavorable) Variance</u>	<u>%</u>	<u>Favorable/ (Unfavorable) Variance</u>	<u>%</u>	
<u>Operating Receipts or Disbursements</u>	<u>\$</u>		<u>\$</u>		
Farebox Receipts	(0.087)	(29.2)	(0.181)	(21.8)	Primarily due to favorable ridership
Other Revenue	0.056	48.2	(0.099)	(1.9)	Primarily due to receipt timing lag of fare reimbursement
Capital and Other Reimbursements	(0.605)	(89.8)	(1.607)	(83.1)	Timing of reimbursements
Payroll	(0.764)	(33.6)	(0.495)	(7.4)	Unfavorable due to interagency payments
Overtime	0.022	6.0	0.267	22.5	Timing of payments
Health and Welfare (including OPEB current payment)	0.764	0.0	0.384	0.0	Timing of payments
Other Fringe Benefits	0.198	51.1	0.643	54.0	Shortfall in reimbursable expenses and timing of payments
Electric Power	0.017	4.5	0.053	4.6	Favorable mainly due to timing
Maintenance Contracts	0.066	33.5	0.121	20.4	Favorable timing of maintenance work postponed due to COVID-19
Professional Services Contracts	(0.065)	(35.1)	(0.012)	(2.2)	Timing of contract payments
Materials & Supplies	0.079	57.4	(0.098)	(23.7)	Timing of payments

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2022 Adopted
Cash Conversion (Cash Flow Adjustments)
Mar FY22
(\$ in Millions)

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	Month			Year-To-Date		
	Adopted	Actual	Favorable	Adopted	Actual	Favorable
			(Unfavorable)			Variance
			Percent			Percent
Revenue						
Farebox Revenue	\$0.000	(0.078)	(0.078)	\$0.000	(0.061)	(0.061)
Other Revenue	(0.135)	(0.097)	\$0.038	\$4.344	\$4.503	\$0.159
Capital and Other Reimbursements	\$0.000	\$0.015	\$0.015	\$0.000	\$0.150	\$0.150
Total Revenue	(0.135)	(0.161)	(0.025)	\$4.344	\$4.592	\$0.248
			28.2			3.7
			(18.7)			5.7
Expenses						
Labor :						
Payroll	\$0.464	(0.253)	(0.717)	\$1.248	\$0.403	(0.845)
Overtime	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Salaries & Wages	\$0.464	(0.253)	(0.717)	\$1.248	\$0.403	(0.845)
Health and Welfare	\$0.000	\$0.649	\$0.649	\$0.000	(0.333)	(0.333)
OPEB Current Payment	\$0.000	\$0.172	\$0.172	\$0.000	\$0.367	\$0.367
Pensions	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Fringe Benefits	\$0.154	\$0.418	\$0.264	\$0.452	\$0.857	\$0.406
Total Fringe Benefits	\$0.154	\$1.239	\$1.084	\$0.452	\$0.892	\$0.440
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Reimbursable Overhead	\$0.000	(0.009)	(0.009)	\$0.000	\$0.001	\$0.001
Labor	\$0.618	\$0.977	\$0.359	\$1.700	\$1.296	(0.404)
			58.1			(23.7)
Non-Labor :						
Electric Power	\$0.000	(0.034)	(0.034)	\$0.000	\$0.032	\$0.032
Fuel	\$0.000	(0.007)	(0.007)	\$0.000	(0.056)	(0.056)
Insurance	\$0.000	(0.066)	(0.066)	\$0.000	\$0.115	\$0.115
Claims	\$0.032	\$0.038	\$0.005	\$0.097	\$0.073	(0.024)
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Maintenance and Other Operating Contracts	\$0.000	\$0.031	\$0.031	\$0.000	(0.253)	(0.253)
Professional Service Contracts	\$0.000	(0.120)	(0.120)	\$0.000	(0.245)	(0.245)
Materials & Supplies	\$0.000	\$0.155	\$0.155	\$0.000	(0.185)	(0.185)
Other Business Expenses	\$0.000	\$0.002	\$0.002	\$0.000	(0.048)	(0.048)
Non-Labor	\$0.032	(0.002)	(0.034)	\$0.097	(0.568)	(0.665)
			(105.1)			(686.1)
Other Expense Adjustments:						
Other	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Other Expense Adjustments	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Total Expenses before Depreciation and OPEB	\$0.651	\$0.976	\$0.325	\$1.797	\$0.728	(1.068)
			50.0			(59.5)
Depreciation	\$1.000	\$0.949	(0.051)	\$3.000	\$2.848	(0.152)
GASB 75 OPEB Expense Adjustment	\$0.275	\$0.000	(0.275)	\$0.275	\$0.000	(0.275)
GASB 68 Pension Adjustment	(0.275)	\$0.000	\$0.275	(0.275)	\$0.000	(0.275)
Environmental Remediation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
			100.0			100.0
Total Expenditures	\$1.651	\$1.925	\$0.274	\$4.797	\$3.577	(1.220)
			16.6			(25.4)
Total Cash Conversion Adjustments	\$1.515	\$1.764	\$0.249	\$9.140	\$8.168	(0.972)
			16.4			(10.6)

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.

STATEN ISLAND RAILWAY - NON-REIMBURSABLE OVERTIME

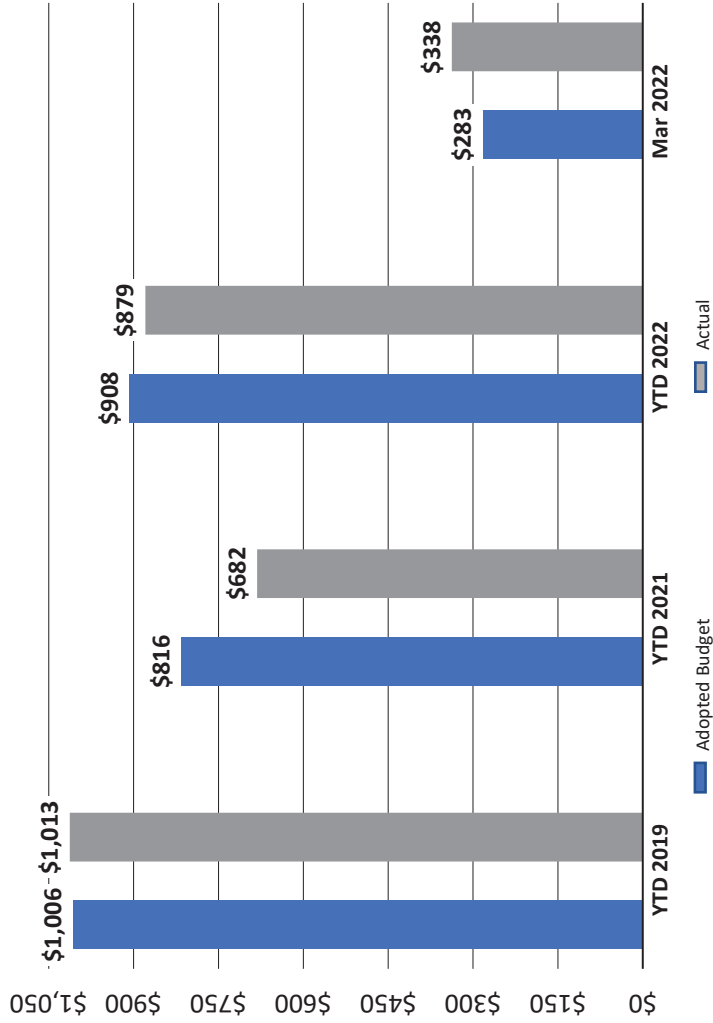
Overview

- Overall decrease of -\$133.6K or -13.2 percent compared to March YTD 2019
- Overall increase of \$197.4K or 29.0 percent compared to March YTD 2021
- \$28.5K or -3.1% below March YTD 2022 budget
- Service \$53.1K overrun: \$85.7K due to vacancies offset by -\$32.5K weather underrun
- Maintenance -\$81.6K underrun: \$30.7K overrun due to severe weather response; \$91.8K overrun for vacancy coverage; -\$204.1K underrun due to reduced maintenance

Agency Detail

- Transportation overrun of \$53.1K due to vacancies offset by weather underruns
- Mechanical overrun of \$47.1K primarily due to increase maintenance on ageing fleet
- Electrical and Power/Signals overrun of \$16.5K due to severe weather
- MOW/Infrastructure underrun of \$118.6K primarily due to vacancies
- Others underrun of \$26.6K

Non-Reimbursable Overtime - YTD March 2022 Variance
(all dollars in thousands)



STATEN ISLAND RAILWAY - REIMBURSABLE OVERTIME

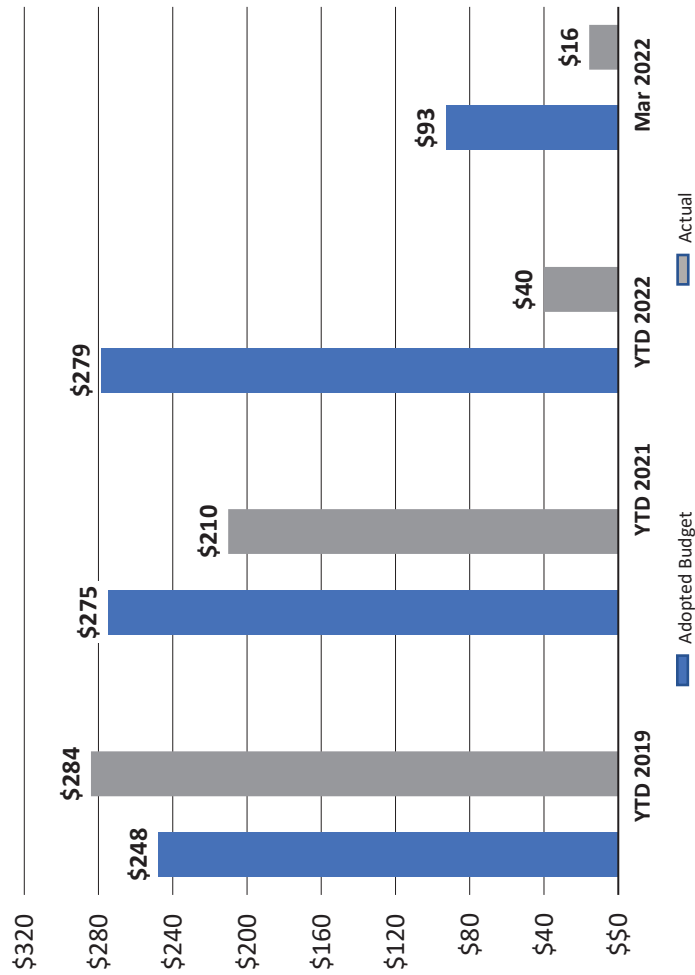
Overview

- Overall decrease of -\$249.9K or -85.9 percent compared to March YTD 2019
- Overall decrease of -\$170.0K or -80.9 percent compared to March YTD 2021
- -\$238.6K or -85.6% below March YTD 2022 budget
- Service -\$97.0K underrun: Capital project delays due to vacancies
- Maintenance -\$141.6K underrun: Capital project delays due to vacancies

Agency Detail

- Capital project delays and severe weather resulted in the following favorable variances:
 - Transportation underrun of -\$97.0K
 - MOW/Infrastructure underrun of -\$75.7K
 - Power/Signals underrun of -\$33.3K
 - Mechanical underrun of -\$18.7K
 - Electrical underrun of -\$16.2K
 - Others overrun of \$2.3K

Reimbursable Overtime - YTD March 2022 Variance
(all dollars in thousands)



**MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
MAR 22**

<u>Function/Departments</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
Administration			
Executive	6	5	1
General Office	13	12	1
Purchasing/Stores	4	3	1
Total Administration	23	20	3
Operations			
Transportation	152	135	17
Total Operations	152	135	17
Maintenance			
Mechanical	54	51	3
Electronics/Electrical	21	18	3
Power/Signals	32	24	8
Maintenance of Way	89	74	15
Infrastructure	18	18	0
Total Maintenance	214	185	29
Engineering/Capital			
Capital Project Support	6	3	3
Total Engineering Capital	6	3	3
Total Positions	395	343	52
Non-Reimbursable	342	339	3
Reimbursable	53	4	49
Total Full-Time	395	343	52
Total Full-Time-Equivalents	0	0	0

FinalFY22

**MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
MAR 22**

<u>Function/Occupation</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
Administration			
Managers/Supervisors	13	10	3
Professional, Technical, Clerical	6	8	(2)
Operational Hourlies	4	2	2
Total Administration	23	20	3
Operations			
Managers/Supervisors	26	21	5
Professional, Technical, Clerical	6	2	4
Operational Hourlies	120	112	8
Total Operations	152	135	17
Maintenance			
Managers/Supervisors	25	25	0
Professional, Technical, Clerical	7	7	0
Operational Hourlies	182	153	29
Total Maintenance	214	185	29
Engineering/Capital			
Managers/Supervisors	4	3	1
Professional, Technical, Clerical	2	0	2
Operational Hourlies	0	0	0
Total Engineering/Capital	6	3	3
Total Positions			
Managers/Supervisors	68	59	9
Professional, Technical, Clerical	21	17	4
Operational Hourlies	306	267	39
Total Positions	395	343	52

Preliminary March 2022 Report: Bus Company

The purpose of this report is to provide the preliminary March 2022 financial results on an accrual basis. The accrual basis is presented on a non-reimbursable account basis. These results are compared to the Adopted Budget (budget).

Summary of Preliminary Financial Results

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

March 2022 Bus Company ridership of 7.4 million was 0.3 million (3.7 percent) below budget.

- Farebox Revenue of \$15.8 million was \$1.7 million (11.7 percent) above budget.
- Total expenses before Non-Cash Liabilities of \$69.9 million were \$10.1 million (12.6 percent) below budget.
 - Labor expenses were lower than budget by \$4.0 million (7.0 percent). Payroll expenses were lower than budget by \$1.5 million (5.6 percent). Overtime expenses were higher than budget by \$0.2 million (1.9 percent). Health and Welfare (including OPEB) expenses were lower than budget by \$0.8 million (8.3 percent). Other Fringe Benefits were lower than budget by \$1.3 million (19.6 percent).
 - Non-labor expenses were favorable to budget by \$6.1 million (26.5 percent). Fuel expenses were unfavorable by \$0.6 million (22.6 percent). Insurance expenses were favorable by \$0.3 million (42.2 percent). Claim expenses were favorable by \$2.3 million (33.5 percent). Maintenance and Other Operating Contracts expenses were lower than budget by \$1.3 million (36.4 percent). Professional Service Contracts were lower than budget by \$1.7 million (44.9 percent). Materials and Supplies expenses were favorable by \$1.1 million (21.7 percent). Other Business Expense was essentially in-line with the budget.

MTA BUS FINANCIAL AND RIDERSHIP REPORT
March 2022

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to Adopted Budget (budget).

Total Revenue was \$16.4 million in March, \$0.5 million (3.4 percent) above the budget, mainly due to higher Farebox Revenue. Farebox Revenue was favorable by \$1.7 million (11.7 percent) due to higher average fares partially offset by lower ridership primarily due to the surge in the COVID-19 Omicron variant and weather event. Other Operating Revenue was unfavorable by \$1.1 million (65.4 percent) primarily due to no Student reimbursement due to COVID-19, and lower Recoveries from Other Insurance partially offset by higher advertising revenue.

March 2022 YTD Farebox Revenue of \$34.1 million was \$6.4 million (15.9 percent) below budget, \$7.2 million (26.8 percent) above 2021, and \$16.1 million (32.0 percent) below 2019.

Total Ridership, Total MTA Bus ridership in March 2022 was 7.4 million, 0.3 million riders (3.7 percent) below budget. March 2022 average weekday ridership was 276,504, an increase of 41.7 percent (81,357 riders) from March 2021. Compared to March 2019, average weekday ridership increased by 58,703 riders (27 percent). Average weekday ridership for the twelve months ending March 2022 was 245,685, an increase of 134,280 riders (120.5 percent) from the twelve months ending March 2021. This is a decrease of 127,180 riders (34.1 percent) in comparison to the twelve months ending March 2019.

March 2022 YTD actual ridership of 18.9 million was 3.0 million (13.8 percent) below budget, 4.9 million (35.2 percent) above 2021, and 10.1 million (34.8 percent) below 2019.

Non-reimbursable expenses before Depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were \$70.0 million in March, \$10.1 million (12.6 percent) favorable to budget.

- **Labor expenses** were lower than budget by \$4.0 million (7.0 percent). Payroll expenses were lower than budget by \$1.5 million (5.6 percent), primarily due to vacancies and lower sick time usage. Overtime expenses were essentially on budget. Health and Welfare (including OPEB) expenses were lower than budget by \$0.8 million (8.3 percent), primary due to timing of medical, hospitalization and vision expenses as well as lower dental expenses offset by H&W Reimbursable expenses, higher insurance and prescription drugs expenses. Other Fringe Benefits were lower than budget by \$1.3 million (19.6 percent), due to lower payroll related fringe benefits, lower Worker's Compensation and lower Health Benefit Trust offset by timing of interagency billing.
- **Non-labor** expenses were favorable to budget by \$6.1 million (26.5 percent). Fuel expenses were unfavorable by \$0.6 million (22.6 percent), primarily due to higher fuel costs partially offset by lower diesel fuel consumption. Insurance expenses were favorable by \$0.3 million (42.2 percent), due to the timing of expenses. Claim expenses were favorable by \$2.3 million (33.5 percent), due to timing of expenses. Maintenance and Other Operating Contracts expenses were lower than budget by \$1.3 million (36.4 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 budget by \$1.7 million (44.9 percent), due to the timing of interagency billing, bus technology, and service contracts. Materials and Supplies expenses were favorable by \$1.1 million (21.7 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 essentially on budget

Depreciation expenses of \$3.9 million were \$1.0 million (19.5 percent) below budget due to the timing of asset replacement. No expenses or credits were recorded in March regarding GASB 68 Pension adjustment and GASB 75 OPEB Expense adjustment.

Year-to-date, expenses were less than budget by a net \$62.8 million (22.8 percent), including favorable non-labor expenses of \$20.4 million (31.1 percent), as well as favorable labor expenses of \$7.1 million (4.4 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 \$11.8 million, favorable to forecast by \$2.1 million (14.9 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 March was \$42.9 million, \$9.7 million (18.4 percent) favorable to budget. On a year-to-date basis, the operating cash deficit was \$86.3 million, which was \$73.4 million (46.0 percent) favorable to budget.

MTA BUS COMPANY
February Financial Plan - 2022 Adopted Budget
ACCRUAL STATEMENT OF OPERATIONS by CATEGORY
March 2022

(\$ in millions)

	Nonreimbursable			Reimbursable			Total			
	Adopted Budget	Favorable (Unfavorable)		Adopted Budget	Favorable (Unfavorable)		Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance		Percent	Actual		Variance	Percent	Actual
Revenue										
Farebox Revenue	\$14,118	\$15,778	\$1,659	11.7	\$0,000	\$0,000	\$0,000	\$15,778	\$1,659	11.7
Other Operating Income	1,718	0,595	(1,123)	(65.4)	-	-	-	0,595	(1,123)	(65.4)
Capital and Other Reimbursements	-	-	-	-	0,505	0,857	69.7	0,505	0,352	69.7
Total Revenue	\$15,836	\$16,372	\$0,536	3.4	\$0,505	\$0,857	\$0,352	\$17,230	\$0,888	5.4
Expenses										
Labor:										
Payroll	\$27,375	\$25,834	\$1,541	5.6	\$0,200	\$0,403	(\$0,203)	\$27,575	\$1,338	4.9
Overtime	7,834	7,986	(0,152)	(1.9)	-	0,041	(0,041)	8,027	(0,193)	(2.5)
Health and Welfare	7,880	7,246	0,634	8.0	0,123	-	0,123	8,003	0,757	9.5
OPEB Current Payment	2,202	2,003	0,199	9.0	-	-	-	2,202	0,199	9.0
Pensions	5,184	5,015	0,169	3.3	-	-	-	5,184	0,169	3.3
Other Fringe Benefits	6,537	5,254	1,283	19.6	-	0,030	(0,030)	6,537	1,253	19.2
GASB Account	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0,081)	(0,384)	0,302	*	0,081	0,384	(0,303)	(0,000)	(0,000)	(100.0)
Total Labor Expenses	\$56,931	\$52,954	\$3,976	7.0	\$0,404	\$0,857	(\$0,453)	\$57,335	\$3,523	6.1
Non-Labor:										
Electric Power	\$0,153	\$0,177	(\$0,024)	(15.9)	\$0,000	\$0,000	\$0,000	\$0,153	(\$0,024)	(15.9)
Fuel	2,605	3,195	(0,590)	(22.6)	-	-	-	2,605	3,195	(22.6)
Insurance	0,789	0,457	0,333	42.2	-	-	-	0,789	0,457	42.2
Claims	6,771	4,500	2,271	33.5	-	-	-	6,771	4,500	33.5
Maintenance and Other Operating Contracts	3,614	2,299	1,315	36.4	0,022	-	0,022	3,636	2,299	36.8
Professional Service Contracts	3,765	2,074	1,691	44.9	-	-	-	3,765	2,074	44.9
Materials & Supplies	4,965	3,887	1,078	21.7	0,080	-	0,080	5,045	3,887	23.0
Other Business Expense	0,440	0,402	0,038	8.6	-	-	-	0,440	0,038	8.6
Total Non-Labor Expenses	\$23,102	\$16,991	\$6,112	26.5	\$0,102	\$0,000	\$0,102	\$23,204	\$6,213	26.8
Total Expenses before Non-Cash Liability Adjs.	\$80,033	\$69,945	\$10,088	12.6	\$0,506	\$0,857	(\$0,352)	\$80,538	\$9,736	12.1
Depreciation	\$4,876	\$3,922	\$0,953	19.5	\$0,000	\$0,000	\$0,000	\$4,876	\$3,922	19.5
GASB 75 OPEB Expense Adjustment	6,945	-	6,945	100.0	-	-	-	6,945	6,945	100.0
GASB 68 Pension Adjustment	4,766	-	4,766	100.0	-	-	-	4,766	4,766	100.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$96,619	\$73,867	\$22,752	23.5	\$0,506	\$0,857	(\$0,352)	\$97,125	\$22,400	23.1
Net Surplus/(Deficit)	(\$80,783)	(\$57,495)	\$23,288	28.8	\$0,000	\$0,000	\$0,000	(\$80,783)	\$23,288	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

MTA BUS COMPANY
February Financial Plan - 2022 Adopted Budget
ACCRUAL STATEMENT OF OPERATIONS by CATEGORY
March 2022 Year-To-Date
(\$ in millions)

	Nonreimbursable			Reimbursable			Total			
	Adopted Budget	Favorable (Unfavorable)		Adopted Budget	Favorable (Unfavorable)		Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance		Percent	Actual		Variance	Percent	Actual
Revenue										
Farebox Revenue	\$40,493	\$34,062	(\$6,431)	(15.9)	\$0,000	\$0,000	\$0,000	\$34,062	(\$6,431)	(15.9)
Other Operating Income	4,872	2,066	(2,806)	(57.6)	-	-	-	2,066	(2,806)	(57.6)
Capital and Other Reimbursements	-	-	-	-	1,434	1,726	0.292	1,434	0.292	20.4
Total Revenue	\$45,365	\$36,129	(\$9,237)	(20.4)	\$1,434	\$1,726	\$0,292	\$37,854	(\$8,944)	(19.1)
Expenses										
Labor:										
Payroll	\$77,651	\$75,194	\$2,458	3.2	\$0,567	\$0,788	(\$0,221)	\$75,981	\$2,237	2.9
Overtime	23,372	22,400	0,972	4.2	-	0,097	(0,097)	22,497	0,876	3.7
Health and Welfare	22,352	21,338	1,015	4.5	0,349	-	0,349	21,338	1,364	6.0
OPEB Current Payment	6,246	6,269	(0,022)	(0.4)	-	-	-	6,269	(0,022)	(0.4)
Pensions	14,703	15,045	(0,342)	(2.3)	-	-	-	15,045	(0,342)	(2.3)
Other Fringe Benefits	18,541	16,054	2,487	13.4	-	0,069	(0,069)	16,123	2,418	13.0
GASB Account	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0,230)	(0,772)	0,542	*	0,230	0,772	(0,542)	-	-	-
Total Labor Expenses	\$162,637	\$155,527	\$7,110	4.4	\$1,146	\$1,726	(\$0,580)	\$157,253	\$6,530	4.0
Non-Labor:										
Electric Power	\$0,433	\$0,484	(\$0,051)	(11.8)	-	-	-	\$0,484	(\$0,051)	(11.8)
Fuel	7,390	7,704	(0,313)	(4.2)	-	-	-	7,704	(0,313)	(4.2)
Insurance	2,238	1,370	0,869	38.8	-	-	-	1,370	0,869	38.8
Claims	19,205	13,500	5,705	29.7	-	-	-	13,500	5,705	29.7
Maintenance and Other Operating Contracts	10,252	6,257	3,996	39.0	0,062	-	0,062	6,257	4,058	39.3
Professional Service Contracts	10,680	5,524	5,156	48.3	-	-	-	5,524	5,156	48.3
Materials & Supplies	14,083	9,363	4,721	33.5	0,226	-	0,226	9,363	4,947	34.6
Other Business Expense	1,248	0,918	0,330	26.4	-	-	-	0,918	0,330	26.4
Total Non-Labor Expenses	\$65,530	\$45,119	\$20,412	31.1	\$0,288	\$0,000	\$0,288	\$45,119	\$20,700	31.5
Total Expenses before Non-Cash Liability Adjs.	\$228,167	\$200,646	\$27,521	12.1	\$1,434	\$1,726	(\$0,292)	\$229,601	\$27,229	11.9
Depreciation	\$13,830	\$11,767	\$2,062	14.9	-	-	-	\$13,830	\$2,062	14.9
GASB 75 OPEB Expense Adjustment	19,699	-	19,699	100.0	-	-	-	19,699	19,699	100.0
GASB 68 Pension Adjustment	13,519	-	13,519	100.0	-	-	-	13,519	13,519	100.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$275,215	\$212,413	\$62,802	22.8	\$1,434	\$1,726	(\$0,292)	\$276,649	\$62,510	22.6
Net Surplus/(Deficit)	(\$229,850)	(\$176,285)	\$53,565	23.3	\$0,000	\$0,000	\$0,000	(\$229,850)	\$53,566	23.3

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

MTA BUS COMPANY
February Financial Plan - 2022 Adopted Budget
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
 (\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	March 2022		Year-To-Date		
		Favorable (Unfavorable) Variance	Reason for Variance	Favorable (Unfavorable) Variance	Reason for Variance	
Facebook Revenue	NR	\$ 1,659	11.7	\$ (6,431)	(15.9)	Lower ridership primarily due to the COVID-19 Omicron variant, weather and lower average fare.
Other Operating Revenue	NR	\$ (1,123)	(66.4)	\$ (2,806)	(57.6)	Primarily due to no Student reimbursement due to COVID-19 and the timing of advertising revenue partially offset by higher recoveries from Other Insurances
Capital and Other Reimbursements	R	\$ 0,352	*	\$ 0,282	20.4	Timing of Reimbursements
Total Revenue Variance		\$ 0,888	5.4	\$ (8,945)	(19.1)	
Payroll	NR	\$ 1,541	5.6	\$ 2,458	3.2	Primarily due to vacancy offset by higher vacation payment, higher cash out of sick and personal time.
Overtime	NR	\$ (0,152)	(1.9)	\$ 0,972	4.2	Primarily lower unscheduled overtime, COVID-19 related cleaning, and programmatic maintenance partially offset by lower availability and higher weather emergency.
Health and Welfare (including OPEB)	NR	\$ 0,833	8.3	\$ 0,993	3.5	Primarily due to lower dental, and prescription drugs, partially offset by higher insurance expenses, and H&W Reimbursable expenses
Pension	NR	\$ 0,169	3.3	\$ (0,342)	(2.3)	Mainly due to timing of expenses
Other Fringe Benefits	NR	\$ 1,283	19.6	\$ 2,487	13.4	Due to lower payroll related fringe benefits, lower Worker's Compensation and lower Health Benefit Trust offset by timing of interagency billing
Reimbursable Overhead	NR	\$ 0,302	*	\$ 0,542	*	Higher reimbursable overhead
Electric Power	NR	\$ (0,024)	(15.9)	\$ (0,051)	(15.9)	(a)
Fuel	NR	\$ (0,590)	(22.6)	\$ (0,313)	(4.2)	Primarily due to higher fuel costs partially offset by lower diesel fuel consumption
Insurance	NR	\$ 0,333	42.2	\$ 0,869	38.8	Timing of expenses
Claims	NR	\$ 2,271	33.5	\$ 5,705	29.7	Timing of expenses
Maintenance and Other Operating Contracts	NR	\$ 1,315	36.4	\$ 3,996	39.0	Mainly the timing of facility maintenance, bus technology, farebox maintenance, Shop Program, COVID-19 expenses and tires and tubes and vehicle purchases
Professional Service Contracts	NR	\$ 1,691	44.9	\$ 5,156	48.3	Timing of interagency billing, bus technology, and service contracts
Materials & Supplies	NR	\$ 1,078	21.7	\$ 4,721	33.5	Mainly due to lower usage of general maintenance material as well as timing of radio equipment maintenance/repairs, construction material, Miscellaneous expenses and COVID-19 related expenses
Other Business Expense	NR	\$ 0,038	8.6	\$ 0,330	26.4	Primarily due to the timing of Automatic Fare Collection (AFC) fees, and other miscellaneous expenses offset by NPPS credit card fees
Depreciation	NR	\$ 0,953	19.5	\$ 2,062	14.9	Timing of asset replacement
Other Post Employment Benefits	NR	\$ 6,945	100.0	\$ 19,699	100.0	(a)
GASB 68 Pension Adjustment	NR	\$ 4,766	100.0	\$ 13,519	100.0	(a)
Environmental Remediation	NR	\$ -	-	\$ -	-	
Payroll	R	\$ (0,203)	*	\$ (0,221)	(39.0)	Timing of charges
Overtime	R	\$ (0,041)	*	\$ (0,097)	*	(a)
Health and Welfare	R	\$ 0,123	100.0	\$ 0,349	100.0	Timing of charges
Pension	R	\$ -	-	\$ -	-	Timing of charges
Other Fringe Benefits	R	\$ (0,030)	*	\$ (0,069)	*	(a)
Reimbursable Overhead	R	\$ (0,303)	*	\$ (0,542)	*	(a)
Professional Service Contracts	R	\$ 0,022	*	\$ 0,062	*	(a)
Maintenance and Other Operating Materials & Supplies	R	\$ 0,080	*	\$ 0,226	*	(a)
Total Expense Variance		\$ 22,359	23.1	\$ 62,511	22.6	
Net Variance		\$ 23,287	28.8	\$ 53,566	23.3	

(a) - Variance less than 5%

MTA BUS COMPANY
February Financial Plan - 2022 Adopted Budget
CASH RECEIPTS AND EXPENDITURES

(\$ in millions)

	March 2022			Year-To-Date			
	Adopted Budget	Actual	Favorable	Adopted Budget	Actual	Favorable	
			(Unfavorable)			(Unfavorable)	
			Variance			Variance	Percent
Receipts							
Farebox Revenue	\$14,118	\$13,447	(\$0,671)	\$40,493	\$34,986	(\$5,507)	(13.6)
Other Operating Revenue	5,595	0,451	(5,144)	16,785	73,908	57,123	*
Capital and Other Reimbursements	0,485	0,655	0,170	1,456	1,409	(0,047)	(3.2)
Total Receipts	\$20,199	\$14,553	(\$5,645)	\$58,733	\$110,303	\$51,570	87.8
Expenditures							
Labor:							
Payroll	\$26,435	\$19,479	\$6,956	\$79,306	\$68,679	\$10,627	13.4
Overtime	7,665	8,027	(0,362)	22,994	22,496	0,498	2.2
Health and Welfare	7,683	4,790	2,893	23,048	24,133	(1,085)	(4.7)
OPEB Current Payment	2,114	2,003	0,111	6,342	6,269	0,073	1.2
Pensions	4,961	5,015	(0,054)	14,882	15,045	(0,163)	(1.1)
Other Fringe Benefits	5,009	2,526	2,483	15,028	13,740	1,288	8.6
GASB Account	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-
Total Labor Expenditures	\$53,867	\$41,840	\$12,027	\$161,600	\$150,362	\$11,238	7.0
Non-Labor:							
Electric Power	\$0,147	\$0,187	(\$0,040)	\$0,440	\$0,604	(\$0,164)	(37.3)
Fuel	2,501	3,581	(1,080)	7,503	10,738	(3,235)	(43.1)
Insurance	0,757	-	0,757	2,272	-	2,272	100.0
Claims	3,156	2,981	0,175	9,469	5,075	4,394	46.4
Maintenance and Other Operating Contracts	3,491	3,497	(0,006)	10,472	9,774	0,698	6.7
Professional Service Contracts	3,614	2,142	1,472	10,843	11,646	(0,803)	(7.4)
Materials & Supplies	4,842	2,952	1,890	14,527	7,634	6,893	47.4
Other Business Expenses	0,422	0,297	0,125	1,267	0,739	0,528	41.7
Total Non-Labor Expenditures	\$18,931	\$15,637	\$3,294	\$56,794	\$46,210	\$10,584	18.6
Total Expenditures	\$72,798	\$57,477	\$15,321	\$218,394	\$196,572	\$21,822	10.0
Operating Cash Surplus/(Deficit)	(\$52,600)	(\$42,924)	\$9,676	(\$159,661)	(\$86,269)	\$73,392	46.0

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
February Financial Plan - 2022 Adopted Budget
EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS
(\$ in millions)

	March 2022		Year-To-Date		Reason for Variance
	Favorable (Unfavorable) Variance	%	Favorable (Unfavorable) Variance	%	
	\$		\$		
Operating Receipts or Disbursements					
Farebox Revenue	\$ (0.671)	(4.8)	\$ (5.507)	(13.6)	Lower ridership primarily due to the COVID-19 Omicron variant, weather and timing of Farebox revenue
Other Operating Revenue	(5.144)	(91.9)	57.123	*	Mainly due to the CRRSAA Federal Aid payment, higher recoveries from Other Insurances, partially offset by no Student reimbursement due to COVID-19
Capital and Other Reimbursements	0.170	35.1	(0.047)	(3.2)	(a)
Total Receipts	\$ (5.645)	(27.9)	\$ 51.569	87.8	
Payroll	\$ 6.956	26.3	\$ 10.627	13.4	Primarily due to vacancy and lower sick time usage.
Overtime	(0.362)	(4.7)	0.498	2.2	Primarily due to higher schedule service, lower availability and higher weather emergency offset by lower unscheduled overtime, COVID-19 related cleaning, and programmatic maintenance
Health and Welfare (including OPEB)	3.004	30.7	(1,012)	(3.4)	Primary due to timing of medical & Hospitalization expenses, timing of vision expenses and lower dental expenses offset by H&W Reimbursable expenses, higher insurance expenses and prescription drugs
Pension	(0.054)	(1.1)	(0.163)	(1.1)	(a)
Other Fringe Benefits	2.483	49.6	1.288	8.6	Timing of payments
GASB	-	-	-	-	
Electric Power	(0.040)	(27.2)	(0.164)	(37.3)	Timing of expenses
Fuel	(1.080)	(43.2)	(3.235)	(43.1)	Primarily due to higher fuel costs partially offset by lower diesel fuel consumption
Insurance	0.757	100.0	2.272	100.0	Timing of payments
Claims	0.175	5.5	4.394	46.4	Timing of payments
Maintenance and Other Operating Contracts	(0.006)	(0.2)	0.698	6.7	Mainly the timing of facility maintenance, bus technology, farebox maintenance, Shop Program, COVID-19 expenses and timing of tires and tubes expenses
Professional Service Contracts	1.472	40.7	(0.803)	(7.4)	Timing of interagency billing, bus technology, and service contracts
Materials & Supplies	1.890	39.0	6.893	47.4	Mainly due to lower usage of general maintenance material as well as timing of radio equipment maintenance/repairs, construction material, Miscellaneous expenses and COVID-19 related expenses
Other Business Expenditure	0.125	29.6	0.528	41.7	(a)
Total Expenditures	\$ 15.319	21.0	\$ 21.820	10.0	
Net Cash Variance	\$ 9.676	18.4	\$ 73.392	46.0	

(a) - Variance less than 5%

MTA BUS COMPANY
February Financial Plan - 2022 Adopted Budget
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
 (\$ in millions)

	March 2022			Year-To-Date				
	Favorable (Unfavorable)			Favorable (Unfavorable)				
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Receipts								
Farebox Revenue	(\$0.000)	(\$2.331)	(\$2.331)	*	\$0.000	\$0.924	\$0.924	-
Other Operating Revenue	3.877	(0.144)	(4.021)	*	11.913	71.842	59.929	*
Capital and Other Reimbursements	(0.020)	(0.202)	(0.182)	*	0.022	(0.317)	(0.339)	*
Total Receipts	\$3.857	(\$2.677)	(\$6.534)	*	\$11.935	\$72.449	\$60.514	*
Expenditures								
<i>Labor:</i>								
Payroll	\$1.140	\$6.758	\$5.618	*	(\$1.088)	\$7.302	\$8.390	*
Overtime	0.169	-	(0.169)	(100.0)	0.378	0.001	(0.377)	(99.7)
Health and Welfare	0.320	2.456	2.136	*	(0.347)	(2.795)	(2.448)	*
OPEB Current Payment	0.088	-	(0.088)	(100.0)	(0.096)	-	0.096	100.0
Pensions	0.223	-	(0.223)	(100.0)	(0.179)	-	0.179	100.0
Other Fringe Benefits	1.528	2.757	1.229	80.5	3.513	2.383	(1.130)	(32.2)
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.000)	-	0.000	100.0	-	-	-	-
Total Labor Expenditures	\$3.468	\$11.971	\$8.503	*	\$2.181	\$6.891	\$4.710	*
<i>Non-Labor:</i>								
Electric Power	\$0.006	(\$0.010)	(\$0.016)	*	(\$0.007)	(\$0.120)	(\$0.113)	*
Fuel	0.104	(0.386)	(0.490)	*	(0.113)	(3.034)	(2.921)	*
Insurance	0.032	0.457	0.425	*	(0.034)	1.370	1.404	*
Claims	3.615	1.519	(2.096)	(58.0)	9.736	8.425	(1.311)	(13.5)
Maintenance and Other Operating Contracts	0.145	(1.198)	(1.343)	*	(0.157)	(3.517)	(3.360)	*
Professional Service Contracts	0.151	(0.068)	(0.219)	*	(0.163)	(6.122)	(5.959)	*
Materials & Supplies	0.203	0.935	0.732	*	(0.218)	1.729	1.947	*
Other Business Expenditures	0.018	0.105	0.087	*	(0.019)	0.179	0.198	*
Total Non-Labor Expenditures	\$4.274	\$1.354	(\$2.920)	(68.3)	\$9.025	(\$1.090)	(\$10.115)	*
Total Cash Conversion Adjustments before Non-Cash Liability Adjts.	\$11.599	\$10.648	(\$0.951)	(8.2)	\$23.141	\$78.250	\$55.109	*
Depreciation Adjustment	\$4.876	\$3.922	(\$0.954)	(19.6)	\$13.830	\$11.767	(\$2.063)	(14.9)
GASB 75 OPEB Expense Adjustment	6.945	-	(6.945)	(100.0)	19.699	-	(19.699)	(100.0)
GASB 68 Pension Adjustment	4.766	-	(4.766)	(100.0)	13.519	-	(13.519)	(100.0)
Environmental Remediation	-	-	-	-	-	-	-	-
Total Expenses/Expenditures	\$28.185	\$14.570	(\$13.615)	(48.3)	\$70.189	\$90.017	\$19.828	28.2
Total Cash Conversion Adjustments	\$28.185	\$14.570	(\$13.615)	(48.3)	\$70.189	\$90.017	\$19.828	28.2

NOTE: Totals may not add due to rounding

MTABC- NON-REIMBURSABLE OVERTIME

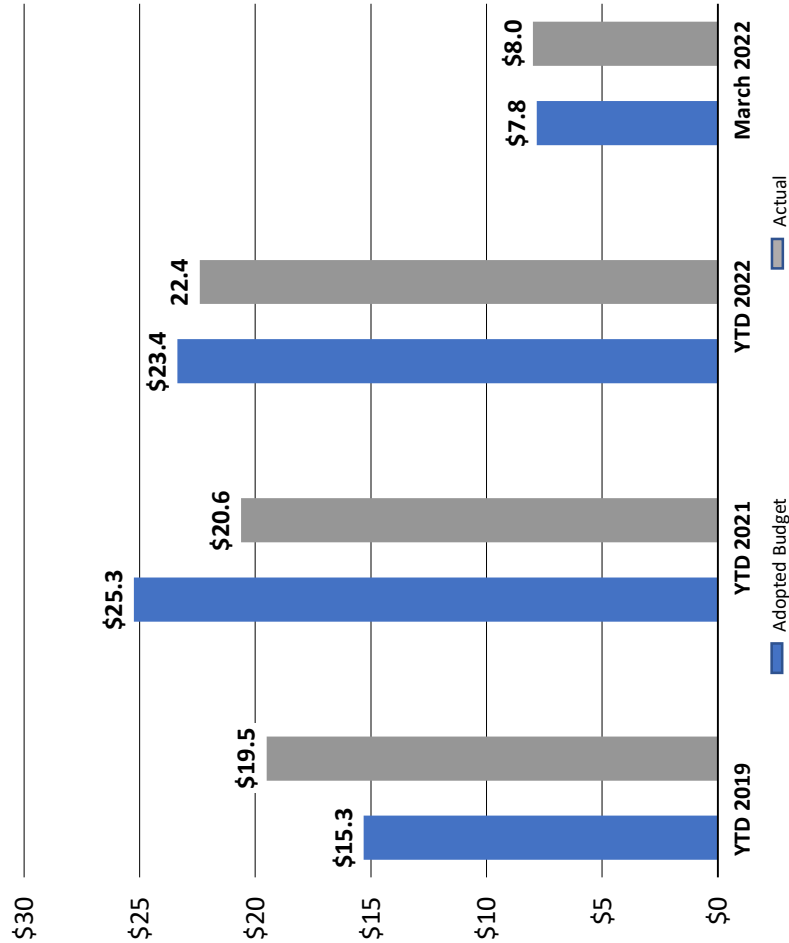
Overview

Overall increase of \$1.8M or 9% compared to March YTD 2021
 Overall increase of \$2.9M or 15% compared to March YTD 2019
 March YTD is \$1.0M or 4% under March YTD budget

Agency Detail

- Transportation
 - Primarily due to lower scheduled /unscheduled service (\$1.3M) and favorable weather (\$0.7M); partially offset by availability shortfall (\$2.5M).
- Maintenance
 - Primarily due to favorable COVID cleaning/ programmatic maintenance (\$1.0), availability (\$1.2M), and unscheduled service (\$0.3M); partially offset by weather (\$1.1M)

Non-Reimbursable Overtime - YTD March Variance
 (all dollars in millions)



Source: Adopted budget, GL actuals for overtime spending.
 Note: MTABC March YTD 2022 Reimbursable OT is \$98K and \$8K for the same period in 2021.

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN - 2022 Adopted Budget
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE / REIMBURSABLE AND FULL-TIME EQUIVALENTS
MARCH 2022

FUNCTION/DEPARTMENT	Adopted Budget	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	11	3	
Material	15	11	4	
Controller	18	16	2	
Office of the President	4	-	4	
System Safety Administration	-	-	-	
Law	20	15	5	
Labor Relations	-	-	-	
Strategic Office	19	17	2	
Non-Departmental	7	-	7	
Total Administration	116	83	33	Vacancies
Operations				
Buses	2,328	2,281	47	Vacancies Bus Operators
Office of the Executive VP	6	2	4	
Safety & Training	68	140	(72)	Bus Operators in Training
Road Operations	141	125	16	
Transportation Support	25	32	(7)	
Operations Planning	34	28	6	
Revenue Control	6	6	-	
Total Operations	2,608	2,614	(6)	
Maintenance				
Buses	723	684	39	
Maintenance Support/CMF	335	185	150	Vacancies mainly Maintenance
Facilities	76	71	5	
Supply Logistics	104	88	16	
Total Maintenance	1,238	1,028	210	
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	4,010	3,757	254	
Non-Reimbursable	3,972	3,725	248	
Reimbursable	38	32	6	
Total Full-Time	3,992	3,742	251	
Total Full-Time Equivalents	18	15	3	

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN - 2022 Adopted Budget
TOTAL FULL - TIME AND FTE'S BY FUNCTION AND OCCUPATION
MARCH 2022

FUNCTION/OCCUPATIONAL GROUP	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	46	32	14	
Professional, Technical, Clerical	63	51	12	
Operational Hourlies	7	-	7	
Total Administration	116	83	33	Vacancies
Operations				
Managers/Supervisors	319	305	14	
Professional, Technical, Clerical	45	37	8	
Operational Hourlies	2,244	2,272	(28)	
Total Operations	2,608	2,614	(6)	Mainly Bus Operator vacancies
Maintenance				
Managers/Supervisors	241	210	31	
Professional, Technical, Clerical	35	33	2	
Operational Hourlies	962	785	177	
Total Maintenance	1,238	1,028	210	Vacancies mainly Maintenance
Engineering/Capital				
Managers/Supervisors	21	11	10	
Professional, Technical, Clerical	14	11	3	
Operational Hourlies	-	-	-	
Total Engineering/Capital	35	22	13	Vacancies mainly Managers
Public Safety				
Managers/Supervisors	8	5	3	
Professional, Technical, Clerical	5	5	-	
Operational Hourlies	-	-	-	
Total Public Safety	13	10	3	Vacancy
Total Baseline Positions				
Managers/Supervisors	635	563	72	
Professional, Technical, Clerical	162	137	25	
Operational Hourlies	3,213	3,057	157	
Total Baseline Positions	4,010	3,757	254	

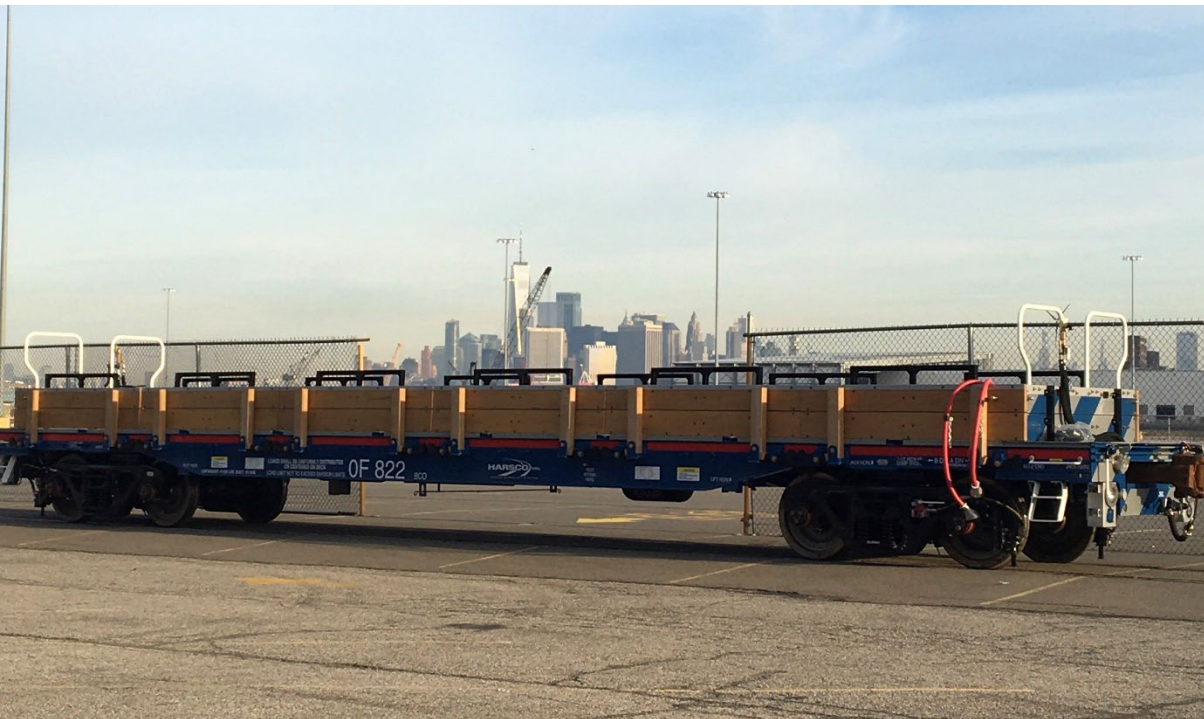
MTA BUS COMPANY
February Financial Plan - 2022 Adopted Budget
Ridership (Utilization) Actual to Budget
March 2022
(In millions)

	Month			Year-To-Date			
	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance	Percentage	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance
<u>Farebox Revenue</u>							
Fixed Route	\$14.118	\$15.778	\$1.659	11.7%	\$40.493	\$34.062	(\$6.431)
Total Farebox Revenue	\$14.118	\$15.778	\$1.659	11.7%	\$40.493	\$34.062	(\$6.431)
<u>Ridership</u>							
Fixed Route	7.720	7.433	(0.287)	-3.7%	21.969	18.944	(3.026)
Total Ridership	7.720	7.433	(0.287)	-3.7%	21.969	18.944	(3.026)

-13.070

New York City Transit Procurements

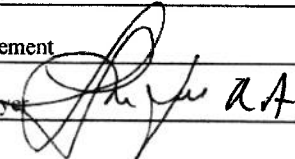
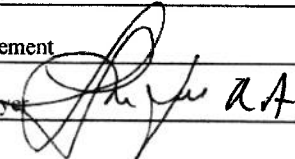
Louis Montanti, MTA Deputy Chief Procurement Officer – Operations







Pictured above is an R252 flatcar. This month's Committee agenda contains the exercise of an option to purchase an additional 52 flatcars, as well as related non-car items such as spare parts and technical documentation. When moved by a locomotive, flatcars are used throughout the system to transport track maintenance machinery and other heavy equipment, materials, and supplies used to support work at various NYC Transit locations.

PROCUREMENTS

The Procurement Agenda this month includes 1 action for a proposed expenditure of \$37.2 M.

Subject Request for Authorization to Award Various Procurements					
Department MTA Procurement					
Department Head Name Kuvershen Aye 					
Department Head Signature 					
Project Manager Name Rose Davis					
Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	4/25/22			
2	Board	4/27/22			

April 18, 2022			
Department			
Department Head Name			
Department Head Signature			
Internal Approvals			
	Approval		Approval
	President NYCT		
	Subways		
	CFO		
	Law		

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval

PURPOSE

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

DISCUSSION

NYC Transit proposes to award Noncompetitive procurements in the following categories: None

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

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

Schedules Requiring Majority Vote:

Schedule I: Modifications to Purchase and Public Works Contracts	1	\$ 37.2 M
SUBTOTAL	1	\$ 37.2 M

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

NYC Transit proposes to award Ratifications in the following categories: None

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

TOTAL 1 **\$ 37.2 M**

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

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

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

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

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

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

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

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

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

APRIL 2022

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

I. Modifications to Purchase and Public Work Contracts

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

- | | | |
|---------------------------------|---------------------|--------------------------------------|
| 1. Harsco Metro Rail LLC | \$37,161,481 | <i>Staff Summary Attached</i> |
| 17 months | | |
| Contract # R34252 AWO 6 | | |
| Purchase of 52 R252 flatcars. | | |

Item 1

Vendor Name (Location) Harsco Metro Rail, LLC (Charlotte, North Carolina)
Description Purchase of 52 R252 Flatcars
Contract Term (including Options, if any) June 11, 2018–February 05, 2027
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Department: Department of Subways, Demetrius Crichlow

Contract Number R34252	AWO/Mod. #: 6
Original Amount:	\$ 40,362,487
Prior Modifications	\$ 21,421,507
Prior Budgetary Increases:	\$ 10,897
Current Amount:	\$ 61,794,891
This request:	\$ 37,161,481
% of This Request to Current Amount:	60%
% of Modifications (including This Request) to Original Amount:	145%

Discussion:

This modification is for the exercise of an option to purchase additional R252 flatcars and related non-car items such as spare parts and technical documentation for NYC Transit Department of Subways from Harsco Metro Rail, LLC (“Harsco”) in the estimated amount of \$37,161,481.

A flatcar is a piece of rolling stock that consists of an open flat deck mounted on a pair of trucks (a chassis with two axles, each axle having two wheels). When moved by a locomotive, it is designed to handle and transport track maintenance machinery and other heavy equipment, materials, and supplies throughout the NYC Transit system. Flatcars are used to support work at various NYC Transit jobsite locations.

On June 11, 2018, Contract R34252 was awarded to Harsco for the purchase of 65 flatcars in the amount of \$40,362,487, as a result of a competitive Request for Proposal under an Immediate Operating Need. The Board later ratified it in September 2018. The contract included two options: Option A for 27 flatcars and Option B for 62 flatcars, for which subsequent Board approvals would be sought. Option A, in the amount of \$16,053,396, was exercised in October 2020 following the September 2020 Board approval. Accordingly, this action is to exercise Option B. Both the base and Option A included incentives for early delivery.

To date, there have been a series of modifications and one budget adjustment for this contract: Modification 1 was a clarification of the contract language; Mod. 2 was to exercise the Option A order; Mod. 3 was to release an incentive payment for early deliveries achieved by Harsco for the base order; Mod. 4 was a no-cost modification to incorporate additional insurance and indemnification requirements to allow receipt of flatcar deliveries through New York New Jersey Rail delivery point; and Mod. 5 was to release an incentive payment for early deliveries achieved by Harsco for the Option A order. A technical modification was issued to change the side and end boards from wood to composite.

The original quantity of the Option B order was 62 flatcars, which were intended for future replacement of aged fleet. After reassessment of the operational needs, the quantity of this order was reduced to 52 flatcars and the provision for incentives for early delivery was deleted. Based on an anticipated award in May 2022, the first flatcar will be delivered in July 2023 and the final flatcar will be delivered in September 2025.

The price for Option B was subject to an adjustment based on a price index formula set forth in the contract and certain contract terms and conditions were negotiated to achieve the most favorable price. As a result of negotiations, a savings of \$2,082,863 was realized and Harsco’s final price of \$37,161,481 was deemed to be fair and reasonable.

The contract resulting from this procurement action has been evaluated to determine the necessity and appropriate scope, if any, of cybersecurity requirements, including any requirements under federal, state, and local law and regulations. The Authority is working with the contractor to include applicable cybersecurity requirements prior to the exercise of this Option.

Impact on Funding

This option is funded from the 2020–2024 Capital Program.



Standard Follow-Up Reports: NYC Transit 2021 Year-End Report Summary

2021 ACCRUAL RESULTS-ACTUAL VERSUS FINAL ESTIMATE

Accrued Operating results before other expense adjustments were favorable to the Final Estimate by \$98.1 million. Operating revenues exceeded the Final Estimate by \$64.0 million (1.2%) and operating expenses before expense adjustments underran the Final Estimate by \$34.1 million (0.4%).

The major factors contributing to these favorable results were as follows:

- Farebox revenue exceeded the Final Estimate by \$65.9 million (2.9%).
- Other Fringe Benefits expenses underran the Final Estimate by \$123.7 million (22.1%).
- Salaries and Wages were below the Final Estimate by \$12.8 million (0.3%), including Payroll under by \$10.4 million (0.3%), and Overtime which was \$2.4 million (0.4%) lower than the Final Estimate.
- Health & Welfare was lower than Final Estimate by \$4.3 million (0.4%), and similarly OPEB Current Payment was favorable to the Estimate by \$6.0 million (1.1%) totaling 10.3 million (0.7%).
- Paratransit Service Contracts expense were favorable to the Final Estimate by \$19.5 million (5.3%).
- Materials and Supplies were lower than the Final Estimate by \$12.7 million (4.9%).
- Maintenance and Other Operating Contract expenses underran the Final Estimate by \$5.3 million (1.6%).
- Claims expenses were over the Final Estimate by \$122.3 million (113.3%).
- Other Business expenses exceeded the Final Estimate by \$11.7 million (15.7%).
- Pension was unfavorable to Final Estimate by \$9.8 million (1.1%).
- Electric Power was unfavorable to Final Estimate by \$6.8 million (2.5%).

2021 CASH RESULTS- ACTUAL VERSUS FINAL ESTIMATE

The 2021 net cash deficit, excluding subsidies and debt service was \$3,316.8 million, \$20.8 million (0.6%) unfavorable to the Final Estimate. This unfavorable variance consisted of \$118.7 million of real underruns and \$139.5 million of unfavorable timing variances, which will be offset in 2022. These variances are detailed in subsequent sections of this report.

COVID-19 PREVENTATIVE MEASURES -- 2021 RESULTS

During 2021 NYC Transit continued several preventive measures designed to address the pandemic including daily disinfection of all rolling stock and passenger stations twice daily systemwide, along with cleaning at employee facilities as well as signage and customer messaging. Total expenses of \$240.4 million overran the Final Estimate by \$0.4 million (0.1%). A summary of Agency results by activity is provided below.

COVID19 PREVENTATIVE MEASURES -- 2021 RESULTS			
Activity Recap	Final Estimate	Actual	Fav/(Unfav)
Cleaning & Support - In-House Labor	\$ (103,095,769)	\$ (107,259,142)	\$ 4,163,373
Cleaning & Support - Materials	\$ (2,788,204)	\$ (2,563,096)	\$ (225,108)
Cleaning Contracts	\$ (108,379,524)	\$ (106,997,160)	\$ (1,382,364)
Supplemental Overnight Bus Svc	\$ (12,102,460)	\$ (7,665,791)	\$ (4,436,669)
Security Services	\$ (14,415,453)	\$ (15,942,507)	\$ 1,527,054
TOTAL	\$ (240,781,409)	\$ (240,427,696)	\$ (353,713)

**MTA NEW YORK CITY TRANSIT
2021 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS**

2021 ACTUALS VS. FINAL ESTIMATE

Non-Reimbursable

Operating Revenues

Farebox Revenue. Farebox revenue of \$2,346.7 million was \$65.9 million (2.9%) above the Final Estimate. Subway revenue was higher by \$29.9 million (1.8%) and bus revenue was higher by \$10.9 million (2.0%). Fare media liability revenue, reflecting the residual values of expired MetroCards, of \$60.8 million exceeded the estimate by \$26.3 million (76.2%). Total 2021 ridership of 1,079.7 million was 18.3 million (1.7%) above the Estimate.

Other Operating Revenue. Other operating revenue of \$3,263.9 million was less than the Final Estimate by \$1.9 million (0.1%) mainly due to lower Paratransit reimbursement.

Operating expenses of \$8,561.9 million underran the Final Estimate by \$34.1 million (0.4%).

Labor Expenses

Payroll. Payroll expenses of \$3,415.7 million were under the Final Estimate by \$10.4 million (0.3%), mainly due to the existence of vacancies.

Overtime. Overtime expenses of \$626.6 million were \$2.4 million (0.4%) less than Final Estimate, mainly due to favorable vacancy levels and the timing of initiatives.

Health & Welfare (including OPEB Current Payment expenses). Health & Welfare/OPEB Current expenses of \$1,544.5 million were lower than the Final Estimate by \$10.3 million (0.7%), due to favorable rates resulting from prescription drug contract rebates, and vacancy savings.

Pension. Pension expenses of \$932.0 million were over the Final Estimate by \$9.8 million (1.1%), due to the unfavorable timing of expenses.

Other Fringe Benefits. Other fringe benefit expenses of \$435.6 million underran the Final Estimate by \$123.7 million (22.1%), due primarily to favorable Workers' Compensation reserve adjustments.

Reimbursable Overhead. Reimbursable overhead credits were unfavorable to the Final Estimate by \$0.3 million (0.2%).

Non-Labor Expenses

Electric Power. Power expenses of \$275.3 million were unfavorable to the Final Estimate by \$6.8 million (2.5%) due mainly to higher rates.

Fuel. Fuel expenses of \$98.0 million overran the Final Estimate by \$2.4 million (2.5%), primarily due to higher prices partly offset by lower consumption.

Insurance. Insurance expenses of \$71.6 million exceeded the Final Estimate by \$3.0 million (4.1%).

Claims. Public liability claims expenses of \$230.2 million overran the Final Estimate by \$122.3 million (113.3%), due to actuarial revisions based upon rising frequency and severity of claims.

Paratransit Service Contracts. Paratransit service contract expenses of \$345.8 million underran the Final Estimate by \$19.5 million (5.3%), due mainly to fewer trips and favorable timing of support costs.

Maintenance and Other Operating Contracts. Maintenance contract expenses of \$321.7 million was below the Final Estimate by \$5.3 million (1.6%), due mainly to underruns in maintenance services.

Professional Service Contracts. Professional service contract expenses of \$149.3 million underran the Final Estimate by \$0.1 million (0.1%).

Materials and Supplies. Materials and supplies expenses of \$247.6 million were favorable to the Final Estimate by \$12.7 million (4.9%), primarily reflecting lower materials obsolescence costs and higher scrap and surplus sales credits.

Other Business Expenses. Other business expenses of \$86.1 million exceeded the Final Estimate by \$11.7 million (15.7%), primarily due to higher credit card processing fees than projected, higher office supply expenses and the write-off of expenses.

Non-Operating Expenses

Depreciation expenses of \$2,098.7 million underran the Final Estimate by \$11.5 million (0.5%)

GASB 75 Other Post-Employment Benefits was adopted by the MTA in 2007 and amended in 2019. The total expense of \$659.7 million was favorable to the Final Estimate by \$572.5 million (46.5%), partly due to assumption changes regarding proportional agency share of OPEB liability.

GASB 68 Pension Adjustment was adopted by the MTA in 2015. Consistent with its requirements, MTA New York City Transit recorded an accrued credit of \$860.2 million, which was favorable to the Final Estimate by \$798.1 million (1,286.4%), due to favorability between actual earnings on investments vs projections.

Environmental Remediation expense of \$35.2 million was over the Final Estimate of \$0.0 million by \$35.2 million, representing the liability accrual adjustment pertaining to consultant and engineering charges for asbestos abatement and soil and groundwater remediation. OMB has not historically provided a budget estimate due to wide variability of actuals.

Reimbursable Results

Total reimbursable expenses of \$1,057.2 million were fully funded by capital and other reimbursements. Reimbursable expenses underran the Final Estimate by \$24.9 million (2.3%), resulting from lower work requirements than projected.

**MTA NEW YORK CITY TRANSIT
2021 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS**

2021 ACTUALS VS. ADOPTED BUDGET

Non-Reimbursable

Operating Revenues

Farebox Revenue. Farebox revenue of \$2,346.7 million was \$1,085.0 million (86.0%) above the Adopted Budget. Subway revenue was higher by \$753.6 million (78.2%) and bus revenue was higher by \$306.5 million (124.0%). Fare media liability revenue, reflecting the residual values of expired MetroCards, of \$60.8 million exceeded the Adopted Budget by \$20.6 million (51.1%). Total 2021 ridership of 1,079.7 million was 474.7 million (78.5%) above the Adopted Budget. The 2021 Adopted Budget was based upon consultant projections of the pandemic worst-case scenario upon ridership; however, observed ridership followed a mid-point scenario more closely, which was subsequently assumed for the July Plan.

Other Operating Revenue. Other operating revenue of \$3,263.9 million exceeded the Budget by \$2,752.3 million (538.0%), mainly due to the receipt of federal CRRSAA funding of \$2,795.3 million, which offset lower farebox revenue resulting from COVID-19.

Operating expenses of \$8,561.9 million underran the Adopted Budget by \$474.4 million (5.2%).

Labor expenses were under the Adopted Budget by \$305.4 million (4.3%), including:

- **Payroll** expenses underran the Adopted Budget by \$95.7 million (2.7%), primarily due to the existence of vacancies.
- **Overtime** expenses overran the Adopted Budget by \$94.9 million (17.8%), caused primarily by vacancy and availability backfill coverage and greater weather-related overtime than expected.
- **Health & Welfare/OPEB Current Payment** expenses were under the Adopted Budget by \$182.1 million (10.5%), due to favorable health claim rates, prescription drug contract rebates and vacancy savings.
- **Pension.** Pension expenses of \$932.0 million were below the Adopted Budget by \$24.3 million (2.5%), due to lower NYCERS pension expense, partly offset by greater other death benefits.
- **Other Fringe Benefits** expenses were lower than the Adopted Budget by \$151.2 million (25.8%), due primarily to favorable Workers' Compensation reserve adjustments.
- **Reimbursable Overhead** credits were unfavorable to the Adopted Budget by \$53.0 million (19.6%), reflecting lower (unfavorable) reimbursable project requirements.

Non-labor expenses underran the Adopted Budget by \$168.9 million (8.5%), including:

- **Electric Power.** Power expenses of \$275.3 million were favorable to the Adopted Budget by \$25.5 million (8.5%), mainly due to lower consumption.
- **Fuel.** Fuel expenses of \$98.0 million overran the Adopted Budget by \$6.6 million (7.2%), primarily due to higher prices and consumption partly offset by IRS CNG gas credit.
- **Insurance.** Insurance expenses of \$71.6 million exceeded the Adopted Budget by \$9.7 million (11.9%).
- **Claims.** Public liability claims expenses of \$230.2 million overran the Adopted Budget by \$8.4 million (3.8%), due to actuarial revisions based upon rising frequency and severity of claims.
- **Paratransit Service Contracts** were lower than the Adopted Budget by \$87.9 million (20.3%), principally due to fewer trips and lower support costs caused by the pandemic.
- **Maintenance and Other Operating Contracts** expense underran the Adopted Budget by \$7.5 million (2.3%), due to underruns in non-vehicle maintenance repairs.
- **Materials and Supplies** were favorable to Adopted Budget by \$85.4 million (25.6%), primarily reflecting reduced usage due to maintainer vacancies and favorable maintenance program timing.
- **Other Business Expenses** overran the Adopted Budget by \$32.9 million (62.0%), mainly resulting from increased card processing transaction fees.

Non-Operating Expenses

Depreciation expenses of \$2,098.7 million were over the Adopted Budget by \$120.7 million (6.1%).

GASB 75 Other Post-Employment Benefits was adopted by the MTA in 2007 and amended in 2019. Total expenses of \$659.7 million was favorable to the Adopted Budget by \$812.6 million (55.2%), partly due to assumption changes regarding proportional agency share of OPEB liability.

GASB 68 Pension Adjustment was adopted by the MTA in 2015. Consistent with its requirements, MTA New York City Transit recorded an accrued credit of \$860.2 million, which was favorable to the Adopted Budget by \$551.2 million (178.4%), due to favorability between actual earnings on investments vs projections.

Environmental Remediation expense of \$35.2 million was over the Adopted Budget of \$0.0 million by \$35.2 million, representing the liability accrual adjustment pertaining to consultant and engineering charges for asbestos abatement and soil and groundwater remediation.

Reimbursable Results

Total reimbursable expenses of \$1,057.2 million were fully funded by capital and other reimbursements. Reimbursable expenses underran the Adopted Budget by \$179.2 million (14.5%). Results compared to the Adopted Budget reflect the constrained work environment due to continuing COVID-19 impacts and restrictions.

**MTA NEW YORK CITY TRANSIT
2021 YEAR-END REPORT
EXPLANATIONS OF OPERATING CASH RECEIPTS AND EXPENDITURE VARIANCES**

2021 ACTUALS VS. FINAL ESTIMATE

Operating Receipts

- **Farebox Receipts.** Farebox revenue receipts of \$2,386.7 million exceeded the Final Estimate by \$99.9 million (4.4%). All of the variance is categorized as real and is the result of higher ridership than projected along with the increasing balance of prepaid fare media, which accompanied strong increases in ridership over the year.
- **Other Operating Receipts.** Receipts of \$2,706.4 million were less than the Final Estimate by \$9.9 million (0.4%). Of the total variance, \$6.2 million represents a real variance resulting from a shortfall in Paratransit reimbursements. In addition, there was a net \$3.7 million unfavorable timing variance, reflecting delayed payment of \$5.4 million 2021 paratransit urban tax, partly offset by accelerated Paratransit City reimbursement of \$1.7 million.

Operating Expenditures

- **Salaries & Wages.** Total payroll and overtime expenditures of \$3,974.2 million were less than the Final Estimate by \$46.2 million (1.2%), representing a real overrun of \$11.6 million due to prioritization of initiatives for COVID response, with a favorable timing variance of \$57.8 million, mainly due to \$31.8 million of labor contract retroactive wages that were not paid in 2021, and \$23.7 million of deferred Subway Action Plan initiatives.
- **Health & Welfare.** Health & welfare expenditures (including OPEB current payments) of \$1,522.9 million underran the Final Estimate by \$27.9 million (1.8%), consisting of a \$24.9 million real underrun resulting from higher prescription drug rebates, and a favorable timing variance of \$3.0 million.
- **Pension.** Pension expenditures of \$933.2 million were unfavorable by \$10.9 million (1.2%), due to a real overrun of \$30.9 million resulting from a NYCERS operating overpayment, and a favorable timing variance of \$20.0 million, reflecting the timing of death benefit payments.
- **Other Fringe Benefits.** Other fringe benefit expenditures of \$460.6 million underran the Final Estimate by \$39.4 million (7.9%), comprised of a real underrun of \$26.3 million along with a \$13.1 million favorable timing variance, mostly related to the Subway Action Plan and labor contract retroactive wage payments.
- **Reimbursable Overhead.** Reimbursable overhead credits of \$218.1 million were unfavorable to the Final Estimate by a real variance of \$0.3 million (0.2%).

- **Electric Power.** Power operating expenditures of \$279.8 million overran the Final Estimate with a real variance of \$0.4 million (0.1%).
- **Fuel.** Fuel operating expenditures of \$92.1 million were over by \$3.5 million (3.9%), resulting from an unfavorable real variance due to higher prices.
- **Insurance.** Insurance expenditures of \$71.7 million exceeded the Final Estimate with a real variance of \$2.9 million (4.2%).
- **Claims.** Claims expenditures of \$72.2 million overran the Final Estimate by a real variance of \$2.0 million (2.9%), reflecting a decrease in major case settlements.
- **Paratransit Service Contracts.** Paratransit service contract expenditures of \$343.7 million underran the Final Estimate by a real variance of \$19.5 million (5.4%), on lower ridership.
- **Maintenance and Other Operating Contracts.** Maintenance contract expenditures of \$306.7 million underran the Final Estimate by \$37.0 million (10.8%), with \$32.7 million representing a real favorable underrun and \$4.3 million attributed to favorable timing.
- **Professional Service Contracts.** Professional service contract expenditures of \$132.6 million were below the Final Estimate by \$17.0 million (11.4%), consisting of a favorable real variance of \$5.6 million along with a favorable timing variance of \$11.4 million, mainly due to Subway Action Plan contract underruns.
- **Materials & Supplies.** Materials & supplies expenditures of \$270.4 million overran the Final Estimate by \$18.8 million (7.5%). This variance included an unfavorable real variance of \$25.8 million, and a favorable timing variance of \$7.0 million mostly related to Covid-related efforts and the Subway Action Plan.
- **Other Business Expenditures.** Other business expenditures of \$81.1 million were \$6.7 million (9.0%), over the Final Estimate, due to an unfavorable real variance resulting from higher card transaction processing fees.

Reimbursable Cash Results-Reimbursements Net of Expenditures

Actual capital reimbursements net of expenditures were unfavorable by \$252.4 million (152.4%), versus the Final Estimate, reflecting the timing of capital projects.

**MTA NEW YORK CITY TRANSIT
2021 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON POSITIONS
BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE-REIMBURSABLE and FULL-TIME/FULL-TIME EQUIVALENTS**

2021 Actuals vs. Final Estimate

2021 year-end total full-time equivalents were 45,558, which was 1,922 positions (4.0%) below the Estimate.

2021 Actuals vs. Adopted Budget

2021 year-end total full-time equivalents were 45,558, which was 1,678 positions (3.6%) below the Budget.

The year-end vacancies noted above were largely due to the timing of hiring and impact of attrition.

**MTA NEW YORK CITY TRANSIT
2021 YEAR-END REPORT
EXPLANATION OF VARIANCES IN RIDERSHIP (UTILIZATION)**

Ridership

2021 Actuals vs. Final Estimate

2021 total ridership of 1,079.7 million was 1.7% higher than the Final Estimate. Subway ridership was 11.8 million trips (1.6%) above the Estimate, while bus ridership was 7.0 million trips (2.3%) higher. Paratransit ridership was 5.6% (0.5 million passenger trips) below the Estimate.

2021 Actuals vs. Adopted Budget

2021 total ridership was 474.4 million trips (78.5%) higher than the Adopted Budget, which reflected worst-case pandemic recovery projections for Subway and Bus modes. However, with the easing of Covid restrictions and the reopening of businesses, schools, and offices, actual ridership tracked more closely with a mid-point scenario, which was reflected in the Final Estimate. Subway ridership was 309.4 million trips (68.7%) above Budget, and bus ridership was 167.6 million trips (116.2%) higher. The Paratransit ridership projection did not assume the worst-case scenario and underran the budget by 2.4 million trips (23.4%).

2021 total ridership reached 48% of baseline 2019 total ridership, which improved from the 38% of baseline recorded in 2020.

Annual Change in Ridership by Mode

2021 subway ridership was 760.0 million, at 45% level of 2019, up 19% from 2020 which was at 38% of 2019 total ridership. After plummeting to an historic low in April 2020, subway ridership has gradually recovered. In 2021, subway ridership increased steadily until December with the appearance of the Omicron variant that dramatically reduced ridership as infection levels rose acutely. The recovery accelerated in September with rise of commuting trips due to reopening of schools and more workers returning to their workplaces.

2021 bus ridership was 311.9 million, 56% of 2019 ridership and increased by 49.3% compared to 2020. The combination of ridership reduction due to the pandemic and more than five months of fare collection suspension on local bus routes to prevent the spread of the virus is attributed to the lower bus ridership in 2020. Like subway, 2021 bus ridership also rose in 2021 as commuter trips increased.

2021 paratransit ridership was 7.8 million, an increase of 14.3% (1.0 million passenger trips) from 2020, reflecting a recovery from 2020. 2021 paratransit ridership was at 73% of 2019, which was notably greater than the regular subway and bus ridership compared to 2019 as baseline, due mainly to the much smaller percentage of work trips, and greater percentage of non-work trips, taken on paratransit compared with subway and bus trips.

Annual Change in Weekday and Weekend Ridership

Average weekday total ridership increased by 24.2% from 2020 to 2021 and was 46% of 2019 ridership. Subway ridership was 43.1% of 2019 pre-pandemic ridership, and bus ridership was 55.6% of 2019 ridership; paratransit ridership reached 73.1% of 2019 ridership.

Average weekend total ridership (Saturday and Sunday combined) was 54% of 2019 ridership. Subway recovered to 52.6% of 2019 weekend ridership; bus to 57.7%, and paratransit ridership was up to 65.6% of 2019 weekend ridership.

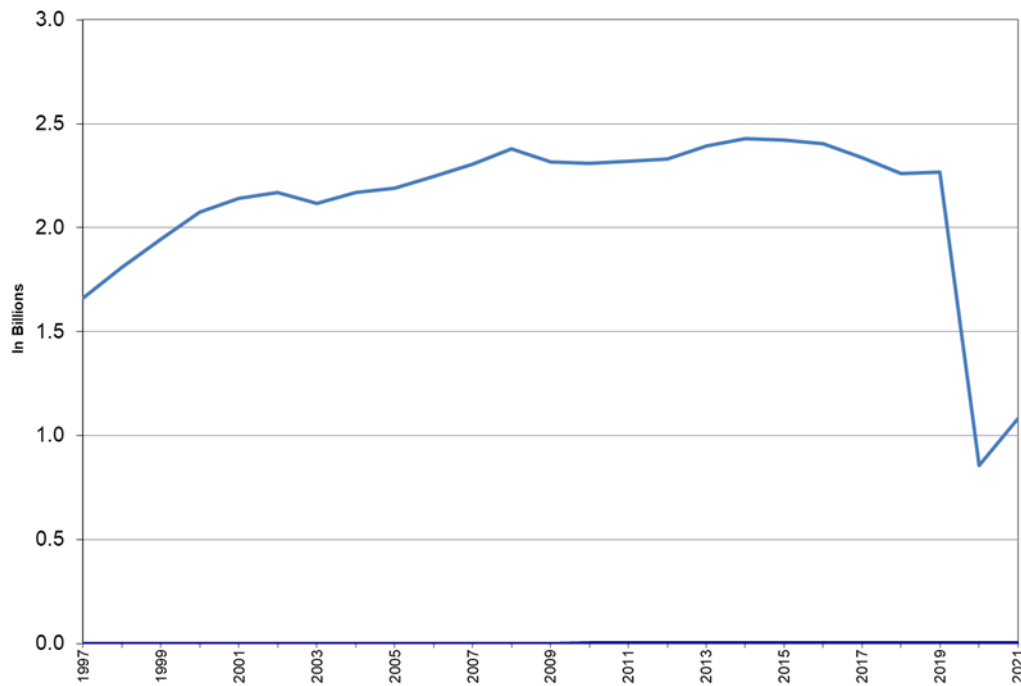
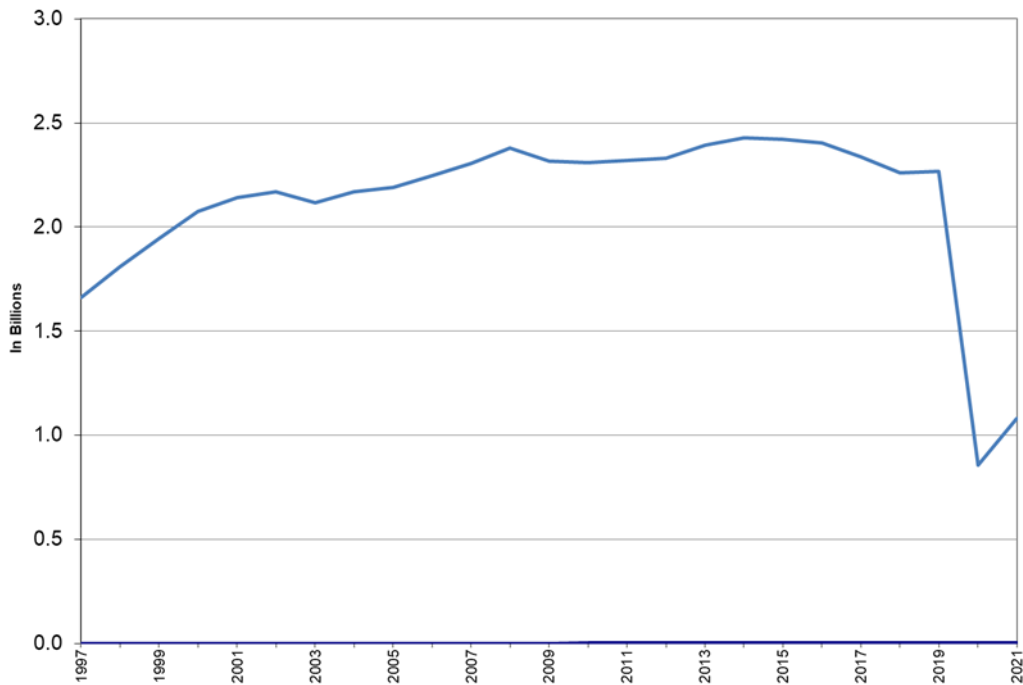
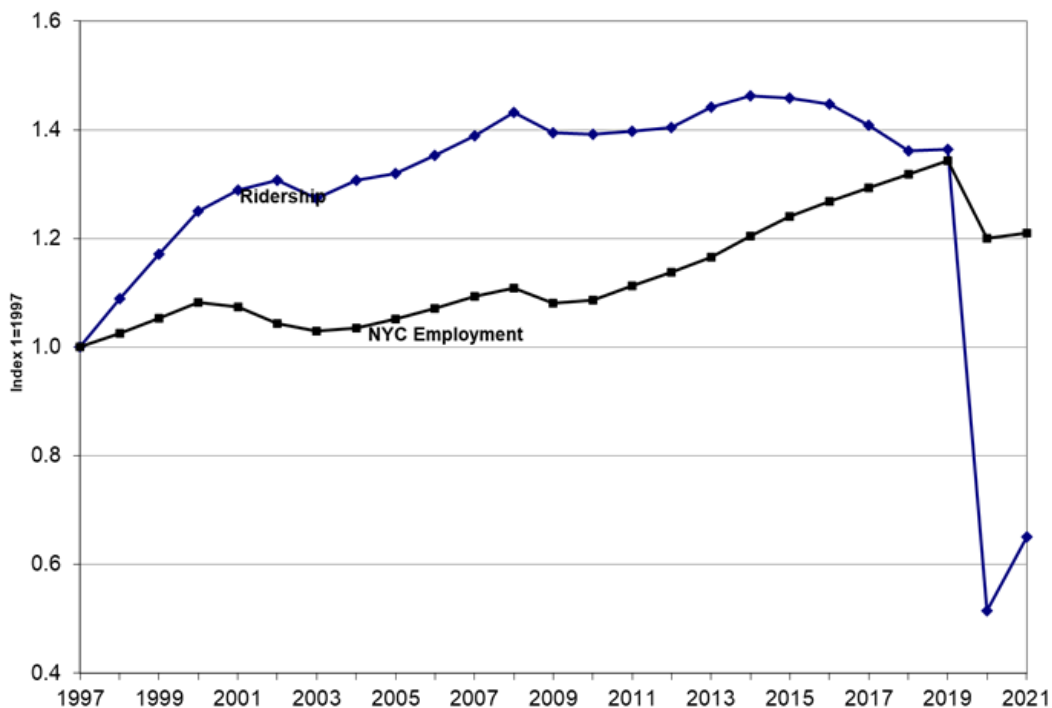


Chart 2: Annual Subway and Bus Ridership



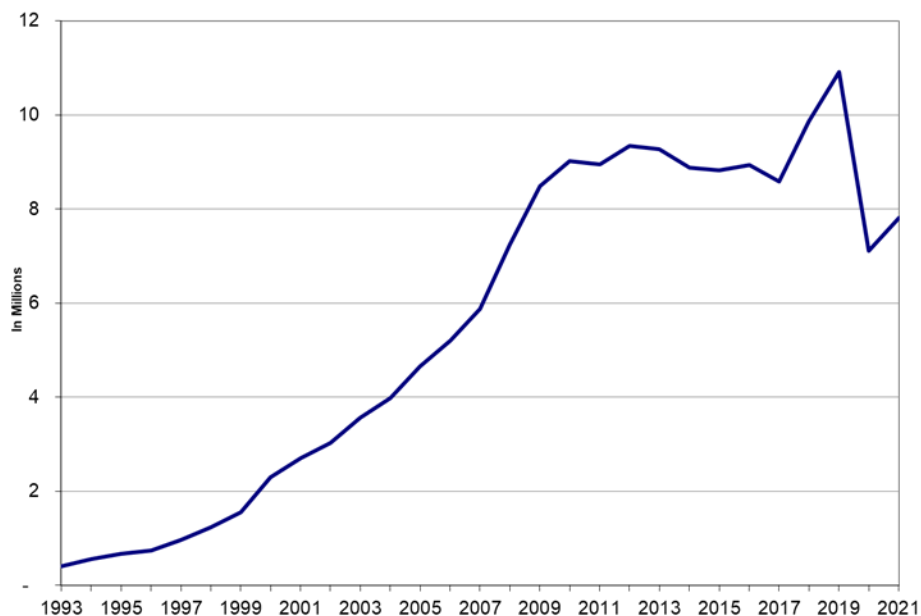
In 2021, subway ridership increased 19% from 2020, which was 45% of pre-Covid 2019 ridership. Bus ridership increased 49% year-over-year and was at 56% of 2019 pre-Covid ridership. The total subway and bus ridership was 1.07 billion.

Chart 3: NYC Employment and Total Ridership Index



New York City employment has historically been an important factor in ridership results. This connection weakened in the period following the 2009 recession through 2019, when employment increased 24.3%, but subway ridership increased by only 7.5%. And in 2020, the 63% plunge in total ridership drastically exceeded the 10% reduction in employment. 2021 employment was flat while ridership rose by 26% due to some workers returning to the offices from remote working.

Chart 4: Annual Paratransit Ridership



Paratransit ridership has grown rapidly since NYC Transit became responsible for the service in 1993. Growth leveled off from 2010-2017, then surged again during 2018-2019 largely due to a growth in enhanced broker service trips, before plummeting by 35% in 2020 due to the pandemic. Ridership 2021 rebounded back to 73% of 2019 pre-covid level with a 14.3% annual increase.

MTA NEW YORK CITY TRANSIT
2021 Year-End Report
Accrual Statement of Operations by Category
2021 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

	December 2021 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted	Final		Adopted Budget		Final Estimate	
	Budget	Estimate	Actual	\$	%	\$	%
	\$	\$	\$				
NON-REIMBURSABLE							
Revenue							
Farebox Revenue:							
Subway	963.405	1,687.187	1,717.046	753.641	78.2	29.859	1.8
Bus	247.152	542.700	553.612	306.460	124.0	10.912	2.0
Paratransit	10.890	16.421	15.231	4.341	39.9	(1.190)	(7.2)
Fare Media Liability	40.244	34.514	60.820	20.576	51.1	26.306	76.2
Total Farebox Revenue	1,261.691	2,280.822	2,346.709	1,085.018	86.0	65.887	2.9
Other Operating Revenue:							
Fare Reimbursement	84.016	89.066	89.066	5.050	6.0	0.000	-
Paratransit Reimbursement	253.116	216.617	211.288	(41.828)	(16.5)	(5.329)	(2.5)
Other	174.453	2,960.150	2,963.563	2,789.110	1,598.8	3.413	0.1
Total Other Operating Revenue	511.585	3,265.833	3,263.917	2,752.332	538.0	(1.916)	(0.1)
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	1,773.276	5,546.655	5,610.626	3,837.350	216.4	63.971	1.2
Expenses							
Labor:							
Payroll	3,511.405	3,426.024	3,415.656	95.749	2.7	10.368	0.3
Overtime	531.777	629.057	626.644	(94.867)	(17.8)	2.413	0.4
Total Salaries & Wages	4,043.182	4,055.081	4,042.300	0.882	0.0	12.781	0.3
Health and Welfare	1,118.685	1,007.411	1,003.095	115.590	10.3	4.316	0.4
OPEB Current Payment	607.927	547.433	541.402	66.525	10.9	6.031	1.1
Pensions	956.333	922.257	932.046	24.287	2.5	(9.789)	(1.1)
Other Fringe Benefits	586.759	559.292	435.563	151.196	25.8	123.729	22.1
Total Fringe Benefits	3,269.704	3,036.393	2,912.106	357.598	10.9	124.287	4.1
Reimbursable Overhead	(271.126)	(218.428)	(218.091)	(53.035)	(19.6)	(0.337)	(0.2)
Total Labor Expenses	7,041.760	6,873.046	6,736.315	305.445	4.3	136.731	2.0
Non-Labor:							
Electric Power	300.777	268.514	275.302	25.475	8.5	(6.788)	(2.5)
Fuel	91.423	95.621	98.046	(6.623)	(7.2)	(2.425)	(2.5)
Insurance	81.266	74.592	71.570	9.696	11.9	3.022	4.1
Claims	221.849	107.923	230.201	(8.352)	(3.8)	(122.278)	(113.3)
Paratransit Service Contracts	433.611	365.236	345.758	87.853	20.3	19.478	5.3
Maintenance and Other Operating Contracts	329.252	326.982	321.721	7.531	2.3	5.261	1.6
Professional Service Contracts	150.229	149.429	149.305	0.924	0.6	0.124	0.1
Materials & Supplies	332.947	260.239	247.561	85.386	25.6	12.678	4.9
Other Business Expenses	53.144	74.387	86.087	(32.943)	(62.0)	(11.700)	(15.7)
Total Non-Labor Expenses	1,994.498	1,722.923	1,825.551	168.947	8.5	(102.628)	(6.0)
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expense Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses Before GASB Adjs.	9,036.258	8,595.969	8,561.866	474.392	5.2	34.103	0.4
Depreciation	1,978.062	2,110.201	2,098.717	(120.655)	(6.1)	11.484	0.5
GASB 75 OPEB Expense Adjustment	1,472.300	1,232.143	659.673	812.627	55.2	572.470	46.5
GASB 68 Pension Adjustment	(308.944)	(62.040)	(860.153)	551.209	(178.4)	798.113	(1,286.4)
Environmental Remediation	0.000	0.000	35.227	(35.227)	-	(35.227)	-
Total Expenses	12,177.676	11,876.273	10,495.330	1,682.346	13.8	1,380.943	11.6
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	(10,404.400)	(6,329.618)	(4,884.704)	5,519.696	53.1	1,444.914	22.8

Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
2021 Year-End Report
Accrual Statement of Operations by Category
2021 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

REIMBURSABLE

	December 2021 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
Revenue							
Farebox Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	1,236.373	1,082.128	1,057.194	(179.179)	(14.5)	(24.934)	(2.3)
Total Revenue	1,236.373	1,082.128	1,057.194	(179.179)	(14.5)	(24.934)	(2.3)
Expenses							
Labor:							
Payroll	482.252	411.813	398.280	83.972	17.4	13.533	3.3
Overtime	124.946	98.572	108.258	16.688	13.4	(9.686)	(9.8)
Total Salaries & Wages	607.198	510.385	506.538	100.660	16.6	3.847	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	-
Pensions	26.387	46.808	46.629	(20.242)	(76.7)	0.179	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
Reimbursable Overhead	271.126	218.428	218.091	53.035	19.6	0.337	0.2
Total Labor Expenses	1,137.098	975.231	969.836	167.262	14.7	5.395	0.6
Non-Labor:							
Electric Power	0.252	0.252	0.305	(0.053)	(21.0)	(0.053)	(21.0)
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	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	42.946	(4.940)	(13.0)	(0.483)	(1.1)
Professional Service Contracts	9.627	10.071	11.732	(2.105)	(21.9)	(1.661)	(16.5)
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)	3.920	(813.3)	5.908	392.3
Total Non-Labor Expenses	99.275	106.897	87.358	11.917	12.0	19.539	18.3
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expense Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	1,236.373	1,082.128	1,057.194	179.179	14.5	24.934	2.3
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	0.000	0.000	0.000	0.000	-	0.000	-

Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
2021 Year-End Report
Accrual Statement of Operations by Category
2021 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

NON-REIMBURSABLE & REIMBURSABLE	December 2018 Year-to-Date			Favorable/(Unfavorable) Variance			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
	\$	\$	\$	\$	%	\$	%
Revenue							
Farebox Revenue:							
Subway	963.405	1,687.187	1,717.046	753.641	78.2	29.859	1.8
Bus	247.152	542.700	553.612	306.460	124.0	10.912	2.0
Paratransit	10.890	16.421	15.231	4.341	39.9	(1.190)	(7.2)
Fare Media Liability	40.244	34.514	60.820	20.576	51.1	26.306	76.2
Total Farebox Revenue	1,261.691	2,280.822	2,346.709	1,085.018	86.0	65.887	2.9
Other Operating Revenue:							
Fare Reimbursement	84.016	89.066	89.066	5.050	6.0	0.000	-
Paratransit Reimbursement	253.116	216.617	211.288	(41.828)	(16.5)	(5.329)	(2.5)
Other	174.453	2,960.150	2,963.563	2,789.110	1,598.8	3.413	0.1
Total Other Operating Revenue	511.585	3,265.833	3,263.917	2,752.332	538.0	(1.916)	(0.1)
Capital and Other Reimbursements	1,236.373	1,082.128	1,057.194	(179.179)	(14.5)	(24.934)	(2.3)
Total Revenue	3,009.649	6,628.783	6,667.820	3,658.171	121.5	39.037	0.6
Expenses							
Labor:							
Payroll	3,993.657	3,837.837	3,813.936	179.721	4.5	23.901	0.6
Overtime	656.723	727.629	734.902	(78.179)	(11.9)	(7.273)	(1.0)
Total Salaries & Wages	4,650.380	4,565.466	4,548.838	101.542	2.2	16.628	0.4
Health and Welfare	1,144.871	1,032.319	1,024.096	120.775	10.5	8.223	0.8
OPEB Current Payment	622.622	562.291	553.816	68.806	11.1	8.475	1.5
Pensions	982.720	969.065	978.675	4.045	0.4	(9.610)	(1.0)
Other Fringe Benefits	778.265	719.136	600.726	177.539	22.8	118.410	16.5
Total Fringe Benefits	3,528.478	3,282.811	3,157.313	371.165	10.5	125.498	3.8
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenses	8,178.858	7,848.277	7,706.151	472.707	5.8	142.126	1.8
Non-Labor:							
Electric Power	301.029	268.766	275.607	25.422	8.4	(6.841)	(2.5)
Fuel	91.423	95.621	98.046	(6.623)	(7.2)	(2.425)	(2.5)
Insurance	81.266	74.592	71.570	9.696	11.9	3.022	4.1
Claims	221.849	107.923	230.201	(8.352)	(3.8)	(122.278)	(113.3)
Paratransit Service Contracts	433.611	365.236	345.758	87.853	20.3	19.478	5.3
Maintenance and Other Operating Contracts	367.258	369.445	364.667	2.591	0.7	4.778	1.3
Professional Service Contracts	159.856	159.500	161.037	(1.181)	(0.7)	(1.537)	(1.0)
Materials & Supplies	384.819	312.844	284.338	100.481	26.1	28.506	9.1
Other Business Expenses	52.662	75.893	81.685	(29.023)	(55.1)	(5.792)	(7.6)
Total Non-Labor Expenses	2,093.773	1,829.820	1,912.909	180.864	8.6	(83.089)	(4.5)
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expense Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses Before GASB Adjs.	10,272.631	9,678.097	9,619.060	653.571	6.4	59.037	0.6
Depreciation	1,978.062	2,110.201	2,098.717	(120.655)	(6.1)	11.484	0.5
GASB 75 OPEB Expense Adjustment	1,472.300	1,232.143	659.673	812.627	55.2	572.470	46.5
GASB 68 Pension Adjustment	(308.944)	(62.040)	(860.153)	551.209	(178.4)	798.113	(1,286.4)
Environmental Remediation	0.000	0.000	35.227	(35.227)	-	(35.227)	-
Total Expenses	13,414.049	12,958.401	11,552.524	1,861.525	13.9	1,405.877	10.8
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(10,404.400)	(6,329.618)	(4,884.704)	5,519.696	53.1	1,444.914	22.8

MTA NEW YORK CITY TRANSIT
2021 Year-End Report
Cash Receipts and Expenditures
2021 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

	December 2021 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
Opening Cash Balance				0.0	#DIV/0!	0.0	#DIV/0!
Receipts							
Farebox Revenue	1,261.891	2,286.745	2,386.676	1,124.785	89.1	99.931	4.4
Other Operating Revenue:							
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	60.648	2,377.336	2,376.459	2,315.811	3,818.4	(0.877)	(0.0)
Total Other Operating Revenue	397.624	2,716.261	2,706.397	2,308.773	580.6	(9.864)	(0.4)
Capital and Other Reimbursements	1,237.716	1,247.755	970.376	(267.340)	(21.6)	(277.379)	(22.2)
Total Receipts	2,897.231	6,250.761	6,063.449	3,166.218	109.3	(187.312)	(3.0)
Expenditures							
Labor:							
Payroll	3,988.735	3,803.139	3,745.788	242.947	6.1	57.351	1.5
Overtime	656.724	727.629	734.902	(78.178)	(11.9)	(7.273)	(1.0)
Total Salaries & Wages	4,645.459	4,530.768	4,480.690	164.769	3.5	50.078	1.1
Health and Welfare	1,133.846	1,028.294	1,002.534	131.312	11.6	25.760	2.5
OPEB Current Payment	622.623	562.292	553.816	68.807	11.1	8.476	1.5
Pensions	982.720	969.065	979.825	2.895	0.3	(10.760)	(1.1)
Other Fringe Benefits	530.410	659.859	625.781	(95.371)	(18.0)	34.078	5.2
Total Fringe Benefits	3,269.599	3,219.510	3,161.956	107.643	3.3	57.554	1.8
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	7,915.058	7,750.278	7,642.646	272.412	3.4	107.632	1.4
Non-Labor:							
Electric Power	311.951	279.688	280.095	31.856	10.2	(0.407)	(0.1)
Fuel	91.423	88.623	92.084	(0.661)	(0.7)	(3.461)	(3.9)
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	343.728	87.883	20.4	19.508	5.4
Maintenance and Other Operating Contracts	374.452	386.139	349.605	24.847	6.6	36.534	9.5
Professional Service Contracts	150.856	159.733	144.381	6.475	4.3	15.352	9.6
Materials & Supplies	376.148	304.173	307.154	68.994	18.3	(2.981)	(1.0)
Other Business Expenses	52.663	75.894	76.686	(24.023)	(45.6)	(0.792)	(1.0)
Total Non-Labor Expenditures	2,013.691	1,796.433	1,737.592	276.099	13.7	58.841	3.3
Other Expenditure Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expenditure Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenditures	9,928.749	9,546.711	9,380.238	548.511	5.5	166.473	1.7
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(7,031.518)	(3,295.950)	(3,316.789)	3,714.729	52.8	(20.839)	(0.6)

Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
2021 Year-End Report
Cash Conversion (Cash Flow Adjustments)
2021 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

	December 2021 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
Receipts							
Farebox Revenue	0.200	5.923	39.967	39.767	19,883.5	34.044	574.8
Other Operating Revenue:							
Fare Reimbursement	0.000	28.766	28.836	28.836	-	0.070	0.2
Paratransit Reimbursement	(0.156)	4.476	0.748	0.904	(579.5)	(3.728)	(83.3)
Other	(113.805)	(582.814)	(587.104)	(473.299)	415.9	(4.290)	0.7
Total Other Operating Revenue	(113.961)	(549.572)	(557.520)	(443.559)	389.2	(7.948)	1.4
Capital and Other Reimbursements	1.343	165.627	(86.818)	(88.161)	(6,564.5)	(252.445)	152.4
Total Receipts	(112.418)	(378.022)	(604.371)	(491.953)	437.6	(226.349)	(59.9)
Expenditures							
Labor:							
Payroll	4.922	34.698	68.148	63.226	1,284.6	33.450	96.4
Overtime	(0.001)	0.000	0.000	0.001	-	0.000	-
Total Salaries & Wages	4.921	34.698	68.148	63.227	1,284.8	33.450	96.4
Health and Welfare	11.025	4.025	21.562	10.537	95.6	17.537	(435.7)
OPEB Current Payment	(0.001)	(0.001)	0.000	0.001	-	0.001	-
Pensions	0.000	0.000	(1.150)	(1.150)	-	(1.150)	-
Other Fringe Benefits	247.855	59.277	(25.055)	(272.910)	(110.1)	(84.332)	(142.3)
Total Fringe Benefits	258.879	63.301	(4.643)	(263.522)	(101.8)	(67.944)	(107.3)
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	263.800	97.999	63.505	(200.295)	(75.9)	(34.494)	(35.2)
Non-Labor:							
Electric Power	(10.922)	(10.922)	(4.488)	6.434	58.9	6.434	(58.9)
Fuel	0.000	6.998	5.962	5.962	-	(1.036)	(14.8)
Insurance	(4.206)	5.834	(0.081)	4.125	98.1	(5.915)	(101.4)
Claims	82.734	37.734	157.993	75.259	91.0	120.259	318.7
Paratransit Service Contracts	2.000	2.000	2.030	0.030	(1.5)	0.030	1.5
Maintenance and Other Operating Contracts	(7.194)	(16.694)	15.062	22.256	309.4	31.756	190.2
Professional Service Contracts	9.000	(0.233)	16.656	7.656	85.1	16.889	(7,248.5)
Materials & Supplies	8.671	8.671	(22.816)	(31.487)	(363.1)	(31.487)	363.1
Other Business Expenses	(0.001)	(0.001)	4.999	5.000	-	5.000	-
Total Non-Labor Expenditures	80.082	33.387	175.317	95.235	118.9	141.930	425.1
Other Expenditure Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expenditure Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenditures Before GASB Adjs.	343.882	131.386	238.822	(105.060)	(30.6)	107.436	81.8
Depreciation	1,978.062	2,110.201	2,098.717	120.655	6.1	(11.484)	(0.5)
GASB 75 OPEB Expense Adjustment	1,472.300	1,232.143	659.673	(812.627)	(55.2)	(572.470)	(46.5)
GASB 68 Pension Adjustment	(308.944)	(62.040)	(860.153)	(551.209)	178.4	(798.113)	1,286.4
Environmental Remediation	0.000	0.000	35.227	35.227	-	35.227	-
Total Expenditures	3,485.300	3,411.690	2,172.286	(1,313.014)	(37.7)	(1,239.404)	(36.3)
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	3,372.882	3,033.668	1,567.915	(1,804.967)	(53.5)	(1,465.753)	(48.3)

Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
2021 Year-End Report
Ridership/Traffic Volume (Utilization)
(ridership in millions)

	December 2021 Year-to-Date			Favorable/(Unfavorable)			
	Adopted	Final	Actual	Adopted Budget		Final Estimate	
	Budget	Estimate		Variance	Percent	Variance	Percent
Subway	450.553	748.216	759.977	309.424	68.7%	11.761	1.6%
Bus	144.247	304.897	311.894	167.647	116.2%	6.997	2.3%
Paratransit	10.194	8.277	7.813	(2.381)	(23.4%)	(0.464)	(5.6%)
Total Utilization	604.994	1,061.390	1,079.684	474.690	78.5%	18.294	1.7%

Notes: Paratransit ridership includes guests and personal care attendants.

Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
2021 Year-End Report
2021 CASH RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
Receipts					
Farebox Revenue	\$2,286.7	\$2,386.7	\$99.9	\$99.9	\$0.0
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	\$0.0
Other Operating Revenue	2,716.3	2,706.4	(9.9)	(6.2)	(3.7)
Capital and Other Reimbursements	1,247.8	970.4	(277.4)	(18.8)	(258.6)
Total Receipts	6,250.8	6,063.4	(187.3)	74.9	(262.2)
Expenditures					
Labor:					
Payroll	3,803.1	3,745.8	57.4	(0.5)	\$57.8
Overtime	727.6	734.9	(7.3)	(7.3)	\$0.0
Health and Welfare	1,028.3	1,002.5	25.8	22.8	\$3.0
OPEB Current Payment	562.3	553.8	8.5	8.5	\$0.0
Pensions	969.1	979.8	(10.8)	(30.8)	\$20.0
Other Fringe Benefits	659.9	625.8	34.1	21.0	\$13.1
GASB Account	0.0	0.0	0.0	0.0	\$0.0
Reimbursable Overhead	0.0	0.0	0.0	0.0	\$0.0
Total Labor Expenditures	7,750.3	7,642.6	107.6	13.7	93.9
Non-Labor:					
Electric Power	279.7	280.1	(0.4)	(0.4)	\$0.0
Fuel	88.6	92.1	(3.5)	(3.5)	\$0.0
Insurance	68.8	71.7	(2.9)	(2.9)	\$0.0
Claims	70.2	72.2	(2.0)	(2.0)	\$0.0
Paratransit Service Contracts	363.2	343.7	19.5	19.5	\$0.0
Maintenance and Other Operating Contracts	386.1	349.6	36.5	26.1	\$10.5
Professional Service Contracts	159.7	144.4	15.4	4.0	\$11.4
Materials & Supplies	304.2	307.2	(3.0)	(9.9)	\$7.0
Other Business Expenses	75.9	76.7	(0.8)	(0.8)	\$0.0
Total Non-Labor Expenditures	1,796.4	1,737.6	58.8	30.0	28.8
Other Expenditure Adjustments:					
Other	0.0	0.0	0.0	0.0	\$0.0
Total Other Expenditure Adjustments	0.0	0.0	0.0	0.0	0.0
Total Expenditures	9,546.7	9,380.2	166.5	43.8	122.7
Baseline Net Cash Deficit	(\$3,296.0)	(\$3,316.8)	(\$20.8)	\$118.7	(\$139.5)

Totals may not agree due to rounding.
Results are subject to audit

MTA NEW YORK CITY TRANSIT
2021 Year-End Report
2021 OPERATING CASH RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

	<u>Final</u>	<u>Actual</u>	<u>Favorable/(Unfavorable) Variance</u>		
	<u>Estimate</u>		<u>Total</u>	<u>Real</u>	<u>Timing</u>
	\$	\$	\$	\$	\$
<u>Operating Receipts</u>					
Farebox Revenue	2,286.7	2,386.7	99.9	99.9	0.0
Other Operating Revenue:					
Fare Reimbursement	117.8	117.9	0.1	0.0	0.1
Paratransit Reimbursement	221.1	212.0	(9.1)	(10.7)	1.7
Other	2,377.3	2,376.5	(0.9)	4.5	(5.4)
Total Other Operating Revenue	2,716.3	2,706.4	(9.9)	(6.2)	(3.7)
Total Operating Receipts	5,003.0	5,093.1	90.1	93.7	(3.7)
<u>Operating Expenditures</u>					
Labor:					
Payroll	3,391.3	3,347.5	43.8	(14.0)	57.8
Overtime	629.1	626.6	2.4	2.4	0.0
Total Salaries & Wages	4,020.4	3,974.2	46.2	(11.6)	57.8
Health and Welfare (including OPEB)	1,550.8	1,522.9	27.9	24.9	3.0
Pensions	922.3	933.2	(10.9)	(30.9)	20.0
Other Fringe Benefits	500.0	460.6	39.4	26.3	13.1
Total Fringe Benefits	2,973.1	2,916.7	56.3	20.3	36.1
GASB Account	0.0	0.0	0.0	0.0	0.0
Reimbursable Overhead	(218.4)	(218.1)	(0.3)	(0.3)	0.0
Total Labor Expenditures	6,775.0	6,672.8	102.2	8.3	93.9
Non-Labor:					
Electric Power	279.4	279.8	(0.4)	(0.4)	0.0
Fuel	88.6	92.1	(3.5)	(3.5)	0.0
Insurance	68.8	71.7	(2.9)	(2.9)	0.0
Claims	70.2	72.2	(2.0)	(2.0)	0.0
Paratransit Service Contracts	363.2	343.7	19.5	19.5	0.0
Maintenance and Other Operating Contracts	343.7	306.7	37.0	32.7	4.3
Professional Service Contracts	149.7	132.6	17.0	5.6	11.4
Materials & Supplies	251.6	270.4	(18.8)	(25.8)	7.0
Other Business Expenses	74.4	81.1	(6.7)	(6.7)	0.0
Total Non-Labor Expenditures	1,689.5	1,650.2	39.3	16.6	22.7
Other Expenditure Adjustments:					
Other	0.0	0.0	0.0	0.0	0.0
Total Other Expenditure Adjustments	0.0	0.0	0.0	0.0	0.0
Total Operating Expenditures	8,464.6	8,323.0	141.5	25.0	116.6
Capital and Other Reimbursements	1,247.8	970.4	(277.4)	(18.8)	(258.6)
Capital and Other Reimbursable Expenditures	1,082.1	1,057.2	24.9	18.8	6.1
Net Capital and Other Reimbursements	165.6	(86.8)	(252.4)	(0.0)	(252.4)
Net Cash Deficit	(3,295.9)	(3,316.8)	(20.8)	118.7	(139.5)

MTA NEW YORK CITY TRANSIT
2021 Year-End Report
2021 OPERATING CASH RESULTS - ACTUAL vs. ADOPTED BUDGET
(\$ in millions)

	<u>Adopted</u> <u>Budget</u> \$	<u>Actual</u> \$	<u>Favorable</u> <u>(Unfavorable)</u> <u>Variance</u> \$
<u>Operating Receipts</u>			
Farebox Revenue	1,261.9	2,386.7	1,124.8
Other Operating Revenue:			
Fare Reimbursement	84.0	117.9	33.9
Paratransit Reimbursement	253.0	212.0	(40.9)
Other	60.6	2,376.5	2,315.8
Total Other Operating Revenue	397.6	2,706.4	2,308.8
Total Operating Receipts	1,659.5	5,093.1	3,433.6
<u>Operating Expenditures</u>			
Labor:			
Total Salaries & Wages	4,038.3	3,974.2	64.1
Health and Welfare (including OPEB)	1,715.6	1,522.9	192.7
Pensions	956.3	933.2	23.1
Other Fringe Benefits	338.9	460.6	(121.7)
Total Fringe Benefits	3,010.8	2,916.7	94.1
GASB Account	0.0	0.0	0.0
Reimbursable Overhead	(271.1)	(218.1)	(53.0)
Total Labor Expenditures	6,778.0	6,672.8	105.1
Non-Labor:			
Electric Power	311.7	279.8	31.9
Fuel	91.4	92.1	(0.7)
Insurance	85.5	71.7	13.8
Claims	139.1	72.2	66.9
Paratransit Service Contracts	431.6	343.7	87.9
Maintenance and Other Operating Contracts	336.4	306.7	29.8
Professional Service Contracts	141.2	132.6	8.6
Materials & Supplies	324.3	270.4	53.9
Other Business Expenses	53.1	81.1	(27.9)
Total Non-Labor Expenditures	1,914.4	1,650.2	264.2
Other Expenditure Adjustments:			
Other	0.0	0.0	0.0
Total Other Expenditure Adjustments	0.0	0.0	0.0
Total Operating Expenditures	8,692.4	8,323.0	369.3
Capital and Other Reimbursements	1,237.7	970.4	(267.3)
Capital and Other Reimbursable Expenditures	1,236.4	1,057.2	179.2
Net Capital and Other Reimbursements	1.3	(86.8)	(88.2)
Net Cash Deficit	(7,031.5)	(3,316.8)	3,714.7

Totals may not add due to rounding.

New York City Transit - NON-REIMBURSABLE OVERTIME

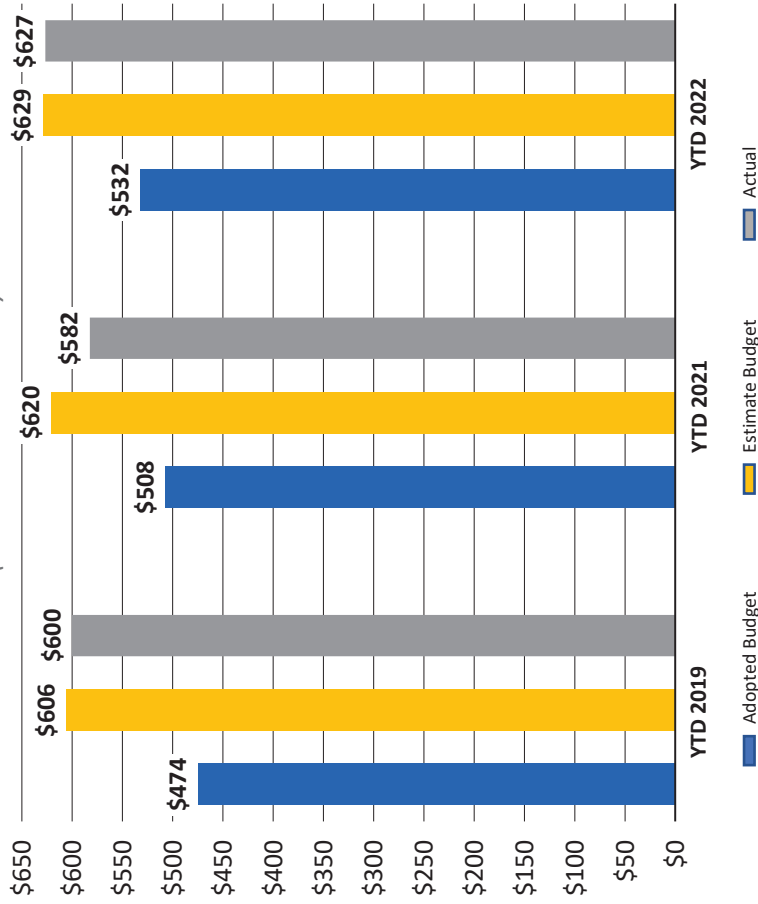
Overview

- Overall increase of \$26.4M or 4.4% compared to 2019 actuals
- Overall increase of \$44.3M or 7.6% compared to 2020 actuals
- Overall decrease of -\$2.4M or -0.4% compared to 2021 estimate
- Subways \$0.3M overrun: -\$19.5M underrun due to vacancy coverage; \$12.4M for additional maintenance requirements; \$6.3M for severe weather response; \$1.1M for COVID-19 response
- Buses \$4.9M overrun: \$2.6M overrun for vacancy, additional service requirements, additional maintenance requirements and availability coverage; \$1.8M for COVID-19 response; \$0.5M for severe weather response
- All Other underrun of -\$7.6M

Agency Detail

- **Subways**
 - Maintenance of Way overrun of \$2.9M; \$3.7M due to additional maintenance requirements; \$3.5M due to severe weather response; -\$3.7M underrun due to vacancy coverage; -\$0.6M underrun due to COVID-19
 - Stations overrun of \$1.2M; \$1.6M for severe weather response; \$1.6M due to additional maintenance requirements; -\$1.5M underrun due to vacancy coverage; -\$0.5M underrun due to COVID-19
 - Service delivery underrun of -\$5.1M; -\$6.3M due to vacancy coverage; \$0.6M overrun due to service requirements; \$0.3M due to severe weather response; \$0.3M due to COVID-19
 - Car Equipment overrun of \$1.1M; \$5.4M due to additional maintenance requirements; \$1.0M for COVID-19 response; \$0.7M for severe weather response; -\$6.0M underrun due to vacancy coverage
 - Other Subways overrun of \$0.2M
- **Buses**
 - Buses operations overrun of \$4.6M; \$12.0M due to additional service requirements and availability; \$0.3M due to COVID-19 response; -\$7.7M underrun due to vacancy coverage
 - Buses maintenance and other overrun of \$0.4M; \$1.3M for COVID-19 response; \$0.5M for severe weather response; -\$1.4M underrun due to vacancies, additional maintenance requirements and availability
- All other underrun of -\$7.6M: Primarily due to timing of reimbursable deviation

Non-Reimbursable Overtime – 2021 Variance
(all dollars in millions)



New York City Transit - REIMBURSABLE OVERTIME

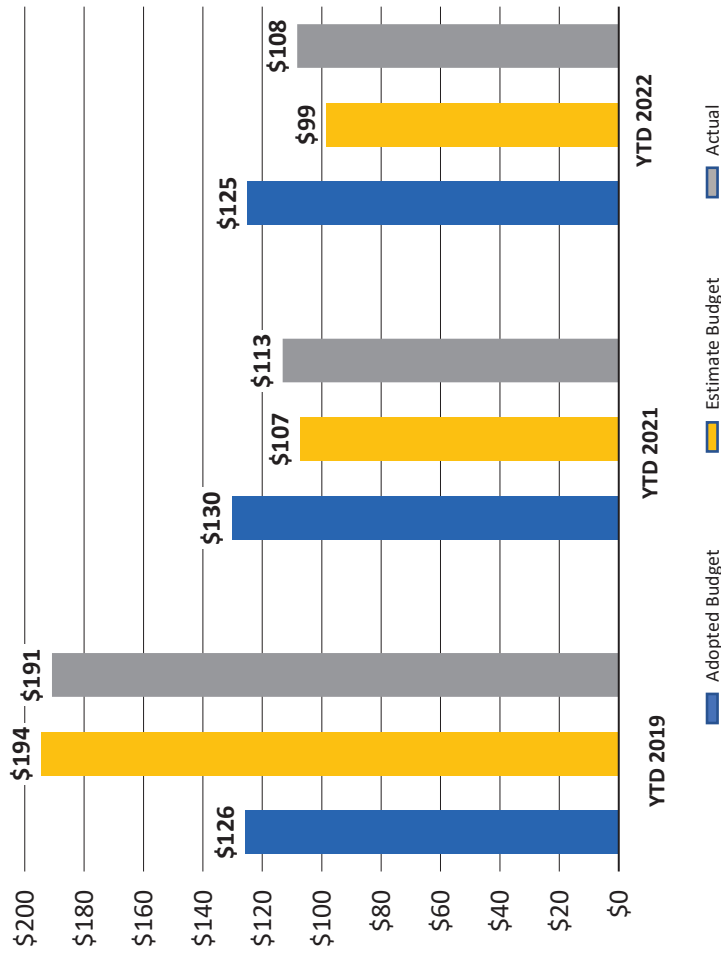
Overview

- Overall decrease of -\$82.6M or -43.3% compared to 2019 actuals
- Overall decrease of -\$4.9M or -4.3% compared to 2020 actuals
- Overall increase of \$9.7M or 9.8% compared to 2021 estimate
- Subways \$8.9M overrun: Due to vacancies and additional maintenance requirements
- Buses \$2.4M overrun: Due to additional service requirements and vacancies
- All Other underrun of -\$1.6M due to timing of reimbursable deviation

Agency Detail

- Capital project delays and vacancies resulted in the following unfavorable variances:
 - Maintenance of Way overrun of \$4.2M
 - DOS Service delivery overrun of \$3.6M
 - Car Equipment overrun of \$1.1M
 - Buses operations overrun of \$1.8M
 - Buses maintenance overrun of \$0.6M

Reimbursable Overtime – 2021 Variance
(all dollars in millions)



MTA NEW YORK CITY TRANSIT
2021 Year-End Report
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE AND FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS

	December 2021			Favorable/(Unfavorable) Variance			
	<u>Adopted</u>	<u>Final</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
	<u>Budget</u>	<u>Estimate</u>		<u>Variance</u>	<u>Percent</u>	<u>Variance</u>	<u>Percent</u>
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	42,429	162	0.4%	304	0.7%
Reimbursable	4,645	4,747	3,129	1,516	32.6%	1,618	34.1%
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-21			Favorable/(Unfavorable) Variance			
	Adopted	Final	Actual	Adopted Budget		Final Estimate	
	Budget	Estimate		Variance	Percent	Variance	Percent
Administration:							
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%
Operations:							
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%
Maintenance:							
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%
Engineering/Capital:							
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%
Public Safety:							
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%
Total Positions:							
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%



Standard Follow-Up Reports: SIR 2021 Year-End Report Summary

2021 Final Estimate vs. Actual

Accrual / Non-Reimbursable

Operating revenues in 2021 of \$34.516 million were unfavorable to the final estimate by \$0.299 million (0.9%) mainly due to underruns in advertising revenue and fare reimbursement.

Operating expenses of \$61.599 million, before non-cash adjustments were below the final estimate by \$8.692 million (12.4%).

- Labor expenses were lower by a net \$3.315 million (6.2%), including underruns in payroll of \$1.733 million (6.3%) due to the existence of vacancies, and in health & welfare/OPEB of \$1.061 million (10.1%), due to favorable rates resulting from prescription drug contract rebates, and vacancy savings. Pension expenses underran the Final Estimate by \$0.562 million (6.7%) due to timing. The other fringe benefits underrun of \$0.241 million (6.4%) was due primarily to lower workers' compensation reserve requirements based on the current actuarial update. Overtime expenses were higher than the final estimate by \$0.268 million (8.7%), mainly due to vacancy coverage.
- Non-labor expenses were below the Final Estimate by \$5.377 million (31.5%). Maintenance and other operating contracts were below the final estimate by \$2.250 million (59.8%) due to the timing of projects. Claims expenses underran the Final Estimate by \$1.338 million (152.0%), largely due to worker's compensation credits. Electric Power expenses were less than the Final Estimate by \$0.718 million (16.5%) due to lower consumption than projected. Professional services contract was below the Final Estimate by \$0.509 million (17.5%) and other business expenses underran by \$0.492 million (40.0%) both due to the timing of projects.

Depreciation expenses of \$11.472 million were \$0.528 million (4.4%) below the Final Estimate. Other post employment benefits were \$0.411 million (11.1%) favorable to the Final Estimate, while GASB 68 pension expense adjustments were \$0.380 million (38.0%) unfavorable to the Final Estimate.

Cash Results – Final Estimate vs. Actual

SIR's net cash deficit (excluding subsidies and debt service) at the end of 2021 was \$30.266 million, \$6.128 million (16.8%) favorable to the Final Estimate. This consisted of a favorable real variance of \$2.432 million and a favorable timing variance of \$3.697 million.

The favorable net real variance of \$2.432 million included a favorable labor variance of \$1.822 million, largely arising from the existence of vacancies. Non-labor expenses generated a net favorable real variance of \$1.306 million, due to lower maintenance and other operating contracts, power and professional services contracts partially offset by other business expenses and materials and supplies. The favorable timing variance of \$3.697 million is attributed to labor expenses from reimbursable vacancies, OPEB current payments, professional service contracts and other business expenses.

2021 Adopted Budget vs. Actual

Accrual Results - Non-Reimbursable

Operating revenues in 2021 of \$34.516 million were above the Adopted Budget by \$30.330 million (724.6%) primarily due to the receipt of federal CRRSAA funds of \$31.224 million.

Operating expenses of \$61.599 million were below Budget by \$4.627 million (7.0%).

- Labor expenses were lower by a net \$3.299 million (6.1%), including an underrun in payroll of \$1.821 million (6.6%) due to the existence of vacancies and underruns in health & welfare/OPEB current expenses of \$1.043 million (10.0%), due to favorable rates resulting from prescription drug contract rebates, and vacancy savings. Pension expenses underran the adopted budget by \$0.795 million (9.2%) due to timing. Other fringe benefits underran the Adopted Budget by \$0.502 million (12.5%). Overtime expenses were higher than the Adopted Budget by \$0.918 million (38.0%) due to vacancy coverage.
- Non-labor expenses were below the Adopted Budget by a net \$1.398 million (10.7%). Claims were favorable by \$1.451 million (146.1%) primarily due to worker's compensation credits. Maintenance and other operating contracts and professional services were below the Adopted Budget by \$0.706 million (31.8%) and \$0.255 million (9.6%), respectively, largely due to the timing of maintenance projects in progress. Partially offsetting these favorable results were higher other business expenses of \$0.708 million (over 100.0%) and materials and supplies expenses of \$0.567 million (32.5%). Electric power was less than the Adopted Budget by \$0.272 million (7.0%) due to lower consumption than expected.

MTA STATEN ISLAND RAILWAY
2021 YEAR-END REPORT
Explanation of Variances on Positions by
Function and Department
Non-Reimbursable-Reimbursable and Full-Time/Full-Time Equivalents

2021 Final Estimate vs. Actual

At the end of 2021, there were 340 active employees, 54 less than the Final Estimate. This variance was comprised of five positions in administration, 18 positions in operations, 28 positions in maintenance, and three positions in engineering/capital. By occupational groups, 8 positions were managerial/supervisors, 7 positions were professional/technical/clerical and 39 were operational hourlies.

2021 Adopted Budget vs. Actual

At the end of 2021, there were 340 active employees, 49 less than the 2021 Adopted Budget. This variance was comprised of five positions in administration, 18 positions in operations, 23 positions in maintenance, and three positions in engineering/capital. By occupational groups, 8 positions were managerial/supervisors, 6 positions were professional/technical/clerical and 35 were operational hourlies.

**MTA STATEN ISLAND RAILWAY
2021 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)**

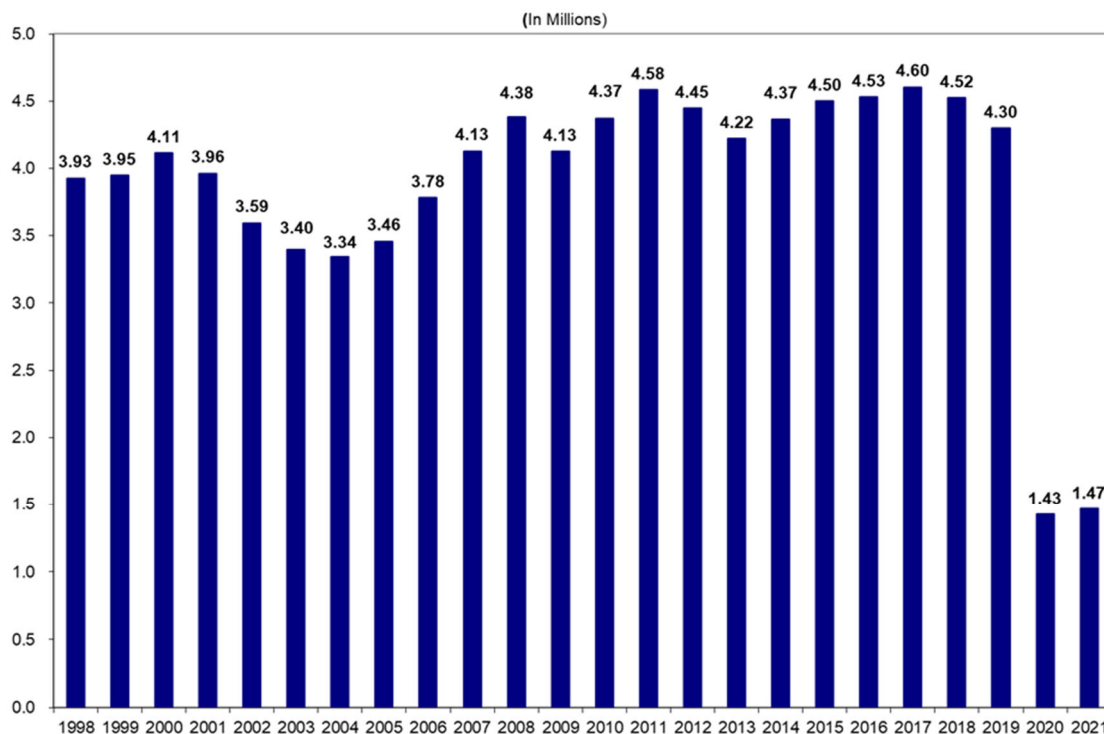
Annual Ridership

2021 total ridership of 1.47 million was 16.3% (0.21 million trips) above the 2021 Final Estimate and 27.3% (0.32 million trips) above the 2021 Adopted Budget. 2021 total ridership was 3.0% (42,101 trips) above 2020 and was 34% of 2019 annual ridership. Ridership recovery in 2021 exceeded McKinsey’s projections incorporated into the Adopted Budget.

Weekday and Weekend ridership

2021 average weekday ridership decreased 0.3% from 2020 and average weekend ridership (Saturday and Sunday combined) increased 92.8%. The average weekday decrease, in addition to weak ridership recovery in 2021 (recovering to 33.4% of the pre-pandemic level), reflects pre-pandemic ridership levels at the start of 2020. More regular station opening hours after September 2021 contributed to the 92.8% increase in weekend ridership experienced in 2021; stations were periodically closed during the weekends beginning in June 2019 for major rehabilitation work.

Chart 1: SIR Annual Ridership



2021 SIR ridership increased by 3.0% from 2020 showing slow ridership recovery from global pandemic. Prior to pandemic, SIR ridership had increased 28.6% since 2004, averaging 1.9% per year.

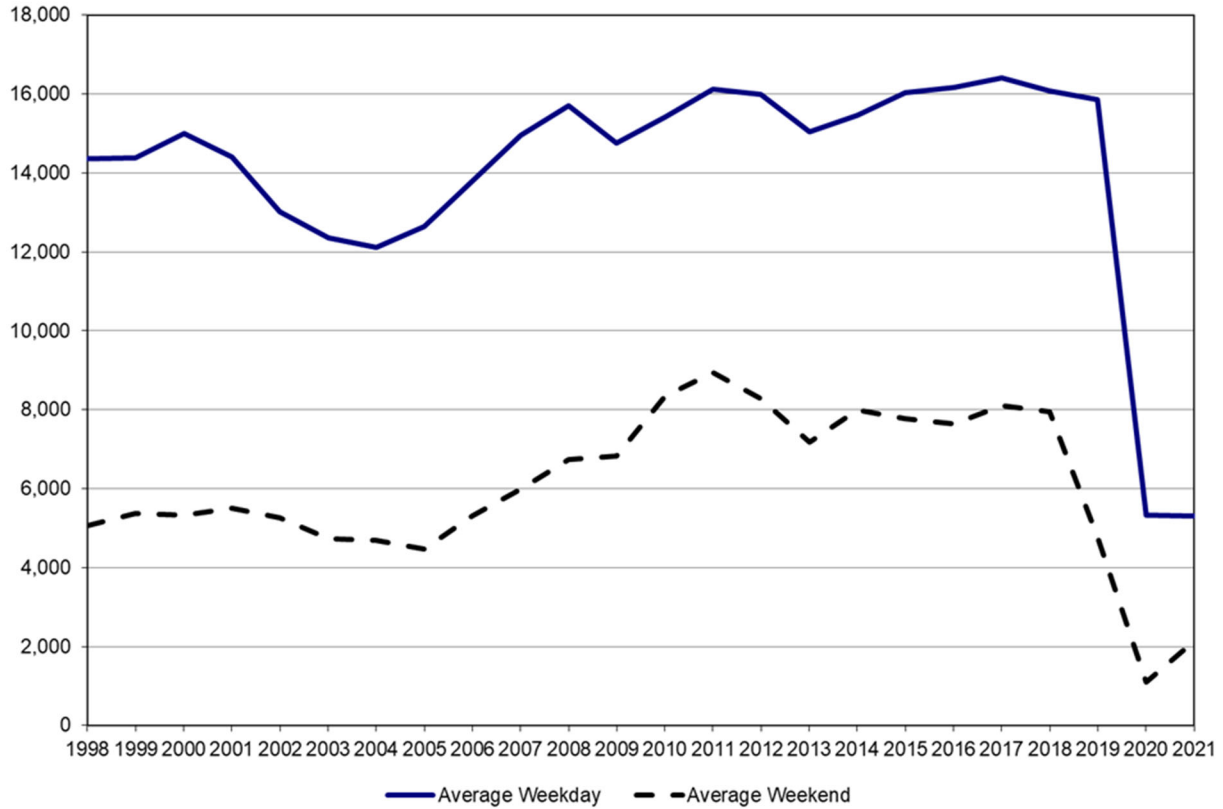


Chart 2: SIR Average Weekday and Weekend Ridership

2021 ridership decreased 0.3% on weekdays and increased 92.8% on weekends year-over-year in 2021. From 2004 through 2019, SIR ridership had increased 30.8% on weekdays, averaging 2.0% per year.

MTA STATEN ISLAND RAILWAY
2021 Year-End Report
Accrual Statement of Operations by Category
2021 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

NON-REIMBURSABLE	December 2021 Year-to-Date			Favorable/(Unfavorable) Variance			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$1.800	\$2.038	\$2.376	\$0.576	32.0	\$0.338	16.6
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	2.386	32.777	32.140	29.754	*	(0.637)	(1.9)
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	\$4.186	\$34.815	\$34.516	\$30.330	*	(\$0.299)	(0.9)
Expenses							
Labor:							
Payroll	\$27.555	\$27.467	\$25.734	\$1.821	6.6	\$1.733	6.3
Overtime	2.415	3.065	3.333	(0.918)	(38.0)	(0.268)	(8.7)
Health and Welfare	7.655	7.673	6.481	1.174	15.3	1.192	15.5
OPEB Current Payment	2.802	2.802	2.933	(0.131)	(4.7)	(0.131)	(4.7)
Pensions	8.682	8.449	7.887	0.795	9.2	0.562	6.7
Other Fringe Benefits	4.001	3.740	3.499	0.502	12.5	0.241	6.4
Reimbursable Overhead	0.000	0.000	0.014	(0.014)	-	(0.014)	-
Total Labor Expenses	\$53.110	\$53.196	\$49.881	\$3.229	6.1	\$3.315	6.2
Non-Labor:							
Electric Power	\$3.906	\$4.352	\$3.634	\$0.272	7.0	\$0.718	16.5
Fuel	0.216	0.321	0.278	(0.062)	(28.7)	0.043	13.4
Insurance	1.350	1.307	1.299	0.051	3.8	0.008	0.6
Claims	0.993	0.880	(0.458)	1.451	*	1.338	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	2.220	3.764	1.514	0.706	31.8	2.250	59.8
Professional Service Contracts	2.657	2.911	2.402	0.255	9.6	0.509	17.5
Materials & Supplies	1.745	2.331	2.312	(0.567)	(32.5)	0.019	0.8
Other Business Expenses	0.029	1.229	0.737	(0.708)	*	0.492	40.0
Total Non-Labor Expenses	\$13.116	\$17.095	\$11.718	\$1.398	10.7	\$5.377	31.5
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$66.226	\$70.291	\$61.599	\$4.627	7.0	\$8.692	12.4
Depreciation	12.000	12.000	11.472	0.528	4.4	0.528	4.4
Other Post Employment Benefits	6.500	3.700	3.289	3.211	49.4	0.411	11.1
GASB 68 Pension Adjustment	(1.100)	1.000	1.380	(2.480)	*	(0.380)	(38.0)
Environmental Remediation	0.000	0.000	0.733	(0.733)	-	(0.733)	-
Total Expenses	\$83.626	\$86.991	\$78.473	\$5.153	6.2	\$8.518	10.9
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(\$79.440)	(\$52.176)	(\$43.957)	\$35.483	44.7	\$8.219	15.8

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
2021 Year-End Report
Accrual Statement of Operations by Category
2021 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

REIMBURSABLE	December 2021 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	7.594	7.658	1.859	(5.735)	(75.5)	(5.799)	(75.7)
Total Revenue	\$7.594	\$7.658	\$1.859	(\$5.735)	(75.5)	(\$5.799)	(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
Health and Welfare	0.000	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	-	0.000	-
Other Fringe Benefits	2.544	2.570	0.802	1.742	68.5	1.768	68.8
Reimbursable Overhead	0.000	0.000	0.002	(0.002)	-	(0.002)	-
Total Labor Expenses	\$7.594	\$7.657	\$1.809	\$5.785	76.2	\$5.848	76.4
Non-Labor:							
Electric Power	\$0.000	\$0.000	\$0.005	(\$0.005)	-	(\$0.005)	-
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	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	-	0.000	-
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	0.000	-	0.000	-
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.050	(\$0.050)	-	(\$0.050)	-
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$7.594	\$7.657	\$1.859	\$5.735	75.5	\$5.798	75.7
Depreciation	0.000	0.000	0.000	0.000	-	0.000	-
Other Post Employment Benefits	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 Expenses	\$7.594	\$7.657	\$1.859	\$5.735	75.5	\$5.798	75.7
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	\$0.000	\$0.001	\$0.000	\$0.000	-	(\$0.001)	(100.0)

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
2021 Year-End Report
Accrual Statement of Operations by Category
2021 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE	December 2021 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$1.800	\$2.038	\$2.376	\$0.576	32.0	\$0.338	16.6
Vehicle Toll Revenue	\$0.000	\$0.000	\$0.000	0.000	-	0.000	-
Other Operating Revenue	\$2.386	\$32.777	\$32.140	29.754	*	(0.637)	(1.9)
Capital and Other Reimbursements	\$7.594	\$7.658	\$1.859	(5.735)	(75.5)	(5.799)	(75.7)
Total Revenue	\$11.780	\$42.473	\$36.375	\$24.595	*	(\$6.098)	(14.4)
Expenses							
Labor:							
Payroll	\$31.495	\$31.436	\$26.162	\$5.333	16.9	\$5.274	16.8
Overtime	\$3.525	\$4.183	\$3.908	(0.383)	(10.9)	0.275	6.6
Health and Welfare	\$7.655	\$7.673	\$6.481	1.174	15.3	1.192	15.5
OPEB Current Payment	\$2.802	\$2.802	\$2.935	(0.133)	(4.7)	(0.133)	(4.7)
Pensions	\$8.682	\$8.449	\$7.887	0.795	9.2	0.562	6.7
Other Fringe Benefits	\$6.545	\$6.310	\$4.301	2.244	34.3	2.009	31.8
Reimbursable Overhead	\$0.000	\$0.000	\$0.016	(0.016)	-	(0.016)	-
Total Labor Expenses	\$60.704	\$60.853	\$51.690	\$9.014	14.8	\$9.163	15.1
Non-Labor:							
Electric Power	\$3.906	\$4.352	\$3.639	\$0.267	6.8	\$0.713	16.4
Fuel	\$0.216	\$0.321	\$0.278	(0.062)	(28.7)	0.043	13.4
Insurance	\$1.350	\$1.307	\$1.299	0.051	3.8	0.008	0.6
Claims	\$0.993	\$0.880	(\$0.458)	1.451	*	1.338	*
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	\$2.220	\$3.764	\$1.514	0.706	31.8	2.250	59.8
Professional Service Contracts	\$2.657	\$2.911	\$2.411	0.246	9.3	0.500	17.2
Materials & Supplies	\$1.745	\$2.331	\$2.348	(0.603)	(34.6)	(0.017)	(0.7)
Other Business Expenses	\$0.029	\$1.229	\$0.737	(0.708)	*	0.492	40.0
Total Non-Labor Expenses	\$13.116	\$17.095	\$11.768	\$1.348	10.3	\$5.327	31.2
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$73.820	\$77.948	\$63.458	\$10.362	14.0	\$14.490	18.6
Depreciation	12.000	12.000	11.472	0.528	4.4	0.528	4.4
Other Post Employment Benefits	6.500	3.700	3.289	3.211	49.4	0.411	11.1
GASB 68 Pension Adjustment	(1.100)	1.000	1.380	(2.480)	*	(0.380)	(38.0)
Environmental Remediation	0.000	0.000	0.733	(0.733)	-	(0.733)	-
Total Expenses	\$91.220	\$94.648	\$80.332	\$10.888	11.9	\$14.316	15.1
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(\$79.440)	(\$52.175)	(\$43.957)	\$35.483	44.7	\$8.218	15.8

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
2021 Year-End Report
Cash Receipts and Expenditures
2021 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

	December 2021 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$1.800	\$2.038	\$2.200	\$0.400	22.2	\$0.162	7.9
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	2.386	28.027	27.187	24.801	*	(0.840)	(3.0)
Capital and Other Reimbursements	7.594	8.079	2.202	(5.392)	(71.0)	(5.877)	(72.7)
Total Receipts	\$11.780	\$38.144	\$31.589	\$19.809	*	(\$6.555)	(17.2)
Expenditures							
Labor:							
Payroll	\$31.400	\$28.842	\$24.217	\$7.183	22.9	\$4.625	16.0
Overtime	3.526	4.183	3.811	(0.285)	(8.1)	0.372	8.9
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
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	\$58.804	\$57.827	\$49.798	\$9.006	15.3	\$8.029	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	0.733	33.0	2.277	60.5
Professional Service Contracts	2.657	2.911	1.856	0.801	30.1	1.055	36.2
Materials & Supplies	1.745	2.331	2.116	(0.371)	(21.3)	0.215	9.2
Other Business Expenses	0.030	1.229	0.724	(0.694)	*	0.504	41.0
Total Non-Labor Expenditures	\$12.618	\$16.710	\$12.057	\$0.561	4.4	\$4.653	27.8
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenditures	\$71.422	\$74.537	\$61.855	\$9.567	13.4	\$12.682	17.0
Operating Cash Deficit	(\$59.642)	(\$36.393)	(\$30.266)	\$29.376	49.3	\$6.127	16.8

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
2021 Year-End Report
Cash Conversion (Cash Flow Adjustments)
2021 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

	December 2021 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$0.000	\$0.000	(\$0.176)	(\$0.176)	-	(0.176)	-
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	(4.750)	(4.953)	(4.953)	-	(0.203)	(4.3)
Capital and Other Reimbursements	0.000	0.421	0.343	0.343	-	(0.078)	(18.5)
Total Receipts	\$0.000	(\$4.329)	(\$4.786)	(\$4.786)	-	(\$0.457)	(10.6)
Expenditures							
Labor:							
Payroll	\$0.095	\$2.595	\$1.945	1.850	*	(0.650)	(25.1)
Overtime	\$0.000	\$0.000	\$0.097	0.097	-	0.097	-
Health and Welfare	\$0.000	\$0.000	(\$1.751)	(1.751)	-	(1.751)	-
OPEB Current Payment	\$0.000	\$0.000	\$1.618	1.618	-	1.618	-
Pensions	\$0.000	(\$0.369)	\$0.000	0.000	-	0.369	100.0
Other Fringe Benefits	\$1.806	\$0.800	(\$0.032)	(1.838)	*	(0.832)	*
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	0.000	0.000	0.016	0.016	-	0.016	-
Total Labor Expenditures	\$1.902	\$3.026	\$1.893	(\$0.009)	(0.5)	(\$1.133)	(37.5)
Non-Labor:							
Electric Power	\$0.000	\$0.000	\$0.001	0.001	-	0.001	-
Fuel	(0.001)	0.000	0.002	0.003	*	0.002	-
Insurance	0.000	0.000	(0.188)	(0.188)	-	(0.188)	-
Claims	0.500	0.384	(0.931)	(1.431)	*	(1.315)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	0.000	0.000	0.027	0.027	-	0.027	-
Professional Service Contracts	0.000	0.000	0.555	0.555	-	0.555	-
Materials & Supplies	0.000	0.000	0.232	0.232	-	0.232	-
Other Business Expenses	(0.001)	0.000	0.013	0.014	*	0.013	-
Total Non-Labor Expenditures	\$0.498	\$0.384	(\$0.289)	(\$0.787)	*	(\$0.673)	*
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenditures Before Depreciation	\$2.400	\$3.411	\$1.604	(\$0.796)	(33.2)	(\$1.807)	(53.0)
Depreciation	12.000	12.000	11.472	(0.528)	(4.4)	(0.528)	(4.4)
Other Post Employment Benefits	6.500	3.700	3.289	(3.211)	(49.4)	(0.411)	(11.1)
GASB 68 Pension Adjustment	(1.100)	1.000	1.380	2.480	*	0.380	38.0
Environmental Remediation	0.000	0.000	0.733	0.733	-	0.733	-
Total Expenditures	\$19.800	\$20.111	\$18.478	(\$1.322)	(6.7)	(\$1.633)	(8.1)
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	\$19.800	\$15.782	\$13.692	(\$6.108)	(30.8)	(\$2.090)	(13.2)

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
2021 YEAR-END RESULTS
CASH RESULTS - ACTUAL UPDATE vs. FINAL ESTIMATE
(\$ in millions)

	2021		Favorable/(Unfavorable) Variance		
	Final Estimate	Actual	Total	Real	Timing
<u>Receipts</u>					
Farebox Revenue	\$2.038	\$2.200	\$0.162	\$0.162	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	28.027	27.187	(0.840)	(0.840)	0.000
Capital and Other Reimbursements	8.079	2.202	(5.877)	(0.018)	(5.859)
Total Receipts	\$38.144	\$31.589	(\$6.555)	(\$0.696)	(\$5.859)
<u>Expenditures</u>					
Labor:					
Payroll	28.842	24.217	4.625	1.126	3.499
Overtime	4.183	3.811	0.372	0.049	0.323
Health and Welfare	7.673	8.232	(0.559)	(0.559)	0.000
OPEB Current Payment	2.802	1.317	1.485	0.000	1.485
Pensions	8.818	7.887	0.931	0.031	0.900
Other Fringe Benefits	5.509	4.334	1.175	1.175	0.000
GASB Account	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$57.827	\$49.798	\$8.029	\$1.822	\$6.207
Non-Labor:					
Traction and Propulsion Power	\$4.352	\$3.638	0.714	0.714	\$0.000
Fuel for Buses and Trains	0.321	0.276	0.045	0.045	0.000
Insurance	1.307	1.487	(0.180)	(0.180)	0.000
Claims	0.496	0.472	0.024	(0.176)	0.200
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	3.764	1.487	2.277	0.982	1.295
Professional Service Contracts	2.911	1.856	1.055	0.614	0.441
Materials & Supplies	2.331	2.116	0.215	(0.251)	0.466
Other Business Expenses	1.229	0.724	0.505	(0.442)	0.947
Total Non-Labor Expenditures	\$16.711	\$12.057	\$4.654	\$1.306	\$3.349
Other Expenditure Adjustments:					
Other	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$74.538	\$61.855	\$12.683	\$3.128	\$9.556
Baseline Cash Deficit	(\$36.394)	(\$30.266)	\$6.128	\$2.432	\$3.697

**MTA STATEN ISLAND RAILWAY
2021 ADOPTED BUDGET and FINAL ESTIMATE vs. ACTUAL
Ridership (Utilization)**

	December 2021 Year-to-Date			Favorable/(Unfavorable)			
	Adopted Budget	Final Estimate	Actual	Adopted Budget Variance	Budget Percent	Final Estimate Variance	Estimate Percent
<u>RIDERSHIP</u>							
Ridership	1.153	1.262	1.468	0.315	27.3%	0.206	16.3%
Total Utilization	1.153	1.262	1.468	0.315	27.3%	0.206	16.3%
<u>FAREBOX REVENUE</u>							
Total Farebox Revenue	1.800	2.038	2.376	0.576	32.0%	0.338	16.6%
Total Revenue	\$1.800	\$2.038	\$2.376	\$0.576	\$0.320	\$0.338	16.6%

**MTA STATEN ISLAND RAILWAY
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
2020 ACTUAL VERSUS 2021 ACTUAL
(in millions)**

	<u>Month of December</u>		<u>Variance</u>		<u>Explanation</u>
	<u>2020</u>	<u>2021</u>	<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.003	0.007	0.004	113.1%	Average weekday ridership increase was due to reopening of businesses and schools and the workers returning to the offices with ease of Covid restrictions.
Average Weekend	0.001	0.003	0.002	139.7%	Average weekend ridership increase was due to reopening of business and lift of travel restrictions.
<u>12-Month Rolling Average</u>					
Average Weekday	0.005	0.005	(0.000)	(0.3%)	12-month Rolling Average: Average weekday: In 2020, pre-Covid ridership in the first 2 months offset partially unprecedentedly low ridership of the last 10 months due to Covid, while the ridership was recovering in 2021.
Average Weekend	0.001	0.002	0.001	92.8%	12-month Rolling Average: Average weekend: Stations closed for constructions during many weekends in 2020.

Note: SIR ridership includes estimated non-turnstile student riders.

MTA Staten Island Railway
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			
	Adopted Budget	Final Estimate	Actual	Adopted Budget Variance	Final Estimate Variance	Percent Variance
Administration						
Executive	6	6	4	2	2	33.3
General Office	13	13	11	2	2	15.4
Purchasing/Stores	4	4	3	1	1	25.0
Total Administration	23	23	18	5	5	21.7
Operations						
Transportation	152	152	134	18	18	11.8
Total Operations	152	152	134	18	18	11.8
Maintenance						
Mechanical	53	54	50	3	4	5.7
Electronics/Electrical	18	21	18	0	3	0.0
Power/Signals	32	32	27	5	5	15.6
Maintenance of Way	89	89	74	15	15	16.9
Infrastructure	16	17	16	0	1	0.0
Total Maintenance	208	213	185	23	28	11.1
Engineering/Capital						
Capital Project Support	6	6	3	3	3	0.0
Public Safety						
Total Public Safety	0	0	0	0	0	0.0
Grand Total	389	394	340	49	54	13.7
Non-Reimbursable	336	341	326	15	15	4.5
Reimbursable	53	53	14	39	39	73.6
Total Full-Time	389	394	340	49	54	13.7
Total Full-Time Equivalents	0	0	0	0	0	0.0

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

	December 31, 2021				Favorable/(Unfavorable) Variance				
	Adopted Budget		Final Estimate		Adopted Budget		Final Estimate		
	Budget	Estimate	Actual		Variance	Percent	Variance	Percent	
Administration									
Managers/Supervisors	13	13	10	3	23.1	3	23.1	3	23.1
Professional, Technical, Clerical	6	6	6	0	0.0	0	0.0	0	0.0
Operational Hourlies	4	4	2	2	0.0	2	0.0	2	0.0
Total Administration	23	23	18	5	21.7	5	21.7	5	21.7
Operations									
Managers/Supervisors	26	26	22	4	15.4	4	15.4	4	15.4
Professional, Technical, Clerical	6	6	2	4	66.7	4	66.7	4	66.7
Operational Hourlies	120	120	110	10	8.3	10	8.3	10	8.3
Total Operations	152	152	134	18	11.8	18	11.8	18	11.8
Maintenance									
Managers/Supervisors	25	25	25	0	0.0	0	0.0	0	0.0
Professional, Technical, Clerical	6	7	6	0	0.0	1	14.3	1	14.3
Operational Hourlies	177	181	154	23	13.0	27	14.9	27	14.9
Total Maintenance	208	213	185	23	11.1	28	13.1	28	13.1
Engineering/Capital Projects									
Managers/Supervisors	4	4	3	1	0.0	1	0.0	1	0.0
Professional, Technical, Clerical	2	2	-	2	0.0	2	0.0	2	0.0
Operational Hourlies	-	-	-	0	0.0	0	0.0	0	0.0
Total Engineering/Capital	6	6	3	3	0.0	3	0.0	3	0.0
Public Safety									
Managers/Supervisors	-	-	-	0	0.0	0	0.0	0	0.0
Professional, Technical, Clerical	-	-	-	0	0.0	0	0.0	0	0.0
Operational Hourlies (other than un	-	-	-	0	0.0	0	0.0	0	0.0
Total Public Safety	0	0	0	0	0.0	0	0.0	0	0.0
Total Positions									
Managers/Supervisors	68	68	60	8	11.8	8	11.8	8	11.8
Professional, Technical, Clerical	20	21	14	6	30.0	7	33.3	7	33.3
Operational Hourlies	301	305	266	35	11.6	39	12.8	39	12.8
Total Positions	389	394	340	49	12.6	54	13.7	54	13.7

**MTA BUS COMPANY
2021 YEAR-END REPORT
SUMMARY**

MTA Bus Company's (MTABC) overall financial performance compared to the 2021 Final Estimate was favorable by 28.3%, with a Net Operating Deficit of \$425.5 million, which was \$168.2 million lower than projected. This outcome was driven by lower non-Labor expenses and lower non-cash expenses in GASB 68 and GASB 75 Adjustments and Depreciation expenses, partially offset by higher Labor expenses.

2021 Final Estimate vs. Actual

Accrual / Non- Reimbursable and Reimbursable

Total revenues were \$4.1 million (0.9%) unfavorable to the Final Estimate. This was attributed to favorable Farebox Revenue of \$7.3 million (5.5%) and Capital and Other Reimbursements of \$1.0 million (18.2%), partially offset by unfavorable Other Operating Revenue of \$12.4 million (3.8%).

Total Expenses before Depreciation and GASB adjustments were \$73.6 million (8.3%) lower than the Final Estimate.

Total Labor Expenses were unfavorable by \$13.7 million (2.2%) due to higher Payroll expenses of \$12.4 million (4.2%), higher Health & Welfare/OPEB expenses of \$7.6 million (6.8%), higher Pension expenses of \$2.6 million (4.4%). These unfavorable results were partially offset by lower Other Fringe Benefits of \$5.3 million (7.3%) and lower Overtime expenses of \$3.8 million (4.2%).

Total Non-Labor expenses were favorable by \$87.4 million (34.0%) due to lower Claims expenses of \$36.0 million (47.3%), lower Maintenance and Other Operating expenses of \$15.9 million (35.4%), lower Professional Services Contracts of \$15.2 million (36.1%), lower Materials & Supplies of \$15.3 million (28.8%), lower Fuel of \$3.6 million (13.3%) and lower Other Business Expenses of \$0.4 million (9.2%), partially offset by higher Electric Power of \$0.5 million (28.2%).

The GASB 68 Pension Adjustment was favorable by \$60.8 million (120.7%), and the GASB 75 OPEB Expense Adjustment was favorable by \$30.1 million (43.1%); both adjustments are preliminary pending the completion of an actuarial review. Depreciation was lower by \$7.7 million (14.1%) due to the timing of capital projects and new bus deliveries.

**MTA BUS COMPANY
2021 YEAR-END REPORT
SUMMARY**

2021 Final Estimate vs. Actual

Cash

The baseline cash deficit was \$105.8 million (22.9%) favorable to the Final Estimate reflecting lower non-Labor expenditures of \$115.9 million (45.2%), partially offset by lower Total Receipts of \$7.5 million (1.8%) and higher Labor expenditures of \$2.6 million (0.4%).

Total Receipts of \$411.2 million were lower than the Final Estimate by \$7.5 million (1.8%) and reflect lower Other Operating Revenue of \$12.5 million (4.5%), partially offset by higher Farebox Revenue of \$4.6 million (3.4%) in and higher Capital reimbursements of \$0.5 million (9.3%).

Total Expenditures of \$767.7 million were \$113.3 million (12.9%) favorable to the 2021 Final Estimate.

Total Labor expenditures of \$627.2 million were \$2.6 million (0.4%) unfavorable to the Final Estimate. This was primarily attributed to unfavorable Other Fringe Benefits of \$8.3 million (14.0%) and unfavorable Payroll of \$0.8 million (0.3%), partially offset mainly by a favorable variance in Overtime of \$3.8 million (4.2%), and a favorable Pension variance of \$2.7 million (4.4%).

Total Non-Labor expenditures of \$140.5 million were \$115.9 million (45.2%) favorable to the Final Estimate, mostly due to lower Professional Service Contracts of \$44.7 million (61.5%), Claims of \$26.0 million (70.3%), Maintenance and Other Operating Contracts of \$19.4 million (40.9%), Material & Supplies of \$19.2 million (32.6%), Fuel expenses of \$4.4 million (16.1%), Other Business Expenses of \$1.5 million (30.5%), and Insurance costs of \$1.2 million (18.1%) partially offset by higher Electric Power of \$0.4 million (26.0%).

Ridership

2021 ridership of 71.4 million was higher than the Final Estimate by 3.3 million (4.9%).

Positions

As of December 31, 2021, the total actual headcount was 3,699, 152 less than the Final Estimate.

**MTA BUS COMPANY
2021 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS**

2021 Final Estimate vs. Actual

Non-Reimbursable:

- **Operating Revenue** of \$455.3 was unfavorable to the Final Estimate by \$5.1 million (1.1%) and reflects an unfavorable \$12.4 million (3.8%) variance in Other Operating Revenue mainly due to no Student fare revenue received while in-person teaching was suspended during the COVID pandemic, lower Senior Citizen fare reimbursement due to lower than projected ridership levels, and lower recoveries from claims proceeds against third party insurance companies, partially offset by a favorable of \$7.3 million (5.5%) in Farebox Revenue due to higher ridership than and a higher average fare than projected.
- **Labor Costs** were \$11.6 million (1.9%) unfavorable to the Final Estimate.
 - Payroll was \$11.1 million (3.8%) unfavorable, primarily due to timing of interagency labor payments (Yogis), higher vacation payments, Other Pay Allowance (OPA), higher than anticipated cash payments to employees leaving service for accrued time, retroactive wage adjustment payments, and lower than expected attrition.
 - Health & Welfare/OPEB current payments were unfavorable by \$9.0 million (8.1%) primarily due to higher Life Insurance, Prescription drug coverage and OPEB costs, partially offset by lower Dental, Medical and Hospitalization costs and lower Health & Welfare Reimbursable.
 - Pension expense was \$2.6 million (4.4%) above the Final Estimate due to higher retirement.
 - Other Fringe Benefits were \$5.4 million (7.5%) favorable due to lower interagency Fringes, lower Worker's Compensation, lower Health Benefit Trust, and the timing of expenses.
 - Overtime was \$4.0 million (4.5%) favorable, mainly due to lower unscheduled overtime, COVID-related cleaning, and programmatic maintenance, partially offset by pandemic-related essential overnight service and lower availability.
- **Non-Labor Costs** were \$86.2 million (33.7%) favorable to the Final Estimate.
 - Claims expenses were \$36.0 million (47.3%) favorable due to the timing of expenses.
 - Maintenance and Other Operating Contracts were \$15.6 million (35.1%) favorable mainly due to the timing of expenses for facility maintenance, Bus Technology, farebox maintenance, Shop Program, COVID-related activities, Tires and Tubes rentals, and vehicle purchases.
 - Professional Service Contracts expenses were \$15.2 million (36.1%) favorable due to the timing of interagency billing, Bus Technology, and service contracts.
 - Materials & Supplies expenses were \$14.4 million (27.5%) favorable, attributed to lower usage of general maintenance material and the timing of radio equipment maintenance/repairs, construction material, and COVID-19 expenses.
 - Fuel was \$3.6 million (13.3%) favorable primarily due to the Internal Revenue Service (IRS) Compressed natural gas (CNG) excise tax rebate, a Con Edison credit adjustment, and lower usage partially offset by higher fuel prices.
 - Insurance was \$1.4 million (20.6%) favorable primary due to the timing of expenses.
 - Other Business Expenses were \$0.4 million (9.2%) favorable due to lower spending on printing and office supplies, Mobility tax payments, and Other Miscellaneous expenses

and the timing of Automatic Fare Collection (AFC) fees. These were partially offset by unfavorable New Fare Payment System (NFPS) credit card fees.

- Electric Power was \$0.5 million (28.2%) unfavorable due to higher rates.

Ridership

- 2021 ridership of 71.4 million was higher than the Final Estimate by 3.3 million (4.9%).

Reimbursable:

Capital and Other Reimbursements/Expenses

- Total reimbursable revenues and operating expenses were both \$6.7 million. Capital and Other Reimbursements revenue were \$1.0 million (18.2%) favorable to the 2021 Final Estimate. Labor expenses were unfavorable by \$2.2 million (47.9%), and non-Labor expenses were favorable to the Final Estimate by \$1.1 million (100%).

**MTA BUS COMPANY
2021 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS**

2021 Adopted Budget vs. Actual

Non-Reimbursable:

- **Operating Revenue** of \$455.3 million was favorable to the Adopted Budget by \$374.3 million (462%) and reflects a favorable \$293.9 million (1,386.9%) in Other Operating Revenue mainly due to the recognition of Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) federal aid and higher advertising revenue partially offset by no Student fare revenue received during the period when in-class learning was suspended during the COVID pandemic, lower Senior Citizen fare reimbursement as well as lower recoveries from claims proceeds against third party insurance companies, and a favorable \$80.4 million (134.4%) in Farebox Revenue due to higher ridership and average fare than projected.

- **Labor Costs** were \$19.1 million (2.9%) favorable to the Adopted Budget.
 - Overtime expenses were lower by \$13.5 million (13.5%) primarily due to lower unscheduled overtime, COVID-related cleaning, and programmatic maintenance, partially offset by pandemic-related essential overnight service and lower availability.
 - Other Fringe Benefits expenses were \$8.8 million (11.6%) lower mainly due to the timing of inter-agency billings and payroll-related expenses.
 - Health & Welfare/OPEB expenses were favorable by \$5.3 million (4.3%) due to the timing of expenses for prescription drug coverage and medical hospitalization.
 - Pension expenses were \$3.3 million (5.1%) favorable and reflect actuarial re-estimates.
 - Reimbursable Overhead was favorable by \$1.7 million due to higher reimbursements.
 - Payroll expenses were unfavorable by \$13.5 million (4.7%) mainly due to higher than anticipated cash payments to employees leaving service for accrued time and lower than anticipated attrition.

- **Non-Labor Costs** were \$89.8 million (34.7%) favorable to the Adopted Budget.
 - Claims expenses were \$36.0 million (47.3%) lower due to actuarial re-estimates.
 - Materials & Supplies were lower by \$22.1 million (36.8%) primarily due to lower usage of general maintenance material, the timing of radio equipment maintenance/repairs, and COVID-19 expenses.
 - Maintenance and Other Operating Contracts were lower by \$19.3 million (40.0%), mainly due to the timing of facility maintenance, Bus Technology, farebox maintenance, and COVID-19 expenses.
 - Professional Service Contracts were lower by \$14.4 million (34.8%) due to the timing of interagency billing, Bus Technology expenses, and service contracts.
 - Insurance was \$1.8 million (25.9%) favorable primary due to the timing of expenses.
 - Other Business Expenses underran the Adopted Budget by \$0.4 million (8.0%) primarily due to favorable Print and Stationery Supplies, the timing of Automatic

- Fare Collection (AFC) fees, Mobility tax, and Other Miscellaneous expenses partially offset by unfavorable New Fare Payment System (NFPS) credit card fees.
- Fuel expenses were higher by \$3.7 million (18.5%), primarily due to higher fuel prices offset by the IRS CNG Fuel tax refund.
 - Electric Power was \$0.5 million (27.5%) unfavorable due to the higher rates.

Ridership

- Ridership was favorable to the Adopted Budget by 39.7 million (125.1%).

Reimbursable:

Capital and Other Reimbursements/Expenses

- Total reimbursable revenues and operating expenses were \$6.7 million each. Capital and Other Reimbursements revenue were \$1.0 million (18.2%) favorable to the 2021 Adopted Budget. Labor expenses were unfavorable by \$2.2 million (47.9%), and non-Labor expenses were favorable by \$1.1 million (100%).

**MTA BUS COMPANY
2021 YEAR-END REPORT
EXPLANATIONS OF CASH RECEIPT AND EXPENDITURE VARIANCES**

2021 Final Estimate vs. Actual

Receipts: Total Receipts of \$411.2 were lower than the Final Estimate by \$7.5 million (1.8%).

- **Other Operating Revenue:** Unfavorable real variance of \$12.5 million (4.5%) mainly due to no Student fare revenue while in-person learning was suspended during the COVID pandemic, lower Senior Citizen fare reimbursement, and lower recoveries from claims proceeds against third party insurance companies and partially offset by higher advertising revenue.
- **Farebox Receipts:** Favorable real variance of \$4.6 million (3.4%) due to higher ridership and higher average fare than projected.
- **Capital and Other Reimbursements:** Favorable real variance of \$0.5 million (9.3%) due to the timing of reimbursable projects.

Expenditures/Labor: Total Labor expenditures were unfavorable by \$2.6 million (0.4%). The major contributors were:

- **Other Fringe Benefits:** Unfavorable real variance of \$8.3 million (14.0%) due to prior period expenses.
- **Payroll:** Unfavorable real variance of \$0.8 million (0.3%) primarily due to higher than anticipated cash payments to employees leaving service for accrued time and lower attrition.
- **Health & Welfare/OPEB:** Unfavorable real variance of \$0.1 million (0.1%) due to higher expenses.
- **Overtime:** Favorable real variance of \$3.8 million (4.2%) primarily due to lower unscheduled overtime, COVID-19 related cleaning, and programmatic maintenance partially offset by pandemic-related essential overnight service and lower availability.
- **Pension:** Favorable variance of \$2.7 million (4.4%) due to \$1.7 million real favorable variance and \$1.0 million timing of payments.

Expenditures/Non-Labor: Total Non-Labor Expenditures were \$115.9 million (45.2%) favorable. Major contributors were:

- **Professional Service Contracts:** Favorable variance of \$44.7 million (61.5%). This included a favorable variance of \$34 million due to timing of interagency billing, Bus Technology, and service contracts and 10.2 million of real favorable variances.
- **Claims:** Favorable variance of \$26.0 million (70.3%) mainly due to timing of payments.

2021 Final Estimate vs. Actual

- **Maintenance and Other Operating Contracts:** Favorable variance of \$19.4 million (40.9%) consisted of a favorable real variance of \$14.4 million and a favorable variance of \$5.0 million mainly due to the timing of expenses for facility maintenance, Bus Technology, farebox maintenance, Shop Program, COVID-related activities, Tires and Tubes rentals, and vehicle purchases.
- **Materials and Supplies:** Favorable variance of \$19.2 million (32.6%) consisted of a \$13.7 million of favorable real variance and a \$5.5 million of favorable timing due to radio equipment maintenance/repairs and COVID-19 expenses.
- **Fuel:** Favorable real variance of \$4.4 million (16.1%) primarily due to the IRS CNG excise tax rebate, a Con Edison credit adjustment, and lower usage partially offset by higher fuel prices.
- **Other Business Expenses:** Favorable variance of \$1.5 million (30.5%) primarily due to favorable real variance of \$1.0 million in printing and office supply expenses, lower Automatic Fare Collection (AFC) fees, Mobility tax payments, and Other Miscellaneous expenses partially offset by unfavorable New Fare Payment System (NFPS) credit card processing fees and \$0.5 million attributed to favorable timing of expenses.
- **Insurance:** Favorable real variance of \$1.2 million (18.1%) due to lower expenses.
- **Electric Power:** Unfavorable real variance of \$0.4 million (26.0%) mainly due to higher rates.

**MTA BUS COMPANY
2021 YEAR-END REPORT
EXPLANATIONS OF CASH RECEIPT AND EXPENDITURE VARIANCES**

2021 Adopted Budget vs. Actual

Receipts: Total Receipts were higher than the Adopted Budget by \$319.2 million (347%).

- **Other Operating Receipts:** Favorable by \$246.4 million (1,162.8%), mainly due to the recognition of CRRSAA federal aid and higher advertising revenue partially offset by no Student fare revenue while in-person learning was suspended due to the COVID pandemic, lower Senior Citizen fare reimbursement, as well as lower recoveries from claims proceeds against third party insurance companies.
- **Farebox Receipts:** Favorable variance of \$77.6 million (129.8%) due to higher ridership and higher average fare than projected.
- **Capital and Other Reimbursements:** Unfavorable variance of \$4.8 million (44.0%) mainly due to changes in assumptions for reimbursable work.

Expenditures/Labor: Total Labor Expenditures were favorable to the Adopted Budget by \$15.6 million (2.4%). Major contributors were:

- **Overtime:** Favorable variance of \$13.3 million (13.4%) primarily due to lower expenses for COVID-related cleaning, lower unscheduled overtime, and programmatic maintenance partially offset by pandemic-related essential overnight service and lower availability.
- **Health & Welfare/OPEB:** Favorable variance of \$7.2 million (5.7%) due to higher Health Benefit Trust reimbursement.
- **Pensions:** Favorable variance of \$5.1 million (7.9%) due to actuarial re-estimates.
- **Payroll:** Unfavorable variance of \$3.2 million (1.1%) primarily due to prior period interagency payments, higher than anticipated cash payments to employees leaving service for accrued time, retroactive wage payments, and lower attrition.
- **Other Fringe Benefits:** Unfavorable variance of \$6.8 million (11.3%) mainly due to the timing of expenses.

Expenditures/Non-Labor: Total Non-Labor Expenditures were \$80.6 million (36.5%) favorable. Major contributors were:

- **Claims:** Favorable variance of \$26.0 million (70.3%) mainly due to the timing of payments.
- **Materials and Supplies:** Favorable variance of \$21.3 million (35.0%) mainly due to lower usage of general maintenance material and the timing of radio equipment maintenance/repairs and COVID-19 expenses.

2021 Adopted Budget vs. Actual

- **Maintenance and Other Operating Contracts:** Favorable variance of \$20.5 million (42.2%) mainly due to the timing of facility maintenance, Bus Technology, farebox maintenance, Shop Program, COVID-19 expenses, Tires and Tubes Rentals and Vehicle Purchases.
- **Professional Service Contracts:** Favorable variance of \$13.4 million (32.3%) primarily due to the timing of interagency billing, Bus Technology, and service contracts.
- **Insurance:** Favorable variance of \$1.7 million (23.5%) due to timing of expenses.
- **Other Business Expenses:** Favorable variance of \$1.2 million (25.0%) primarily due to favorable printing and office supply expenses, lower Automatic Fare Collection (AFC) fees, Mobility tax, and Other Miscellaneous expenses offset by unfavorable New Fare Payment System (NFPS) credit card processing fees.
- **Fuel:** Unfavorable variance of \$2.9 million (14.6%) primarily due to higher fuel prices partially offset by the IRS CNG excise tax rebate and a Con Edison credit adjustment.
- **Electric Power:** Unfavorable variance of \$0.4 million (25.2%) due to higher rates.

MTA BUS COMPANY
2021 YEAR-END REPORT
Explanation of Variances on Positions
Non-Reimbursable-Reimbursable and Full-Time/Full-Time Equivalents

By Function and Department/Occupational Group:

2021 Final Estimate vs. Actual

There were 3,699 employees at year-end, 152 less than the Final Estimate.

By function, year-end vacancies/(excess) were in the following categories:

- 27 Administration
- 53 Operations
- 56 Maintenance
- 13 Engineering/Capital
- 3 Public Safety

By Occupational Group, the year-end vacancies/(excess) were in the following categories:

- 70 Managers/Supervisors
- 23 Professional /Technical/Clerical
- 59 Operation Hourlies

**MTA BUS COMPANY
2021 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON RIDERSHIP (UTILIZATION)**

Revenue was higher than the Final Estimate by 5.5% and higher than the 2020 Actuals by 46.9%.

Financial Summary

	2020 Actual	2021 Actual	Percent Change + More / - Less Than	
			2020 Actual	2021 Final Estimate
Passenger Revenue	95,430,077	140,163,935	46.9%	5.5%

2021 Final Estimate vs. Actual

MTA Bus Company Ridership was 3.3 million, or 4.9% higher than the Final Estimate, and favorable by 25.5 million, or 55.6% compared with 2020 Actuals.

	2020 Actual	2021 Actual	Percent Change + More / - Less Than	
			2020 Actuals	2021 Final Estimate
Total Riders	45,920,799	71,431,467	55.6%	4.9%
Avg. Weekday	147,025	228,425	55.4%	N/A
Avg. Weekend	152,239	244,856	60.8%	N/A
Avg. Weekday Local	134,387	213,558	58.9%	N/A
Avg. Weekday Express	12,638	14,867	17.6%	N/A

**MTA BUS COMPANY
2021 YEAR-END REPORT
RESULTS OF OPERATIONS**

2021 Actual Compared to 2020 Actual:

- Weekday AM Pullouts were 2.06% lower.
- Weekday PM Pullouts were 3.92% lower.
- Completed Trips were 3.41% lower.

The 2021 Mean Distance Between Failures (MDBF) of 7,001 was 11.29% lower than the 2020 Actual.

Performance	Final Estimate	2020 Actuals	2021 Actuals	2021 vs. 2020 Variance	2021 Final Estimate Variance
Bus					
AM Weekday Pullout Performance	N/A	97.37%	95.31%	-2.06%	N/A
PM Weekday Pullout Performance	N/A	99.85%	95.93%	-3.92%	N/A
Percentage of Completed Trips	N/A	99.00%	95.59%	-3.41%	N/A
Mean Distance Between Failures	N/A	7,892	7,001	-11.29%	N/A
Mean Distance Between Service Interruptions	N/A	4,262	3,405	-20.11%	N/A
Safety					
Customer Accidents/Million Customers	N/A	1.32	1.24	-6.06%	N/A
Customer Accidents Injuries/Million Customers	N/A	1.43	1.31	-8.39%	N/A
Collision/Million Miles	N/A	33.39	43.13	29.17%	N/A
Collision Injuries/Million Miles	N/A	3.45	4.43	28.41%	N/A
Employee On-Duty Lost-Time Accidents per 100 Employees	N/A	7.35	N/A	0.00%	N/A

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

NON-REIMBURSABLE

	2021			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Operating Revenue							
Farebox Revenue	\$ 59.801	\$ 132.865	\$ 140.164	\$ 80.362	*	\$ 7.298	5.5
Other Operating Revenue	21.193	\$ 327.499	315.114	293.921	*	(12.385)	(3.8)
Capital and Other Reimbursements			-	-	-	-	-
Total Revenue	\$ 80.994	\$ 460.364	\$ 455.278	\$ 374.283	*	\$ (5.087)	(1.1)
Operating Expenses							
<u>Labor:</u>							
Payroll	\$ 290.070	\$ 292.501	\$ 303.619	\$ (13.549)	(4.7)	\$ (11.118)	(3.8)
Overtime	99.797	90.299	86.277	13.520	13.5	4.022	4.5
Health and Welfare	98.971	86.158	91.476	7.495	7.6	(5.318)	(6.2)
OPEB Current Payment	25.752	24.272	27.939	(2.186)	(8.5)	(3.667)	(15.1)
Pensions	64.935	59.047	61.629	3.306	5.1	(2.582)	(4.4)
Other Fringe Benefits	75.494	72.121	66.730	8.764	11.6	5.391	7.5
GASB Account	0.000	-	-	-	0.0	-	-
Reimbursable Overhead	(0.906)	(0.906)	(2.627)	1.720	0.3	1.719	*
Total Labor Expenses	\$ 654.114	\$ 623.492	\$ 635.044	\$ 19.071	2.9	\$ (11.551)	(1.9)
<u>Non-Labor:</u>							
Electric Power	\$1.677	\$ 1.667	\$ 2.139	\$ (0.461)	(27.5)	\$ (0.471)	(28.2)
Fuel	\$19.960	27.279	23.657	(3.697)	(18.5)	3.624	13.3
Insurance	7.035	6.568	5.212	1.823	25.9	1.355	20.6
Claims	76.099	76.100	40.094	36.006	47.3	36.006	47.3
Maintenance and Other Operating Contracts	48.228	44.597	28.960	19.268	40.0	15.637	35.1
Professional Service Contracts	41.367	42.149	26.954	14.413	34.8	15.195	36.1
Materials & Supplies	60.086	52.431	37.990	22.096	36.8	14.440	27.5
Other Business Expenses	4.626	4.689	4.258	0.368	8.0	0.432	9.2
Total Non-Labor Expenses	\$ 259.079	\$ 255.479	\$ 169.264	\$ 89.817	34.7	\$ 86.216	33.7
Total Expenses before Non-Cash Liability Ad	\$ 913.194	\$ 878.972	\$ 804.307	\$ 108.885	11.9	\$ 74.665	8.5
Depreciation	\$ 54.778	\$ 54.778	\$ 47.062	\$ 7.716	14.1	\$ 7.716	14.1
GASB 75 OPEB Expense Adjustment	69.900	69.900	39.789	30.111	43.1	30.111	43.1
GASB 68 Pension Expense Adjustment	44.000	50.400	(10.425)	54.425	*	60.825	*
Environmental Remediation	-	-	0.011	(0.011)	-	(0.011)	-
Total Expenses	\$ 1,081.871	\$ 1,054.050	\$ 880.744	\$ 201.126	18.6	\$ 173.306	16.4
Baseline Surplus/(Deficit)	\$ (1,000.877)	\$ (593.686)	\$ (425.466)	\$ 575.410	57.5	\$ 168.219	28.3

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

	REIMBURSABLE						
	2021			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
			\$	%	\$	%	
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)

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

NON-REIMBURSABLE/ REIMBURSABLE	2021			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$ 59.801	\$ 132.865	\$ 140.164	\$ 80.362	*	\$ 7.298	5.5
Other Operating Revenue	21.192	327.499	315.114	293.921	*	(12.385)	(3.8)
Capital and Other Reimbursements	5.644	5.644	6.670	1.027	18.2	1.026	18.2
Total Revenue	\$ 86.638	\$ 466.008	\$ 461.948	\$ 375.310	*	\$ (4.060)	(0.9)
Expenses							
<u>Labor:</u>							
Payroll	\$ 292.299	\$ 294.732	\$ 307.158	\$ (14.859)	(5.1)	\$ (12.427)	(4.2)
Overtime	99.797	90.299	86.474	13.323	13.4	3.825	4.2
Health and Welfare	100.345	87.532	91.476	8.869	8.8	(3.944)	(4.5)
OPEB Current Payment	25.752	24.272	27.939	(2.186)	(8.5)	(3.667)	(15.1)
Pensions	64.935	59.047	61.629	3.306	5.1	(2.582)	(4.4)
Other Fringe Benefits	75.494	72.121	66.869	8.625	11.4	5.252	7.3
Reimbursable Overhead	(0.000)	-	0.170	(0.170)	*	(0.170)	-
Total Labor Expenses	\$ 658.623	\$ 628.002	\$ 641.715	\$ 16.909	2.6	\$ (13.713)	(2.2)
<u>Non-Labor:</u>							
Electric Power	\$ 1.677	\$ 1.667	\$ 2.139	\$ (0.461)	(27.5)	\$ (0.471)	(28.2)
Fuel	19.960	27.279	23.657	(3.697)	(18.5)	3.624	13.3
Insurance	7.035	6.568	5.212	1.823	25.9	1.355	20.6
Claims	76.099	76.100	40.094	36.005	47.3	36.006	47.3
Maintenance and Other Operating Contracts	48.472	44.841	28.960	19.512	40.3	15.881	35.4
Professional Service Contracts	41.367	42.149	26.954	14.413	34.8	15.195	36.1
Materials & Supplies	60.976	53.321	37.990	22.986	37.7	15.330	28.8
Other Business Expenses	4.626	4.689	4.258	0.368	8.0	0.432	9.2
Total Non-Labor Expenses	\$ 260.213	\$ 256.613	\$ 169.264	\$ 90.951	35.0	\$ 87.350	34.0
Total Expenses Before Depreciation and GASB Adjs.	\$ 918.836	\$ 884.615	\$ 810.978	\$ 107.858	11.7	\$ 73.636	8.3
Depreciation	\$ 54.778	\$ 54.778	\$ 47.062	\$ 7.716	14.1	\$ 7.716	14.1
GASB 75 OPEB Expense Adjustment	69.900	69.900	39.789	30.111	43.1	30.111	43.1
GASB 68 Pension Expense Adjustment	44.000	50.400	(10.425)	54.425	0.0	60.825	*
Environmental Remediation	-	-	0.011	(0.011)	-	(0.011)	-
Total Expenses	\$ 1,087.514	\$ 1,059.693	\$ 887.415	\$ 200.099	18.4	\$ 172.277	16.3
Baseline Surplus/(Deficit)	\$ (1,000.877)	\$ (593.685)	\$ (425.467)	\$ 575.410	57.5	\$ 168.217	28.3

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 BUS COMPANY
Cash Receipts and Expenditures
2021 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

	2021			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
Receipts							
Farebox Revenue	\$ 59.801	\$ 132.866	\$ 137.424	\$ 77.623	*	\$ 4.558	3.4
Other Operating Revenue	21.193	280.146	267.610	246.418	*	(12.536)	(4.5)
Capital and Other Reimbursements	11.006	5.644	6.168	(4.838)	(44.0)	0.524	9.3
Total Receipts	\$ 92.000	\$ 418.656	\$ 411.202	\$ 319.202	*	\$ (7.454)	(1.8)
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	\$ 863.973	\$ 880.997	\$ 767.712	\$ 96.261	11.1	\$ 113.285	12.9
Baseline Cash Deficit	\$ (771.973)	\$ (462.341)	\$ (356.510)	\$ 415.463	53.8	\$ 105.831	22.9

*Totals may not add due to rounding

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

	2021			Favorable/(Unfavorable) Variance				
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate		
	\$	\$	\$	\$	%	\$	%	
Receipts								
Farebox Revenue	\$ -	\$ 0.001	\$ (2.740)	\$ (2.740)	-	\$ (2.741)	*	
Other Operating Revenue	0.001	(47.353)	(47.504)	(47.505)	*	(0.151)	(0.3)	
Capital and Other Reimbursements	5.362	-	(0.502)	(5.864)	*	(0.502)	-	
Total Receipts	\$ 5.363	\$ (47.352)	\$ (50.745)	\$ (56.108)	*	\$ (3.393)	(7.2)	
Expenditures								
<u>Labor:</u>								
Payroll	\$ 0.406	\$ 0.406	\$ 12.040	\$ 11.634	*	\$ 11.634	*	
Overtime	(0.001)	(0.001)	(0.000)	0.001	91.8	0.001	91.8	
Health and Welfare	-	(6.970)	(2.488)	(2.488)	-	4.482	64.3	
OPEB Current Payment	-	-	2.982	2.982	-	2.982	-	
Pensions	0.176	(3.322)	1.999	1.823	*	5.321	*	
Other Fringe Benefits	15.179	13.280	(0.233)	(15.412)	*	(13.514)	*	
GASB Account	-	-	-	-	-	-	-	
Reimbursable Overhead	-	(0.000)	0.170	0.170	-	0.170	*	
Total Labor Expenditures	\$ 15.760	\$ 3.393	\$ 14.470	\$ (1.290)	(8.2)	\$ 11.076	*	
<u>Non-Labor:</u>								
Electric Power	\$ -	\$ -	\$ 0.039	\$ (0.039)	-	\$ (0.039)	-	
Fuel	(0.001)	(0.001)	0.774	0.775	*	0.775	*	
Insurance	-	0.001	(0.166)	(0.166)	-	(0.167)	*	
Claims	39.105	39.105	29.095	(10.009)	(25.6)	(10.010)	(25.6)	
Maintenance and Other Operating	(0.001)	(2.521)	0.965	0.966	*	3.486	*	
Professional Service Contracts	-	(30.557)	(1.036)	(1.036)	-	29.522	96.6	
Materials & Supplies	-	(5.500)	(1.663)	(1.663)	-	3.837	69.8	
Other Business Expenses	-	(0.300)	0.789	0.789	-	1.089	*	
Total Non-Labor Expenditures	\$ 39.103	\$ 0.227	\$ 28.797	\$ (10.305)	(26.4)	\$ 28.571	*	
Total Cash Conversion Adjustments before								
Depreciation and GASB Adjs.	\$ 54.863	\$ 3.620	\$ 43.267	\$ (11.596)	(21.1)	\$ 39.647	*	
Depreciation	\$ 54.778	\$ 54.778	\$ 47.062	\$ (7.716)	(14.1)	\$ (7.716)	(14.1)	
GASB 75 OPEB Expense Adjustm	69.900	69.900	39.789	(30.111)	(43.1)	(30.111)	(43.1)	
GASB 68 Pension Expense Adjustr	44.000	50.400	(10.425)	(54.425)	*	(60.825)	*	
Environmental Remediation	-	-	0.011	(0.011)	-	0.011	-	
Total Expenditures	\$ 223.541	\$ 178.698	\$ 119.704	\$ 103.837	46.5	\$ (58.994)	(33.0)	
Baseline Total Cash Conversion	\$ 228.904	\$ 131.346	\$ 68.959	\$ (159.945)	(69.9)	\$ (62.388)	(47.5)	

*Totals may not add due to rounding

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

	December Year-to-Date		Favorable/(Unfavorable) Variance	
	2021 Adopted Budget	Final Estimate Actual	2021 Adopted Budget \$	2021 Final Estimate \$
<u>Farebox Revenue</u>				
Fixed Route	\$ 59.801	\$ 132.865	\$ 80.363	\$ 7.298
Total Farebox Revenue	\$ 59.801	\$ 140.164	\$ 80.363	\$ 7.298
<u>Ridership</u>				
Fixed Route	31.729	71.431	*	3.305
Total Ridership	31.729	71.431	*	3.305

**MTA BUS COMPANY
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
2020 ACTUAL VERSUS 2021 ACTUAL
(in millions)**

	<u>Month of December</u>		<u>Explanation</u>
	<u>2020</u>	<u>2021</u>	
Average Weekday	0.176	0.257	0.081 45.8% Average weekday ridership increase was due to reopening of businesses and schools and the workers returning to the offices with ease of Covid restrictions.
Average Weekend	0.199	0.270	0.071 35.5% Average weekend ridership increase was due to reopening of business and lift of travel restrictions.
	<u>12-Month Rolling Average</u>		
Average Weekday	0.147	0.228	0.081 55.4% 12-month Rolling Average: Average weekday: In 2020, pre-Covid ridership in the first 2 months offset partially unprecedently low ridership of the last 10 months due to Covid, while the ridership was recovering in 2021.
Average Weekend	0.152	0.245	0.093 60.8% 12-month Rolling Average: Average weekend: Stations closed for constructions during many weekends in 2020.

Note: MTABus ridership includes estimated non-turnstile student riders.

MTA BUS COMPANY
2021 YEAR-END REPORT
CASH RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
<u>Receipts</u>					
Farebox Revenue	\$132.9	\$137.4	\$4.6	\$4.6	\$0.0
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	280.1	267.6	(12.5)	(12.5)	0.0
Capital and Other Reimbursements	5.6	6.2	0.5	0.5	0.0
Total Receipts	\$418.7	\$411.2	(\$7.5)	(\$7.5)	\$0.0
<u>Expenditures</u>					
Labor:					
Payroll	\$294.3	\$295.1	(\$0.8)	(\$0.8)	\$0.0
Overtime	90.3	86.5	3.8	3.8	0.0
Health and Welfare	94.5	94.0	0.5	0.5	0.0
OPEB Current Payment	24.3	25.0	(0.7)	(2.3)	1.6
Pensions	62.4	59.6	2.7	1.7	1.0
Other Fringe Benefits	58.8	67.1	(8.3)	(9.3)	1.0
GASB Account	0.0	0.0	0.0	0.0	0.0
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0
Total Labor Expenditures	\$624.6	\$627.2	(\$2.6)	(\$6.2)	\$3.6
Non-Labor:					
Electric Power	\$1.7	\$2.1	(\$0.4)	(\$0.4)	\$0.0
Fuel	\$27.3	\$22.9	\$4.4	\$4.4	\$0.0
Insurance	6.6	5.4	1.2	1.2	0.0
Claims	37.0	11.0	26.0	26.0	0.0
Paratransit Service Contracts	0.0	0.0	0.0	0.0	0.0
Maintenance and Other Operating Contracts	47.4	28.0	19.4	14.4	5.0
Professional Service Contracts	72.7	28.0	44.7	10.2	34.5
Materials & Supplies	58.8	39.7	19.2	13.7	5.5
Other Business Expenses	5.0	3.5	1.5	1.0	0.5
Total Non-Labor Expenditures	\$256.4	\$140.5	\$115.9	\$70.4	\$45.5
Other Expenditure Adjustments:					
Other	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Other Expenditure Adjustments	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Total Expenditures	\$881.0	\$767.7	\$113.3	\$64.2	\$49.1
Baseline Net Cash Surplus/(Deficit)	(\$462.3)	(\$356.5)	\$105.8	\$56.7	\$49.1

Totals may not agree due to rounding.
Results are subject to audit

MTA BUS COMPANY
NON-REIMBURSABLE AND REIMBURSABLE BY FUNCTION AND DEPARTMENT
FULL - TIME POSITIONS AND FULL - TIME EQUIVALENTS

	December 31, 2021			Favorable (Unfavorable) Variance			
	Adopted	Final	Actual	Adopted Budget		Final Estimate	
	Budget	Estimate		Variance	Percent	Variance	Percent
Administration							
Office of the EVP	3	3	2	1	33.3	1	33.3
Human Resources	16	16	11	5	31.3	5	31.3
Office of Management and Budget	14	14	10	4	28.6	4	28.6
Material	15	15	12	3	20.0	3	20.0
Controller	18	18	16	2	11.1	2	11.1
Office of the President	4	4	-	4	100.0	4	100.0
System Safety Administration	-	-	-	-	-	-	-
Law	20	20	16	4	20.0	4	20.0
Labor Relations	-	-	-	-	-	-	-
Strategic Office	19	19	17	2	10.5	2	10.5
Non-Departmental	2	2	-	2	100.0	2	100.0
Total Administration	111	111	84	27	24.3	27	24.3
Operations							
Buses	2,298	2,298	2,277	21	0.9	21	0.9
Office of the Executive VP	6	6	2	4	66.7	4	66.7
Safety & Training	68	68	56	13	18.4	13	18.4
Road Operations	141	141	134	7	5.0	7	5.0
Transportation Support	25	25	23	2	8.0	2	8.0
Operations Planning	34	34	28	6	17.6	6	17.6
Revenue Control	6	6	6	-	-	-	-
Total Operations	2,578	2,578	2,526	53	2.0	53	2.0
Maintenance							
Buses	723	723	703	20	2.8	20	2.8
Maintenance Support/CMF	210	210	194	16	7.6	16	7.6
Facilities	76	76	70	6	7.9	6	7.9
Supply Logistics	104	104	90	14	13.5	14	13.5
Total Maintenance	1,113	1,113	1,057	56	5.0	56	5.0
Engineering/Capital							
Capital Program Management	35	35	22	13	37.1	13	37.1
Public Safety							
Total Public Safety	13	13	10	3	23.1	3	23.1
Total Positions	3,850	3,850	3,699	152	3.9	152	3.9
Non-Reimbursable	3,812	3,812	3,666	147	3.8	147	3.8
Reimbursable	38	38	33	5	13.2	5	13.2
Total Full-Time	3,832	3,832	3,684	149	3.9	149	3.9
Total Full-Time Equivalents	18	18	15	3	16.7	3	16.7

MTA BUS COMPANY
NON-REIMBURSABLE AND REIMBURSABLE BY FUNCTION AND DEPARTMENT
TOTAL FULL - TIME POSITIONS AND FULL - TIME EQUIVALENTS

	December 31, 2021			Favorable (Unfavorable) Variance			
	Adopted	Final	Actual	Adopted Budget		Final Estimate	
	Budget	Estimate		Variance	Percent	Variance	Percent
Administration							
Managers/Supervisors	45	46	32	13	28.9	14	30.4
Professional, Technical, Clerical	64	63	52	12	18.8	11	17.5
Operational Hourlies	2	2	-	2	100.0	2	100.0
Total Administration	111	111	84	27	24.3	27	24.3
Operations							
Managers/Supervisors	319	319	306	13	4.1	13	4.1
Professional, Technical, Clerical	45	45	38	7	15.6	7	15.6
Operational Hourlies	2,214	2,214	2,182	33	1.5	33	1.5
Total Operations	2,578	2,578	2,526	53	2.0	53	2.0
Maintenance							
Managers/Supervisors	241	241	211	30	12.4	30	12.4
Professional, Technical, Clerical	35	35	33	2	5.7	2	5.7
Operational Hourlies	837	837	813	24	2.9	24	2.9
Total Maintenance	1,113	1,113	1,057	56	5.0	56	5.0
Engineering/Capital							
Managers/Supervisors	21	21	11	10	47.6	10	47.6
Professional, Technical, Clerical	14	14	11	3	21.4	3	21.4
Operational Hourlies	-	-	-	-	-	-	-
Total Engineering/Capital	35	35	22	13	37.1	13	37.1
Public Safety							
Managers/Supervisors	8	8	5	3	37.5	3	37.5
Professional, Technical, Clerical	5	5	5	0	-	-	-
Operational Hourlies	-	-	-	-	-	-	-
Total Public Safety	13	13	10	3	23.1	3	23.1
Total Baseline Positions							
Managers/Supervisors	634	635	565	69	10.9	70	11.0
Professional, Technical, Clerical	163	162	139	24	14.7	23	14.2
Operational Hourlies	3,053	3,053	2,995	59	1.9	59	1.9
Total Baseline Positions	3,850	3,850	3,699	152	3.9	152	3.9

MTABC - NON-REIMBURSABLE OVERTIME

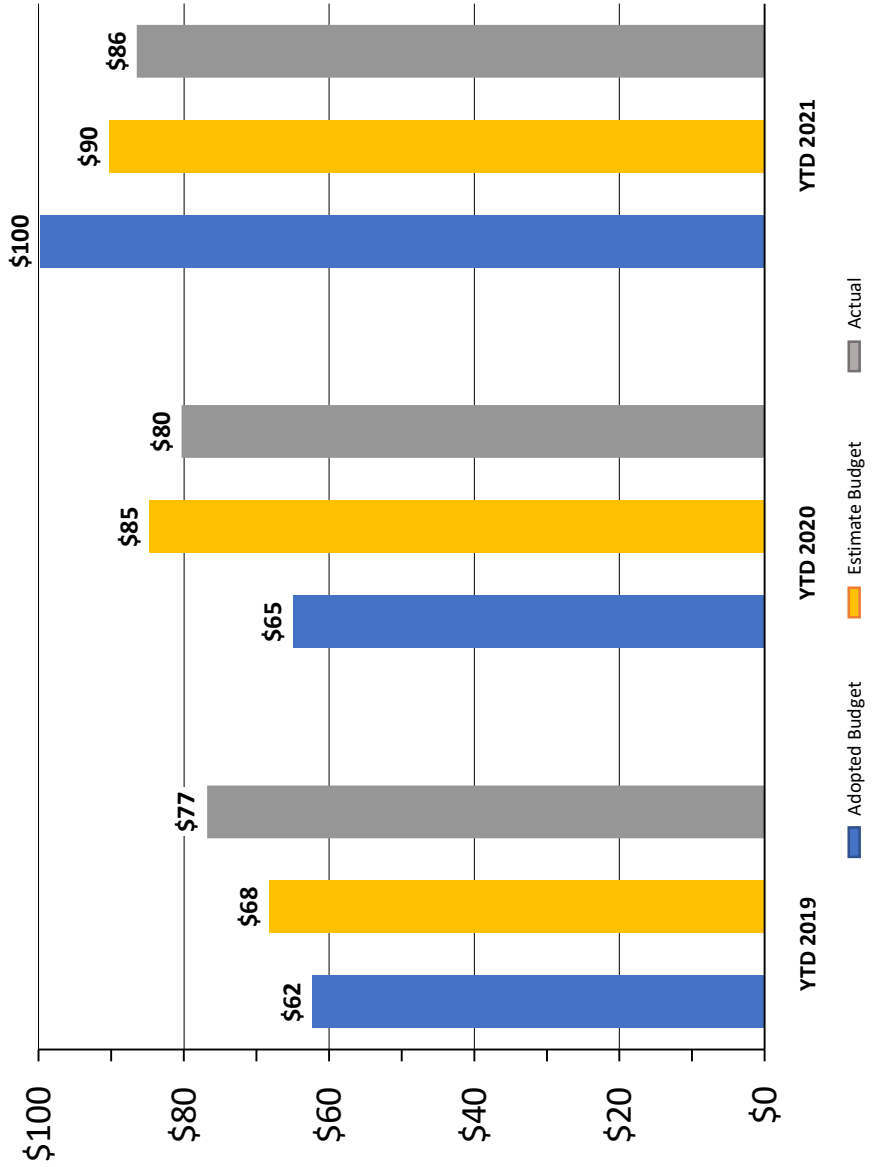
Overview

- Overall increase of \$9.6M or 12.5% compared to 2019 actuals
- Overall increase of \$5.9M or 7.4% compared to 2020 actuals
- Overall decrease of -\$4.0M or -4.6% compared to 2021 estimate

Agency Detail

- Bus operation and maintenance underrun of -\$4.0M; -\$7.9M due to service requirements; -\$4.8M due to maintenance and COVID-19 cleaning; \$8.7M overrun due to availability

Non-Reimbursable Overtime – 2021 Variance
(all dollars in millions)



Service Changes: Q102 Travel Path Revision in Long Island City, Queens



Judith McClain, Chief, Operations Planning

Service Issue

The Q102 provides local bus service between Astoria, Queens and Roosevelt Island, Manhattan, via Long Island City. As a part of a project to add bus priority on 21st Street in Long Island City, the NYC Department of Transportation (NYC DOT) will be adjusting legal left turns on 21st Street. NYC DOT will prohibit left turns from northbound 21st Street onto 41st Avenue and will install a left turn bay on northbound 21st Street at 40th Avenue, one block north. This project will impact the travel path of the Roosevelt Island-bound Q102 bus, as well as several bus stops along the route.

Recommendation

To accommodate a planned left turn prohibition on northbound 21st Street at 41st Avenue that will be instituted as part of a bus priority improvement project, revise the travel path of the Roosevelt Island-bound Q102 in Long Island City to use 40th Avenue to travel from 21st Street to Vernon Boulevard instead of 41st Avenue. A left turn bay will be added on northbound 21st Street at 40th Avenue to facilitate bus and traffic movement. This revision would relocate three Roosevelt Island-bound Q102 bus stops from 41st Avenue to 40th Avenue. The Q102 will use current Q103 bus stops on 40th Avenue. This change is compatible with the Draft Queens Bus Network Redesign released March 29, 2022.

Budget Impact

The net result of revision would be no change in annual operating cost, as the net travel distance and travel time would remain the same.

Proposed Implementation Date

Spring/Summer 2022, upon implementation of the revised traffic patterns by NYC DOT.

Staff Summary



Subject	Q102 Travel Path Revision in Long Island City, Queens
Department	Operations Planning
Department Head Name	Judith McClain
Department Head Signature	
Project Manager Name	Sarah Wyss

Date	April 5, 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	NYCT/MTA Bus Comm			X	
2	Board			X	

Internal Approvals			
Order	Approval	Order	Approval
8	Interim President, NYCT	4	Vice President, General Counsel
7	Chief Financial Officer	3	Deputy Chief, Management & Budget
6	Acting President, MTA Bus	2	Director, GCR
5	Chief Cust. Officer	1	Chief, OP

Purpose

The purpose of this staff summary is to inform the NYCT/MTA Bus Committee of a recommendation to revise the travel path of the Q102 local bus route in Long Island City, Queens in the Roosevelt Island-bound direction.

Discussion

The Q102 provides local bus service on weekdays, Saturdays, and Sundays 5am to 1am between Astoria, Queens, and Roosevelt Island, Manhattan via Long Island City. The Q102 travels a one-way distance of approximately 6 miles. The Q102 transports approximately 3,500 passengers per weekday, 2,250 passengers per Saturday, and 1,750 passengers per Sunday (pre-COVID-19 pandemic ridership).

The New York City Department of Transportation (NYC DOT), in partnership with MTA Bus Company and NYC Transit, is planning to implement bus priority treatments along 21st Street between Queens Plaza South and Hoyt Avenue. The project will convert one of the two general travel lanes in each direction into a bus lane. This bus lane will generally be offset and adjacent to the curbside parking lane. The road geometry will generally leave one general travel lane for through traffic, one bus lane, and one parking lane in each direction. The 21st Street bus priority project will also implement bus stop balancing changes, discontinuing closely spaced stops, which are consistent with those proposed in the Queens Bus Network Redesign New Draft Plan (released on March 29, 2022) on the Q66, Q69 and Q100.

As a part of these bus priority improvements, NYC DOT will adjust left turn bans and add left turn lanes to ensure smooth traffic flow, increased bus speeds, and improve pedestrian safety along the corridor. NYC DOT will prohibit the current left turn from northbound 21st Street onto westbound 41st Avenue to

Staff Summary



improve pedestrian safety. However, NYC DOT will install a left turn bay one block north on northbound 21st Street at 40th Avenue to facilitate bus and traffic movement. This change in traffic regulations will impact the travel path of the Roosevelt Island-bound Q102 bus, as well as several bus stops.

The Roosevelt Island-bound Q102 currently turns left from northbound 21st Street onto 41st Avenue to travel to Vernon Boulevard, where it turns north (right) onto Vernon Boulevard. Buses making the left turn block traffic in the shared left turn/through lane while waiting to make the turn, and they also frequently become stuck behind a line of through vehicles waiting behind a left turning vehicle in front.

Due to the planned left turn ban on northbound 21st Street at 41st Avenue to be implemented by NYC DOT, it is recommended that the Roosevelt Island-bound Q102 be rerouted via 40th Avenue. The Roosevelt Island-bound Q102 would travel north on 21st Street turn west (left) onto 40th Avenue (one block north of 41st Avenue), travel west on 40th Avenue, turn north (right) onto Vernon Boulevard, and resume the regular route along Vernon Boulevard. To accommodate the Q102 along 40th Avenue, NYC DOT will add a left turn bay on northbound 21st Street at 40th Avenue, which would facilitate the turn for buses. The Q102 would be able to wait for the turn without blocking traffic and can approach the turn sooner without waiting behind a line of through vehicles that are waiting behind a left turning vehicle. Under this revision there would be no change in travel distance or travel time for the Roosevelt Island-bound Q102. See the attached map.

This travel path revision would impact three existing Roosevelt Island-bound Q102 bus stops that are used by a total of approximately 180 passengers per weekday (total boardings and alightings) and a lesser number on weekends. New Roosevelt Island-bound Q102 bus stops would be established along 40th Avenue sharing existing Q103 bus stops. These impacted passengers would have a walk of 600-1,040 feet to the closest alternative bus stop as shown in the table below:

Q102 Bus Stops Impacted due to Travel Path Revision

Bus Stop to be Discontinued	Average Weekday Ridership	Alternate Bus Stop	Distance to Alternate Bus Stop (feet)
41 Av at 12 St	120	41 Av at 21 St or 40 Av at 12 St	625 600
41 Av at 10 St	35	40 Av at Vernon Blvd	1,040
41 Av at Vernon Blvd	25	40 Av at Vernon Blvd	600

Additionally, the existing bus stops on 41st Avenue at 21st Street and on Vernon Boulevard at 40th Avenue would be relocated to other corners of the same intersections.

There would be no changes to the travel path or bus stops of the Astoria-bound Q102.

Staff Summary



As previously mentioned, the 21st Street Bus Priority project will discontinue nine other Q69 bus stops in the area and combine two Q19 bus stops, used by approximately 1,395 passengers per weekday and a lesser number on weekends.

Q19 and Q69 Bus Stops to be Impacted due to Bus Stop Balancing Implemented as part of the 21st Street Bus Priority Project

Bus Stop to be Discontinued	Average Weekday Ridership	Alternate Bus Stop	Distance to Alternate Bus Stop (feet)
Q69 Southbound			
21 St at 25 Rd ¹	170	21 St at Astoria Park S	260
21 St at 28 Av	170	21 St at Astoria Blvd	460
21 St at 33 Av	120	21 St at Broadway	260
21 St at 36 Av	100	21 St at 37 Av	540
21 St at 38 Av	175	21 St at 37 Av	540
¹ Bus stop to be relocated to 21 St at Astoria Park S			
Q69 Northbound			
21 St at 38 Av	135	21 St at 37 Av	540
21 St at 36 Av	120	21 St at 37 Av	540
21 St at 30 Dr	35	21 St at 31 Rd	675
21 St at 28 Av	150	21 St at Astoria Blvd	460
Q19 Eastbound			
Astoria Blvd (w) at 21 St ²	200	Astoria Blvd (E) at 21 St	210
Astoria Blvd at 23 St ²	20	Astoria Blvd (E) at 21 St	170
² Bus stops to be combined to Astoria Blvd (E) at 21 St			

The Q102 travel path revision and the bus stop revisions on the Q19, Q69 and Q102 were included as part of NYC DOT's outreach, with MTA Bus Company and NYC Transit, for the overall 21st Street Priority project, which included two public workshops and presentation to the Transportation Committee of Queens Community Board 1.

Recommendation

To accommodate a planned left turn prohibition on northbound 21st Street at 41st Avenue that will be instituted as part of a bus priority improvement project, revise the travel path of the Roosevelt Island-bound Q102 in Long Island City to utilize 40th Avenue to travel from 21st Street to Vernon Boulevard instead of 41st Avenue. A left turn bay will be added on northbound 21st Street at 40th Avenue, which would facilitate bus and traffic movement. This revision would relocate three Roosevelt Island-bound Q102 bus stops from 41st Avenue to 40th Avenue. The Q102 will use current Q103 bus stops on 40th

Staff Summary



Avenue. This change is compatible with the Draft Queens Bus Network Redesign released March 29, 2022.

Alternatives

1. *Do Nothing*. Leaving the Q102 unchanged is not an alternative, as NYC DOT will prohibit westbound left turns on northbound 21st Street at 41st Avenue. They will install a northbound left turn bay on 21st Street at 40th Avenue to facilitate bus and traffic movement.

Budget Impact

The net result of revision would be no change in annual operating cost, as the net travel distance and travel time would remain the same.

Implementation Date

Spring/Summer 2022, upon implementation of the revised traffic patterns by NYC DOT.

Q102 Roosevelt Island Bound Travel Path Revision

