

Financial and Ridership Reports

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Preliminary July 2022 Monthly Report:

New York City Transit

The purpose of this report is to provide the preliminary June 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 Mid-year Forecast (forecast).

Summary of Preliminary Financial Results

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

- July 2022 New York City Transit ridership of 109.4 million was 7.2 million (6.2 percent) below forecast, of which subway ridership of 80.6 million was 5.6 million (6.5 percent) below forecast, and bus ridership of 28 million was 1.6 million (5.4 percent) below forecast. For July 2022 year-to-date, total ridership was above forecast by 3 million (0.4 percent).
- July 2022 ridership compared with July 2019 was lower by 77.3 million (41.4 percent). Subway ridership was lower by 42.2 percent and bus ridership was lower by 39.4 percent. Total July 2022 year-to-date ridership compared to July 2019 year-to-date ridership was 550.2 million (41.9 percent) lower.
- July 2022 year-to-date ridership was 212.4 million (38.7 percent) above July 2021 year-to-date ridership. Subway YTD ridership was 49.2 percent higher, and bus ridership was 16 percent higher.
- July 2022 farebox revenue of \$245.8 million was \$3.2 million (1.3 percent) below forecast. July 2022 YTD farebox revenue surpassed the forecast by \$45.0 million (2.8 percent).

Total July operating expense (excluding non-cash liabilities) of \$775.8 million was favorable to forecast by \$9.3 million (1.2 percent).

- Labor expenses were over forecast by a net \$13.9 million (2.3 percent), primarily due to overtime overruns of \$17.1 million (40.7 percent), resulting from the existence of vacancies and availability coverage backfill. Both other fringe benefits over by \$3.2 million (6.8 percent), and reimbursable overhead unfavorable \$3.1 million (14.8 percent), were due to a shortfall of credits resulting from less than anticipated reimbursable labor charges. Payroll was lower by \$6.0 million (2.0 percent), due to the existence of vacancies, and combined health & welfare/OPEB current expense underran \$3.5 million (2.4 percent), due to favorable timing of claims expense accruals.
- Non-labor expenses were net favorable to forecast by \$23.1 million (12.0 percent), mainly due to underruns in electric power lower by \$7.7 million (20.1 percent), and professional service contracts below forecast by \$5.1 million (35.3 percent), resulting from favorable timing of expenses. Materials & supplies were lower by \$4.8 million (17.4 percent), mainly reflecting favorable timing of vehicle material charges, and paratransit service contracts were under by \$3.1 million (8.9 percent), due to fewer trips and favorable timing of support costs.

July year-to-date operating expense (excluding non-cash liabilities) of \$5,216.1 million was favorable to forecast by \$81.4 million (1.5 percent).

- Labor expenses were below forecast by a net \$20.0 million (0.5 percent), primarily due to underruns in health & welfare/OPEB current expense of a combined \$111.0 million (11.3 percent), due to favorable timing of accruals and prescription rebate credits. Payroll was lower \$90.0 million (4.3 percent), due to the existence of vacancies and pension expenses were lower by \$10.4 million (2.0 percent), due to underruns in NYCERS. Overtime overruns of \$136.4 million (47.4 percent), were largely due to vacancy and availability coverage backfill along with severe weather response. Unfavorable reimbursable overhead of \$34.5 million (22.4 percent), and other fringe benefits over by \$20.5 million (6.3 percent), resulted from lower reimbursable labor charges than expected creating a partial offset to general favorability in labor expenses.
- Non-labor expenses were net favorable to forecast by \$61.4 million (5.0 percent), mainly due to underruns in materials & supplies lower by \$25.4 million (13.1 percent), reflecting favorable timing of vehicle materials, and track and switch material expenses. Maintenance and other operating contracts were lower than forecast by \$20.3 million (10.7 percent), due to the favorable timing of building expense charges and equipment rental credits. Paratransit service contracts were lower by \$15.8 million (6.6 percent), reflecting fewer trips and favorable support costs. Total energy costs combined were on forecast with fuel over by \$10.0 million (11.0 percent), reflecting higher prices, while electric power underran by \$9.9 million (4.7 percent), due to favorable timing of expenses partly offset by higher rates. Other business expenses were unfavorable \$8.5 million (16.0 percent), resulting from higher card transaction processing fees.

Financial Results

Farebox Revenue

July 2022 Farebox Revenue - (\$ in millions)								
	July				July Year-to-Date			
	Forecast	Prelim Actual	Favorable(Unfavorable)		Forecast	Prelim Actual	Favorable(Unfavorable)	
			Amount	Percent			Amount	Percent
Subway	190.1	187.8	(2.3)	(1.2%)	1,216.2	1,251.7	35.4	2.9%
NYCT Bus	52.8	52.1	(0.7)	(1.3%)	335.1	345.0	9.9	2.9%
Paratransit	1.7	1.6	(0.2)	(10.3%)	10.4	10.1	(0.3)	(3.0%)
Subtotal	244.6	241.5	(3.2)	(1.3%)	1,561.8	1,606.8	45.0	2.9%
Fare Media Liability	4.4	4.4	0.0	0.0%	30.7	30.7	0.0	0.0%
Total - NYCT	249.0	245.8	(3.2)	(1.3%)	1,592.5	1,637.4	45.0	2.8%

Note: Total may not add due to rounding

July 2022 farebox revenue of \$245.8 million was \$3.2 million (1.3 percent) under forecast. Subway revenue was \$2.3 million (1.2 percent) below forecast, bus revenue was \$0.7 million (1.3 percent) under, and paratransit revenue was \$0.178 million (10.3 percent) below forecast. Accrued fare media liability was equal to forecast. Average weekday ridership for the twelve months ending July 2022 was 4.1 million, 52 percent higher than the twelve months ending July 2021 and 0.7 million (15 percent) lower than the twelve months ending July 2019.

Average Fare

July Non-Student Average Fare - (in \$)				
	NYC Transit			
	2021	Prelim 2022	Change	
			Amount	Percent
Subway	2.328	2.345	0.017	0.7%
Local Bus	1.774	1.790	0.016	0.9%
Subway & Local Bus	2.172	2.265	0.093	4.3%
Express Bus	5.967	6.064	0.097	1.6%
Total	2.188	2.276	0.088	4.0%

The July 2022 non-student average local fare of \$2.26 increased 9.3¢ (4.3 percent) from the prior year; subway fare increased 1.7¢; local bus fare increased 1.6¢; express bus fare increased 9.7¢.

Non-reimbursable Expenses – July 2022

Non-reimbursable expenses of \$775.8 million (before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment), were favorable to forecast by \$9.3 million (1.2 percent).

Labor expenses were over forecast by a net \$13.9 million (2.3 percent):

- Overtime overruns of \$17.1 million (40.7 percent), resulting from the existence of vacancies and availability coverage backfill
- Other fringe benefits overran by \$3.2 million (6.8 percent), and reimbursable overhead was unfavorable by \$3.1 million (14.8 percent), both due to a shortfall of credits resulting from less than anticipated reimbursable labor charges
- Payroll was favorable by \$6.0 million (2.0 percent), due to the existence of vacancies
- Health and welfare/OPEB current expenses combined underran \$3.5 million (2.4 percent), due to favorable timing of claims expense accruals

Non-labor expenses were net favorable to forecast by \$23.1 million (12.0 percent):

- Electric power expenses underran by \$7.7 million (20.1 percent), due to favorable timing
- Professional service contracts were favorable to forecast by \$5.1 million (35.3 percent), due to favorable timing of MTA Bond service charges
- Materials and supplies were under by \$4.8 million (17.4 percent), mainly reflecting favorable timing of vehicle material charges and lower track and switch material expenses
- Paratransit service contracts were below forecast by \$3.1 million (8.9 percent), mainly reflecting fewer trips and favorable timing of support costs
- Fuel expenses underran by \$1.7 million (10.3 percent), mainly reflecting lower consumption offsetting higher price

Depreciation expense in July of \$177.3 million overran the forecast by \$4.1 million (2.3 percent). There are no GASB 75 OPEB expense adjustment entries nor any GASB 68 Pension adjustment entries recorded in June as of the preliminary close.

The **operating cash deficit** (excluding subsidies) of \$428.2 million for July was \$65.0 million (17.9 percent) unfavorable to the forecast.

Non-reimbursable Expenses – Year-to-date

Non-reimbursable expenses of \$5,216.1 million (before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment), were favorable to forecast by \$81.4 million (1.5 percent).

Labor expenses were below forecast by a net \$20.0 million (0.5 percent):

- Health and welfare/OPEB current expenses were lower by a combined \$111.0 million (11.3 percent), due to claims underruns and favorable timing of accruals and prescription rebate credits
- Payroll was favorable by \$90.0 million (4.3 percent), due to the existence of vacancies
- Pension was under forecast by \$10.4 million (2.0 percent), reflecting underruns of NYCERS pension expense
- Overtime expenses exceeded forecast by \$136.4 million (47.4 percent), largely due to vacancy and availability coverage backfill along with severe weather response
- Reimbursable overhead was unfavorable by \$34.5 million (22.4 percent), and other fringe benefits overran by \$20.5 million (6.3 percent), mainly due to less than anticipated reimbursable labor charges

Non-labor expenses were net favorable to forecast by \$61.4 million (5.0 percent):

- Materials and Supplies were lower by \$25.4 million (13.1 percent), reflecting favorable timing of vehicle materials, and track and switch material expenses
- Maintenance and other operating contract expenses were lower than forecast by \$20.3 million (10.7 percent), due to the favorable timing of building expense charges and equipment rental credits
- Paratransit service contracts were lower by \$15.8 million (6.6 percent), reflecting fewer trips and favorable support costs
- Fuel expenses overran by \$10.0 million (11.0 percent), reflecting higher prices
- Electric power expenses underran by \$9.9 million (4.7 percent), due to favorable timing partly offset by higher rates
- Other business expenses were unfavorable \$8.5 million (16.0 percent), from higher card transaction processing fees

Depreciation expense July year-to-date of \$1,241.4 million underran forecast by \$11.7 million (1.0 percent). There are no GASB 75 OPEB expense adjustment entries nor any GASB 68 Pension adjustment entries recorded for June year-to-date as of the preliminary close.

The **operating cash deficit** (excluding subsidies) of \$2,719.8 million year-to-date was \$72.4 million (2.6 percent) favorable to forecast.

Ridership Results

July 2022 Ridership vs. Forecast - (in millions)								
	July				July Year-to-Date			
	Forecast	Prelim Actual	More(Less)		Forecast	Prelim Actual	More(Less)	
			Amount	Percent			Amount	Percent
Subway	86.2	80.6	(5.6)	(6.5%)	558.9	560.6	1.8	0.3%
NYCT Bus	29.6	28.0	(1.6)	(5.4%)	194.8	195.9	1.1	0.6%
Paratransit	0.8	0.8	0.0	(3.4%)	5.0	5.1	0.0	0.7%
Total - NYCT	116.6	109.4	(7.2)	(6.2%)	758.7	761.6	2.9	0.4%

Note: Total may not add due to rounding

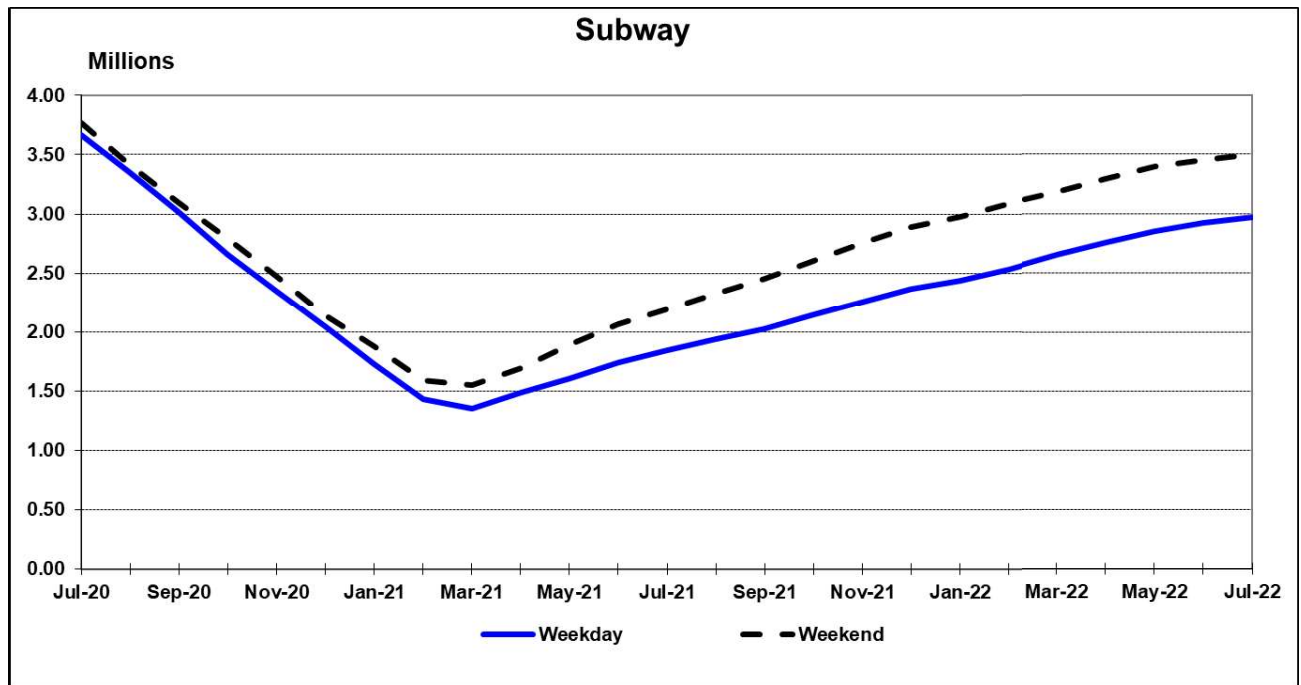
July Average Weekday and Weekend Ridership vs. Prior Year								
Month	Average Weekday - (thousands)				Average Weekend - (thousands)			
	2021	Preliminary	Change		2021	Preliminary	Change	
		2022	Amount	Percent		2022	Amount	Percent
Subway	2,435	3,031	596	+24.5%	3,124	3,668	544	+17.4%
NYCT Local Bus	972	1,030	58	+6.0%	1,194	1,253	59	+4.9%
NYCT Express Bus	17	25	8	+47.1%	8	11	3	+37.5%
Paratransit	26	29	4	+14.3%	28	36	8	+29.3%
TOTAL - NYCT	3,450	4,115	666	+19.3%	4,354	4,968	614	+14.1%
12-Month Rolling Average								
Subway	1,842	2,972	1,130	+61.3%	2,195	3,502	1,307	+59.5%
NYCT Local Bus	805	1,061	256	+31.8%	965	1,158	193	+20.0%
NYCT Express Bus	14	22	8	+57.1%	7	10	3	+42.9%
Paratransit	24	27	2	+8.7%	26	30	4	+13.9%
TOTAL - NYCT	2,685	4,082	1,396	+52.0%	3,193	4,700	1,507	+47.2%

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

- July 2022 subway ridership was 6.5 percent unfavorable to forecast and bus ridership was 5.4 percent unfavorable. Paratransit ridership was 3.4 percent unfavorable to forecast.
- Compared to the previous year, average weekday ridership was up 24.5 percent on subway and up 6 percent on local bus. Express bus ridership was up 47.1 percent. Paratransit average weekday ridership was up 14.3 percent.
- Rolling average weekday ridership for the twelve-month period ending in July 2022, compared to twelve-month period ending in July 2021, is 61.3 percent up on subway, 31.8 percent up on local bus, 57.1 percent up on express bus, and 8.7 percent up on paratransit.

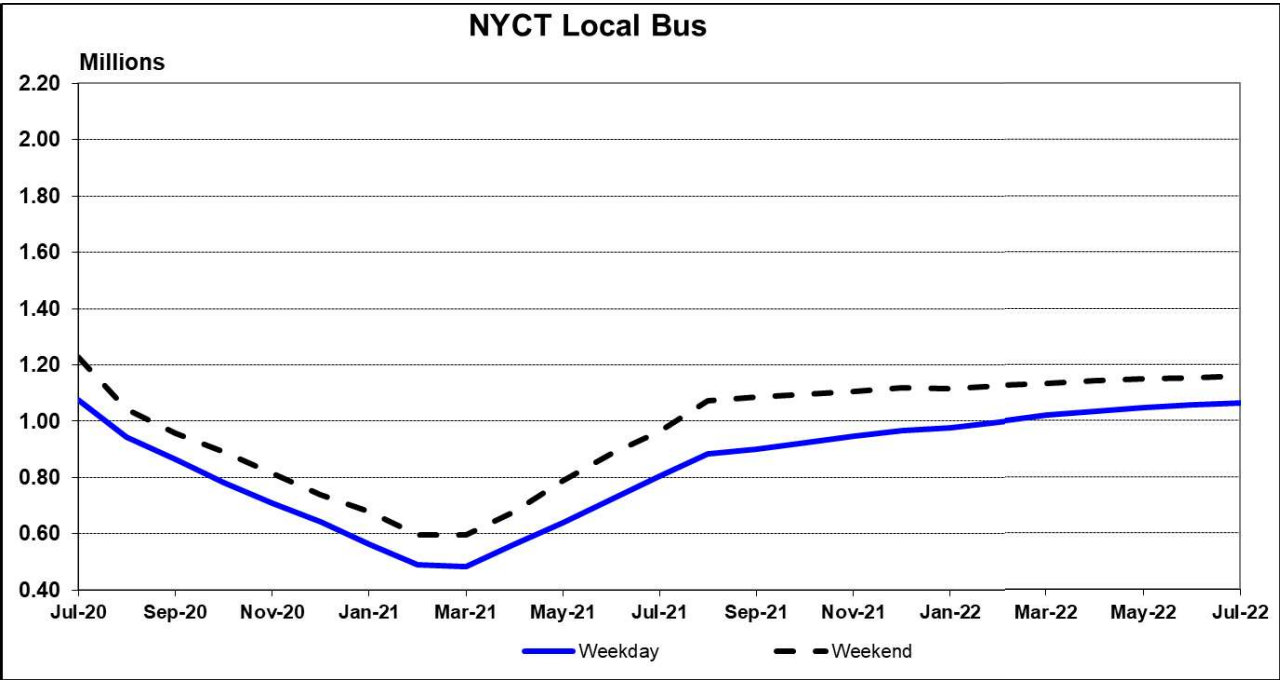
Average Weekday and Weekend Ridership

12-Month Rolling Averages



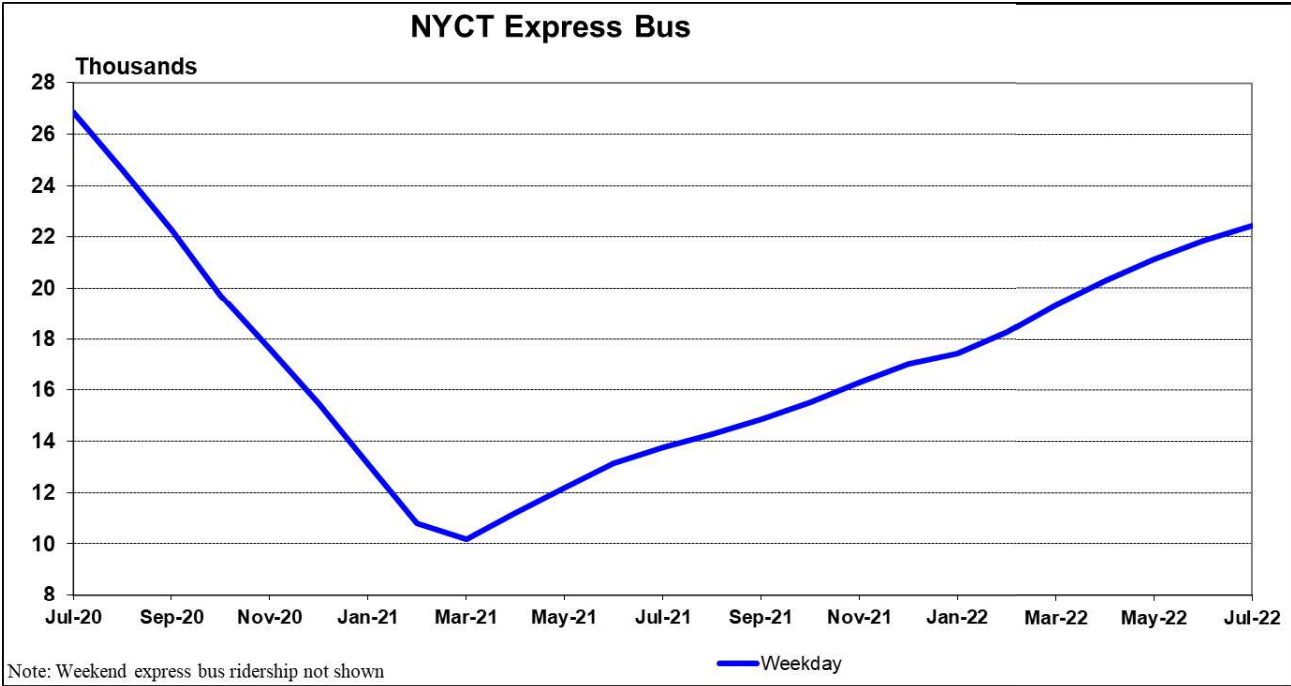
- Average weekday and weekend ridership increased moderately in 2019, before drastic declines due to COVID-19 travel restrictions which began in March 2020.
- In February 2021 the ridership decline slowed, and in March 2021, a new period of growth began.

12-Month Rolling Averages



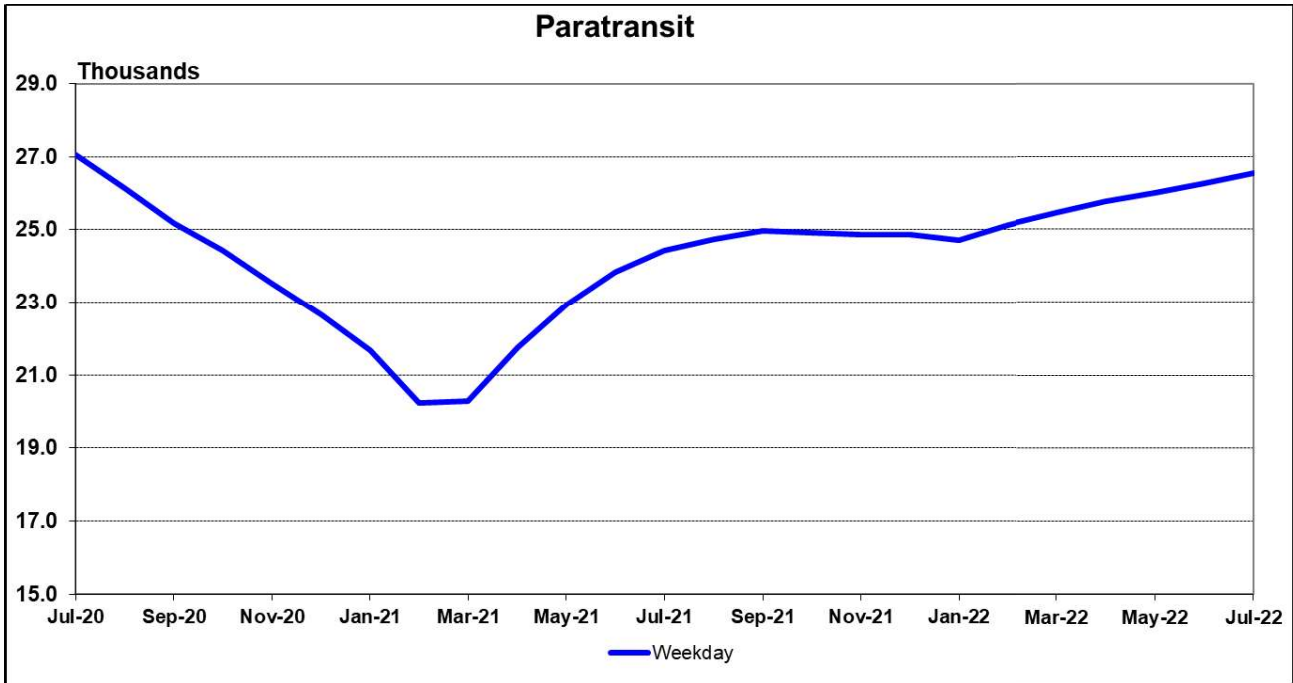
- Local bus ridership decreased slightly in 2019 and early 2020 before declining drastically starting in March 2020 due to COVID-19 travel limitations.
- Fare-free back door boarding was also in effect from late March 2020 through the end of August 2020 impacting the slope of the trend line until August 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 outside growth in E-hail and Enhanced Broker service trips, before declining drastically starting in March 2020 due to COVID-19 travel limitations.
- In February 2021, the ridership decline ceased, and in March 2021, a new period of growth began. Ridership stabilized for most of the second half of 2021, but then another period of modest growth began in early 2022.

Ridership on New York Area Transit Services

Due to COVID-19 travel limitations and a significant reduction in employment-based trips, all transit services in the New York area experienced steep ridership declines from late March 2020 through early 2021.

Between February and March 2021, the rate of decline slowed in all agencies and on all modes of transportation, and in March - November 2021, a new period of growth began. Travel restrictions were gradually lifted, businesses and schools reopened, and employees were returning to the office. December 2021 and January 2022 saw ridership retreat under the Omicron variant wave of infection across the region. Ridership has since rebounded in February – July 2022 back up to November 2021 pre-Omicron peak levels, however, counts still remain well below the June 2019 baseline ridership. Nevertheless, growth is significant compared with July 2021.

The rolling average ridership has demonstrated a significant growth, both on weekdays and weekends, for the 12-month period ending in July 2022, compared to 12-month period ending in June 2021.

Ridership on Transit Services in the New York Area						
(thousands)						
Transit Service	Jul-21	Prelim Jul-22	Percent Change	Rolling Avg Prior Year	Rolling Avg Current Year	12-Month Rolling Average Percent Change
Average Weekday						
Subway	2,435	3,031	+24.5%	1,842	2,972	+61.3%
NYCT Local Bus	972	1,030	+6.0%	805	1,061	+31.8%
NYCT Express Bus	17	25	+47.1%	14	22	+57.1%
Paratransit	26	29	+14.3%	24	27	+8.7%
SIR	5	6	+24.5%	4	7	+73.4%
MTA Local Bus	215	243	+12.8%	172	244	+41.9%
MTA Express Bus	15	21	+33.5%	12	19	+54.4%
LIRR	123	191	+55.3%	84	154	+83.3%
Metro-North	102	155	+52.0%	66	129	+95.5%
PATH	99	139	+40.4%	68	123	+80.9%
Average Weekend						
Subway	3,124	3,668	+17.4%	2,195	3,502	+59.5%
NYCT Local Bus	1,194	1,253	+4.9%	965	1,158	+20.0%
NYCT Express Bus	8	11	+37.5%	7	10	+42.9%
Paratransit	28	36	+29.3%	26	30	+13.9%
SIR	1	2	+20.8%	1	3	+150.5%
MTA Local Bus	257	278	+8.2%	197	252	+28.0%
MTA Express Bus	9	11	+21.6%	7	10	+40.2%
LIRR	141	118	-16.3%	90	139	+54.4%
Metro-North	148	179	+20.9%	89	160	+79.8%
PATH	129	151	+17.1%	83	137	+65.1%

MTA NEW YORK CITY TRANSIT
Jul - 2022 Mid_Year
Accrual Statement of Operations By Category
Month - Jul 2022
(\$ in Millions)

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	Nonreimbursable			Reimbursable			Total		
	Forecast	Actual	Favorable (Unfavorable) Variance	Forecast	Actual	Favorable (Unfavorable) Variance	Forecast	Actual	Favorable (Unfavorable) Variance
	Mid_Year		Percent	Mid_Year		Percent	Mid_Year		Percent
Revenue									
Farebox Revenue:									
Subway	\$190,072	\$187,791	(2,281)	\$0,000	\$0,000	-	\$190,072	\$187,791	(2,281)
Bus	\$52,821	\$52,119	(702)	\$0,000	\$0,000	-	\$52,821	\$52,119	(702)
Paratransit	\$1,732	\$1,554	(178)	\$0,000	\$0,000	-	\$1,732	\$1,554	(178)
Fare Liability	\$4,383	\$4,383	\$0,000	\$0,000	\$0,000	\$0,000	\$4,383	\$4,383	\$0,000
Farebox Revenue	\$249,007	\$245,847	(3,161)	\$0,000	\$0,000	(3,161)	\$249,007	\$245,847	(3,161)
Fare Reimbursement	\$6,173	\$2,858	(3,316)	\$0,000	\$0,000	-	\$6,173	\$2,858	(3,316)
Paratransit Reimbursement	\$20,224	\$21,099	\$875	\$0,000	\$0,000	-	\$20,224	\$21,099	\$875
Other Operating Revenue	\$16,013	\$17,837	\$1,824	\$0,000	\$0,000	-	\$16,013	\$17,837	\$1,824
Other Revenue	\$42,409	\$41,793	(616)	\$0,000	\$0,000	(616)	\$42,409	\$41,793	(616)
Capital and Other Reimbursements	\$0,000	\$0,000	-	\$103,268	\$84,601	(18,666)	\$103,268	\$84,601	(18,666)
Total Revenue	\$291,417	\$287,640	(3,777)	\$103,268	\$84,601	(18,666)	\$394,684	\$372,241	(22,443)
Expenses									
Labor:									
Payroll	\$306,680	\$300,689	\$5,991	\$41,154	\$30,211	\$10,942	\$347,833	\$330,900	\$16,933
Overtime	\$42,090	\$59,232	(17,142)	\$9,318	\$11,031	(1,714)	\$51,408	\$70,264	(18,855)
Total Salaries & Wages	\$348,770	\$359,921	(11,151)	\$50,471	\$41,243	\$9,229	\$399,241	\$401,164	(1,922)
Health and Welfare	\$94,962	\$85,564	\$9,398	\$2,102	\$1,482	\$6,621	\$97,064	\$87,046	\$10,018
OPEB Current Payment	\$49,355	\$55,224	(5,869)	\$1,236	\$1,080	\$1,156	\$50,592	\$56,305	(5,713)
Pensions	\$72,975	\$72,957	\$18	\$3,410	\$2,939	\$4,471	\$76,385	\$75,896	\$489
Other Fringe Benefits	\$47,326	\$50,524	(3,198)	\$15,821	\$13,192	\$2,629	\$63,147	\$63,716	(569)
Total Fringe Benefits	\$264,618	\$264,270	\$348	\$22,570	\$18,693	\$3,877	\$287,188	\$282,963	\$4,225
Contribution to GASB Fund	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Reimbursable Overhead	(20,717)	(17,651)	(3,066)	\$20,717	\$17,651	\$3,066	\$0,000	\$0,000	\$0,000
Labor	\$592,671	\$606,540	(13,869)	\$93,758	\$77,586	\$16,172	\$686,429	\$684,126	\$2,303
Non-Labor:									
Electric Power	\$38,486	\$30,747	\$7,738	\$0,020	\$0,026	(0,006)	\$38,506	\$30,773	\$7,733
Fuel	\$16,160	\$14,498	\$1,662	\$0,017	\$0,000	\$0,016	\$16,176	\$14,498	\$1,678
Insurance	\$6,106	\$6,137	(31)	\$0,000	\$0,000	\$0,000	\$6,106	\$6,137	(31)
Claims	\$17,757	\$17,757	\$0,000	\$0,000	\$0,000	\$0,000	\$17,757	\$17,757	\$0,000
Paratransit Service Contracts	\$35,444	\$32,294	\$3,149	\$0,000	\$0,000	\$0,000	\$35,444	\$32,294	\$3,149
Maintenance and Other Operating Contracts	\$27,567	\$26,452	\$1,116	\$3,268	\$2,481	\$787	\$30,835	\$28,933	\$1,902
Professional Service Contracts	\$14,317	\$9,266	\$5,051	\$1,732	\$1,573	\$159	\$16,049	\$16,839	(790)
Materials & Supplies	\$27,855	\$23,022	\$4,834	\$4,317	\$3,186	\$1,131	\$32,172	\$26,208	\$5,965
Other Business Expenses	\$8,709	\$9,107	(398)	\$0,156	(0,251)	\$0,407	\$8,864	\$8,856	\$8
Non-Labor	\$192,400	\$169,279	\$23,121	\$9,509	\$7,015	\$2,494	\$201,910	\$176,294	\$25,615
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	\$785,071	\$775,819	\$9,252	\$103,268	\$84,601	\$18,666	\$888,339	\$860,420	\$27,919
Depreciation	\$173,269	\$177,330	(4,061)	\$0,000	\$0,000	-	\$173,269	\$177,330	(4,061)
GASB 75 OPEB Expense Adjustment	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
GASB 68 Pension Adjustment	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Environmental Remediation	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Total Expenses	\$958,340	\$953,149	\$5,191	\$103,268	\$84,601	\$18,666	\$1,061,608	\$1,037,750	\$23,858
OPERATING SURPLUS/DEFICIT	(666,923)	(665,509)	\$1,414	\$0,000	\$0,000	\$0,000	(666,923)	(665,509)	\$1,414

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT

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

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	Nonreimbursable			Reimbursable			Total		
	Forecast	Actual	Favorable (Unfavorable) Variance	Forecast	Actual	Favorable (Unfavorable) Variance	Forecast	Actual	Favorable (Unfavorable) Variance
	Mid_Year		Percent	Mid_Year		Percent	Mid_Year		Percent
Revenue									
Farebox Revenue:									
Subway	\$1,216,228	\$1,251,652	\$35,423	\$0,000	\$0,000	-	\$1,216,228	\$1,251,652	\$35,423
Bus	\$335,120	\$344,993	\$9,873	\$0,000	\$0,000	-	\$335,120	\$344,993	\$9,873
Paratransit	\$10,425	\$10,116	(\$0,309)	\$0,000	\$0,000	-	\$10,425	\$10,116	(\$0,309)
Fare Liability	\$30,680	\$30,680	\$0,000	\$0,000	\$0,000	-	\$30,680	\$30,680	\$0,000
Farebox Revenue	\$1,592,454	\$1,637,441	\$44,987	\$0,000	\$0,000	-	\$1,592,454	\$1,637,441	\$44,987
Fare Reimbursement	\$53,151	\$48,835	(\$3,316)	\$0,000	\$0,000	-	\$53,151	\$48,835	(\$3,316)
Paratransit Reimbursement	\$147,493	\$142,106	(\$5,386)	\$0,000	\$0,000	-	\$147,493	\$142,106	(\$5,386)
Other Operating Revenue	\$112,865	\$113,568	\$0,702	\$0,000	\$0,000	-	\$112,865	\$113,568	\$0,702
Other Revenue	\$313,509	\$305,509	(7,999)	\$0,000	\$0,000	-	\$313,509	\$305,509	(7,999)
Capital and Other Reimbursements	\$0,000	\$0,000	-	\$735,497	\$598,947	(136,550)	\$735,497	\$598,947	(136,550)
Total Revenue	\$1,905,963	\$1,942,951	\$36,988	\$735,497	\$598,947	(136,550)	\$2,641,460	\$2,541,898	(99,562)
Expenses									
Labor:									
Payroll	\$2,095,936	\$2,005,930	\$90,006	\$288,630	\$218,915	\$69,715	\$2,384,566	\$2,224,845	\$159,721
Overtime	\$288,128	\$424,565	(\$136,437)	\$71,389	\$66,461	\$4,928	\$359,517	\$491,027	(\$131,510)
Total Salaries & Wages	\$2,384,064	\$2,430,495	(\$46,432)	\$360,019	\$285,376	\$74,643	\$2,744,083	\$2,715,872	\$28,211
Health and Welfare	\$646,661	\$556,861	\$89,800	\$14,356	\$12,132	\$2,224	\$661,017	\$568,994	\$92,024
OPEB Current Payment	\$335,220	\$314,053	\$21,167	\$8,508	\$7,843	\$665	\$343,728	\$321,896	\$21,832
Pensions	\$529,112	\$518,708	\$10,404	\$21,755	\$22,307	(\$552)	\$550,868	\$541,015	\$9,852
Other Fringe Benefits	\$323,135	\$343,601	(\$20,466)	\$114,124	\$93,727	\$20,397	\$437,259	\$437,328	(\$69)
Total Fringe Benefits	\$1,834,129	\$1,733,224	\$100,905	\$158,743	\$136,009	\$22,734	\$1,992,872	\$1,869,233	\$123,639
Contribution to GASB Fund	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Reimbursable Overhead	(154,291)	(119,795)	(\$34,496)	\$154,291	\$119,795	\$34,496	\$0,000	\$0,000	\$0,000
Labor	\$4,063,901	\$4,043,924	\$19,978	\$673,054	\$541,181	\$131,873	\$4,736,955	\$4,585,105	\$151,850
Non-Labor :									
Electric Power	\$212,558	\$202,668	\$9,890	\$0,147	\$0,172	(\$0,025)	\$212,705	\$202,840	\$9,865
Fuel	\$91,013	\$101,053	(\$10,040)	\$0,116	\$0,001	\$0,114	\$91,129	\$101,054	(\$9,925)
Insurance	\$42,385	\$42,419	(\$34)	\$0,000	\$0,000	\$0,000	\$42,385	\$42,419	(\$34)
Claims	\$124,298	\$124,298	\$0,000	\$0,000	\$0,000	-	\$124,298	\$124,298	\$0,000
Paratransit Service Contracts	\$239,040	\$223,196	\$15,845	\$0,000	\$0,000	-	\$239,040	\$223,196	\$15,845
Maintenance and Other Operating Contracts	\$188,777	\$168,484	\$20,293	\$22,834	\$23,933	(1,099)	\$211,611	\$192,417	\$19,194
Professional Service Contracts	\$88,971	\$80,484	\$8,487	\$10,437	\$7,148	\$3,289	\$99,408	\$87,632	\$11,776
Materials & Supplies	\$193,721	\$168,296	\$25,425	\$30,195	\$25,958	\$4,237	\$223,916	\$194,254	\$29,662
Other Business Expenses	\$52,842	\$61,306	(\$8,465)	(1,286)	\$0,554	(1,840)	\$51,556	\$61,861	(\$1,305)
Non-Labor	\$1,233,605	\$1,172,204	\$61,401	\$62,444	\$57,766	\$4,677	\$1,296,048	\$1,229,970	\$66,078
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	\$5,297,506	\$5,216,127	\$81,379	\$735,497	\$598,947	\$136,550	\$6,033,003	\$5,815,075	\$217,929
Depreciation	\$1,229,657	\$1,241,383	(\$11,726)	\$0,000	\$0,000	-	\$1,229,657	\$1,241,383	(\$11,726)
GASB 75 OPEB Expense Adjustment	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000
GASB 68 Pension Adjustment	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000
Environmental Remediation	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000
Total Expenses	\$6,527,163	\$6,457,510	\$69,652	\$735,497	\$598,947	\$136,550	\$7,262,660	\$7,056,458	\$206,202
OPERATING SURPLUS/DEFICIT	(4,621,200)	(4,514,560)	\$106,640	\$0,000	\$0,000	\$0,000	(4,621,200)	(4,514,560)	\$106,640

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN 2022
EXPLANATION OF VARIANCES BETWEEN THE MID YEAR FORECAST AND ACTUAL ACCRUAL BASIS
JUL 2022
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH		YEAR TO DATE			
		Favorable (Unfavorable) Variance	Reason for Variance	Favorable (Unfavorable) Variance	Reason for Variance		
		\$	%	\$	%		
Farebox Revenue	NR	(3.2)	(1.3)	Primarily due to lower ridership	45.0	2.8	Primarily due to higher average fare
Other Operating Revenue	NR	(0.6)	(1.5)	Minor variance	(8.0)	(2.6)	Mainly unfavorable due to lower fare reimbursement
Payroll	NR	6.0	2.0	Primarily due to vacancies	90.0	4.3	Primarily due to vacancies
Overtime	NR	(17.1)	(40.7)	Mainly due to vacancy / availability backfill coverage	(136.4)	(47.4)	Mainly vacancy / availability backfill coverage and adverse weather response
Health & Welfare (including OPEB current payment)	NR	3.5	2.4	Mainly favorable timing of expense accruals	111.0	11.3	Claims underruns and favorable timing of accruals and prescription rebate credits
Pension	NR	0.0	0.0		10.4	2.0	Favorable NYCERS pension expense
Other Fringe Benefits	NR	(3.2)	(6.8)	Mainly due to less than anticipated reimbursable labor expense	(20.5)	(6.3)	Mainly due to less than anticipated reimbursable labor expense
Reimbursable Overhead	NR	(3.1)	(14.8)	Mainly due to less than anticipated capital labor expense	(34.5)	(22.4)	Mainly due to less than anticipated capital labor expense
Electric Power	NR	7.7	20.1	Mainly due to favorable timing	9.9	4.7	Mainly due to favorable timing partly offset by higher rates
Fuel	NR	1.7	10.3	Mainly reflecting lower consumption offsetting higher price	(10.0)	(11.0)	Mainly reflecting higher prices
Insurance	NR	(0.0)	(0.5)	Minor variance	(0.0)	(0.1)	Minor variance
Paratransit Service Contracts	NR	3.1	8.9	Reflecting fewer trips and favorable timing of support costs	15.8	6.6	Reflecting fewer trips and favorable timing of support costs
Maintenance and Other Operating Contracts	NR	1.1	4.0	Favorable timing of building expense charges	20.3	10.7	Mainly favorable timing of building expense charges and equipment rentals
Professional Service Contracts	NR	5.1	35.3	Mainly favorable timing of MTA Bond service charges	8.5	9.5	Reflects favorable timing of MTA bond services and MTA real estate expenses.
Materials & Supplies	NR	4.8	17.4	Favorable timing of vehicle materials along with lower track and switch material expense	25.4	13.1	Favorable timing of vehicle materials along with lower track and switch material expense
Other Business	NR	(0.4)	(4.6)	Minor variance	(8.5)	(16.0)	Mainly higher card transaction processing fees

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2022 Mid_Year
Cash Receipts and Expenditures

Jul FY22
(\$ in Millions)

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	Month			Year-To-Date		
	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Forecast Mid_Year	Actual	Favorable (Unfavorable)
			Variance			Percent
Receipts						
Farebox Revenue	\$249,007	\$243,463	(5,544)	\$1,592,454	\$1,645,187	\$52,733
Fare Reimbursement	\$45,000	\$75,000	\$30,000	\$51,313	\$81,313	\$30,000
Paratransit Reimbursement	\$20,224	\$4,739	(15,485)	\$151,010	\$124,899	(26,111)
Other Operating Revenue	\$3,777	\$2,086	(1,691)	\$491,071	\$489,380	(1,691)
Other Revenue	\$69,001	\$81,825	\$12,824	\$693,394	\$695,592	\$2,198
Capital and Other Reimbursements	\$143,268	\$93,450	(49,818)	\$745,353	\$577,652	(167,701)
Total Revenue	\$461,276	\$418,738	(42,538)	\$3,031,202	\$2,918,431	(112,771)
Expenditures						
Labor :						
Payroll	\$304,717	\$302,407	\$2,310	\$2,357,506	\$2,209,495	\$148,011
Overtime	\$51,408	\$70,264	(18,856)	\$359,517	\$491,027	(131,510)
Total Salaries & Wages	\$356,125	\$372,671	(16,546)	\$2,717,023	\$2,700,522	\$16,501
Health and Welfare	\$97,064	\$106,275	(9,211)	\$656,240	\$583,446	\$72,794
OPEB Current Payment	\$50,592	\$66,305	(5,713)	\$343,728	\$321,896	\$21,832
Pensions	\$76,385	\$76,387	(0,002)	\$555,805	\$546,444	\$9,361
Other Fringe Benefits	\$49,797	\$44,484	\$5,313	\$326,343	\$320,037	\$6,306
Total Fringe Benefits	\$273,838	\$283,451	(9,613)	\$1,882,117	\$1,771,823	\$110,294
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	\$629,963	\$656,122	(26,159)	\$4,599,140	\$4,472,345	\$126,795
Non-Labor :						
Electric Power	\$42,298	\$28,409	\$13,889	\$220,897	\$204,876	\$16,021
Fuel	\$18,291	\$14,537	\$3,754	\$91,128	\$98,145	(7,017)
Insurance	\$2,538	\$15,198	(12,660)	\$27,081	\$27,004	\$0,077
Claims	\$12,863	\$21,704	(8,841)	\$64,158	\$72,999	(8,841)
Paratransit Service Contracts	\$37,857	\$34,235	\$3,622	\$237,040	\$220,723	\$16,317
Maintenance and Other Operating Contracts	\$27,714	\$30,098	(2,384)	\$211,610	\$196,748	\$14,862
Professional Service Contracts	\$13,144	\$12,318	\$0,826	\$95,659	\$87,998	\$7,661
Materials & Supplies	\$31,805	\$25,481	\$6,324	\$225,125	\$195,103	\$30,022
Other Business Expenses	\$8,001	\$8,793	(0,792)	\$51,557	\$62,324	(10,767)
Non-Labor	\$194,511	\$190,773	\$3,738	\$1,224,255	\$1,165,920	\$58,335
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	\$824,474	\$846,895	(22,421)	\$5,823,395	\$5,638,265	\$185,130
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	\$824,474	\$846,895	(22,421)	\$5,823,395	\$5,638,265	\$185,130
Net Surplus/(Deficit)	(363,198)	(428,157)	(64,959)	(2,792,193)	(2,719,834)	\$72,359

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN 2022
EXPLANATION OF VARIANCES BETWEEN THE MID YEAR FORECAST AND ACTUAL CASH BASIS
Jul 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	(5.5)	(2.2)	52.7	3.3
Other Operating Receipts	12.8	18.6	2.2	0.3
Capital and Other Reimbursements	(49.8)	(34.8)	(167.7)	(22.5)
Payroll	2.3	0.8	148.0	6.3
Overtime	(18.9)	(36.7)	(131.5)	(36.6)
Health & Welfare/OPEB Current	(14.9)	(10.1)	94.6	9.5
Pension	(0.0)	0.0	9.4	1.7
Other Fringe Benefits	5.3	10.7	6.3	1.9
Electric Power	13.9	32.8	16.0	7.3
Fuel	3.8	20.5	(7.0)	(7.7)
Claims	(8.8)	(68.7)	(8.8)	(13.8)
Paratransit Service Contracts	3.6	9.6	16.3	6.9
Maintenance and Other Operating Contracts	(2.4)	(8.6)	14.9	7.0
Professional Service Contracts	0.8	6.3	7.7	8.0
Materials & Supplies	6.3	19.9	30.0	13.3
Other Business	(0.8)	(9.9)	(10.8)	(20.9)

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2022 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Jul FY22
(\$ in Millions)

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	Month			Year-To-Date		
	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Forecast Mid_Year	Actual	Favorable (Unfavorable)
			Variance			Percent
Revenue						
Farebox Revenue	\$0.000	(2,384)	(2,384)	\$0.000	\$7,746	\$7,746
Fare Reimbursement	\$38,827	\$72,142	\$33,316	(1,838)	\$31,478	\$33,316
Paratransit Reimbursement	\$0.000	(16,360)	(16,360)	\$3,517	(17,207)	(20,725)
Other Operating Revenue	(12,235)	(15,751)	(3,515)	\$378,206	\$375,812	(2,394)
Other Revenue	\$26,592	\$40,032	\$13,440	\$379,886	\$390,083	\$10,197
Capital and Other Reimbursements	\$40,000	\$8,849	(31,151)	\$9,856	(21,295)	(31,151)
Total Revenue	\$66,592	\$46,497	(20,095)	\$389,741	\$376,533	(13,208)
Expenses						
Labor :						
Payroll	\$43,116	\$28,493	(14,624)	\$27,060	\$15,350	(11,710)
Overtime	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Salaries & Wages	\$43,116	\$28,493	(14,624)	\$27,060	\$15,350	(11,710)
Health and Welfare	\$0.000	(19,229)	(19,229)	\$4,777	(14,452)	(19,229)
OPEB Current Payment	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Pensions	\$0.000	(0,491)	(0,491)	(4,938)	(5,429)	(0,491)
Other Fringe Benefits	\$13,350	\$19,232	\$5,882	\$110,916	\$117,291	\$6,374
Total Fringe Benefits	\$13,350	(0,488)	(13,838)	\$110,756	\$97,410	(13,346)
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	\$56,466	\$28,004	(28,462)	\$137,815	\$112,760	(25,056)
Non-Labor :						
Electric Power	(3,792)	\$2,364	\$6,156	(8,192)	(2,036)	\$6,156
Fuel	(2,115)	(0,039)	\$2,076	\$0.000	\$2,909	\$2,909
Insurance	\$3,568	(9,061)	(12,630)	\$15,304	\$15,415	\$1,111
Claims	\$4,894	(3,947)	(8,841)	\$60,140	\$51,299	(8,841)
Paratransit Service Contracts	(2,413)	(1,941)	\$0,472	\$2,000	\$2,473	\$0,472
Maintenance and Other Operating Contracts	\$3,121	(1,165)	(4,286)	\$0.000	(4,331)	(4,331)
Professional Service Contracts	\$2,905	(1,479)	(4,384)	\$3,750	(0,366)	(4,116)
Materials & Supplies	\$0,367	\$0,727	\$0,360	(1,209)	(0,849)	(0,360)
Other Business Expenses	\$0,863	\$0,063	(0,800)	\$0.000	(0,463)	(0,463)
Non-Labor	\$7,398	(14,479)	(21,877)	\$71,793	\$64,050	(7,743)
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	\$63,865	\$13,525	(50,339)	\$209,609	\$176,810	(32,799)
Depreciation	\$173,269	\$177,330	\$4,061	\$1,229,657	\$1,241,383	\$11,726
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	\$237,133	\$190,855	(46,278)	\$1,439,265	\$1,418,193	(21,073)
Total Cash Conversion Adjustments	\$303,725	\$237,352	(66,373)	\$1,829,007	\$1,794,726	(34,281)

Note: Totals may not add due to rounding

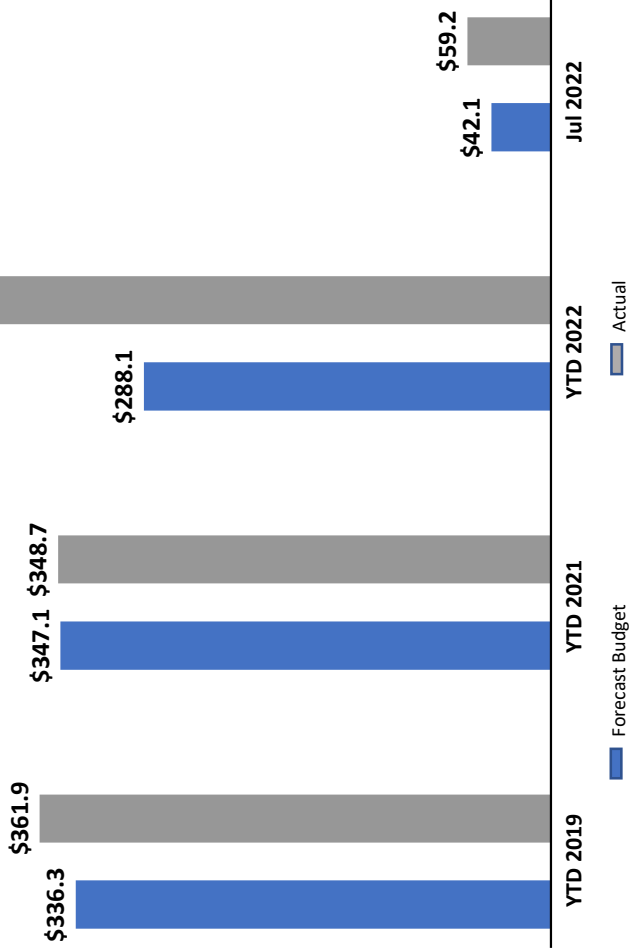
Note: Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current month's actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

New York City Transit - NON-REIMBURSABLE OVERTIME

Overview

- Overall increase of \$62.7M or 17.3 percent compared to July YTD 2019
- Overall increase of \$75.8M or 21.7 percent compared to July YTD 2021
- \$136.9M or 47.6 percent above July YTD 2022 budget; offset by -\$91.5M payroll underrun
- Subways \$81.0M overrun: \$52.3M due to vacancy coverage requirements; \$19.5M for additional maintenance requirements; \$9.5M for severe weather response; \$1.1M COVID-19 response; \$1.5M underrun in service
- Buses \$61.8M overrun: \$58.7M for vacancy/availability/maintenance coverage; \$2.0M for severe weather response; \$0.6M COVID-19 response; \$0.4M for service operations requirement
- All others -\$6.3M underrun

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



Agency Detail

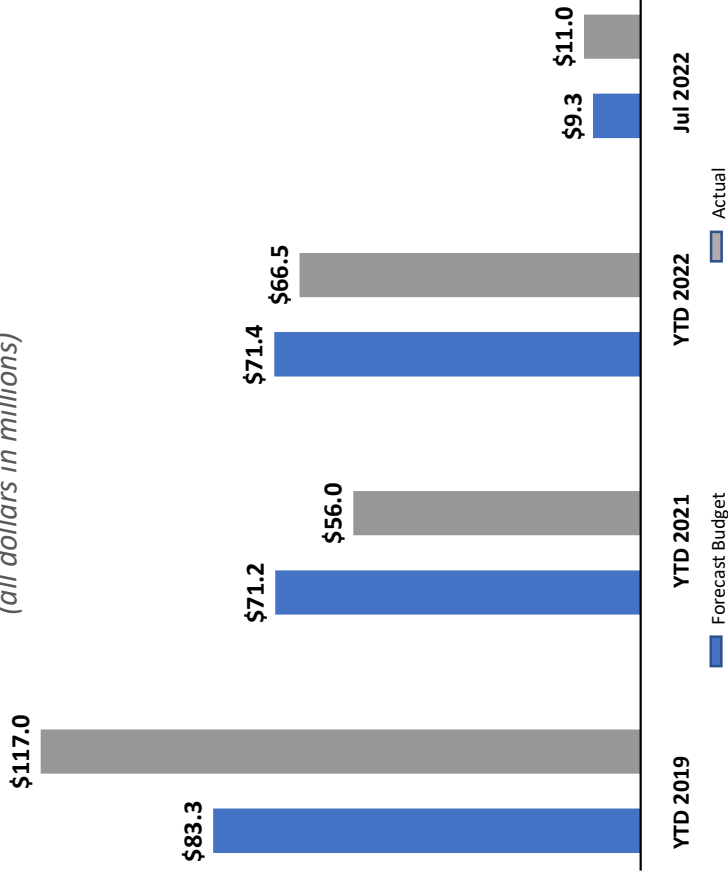
- **Subways**
 - Maintenance of Way/Other Subways overrun of \$28.4M; \$13.7M due to additional maintenance requirements/availability; \$9.6M due to vacancy coverage; \$5.1M due to severe weather response
 - Service Delivery overrun of \$24.0M; \$25.1M due to vacancy coverage/availability; \$0.1M due to severe weather coverage; \$0.1M due to COVID-19 response; -\$1.3M underrun in service requirement
 - Stations overrun of \$18.0M; \$16.2M due to vacancy coverage/availability; \$3.1M for severe weather response; -\$1.2M underrun in Covid-19 response; -\$0.1M overruns in service coverage
 - Car Equipment overrun of \$10.6M; \$7.1M due to vacancy coverage/availability; \$2.4M for COVID-19 response; \$1.3M due to severe weather; -\$0.2M underruns in maintenance requirements
 - **Buses**
 - Buses operations overrun of \$32.4M; \$31.3M due to vacancies/availability; \$1.1M due to COVID-19 response
 - Buses maintenance and other overrun of \$29.3M; \$27.8M due to maintenance requirement/availability; \$2.0M for severe weather response; -\$0.5M underruns in COVID-19 response
- Other overrun of -\$6.3M: Primarily due to timing of reimbursable deviation

New York City Transit - REIMBURSABLE OVERTIME

Overview

- Overall decrease of -\$50.5M or -43.2 percent compared to July YTD 2019
- Overall increase of \$10.4M or 18.6 percent compared to July YTD 2021
- -\$3.4M or -4.9 percent below July YTD 2022 budget
- Subways -\$5.1M underrun: Due to vacancy/availability and COVID-19 related capital project delays
- Buses -\$0.5M underrun: Due to vacancy/availability and COVID-19 related capital project delays
- All Others \$0.7M overrun

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



Agency Detail

- Capital project delays due to vacancies/availability COVID-19 related projects resulted in the following favorable variances:
 - Maintenance of Way underrun of -\$4.1M
 - Stations underrun of -\$1.1M
 - RTO overrun of \$0.1M
 - Car Equipment overrun of \$0.2M
 - Buses operations underrun of -\$1.9M
 - Buses maintenance overrun of \$1.4M
- All others overrun of \$0.7M: Primarily due to timing of reimbursable deviation

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

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Variance Fav./(Unfav)</u>	<u>Explanation</u>
<u>Administration:</u>				
Office of the President	14	12	2	
Law	245	199	46	
Office of the EVP	21	14	8	
Human Resources	122	90	32	
EEO	11	4	7	
Office of Management and Budget	32	19	13	
Strategy & Customer Experience	166	137	29	
Non-Departmental	(10)	-	(10)	
Labor Relations	89	64	25	
Office of People & Business Transformation	13	22	(9)	
Materiel	151	125	26	
Controller	109	92	17	
Total Administration	965	778	187	
<u>Operations:</u>				
Subways Service Delivery	8,319	7,903	416	Mainly RVO vacancies.
Subways Operations Support/Admin	441	404	37	
Subways Stations	2,335	2,215	120	Mainly Station Agent vacancies.
SubTotal Subways	11,095	10,521	573	
Buses	11,096	11,193	(97)	Mainly Bus Operator excesses.
Paratransit	189	160	29	
Operations Planning	359	298	61	Mainly Mgr, and Hourly vacancies.
Revenue Control	542	499	43	
Non-Departmental	20	-	20	
Total Operations	23,300	22,670	630	
<u>Maintenance:</u>				
Subways Operations Support/Admin	117	88	29	
Subways Engineering	346	291	55	Mainly PTE vacancies.
Subways Car Equipment	4,760	4,525	235	Mainly Hourly vacancies.
Subways Infrastructure	1,874	1,745	129	Mainly Hourly vacancies.
Subways Elevators & Escalators	486	445	41	
Subways Stations	3,344	3,134	210	Mainly Hourly, and Cleaner vacancies.
Subways Track	3,200	2,998	202	Mainly TEM, PDM, and Trackworker vacancies.
Subways Power	644	628	16	
Subways Signals	1,708	1,707	1	
Subways Electronic Maintenance	1,580	1,373	206	Mainly PTE and hourly vacancies.
Subtotal Subways	18,058	16,934	1,123	
Buses	3,418	3,324	94	Mainly Mgr, and Hourly vacancies.
Supply Logistics	523	487	36	
System Safety	84	73	11	
OHS	80	62	18	
Non-Departmental	(114)	-	(114)	
Total Maintenance	22,049	20,880	1,168	
<u>Engineering</u>				
Construction & Development	1,174	907	267	Mainly PTE vacancies.
Matrixed C & D Support	91	94	(3)	
Total Engineering/Capital	1,265	1,001	264	
<u>Public Safety</u>				
Security	639	582	57	Mainly Supv, and hourly vacancies.
Total Public Safety	639	582	57	
<u>Total Positions</u>				
	48,218	45,912	2,306	
NON_REIMB	43,403	42,244	1,159	
REIMBURSABLE	4,815	3,668	1,147	
Total Full-Time	48,055	45,782	2,273	
Total Full-Time Equivalents	163	130	33	

**MTA NEW YORK TRANSIT
JULY FINANCIAL PLAN 2022
TOTAL POSITIONS by FUNCTION and OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
July 2022**

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Variance Fav./(Unfav)	Explanation
<u>Administration:</u>				
Managers/Supervisors	320	254	66	
Professional, Technical, Clerical	621	506	115	
Operational Hourlies	24	18	6	
Total Administration	965	778	187	
<u>Operations:</u>				
Managers/Supervisors	2,905	2,681	224	
Professional, Technical, Clerical	475	395	80	
Operational Hourlies	19,920	19,594	326	
Total Operations	23,300	22,670	630	
<u>Maintenance:</u>				
Managers/Supervisors	3,967	3,694	273	
Professional, Technical, Clerical	1,013	769	243	
Operational Hourlies	17,069	16,417	652	
Total Maintenance	22,049	20,880	1,168	
<u>Engineering/Capital:</u>				
Managers/Supervisors	330	298	32	
Professional, Technical, Clerical	933	701	232	
Operational Hourlies	2	2	-	
Total Engineering/Capital	1,265	1,001	264	
<u>Public Safety:</u>				
Managers/Supervisors	272	237	35	
Professional, Technical, Clerical	33	30	3	
Operational Hourlies	334	315	19	
Total Public Safety	639	582	57	
<u>Total Positions:</u>				
Managers/Supervisors	7,794	7,164	630	
Professional, Technical, Clerical	3,075	2,402	673	
Operational Hourlies	37,349	36,346	1,003	
Total Positions	48,218	45,912	2,306	

Preliminary July 2022 Report: Staten Island Railway

The purpose of this report is to provide the preliminary July 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 Mid-Year Forecast (forecast).

Summary of Preliminary Financial Results

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

- July 2022 Staten Island Railway ridership of 135,854 was 125,74 rides (47.9 percent) below forecast.
- Compared with July 2019, July 2022 ridership was lower by 59.1 percent. Compared with July 2021, July 2022 ridership was higher by 17.6 percent.
- July 2022 Farebox revenue of \$0.247 million was \$0.214 million (46.4 percent) below forecast. July 2022 YTD Farebox revenue of \$1.769 million was under forecast by \$0.361 million (17.0 percent).
- Operating expenses were under forecast by \$1.631 million (22.9 percent).
 - Labor expenses were less than forecast by \$0.396 million (8.5 percent).
 - Non-labor expenses were less than forecast by \$1.236 million (50.3 percent).

STATEN ISLAND RAILWAY FINANCIAL AND RIDERSHIP REPORT

July 2022

(All data are preliminary and subject to audit)

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

July 2022 Staten Island Railway ridership of 135,854 was 125,74 rides (47.9 percent) below forecast. Average weekday ridership of 6,258 was 1,230 rides (24.5 percent) higher than July 2021 and 7,499 rides (54.5 percent) lower than July 2019.

Total Operating Revenue of \$0.351 million was below forecast by \$0.271 million (43.5 percent).

- July 2022 farebox revenue of \$0.247 million was \$0.214 million (46.4 percent), below forecast due to lower than anticipated ridership. Other revenue of \$0.104 million was \$0.057 million (35.3 percent) below forecast due to lower fare reimbursement.
- Year-to-date farebox revenue of \$1.769 million was under forecast by \$0.361 million (17.0 percent). Other revenue of \$1.073 million was \$0.144 million (11.8 percent) below forecast due to mainly lower fare reimbursement.

Nonreimbursable expenses in July, before depreciation, GASB 75 OPEB expense adjustment and GASB 68 pension adjustment, were less than forecast by \$1.631 million (22.9 percent).

- Labor expenses were below forecast by \$0.396 million (8.5 percent), due primarily to an underrun of \$0.323 million (13.1 percent) in payroll due to the existence of vacancies. Health and welfare/OPEB underran by \$0.134 million (13.1 percent) due to timing of expenses. Overtime overran the forecast by \$0.049 million (20.5 percent), due to vacancy coverage backfill.
- Non-labor expenses were below forecast by \$1.236 million (50.3 percent), due to the timing of expenses, which includes an underrun in Maintenance & other operating contracts of \$0.841 million (82.9 percent). Electric power underran by \$0.135 million (26.4 percent) and other business expenses underran was \$0.129 million (90.7 percent)

Year-to-date, expenses were below forecast by \$3.675 million (9.1 percent).

- Labor expenses were under by \$1.389 million (4.4 percent), mostly due to underruns in Health & welfare/OPEB of \$1.125 million (18.6 percent), due to the timing of prescription rebates and payroll underruns of \$0.532 million (3.3 percent) due to the existence of vacancies. Other fringe benefits overran by \$0.182 million (7.1 percent) due to lower reimbursable fringe OH credits than expected, and overtime overran by \$0.088 million (4.4 percent) due to vacancy backfill coverage.
- Non-labor expenses underran the forecast by \$2.286 million (25.0 percent), mainly in maintenance and other operating contracts of \$1.089 million (57.1 percent) and other business expenses was under by \$0.253 million (62.8 percent), due to timing of roof maintenance, bridge inspection and CCTV projects. Electric power underran the forecast by \$0.532 million (17.3 percent) due to timing of expenses and professional service contracts under by \$0.175 million (15.7 percent), due to lower outside services. Claims underran by \$0.124 million (32.0 percent), also due to timing of expenses.

Operating cash deficit (excluding subsidies) in July of \$7.849 million was \$1.979 million (36.4 percent), favorable to forecast. On a year-to-date basis, the operating cash deficit was \$31.180 million, which was \$1.089 million (3.6 percent), favorable to forecast.

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2022 Mid_Year
Ridership (Utilization) Actual to Budget
Jul FY22
 (# in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Ridership</u>								
Ridership - Subway	0.261	0.136	(0.125)	(47.9)	1.357	1.130	(0.226)	(16.7)
Total Ridership	0.261	0.136	(0.125)	(47.9)	1.357	1.130	(0.226)	(16.7)
<u>FareBox Revenue</u>								
Farebox Revenue	\$0.461	\$0.247	(0.214)	(46.4)	\$2.130	\$1.769	(0.361)	(17.0)
Total Farebox Revenue	\$0.461	\$0.247	(0.214)	(46.4)	\$2.130	\$1.769	(0.361)	(17.0)

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY

Jul - 2022 Mid_Year
Accrual Statement of Operations By Category

Month - Jul 2022

(\$ in Millions)

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	Nonreimbursable			Var Percent			Reimbursable			Total		
	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Percent
			Variance				Variance				Variance	
Revenue												
Farebox Revenue:												
Farebox Revenue	\$0.461	\$0.247	(0.214)	(46.4)	\$0.000	\$0.000	-	-	\$0.461	\$0.247	(0.214)	(46.4)
Other Revenue	\$0.161	\$0.104	(0.057)	(35.3)	\$0.000	\$0.000	-	-	\$0.161	\$0.104	(0.057)	(35.3)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$1.021	\$0.189	(0.832)	(81.5)	\$0.000	\$0.189	(0.832)	(81.5)
Total Revenue	\$0.622	\$0.351	(0.271)	(43.5)	\$1.021	\$0.189	(0.832)	(81.5)	\$1.643	\$0.540	(1.103)	(67.1)
Expenses												
Labor :												
Payroll	\$2.464	\$2.141	\$0.323	13.1	\$0.547	\$0.081	\$0.466	85.2	\$3.011	\$2.222	\$0.790	26.2
Overtime	\$0.238	\$0.287	(0.049)	(20.5)	\$0.144	\$0.031	\$0.113	78.3	\$0.383	\$0.319	\$0.064	16.7
Total Salaries & Wages	\$2.703	\$2.428	\$0.274	10.2	\$0.691	\$0.112	\$0.579	83.8	\$3.394	\$2.540	\$0.854	25.2
Health and Welfare	\$0.752	\$0.565	\$0.187	24.9	\$0.000	\$0.000	\$0.000	-	\$0.752	\$0.565	\$0.187	24.9
OPEB Current Payment	\$0.272	\$0.326	(0.053)	(19.6)	\$0.000	\$0.326	\$0.326	-	\$0.272	\$0.326	(0.053)	(19.6)
Pensions	\$0.673	\$0.672	\$0.001	0.2	\$0.000	\$0.000	-	-	\$0.673	\$0.672	\$0.001	0.2
Other Fringe Benefits	\$0.279	\$0.293	(0.014)	(4.8)	\$0.330	\$0.076	\$0.254	76.9	\$0.609	\$0.369	\$0.240	39.5
Total Fringe Benefits	\$1.977	\$1.855	\$0.122	6.2	\$0.330	\$0.076	\$0.254	76.9	\$2.307	\$1.932	\$0.376	16.3
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	\$0.000	\$0.001	(0.001)	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.001	(0.001)	-
Labor	\$4.680	\$4.284	\$0.396	8.5	\$1.021	\$0.188	\$0.833	81.6	\$5.701	\$4.472	\$1.229	21.6
Non-Labor :												
Electric Power	\$0.513	\$0.377	\$0.135	26.4	\$0.000	\$0.000	\$0.000	-	\$0.513	\$0.377	\$0.135	26.4
Fuel	\$0.036	\$0.048	(0.012)	(33.4)	\$0.000	\$0.000	-	-	\$0.036	\$0.048	(0.012)	(33.4)
Insurance	\$0.130	\$0.082	\$0.048	36.8	\$0.000	\$0.000	-	-	\$0.130	\$0.082	\$0.048	36.8
Claims	\$0.099	\$0.038	\$0.062	62.2	\$0.000	\$0.000	-	-	\$0.099	\$0.038	\$0.062	62.2
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$1.014	\$0.173	\$0.841	82.9	\$0.000	\$0.000	-	-	\$1.014	\$0.173	\$0.841	82.9
Professional Service Contracts	\$0.302	\$0.240	\$0.063	20.7	\$0.000	\$0.001	(0.001)	-	\$0.302	\$0.240	\$0.062	20.5
Materials & Supplies	\$0.218	\$0.248	(0.030)	(13.7)	\$0.000	\$0.000	\$0.000	-	\$0.218	\$0.248	(0.030)	(13.7)
Other Business Expenses	\$0.143	\$0.013	\$0.129	90.7	\$0.000	\$0.000	-	-	\$0.143	\$0.013	\$0.129	90.7
Non-Labor	\$2.455	\$1.219	\$1.236	50.3	\$0.000	\$0.001	(0.001)	-	\$2.455	\$1.220	\$1.235	50.3
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$7.135	\$5.503	\$1.631	22.9	\$1.021	\$0.189	\$0.832	81.5	\$8.156	\$5.692	\$2.464	30.2
Depreciation	\$0.929	\$1.082	(0.153)	(16.5)	\$0.000	\$0.000	-	-	\$0.929	\$1.082	(0.153)	(16.5)
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$8.063	\$6.585	\$1.478	18.3	\$1.021	\$0.189	\$0.832	81.5	\$9.085	\$6.774	\$2.311	25.4
OPERATING SURPLUS/DEFICIT	(7.442)	(6.234)	\$1.208	16.2	\$0.000	\$0.000	\$0.000	(100.0)	(7.442)	(6.234)	\$1.208	16.2

Note: Totals may not add due to rounding

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

MTA STATEN ISLAND RAILWAY

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

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	Nonreimbursable			Var Percent			Reimbursable			Total		
	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Percent
			Variance				Variance				Variance	
Revenue												
Farebox Revenue:												
Farebox Revenue	\$2,130	\$1,769	(0.361)	(17.0)	\$0,000	\$0,000	-	-	\$2,130	\$1,769	(0.361)	(17.0)
Other Revenue	\$1,216	\$1,073	(0.144)	(11.8)	\$0,000	\$0,000	-	-	\$1,216	\$1,073	(0.144)	(11.8)
Capital and Other Reimbursements	\$0,000	\$0,000	-	-	\$2,645	\$1,007	(1,638)	(61.9)	\$2,645	\$1,007	(1,638)	(61.9)
Total Revenue	\$3,346	\$2,841	(0.505)	(15.1)	\$2,645	\$1,007	(1,638)	(61.9)	\$5,991	\$3,848	(2,143)	(35.8)
Expenses												
Labor :												
Payroll	\$16,064	\$15,531	\$0,532	3.3	\$1,334	\$0,364	\$0,970	72.7	\$17,398	\$15,895	\$1,503	8.6
Overtime	\$2,012	\$2,100	(0.088)	(4.4)	\$0,406	\$0,205	\$0,201	49.6	\$2,418	\$2,305	\$0,113	4.7
Total Salaries & Wages	\$18,076	\$17,631	\$0,444	2.5	\$1,740	\$0,569	\$1,172	67.3	\$19,816	\$18,200	\$1,616	8.2
Health and Welfare	\$4,468	\$3,422	\$1,047	23.4	\$0,000	\$0,000	\$0,000	-	\$4,468	\$3,422	\$1,047	23.4
OPEB Current Payment	\$1,587	\$1,509	\$0,078	4.9	\$0,000	\$0,001	(0.001)	-	\$1,587	\$1,510	\$0,077	4.9
Pensions	\$4,633	\$4,630	\$0,003	0.1	\$0,000	\$0,000	-	-	\$4,633	\$4,630	\$0,003	0.1
Other Fringe Benefits	\$2,576	\$2,758	(0.182)	(7.1)	\$0,904	\$0,396	\$0,508	56.2	\$3,480	\$3,154	\$0,326	9.4
Total Fringe Benefits	\$13,265	\$12,318	\$0,946	7.1	\$0,904	\$0,397	\$0,507	56.1	\$14,169	\$12,716	\$1,453	10.3
Contribution to GASB Fund	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Reimbursable Overhead	\$0,002	\$0,003	(0.001)	(48.6)	\$0,000	\$0,000	\$0,000	-	\$0,002	\$0,003	(0.001)	(48.6)
Labor	\$31,342	\$29,953	\$1,389	4.4	\$2,645	\$0,966	\$1,679	63.5	\$33,987	\$30,919	\$3,068	9.0
Non-Labor :												
Electric Power	\$3,094	\$2,558	\$0,536	17.3	\$0,000	\$0,000	\$0,000	-	\$3,094	\$2,558	\$0,536	17.3
Fuel	\$0,257	\$0,238	\$0,019	7.4	\$0,000	\$0,000	-	-	\$0,257	\$0,238	\$0,019	7.4
Insurance	\$0,886	\$0,831	\$0,055	6.2	\$0,000	\$0,000	-	-	\$0,886	\$0,831	\$0,055	6.2
Claims	\$0,386	\$0,263	\$0,124	32.0	\$0,000	\$0,000	-	-	\$0,386	\$0,263	\$0,124	32.0
Paratransit Service Contracts	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Maintenance and Other Operating Contracts	\$1,906	\$0,817	\$1,089	57.1	\$0,000	\$0,000	(0.002)	-	\$1,906	\$0,817	\$1,089	57.1
Professional Service Contracts	\$1,119	\$0,943	\$0,175	15.7	\$0,000	\$0,002	(0.002)	-	\$1,119	\$0,945	\$0,173	15.5
Materials & Supplies	\$1,087	\$1,052	\$0,035	3.2	\$0,000	\$0,039	(0.039)	-	\$1,087	\$1,091	(0.004)	(0.4)
Other Business Expenses	\$0,403	\$0,150	\$0,253	62.8	\$0,000	\$0,403	-	-	\$0,403	\$0,150	\$0,253	62.8
Non-Labor	\$9,137	\$6,852	\$2,286	25.0	\$0,000	\$0,041	(0.041)	-	\$9,137	\$6,893	\$2,245	24.6
Other Expense Adjustments:												
Other	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Other Expense Adjustments	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Total Expenses before Depreciation and OPEB	\$40,480	\$36,805	\$3,675	9.1	\$2,645	\$1,007	\$1,638	61.9	\$43,125	\$37,812	\$5,313	12.3
Depreciation	\$7,357	\$7,688	(0.331)	(4.5)	\$0,000	\$0,000	-	-	\$7,357	\$7,688	(0.331)	(4.5)
GASB 75 OPEB Expense Adjustment	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	\$0,000	-
GASB 68 Pension Adjustment	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	\$0,000	-
Environmental Remediation	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Total Expenses	\$47,837	\$44,492	\$3,344	7.0	\$2,645	\$1,007	\$1,638	61.9	\$50,482	\$45,499	\$4,982	9.9
OPERATING SURPLUS/DEFICIT	(44,490)	(41,651)	\$2,839	6.4	\$0,000	\$0,000	\$0,000	(93.3)	(44,490)	(41,651)	\$2,839	6.4

Note: Totals may not add due to rounding

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

Table 3

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2022 MID YEAR
EXPLANATION OF VARIANCES BETWEEN MID YEAR FORECAST AND THE ACTUAL RESULTS - ACCRUAL
July 2022
(\$ in millions)

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.	(0.214)	(46.4)	Unfavorable due to lower than anticipated ridership	(0.361)	(17.0)	Unfavorable due to lower than anticipated ridership
Other Revenue	Non Reimb.	(0.057)	(35.3)	Unfavorable due to lower fare reimbursement	(0.144)	(11.8)	Unfavorable due to underruns in school fare reimbursement
Payroll	Non Reimb.	0.323	13.1	Favorable due to vacancies	0.532	3.3	Favorable due to vacancies
Overtime	Non Reimb.	(0.049)	(20.5)	Unfavorable primarily due to vacancy coverage backlog	(0.088)	(4.4)	Unfavorable primarily due to vacancy coverage backlog
Health and Welfare (including OPEB current)	Non Reimb.	0.134	13.1	Favorable due to timing of expenses accruals	1.125	18.6	Favorable due to timing and prescription rebates
Pension	Non Reimb.	0.001	0.2	Minor variance	0.003	0.1	Favorable timing of expenses
Other Fringe Benefits	Non Reimb.	(0.014)	(4.8)	Unfavorable accrual for Workers Compensation	(0.182)	(7.1)	Unfavorable due to lower reimbursable fringe OH credits than expected
Electric Power	Non Reimb.	0.135	26.4	Favorable due to timing of expenses	0.536	17.3	Favorable due to timing of expenses
Fuel	Non Reimb.	(0.012)	(33.4)	Unfavorable due to timing of expenses	0.019	7.4	Favorable due to timing of expenses
Insurance	Non Reimb.	0.048	36.8	Favorable due to timing of expenses	0.055	6.2	Favorable due to timing of expenses
Claims	Non Reimb.	0.062	62.2	Favorable due to timing of expenses	0.124	32.0	Favorable due to timing of expenses
Maintenance & Other Operating Contracts	Non Reimb.	0.841	82.9	Favorable mostly due to the timing of facility maintenance projects	1.089	57.1	Favorable mostly due to the timing of facility maintenance projects
Professional Service Contracts	Non Reimb.	0.063	20.7	Due to favorable timing of MTA and outside services	0.175	15.7	Due to favorable timing of MTA and outside services
Materials and Supplies	Non Reimb.	(0.030)	(13.7)	Unfavorable mostly due to the timing of maintenance projects	0.035	3.2	Favorable due to the timing of facility and maintenance services projects
Other Business Expenses	Non Reimb.	0.129	90.7	Favorable due to timing of expenses	0.253	62.8	Favorable due to the timing of expenses
Payroll	Reimb.	0.466	85.2	Favorable due to project requirements	0.970	72.7	Favorable due to project requirements
Overtime	Reimb.	0.113	78.3	Favorable due to project requirements	0.201	49.6	Favorable due to project requirements

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2022 Mid_Year
Cash Receipts and Expenditures
 Jul FY22
 (\$ in Millions)

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	Month			Year-To-Date		
	Forecast	Actual	Favorable	Forecast	Actual	Favorable
	Mid_Year		(Unfavorable)	Mid_Year		(Unfavorable)
			Variance			Variance
			Percent			Percent
Receipts						
Farebox Revenue	\$0.461	\$0.270	(0.190)	\$2.072	\$1.710	(0.361)
Other Revenue	\$0.397	\$0.098	(0.299)	\$5.682	\$5.338	(0.343)
Capital and Other Reimbursements	\$1.021	\$0.064	(0.957)	\$2.406	\$0.436	(1.970)
Total Revenue	\$1.879	\$0.432	(1.447)	\$10.159	\$7.485	(2.674)
Expenditures						
Labor :						
Payroll	\$2.402	\$2.051	\$0.351	\$16.295	\$15.183	\$1.112
Overtime	\$0.383	\$0.319	\$0.064	\$2.418	\$2.305	\$0.113
Total Salaries & Wages	\$2.784	\$2.370	\$0.415	\$18.713	\$17.488	\$1.226
Health and Welfare	\$0.752	\$1.726	(0.974)	\$4.725	\$5.248	(0.523)
OPEB Current Payment	\$0.272	\$0.129	\$0.144	\$0.959	\$0.698	\$0.261
Pensions	\$0.673	\$0.672	\$0.001	\$4.633	\$4.630	\$0.003
Other Fringe Benefits	\$0.418	\$0.173	\$0.245	\$1.908	\$1.334	\$0.574
Total Fringe Benefits	\$2.116	\$2.700	(0.583)	\$12.224	\$11.910	\$0.314
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	\$4.901	\$5.069	(0.169)	\$30.937	\$29.398	\$1.540
Non-Labor :						
Electric Power	\$0.513	\$0.309	\$0.203	\$3.062	\$2.587	\$0.475
Fuel	\$0.036	\$0.048	(0.012)	\$0.311	\$0.291	\$0.019
Insurance	\$0.130	\$0.432	(0.302)	\$0.663	\$0.835	(0.172)
Claims	\$0.000	\$0.061	\$0.061	\$0.163	\$0.215	(0.052)
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Maintenance and Other Operating Contracts	\$1.014	\$0.231	\$0.783	\$2.191	\$1.098	\$1.093
Professional Service Contracts	\$0.302	\$0.182	\$0.120	\$1.369	\$1.132	\$0.237
Materials & Supplies	\$0.218	\$1.560	(1.342)	\$1.057	\$2.862	(1.804)
Other Business Expenses	\$0.143	\$0.017	\$0.126	\$0.497	\$0.246	\$0.251
Non-Labor	\$2.417	\$2.780	(0.363)	\$9.313	\$9.267	\$0.046
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	\$7.318	\$7.849	(0.531)	\$40.250	\$38.664	\$1.586
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	\$7.317	\$7.849	(0.532)	\$40.250	\$38.664	\$1.586
Net Surplus/(Deficit)	(5.438)	(7.417)	(1.979)	(30.091)	(31.180)	(1.089)

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
 JULY FINANCIAL PLAN - 2022 MID YEAR
 EXPLANATION OF VARIANCES BETWEEN MID YEAR FORECAST AND ACTUAL RESULTS - CASH BASIS
 July 2022
 (\$ in millions)

	MONTH		YEAR TO DATE	
	Favorable/ (Unfavorable) Variance \$	%	Favorable/ (Unfavorable) Variance \$	%
<u>Operating Receipts or Disbursements</u>				
Farebox Receipts	(0.190)	(41.3)	(0.361)	(17.4)
Other Revenue	(0.299)	(75.3)	(0.343)	(6.0)
Capital and Other Reimbursements	(0.957)	(93.7)	(1.970)	(81.9)
Payroll	0.351	14.6	1.112	6.8
Overtime	0.064	16.7	0.113	4.7
Health and Welfare (including OPEB current payment)	(0.830)	(81.1)	(0.262)	(4.6)
Other Fringe Benefits	0.245	58.6	0.574	30.1
Electric Power	0.203	39.6	0.475	15.5
Maintenance Contracts	0.783	77.2	1.093	49.9
Professional Services Contracts	0.120	39.8	0.237	17.3
Materials & Supplies	(1.342)	(616.2)	(1.804)	(170.6)

Primarily due to unfavorable ridership

Primarily due to underruns in fare reimbursement

Timing of reimbursements

Favorable due to vacancies

Timing of payments

Timing of payments

Shortfall in reimbursable expenses and timing of payments

Favorable mainly due to timing

Favorable timing of maintenance work postponed due to COVID-19

Timing of contract payments

Timing of payments

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2022 Mid_Year
Cash Conversion (Cash Flow Adjustments)

Jul FY22
(\$ in Millions)

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	Month			Year-To-Date		
	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Forecast Mid_Year	Actual	Favorable (Unfavorable)
			Variance			Variance
Revenue						
Farebox Revenue	\$0.000	\$0.023	\$0.023	(0.058)	(0.058)	\$0.000
Other Revenue	\$0.236	(0.006)	(0.242)	\$4.465	\$4.266	(0.199)
Capital and Other Reimbursements	\$0.000	(0.125)	(0.125)	(0.239)	(0.571)	(0.332)
Total Revenue	\$0.236	(0.108)	(0.344)	\$4.168	\$3.637	(0.531)
			(145.6)			(12.7)
Expenses						
Labor :						
Payroll	\$0.610	\$0.171	(0.439)	\$1.103	\$0.712	(0.391)
Overtime	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Salaries & Wages	\$0.610	\$0.171	(0.439)	\$1.103	\$0.712	(0.391)
Health and Welfare	\$0.000	(1.161)	(1.161)	(0.256)	(1.827)	(1.570)
OPEB Current Payment	\$0.000	\$0.197	\$0.197	\$0.628	\$0.812	\$0.184
Pensions	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Fringe Benefits	\$0.191	\$0.196	\$0.005	\$1.573	\$1.820	\$0.247
Total Fringe Benefits	\$0.191	(0.768)	(0.959)	\$1.945	\$0.806	(1.139)
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Reimbursable Overhead	\$0.001	\$0.001	\$0.000	\$0.003	\$0.003	\$0.000
Labor	\$0.801	(0.597)	(1.398)	\$3.051	\$1.521	(1.530)
			(174.5)			(50.1)
Non-Labor :						
Electric Power	\$0.000	\$0.068	\$0.068	\$0.033	(0.029)	(0.061)
Fuel	\$0.000	\$0.000	\$0.000	(0.054)	(0.054)	\$0.000
Insurance	\$0.000	(0.350)	(0.350)	\$0.223	(0.004)	(0.228)
Claims	\$0.038	\$0.038	\$0.001	(0.011)	\$0.048	(0.176)
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Maintenance and Other Operating Contracts	\$0.000	(0.058)	(0.058)	(0.285)	(0.281)	\$0.004
Professional Service Contracts	\$0.000	\$0.058	\$0.058	(0.251)	(0.187)	\$0.064
Materials & Supplies	\$0.000	(1.313)	(1.313)	\$0.029	(1.771)	(1.800)
Other Business Expenses	\$0.000	(0.003)	(0.003)	(0.094)	(0.096)	(0.002)
Non-Labor	\$0.038	(1.560)	(1.598)	(0.175)	(2.374)	(2.199)
						(1.8)
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	\$0.839	(2.157)	(2.996)	\$2.876	(0.853)	(3.728)
			(357.0)			(129.7)
Depreciation	\$0.929	\$1.082	\$0.153	\$7.357	\$7.688	\$0.331
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	\$1.768	(1.075)	(2.843)	\$10.233	\$6.835	(3.398)
			(160.8)			(33.2)
Total Cash Conversion Adjustments	\$2.004	(1.183)	(3.187)	\$14.401	\$10.472	(3.929)
			(159.0)			(27.3)

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 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

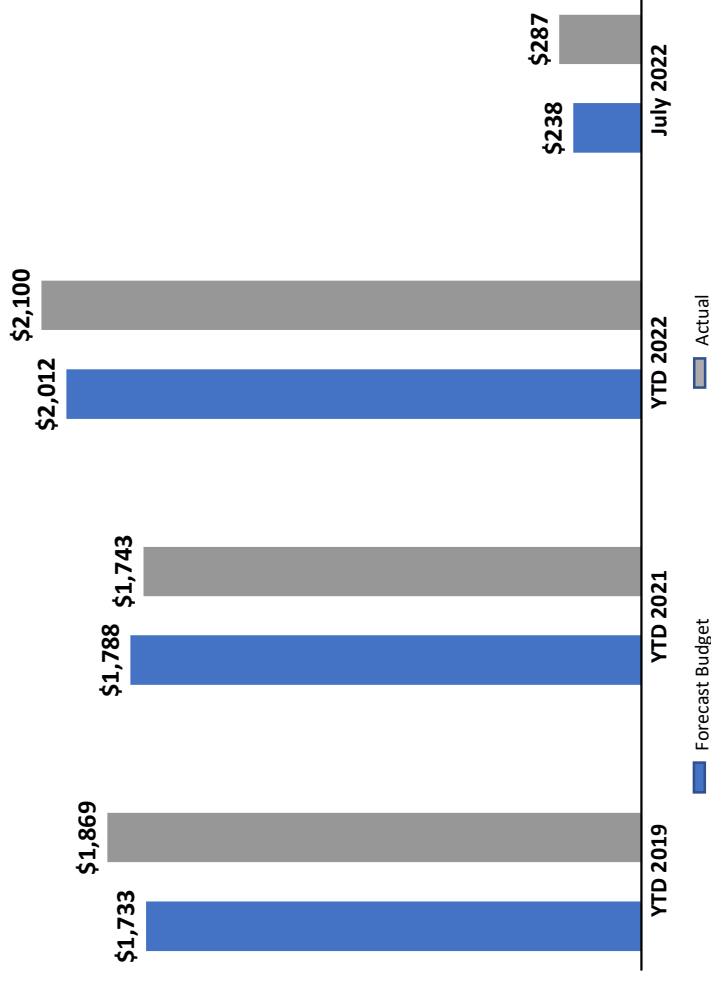
Overview

- Overall increase of \$230.6K or 12.3 percent compared to July YTD 2019
- Overall increase of \$357.5K or 20.5 percent compared to July YTD 2021
- \$88.2K or 4.4 percent above July YTD 2022 budget
- Service \$210.0K overrun: \$242.5K overrun due to vacancies/availability; -\$32.5K underrun due to weather
- Maintenance -\$121.8K underrun: \$76.1K overrun due to vacancy coverage; \$45.9K overrun for severe weather; -\$243.8K underrun due to reduced maintenance

Agency Detail

- Transportation overrun of \$210.0K of which \$242.5K due to vacancy/availability offset by -\$32.5K weather underruns
- Electrical and Power/Signals overrun of \$107.5K of which \$68.3K due to severe weather coverage and \$39.2K due to vacancy coverage
- Mechanical underrun of -\$9.0K of which -\$45.9 weather underruns and \$37.4K overrun due to vacancy coverage
- MOW/Infrastructure underrun of -\$166.5K due to overrun in severe weather coverage by \$23.5 offset by underrun of -\$190.0K due to vacancy
- Others underrun of -\$54.0K

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



STATEN ISLAND RAILWAY - REIMBURSABLE OVERTIME

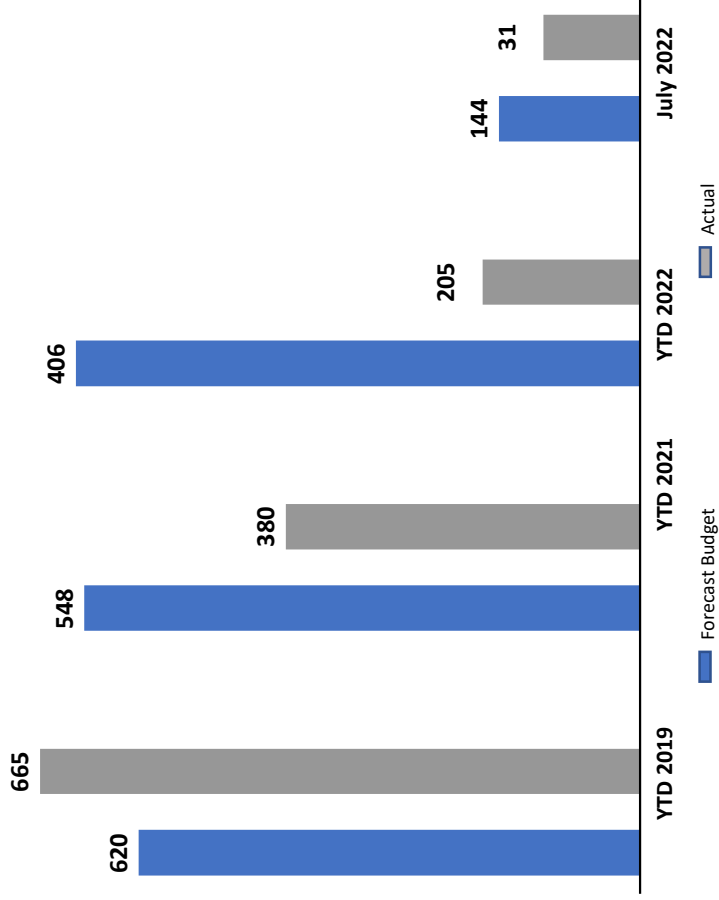
Overview

- Overall decrease of -\$460.5K or -69.2 percent compared to July YTD 2019
- Overall decrease of -\$174.9K or -46.1 percent compared to July YTD 2021
- -\$201.5K or -49.6 percent below July YTD 2022 budget
- Service -\$222.9K underrun: Capital project delays due to vacancies
- Maintenance \$21.4K overrun

Agency Detail

- Capital project delays and severe weather resulted in the following favorable variances:
 - Transportation underrun of -\$222.9K
 - MOW/Infrastructure underrun of -\$154.4K
 - Power/Signals underrun of -\$82.2K
 - Electrical underrun of -\$17.7K
 - Mechanical overrun of \$8.6K
 - Others overrun of \$267.1K

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



**MTA STATEN ISLAND RAILWAY
 JULY FINANCIAL PLAN - 2022 MID YEAR
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
 JULY 2022**

<u>Function/Occupation</u>	<u>Forecast Mid Year</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
Administration			
Managers/Supervisors	13	10	3
Professional, Technical, Clerical	8	7	1
Operational Hourlies	4	2	2
Total Administration	25	19	6
Operations			
Managers/Supervisors	26	22	4
Professional, Technical, Clerical	6	5	1
Operational Hourlies	120	106	14
Total Operations	152	133	19
Maintenance			
Managers/Supervisors	25	24	1
Professional, Technical, Clerical	7	5	2
Operational Hourlies	182	159	23
Total Maintenance	214	188	26
Engineering/Capital			
Managers/Supervisors	4	4	0
Professional, Technical, Clerical	2	2	0
Operational Hourlies	0	0	0
Total Engineering/Capital	6	6	0
Total Positions			
Managers/Supervisors	68	60	8
Professional, Technical, Clerical	23	19	4
Operational Hourlies	306	267	39
Total Positions	397	346	51

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2022 MID YEAR
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
JULY 2022

<u>Function/Departments</u>	<u>Forecast Mid Year</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
Administration			
Executive	6	5	1
General Office	15	11	4
Purchasing/Stores	4	3	1
Total Administration	25	19	6
Operations			
Transportation	152	133	19
Total Operations	152	133	19
Maintenance			
Mechanical	54	50	4
Electronics/Electrical	21	17	4
Power/Signals	32	27	5
Maintenance of Way	89	74	15
Infrastructure	18	20	(2)
Total Maintenance	214	188	26
Engineering/Capital			
Capital Project Support	6	6	0
Total Engineering Capital	6	6	0
Total Positions	397	346	51
Non-Reimbursable	344	314	30
Reimbursable	53	32	21
Total Full-Time	397	346	51
Total Full-Time-Equivalents	0	0	0

FinalFY22

Preliminary July 2022 Report: MTA Bus Company

The purpose of this report is to provide the preliminary July 2022 financial results on an accrual basis. The accrual basis is presented on a non-reimbursable account basis. These results are compared to the Mid-Year Forecast (forecast).

Summary of Preliminary Financial Results

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

July 2022 ridership of 6.9 million was 0.8 million (13.2 percent) higher than forecast.

- Farebox Revenue of \$13.4 million was \$1.2 million (9.7 percent) higher than forecast.
- Total expenses before Non-Cash Liabilities of \$73.1 million were \$13.9 million (15.9 percent) below forecast.
 - Labor expenses were \$4.8 million (8.1 percent) lower than forecast. Payroll expenses were lower by \$2.1 million (7.8 percent). Overtime expenses were lower by \$0.8 million (9.6 percent). Health and Welfare (including OPEB) expenses were higher by \$0.2 million (1.5 percent). Other Fringe Benefits were lower by \$1.8 million (25.5 percent).
 - Non-labor expenses were \$9.1 million (32.6 percent) lower than forecast. Fuel expenses were unfavorable by \$0.4 million (11.9 percent). Insurance expenses were favorable by \$0.3 million (36.0 percent). Claims expenses were favorable by \$2.2 million (27.8 percent). Maintenance and Other Operating Contracts expenses were lower by \$1.9 million (43.8 percent). Professional Service Contracts were lower by \$2.2 million (46.5 percent). Materials and Supplies expenses were \$3.0 million (49.6 percent) favorable to forecast. Other Business Expenses were close to forecast.

MTA BUS FINANCIAL AND RIDERSHIP REPORT
July 2022

(All data are preliminary and subject to audit)

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

Total Revenue was \$14.1 million in July, \$0.1 million (0.8 percent) below the forecast, due to lower Other Operating Revenue, partially offset by higher Farebox Revenue. Farebox Revenue was favorable by \$1.2 million (9.7 percent) due to higher ridership offset by lower average fare. Other Operating Revenue was unfavorable by \$1.3 million (67.6 percent), primarily due to the timing of Student Fare reimbursement partially offset by Other Contract Services and advertising revenue.

July 2022 YTD Farebox Revenue of \$89.3 million was \$5.1 million (6.1 percent) above forecast, \$15.1 million (20.3 percent) above 2021, and \$39.0 million (30.4 percent) below 2019.

Total Ridership in July 2022 was 6.9 million, 13.2 percent (0.8 million riders) above forecast. July 2022 average weekday ridership was 263,170, an increase of 14.2 percent (32,774 riders) from July 2021. Compared to July 2019, average weekday ridership decreased 30.3 percent (114,513 riders). Average weekday ridership for the twelve months ending July 2022 was 262,601, an increase of 42.7 percent (78,609 riders) from the twelve months ending July 2021. This is an increase of 7.4 percent (18,177 riders) in comparison to the twelve months ending July 2019.

July 2022 YTD ridership of 47.1 million was 2.7 million (6.0 percent) above forecast, 9.7 million (26.1 percent) above 2021, and 21.8 million (31.6 percent) below 2019.

Non-reimbursable expenses before Depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were \$73.1 million in July, \$13.9 million (15.9 percent) favorable to forecast.

- **Labor expenses** were \$4.8 million (8.1 percent) lower than forecast. Payroll expenses were lower than forecast by \$2.1 million (7.8 percent), primarily due to vacancies. Overtime expenses were lower than forecast by \$0.8 million (9.6 percent), due to lower unscheduled overtime. Health and Welfare (including OPEB) expenses were higher than forecast by \$0.2 million (1.5 percent), primarily due to higher prescription drug expenses and the timing of H&W reimbursable expenses, offset by lower dental expenses, the timing of medical and hospitalization costs, and OPEB current payment expenses. Other Fringe Benefits were lower than forecast by \$1.8 million (25.5 percent), due to lower Worker's Compensation, payroll related expenses, and the timing of interagency billing.

- **Non-labor expenses** were \$9.1 million (32.6 percent) lower than forecast. Fuel expenses were higher by \$0.4 million (11.9 percent), primarily due to higher diesel and CNG prices partially offset by RNG rebates. Insurance expenses were lower by \$0.3 million (36.0 percent), due to the timing of expenses. Claims expenses were favorable by \$2.2 million (27.8 percent), due to the timing of expenses. Maintenance and Other Operating Contracts expenses were lower by \$1.9 million (43.8 percent), mainly due to the timing of facility maintenance, bus technology, Shop Program, COVID-19 expenses, and vehicle purchases, partially offset by vehicle rentals and tolls. Professional Service Contracts were lower by \$2.2 million (46.5 percent), due to the timing of interagency billing, bus technology, and service contracts. Materials and Supplies expenses were favorable by \$3.0 million (49.6 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 related expenses, partially offset by higher grease and oil lubrication expense and tool purchases. Other Business Expenses were close to forecast.

Depreciation expenses of \$3.9 million were \$1.3 million (24.3 percent) below forecast due to the timing of asset replacement. No expenses or credits were recorded in July regarding the GASB 68 Pension Adjustment and GASB 75 OPEB Expense Adjustment.

Year-to-date, expenses were lower than forecast by a net \$35.3 million (6.9 percent), including favorable non-labor expenses of \$19.7 million (14.5 percent), and favorable labor expenses of \$15.6 million (4.1 percent). The major causal factors driving these year-to-date results were consistent with the factors affecting the monthly results described above. Year-to-date Depreciation expenses were \$27.5 million, which were \$2.3 million (7.7 percent) favorable to forecast. No expenses or credits were recorded year-to-date regarding the GASB 68 Pension Adjustment, and GASB 75 OPEB Expense Adjustment.

The **Operating Cash Deficit** (excluding subsidies) for July was \$67.0 million, \$10.7 million (13.7 percent) favorable to forecast. On a year-to-date basis, the operating cash deficit was \$305.5 million, which was \$36.7 million (10.7 percent) favorable to forecast.

MTA BUS COMPANY
July Financial Plan - 2022 Mid Year Forecast
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
July 2022
(\$ in millions)

	Nonreimbursable			Reimbursable			Total			
	Mid Year Forecast	Favorable (Unfavorable)		Mid Year Forecast	Favorable (Unfavorable)		Mid Year Forecast	Favorable (Unfavorable)		
		Actual	Variance		Percent	Actual		Variance	Percent	Actual
Revenue										
Farebox Revenue	\$12,239	\$13,424	\$1,185	9.7	\$0,000	\$0,000	\$0,000	\$13,424	\$1,185	9.7
Other Operating Income	1,933	0,627	(1,306)	(67.6)	-	-	-	0,627	(1,306)	(67.6)
Capital and Other Reimbursements	-	-	-	-	0,621	(0,345)	(2.76)	0,345	(0,276)	(44.4)
Total Revenue	\$14,171	\$14,051	(\$0,120)	(0.8)	\$0,621	\$0,345	(\$0,276)	\$14,396	(\$0,397)	(2.7)
Expenses										
Labor:										
Payroll	\$26,749	\$24,666	\$2,083	7.8	\$0,301	\$0,184	\$0,117	\$24,850	\$2,200	8.1
Overtime	8,503	7,685	0,818	9.6	-	0,002	(0,002)	7,687	0,816	9.6
Health and Welfare	8,652	9,876	(1,224)	(14.1)	0,199	-	0,199	9,876	(1,025)	(11.6)
OPEB Current Payment	3,198	2,158	1,040	32.5	-	-	-	2,158	1,040	32.5
Pensions	5,146	5,015	0,131	2.5	-	-	-	5,015	0,131	2.5
Other Fringe Benefits	6,905	5,146	1,759	25.5	-	0,001	(0,001)	5,147	1,758	25.5
GASB Account	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	0,044	(0,158)	0,201	*	(0,044)	0,158	(0,201)	(0,000)	0,000	-
Total Labor Expenses	\$59,197	\$54,387	\$4,810	8.1	\$0,457	\$0,345	\$0,112	\$59,654	\$4,921	8.2
Non-Labor:										
Electric Power	\$0,181	\$0,199	(\$0,018)	(9.9)	\$0,000	\$0,000	\$0,000	\$0,199	(\$0,018)	(9.9)
Fuel	3,573	3,999	(0,426)	(11.9)	-	-	-	3,999	(0,426)	(11.9)
Insurance	0,712	0,455	0,256	36.0	-	-	-	0,455	0,256	36.0
Claims	7,803	5,630	2,173	27.8	-	-	-	5,630	2,173	27.8
Maintenance and Other Operating Contracts	4,275	2,404	1,871	43.8	0,035	-	0,035	2,404	1,906	44.2
Professional Service Contracts	4,654	2,492	2,162	46.5	-	-	-	2,492	2,162	46.5
Materials & Supplies	6,099	3,077	3,023	49.6	0,129	-	0,129	3,077	3,152	50.6
Other Business Expense	0,459	0,439	0,021	4.6	-	-	-	0,439	0,021	4.6
Total Non-Labor Expenses	\$27,756	\$18,696	\$9,061	32.6	\$0,165	\$0,000	\$0,165	\$27,921	\$9,227	33.0
Total Expenses before Non-Cash Liability Adjs.	\$86,953	\$73,083	\$13,870	16.0	\$0,621	\$0,345	\$0,277	\$87,574	\$14,148	16.2
Depreciation	\$5,160	\$3,908	\$1,253	24.3	\$0,000	\$0,000	\$0,000	\$3,908	\$1,253	24.3
GASB 75 OPEB Expense Adjustment	11,250	-	11,250	100.0	-	-	-	11,250	-	100.0
GASB 68 Pension Adjustment	6,413	-	6,413	100.0	-	-	-	6,413	-	100.0
Environmental Remediation	0,011	-	0,011	100.0	-	-	-	0,011	-	100.0
Total Expenses	\$109,786	\$76,991	\$32,795	29.9	\$0,621	\$0,345	\$0,277	\$110,407	\$33,074	30.0
Net Surplus/(Deficit)	(\$95,615)	(\$62,940)	\$32,675	34.2	(\$0,000)	\$0,000	\$0,001	(\$95,614)	\$32,678	34.2

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

* Variance exceeds 100%.

MTA BUS COMPANY
July Financial Plan - 2022 Mid Year Forecast
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
July 2022 Year-To-Date
(\$ in millions)

	Nonreimbursable			Reimbursable			Total					
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)					
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$84.215	\$89.341	\$5.127	6.1	\$0.000	\$0.000	\$0.000	-	\$84.215	\$89.341	\$5.126	6.1
Other Operating Income	9.926	10.761	0.835	8.4	-	-	-	-	9.926	10.761	0.835	8.4
Capital and Other Reimbursements	-	-	-	-	4.005	3.563	(0.442)	(11.0)	4.005	3.563	(0.442)	(11.0)
Total Revenue	\$94.141	\$100.101	\$5.960	6.3	\$4.005	\$3.563	(\$0.442)	(11.0)	\$98.146	\$103.665	\$5.519	5.6
Expenses												
Labor:												
Payroll	\$178.197	\$173.007	\$5.190	2.9	\$1.937	\$1.765	\$0.172	8.9	\$180.134	\$174.772	\$5.362	3.0
Overtime	54.898	52.788	2.110	3.8	0.106	0.107	(0.001)	(0.9)	55.004	52.895	2.108	3.8
Health and Welfare	51.112	50.453	0.659	1.3	0.401	-	0.401	100.0	51.513	50.453	1.060	2.1
OPEB Current Payment	16.815	14.700	2.115	12.6	-	-	-	-	16.815	14.700	2.115	12.6
Pensions	35.418	35.105	0.313	0.9	-	-	-	-	35.418	35.105	0.313	0.9
Other Fringe Benefits	40.606	35.856	4.750	11.7	0.075	0.076	(0.001)	(0.667)	40.681	35.932	4.750	11.7
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(1.157)	(1.616)	0.459	39.7	1.157	1.616	(0.459)	(39.7)	-	-	-	-
Total Labor Expenses	\$375.889	\$360.293	\$15.596	4.1	\$3.676	\$3.564	\$0.113	3.1	\$379.565	\$363.857	\$15.708	4.1
Non-Labor:												
Electric Power	\$1.210	\$1.210	\$0.000	0.0	-	-	-	-	\$1.210	\$1.210	\$0.000	0.0
Fuel	22.938	23.234	(0.296)	(1.3)	-	-	-	-	22.938	23.234	(0.296)	(1.3)
Insurance	3.683	3.167	0.516	14.0	-	-	-	-	3.683	3.167	0.516	14.0
Claims	38.186	32.630	5.555	14.5	-	-	-	-	38.186	32.630	5.555	14.5
Maintenance and Other Operating Contracts	19.686	15.332	4.354	22.1	0.071	-	0.071	100.0	19.757	15.332	4.425	22.4
Professional Service Contracts	19.733	15.524	4.209	21.3	-	-	-	-	19.733	15.524	4.209	21.3
Materials & Supplies	27.555	21.950	5.605	20.3	0.259	-	0.259	100.0	27.814	21.950	5.864	21.1
Other Business Expense	2.711	2.973	(0.262)	(9.7)	-	-	-	-	2.711	2.973	(0.262)	(9.7)
Total Non-Labor Expenses	\$135.701	\$116.020	\$19.681	14.5	\$0.330	\$0.000	\$0.330	100.0	\$136.031	\$116.020	\$20.011	14.7
Total Expenses before Non-Cash Liability Adjs.	\$511.590	\$476.313	\$35.277	6.9	\$4.006	\$3.564	\$0.443	11.0	\$515.596	\$479.877	\$35.719	6.9
Depreciation	\$29.843	\$27.546	\$2.297	7.7	-	-	-	-	\$29.843	\$27.546	\$2.297	7.7
GASB 75 OPEB Expense Adjustment	22.614	-	22.614	100.0	-	-	-	-	22.614	-	22.614	100.0
GASB 68 Pension Adjustment	12.890	-	12.890	100.0	-	-	-	-	12.890	-	12.890	100.0
Environmental Remediation	(0.055)	(0.076)	0.021	38.2	-	-	-	-	(0.055)	(0.076)	0.021	38.2
Total Expenses	\$576.881	\$503.783	\$73.098	12.7	\$4.006	\$3.564	\$0.444	11.1	\$580.887	\$507.347	\$73.540	12.7
Net Surplus/(Deficit)	(\$482.740)	(\$403.682)	\$79.058	16.4	(\$0.001)	(\$0.000)	\$0.000	50.0	(\$482.741)	(\$403.682)	\$79.059	16.4

NOTE: Totals may not add due to rounding

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

MTA BUS COMPANY
July Financial Plan - 2022 Mid Year Forecast
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL RESULTS - ACCRUAL
 (\$ in millions)

Generic Revenue or Expense Category	Nonreimbursable	July 2022		Year-To-Date		
		Favorable (Unfavorable) Variance \$	%	Favorable (Unfavorable) Variance \$	%	
Farbox Revenue	NR	\$ 1,185	9.7	\$ 5,127	6.1	Due to higher ridership offset by lower average fare
Other Operating Revenue	NR	\$ (1,306)	(67.6)	\$ 0,835	8.4	Primarily due to timing of student reimbursement, partially offset by other revenue contract services and advertising revenue
Capital and Other Reimbursements	R	\$ (0,276)	*	\$ (0,442)	(11.0)	Mainly due to timing of reimbursement
Total Revenue Variance		\$ (0,397)	(2.7)	\$ 5,520	5.6	
Payroll	NR	\$ 2,083	7.8	\$ 5,190	2.9	Primarily due to vacancies, partially offset by higher vacation payment, higher cash out of sick and personal time.
Overtime	NR	\$ 0,818	9.6	\$ 2,110	3.8	Primarily lower unscheduled overtime, COVID-19 related cleaning, and programmatic maintenance partially offset by higher availability, vacancy coverage and weather
Health and Welfare (including OPEB)	NR	\$ (0,184)	(1.6)	\$ 2,774	4.1	Primarily due to lower dental expenses, rebate in prescription drugs expenses, timing of medical and hospitalization partially offset by higher medical and hospitalization, and timing of OPEB current payment
Pension	NR	\$ 0,131	2.5	\$ 0,313	0.9	Mainly due to lower expenses
Other Fringe Benefits	NR	\$ 1,759	25.5	\$ 4,750	11.7	Due to lower worker's compensation, payroll related expenses, and timing of interagency billing.
Reimbursable Overhead	NR	\$ 0,201	*	\$ 0,459	39.7	Higher reimbursable overhead
Electric Power	NR	\$ (0,018)	(0.9)	\$ -	-	(a)
Fuel	NR	\$ (0,426)	(11.9)	\$ (0,296)	(1.3)	Primarily due to higher diesel and CNG fuel costs, partially offset by renewable natural gas (RNG) rebate
Insurance	NR	\$ 0,256	36.0	\$ 0,516	14.0	Timing of expenses
Claims	NR	\$ 2,173	27.8	\$ 5,565	14.5	Timing of expenses
Maintenance and Other Operating Contracts	NR	\$ 1,871	43.8	\$ 4,354	22.1	Mainly due to the timing of expenses for facility maintenance, bus technology, firebox technology, Shop Program, COVID-19 expenses, and vehicle purchases, partially offset by higher vehicle rentals and tolls
Professional Service Contracts	NR	\$ 2,162	46.5	\$ 4,209	21.3	Timing of interagency billing, bus technology, and service contracts
Materials & Supplies	NR	\$ 3,023	49.6	\$ 5,605	20.3	Mainly due to lower usage of general maintenance material as well as higher prices for tires, and COVID-19 related expenses partially offset by higher grease and oil lubrication expense and tool purchases.
Other Business Expense	NR	\$ 0,021	4.6	\$ (0,282)	(9.7)	Due to timing of OMNY payments
Depreciation	NR	\$ 1,253	24.3	\$ 2,287	7.7	Timing of asset replacement
Other Post Employment Benefits	NR	\$ 11,250	100.0	\$ 22,814	100.0	Due to the timing expenses
GASB 68 Pension Adjustment	NR	\$ 6,413	100.0	\$ 12,890	100.0	Due to the timing expenses
Environmental Remediation	NR	\$ 0,011	100.0	\$ 0,021	38.2	
Payroll	R	\$ 0,117	38.9	\$ 0,172	8.9	Timing of charges
Overtime	R	\$ (0,002)	*	\$ (0,001)	*	(a)
Health and Welfare	R	\$ 0,199	100.0	\$ 0,401	100.0	Timing of charges
Pension	R	\$ -	-	\$ -	-	Timing of charges
Other Fringe Benefits	R	\$ (0,001)	-	\$ (0,001)	(0.7)	
Reimbursable Overhead	R	\$ (0,201)	-	\$ (0,459)	(39.7)	
Maintenance and Other Operating Professional Service Contracts	R	\$ 0,035	100.0	\$ 0,071	100.0	Timing of charges
Materials & Supplies	R	\$ 0,129	100.0	\$ 0,259	100.0	Timing of charges
Total Expense Variance		\$ 33,074	30.0	\$ 73,541	12.7	
Net Variance		\$ 32,678	34.2	\$ 79,061	16.4	

(a) - Variance less than 5%
 * Variance exceeds 100%.

MTA BUS COMPANY
July Financial Plan - 2022 Mid Year Forecast
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

	July 2022			Year-To-Date		
	Mid Year Forecast	Actual	Favorable (Unfavorable)	Mid Year Forecast	Actual	Favorable (Unfavorable)
			Variance			Variance
Receipts						
Farebox Revenue	\$12,239	\$12,909	\$0,671	\$85,269	\$89,093	\$3,824
Other Operating Revenue	2,129	0,485	(1,644)	81,741	83,500	1,759
Capital and Other Reimbursements	0,646	0,510	(0,136)	3,764	3,470	(0,294)
Total Receipts	\$15,014	\$13,905	(\$1,109)	\$170,774	\$176,064	\$5,290
						3.1
Expenditures						
Labor:						
Payroll	\$24,921	\$24,108	\$0,812	\$180,630	\$177,781	\$2,849
Overtime	8,503	7,687	0,816	55,005	52,895	2,110
Health and Welfare	14,968	20,725	(5,757)	56,821	56,907	(0,087)
OPEB Current Payment	3,480	2,160	1,320	17,345	14,702	2,643
Pensions	5,344	5,015	0,329	35,763	35,105	0,658
Other Fringe Benefits	5,207	5,194	0,013	35,085	37,505	(2,420)
GASB Account	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	(0,000)	-	(0,000)
Total Labor Expenditures	\$62,422	\$64,890	(\$2,467)	\$380,649	\$374,896	\$5,754
						1.5
Non-Labor:						
Electric Power	\$0,154	\$0,199	(\$0,045)	\$1,363	\$1,420	(\$0,057)
Fuel	3,156	4,128	(0,973)	25,092	26,630	(1,538)
Insurance	1,045	-	1,045	2,090	-	2,090
Claims	4,361	2,171	2,190	16,074	17,909	(1,835)
Maintenance and Other Operating Contracts	4,517	4,488	0,029	24,160	21,301	2,859
Professional Service Contracts	9,228	0,676	8,551	31,855	16,094	15,761
Materials & Supplies	7,240	3,648	3,593	28,881	20,754	8,128
Other Business Expenses	0,558	0,700	(0,142)	2,764	2,529	0,235
Total Non-Labor Expenditures	\$30,258	\$16,009	\$14,250	\$132,280	\$106,636	\$25,643
						19.4
Total Expenditures	\$92,680	\$80,899	\$11,781	\$512,929	\$481,532	\$31,397
						6.1
Operating Cash Surplus/(Deficit)	(\$77,666)	(\$66,994)	\$10,672	(\$342,155)	(\$305,468)	\$36,687
						10.7

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
July Financial Plan - 2022 Mid Year Forecast
EXPLANATION OF VARIANCES BETWEEN MID YEAR FORECAST AND ACTUAL RESULTS - CASH
(\$ in millions)

	July 2022		Year-To-Date		Reason for Variance
	Favorable (Unfavorable) Variance	%	Favorable (Unfavorable) Variance	%	
	\$		\$		
Operating Receipts or Disbursements					
Farebox Revenue	\$ 0.671	5.5	\$ 3.824	4.5	Mainly due to higher ridership and higher average fare
Other Operating Revenue	(1,644)	(77.2)	1,759	2.2	Mainly due to the CRRSAA Federal Aid payment, higher recoveries from Other Insurance, partially offset by timing of student reimbursement
Capital and Other Reimbursements	(0.136)	(21.0)	(0.294)	(7.8)	Mainly due to timing of reimbursement
Total Receipts	\$ (1,109)	(7.4)	\$ 5,290	3.1	
Payroll	\$ 0.812	3.3	\$ 2,849	1.6	Primary due to vacancy, lower sick time usage and timing of inter-agency payments
Overtime	0.816	9.6	2,110	3.8	Primarily lower unscheduled overtime, COVID-19 related cleaning, and programmatic maintenance partially offset by higher availability and vacancies coverage
Health and Welfare (including OPEB)	(4,437)	(24.1)	2,556	3.4	Primarily due to the rebate in prescription drugs expenses and lower dental expense, partially offset by timing of medical & hospitalization payment, and life insurance expenses
Pension	0.329	6.2	0.658	1.8	Timing of expenses
Other Fringe Benefits	0.013	0.2	(2,420)	(6.9)	Timing of Payroll related payments
GASB	-	-	-	-	
Electric Power	(0.045)	(28.9)	(0.057)	(4.2)	Timing of expenses
Fuel	(0.973)	(30.8)	(1,538)	(6.1)	Primarily due to higher diesel and CNG fuel costs, partially offset by renewable natural gas (RNG) rebate
Insurance	1,045	100.0	2,090	100.0	Timing of payments
Claims	2,190	50.2	(1,835)	(11.4)	Timing of Claims settlement
Maintenance and Other Operating Contracts	0.029	0.6	2,859	11.8	Mainly due to the timing of expenses for facility maintenance, bus technology, Shop, Program, COVID-19 expenses, and vehicle purchases partially offset by higher vehicle rentals and tolls
Professional Service Contracts	8,551	92.7	15,761	49.5	Timing of interagency billing, bus technology, and service contracts
Materials & Supplies	3,593	49.6	8,128	28.1	Mainly due to lower usage of general maintenance material as well as timing of radio equipment maintenance/repairs, construction material, and COVID-19 related expenses partially offset by higher grease and oil lubrication expense and tool purchases.
Other Business Expenditure	(0.142)	(25.5)	0.235	8.5	Due to timing of expenses
Total Expenditures	\$ 11,780	12.7	\$ 31,396	6.1	
Net Cash Variance	\$ 10,672	13.7	\$ 36,687	10.7	

(a) - Variance less than 5%

MTA BUS COMPANY
July Financial Plan - 2022 Mid Year Forecast
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
(\$ in millions)

	July 2022			Year-To-Date				
	Favorable (Unfavorable)			Favorable (Unfavorable)				
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	(\$0.000)	(\$0.515)	(\$0.515)	*	\$1.054	(\$0.248)	(\$1.302)	*
Other Operating Revenue	0.196	(0.142)	(0.338)	*	71.815	72.739	0.924	1.3
Capital and Other Reimbursements	0.025	0.165	0.140	*	(0.241)	(0.093)	0.148	61.5
Total Receipts	\$0.221	(\$0.492)	(\$0.713)	*	\$72.628	\$72.399	(\$0.229)	(0.3)
Expenditures								
<i>Labor:</i>								
Payroll	\$2.130	\$0.742	(\$1.388)	(65.2)	(\$0.496)	(\$3.009)	(\$2.513)	*
Overtime	0.000	0.000	(0.000)	(0.001)	(0.001)	0.000	0.001	*
Health and Welfare	(6.117)	(10.849)	(4.732)	(77.4)	(5.308)	(6.454)	(1.147)	(21.6)
OPEB Current Payment	(0.282)	(0.002)	0.280	99.3	(0.530)	(0.002)	0.528	99.6
Pensions	(0.198)	(0.000)	0.198	100.0	(0.345)	(0.000)	0.345	100.0
Other Fringe Benefits	1.698	(0.047)	(1.745)	*	5.596	(1.573)	(7.169)	*
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.000)	(0.000)	-	0.000	-	(0.000)	(100.0)
Total Labor Expenditures	(\$2.769)	(\$10.157)	(\$7.388)	*	(\$1.084)	(\$11.039)	(\$9.955)	*
<i>Non-Labor:</i>								
Electric Power	\$0.027	\$0.000	(\$0.027)	(98.4)	(\$0.153)	(\$0.210)	(\$0.057)	(37.0)
Fuel	0.417	(0.129)	(0.547)	*	(2.154)	(3.396)	(1.242)	(57.7)
Insurance	(0.333)	0.455	0.788	*	1.593	3.167	1.575	98.9
Claims	3.442	3.459	0.017	0.5	22.112	14.721	(7.390)	(33.4)
Maintenance and Other Operating Contracts	(0.207)	(2.084)	(1.877)	*	(4.403)	(5.969)	(1.566)	(35.6)
Professional Service Contracts	(4.574)	1.816	6.389	*	(12.122)	(0.570)	11.552	95.3
Materials & Supplies	(1.012)	(0.571)	0.441	43.6	(1.067)	1.196	2.264	*
Other Business Expenditures	(0.099)	(0.261)	(0.163)	*	(0.053)	0.444	0.497	*
Total Non-Labor Expenditures	(\$2.337)	\$2.685	\$5.023	*	\$3.751	\$9.384	\$5.632	*
Total Cash Conversion Adjustments before Non-Cash Liability Adjts.	(\$4.885)	(\$7.963)	(\$3.078)	(63.0)	\$75.295	\$70.743	(\$4.552)	(6.0)
Depreciation Adjustment	\$5.160	\$3.908	(\$1.253)	(24.3)	\$29.843	\$27.546	(\$2.297)	(7.7)
GASB 75 OPEB Expense Adjustment	11.250	-	(11.250)	(100.0)	22.614	-	(22.614)	(100.0)
GASB 68 Pension Adjustment	6.413	-	(6.413)	(100.0)	12.890	-	(12.890)	(100.0)
Environmental Remediation	0.011	-	(0.011)	(0.011)	(0.055)	(0.076)	(0.021)	(30.1)
Total Expenses/Expenditures	\$17.949	(\$4.056)	(\$22.005)	*	\$140.586	\$98.213	(\$42.373)	(30.1)
Total Cash Conversion Adjustments	\$17.949	(\$4.056)	(\$22.005)	*	\$140.586	\$98.213	(\$42.373)	(30.1)

NOTE: Totals may not add due to rounding

MTABC- NON-REIMBURSABLE OVERTIME

Overview

Overall increase of \$8.4M or 19% compared to July YTD 2019

Overall increase of \$4.0M or 8% compared to Jul YTD 2021

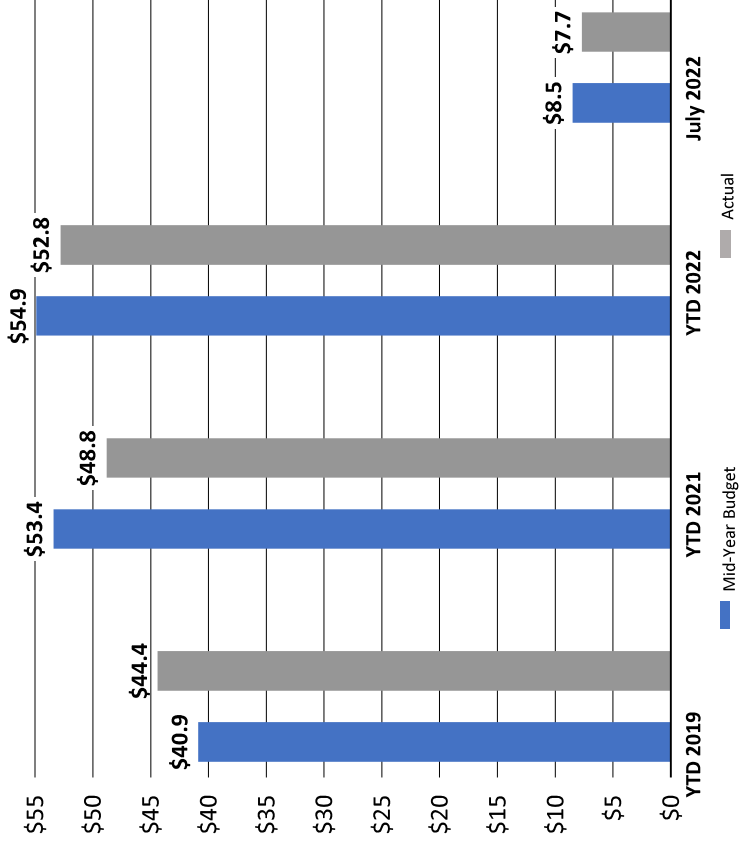
July YTD 2022 is \$2.1M or 4% under July YTD 2022 budget

July 2022 is \$0.8M or 10% under July 2022 budget

Agency Detail

- Transportation
 - Primarily due to lower scheduled /unscheduled service (\$2.9M); partially offset by availability shortfall (\$2.5M)
- Maintenance
 - Primarily due to favorable COVID cleaning/ programmatic maintenance (\$0.7), scheduled /unscheduled service (\$0.6M) and availability (\$0.4M)

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



Source: Mid-Year budget, GL actuals for overtime spending.

Note: MTABC July YTD 2022 Reimbursable OT is \$107K and \$34K for the same period in 2021.

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2022 MID YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE / REIMBURSABLE AND FULL-TIME EQUIVALENTS
JULY 2022

FUNCTION/DEPARTMENT	Mid - Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	3	-	
Human Resources	16	9	7	
Office of Management and Budget	15	11	4	
Material	15	9	6	
Controller	18	16	2	
Office of the President	4	-	4	
System Safety Administration	-	-	-	
Law	20	14	6	
Labor Relations	-	-	-	
Strategic Office	19	15	4	
Non-Departmental	3	-	3	
Total Administration	113	77	36	Vacancies
Operations				
Buses	2,332	2,268	64	Vacancies Bus Operators
Office of the Executive VP	5	1	4	
Safety & Training	66	125	(59)	Bus Operators in Training
Road Operations	133	122	11	
Transportation Support	31	31	-	
Operations Planning	34	27	7	
Revenue Control	6	6	-	
Total Operations	2,607	2,580	27	
Maintenance				
Buses	724	677	47	
Maintenance Support/CMF	338	194	144	
Facilities	85	66	19	
Supply Logistics	104	90	14	
Total Maintenance	1,251	1,027	224	Vacancies
Capital Program Management	26	22	4	
Total Engineering/Capital	26	22	4	Vacancies mainly Managers
Security	13	11	2	
Total Public Safety	13	11	2	
Total Positions	4,010	3,717	293	
Non-Reimbursable	3,972	3,682	290	
Reimbursable	38	35	3	
Total Full-Time	3,992	3,702	290	
Total Full-Time Equivalents	18	15	3	

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2022 MID YEAR FORECAST
TOTAL FULL - TIME AND FTE'S BY FUNCTION AND OCCUPATION
JULY 2022

FUNCTION/OCCUPATIONAL GROUP	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	47	27	20	
Professional, Technical, Clerical	63	50	13	
Operational Hours	3	-	3	
Total Administration	113	77	36	Vacancies
Operations				
Managers/Supervisors	318	304	14	
Professional, Technical, Clerical	45	36	9	
Operational Hours	2,244	2,240	4	
Total Operations	2,607	2,580	27	Mainly Bus Operator vacancies
Maintenance				
Managers/Supervisors	247	216	31	
Professional, Technical, Clerical	38	29	9	
Operational Hours	966	782	184	
Total Maintenance	1,251	1,027	224	Vacancies
Engineering/Capital				
Managers/Supervisors	15	12	3	
Professional, Technical, Clerical	11	10	1	
Operational Hours	-	-	-	
Total Engineering/Capital	26	22	4	Vacancies mainly Managers
Public Safety				
Managers/Supervisors	8	6	2	
Professional, Technical, Clerical	5	5	-	
Operational Hours	-	-	-	
Total Public Safety	13	11	2	
Total Baseline Positions				
Managers/Supervisors	635	565	70	
Professional, Technical, Clerical	162	130	32	
Operational Hours	3,213	3,022	191	
Total Baseline Positions	4,010	3,717	293	

MTA BUS COMPANY
July Financial Plan - 2022 Mid Year Forecast
Ridership (Utilization)
July 2022
(In millions)

	Month			Year-To-Date				
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Percentage	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Percentage
<u>Farebox Revenue</u>								
Fixed Route	\$12.239	\$13.424	\$1.185	9.7%	\$84.215	\$89.341	\$5.127	6.1%
Total Farebox Revenue	\$12.239	\$13.424	\$1.185	9.7%	\$84.215	\$89.341	\$5.127	6.1%
<u>Ridership</u>								
Fixed Route	6.112	6.920	0.808	13.2%	44.458	47.146	2.688	6.0%
Total Ridership	6.112	6.920	0.808	13.2%	44.458	47.146	2.688	6.0%

0.07%