



Transit and Bus Committee Meeting

June 2020

Committee Members

A. Albert
N. Brown
R. Glucksman
D. Jones
L. Lacewell
R. Linn

S. Metzger
H. Mihaltses
R. Mujica
J. Samuelson
L. Schwartz



New York City began Phase 1 of its reopening on June 8. MTA New York City Transit welcomed back Phase 1 workers with full service, sanitized trains and stations, and free hand sanitizer and face coverings. This is all part of the MTA's new 13-Point Action Plan for a Safe Return to provide a reassuring ride for customers as they return to the system.

New York City Transit and Bus Committee Meeting

Wednesday, 6/24/2020

10:00 AM - 5:00 PM ET

2 Broadway

New York, NY 10004

1. PUBLIC COMMENT PERIOD

2. SUMMARY OF ACTIONS

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3. APPROVAL OF MINUTES – MAY 20, 2020

Meeting Minutes - May 2020 - Page 5

4. COMMITTEE WORK PLAN

Committee Work Plan - Page 6

5. PRESIDENT'S REPORT

a. Customer Service Report

i. Subway Report

Subway Report - Page 14

ii. NYCT, MTA Bus Report

NYCT, MTA Bus Report - Page 41

iii. Paratransit Report

Paratransit Report - Page 57

iv. Accessibility Update

Accessibility Update - Page 71

v. Strategy & Customer Experience

Strategy & Customer Experience Report - Page 73

b. Safety Report

Safety Report - Page 79

c. Crime Report

Crime Report - Page 84

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

NYCT, SIR, MTA Bus Financial and Ridership Reports, May Data - Page 90

NYCT, SIR, MTA Bus Financial and Ridership Reports, April Data - Page 139

e. Capital Program Status Report

Capital Program Status Report - Page 189

6. PROCUREMENTS

Procurement Cover, Staff Summary and Resolution - Page 195

a. Non-Competitive (NYCT- none)

b. Competitive (NYCT- none)

c. Ratification

Ratification - Page 199

d. C&D Procurement - Competitive

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7. SERVICE CHANGE

a. Fall 2020 B Division Subway Schedule Changes

Subway Schedule Changes - Page 208

8. CONTACT INFORMATION

Contact Information - Page 211

**NYCT Committee
ACTIONS and PRESENTATIONS
SUMMARY for JUNE 2020**

Responsible Department	Vendor Name	Total Amount	Summary of action
Procurement & Supply Chain	Siemens Industry	\$11.9M	Equipping Additional R-160 Units with CBTC Equipment and Software
C&D - Delivery	CRC Associates Inc.	\$2.3M	Modification to the contract for the replacement of Supervisory Control Systems including Programmable Logic Controllers (PLC) at two additional fan plants (#7203 and #7204) in the Steinway Tube.

**Minutes of Regular Meeting
Committee on Operations of the MTA New York City Transit Authority, Manhattan
and Bronx Surface Transit Operating Authority,
Staten Island Rapid Transit Operating Authority,
Construction and Development Company and Bus Company**

May 20, 2020

Meeting Held at:
Metropolitan Transportation Authority
Two Broadway
New York, New York 10004
10:00 AM

Because of the ongoing COVID-19 public health crisis, the MTA Chairman convened a one-day, virtual Board and Committee meeting session on May 20, 2020, which included the following committees:

- Long Island Rail Road and Metro-North Railroad;
- New York City Transit;
- MTA Bridges and Tunnels;
- Finance;
- Capital Program Oversight Committee;
- Audit;
- Diversity; and
- First Mutual Transportation Assurance Company.

To see a summary of the meeting and the actions taken by the New York City Transit and Bus Committee, please refer to the May 20, 2020 Board minutes in the June Board Book available here on the Board materials website: <https://new.mta.info/transparency/board-and-committee-meetings/june-2020>.



2020 Transit & Bus Committee Work Plan

I. RECURRING AGENDA ITEMS

- Approval of Minutes
- NYCT Committee Work Plan
- Operations Performance Summary Presentation (including Financial/Ridership, Capital Program Status, Crime & Safety)
- Procurements
- Service Changes (if any)
- Tariff Changes (if any)
- Capital Budget Modifications (if any)
- Action Items (if any)

Responsibility

- Committee Chair & Members
- Committee Chair & Members
- NYCT President &
- MTA Bus Co. President

- Materiel
- Operations Planning
- Management & Budget
- Capital Planning & Budget
- As Listed

II. SPECIFIC AGENDA ITEMS

June 2020

July 2020

- Transit Recidivism Report, 1st Qtr, 2020
- Customer Satisfaction Report

- Law
- Strategy & Customer Experience

August 2020

No Meetings Held

September 2020

- Public comment/Committee review of budget
- 2020 NYCT Mid-Year Forecast Monthly Allocation
- 2020 SIR Mid-Year Forecast Monthly Allocation
- 2020 MTA Bus Mid-Year Forecast Monthly Allocation
- 2021 Preliminary NYCT Budget
- 2021 Preliminary SIR Budget
- 2021 Preliminary MTA Bus Budget
- Transit Adjudication Bureau Report, 2nd Qtr, 2020
- Transit Recidivism Report, 2nd Qtr, 2020
- Fare Evasion Report, 2nd Qtr, 2020
- NYCT & MTA Bus EEO & Diversity Report, 2nd Qtr, 2020

- Management & Budget
- Law
- Law
- Management & Budget
- EEO & Human Resources

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

October 2020

Public Comment/Committee review of budget	
Customer Satisfaction Report, 3 rd Qtr 2020	Strategy & Customer Experience
2021 Preliminary NYCT Budget	Management & Budget
2021 Preliminary SIR Budget	Management & Budget
2021 Preliminary MTA Bus Budget	Management & Budget

November 2020

Transit Adjudication Bureau Report, 3rd Qtr, 2020	Law
Charter for Transit Committee	Law

December 2020

NYCT 2021 Adopted Budget/Financial Plan 2021-2024	Management & Budget
SIR 2021 Adopted Budget/Financial Plan 2021-2024	Management & Budget
MTA Bus 2021 Adopted Budget/Financial Plan 2021-2024	Management & Budget
NYCT & MTA Bus EEO & Diversity Report, 3rd Qtr, 2020	EEO & Human Resources
Transit Recidivism Report, 3rd Qtr, 2020	Law
Fare Evasion Report, 3rd Qtr, 2020	Management & Budget

January 2021

Approval of 2020 NYCT Committee Work Plan	Committee Chair & Members
Quarterly Customer Satisfaction Report, 4th Qtr, 2020	Strategy & Customer Experience
Preliminary Review of NYCT 2020 Operating Results	Management & Budget
Preliminary Review of SIR 2020 Operating Results	Management & Budget
Preliminary Review of MTA Bus 2020 Operating Results	Management & Budget

February 2021

NYCT Adopted Budget/Financial Plan 2021-2022	Management & Budget
SIR Adopted Budget/Financial Plan 2021-2024	Management & Budget
MTA Bus Adopted Budget/Financial Plan 2021-2024	Management & Budget
ADA Compliance Report	Capital Program Management
Transit Adjudication Bureau Report, 4th Qtr, 2020	Law
NYCT & MTA Bus EEO & Diversity Report, 2020 Yr End Rpt	EEO & Human Resources

March 2021

Transit Recidivism Report, 4th Qtr, 2020	Law
Fare Evasion Report, 4th Qtr, 2020	Management & Budget

April 2021

Final Review of NYCT 2020 Operating Results	Management & Budget
Final Review of SIR 2020 Operating Results	Management & Budget
Final Review of MTA Bus 2020 Operating Results	Management & Budget
Transit Adjudication Bureau Report, 1st Qtr, 2021	Law
NYCT & MTA Bus EEO & Diversity Report, 1st Qtr, 2020	EEO & Human Resources

May 2021

Transit Adjudication Bureau Report, 1st Qtr, 2021	Management & Budget
NYCT & MTA Bus EEO & Diversity Report, 1st Qtr, 2020	EEO & Human Resources



2020 Transit & Bus Committee Work Plan

Detailed Summary

I. RECURRING

Approval of Minutes

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

NYCT Work Plan

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

Operations Performance Summary

Summary presentation on the performance of Subway Service, including a discussion on Safety, Finance and Ridership and Capital Program Plan achievements. Information includes discussion on key indicators such as Subway MDBF, On-Time Performance, Subway accident rates; and Capital Plan awards, design starts and completions.

Procurements

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

Service Changes

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

Tariff Changes

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

Capital Budget Modifications

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

Action Items

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

II. SPECIFIC AGENDA ITEMS (con't)

JUNE 2020

JULY 2020

Transit Recidivism Report, 1st Qtr, 2020

Quarterly report to the Committee providing statistical information on recidivist arrest data. Discusses NYCT's efforts, working in conjunction with the various District Attorney Offices and the Courts, to address recidivist crime in the system.

Quarterly Customer Satisfaction Report, 2nd Qtr 2020

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

AUGUST 2020

No Meetings Held

SEPTEMBER 2020

2020 NYCT Mid-Year Forecast Monthly Allocation

NYCT will present a monthly allocation of its 2020 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2020 SIR Mid-Year Forecast Monthly Allocation

NYCT will present a monthly allocation of SIR's 2020 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2020 MTA Bus Mid-Year Forecast Monthly Allocation

MTA Bus will present its monthly allocation of MTA Bus' 2020 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2021 NYCT Preliminary Budget

Public comments will be accepted on the 2021 Preliminary Budget.

2021 SIR Preliminary Budget

Public comments will be accepted on the 2021 Preliminary Budget.

2021 MTA Bus Preliminary Budget

Public comments will be accepted on the 2021 Preliminary Budget.

Transit Adjudication Bureau Report, 2nd Qtr, 2020

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

Fare Evasion Report, 2nd Qtr, 2020

II. SPECIFIC AGENDA ITEMS (con't)

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

EEO & Diversity Report, 2nd Qtr, 2020

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

Transit Recidivism Report, 2nd Qtr, 2020

Quarterly report to the Committee which provides statistical information on recidivist arrest data and discusses NYCT's efforts, working in conjunction with the various District Attorney Offices and the Courts, to address recidivist crime on the system.

OCTOBER 2020

2020 NYCT Preliminary Budget

Public comments will be accepted on the 2020 Preliminary Budget.

2020 SIR Preliminary Budget

Public comments will be accepted on the SIR 2020 Preliminary Budget.

2020 MTA Bus Preliminary Budget

Public comments will be accepted on the MTA Bus 2020 Preliminary Budget.

NOVEMBER 2020

Transit Adjudication Bureau Report, 3rd Qtr, 2020

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

Charter for Transit Committee

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

DECEMBER 2020

NYCT 2021 Adopted Budget/Financial Plan 2021-2024

NYCT will present its revised 2021-2024 Financial Plan. This plan will reflect the 2020 Adopted Budget and an updated Financial Plan for 2021-2024 reflecting the out-year impact of any changes incorporated into the 2021 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2021 by category.

SIR 2021 Adopted Budget/Financial Plan 2021-2024

SIR will present its revised 2021-2024 Financial Plan. This plan will reflect the 2021 Adopted Budget and an updated Financial Plan for 2021-2021 reflecting the out-year impact of any changes incorporated into the 2021 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2021 by category.

MTA Bus 2021 Adopted Budget/Financial Plan 2021-2024

MTA Bus will present its revised 2021-2024 Financial Plan. This plan will reflect the

II. SPECIFIC AGENDA ITEMS (con't)

2020 Adopted Budget and an updated Financial Plan for 2021-2024 reflecting the out-year impact of any changes incorporated into the 2021 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2021 by category.

EEO & Diversity Report, 3rd Qtr, 2020

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

Transit Recidivism Report, 3rd Qtr, 2020

Quarterly report to the Committee which provides statistical information on recidivist arrest data and discusses NYCT's efforts, working in conjunction with the various District Attorney Offices and the Courts, to address recidivist crime on the system.

Fare Evasion Report, 3rd Qtr, 2020

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

JANUARY 2021

Approval of Committee Work Plan

The Committee will be provided with the work plan for 2021 and will be asked to approve its use for the year.

Quarterly Customer Satisfaction Report, 4th Qtr 2020

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

Preliminary Review of NYCT's 2020 Operating Results

NYCT will present a brief review of its 2020 Budget results.

Preliminary Review of SIR 2020 Operating Results

SIR will present a brief review of SIR's 2020 Budget results.

Preliminary Review of MTA Bus 2020 Operating Results

MTA Bus will present a brief review of its 2020 Budget results.

FEBRUARY 2020

Adopted Budget/Financial Plan 2020-2023

NYCT will present its revised 2020-2023 Financial Plan. This plan will reflect the 2020 Adopted Budget and an updated Financial Plan for 2020-2023 reflecting the out-year impact of any changes incorporated into the 2020 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2021 by category.

SIR Adopted Budget/Financial Plan 2021-2024

NYCT will present SIR's revised 2021-2024 Financial Plan. This plan will reflect the 2020 Adopted Budget and an updated Financial Plan for 2020-2023 reflecting the out-year impact of any changes incorporated into the 2020 Adopted Budget. The

II. SPECIFIC AGENDA ITEMS (con't)

documents will also include a monthly allocation of planned expenditures for 2021 by category.

MTA Bus Adopted Budget/Financial Plan 2021-2024

MTA Bus will present its revised 2021-2024 Financial Plan. This plan will reflect the 2020 Adopted Budget and an updated Financial Plan for 2021-2024 reflecting the out-

year impact of any changes incorporated into the 2020 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2021 by category.

ADA Compliance Report

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

Transit Adjudication Bureau Report, 4th Qtr, 2020

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

EEO & Diversity Report- 2020 Year-End Report

A detailed year-end 2020 report to the committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

MARCH 2021

Transit Recidivism Report, 4th Qtr, 2020

Quarterly report to the Committee which provides statistical information on recidivist arrest data and discusses NYCT's efforts, working in conjunction with the various District Attorney Offices and the Courts, to address recidivist crime on the system.

Fare Evasion Report, 4th Qtr, 2020

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

APRIL 2021

Final Review of NYCT 2020 Operating Results

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

Final Review of SIR 2020 Operating Results

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

Final Review of MTA Bus 2020 Operating Results

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

II. SPECIFIC AGENDA ITEMS (con't)

Quarterly Customer Satisfaction Report, 1st Qtr 2021

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

MAY 2021

Transit Adjudication Bureau Report, 1st Qtr, 2021

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

EEO & Diversity Report, 1st Qtr, 2021

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

Customer Service Report: Subways

Sally Librera, Senior Vice President



In May, several organizations provided food care packages to MTA employees, including Subway teams, in appreciation of their critical role supporting New York City during the COVID-19 pandemic. In this picture, over 3,000 packages provided by the United Way were delivered to the Corona Maintenance Shop for distribution to essential front-line teams across maintenance shops, stations and terminals, towers, and other locations across the system.

June 2020 Highlights: Subways

As we respond to the COVID-19 pandemic, Subways is continuing an unprecedented around-the-clock cleaning and disinfecting effort. Every station is disinfected twice daily and, since early May, every subway car used in service is disinfected at least daily. By adding contractors to supplement our in-house forces, cars on most subway lines are now cleaned at both ends of the line, rather than at a single primary terminal as before. During the month of May, this 24-hour a day cleaning effort resulted in cars being cleaned over 375,000 times. These efforts are being noticed, as over 70% of customers in a recent survey said cleanliness has improved.

As New York City gradually reopens and ridership increases, the Subways team is committed to doing everything possible to keep our customers safe and comfortable. New amenities have been added in stations, such as hand sanitizer dispensers and markers to encourage social distancing where possible. NYCT also requires customers to have a face covering over their nose and mouth at all times while in the system; signage and announcements will remind customers of this requirement and masks are available at station booths for those who need them.

May operational performance was impressive, with very few major incidents or delays. While these results should not be compared to prior periods due to the different operating conditions, I am proud that the Subways team was able to deliver such a high level of service and commit to applying what we learned during this period to ensure Subways continues to deliver the best possible service as more customers return.

I would like to thank the Subways team for their incredible and ongoing efforts through the pandemic. They are truly our Heroes Moving Heroes who have shown remarkable resilience and flexibility providing adjusted service, adding new cleaning procedures, and finding creative ways to respond to challenging and changing conditions.

Sally Librera

Senior Vice President, Department of Subways

Subway Report (Weekday & Full Month)

Subway Report Performance Indicators						
Performance Indicator	May 2020			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Weekday Customer-Focused Metrics						
Weekday Major Incidents (Chart 1) Unplanned incidents delaying 50+ trains	5	48	-89.6%	36.3	54.9	-33.9%
Weekday Service Delivered (Chart 3) % of scheduled trains operated Weekday rush hours (7-10a and 4-7p)	99.3%	96.9%	+2.5%	96.5%	96.0%	+0.5%
Additional Platform Time (h:mm:ss) (Chart 7) Average added time spent waiting for trains, compared with scheduled wait time	0:00:40	0:01:08	-41.2%	0:01:08	0:01:13	-6.8%
Additional Train Time (h:mm:ss) (Chart 9) Average additional unanticipated time spent onboard train compared to scheduled travel time	-0:00:19	0:00:53	N/A	0:00:48	0:01:07	-28.4%
Customer Journey Time Performance (Chart 11) % of customers whose journeys are completed within five minutes of schedule.	87.7%	83.5%	+5.0%	84.4%	81.3%	+3.8%
Inputs to Operations						
Mean Distance Between Failures (Chart 13) Revenue car miles divided by the number of delays attributed to car-related causes	150,593	135,865	+10.8%	132,417	122,831	+7.8%
Elevator Availability* (Chart 14) % of time elevators are operational systemwide	97.6%	97.5%	+0.1%	96.4%	96.7%	-0.3%
Escalator Availability* (Chart 14) % of time escalators are operational systemwide	93.2%	87.4%	+6.6%	90.9%	91.5%	-0.7%
Weekday Legacy Indicators						
Weekday Wait Assessment (Chart 15)	83.7%	74.7%	+12.0%	75.4%	72.8%	+3.6%
Weekday Terminal On-Time Performance (Chart 17)	95.1%	81.4%	+16.8%	83.3%	73.0%	+14.1%
Weekday Trains Delayed (Chart 19)	5,246	36,553	-85.6%	27,422	49,237	-44.3%

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

Note: Most 12-month averages include partial month averages for March and April 2020. Projected major incidents in March and April 2020 are excluded from the average.

Subway Report (Weekend)

Subway Report Performance Indicators						
Performance Indicator	May 2020			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Weekend Customer-Focused Metrics						
Weekend Major Incidents (Chart 2) Unplanned incidents delaying 50+ trains	2	4	-50.0%	4.5	6.5	-30.8%
Weekend Service Delivered (Chart 5) % of scheduled trains operated during Weekends (10a-6p)	97.8%	98.9%	-1.1%	96.5%	98.2%	-1.7%
Weekend Legacy Indicators						
Weekend Wait Assessment (Chart 16)	83.1%	82.7%	+0.5%	80.9%	80.3%	+0.7%
Weekend Terminal On-Time Performance (Chart 18)	92.9%	85.0%	+9.3%	84.9%	76.9%	+10.4%
Weekend Trains Delayed (Chart 20)	4,013	9,149	-56.1%	6,997	12,937	-45.9%

Note: Most 12-month averages include partial month averages for March and April 2020. Projected major incidents in March and April 2020 are excluded from the average.

Subway Report (Staten Island Railway)

Subway Report Performance Indicators						
Performance Indicator	May 2020			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
On-Time Performance						
24 Hour On-Time Performance % of scheduled trains arriving within six minutes of their scheduled arrival time during a 24-hour period	98.5%	96.7%	+1.9%	95.8%	95.4%	+0.4%
AM Rush On-Time Performance % of scheduled trains arriving within six minutes of their scheduled arrival time	100.0%	100.0%	0.0%	98.0%	96.6%	+1.4%
PM Rush On-Time Performance % of scheduled trains arriving within six minutes of their scheduled arrival time	100.0%	90.7%	+10.3%	94.2%	94.3%	-0.1%
Percentage of Completed Trips						
Percentage of Completed Trips	100.0%	99.7%	+0.3%	99.8%	99.6%	+0.2%
Mean Distance Between Failures						
Mean Distance Between Failures Revenue car miles divided by the number of delays attributed to car-related causes	83,180	110,181	-24.5%	60,802	118,198	-48.6%

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

Note: The metrics in this report are preliminary.

Section 1: Customer-Focused Metrics

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

Performance Indicator Definitions

Major Incidents (Weekday and Weekend)

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

Service Delivered (Weekday and Weekend)

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

Additional Platform Time (APT)

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

Additional Train Time (ATT)

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

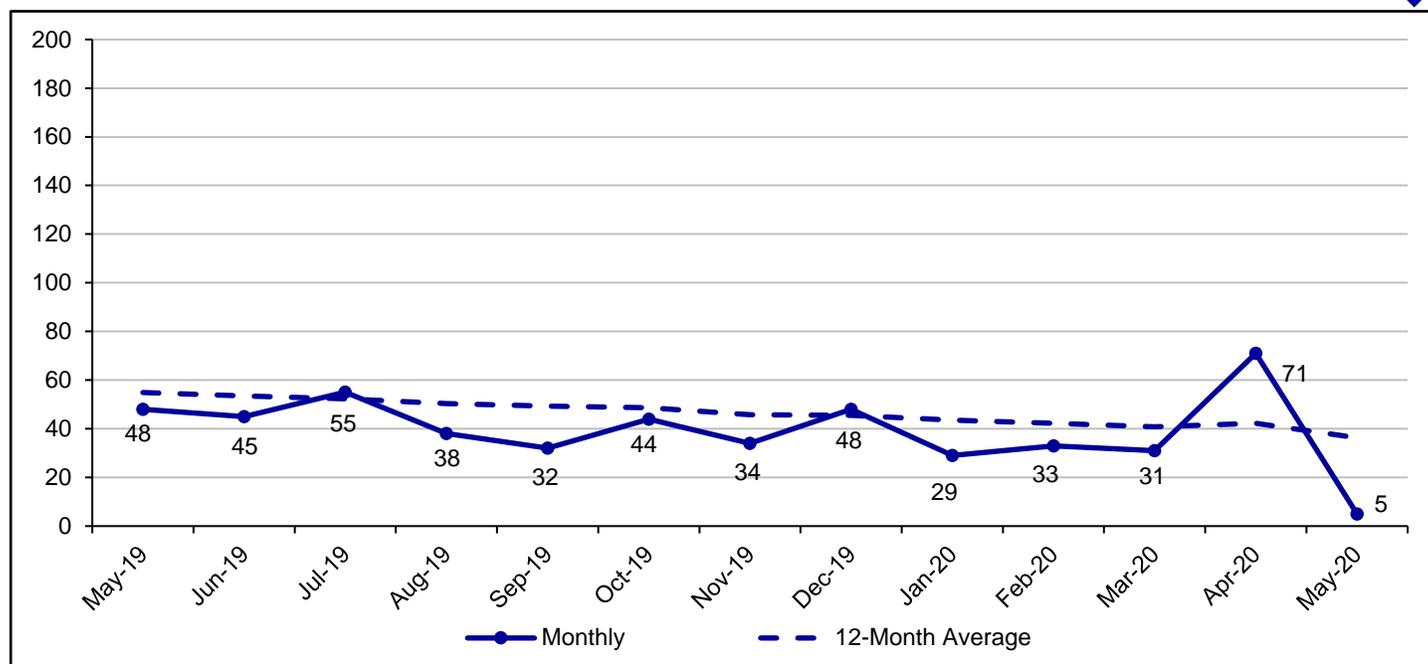
Customer Journey Time Performance (CJTP)

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

APT, ATT, and CJTP are measured using a combination of customers' MetroCard entry data into stations, scheduled arrival and departure times from stations (including adjustments for planned work), and actual arrival and departure times from stations. The measures use information from the real-time train tracking technologies that provide train arrival information and are expected to be refined as data sources change. They are reported for trips starting from 6 a.m. to 11 p.m. on weekdays.

Subway Weekday Major Incidents (24 hours)

Desired trend



Categories	Monthly			12-Month Average		
	May 20	May 19	% Change	May 20	May 19	% Change
Track	0	2	-100.0%	5.8	8.3	-30.1%
Signals	1	17	-94.1%	12.2	18.4	-33.7%
Persons on Trackbed/Police/Medical	4	14	-71.4%	8.8	13.1	-32.8%
Stations & Structures	0	1	-100.0%	1.3	4.1	-68.3%
Subway Car	0	7	-100.0%	3.1	4.4	-29.5%
Other	0	7	-100.0%	5.1	6.6	-22.7%
Subdivision A	5	21	-76.2%	16.8	25.3	-33.6%
Subdivision B	0	27	-100.0%	19.5	29.5	-33.9%
Systemwide	5	48	-89.6%	36.3	54.9	-33.9%
Avg Incident Duration (h:mm:ss)	0:42:24	0:14:06	+200.7%	0:22:18	0:15:48	+41.2%
Avg Trains Delayed per Incident	91	97	-6.2%	114	103	+10.7%

Major Incidents Discussion

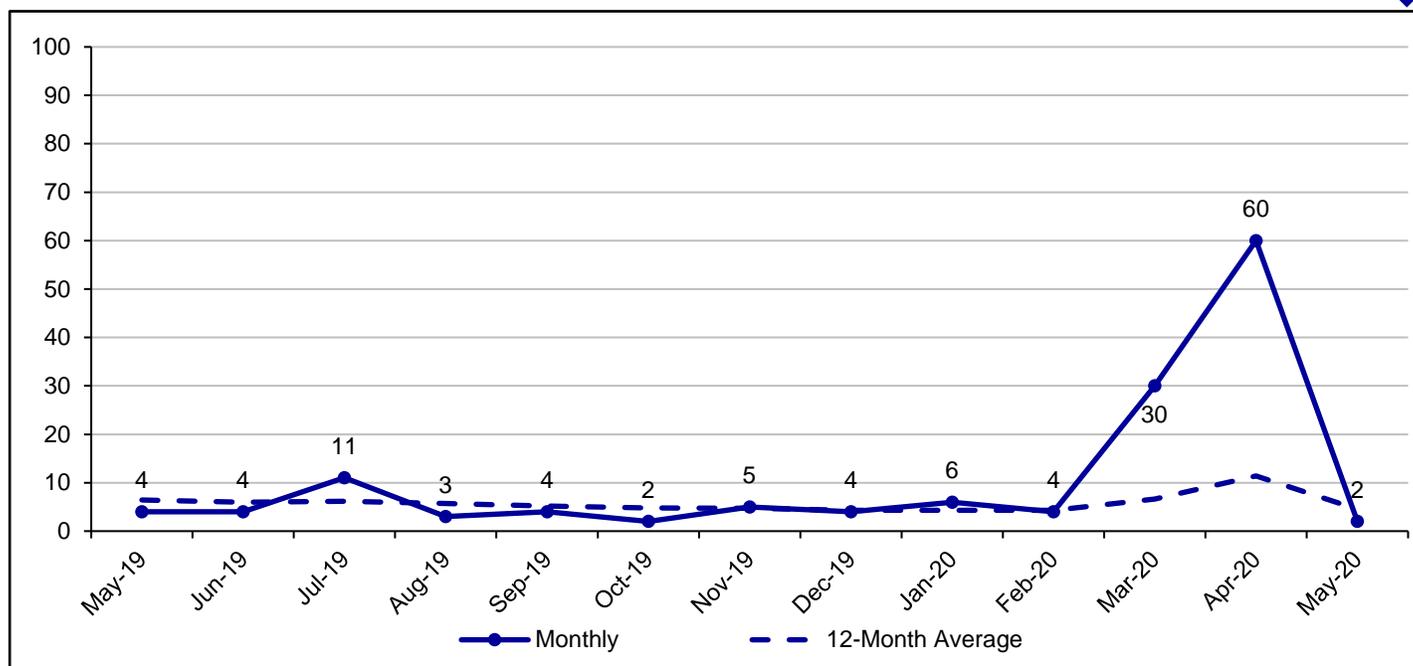
- Due to partial data in March 2020 and April 2020, these months have been excluded from the May 2020 12-Month average. Thus, this average is calculated from June 2019 through February 2020, and May 2020.
- Major incidents decreased due to a combination of reduced schedules and improved crew availability compared to the prior month.
- There was only one major incident related to an asset failure.

Note: The metrics in this report are preliminary.

Chart 1

Subway Weekend Major Incidents (24 hours)

Desired trend



Categories	Monthly			12-Month Average		
	May 20	May 19	% Change	May 20	May 19	% Change
Track	0	0	N/A	0.4	1.2	-66.7%
Signals	0	0	N/A	0.7	1.8	-61.1%
Persons on Trackbed/Police/Medical	2	2	0.0%	1.2	1.3	-7.7%
Stations & Structure	0	0	N/A	0.1	1.1	-90.9%
Subway Car	0	1	-100.0%	0.1	0.2	-50.0%
Other	0	1	-100.0%	2.0	1.0	+100.0%
Subdivision A	0	1	-100.0%	2.0	2.8	-28.6%
Subdivision B	2	3	-33.3%	2.5	3.7	-32.4%
Systemwide	2	4	-50.0%	4.5	6.5	-30.8%
Avg Incident Duration (h:mm:ss)	0:39:00	0:21:30	+81.4%	0:20:48	0:12:53	+61.4%
Avg Trains Delayed per Incident	56	67	-16.4%	116	83	+39.8%

Major Incidents Discussion

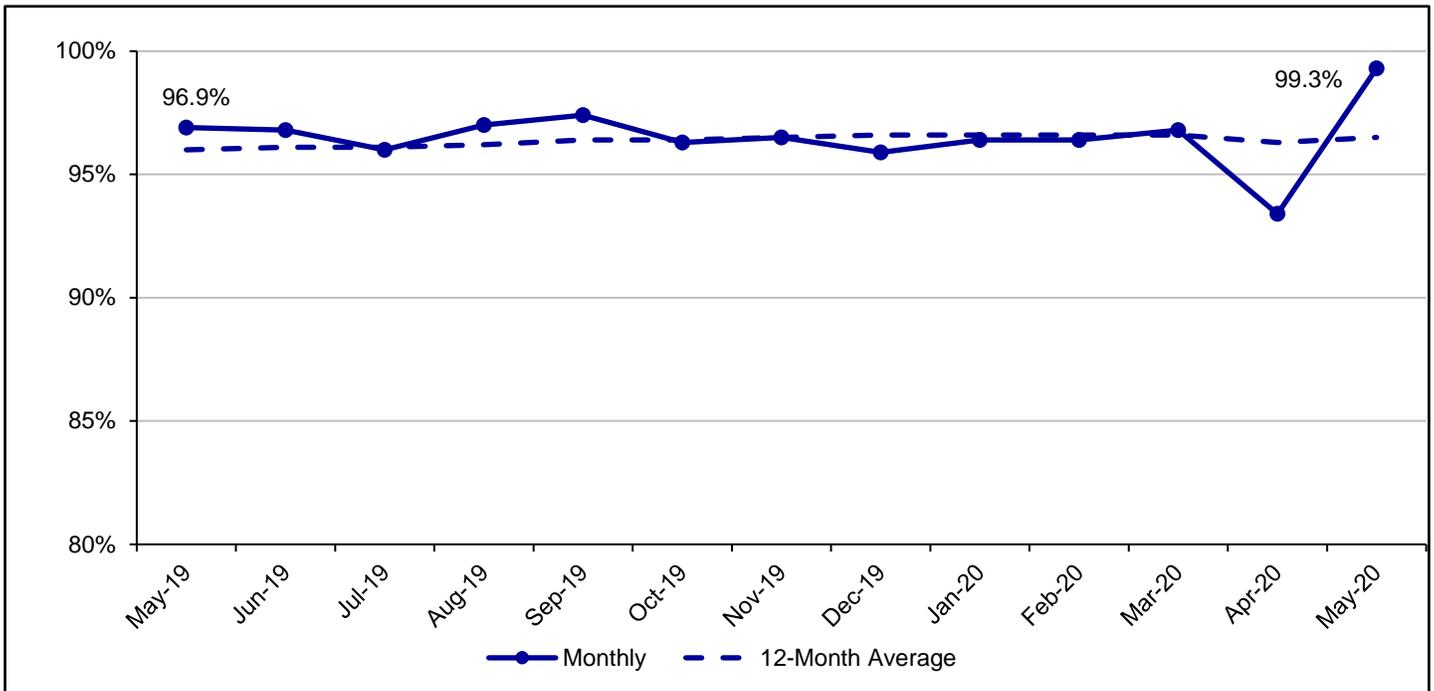
- Due to partial data in March 2020 and April 2020, these months have been excluded from the May 2020 12-Month average. Thus, this average is calculated from June 2019 through February 2020, and May 2020.
- Major incidents decreased due to improved crew availability compared to the prior month.

Note: The metrics in this report are preliminary.

Chart 2

Subway Weekday % Service Delivered (Peak Hours)

Desired trend



	Monthly			12-Month Average		
	May 20	May 19	% Change	May 20	May 19	% Change
Subdivision A	98.7%	96.8%	+2.0%	96.6%	95.1%	+1.6%
Subdivision B	99.7%	96.9%	+2.9%	96.5%	96.5%	0.0%
Systemwide	99.3%	96.9%	+2.5%	96.5%	96.0%	+0.5%

Weekday Service Delivered Discussion

- Service Delivered in May 2020 improved by 2.5% compared to May 2019, and the 12-month average improved by 0.5%.
- May 2020 Service Delivered results reflect improved crew availability compared to the prior month and fewer service-related incidents.
- The B, W, and 42nd Street Shuttle did not run throughout May and are not included in these metrics.

Note: The metrics in this report are preliminary.

Subway Weekday % Service Delivered
Monthly
(Peak Hours)

Desired trend



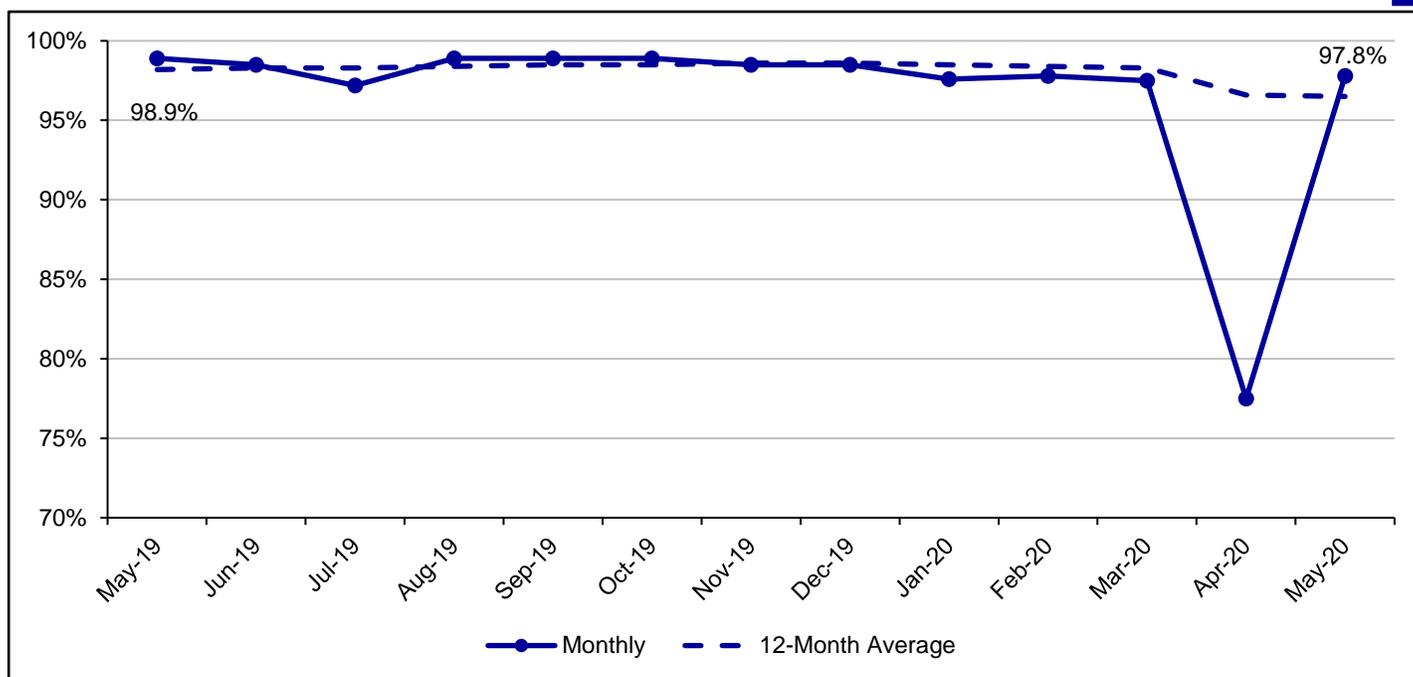
<u>Line</u>	<u>May 20</u>	<u>May 19</u>	<u>% Change</u>
1	97.3%	98.6%	-1.3%
2	99.3%	96.7%	+2.7%
3	100.5%	97.4%	+3.2%
4	97.9%	94.6%	+3.5%
5	97.3%	96.0%	+1.4%
6	100.2%	94.8%	+5.7%
7	97.9%	96.9%	+1.0%
S 42nd		99.4%	N/A
Subdivision A	98.7%	96.8%	+2.0%
A	99.2%	96.0%	+3.3%
B		97.1%	N/A
C	99.6%	97.1%	+2.6%
D	99.9%	97.8%	+2.1%
E	99.2%	95.5%	+3.9%
F	101.3%	96.9%	+4.5%
S Fkln	99.0%	99.7%	-0.7%
G	100.0%	101.3%	-1.3%
S Rock	100.0%	99.4%	+0.6%
JZ	99.9%	98.2%	+1.7%
L	100.3%	96.6%	+3.8%
M	99.6%	95.0%	+4.8%
N	99.3%	96.7%	+2.7%
Q	98.6%	97.8%	+0.8%
R	100.5%	95.5%	+5.2%
W		96.7%	N/A
Subdivision B	99.7%	96.9%	+2.9%
Systemwide	99.3%	96.9%	+2.5%

Chart 4

Note: The metrics in this report are preliminary.

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

Desired trend



	Monthly			12-Month Average		
	May 20	May 19	% Change	May 20	May 19	% Change
Subdivision A	96.9%	98.2%	-1.3%	96.3%	97.6%	-1.3%
Subdivision B	98.3%	99.3%	-1.0%	96.6%	98.5%	-1.9%
Systemwide	97.8%	98.9%	-1.1%	96.5%	98.2%	-1.7%

Weekend Service Delivered Discussion

- Service Delivered in May 2020 worsened by 1.1% compared to May 2019, and the 12-month average worsened by 1.7%
- May 2020 Service Delivered results reflect improved crew availability compared to the prior month.
- The 42nd Street Shuttle did not run throughout May and is not included in these metrics.

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

Desired trend

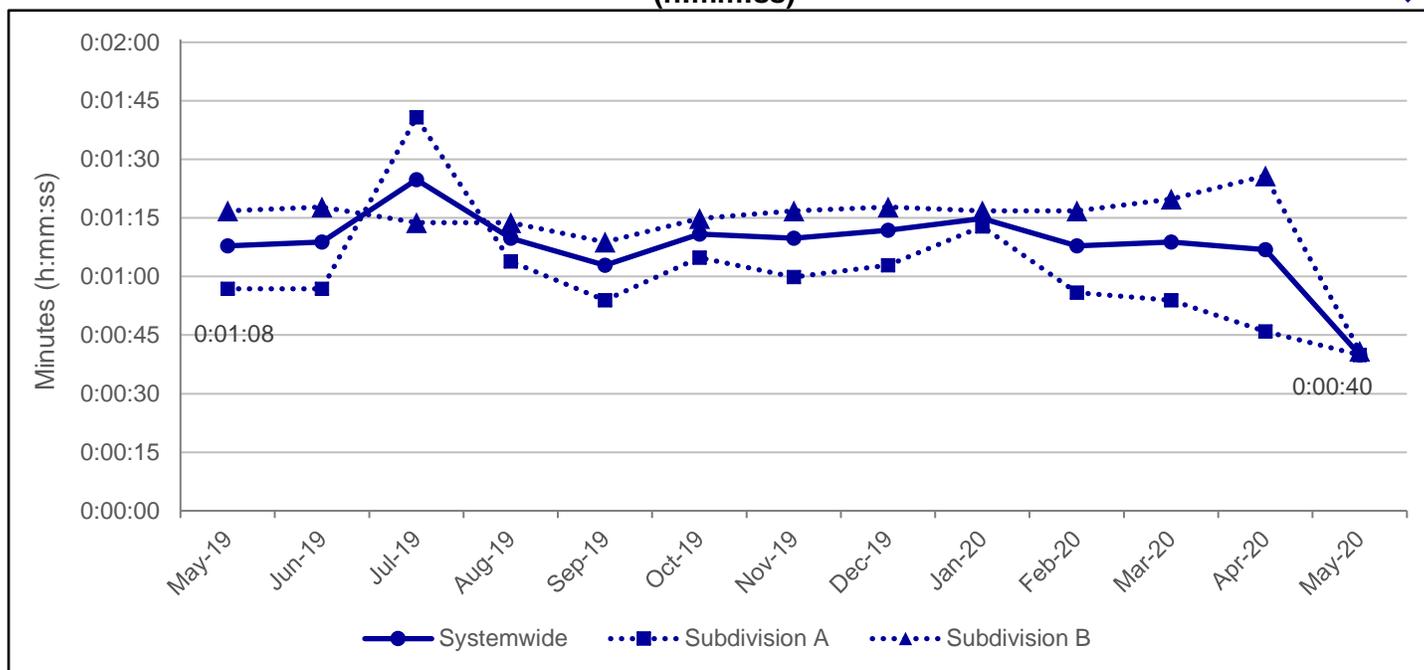


<u>Line</u>	<u>May 20</u>	<u>May 19</u>	<u>% Change</u>
1	97.5%	99.3%	-1.8%
2	96.2%	96.2%	0.0%
3	97.2%	99.0%	-1.8%
4	96.1%	96.2%	-0.1%
5	97.4%	98.9%	-1.5%
6	96.7%	98.2%	-1.5%
7	98.3%	99.7%	-1.4%
S 42nd		100.0%	N/A
Subdivision A	96.9%	98.2%	-1.3%
A	98.1%	99.5%	-1.4%
C	97.6%	98.7%	-1.1%
D	98.0%	100.1%	-2.1%
E	98.3%	99.7%	-1.4%
F	99.0%	99.3%	-0.3%
S Fkln	99.2%	99.9%	-0.7%
G	99.7%	98.7%	+1.0%
S Rock	100.5%	99.4%	+1.1%
JZ	99.5%	100.0%	-0.5%
L	96.9%	100.5%	-3.6%
M	96.9%	97.2%	-0.3%
N	97.2%	99.5%	-2.3%
Q	98.9%	99.8%	-0.9%
R	97.8%	99.3%	-1.5%
Subdivision B	98.3%	99.3%	-1.0%
Systemwide	97.8%	98.9%	-1.1%

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

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

Desired trend



	Monthly			12-Month Average		
	May 20	May 19	% Change	May 20	May 19	% Change
Subdivision A	0:00:40	0:00:57	-29.8%	0:01:01	0:01:02	-1.6%
Subdivision B	0:00:41	0:01:17	-46.8%	0:01:14	0:01:21	-8.6%
Systemwide	0:00:40	0:01:08	-41.2%	0:01:08	0:01:13	-6.8%

Additional Platform Time Discussion

- The B, W, and 42nd Street Shuttle did not run throughout May and are not included in these metrics.
- May APT results reflect faster travel times, changed service patterns, and lower ridership volumes.

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

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

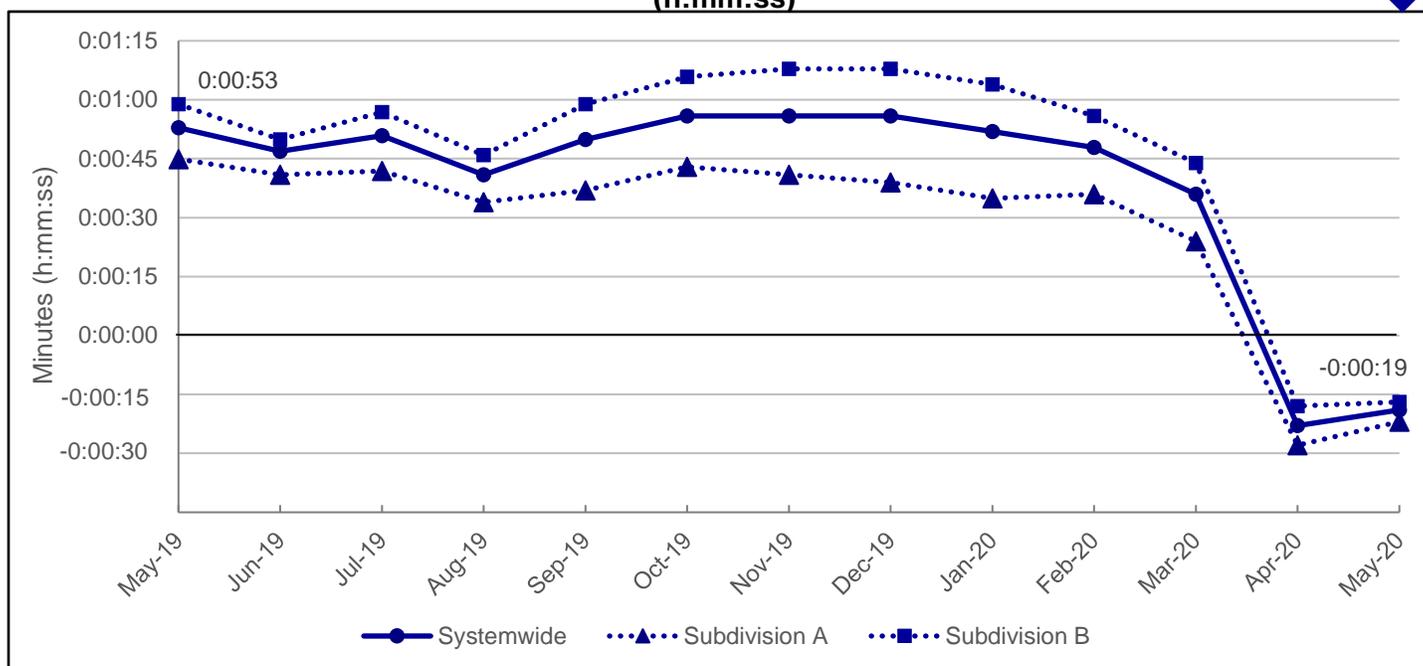
Desired trend



<u>Line</u>	<u>May 20</u>	<u>May 19</u>	<u>% Change</u>
1	0:00:37	0:00:52	-28.8%
2	0:00:56	0:01:03	-11.1%
3	0:00:30	0:00:51	-41.2%
4	0:00:26	0:00:48	-45.8%
5	0:00:57	0:01:06	-13.6%
6	0:00:54	0:01:07	-19.4%
7	0:00:22	0:00:57	-61.4%
S 42nd		0:00:23	N/A
Subdivision A	0:00:40	0:00:57	-29.8%
A	0:00:40	0:01:10	-42.9%
B		0:01:34	N/A
C	0:00:54	0:01:41	-46.5%
D	0:01:00	0:01:28	-31.8%
E	0:00:40	0:01:05	-38.5%
F	0:00:41	0:01:18	-47.4%
S Fkln	0:00:17	0:00:11	+54.5%
G	0:00:23	0:01:28	-73.9%
S Rock	0:00:26	0:00:48	-45.8%
JZ	0:00:37	0:01:18	-52.6%
L	0:00:35	0:01:06	-47.0%
M	0:00:35	0:01:33	-62.4%
N	0:00:37	0:01:08	-45.6%
Q	0:00:27	0:01:08	-60.3%
R	0:00:44	0:01:19	-44.3%
W		0:00:48	N/A
Subdivision B	0:00:41	0:01:17	-46.8%
Systemwide	0:00:40	0:01:08	-41.2%

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

Desired trend ↓



	Monthly			12-Month Average		
	May 20	May 19	% Change	May 20	May 19	% Change
Subdivision A	-0:00:22	0:00:45	N/A	0:00:37	0:00:56	-33.9%
Subdivision B	-0:00:17	0:00:59	N/A	0:00:56	0:01:14	-24.3%
Systemwide	-0:00:19	0:00:53	N/A	0:00:48	0:01:07	-28.4%

Additional Train Time Discussion

- The B, W, and 42nd Street Shuttle did not run throughout May and are not included in these metrics.
- May ATT continues to reflect the significant reduction in ridership that began in mid-March. Lower ridership closely correlates with shorter dwells (the time it takes for customers to board and exit trains) at stations. These shorter dwells made it more likely that trains could operate closer to or faster than their scheduled times.

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

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

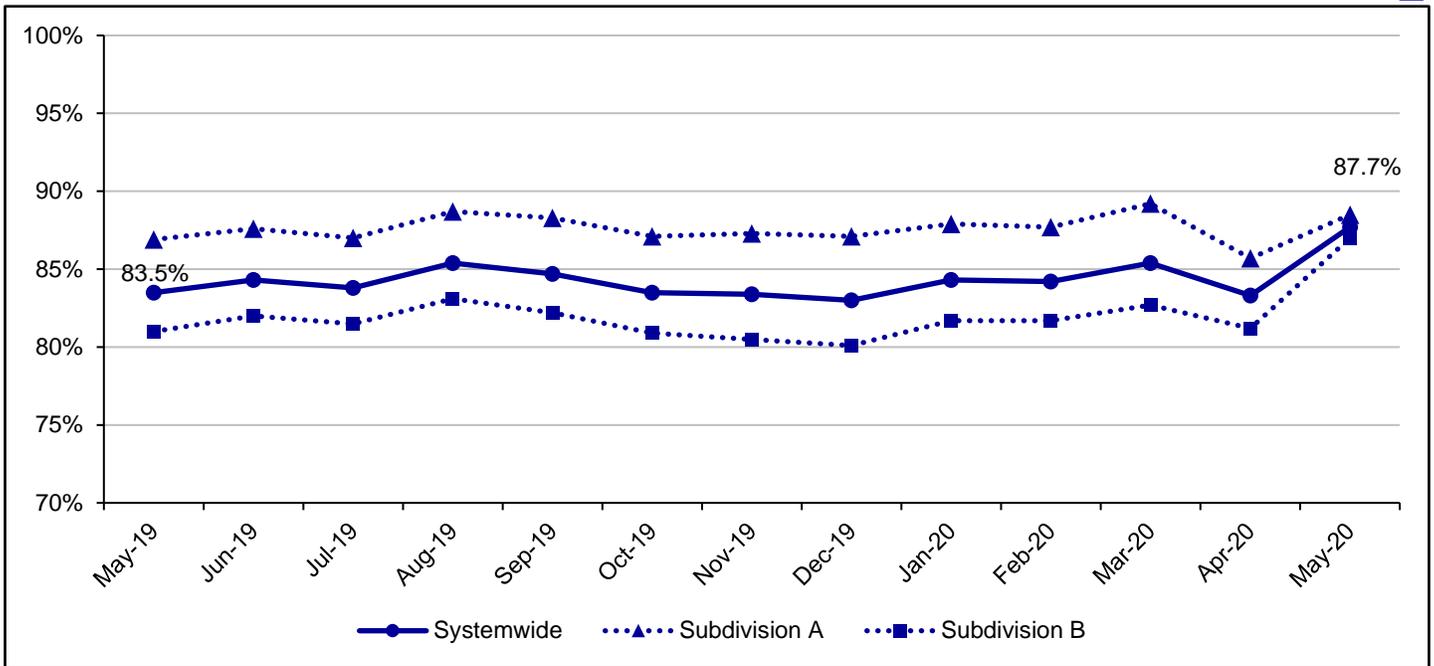
Desired trend



<u>Line</u>	<u>May 20</u>	<u>May 19</u>	<u>% Change</u>
1	0:00:08	0:00:54	-85.2%
2	-0:00:44	0:00:38	N/A
3	-0:00:39	0:00:29	N/A
4	-0:01:07	0:00:49	N/A
5	0:00:49	0:00:32	+53.1%
6	0:00:21	0:00:58	-63.8%
7	-0:00:35	0:00:44	N/A
S 42nd		0:00:26	N/A
Subdivision A	-0:00:22	0:00:45	N/A
A	-0:00:24	0:01:12	N/A
B		0:01:25	N/A
C	-0:00:02	0:00:46	N/A
D	-0:00:22	0:01:16	N/A
E	-0:01:57	0:00:23	N/A
F	-0:00:30	0:00:49	N/A
S Fkln	0:00:39	0:00:48	-18.8%
G	-0:00:09	0:00:59	N/A
S Rock	-0:00:13	0:00:24	N/A
JZ	0:00:41	0:01:47	-61.7%
L	-0:00:36	0:00:11	N/A
M	0:00:02	0:01:01	-96.7%
N	0:00:04	0:01:24	-95.2%
Q	-0:00:01	0:01:12	N/A
R	0:00:01	0:00:52	-98.1%
W		0:00:54	N/A
Subdivision B	-0:00:17	0:00:59	N/A
Systemwide	-0:00:19	0:00:53	N/A

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

Desired trend



	Monthly			12-Month Average		
	May 20	May 19	% Change	May 20	May 19	% Change
Subdivision A	88.5%	86.9%	+1.8%	87.7%	85.4%	+2.7%
Subdivision B	87.0%	81.0%	+7.4%	82.1%	78.4%	+4.7%
Systemwide	87.7%	83.5%	+5.0%	84.4%	81.3%	+3.8%

Weekday Customer Journey Time Performance Discussion

- The B, W, and 42nd Street Shuttle did not run throughout May and are not included in these metrics.
- The net effect of changes to APT and ATT resulted in an overall improvement in CJTP.

Note: The metrics in this report are preliminary.

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

Desired trend 

<u>Line</u>	<u>May 20</u>	<u>May 19</u>	<u>% Change</u>
1	86.8%	88.6%	-2.0%
2	88.3%	84.6%	+4.4%
3	91.7%	88.8%	+3.3%
4	90.6%	84.9%	+6.7%
5	86.5%	85.1%	+1.6%
6	84.7%	85.9%	-1.4%
7	91.5%	87.7%	+4.3%
S 42nd		99.6%	N/A
Subdivision A	88.5%	86.9%	+1.8%
A	86.1%	79.9%	+7.8%
B		75.6%	N/A
C	89.6%	79.5%	+12.7%
D	84.2%	76.4%	+10.2%
E	89.7%	85.2%	+5.3%
F	86.4%	80.8%	+6.9%
S Fkn	97.5%	96.8%	+0.7%
G	91.5%	83.6%	+9.4%
S Rock	95.3%	90.0%	+5.9%
JZ	88.1%	72.9%	+20.9%
L	86.2%	90.8%	-5.1%
M	88.5%	78.0%	+13.5%
N	85.1%	78.9%	+7.9%
Q	87.8%	80.5%	+9.1%
R	85.1%	82.1%	+3.7%
W		87.6%	N/A
Subdivision B	87.0%	81.0%	+7.4%
Systemwide	87.7%	83.5%	+5.0%

Chart 12

Note: The metrics in this report are preliminary.

Section 2: Inputs to Operations

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

Performance Indicator Definitions

Mean Distance Between Failures (MDBF)

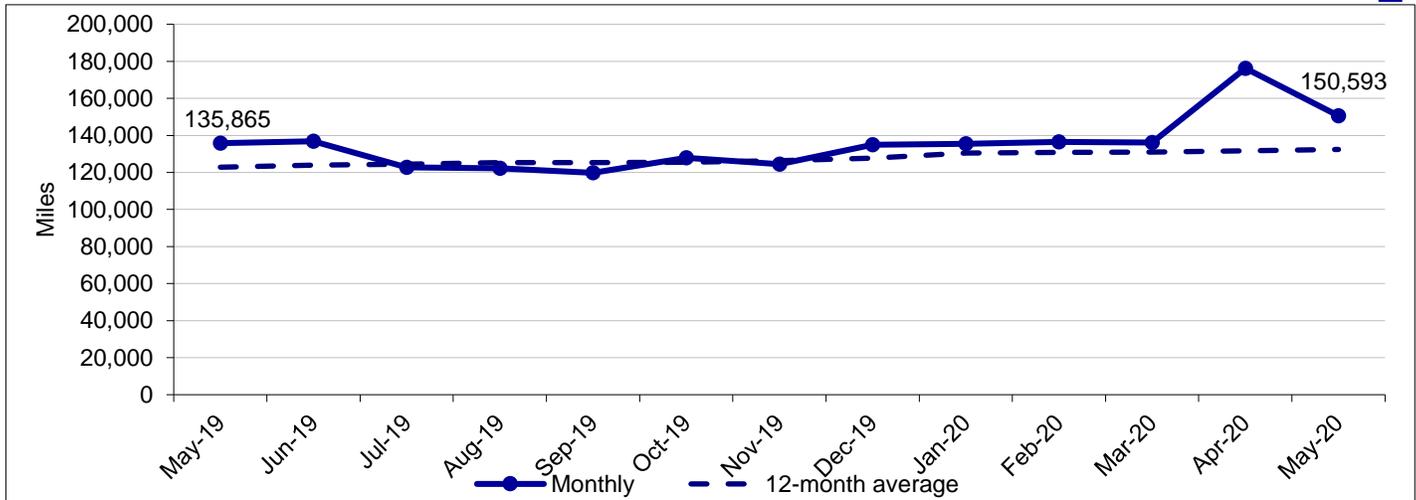
Subway MDBF is a measure of car fleet reliability. It is calculated as revenue car miles divided by the number of delay incidents attributed to car-related causes.

Elevator and Escalator Availability

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

Subway Mean Distance Between Failures

Desired trend



	# of Cars	Monthly		% Change
		May '20	May '19	
Subdivision A	2,895	182,311	181,842	+0.3%
Subdivision B	3,591	133,148	114,669	+16.1%
Systemwide	6,486	150,593	135,865	+10.8%

Car Class	# of Cars	12-Month Average		% Change
		May '20	May '19	
R32	24	28,441	35,957	-20.9%
R42	0	n/a	26,082	N/A
R46	750	60,166	63,169	-4.8%
R62	315	207,899	275,585	-24.6%
R62A	824	115,405	108,674	+6.2%
R68	425	76,267	70,154	+8.7%
R68A	200	82,553	99,088	-16.7%
R142	1,030	233,360	190,465	+22.5%
R142A	220	124,722	97,577	+27.8%
R143	212	174,811	96,784	+80.6%
R160	1,662	263,297	240,879	+9.3%
R179	318	150,469	108,203	+39.1%
R188 - New	126	412,009	452,133	-8.9%
R188 - Conversion	380	273,394	232,418	+17.6%
Subdivision A	2,895	173,202	154,927	+11.8%
Subdivision B	3,591	113,159	106,673	+6.1%
Systemwide	6,486	132,417	122,831	+7.8%

MDBF Discussion

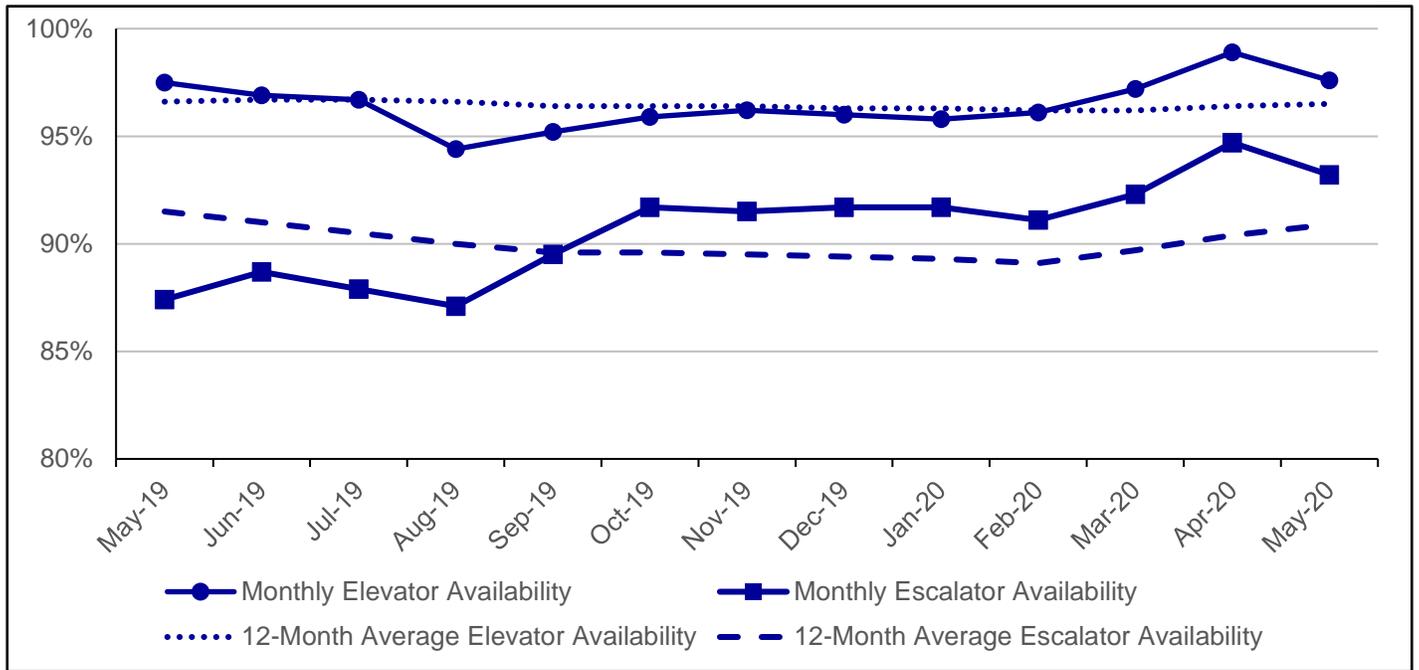
- May 2020 MDBF was 150,593, an increase of 10.8% from one year ago.
- 12-month average MDBF was 132,417 in May 2020, an increase of 7.8% from one year ago.
- The largest improvements in MDBF were on the R142, R142A, R143, and R179 fleets.

Chart 13

Note: The metrics in this report are preliminary.

Elevator and Escalator Availability (24 Hours)

Desired trend



	Monthly			12-Month Average		
	May 20	May 19	% Change	May 20	May 19	% Change
Elevator Availability	97.6%	97.5%	+0.1%	96.4%	96.7%	-0.3%
Escalator Availability	93.2%	87.4%	+6.6%	90.9%	91.5%	-0.7%

Elevator and Escalator Availability Discussion

- Elevator availability remained the same in May 2020 as in May 2019.
- Escalator availability increased by 6.6% between May 2019 and May 2020, mostly due to special inspection campaigns that required machines to be taken out of service in May 2019.

Note: The metrics in this report are preliminary.

Section 3: Legacy Indicators

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

Performance Indicator Definitions

Wait Assessment (Weekday and Weekend)

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

Terminal On-Time Performance (Weekday and Weekend)

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

Train Delays (Weekday and Weekend)

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

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

Line	May 20					May 19					Desired trend	
	Monthly	Monthly Gap			12 month	Monthly	Monthly Gap			12 month		Monthly
	Meets				Meets	Meets				Meets		Standard
	Standard	Minor	Medium	Major	Standard	Standard	Minor	Medium	Major	Standard		% Change
1	91.8%	5.7%	1.8%	0.7%	80.4%	79.2%	9.1%	6.7%	4.9%	76.6%	+15.9%	
2	72.7%	10.6%	9.6%	7.1%	71.8%	70.2%	11.3%	10.1%	8.3%	70.0%	+3.6%	
3	78.5%	11.0%	6.8%	3.6%	76.5%	74.7%	11.6%	8.8%	5.0%	72.9%	+5.1%	
4	74.4%	10.3%	8.2%	7.2%	72.4%	72.3%	10.2%	9.0%	8.5%	69.5%	+2.9%	
5	85.6%	8.6%	3.3%	2.5%	71.2%	70.6%	10.7%	9.6%	9.2%	68.0%	+21.2%	
6	89.3%	5.5%	3.3%	1.8%	77.2%	73.7%	9.0%	8.1%	9.2%	71.9%	+21.2%	
7	92.0%	6.3%	1.4%	0.4%	78.3%	76.3%	11.2%	7.8%	4.7%	71.5%	+20.6%	
S 42nd						94.5%	2.9%	1.5%	1.1%	94.3%	N/A	
Subdivision A	80.8%	8.9%	6.0%	4.3%	75.2%	74.5%	10.1%	8.3%	7.1%	72.3%	+8.5%	
A	82.0%	10.6%	5.3%	2.1%	70.3%	70.3%	9.8%	9.6%	10.2%	68.7%	+16.6%	
B						74.3%	11.3%	8.9%	5.5%	74.0%	n/a	
C	87.2%	9.0%	2.8%	1.0%	76.8%	77.3%	11.4%	7.6%	3.8%	74.3%	+12.8%	
D	80.5%	12.0%	5.6%	2.0%	74.4%	73.4%	12.1%	9.3%	5.2%	72.5%	+9.7%	
E	90.7%	7.2%	1.8%	0.4%	73.5%	72.4%	11.2%	9.5%	6.9%	69.4%	+25.3%	
F	86.4%	9.2%	3.8%	0.6%	72.4%	72.2%	10.2%	9.3%	8.4%	70.3%	+19.7%	
S Fkln	98.4%	0.6%	0.2%	0.7%	98.2%	98.9%	0.5%	0.3%	0.4%	98.3%	-0.5%	
G	90.9%	7.1%	1.6%	0.4%	79.2%	78.5%	11.4%	6.1%	4.0%	80.6%	+15.8%	
S Rock	97.7%	1.3%	0.2%	0.8%	95.0%	93.5%	2.6%	2.1%	1.8%	94.5%	+4.5%	
JZ	90.8%	6.7%	1.9%	0.6%	81.2%	79.0%	11.1%	6.9%	3.0%	77.1%	+14.9%	
L	93.8%	5.0%	0.8%	0.3%	79.0%	76.9%	10.6%	7.3%	5.3%	76.7%	+22.0%	
M	90.6%	6.9%	1.8%	0.7%	76.0%	75.6%	10.8%	8.2%	5.5%	74.5%	+19.8%	
N	80.1%	11.0%	6.5%	2.4%	74.2%	74.4%	11.1%	8.6%	5.9%	71.1%	+7.7%	
Q	80.1%	10.1%	6.4%	3.4%	75.9%	77.5%	10.4%	7.4%	4.7%	75.0%	+3.4%	
R	86.0%	9.3%	3.8%	0.9%	74.7%	74.0%	11.2%	8.5%	6.3%	71.7%	+16.2%	
W						75.2%	11.3%	7.7%	5.7%	72.4%	n/a	
Subdivision B	86.2%	8.8%	3.7%	1.3%	75.5%	74.9%	10.7%	8.3%	6.1%	73.3%	+15.1%	
Systemwide	83.7%	8.8%	4.8%	2.7%	75.4%	74.7%	10.4%	8.3%	6.5%	72.8%	+12.0%	

Weekday Wait Assessment Discussion

- Wait Assessment for May 2020 improved by 12% compared to May 2019.
- The B, W, and 42nd Street Shuttle did not run throughout May and are not included in these metrics.

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

Line	May 20					May 19					Desired trend
	Monthly	Monthly Gap			12 month	Monthly	Monthly Gap			12 month	Monthly
	Meets Standard	Minor	Medium	Major	Meets Standard	Meets Standard	Minor	Medium	Major	Meets Standard	Standard % Change
1	87.4%	7.2%	3.6%	1.7%	88.3%	89.3%	6.7%	2.7%	1.3%	86.8%	-2.1%
2	75.5%	11.5%	8.5%	4.5%	74.3%	74.4%	13.2%	9.0%	3.4%	73.7%	+1.5%
3	83.9%	9.5%	3.7%	2.9%	84.2%	84.2%	9.8%	4.0%	2.0%	83.4%	-0.4%
4	78.4%	11.3%	7.3%	3.1%	76.1%	75.7%	10.9%	8.2%	5.2%	73.4%	+3.6%
5	85.5%	7.9%	3.4%	3.3%	82.8%	84.0%	10.1%	4.4%	1.5%	83.0%	+1.8%
6	85.3%	7.7%	4.2%	2.7%	84.0%	87.2%	6.7%	2.9%	3.1%	82.5%	-2.2%
7	85.9%	8.4%	3.8%	1.9%	83.8%	83.4%	10.1%	5.1%	1.3%	79.9%	+3.0%
S 42nd						99.5%	0.2%	0.1%	0.2%	98.5%	N/A
Subdivision A	81.9%	9.5%	5.6%	3.0%	81.0%	82.3%	9.5%	5.4%	2.8%	80.2%	-0.5%
A	79.5%	10.8%	6.3%	3.4%	76.2%	79.7%	10.7%	6.7%	2.9%	74.3%	N/A
C	83.4%	9.3%	5.7%	1.6%	80.9%	82.5%	10.6%	4.7%	2.2%	78.2%	N/A
D	81.9%	11.4%	4.8%	1.8%	79.4%	82.3%	10.7%	5.1%	1.9%	79.2%	-0.5%
E	89.8%	6.7%	2.5%	0.9%	85.1%	86.8%	9.0%	3.4%	0.8%	82.5%	+3.5%
F	85.6%	9.3%	3.9%	1.2%	79.5%	81.7%	11.2%	5.5%	1.6%	79.9%	+4.8%
S Fkln	98.7%	0.1%	0.5%	0.7%	98.0%	99.5%	0.4%	0.1%	0.0%	98.5%	-0.8%
G	89.3%	7.6%	2.1%	1.0%	84.1%	84.0%	10.1%	4.5%	1.4%	87.0%	+6.3%
S Rock	98.2%	1.2%	0.5%	0.1%	95.6%	95.5%	3.1%	0.8%	0.5%	94.9%	+2.8%
JZ	90.4%	6.9%	1.8%	0.9%	85.8%	90.7%	6.8%	1.9%	0.7%	86.1%	-0.3%
L	79.9%	10.3%	6.1%	3.7%	87.4%	93.6%	4.6%	1.4%	0.3%	80.9%	-14.6%
M	92.9%	4.6%	1.3%	1.3%	76.9%	78.5%	11.2%	6.8%	3.5%	82.1%	+18.3%
N	80.0%	11.6%	5.6%	2.8%	76.1%	80.4%	11.0%	6.2%	2.4%	76.2%	-0.5%
Q	81.4%	10.3%	6.0%	2.4%	79.6%	81.5%	10.6%	5.5%	2.5%	83.0%	-0.1%
R	83.0%	10.3%	5.0%	1.8%	80.2%	81.0%	11.1%	5.8%	2.1%	78.1%	+2.5%
Subdivision B	84.0%	9.4%	4.6%	2.1%	80.8%	83.0%	10.0%	5.0%	1.9%	80.3%	+1.2%
Systemwide	83.1%	9.4%	5.0%	2.5%	80.9%	82.7%	9.8%	5.2%	2.3%	80.3%	+0.5%



Weekend Wait Assessment Discussion

- Wait Assessment for May 2020 improved by 0.5% compared to May 2019.
- The 42nd Street Shuttle did not run throughout May and is not included in these metrics.

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

Subway Weekday Terminal On-Time Performance

Monthly
(24 hours)

Desired trend



<u>Line</u>	<u>May 20</u>	<u>May 19</u>	<u>% Change</u>
1	97.2%	76.3%	+27.4%
2	92.6%	83.0%	+11.6%
3	93.7%	91.8%	+2.1%
4	94.3%	70.3%	+34.1%
5	89.8%	85.0%	+5.6%
6	93.5%	83.7%	+11.7%
7	98.6%	98.2%	+0.4%
S 42nd		100.0%	N/A
Subdivision A	94.5%	87.5%	+8.0%
A	93.0%	62.3%	+49.3%
B		64.1%	N/A
C	94.8%	73.5%	+29.0%
D	94.0%	64.2%	+46.4%
E	96.9%	85.9%	+12.8%
F	93.1%	66.1%	+40.8%
S Fkn	99.4%	98.2%	+1.2%
G	96.3%	71.4%	+34.9%
S Rock	98.4%	94.0%	+4.7%
JZ	96.2%	67.0%	+43.6%
L	98.9%	96.6%	+2.4%
M	97.8%	72.8%	+34.3%
NW	89.4%	72.2%	+23.8%
Q	96.0%	92.4%	+3.9%
R	95.0%	70.8%	+34.2%
Subdivision B	95.5%	76.6%	+24.7%
Systemwide	95.1%	81.4%	+16.8%

Weekday Terminal On-Time Performance Discussion

- The B, W, and 42nd Street Shuttle did not run throughout May and are not included in these metrics.
- May 2020 OTP improved by 16.8% compared to the prior year.
- May OTP continues to reflect the significant reduction in ridership that began in mid-March. Lower ridership closely correlates with shorter dwells (the time it takes for customers to board and exit trains) at stations. These shorter dwells made it more likely that trains could reach their terminals closer to their scheduled times.

Subway Weekend Terminal On-Time Performance

Monthly
(24 hours)

Desired trend



<u>Line</u>	<u>May 20</u>	<u>May 19</u>	<u>% Change</u>
1	96.1%	90.2%	+6.5%
2	80.8%	45.4%	+78.0%
3	88.4%	66.3%	+33.3%
4	88.4%	64.6%	+36.8%
5	94.8%	84.5%	+12.2%
6	94.5%	85.8%	+10.1%
7	94.9%	85.7%	+10.7%
S 42nd		100.0%	N/A
Subdivision A	91.5%	80.5%	+13.7%
A	92.5%	87.8%	+5.4%
C	91.8%	86.4%	+6.3%
D	93.6%	84.8%	+10.4%
E	96.4%	92.6%	+4.1%
F	92.6%	90.0%	+2.9%
S Fkn	99.3%	100.0%	-0.7%
G	93.3%	78.3%	+19.2%
S Rock	98.2%	97.0%	+1.2%
JZ	96.7%	92.3%	+4.8%
L	95.7%	98.3%	-2.6%
M	98.6%	88.6%	+11.3%
N	77.4%	76.9%	+0.7%
Q	92.7%	86.9%	+6.7%
R	94.0%	79.0%	+19.0%
Subdivision B	93.7%	88.3%	+6.1%
Systemwide	92.9%	85.0%	+9.3%

Weekend Terminal On-Time Performance Discussion

- The 42nd Street Shuttle did not run throughout May and is not included in these metrics.
- May OTP improved by 9.3% compared to the prior year.
- May OTP continues to reflect the significant reduction in ridership that began in mid-March. Lower ridership closely correlates with shorter dwells (the time it takes for customers to board and exit trains) at stations. These shorter dwells made it more likely that trains could reach their terminals closer to their scheduled times.

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

Subway Weekday Trains Delayed
Monthly - May 2020
(24 hours)

<u>Delay Categories</u>	<u>Trains Delayed</u>	<u>Delayed Trains Per Day (20)</u>	<u>% of Delayed Trains</u>
Track Failures and Emergency Remediation	<u>456</u>	<u>23</u>	<u>8.8%</u>
Rail and Roadbed	323	16	6.1%
Fire, Smoke, Debris	133	7	2.7%
Signal Failures and Emergency Remediation	678	34	13.0%
Subway Car	<u>437</u>	<u>22</u>	<u>8.4%</u>
Door-Related	95	5	1.9%
Propulsion	66	3	1.1%
Braking	112	6	2.3%
Other	164	8	3.1%
Other Unplanned Disruptions (e.g. station defect)	62	3	1.1%
Train Brake Activation - cause unknown	57	3	1.1%
Service Delivery (e.g., crew performance)	210	11	4.2%
External	<u>1,548</u>	<u>77</u>	<u>29.4%</u>
Public Conduct, Crime, Police Response	711	36	13.7%
Sick/Injured Customer	206	10	3.8%
Persons on Roadbed (including persons struck by train)	369	18	6.9%
External Debris on Roadbed (e.g., trees, shopping cart)	50	3	1.1%
Other Passenger-Related (e.g., retrieval of property from track)	128	6	2.3%
Public Event (e.g., civil demonstration, parade)	40	2	0.8%
Inclement Weather	11	1	0.4%
Other External Disruptions	33	2	0.8%
Operating Environment	602	30	11.5%
Planned Right-of-Way Work	1,196	60	22.9%
Total Trains Delayed	5,246	262	100%

-The comparison to delay reduction targets are not shown due to the external factors that affected delays this month.

Note: Based on new electronic feeds. Root cause analysis and improved categorization of delays are ongoing.

Subway Weekend Trains Delayed
Monthly - May 2020
(24 hours)

<u>Delay Categories</u>	<u>Trains Delayed</u>	<u>Delayed Trains Per Day (11)</u>	<u>% of Delayed Trains</u>
Track Failures and Emergency Remediation	<u>256</u>	<u>23</u>	<u>6.4%</u>
Rail and Roadbed	110	10	2.7%
Fire, Smoke, Debris	146	13	3.6%
Signal Failures and Emergency Remediation	447	41	11.1%
Subway Car	<u>191</u>	<u>17</u>	<u>4.8%</u>
Door-Related	63	6	1.6%
Propulsion	14	1	0.3%
Braking	55	5	1.4%
Other	59	5	1.5%
Other Unplanned Disruptions (e.g. station defect)	51	5	1.3%
Train Brake Activation - cause unknown	26	2	0.6%
Service Delivery (e.g., crew performance)	586	53	14.6%
External	<u>917</u>	<u>83</u>	<u>22.9%</u>
Public Conduct, Crime, Police Response	364	33	9.1%
Sick/Injured Customer	157	14	3.9%
Persons on Roadbed (including persons struck by train)	202	18	5.0%
External Debris on Roadbed (e.g., trees, shopping cart)	35	3	0.9%
Other Passenger-Related (e.g., retrieval of property from track)	123	11	3.1%
Public Event (e.g., civil demonstration, parade)	21	2	0.5%
Inclement Weather	15	1	0.4%
Other External Disruptions	0	0	0.0%
Operating Environment	736	67	18.3%
Planned Right-of-Way Work	803	73	20.0%
Total Trains Delayed	4,013	365	100%

-The comparison to delay reduction targets are not shown due to the external factors that affected delays this month.

Note: Based on new electronic feeds. Root cause analysis and improved categorization of delays are ongoing.

Customer Service Report: Buses

Craig Cipriano, Acting President, MTA Bus Company/
Senior Vice President, NYCT Department of Buses



United Way of New York donated 3,000 care packages to MTA employees. Acting MTA Bus Company President/Senior Vice President NYCT Department of Buses Craig Cipriano distributed a number of them to heroic frontline employees at the College Point Depot.

June 2020 Highlights: Buses

June 8th marked the beginning of Phase 1 of the reopening of New York City and the first day Buses returned to full service (in all boroughs except Manhattan) since March 23rd. Based on projected ridership levels, Manhattan is currently running 75% of normal service. During the worst of the pandemic, the bus customer base dropped from 2.1M to ~430,000. Since then, our customers have begun to come back. In fact, at the end of the first week of reopening we carried approximately 960K customers, almost 200K more customers than the average of the week before — and putting ridership at ~46% of pre-COVID levels. Clearly Buses will play a vital role in bringing the economy of our region back, and throughout this next, critical phase, we continue to be laser-focused on safety. Since the beginning of the pandemic, Buses has distributed over 400,000 facemasks, nearly 900,000 pairs of gloves and over 7,500 gallons of hand sanitizer. We continue to remind our employees and our customers of the importance of remaining steadfast and vigilant — wearing masks on the bus, practicing social distancing, and using hand sanitizer.

In conjunction with the Phase 1 reopening of the City, Mayor Bill de Blasio and New York City DOT announced that the city will expand bus service through 20 new miles of busways and bus lanes. In addition, the City will make the highly successful 14th Street busway permanent. This is an important step in the right direction for the bus system and our customers. In total, there will be four new bus lanes and five new busways (similar to 14th Street) across all five boroughs.

Finally, over the last several weeks, we have all grieved the tragic and senseless killing of George Floyd in Minneapolis. Our operators have heroically transported New Yorkers through an ever-changing patchwork of demonstrations and occasional civil unrest — sometimes while worrying about their own safety. Our Bus Command Center and Road Operations teams have worked tirelessly to quickly identify problem areas and detour our buses to keep our operators, customers and vehicles safe.

I cannot possibly express the depth of my gratitude for the 18,000+ men and women of Buses for their incredible service and unwavering dedication during these difficult and tumultuous times. With each passing day I am humbled by their heroism. Together we will get through this year stronger than ever—never forgetting those members of our Buses family we tragically lost over these last few months.

Craig Cipriano

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

Bus Report

Bus Report Performance Indicators							
Category	Performance Indicator	Current Month: May 2020			12-Month Average		
		This Year	Last Year	% Change	This Year	Last Year	% Change
Customer Focused Metrics	Service Delivered (Chart 1)	96.9%	97.1%	-0.2%	96.7%	97.2%	-0.5%
	Additional Bus Stop Time (h:mm:ss) (Chart 3)	N/A	0:01:49	N/A	N/A	0:01:45	N/A
	Additional Travel Time (h:mm:ss) (Chart 5)	N/A	0:01:05	N/A	N/A	0:00:51	N/A
	Customer Journey Time Performance (Chart 7)	N/A	70.2%	N/A	N/A	+71.9%	N/A
Inputs To Operations	Mean Distance Between Failures (Chart 9)	8,938	7,277	+22.8%	8,201	7,182	+14.2%
	Speed (MPH) (Chart 11)	9.2	7.9	+16.8%	8.2	8.0	+2.8%
Legacy Indicators	Wait Assessment (Chart 13)	81.3%	76.6%	+6.2%	78.4%	77.7%	+0.9%
	System MDBSI (Chart 16)	4,721	2,997	+57.5%	3,267	2,913	+12.2%
	NYCT Bus	4,370	2,860	+52.8%	3,099	2,729	+13.6%
	MTA Bus	6,116	3,544	+72.6%	3,945	3,727	+5.8%
	System Trips Completed (Chart 17)	N/A	99.2%	N/A	N/A	99.2%	N/A
	NYCT Bus	N/A	99.2%	N/A	N/A	99.2%	N/A
	MTA Bus	N/A	99.2%	N/A	N/A	98.9%	N/A
	System AM Pull Out (Chart 18)	N/A	99.8%	N/A	N/A	99.8%	N/A
	NYCT Bus	N/A	99.7%	N/A	N/A	99.8%	N/A
	MTA Bus	N/A	99.8%	N/A	N/A	99.5%	N/A
	System PM Pull Out (Chart 19)	N/A	99.8%	N/A	N/A	99.8%	N/A
	NYCT Bus	N/A	99.8%	N/A	N/A	99.9%	N/A
	MTA Bus	N/A	99.7%	N/A	N/A	99.6%	N/A
	System Buses >= 12 years	18.8%	20.8%				
	NYCT Bus	6.8%	11.9%				
	MTA Bus	60.6%	51.4%				
	System Fleet Age	7.5	7.4				
	NYCT Bus	6.4	6.5				
MTA Bus	11.3	10.5					

System refers to the combined results of NYCT Bus and MTA Bus

***NOTE:** Some metrics for the month of May cannot be provided due to severe disruptions in bus ridership and service associated with the COVID-19 pandemic. This report includes the following adjustments:

- ABST, ATT, CJTP, Trips Completed, AM Pull Out, and PM Pull Out metrics are not available
- Express bus metrics are available in Service Delivered, Wait Assessment, and Speed but exclude numerous routes, particularly in the Bronx and Queens.

Note: The metrics in this report are preliminary

Note

Please note that due to significant changes in ridership volume and patterns, and service disruptions and adjustments in connection with the COVID-19 outbreak, we are unable to provide all metrics for the month of May. This report contains the following adjustments:

- *Customer-Focused Metrics* – Additional Bus Stop Time (ABST), Additional Travel Time (ATT), and Customer Journey Time Performance (CJTP) depend on ridership models to calculate customer travel times to compare actual service to scheduled service. Those models cannot properly account for the significant changes in ridership levels and travel patterns that began with the outbreak, so will not be reported at this time.
- *Express Bus* – Due to data processing issues associated with reduced service schedules, numerous express buses have been excluded from May 2020 Service Delivered, Speeds, and Wait Assessment, particularly routes in the Bronx and Queens.
- *AM Pull Out, PM Pull Out, and Trips Completed* – These metrics are unavailable due to data processing issues caused by rapid and dynamic changes in the schedules.

Note: The metrics in this report are preliminary

Section 1: Customer Focused Metrics

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

Performance Indicator Definitions

Service Delivered

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

Additional Bus Stop Time (ABST)

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

Additional Travel Time (ATT)

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

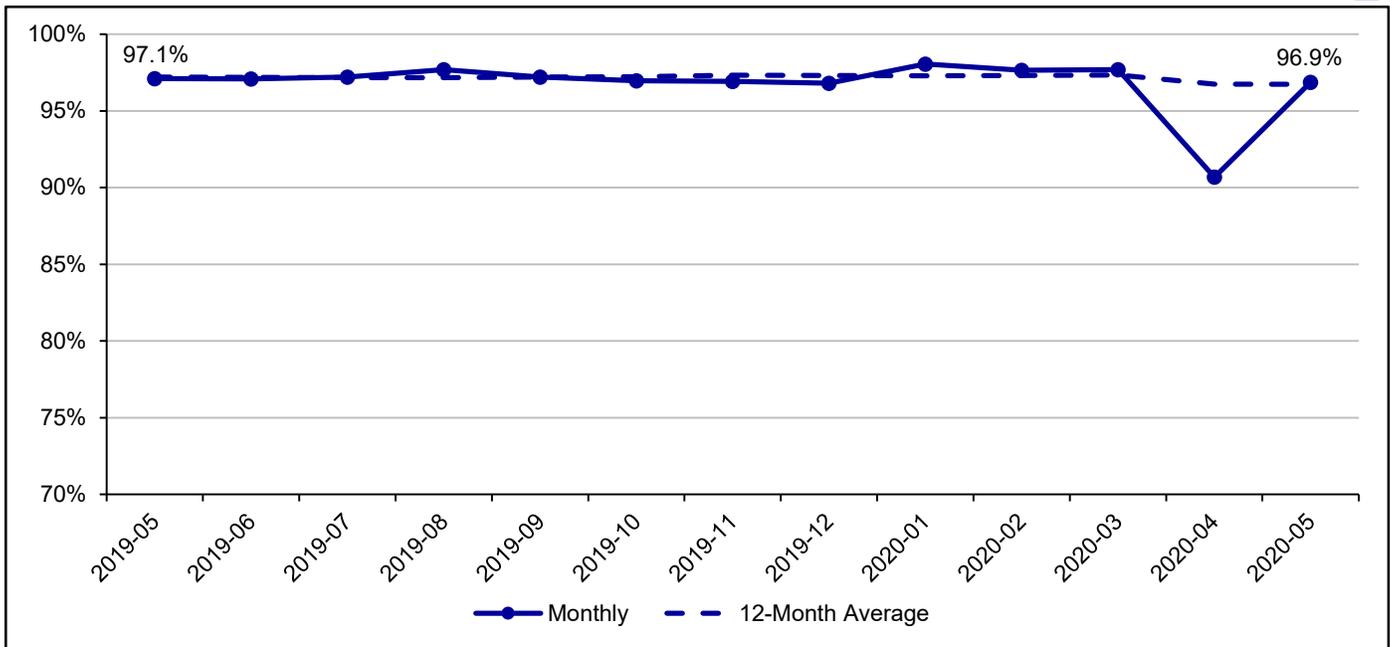
Customer Journey Time Performance (CJTP)

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

Note: The metrics in this report are preliminary

Service Delivered (Peak Hours)

Desired trend



	Monthly			12-Month Average		
	May 20	May 19	% Change	May 20	May 19	% Change
Bronx	100.5%	97.1%	+3.5%	97.8%	97.6%	+0.2%
Brooklyn	98.7%	97.2%	+1.5%	97.6%	97.6%	0.0%
Manhattan	100.2%	97.3%	+3.0%	97.9%	97.4%	+0.5%
Queens	91.0%	96.9%	-6.1%	95.1%	96.9%	-1.9%
Staten Island	97.5%	97.2%	+0.3%	97.1%	96.7%	+0.4%
Systemwide	96.9%	97.1%	-0.2%	96.7%	97.2%	-0.5%

Service Delivered Discussion

- Due to data processing issues related to the COVID-19 outbreak, May 2020 excludes numerous express bus routes, particularly in the Bronx and Queens.
- Service Delivered in May 2020 decreased by 0.2 percent to 96.9 percent compared to May 2019, and decreased by 0.5 percent to 96.7 percent on a 12-month average basis.

Note: The metrics in this report are preliminary

**Service Delivered
Monthly
(Peak Hours)**

Desired trend 

<u>Borough</u>	<u>May 20</u>	<u>May 19</u>	<u>% Change</u>
Bronx	100.5%	97.1%	+3.5%
Local/Limited	100.5%	96.8%	+3.8%
Select Bus Service	99.6%	98.4%	+1.2%
Express	101.0%	97.7%	+3.4%
Brooklyn	98.7%	97.2%	+1.5%
Local/Limited	99.6%	97.0%	+2.7%
Select Bus Service	85.4%	97.1%	-12.0%
Express	97.2%	99.5%	-2.3%
Manhattan	100.2%	97.3%	+3.0%
Local/Limited	99.6%	96.7%	+3.0%
Select Bus Service	101.7%	99.3%	+2.4%
Express	N/A	N/A	N/A
Queens	91.0%	96.9%	-6.1%
Local/Limited	92.4%	96.8%	-4.5%
Select Bus Service	86.0%	98.0%	-12.2%
Express	76.1%	97.2%	-21.7%
Staten Island	97.5%	97.2%	+0.3%
Local/Limited	97.0%	97.2%	-0.2%
Select Bus Service	96.8%	100.2%	-3.4%
Express	102.7%	97.0%	+5.9%
Systemwide	96.9%	97.1%	-0.2%
Local/Limited	97.3%	96.9%	+0.4%
Select Bus Service	95.8%	98.5%	-2.7%
Express	89.7%	97.5%	-8.0%

Note: The metrics in this report are preliminary

Section 2: Inputs to Operations

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

Performance Indicator Definitions

Mean Distance Between Failures (MDBF)

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

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

Bus Speeds

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

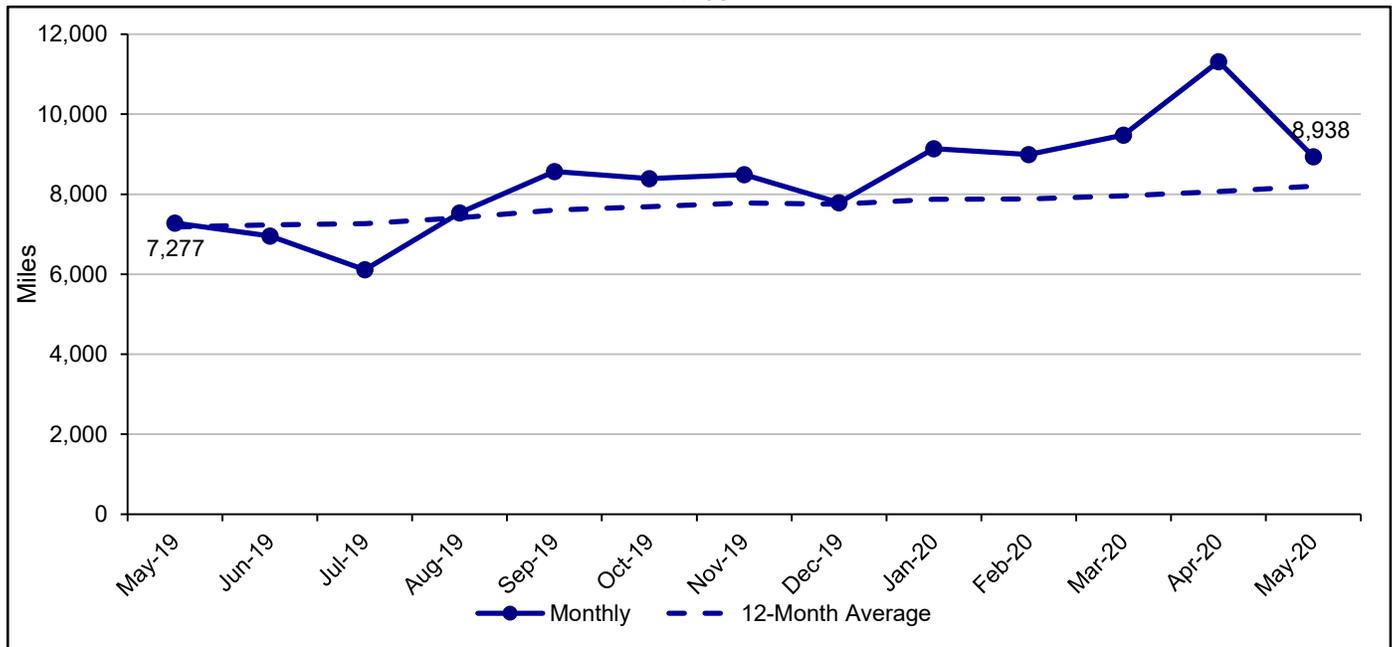
Note: The metrics in this report are preliminary

Mean Distance Between Failures

(24 Hours)

Miles

Desired trend



	Monthly			12-Month Average		
	May 20	May 19	% Change	May 20	May 19	% Change
Bronx	6,999	5,994	+16.8%	6,368	5,414	+17.6%
Brooklyn	8,866	8,458	+4.8%	8,913	7,278	+22.5%
Manhattan	6,649	4,149	+60.3%	5,121	4,242	+20.7%
Queens	9,414	6,752	+39.4%	7,808	7,332	+6.5%
Staten Island	34,899	16,613	+110.1%	22,870	20,635	+10.8%
Systemwide	8,938	7,277	+22.8%	8,201	7,182	+14.2%

Mean Distance Between Failures Discussion

- Mean Distance Between Failures improved by 22.8 percent to 8,938 miles in May 2020 compared to May 2019. The 12-month average through May 2020 improved by 14.2 percent.

Note: The metrics in this report are preliminary

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

Desired trend

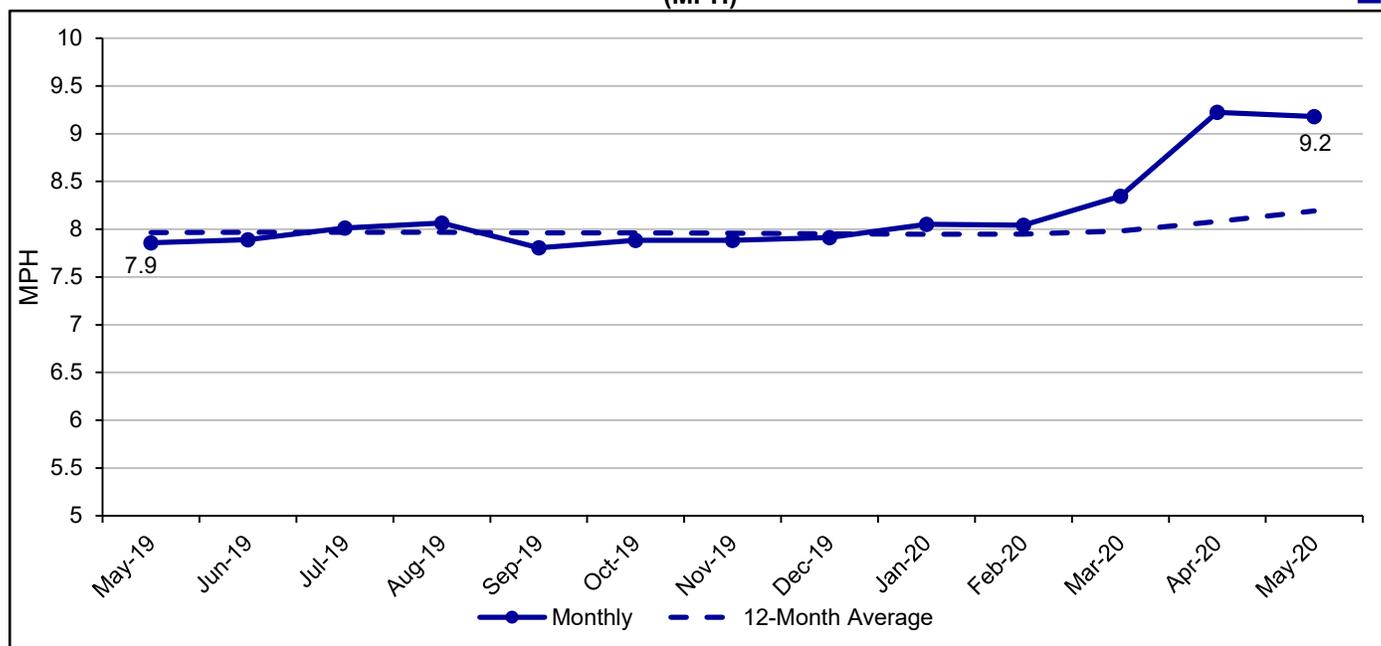


<u>Borough</u>	<u>May 20</u>	<u>May 19</u>	<u>% Change</u>
Bronx	6,368	5,414	+17.6%
Local/Limited	5,528	4,626	+19.5%
Select Bus Service	10,750	7,234	+48.6%
Express	10,389	11,249	-7.6%
Brooklyn	8,913	7,278	+22.5%
Local/Limited	8,783	7,056	+24.5%
Select Bus Service	10,937	10,026	+9.1%
Express	8,760	9,422	-7.0%
Manhattan	5,121	4,242	+20.7%
Local/Limited	4,378	3,742	+17.0%
Select Bus Service	9,944	8,555	+16.2%
Express	N/A	N/A	N/A
Queens	7,808	7,332	+6.5%
Local/Limited	7,785	6,907	+12.7%
Select Bus Service	7,805	11,312	-31.0%
Express	7,917	8,369	-5.4%
Staten Island	22,870	20,635	+10.8%
Local/Limited	24,324	19,122	+27.2%
Select Bus Service	35,205	11,231	+213.5%
Express	21,327	23,858	-10.6%
Systemwide	8,201	7,182	+14.2%
Local/Limited	7,440	6,275	+18.6%
Select Bus Service	9,872	9,479	+4.2%
Express	12,104	13,149	-7.9%

Note: The metrics in this report are preliminary

Bus Speeds (24 Hours) (MPH)

Desired trend



	Monthly			12-Month Average		
	May 20	May 19	% Change	May 20	May 19	% Change
Bronx	8.2	7.3	+12.7%	7.5	7.4	+1.9%
Brooklyn	8.5	7.0	+21.5%	7.4	7.1	+4.1%
Manhattan	7.6	5.8	+32.2%	6.2	5.9	+6.0%
Queens	10.8	8.7	+23.4%	9.2	8.9	+3.7%
Staten Island	14.6	13.5	+8.4%	13.9	13.8	+0.5%
Systemwide	9.2	7.9	+16.8%	8.2	8.0	+2.8%

Speed Discussion

- Increased bus speeds in May 2020 continue reflect the declines in ridership and traffic levels as a result of the COVID-19 outbreak.
- Bus Speed in May 2020 was 9.2 mph, 16.8 percent higher compared to May 2019. The 12-month average ending May 2020 was 2.8 percent higher compared to the prior year.
- Due to data processing issues related to the COVID-19 outbreak, May 2020 excludes numerous express bus routes, particularly in the Bronx and Queens.

Note: The metrics in this report are preliminary

Bus Speeds
Monthly (24 Hours)
MPH

Desired trend 

<u>Borough</u>	<u>May 20</u>	<u>May 19</u>	<u>% Change</u>
Bronx	8.2	7.3	+12.7%
Local/Limited	7.7	6.6	+16.2%
Select Bus Service	9.9	8.4	+18.6%
Express	16.8	11.0	+52.4%
Brooklyn	8.5	7.0	+21.5%
Local/Limited	8.3	6.7	+23.7%
Select Bus Service	9.6	8.4	+14.3%
Express	14.3	11.9	+19.9%
Manhattan	7.6	5.8	+32.2%
Local/Limited	7.4	5.5	+34.3%
Select Bus Service	8.4	7.0	+19.8%
Express	N/A	N/A	N/A
Queens	10.8	8.7	+23.4%
Local/Limited	10.5	8.4	+24.5%
Select Bus Service	13.0	11.2	+15.5%
Express	15.5	12.5	+23.5%
Staten Island	14.6	13.5	+8.4%
Local/Limited	13.5	11.6	+16.1%
Select Bus Service	16.2	14.0	+16.2%
Express	19.1	16.4	+16.5%
Systemwide	9.2	7.9	+16.8%
Local/Limited	8.8	7.3	+20.5%
Select Bus Service	10.5	9.1	+15.9%
Express	16.7	13.4	+24.7%

Note: The metrics in this report are preliminary

Section 3: Legacy Indicators

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

Performance Indicator Definitions

Wait Assessment

Wait Assessment (WA) measures how evenly buses are spaced at selected timepoints along each route. It is defined as the percentage of actual intervals between buses that are no more than three minutes over the scheduled interval for the morning (7-9am) and afternoon (4-7pm) peak periods and no more than five minutes over the scheduled interval for the rest of the day. This measure provides a percentage of buses passing the standard, but it does not account for extra service operated, it is not weighted to how many customers are waiting for buses at different stops, it does not distinguish between relatively minor gaps in service and major delays, and it is not a true measurement of time customers spend waiting at stops.

Bus Mean Distance Between Service Interruptions

Bus Mean Distance Between Service Interruptions is the average distance traveled by a bus between all delays and/or inconveniences to customers within a 12-month period. All road calls caused by both mechanical and non-mechanical failures are included.

Bus Percentage of Completed Trips

Bus Percentage of Completed Trips is the percent of trips completed system wide for the 12-month period. The sytemwide metric is the combined results of NYCT Bus and MTA Bus.

Bus AM Weekday Pull Out Performance

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

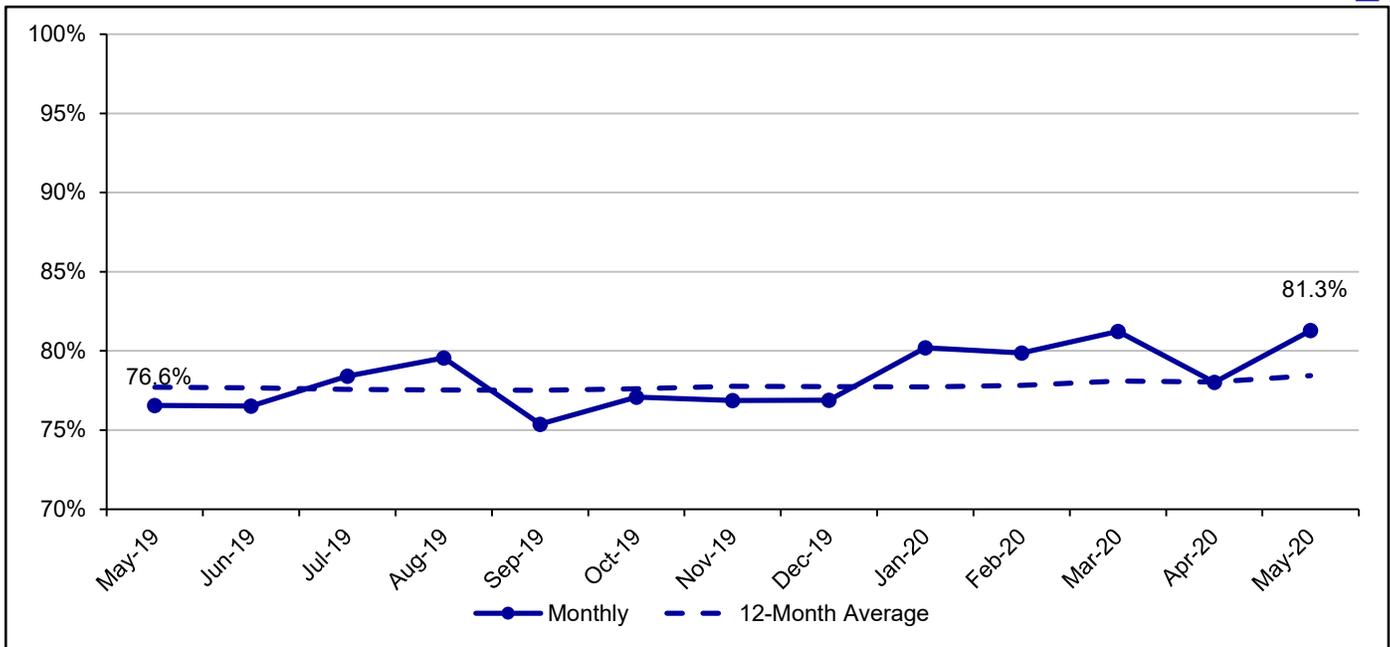
Bus PM Weekday Pull Out Performance

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

Note: The metrics in this report are preliminary

Wait Assessment

Desired trend



	Monthly			12-Month Average		
	May 20	May 19	% Change	May 20	May 19	% Change
Bronx	83.9%	75.5%	+11.1%	77.7%	77.0%	+0.9%
Brooklyn	78.1%	74.8%	+4.4%	76.7%	76.0%	+0.9%
Manhattan	82.5%	75.6%	+9.1%	79.1%	76.6%	+3.3%
Queens	80.7%	78.2%	+3.2%	79.2%	79.3%	-0.1%
Staten Island	84.5%	80.1%	+5.5%	81.6%	80.5%	+1.4%
Systemwide	81.3%	76.6%	+6.1%	78.4%	77.7%	+0.9%

- Due to data processing issues related to the COVID-19 outbreak, May 2020 excludes numerous express bus routes, particularly in the Bronx and Queens.

Note: The metrics in this report are preliminary

Wait Assessment Monthly

Desired trend 

<u>Borough</u>	<u>May 20</u>	<u>May 19</u>	<u>% Change</u>
Bronx	83.9%	75.5%	+11.1%
Local/Limited	83.6%	75.2%	+11.2%
Select Bus Service	88.5%	76.4%	+15.8%
Express	93.7%	81.5%	+15.0%
Brooklyn	78.1%	74.8%	+4.4%
Local/Limited	78.2%	74.6%	+4.8%
Select Bus Service	75.2%	80.8%	-6.9%
Express	75.6%	77.5%	-2.5%
Manhattan	82.5%	75.6%	+9.1%
Local/Limited	82.0%	75.2%	+9.0%
Select Bus Service	87.1%	80.2%	+8.6%
Express	N/A	N/A	N/A
Queens	80.7%	78.2%	+3.2%
Local/Limited	81.3%	78.1%	+4.1%
Select Bus Service	71.9%	80.5%	-10.7%
Express	62.9%	80.5%	-21.9%
Staten Island	84.5%	80.1%	+5.5%
Local/Limited	84.1%	79.4%	+5.9%
Select Bus Service	89.6%	79.5%	+12.7%
Express	85.1%	83.0%	+2.5%
Systemwide	81.3%	76.6%	+6.1%
Local/Limited	81.2%	76.3%	+6.4%
Select Bus Service	82.3%	79.9%	+3.0%
Express	81.5%	81.4%	+0.1%

Note: The metrics in this report are preliminary

Bus Mean Distance Between Service Interruptions

Desired trend

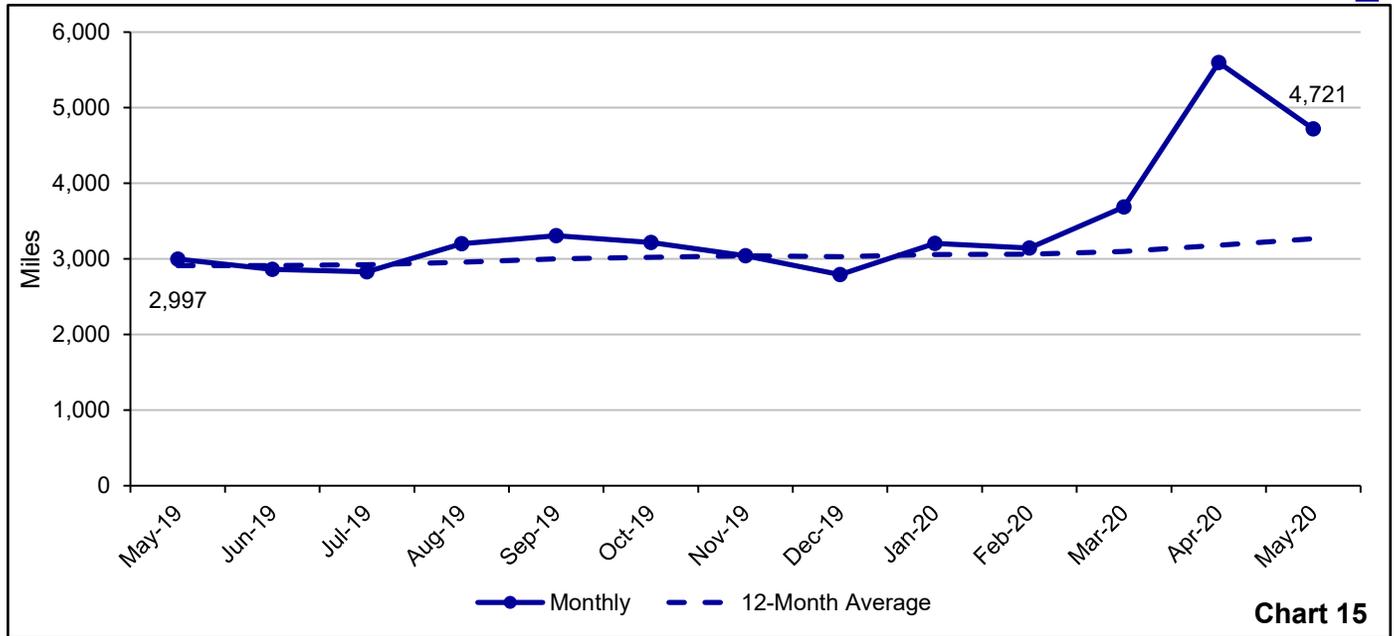


Chart 15

	Monthly			12-Month Average		
	May 20	May 19	% Change	May 20	May 19	% Change
Systemwide	4,721	2,997	+57.5%	3,267	2,913	+12.2%

Note: The metrics in this report are preliminary



Customer Service Report: Paratransit

Craig Cipriano, Acting President, MTA Bus Company/
Senior Vice President, NYCT Department of Buses

June 2020 Highlights: Paratransit

Paratransit continues to operate full service as we have done throughout the COVID-19 pandemic, while taking actions to protect the health and safety of our customers and drivers. Since the beginning of the pandemic all dedicated Paratransit vehicles have been disinfected prior to being put into revenue service. In addition, the entire dedicated carrier fleet has undergone three cycles of a long-lasting antimicrobial shield treatment.

Since the reopening on June 8th we are providing an average of close to 13,000 trips per weekday. This is a significant increase from last month, when we saw approximately 9,000 trips per weekday. While many of our customers continue to stay home to protect themselves, their families and other New Yorkers, some have begun to resume their typical weekday activities. We expect Paratransit trips to continue this upward trend in the next several weeks. We continue to work closely with our contractors to provide safe and efficient service.

The Paratransit team has done tremendous work providing essential services for our customers and in support of our larger community. I cannot thank them enough for their dedication and service during these unprecedented times.

Craig Cipriano

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

Paratransit Report

Statistical results for the month of April 2020 are shown below.

Paratransit Operations - Monthly Operations Report Service Indicators							
Category	Performance Indicator	Current Month: April 2020			12-Month Average		
		This Year	Last Year	% Change	This Year	Last Year	% Change
Ridership	Total Trips Completed*	182,400	665,679	-72.6%	624,602	631,409	-1.1%
	Total Ridership	222,581	922,701	-75.9%	840,538	873,248	-3.8%
On-Time Performance	Pick-up Primary 30 Minute	98.0%	96.0%	+2.1%	96.4%	96.1%	+0.4%
	Pick-up Primary 15 Minute	90.0%	87.0%	+3.5%	87.7%	87.5%	+0.2%
	Pick-up Broker 30 Minute	98.0%	97.0%	+1.0%	96.5%	92.7%	+4.1%
	Pick-up Broker 15 Minute	92.0%	88.0%	+4.6%	87.9%	80.5%	+9.3%
	Appointment OTP Trips Primary - 30 Min Early to <1 Late (On-Time)*	n/a	46.0%	n/a	46.3%	45.0%	+2.9%
	Appointment OTP Trips Primary - Early*	n/a	47.0%	n/a	45.5%	46.3%	-1.8%
	Appointment OTP Trips Broker - 30 Min Early to <1 Late (On-Time)*	n/a	33.0%	n/a	33.0%	38.0%	-13.2%
Appointment OTP Trips Broker - Early*	n/a	58.0%	n/a	58.7%	46.5%	+26.2%	
Ride Time	Ride Time Variance Performance: Actual Trip Duration vs. Planned Trip Duration - At or Better Than Plan	88.0%	80.0%	+10.0%	81.6%	77.3%	+5.5%
	Average Actual Trip Duration in Minutes	24	39	-38.5%	36	42	-13.7%
	Max Ride Time Performance Primary	99.0%	98.0%	+1.0%	98.1%	97.8%	+0.3%
	Max Ride Time Performance Broker	100.0%	98.0%	+2.0%	98.7%	96.7%	+2.1%
Customer Experience	Frequent Rider Experience Primary*	n/a	74.0%	n/a	74.6%	72.9%	+2.3%
	Frequent Rider Experience Broker*	n/a	72.0%	n/a	70.8%	66.0%	+7.3%
Provider No-Shows	Provider No-Shows per 1,000 Schedule Trips Primary	0.43	1.34	-67.9%	1.19	1.77	-32.6%
	Provider No-Shows per 1,000 Schedule Trips Broker	1.38	2.93	-52.9%	1.20	2.26	-46.7%
Customer Complaints	Passenger Complaints - Transportation Service Quality Per 1000 Completed Trips	1.2	3.4	-64.3%	2.7	2.5	+6.3%
	Passenger Complaints - Non-Transportation Service Quality Per 1000 Completed Trips	0.9	2.2	-59.1%	2.0	1.4	+37.9%
Call Center	Percent of Calls Answered	98.0%	91.0%	+7.7%	96.3%	96.0%	+0.4%
	Average Call Answer Speed in Seconds	10	121	-91.7%	52	50	+2.5%
Eligibility	Total Registrants	162,983	155,826	+4.6%	160,469	152,120	+5.5%

*NOTE: April service saw significant changes due to the COVID-19 Pandemic. While full service has been provided throughout the pandemic, April saw a reduction in demand along with a reduction in traffic conditions. To further promote the safety of our customers and operators, shared ride service was also suspended. As a result, appointment time booking of trips would have led to excessively early drop offs and has been temporarily suspended. Customers can still book trips with a pickup time.

Note: 1) The percentage comparisons are the percentage change instead of the percentage point change.
2) Trip data and resulting metrics are preliminary and subject to adjustments.

PARATRANSIT PERFORMANCE INDICATOR DEFINITIONS

Ridership by Provider Type

Total Trips is the count of trips provided to registered Access-A-Ride clients in a given month. Total Ridership includes the count of personal care attendants (PCAs) and guests who join clients on the trips. Ridership is presented by the type of provider:

- 1) **Primary** providers are the blue and white Access-A-Ride branded vehicles, operated by contractors. They provide service with lift and ramp-equipped vans.
- 2) **Brokers** provide for-hire vehicles (FHVs), metered taxis, and some wheelchair accessible vehicles.
- 3) **E-Hails** provide web or app-based trip booking and furnish FHVs and metered taxis, including wheelchair accessible vehicles (WAVs).
- 4) **Street Hails** are services provided by the traditional FHVs, or yellow or green taxis for customers that Access-A-Ride authorized for customer reimbursement.
- 5) **All Others** are mostly services provided by local car services or livery providers in Staten Island, otherwise known as the Voucher Program. This service has been replaced by Enhanced Broker Service since November 2019.

On-Time Performance for Primary and Broker Providers

Pick-up OTP compares actual to promised pick-up time. It is measured on both 15-minute and 30-minute windows. Access-A-Ride's goal is that no less than 94% of all trips arrive at the pick-up location no more than 30 minutes after the promised time, and that no less than 85% of all trips arrive at the pick-up location no more than 15 minutes after the promised time.

Drop-off OTP compares actual to customer-requested drop-off time for trips scheduled with an appointment time. Such trips comprise about half of Access-A-Ride's service plan. An on-time trip is one that arrives at the drop-off location no more than 30 minutes early, and no later than the appointment time.

Provider No-Shows Per 1,000 Scheduled Trips for Primary and Broker Providers

The Provider No-Show rate measures the frequency with which primary providers do not arrive at the pick-up location within 30 minutes of the promised time and the trip is not provided. For broker providers, customers can call for replacement service after 15 minutes.

Ride Time Performance for Primary and Broker Providers

Ride Time measures customer trip duration in three different ways:

Actual vs Scheduled presents travel time variance.

Average Travel Time presents the average actual trip duration by trip distance category.

Max Ride Time Performance presents the percentage of trips performed within Access-A-Ride's established max ride time standards.

0 up to 3 miles: max ride time is 50 minutes
>3 up to 6 miles: max ride time is 65 minutes
>6 up to 9 miles: max ride time is 95 minutes
>9 up to 12 miles: max ride time is 115 minutes
>12 up to 14 miles: max ride time is 135 minutes
>14 miles: max ride time is 155 minutes

PARATRANSIT PERFORMANCE INDICATOR DEFINITIONS

Customer Experience

Customer Experience measures trip results against multiple standards. Trip experience is counted as positive if all of the following standards are met:

- **Pick-up OTP:** actual pick-up time is 30 minutes or less past the promise time.
- **Drop-off OTP:** for trips scheduled with a specific drop-off time, drop-off is no more than 30 minutes early and no later than the requested time.
- **Max Ride Time:** actual trip duration is within max ride time standards established by Access-A-Ride.
- **Provider No-Show:** trip does not result in a provider no-show.

Customer Complaints Per 1,000 Completed Trips

Customers can comment on Access-A-Ride service quality by phone, writing, and website. The number of complaints is measured as a rate per 1,000 completed trips.

Transportation Service Quality measures service delivery, which covers complaints about no-shows, lateness, long ride durations, drivers and vehicles. Access-A-Ride's goal is 3.0 or fewer Transportation Service Quality complaints per 1,000 trips.

Non-Transportation Service Quality measures complaints about the reservation process, eligibility certification experience, customer service agent helpfulness and politeness, and all other complaints. Access-A-Ride's goal is 1.0 or fewer Non-Transportation Service Quality complaints per 1,000 trips.

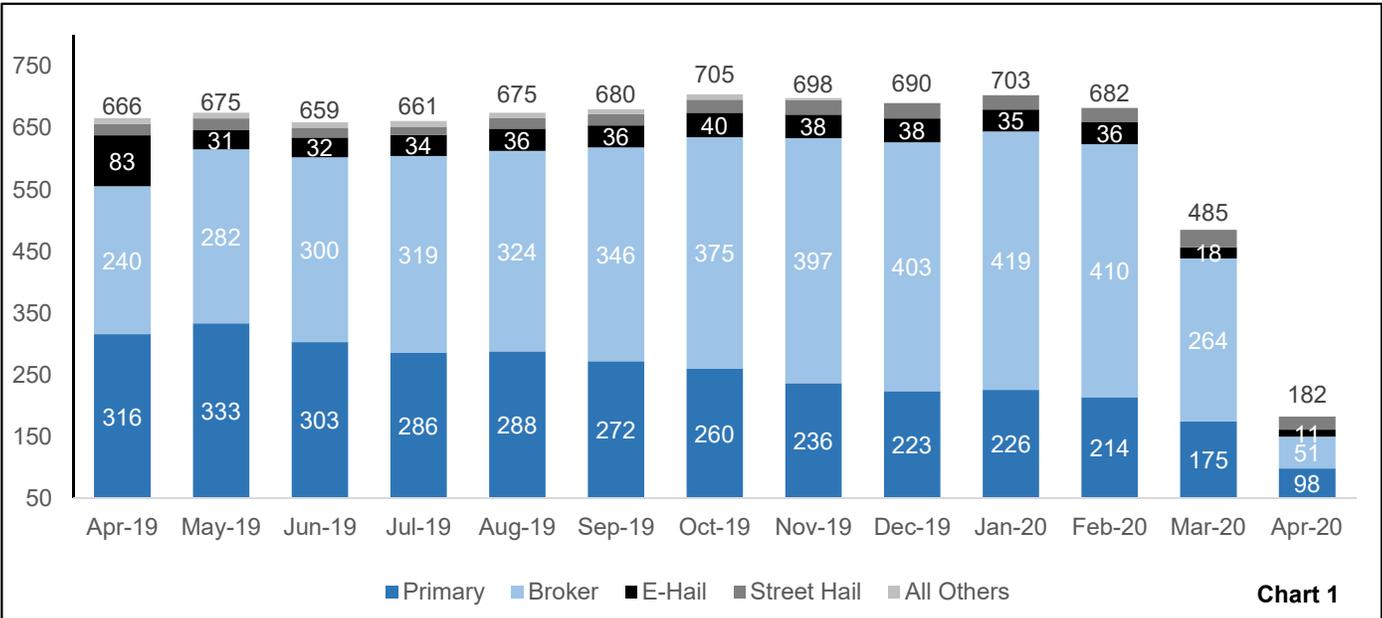
The phone number customers call to make complaints and other comments is the same familiar number they use for reservations. Access-A-Ride reviews all complaints received and works to resolve all specific customer concerns.

Call Center

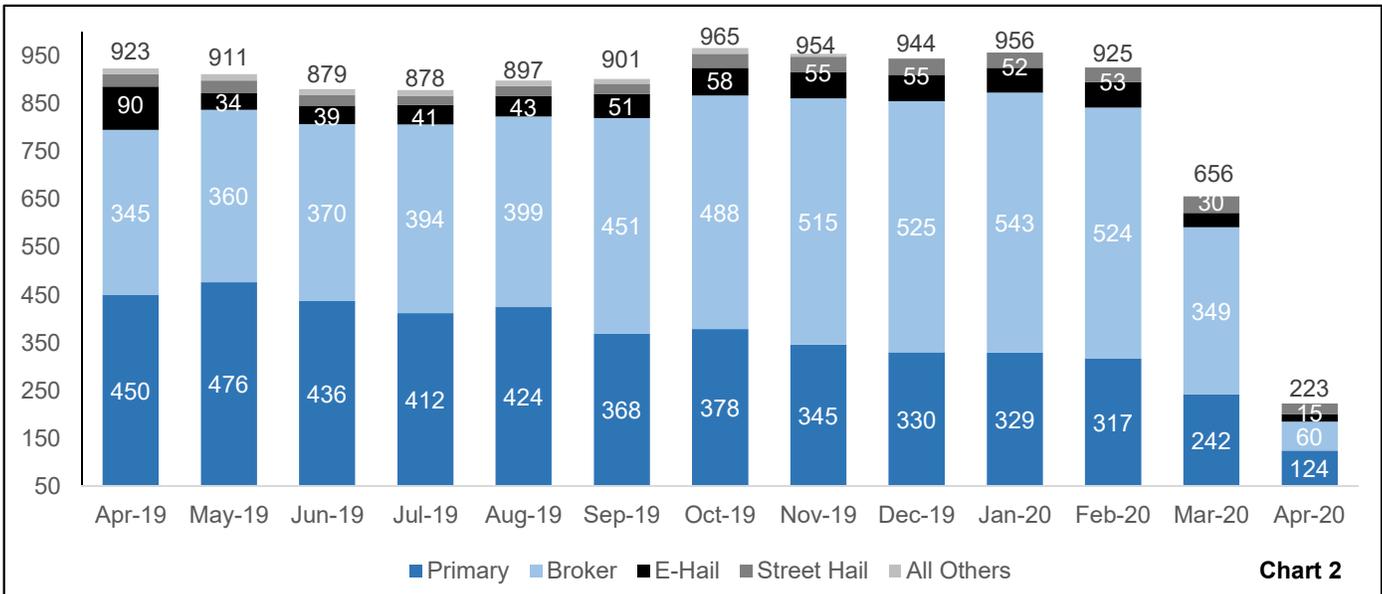
Access-A-Ride Call Center performance is measured as the percent of calls that are answered and the average speed with which those calls are answered. The call center handles reservation and day-of service status calls from customers.

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

Total Trips



Total Ridership



Total Trips Discussion

- Total Trips in April 2020 decreased by 302K (or 62.4%) when compared to March 2020, and decreased by 483K (or 72.6%) when compared to April 2019.

Total Ridership Discussion

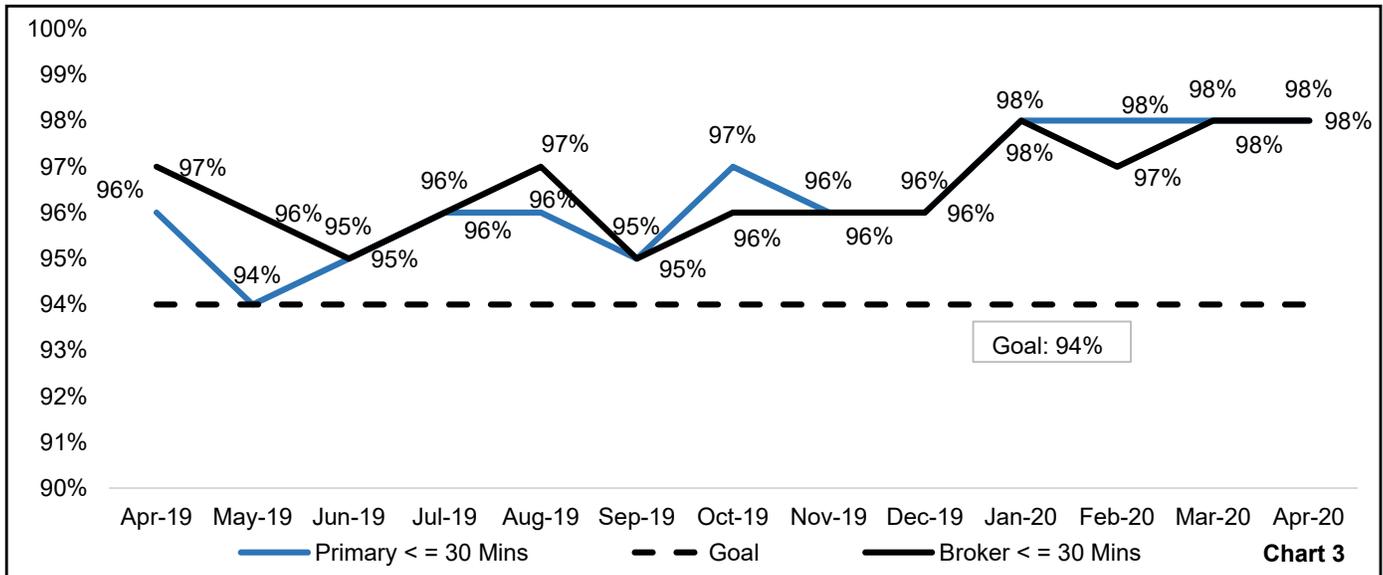
- Total Ridership in April 2020 decreased by 433K (or 66%) when compared to March 2020, and decreased by 700K (or 75.9%) when compared to April 2019.

NOTE: The decrease in Trips and Ridership was primarily due to the COVID-19 pandemic.

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

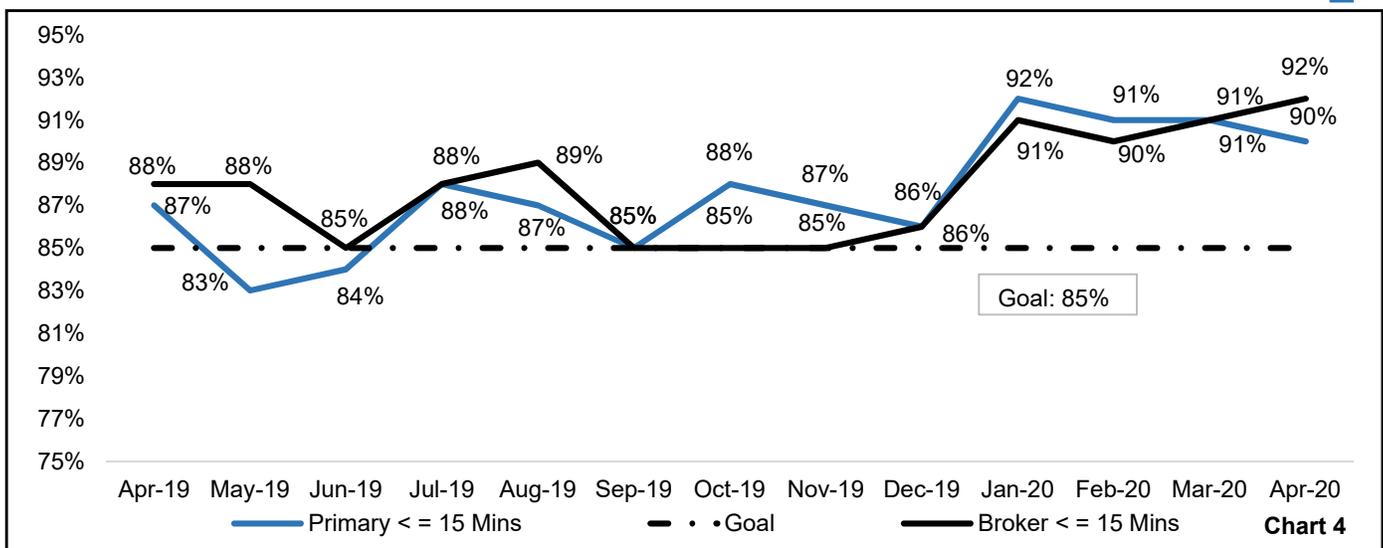
OTP <= 30 Minutes Primary and Broker

Desired trend



OTP <= 15 Minutes Primary and Broker

Desired trend



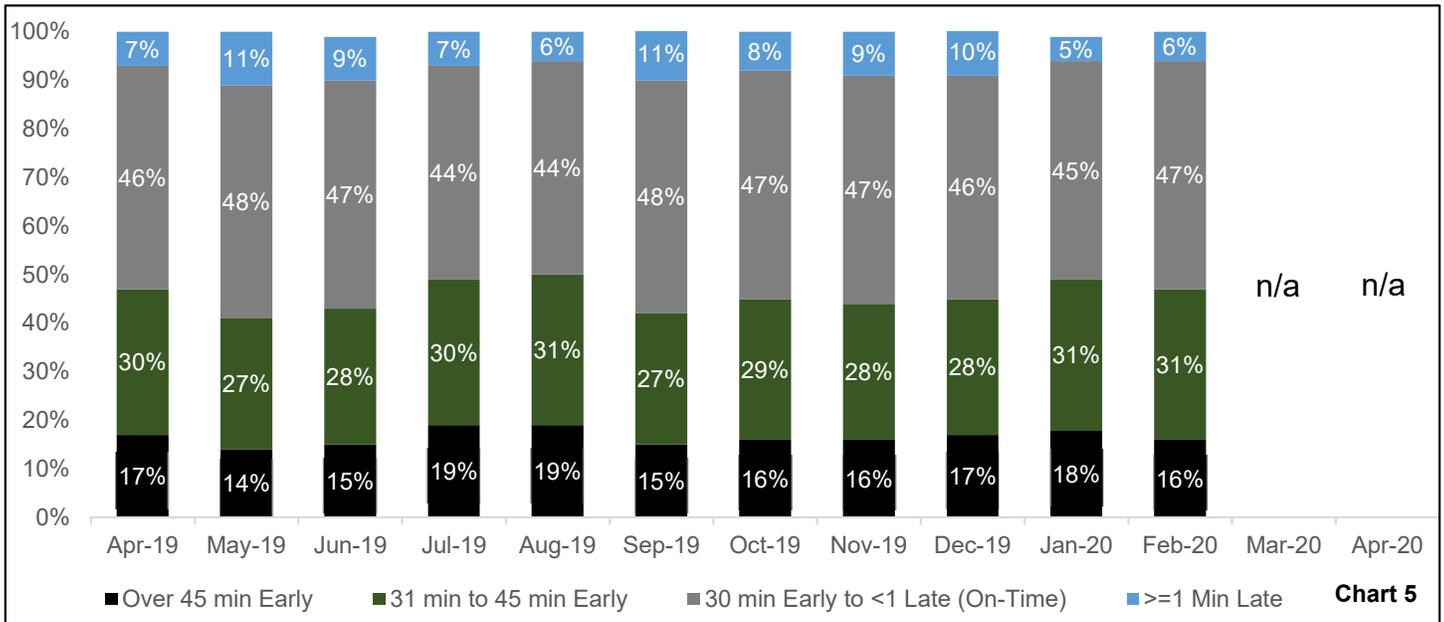
<= 30 Minutes Pick Up On-Time Performance Discussion

- April 2020 Primary 30 minute P/U, OTP result of 98% remained flat when compared to March 2020, and improved at a rate of 2.1% when compared to April 2019.
- April 2020 Broker 30 minute P/U, OTP result of 98% remained flat when compared to March 2020, and improved at a rate of 1% when compared to April 2019.

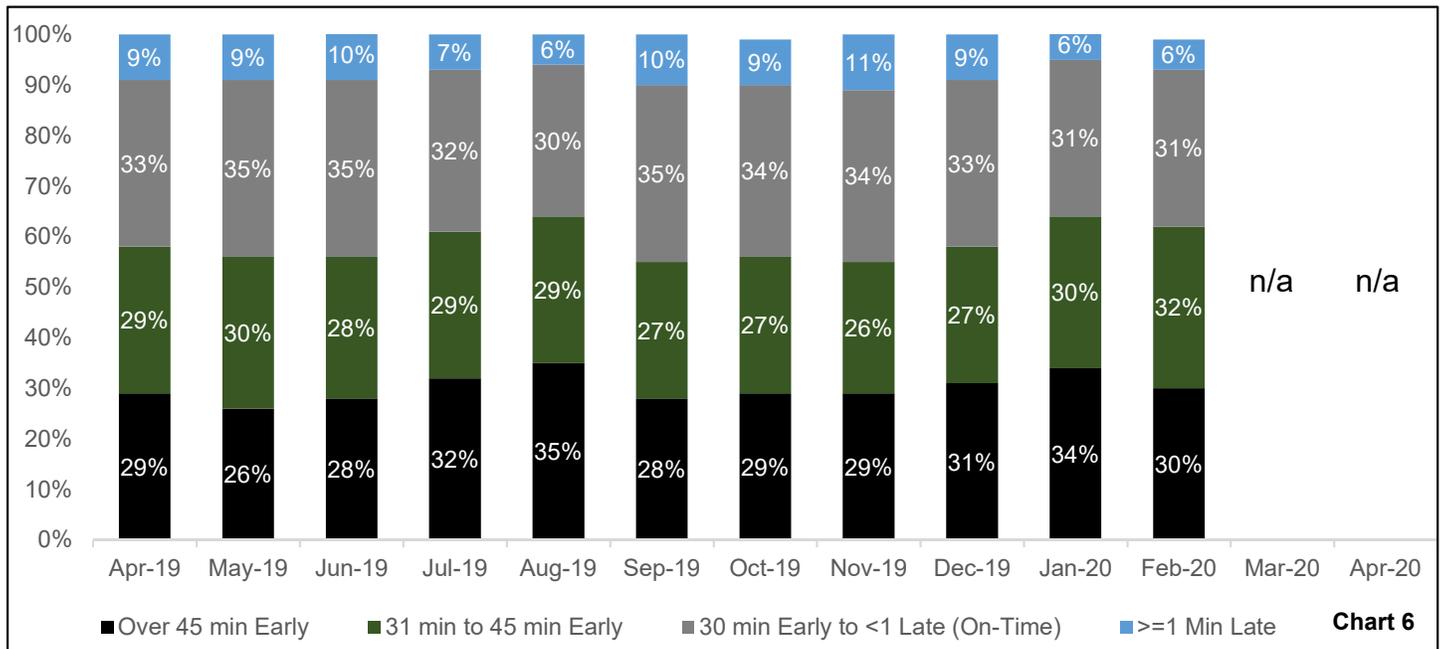
<= 15 Minutes Pick Up On-Time Performance Discussion

- April 2020 Primary 15 minute P/U, OTP result of 90% indicates a rate decrease of 1.1% when compared to March 2020, and improved at a rate of 3.5% when compared to April 2019.
- April 2020 Broker 15 minute P/U, OTP result of 92% indicates a rate increase of 1.1% when compared to March 2020, and improved at a rate of 4.6% when compared to April 2019.

Primary Drop Off On-Time Performance On Appointment Trips



Broker Drop Off On-Time Performance On Appointment Trips

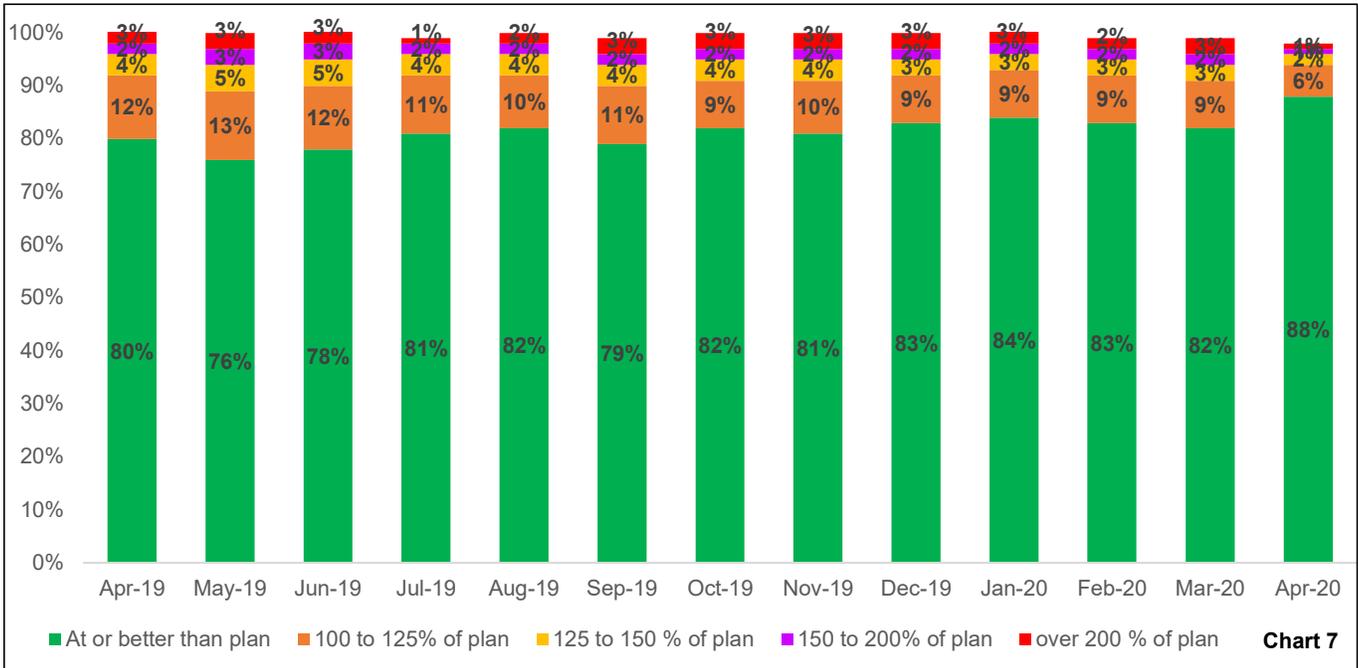


Primary and Broker Drop Off On-Time Performance On Appointment Trips Discussion

- April service continued to show significant changes due to the COVID-19 Pandemic including temporary suspension of appointment time. Appointment time booking of trips would have led to excessively early drop offs due to reductions in traffic and suspension of shared rides. As a result, the Appointment Trips metrics are not provided this month.

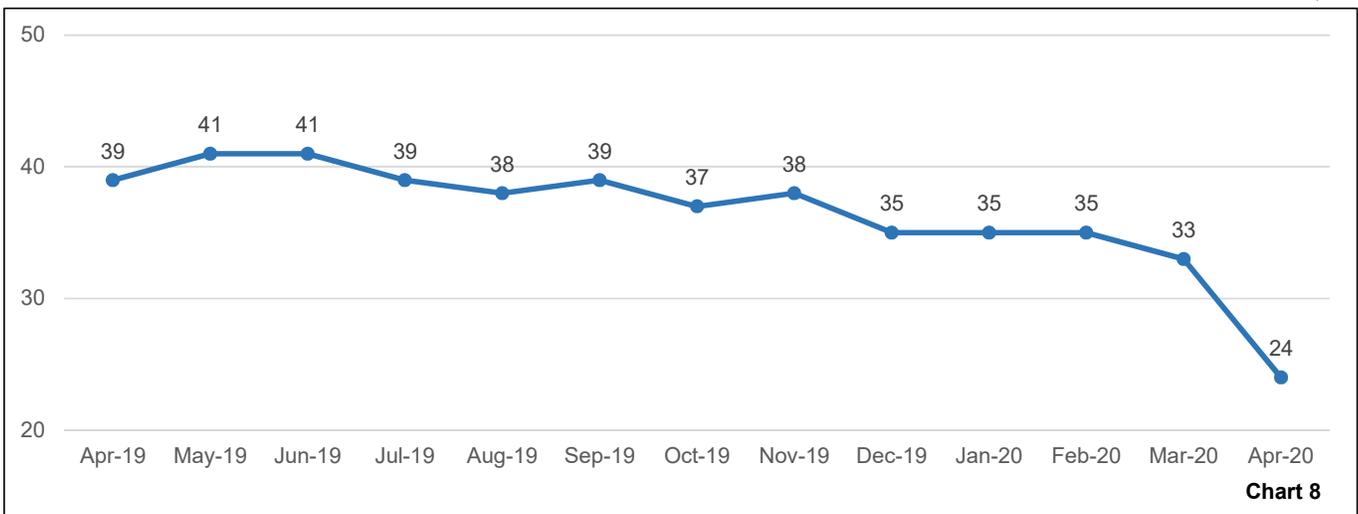
Note: Monthly totals may not be exact due to rounding.

Ride Time Variance Performance: Actual Trip Duration vs. Planned Trip Duration



Average Actual Trip Duration in Minutes

Desired trend



Ride Time Variance Performance: Actual Trip Duration vs. Planned Trip Duration Discussion

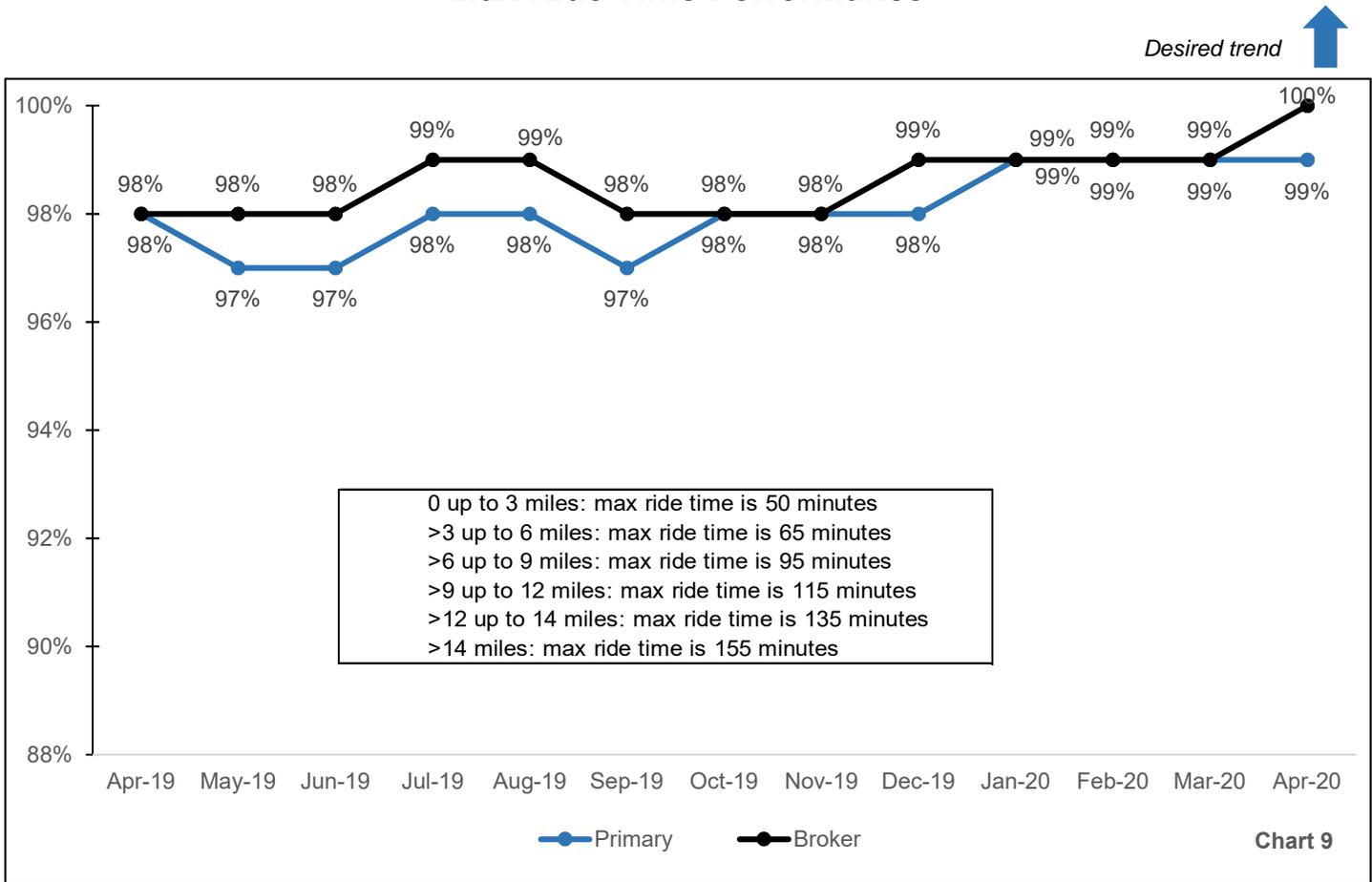
- 88% of trips in April 2020 performed within the scheduled time or better which improved at a rate of 7.3% when compared to March 2020, and improved at a rate of 10% when compared to April 2019.

Average Actual Trip Duration in Minutes Discussion

- Actual Trip Duration in April 2020 improved by 9 minutes (or 27.3%) when compared to March 2020, and improved by 15 minutes (or 38.5%) when compared to April 2019.

Note: Percentages may not be exact due to rounding.

Max Ride Time Performance

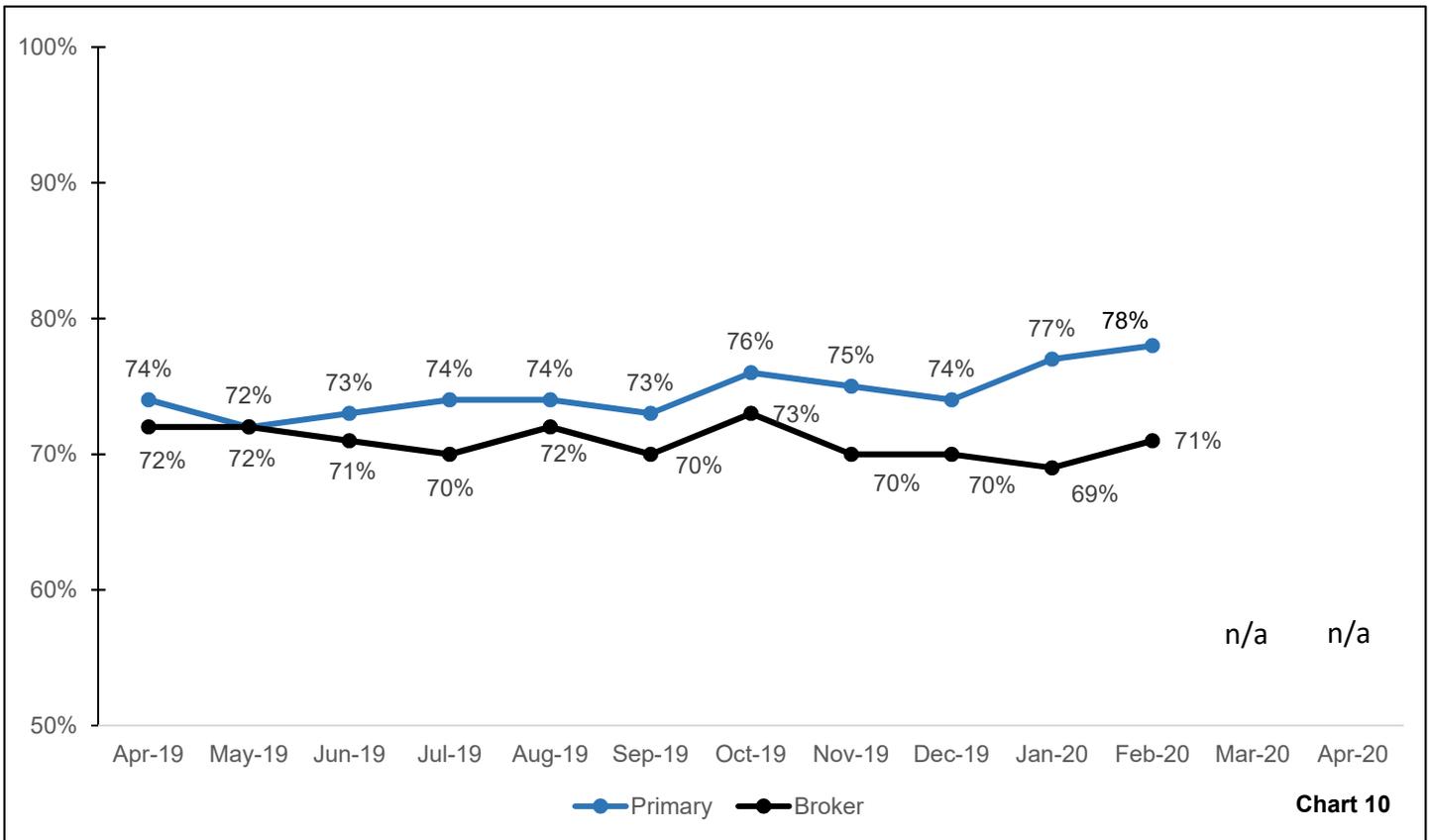


Max Ride Time Performance Discussion

- In the month of April, 99% of Primary trips were completed within the Max Ride Time parameters. Performance remained the same when compared to March 2020, and improved at a rate of 1% when compared to April 2019.
- In the month of April, 100% of Broker trips were completed within the Max Ride Time parameters. Performance improved at a rate of 1% when compared to March 2020, and improved at a rate of 2% when compared to April 2019.

Customer Experience Performance

Desired trend 

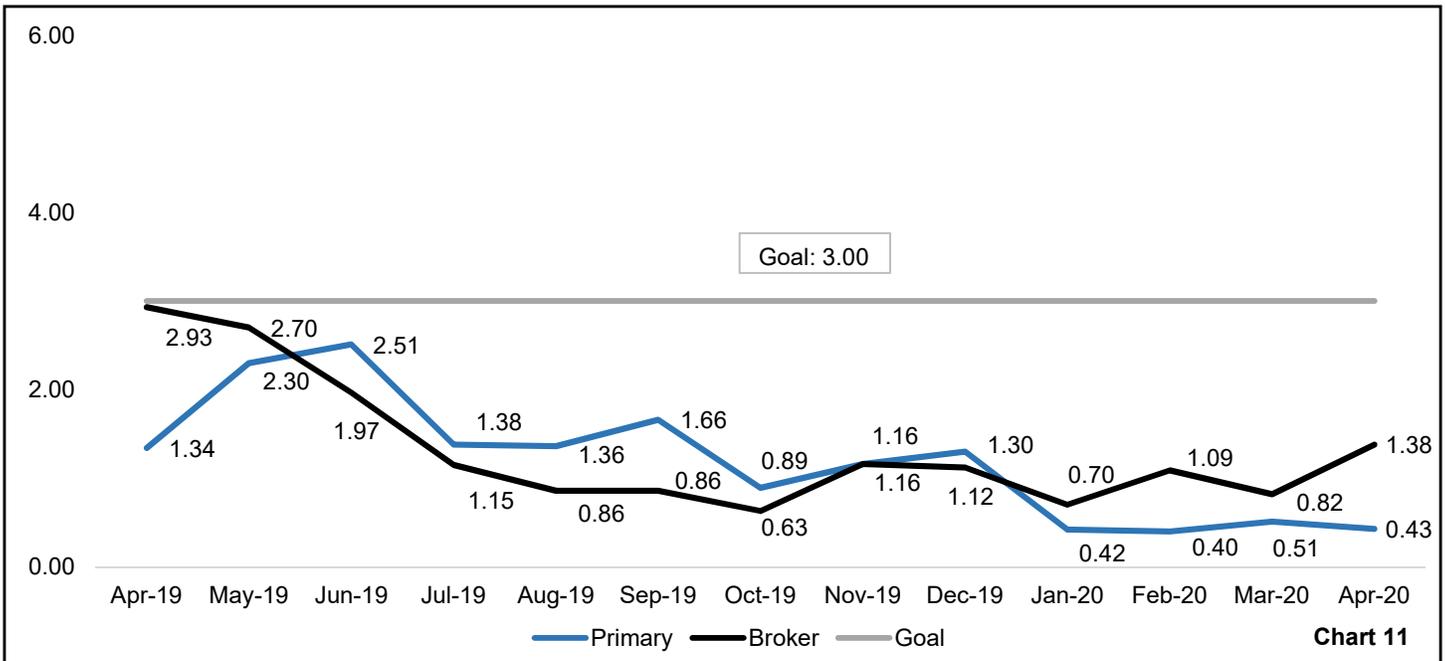


Customer Experience Performance Discussion

- Customer Experience depends on trip results against multiple standards including Drop-off On-Time performance for appointment time booked trips. In April, appointment time booking of trips was temporarily suspended due to the COVID-19 Pandemic. As a result, the Customer Experience metric cannot be calculated in a comparative way and is not provided this month.

Provider No Shows Per 1,000 Scheduled Trips

Desired trend



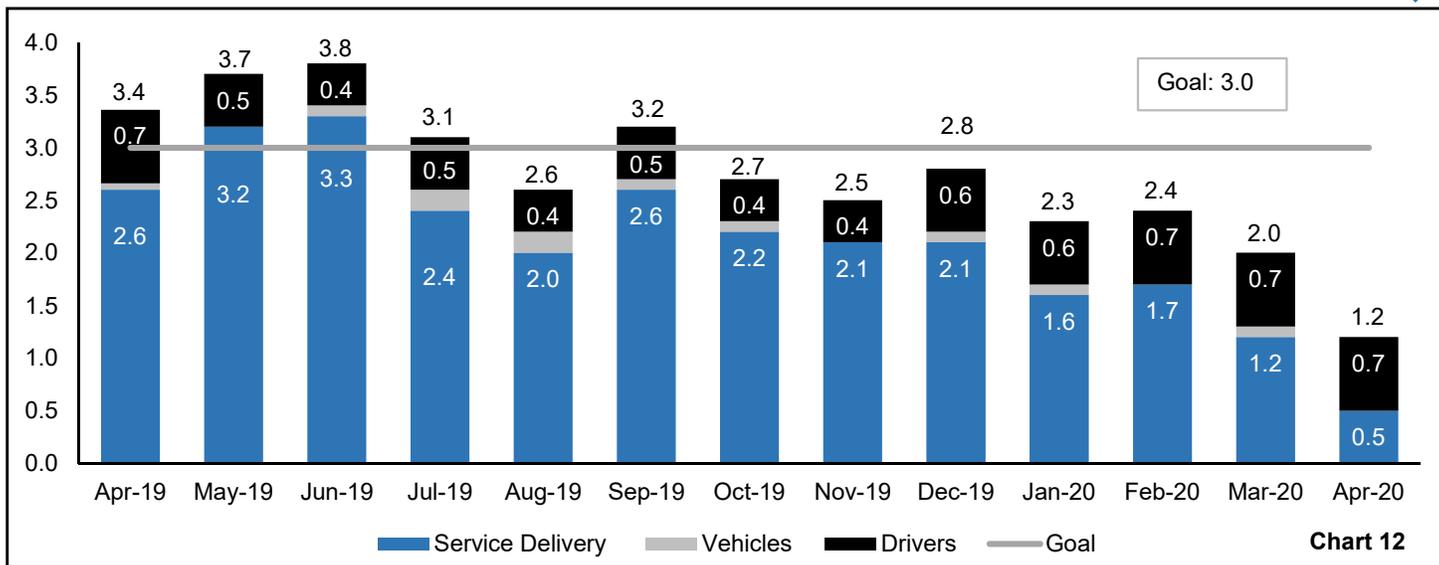
Provider No Shows Per 1000 Scheduled Trips Discussion

- Primary No-Shows improved by 0.08 per 1,000 trips (or 15.7%) in April 2020 when compared to March 2020, and improved by 0.91 per 1,000 trips (or 67.9%) when compared to the same month last year.
- Broker No-Shows declined by 0.56 per 1,000 trips (or 68.3%) in April 2020 when compared to March 2020, and improved by 1.55 per 1,000 trips (or 52.9%) when compared to the same month last year.

Note: The increase in Broker No-Shows was due to the COVID-19 pandemic.

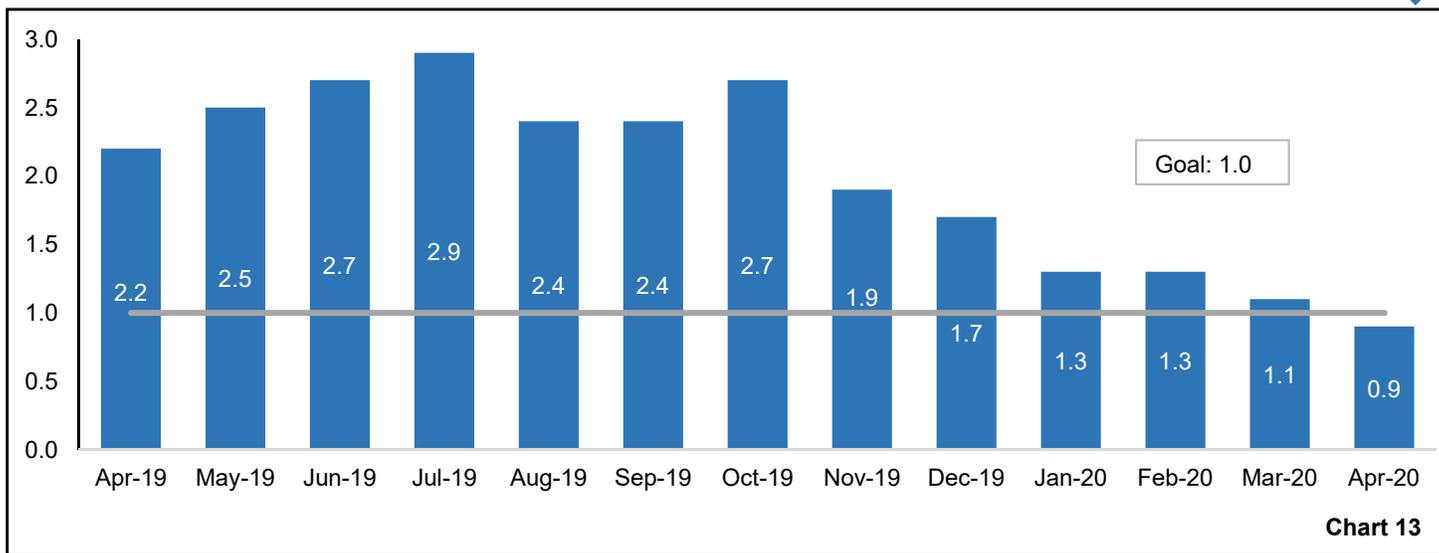
Passenger Complaints Related to Transportation Service Quality Per 1,000 Completed Trips

Desired trend ↓



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

Desired trend ↓



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

- The total Passenger Complaints related to Transportation Service improved by 0.8 per 1,000 trips (or 40%) in April 2020 when compared to March 2020, and improved by 2.2 per 1,000 trips (or 64.3%) when compared to April 2019.

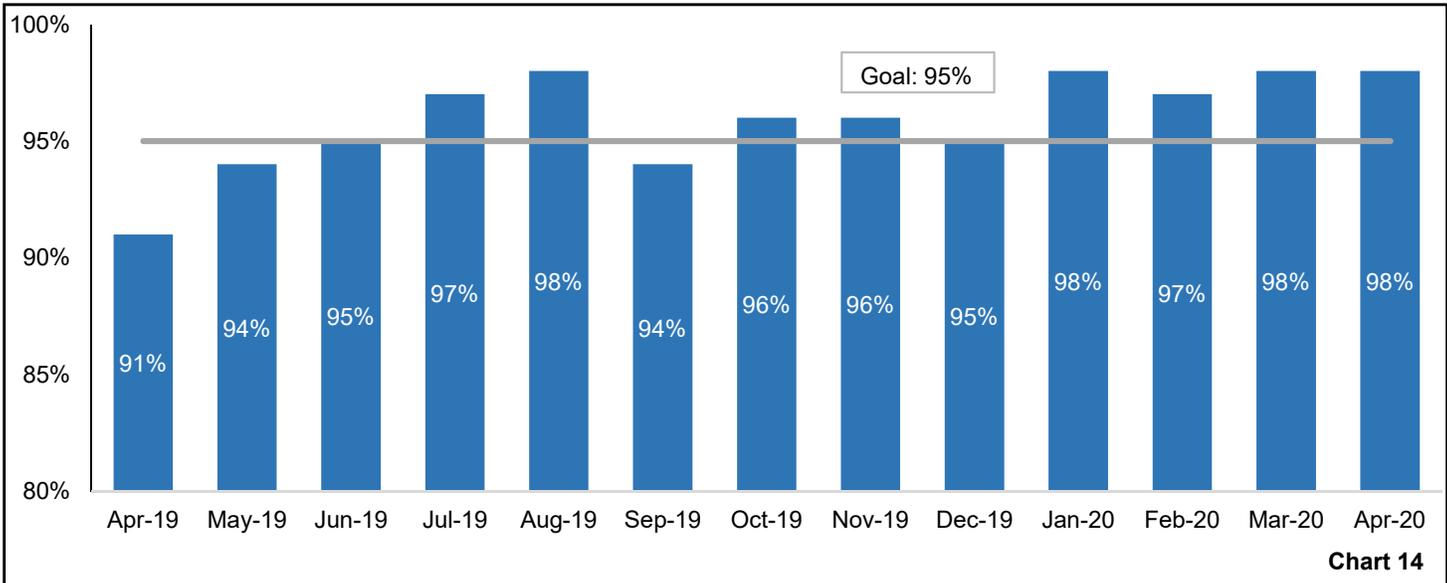
Passenger Complaints Related to Non-Transportation Service Quality Per 1,000 Completed Trips Discussion:

- Passenger Complaints related to Non-Transportation Service improved by 0.2 per 1,000 trips (or 18.2%) in April 2020 when compared to March 2020, and improved by 1.3 per 1,000 trips (or 59.1%) when compared to April 2019.

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

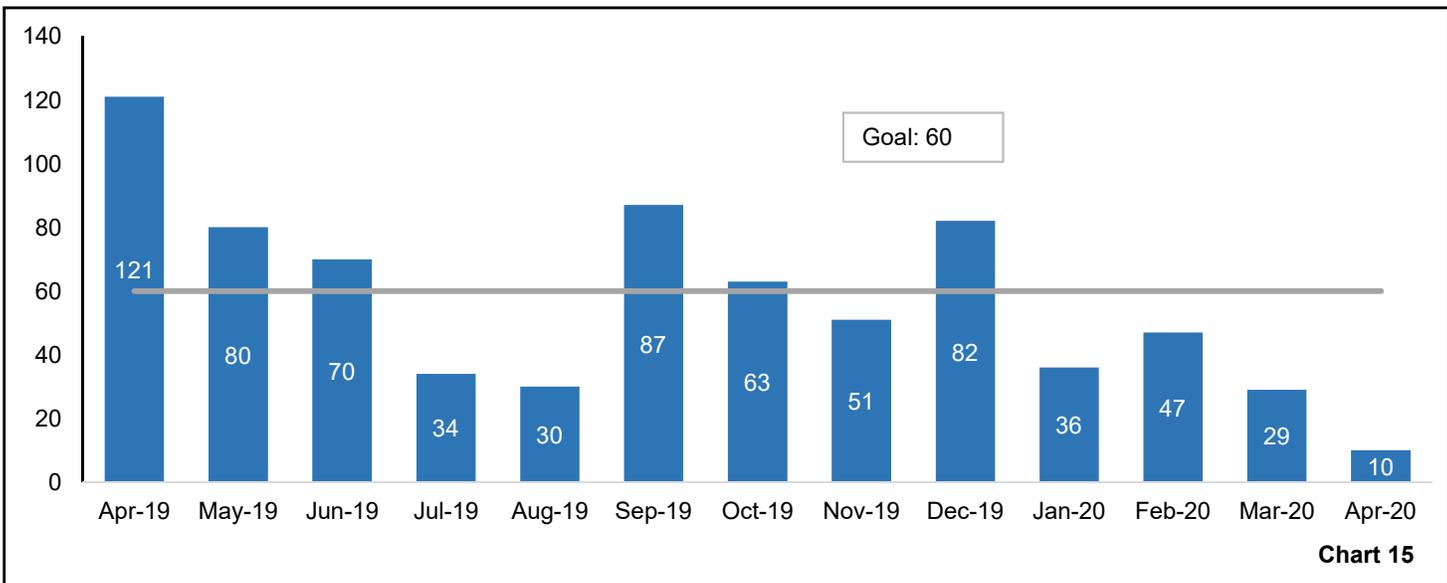
Percent of Calls Answered

Desired trend 



Average Call Answer Speed in Seconds

Desired trend 



Percent of Calls Answered Discussion

- The Percent of Calls Answered in April 2020 remained flat when compared to March 2020, and improved at a rate of 7.7% when compared to April 2019.

Average Call Answer Speed in Seconds Discussion

- The Average Call Answer Speed in April 2020 improved by 19 seconds (or 65.5%) when compared to March 2020, and improved by 111 seconds (or 91.7%) when compared to April 2019.



Accessibility Update

Alex Elegudin, Senior Advisor for Systemwide Accessibility

June 2020 Accessibility Update

The Systemwide Accessibility team continues to work closely with our colleagues in the Department of Subways, Department of Buses, and Access-A-Ride to ensure that accessibility issues are a part of our planning as we return to full service. For example, the social distancing signage rolling out across the subway system includes new elevator courtesy signs reminding riders to limit the number of people taking each elevator trip. The need for distancing makes it all the more important that those who can use the stairs let those who need the elevator ride first. Of course, many disabilities are not visible and elevators are still there for any customer who needs them.

In addition, since the rear-door boarding policy remains in place as bus service returns to normal, we continue to educate operators and customers that the front door - including the ramp and kneeler - remain available for any customer with a disability or senior who cannot board through the rear door. We have received several recent commendations for bus operators who are doing a great job balancing safety and access when it comes to boarding, and we thank them and all bus operators for their continued attention to this issue.

Despite COVID-related work constraints, we are forging ahead in partnership with the Transit Innovation Partnership to launch two pilot projects as part of the 2020 Transit Tech Lab. We are working with two technology companies - NaviLens and Okeenea - to test new technologies to make both subways and buses more accessible for blind and low-vision travelers. Working with New York City DOT, we will soon start installing NaviLens' colorful QR-style codes on bus stops across the M23-SBS route, making it easier for blind and low-vision riders to find their bus stop and have access to real-time arrival and service information. We look forward to getting out and testing this new technology with community members in later phases of the reopening.

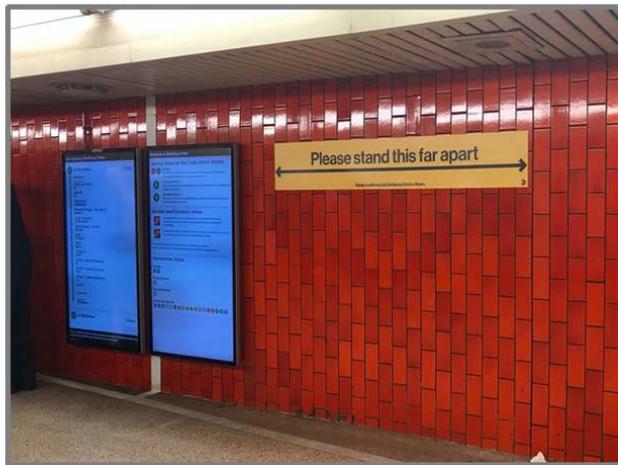
Finally, we are excited that 11 station accessibility projects will be accelerated to completion as part of the return to service, as announced recently by Governor Cuomo. It is to the great credit of the MTA C&D team that so many of our critical station projects have remained on track throughout the crisis, and we look forward to continuing to fill in the subway map with newly accessible stations later this year.

Alex Elegudin

Senior Advisor for Systemwide Accessibility

Strategy and Customer Experience

Sarah Meyer, Senior Vice President & Chief Customer Officer



In preparation for New York City's Phase I re-opening, MTA New York City Transit's Strategy and Customer Experience's design and marketing teams worked tirelessly with Subways' maintenance teams to install a holistic social distancing signage approach. The decals and posters are a guide for customers on safe distancing while using the subway network. Chief Customer Officer Sarah Meyer was hands-on installing platform stencils, along with her team including: Gene Ribeiro, Brian Doran, Matthew Hudson, Joe Chan, Jay Sathe, Jesse Mislavsky, Steven Flamm, and Bakulesh Vaidya.

June 2020 Highlights: Strategy and Customer Experience

This past month, our teams focused on reopening plans, helping our customers become reacquainted with the transit system and giving them the tools to be safer and more confident on our subways and buses. NYCT launched a multi-channel social distancing communications campaign which included in-station and digital signage, onboard announcements and social media messaging. Various assets promoting proper mask usage went live as well, to positive reactions from New Yorkers far and wide.

Using our in-house creative team, we designed and produced eye-catching floor decals and wall signage, that convey the importance of the subject matter, but also, represents the diversity and creativity of New York. We continue to do what we can to help bring New York back, its community, its joy, its inspiration.

I am profoundly grateful to the Subways team for their help installing hundreds of thousands of social distancing decals, signage and directional markings and I am inspired by those on my team who worked 24/7 to ensure we met our deadlines. More than 75% of all stations are now complete.

The Essential Connector Program, which provides overnight car services to essential workers who qualify, continued this month. Our Customer Contact Center fielded 215% more phone calls than last month, driven by more than 24,000 requests for information about overnight rides. The team's average time to answer calls were less than a minute, at 54 seconds. Overall daily call volume for the Customer Contact Center was 25% lower than May 2019; however, as NYC begins to "un-pause" it is expected that call volume will begin to increase.

Our team continues to work through rebuilding and replacing the outdated, underperforming customer service messaging system, with an agency-wide replacement system. Using an iterative development process, the new content management system will unify managing information output into a single, modern and user-friendly system. In April, NYC Transit launched the tool's first functionality— writing and pushing real time service alerts to online channels, along with customer messaging and revenue generating advertising content to subway station screens. In the next release, we plan to publish planned work service alerts to on our online channels and stations screens. We will also continue to layer in more precise targeted functionality and new design elements to make service information as clear and helpful as possible, while streamlining internal workflows to better serve our customers.

In May, our customer engagement teams participated in twenty-two virtual meetings.

Our staff remains active and available to assist all customers, communities, and organizations with information about our NYCT services as the City move through the next phases of un-pause.

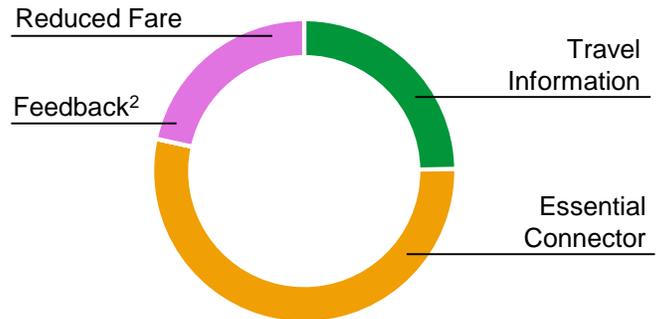
Sarah Meyer
Chief Customer Officer

Customer engagement

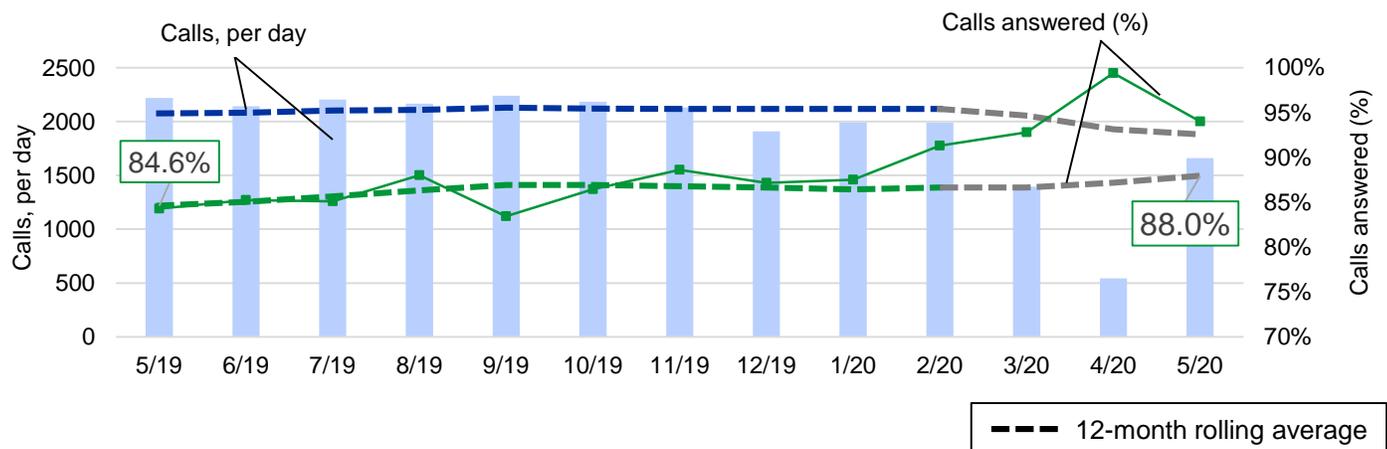
Telephone

	May 2020	May 2019	Variance
Telephone calls	51,510	68,794	▼25.1%
Calls answered	94.0%	84.3%	▲11.5%
Average time to answer ¹ (seconds)	54	232	▼76.5%

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

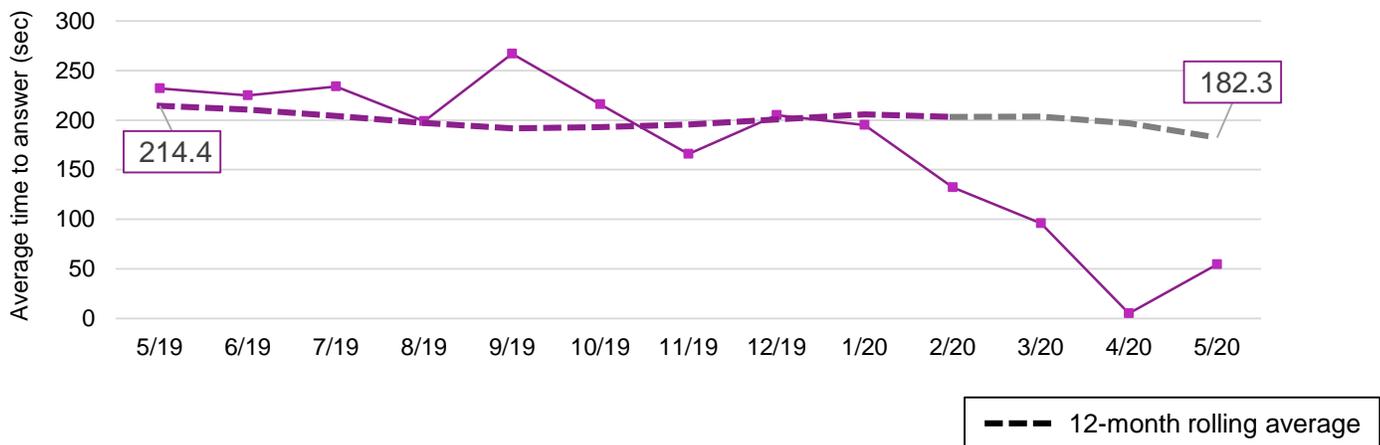


Telephone: calls received and answered



12-month averages throughout this report include March, April, and May metrics despite lack of comparability with prior months.

Telephone: average time to answer

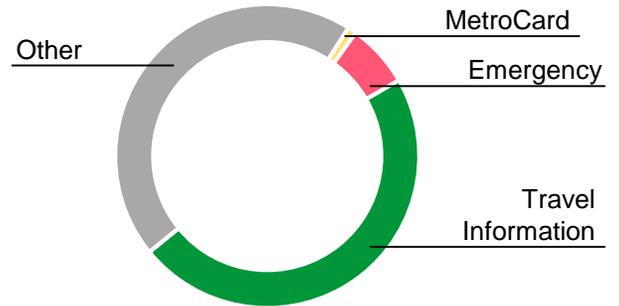


Customer engagement

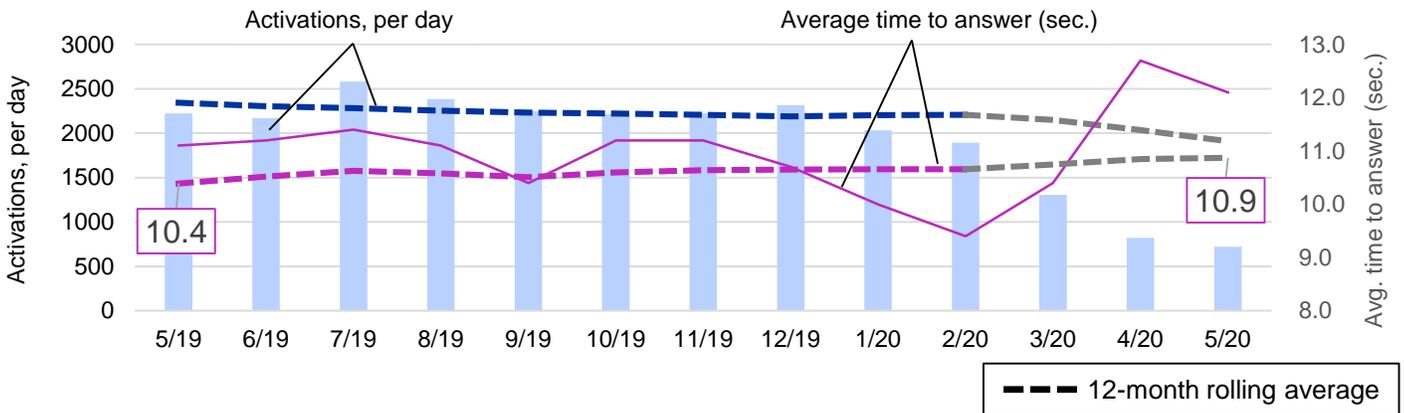
Help Point

	May 2020	May 2019	Variance
Help Point activations	22,409	68,897	▼67.5%
Average time to answer (seconds)	12.1	11.1	▲8.8%

1. Feedback is customers calling with comments or concerns



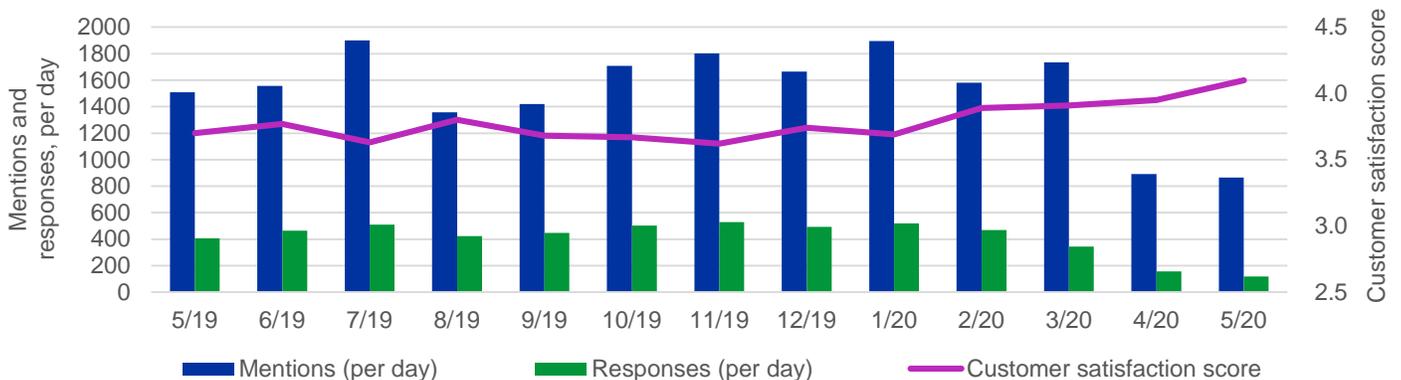
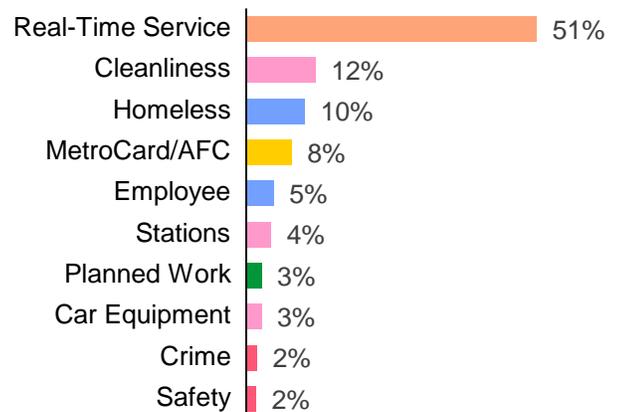
Help Point: activations and average time to answer



Social media

	May 2020	May 2019	Variance
Social media mentions ¹	26,801	46,788	▼42.7%
Responses sent	3,650	12,610	▼71.1%
Customer satisfaction score ²	4.10	3.70	▲10.8%

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

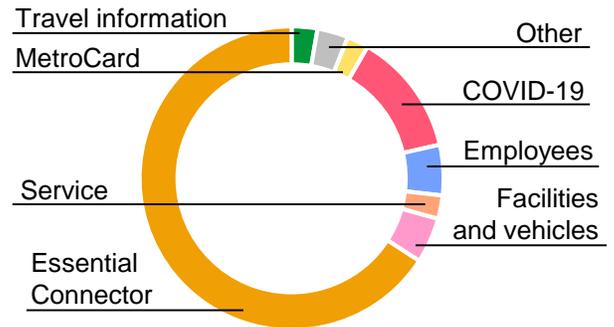


Customer engagement

Web, mobile app, and written feedback

	May 2020	May 2019	Variance
Received	6,776	6,472	▲4.7%
Responses sent ¹	8,272	9,064	▼8.7%

1. Includes automated and manual responses



Keeping customers informed

Alerts and service notices

	May 2020
Web	6,096
Twitter	2,601
Kiosks / Digital Displays ¹	511
Email and text alerts	
• Service	2,685
• Elevator and escalator status	3,521
Service Notice posters developed	470

1. Excludes countdown clocks

Social media followers

		May 2020	May 2019	Variance
Twitter	@NYCTSubway	1,021.0k	979.0k	▲4.3%
	@NYCTBus	29.2k	23.5k	▲24.3%
	@MTA	1,332.4k	1,302.3k	▲2.3%
Facebook	NYCT	69.7k	62.7k	▲11.2%
Instagram	@mtanyctransit	29.2k	20.9k	▲39.7%

Customer feedback

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

Complaints per 100,000 journeys

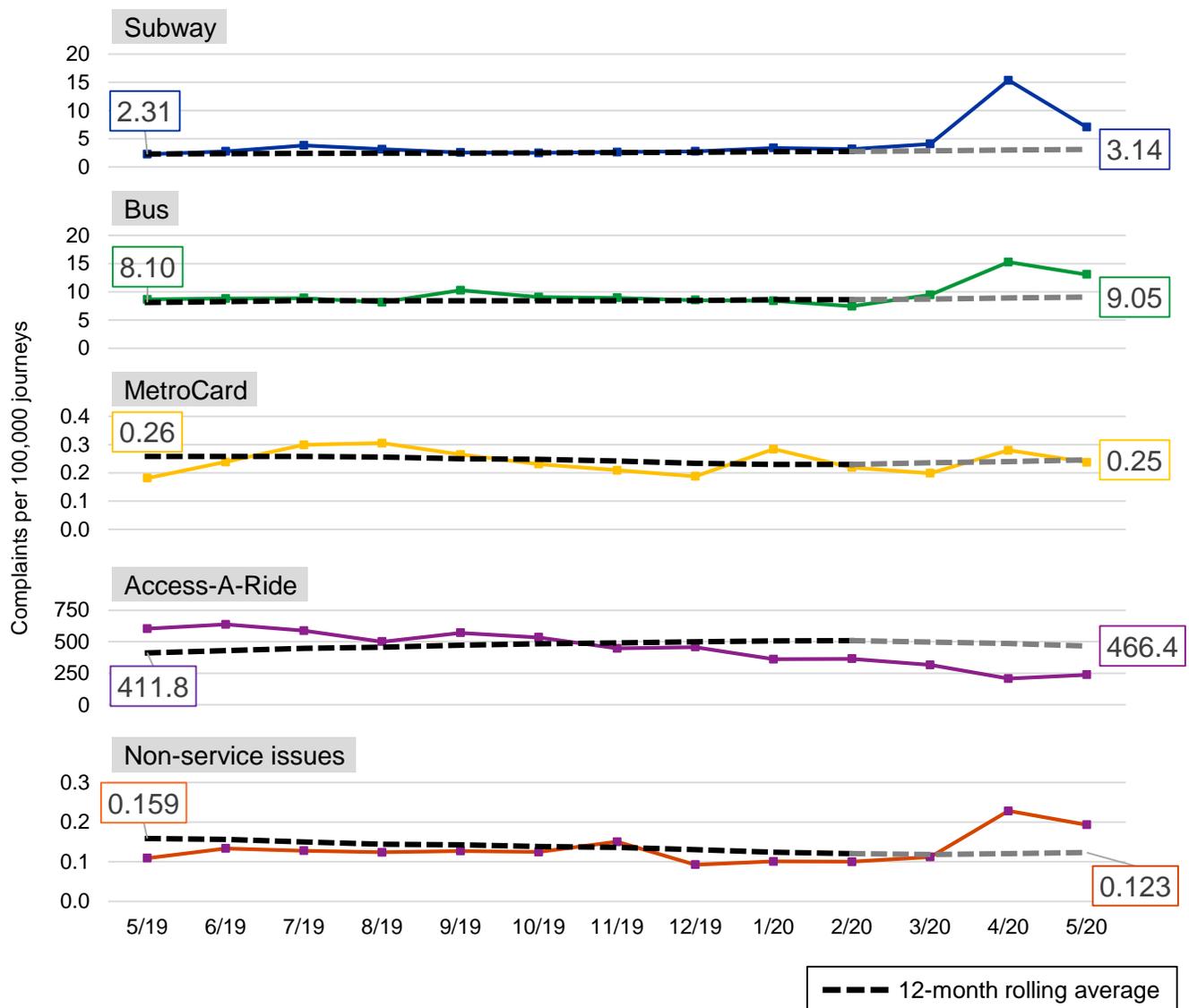
	May 2020	May 2019	Variance
Subway	7.06	2.27	▲211.2%
Bus	13.04	8.63	▲51.1%
MetroCard	0.24	0.18	▲31.2%
Access-A-Ride	238.1	603.3	▼60.5%
Non-service issues ¹	0.193	0.109	▲77.1%

Commendations per 100,000 journeys

	May 2020	May 2019	Variance
Subway	0.267	0.091	▲195.1%
Bus	0.49	0.48	▲3.0%
Access-A-Ride	47.7	138.3	▼65.5%
Non-service issues incl. MetroCard	0.042	0.013	▲231.5%

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

Complaints per 100,000 journeys: trends



Safety

Robert Diehl

Senior Vice President, Safety & Security



System Safety Specialist Samuel Petit Homme performed an audit of those performing work on the tracks at Staten Island Railway's (SIR) Arthur Kill Road station, ensuring that the methods of Roadway Worker Protection (RWP) programs and the on-track safety protocols are being adhered to.

June 2020 Highlights: Safety

The Office of System Safety (OSS) continues to work with the operating and support departments to ensure that appropriate personal protective equipment is identified and utilized while working within the constraints of the global demand.

Subway Customer Accident Rates decreased by 1.0% when comparing the most recent 12-month period to the previous one.

Bus Collisions declined by 9.6% and Collision Injuries declined by 1.9% while Customer Accidents increased when comparing the most-recent 12-month period to the previous one.

Employee Lost Time Accidents have shown an increase when comparing the most recent 12-month period to the previous one.

Lastly, when comparing figures from the two most-recent 12-month periods, Subway Fires show a slight increase.

Robert Diehl

Senior Vice President, Safety and Security

**Except for Fires, all numbers reported refer to rates.*

Monthly Operations Report

Statistical results for the 12-Month period are shown below

Safety Report			
Performance Indicators	12-Month Average		
	Jun 17 - May 18	Jun 18 - May 19	Jun 19 - May 20
Subways			
Subway Customer Accidents per Million Customers ¹	2.96	2.96	2.93
Subway Collisions ²			
Total	3	0	3
Mainline	0	0	0
Yard	3	0	3
Subway Derailments ²			
Total	6	5	6
Mainline	4	0	3
Yard	2	5	3
Subway Fires ²	955	764	790
Buses			
Bus Collisions Per Million Miles Regional	54.59	54.05	48.88
Bus Collision Injuries Per Million Miles Regional	6.42	5.91	5.80
Bus Customer Accidents Per Million Customers ¹ Regional*	1.23	1.42	1.51
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees ¹	3.71	3.87	4.45

¹ 12-month Average data from March through April.

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

* = This metric relies on *estimated* ridership data and should not be directly compared with historic data. On March 23rd, rear-door boarding was implemented on all buses to protect operators from the spread of Covid-19. Since the implementation of this policy, we have been unable to collect traditional ridership data, which is linked to the farebox. Thus, current ridership estimates are based on a sample of observations from onboard passenger counting sensors, which are currently installed on 40% of the bus fleet.

Leading Indicators				
Subways	May	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	17	132	340	38.8%
Joint Track Safety Audits -- Compliance Rate	100.0%	99.2%	100.0%	99.2%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	0	6,386	47,520	13.4%
Friction Pad Installation	783	8,026	55,650	14.4%
Buses	May	YTD	Goal	YTD as % of Goal
Collision Prevention				
Audible Pedestrian Turn Warning System	1	23	40	57.5%
Vision Zero Employee Training	0	1,407	6,200	22.7%

Subway Fires

May 2020

Fire severity is classified as follows:

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

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

Low:	94.0%	Train:	7
Average:	4.8%	Right-of-way:	53
Above Average:	1.2%	Station:	23
High:	0.0%	Other:	0
		Total:	83

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

Train:		Right-of-Way:		Station:	
Hot Wheels:	2	Debris:	30	Debris:	18
Bearing:	1	Tie:	11	Electrical:	2
				Electronic	
Debris:	1	Insulator:	3	Device:	1
Oil:	1	Large Object Debris:	2	Light Fixture:	1
Trolley Lead:	1	3rd Rail Circuit:	1	Supplies:	1

Monthly Operations Report

Safety Report Definitions:

Joint Track Safety Audits are conducted by a joint team of personnel from the Office of System Safety, the Transport Workers Union, and the Subway Surface Supervisors Association (SSSA). The teams look at critical items for on-track safety such as flagging, third rail safety and lighting. These reviews are conducted at various Department of Subways, Capital Program Management and MTA Capital Construction work sites along the right of way to assess compliance with the rules and procedures, identify deficiencies in training and equipment, and improve on-track safety.

Continuous Welded Rail (CWR) significantly reduces the number of rail joints, which lessens the occurrence of broken rails while also providing a smoother ride. Track Engineering analyzed system-wide broken rail data and set forth a CWR installation plan to help reduce broken rails and improve track conditions. We anticipate expanded use of the Critter Rail Stringer and "E" Clip installer to help us achieve this goal.

Friction Pad Installations will increase resiliency of the rail, resulting in reduced broken rail incidents and, overall, will reduce the potential for development of rail defects.

Audible Pedestrian Warning System technology produces an audible voice alert to pedestrians when a bus is making a left- or a right-hand turn. The system turns on automatically without a bus operator's intervention and alerts pedestrians with a street- and curb-side speaker. Volume automatically adjusts based on outside ambient noise.

Vision Zero Training provides focused Safety Awareness Training to all Bus Operators, which engages them on all aspects of Pedestrian Safety issues, emphasizing the current challenges of managing their buses in an environment with distracted pedestrians, motorists and cyclists. The program incorporates testimonial videos from "Families for Safer Streets" along with a series of videos of serious bus and pedestrian accidents secured from onboard bus cameras as well as external traffic and security cameras. The training, which will be delivered over two years, is in the midst of a new cycle that began in April 2019 and will run through March 2021.



June 2020 Crime Report



CRIME STATISTICS MAY

	2020	2019	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	1	-1	-100.0%
ROBBERY	35	36	-1	-2.8%
GL	31	130	-99	-76.2%
FELASSAULT	19	36	-17	-47.2%
BURGLARY	0	0	0	0.0%
<u>TOTAL MAJOR FELONIES</u>	<u>85</u>	<u>203</u>	<u>-118</u>	<u>-58.1%</u>

During May, the daily Robbery average decreased from 1.2 to 1.1

During May, the daily Major Felony average decreased from 6.5 to 2.7

CRIME STATISTICS JANUARY THRU MAY

	2020	2019	Diff	% Change
MURDER	3	1	2	200.0%
RAPE	2	2	0	0.0%
ROBBERY	282	189	93	49.2%
GL	464	598	-134	-22.4%
FELASSAULT	148	161	-13	-8.1%
BURGLARY	13	3	10	333.3%
<u>TOTAL MAJOR FELONIES</u>	<u>912</u>	<u>954</u>	<u>-42</u>	<u>-4.4%</u>

Year to date the daily Robbery average increased from 1.3 to 1.9

Year to date the daily Major Felony average decreased from 6.3 to 6

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

MTA Report

MAY ACTIVITY

	2020	2019	Diff	% Change
Total Arrests	220	929	-709	-76.3%
TOS Arrests	18	277	-259	-93.5%
Total Summons	934	7685	-6751	-87.8%
TOS TABs	659	6141	-5482	-89.3%
TOS C-Summ	14	214	-200	-93.5%

JANUARY THRU MAY ACTIVITY

	2020	2019	Diff	% Change
Total Arrests	2453	5054	-2601	-51.5%
TOS Arrests	398	1720	-1322	-76.9%
Total Summons	26879	42584	-15705	-36.9%
TOS TABs	17424	33552	-16128	-48.1%
TOS C-Summ	438	1180	-742	-62.9%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY-MAY																							
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
<i>Murder</i>	7	0	3	7	0	0	7	1	4	1	1	1	1	0	0	0	0	0	0	1	0	0	1	3
<i>Rape</i>	7	6	0	7	7	0	2	1	2	3	0	2	0	0	1	4	3	5	0	0	1	0	1	2
<i>Robbery</i>	890	843	697	560	547	536	480	444	514	403	306	317	292	310	301	368	251	187	195	202	169	194	189	282
<i>Assault</i>	188	213	168	151	110	127	116	118	108	81	83	78	71	92	92	73	76	78	101	130	145	135	158	148
<i>Burglary</i>	17	10	7	4	8	3	674	4	0	1	0	4	0	2	0	11	7	7	6	10	10	4	3	13
<i>GL</i>	1313	1056	918	963	873	837	393	746	755	528	503	527	480	455	560	687	640	628	640	629	687	629	587	464
TOTAL MAJOR FELONIES	2410	2128	1787	1680	1539	1503	1276	1314	1383	1017	893	929	844	859	954	1143	977	905	942	972	1012	962	940	912
<i>Major Fel Per Day</i>	<i>15.96</i>	<i>14.09</i>	<i>11.83</i>	<i>11.13</i>	<i>10.19</i>	<i>9.95</i>	<i>8.45</i>	<i>8.70</i>	<i>9.16</i>	<i>6.74</i>	<i>5.91</i>	<i>6.11</i>	<i>5.59</i>	<i>5.69</i>	<i>6.32</i>	<i>7.52</i>	<i>6.47</i>	<i>5.99</i>	<i>6.24</i>	<i>6.39</i>	<i>6.70</i>	<i>6.37</i>	<i>6.23</i>	<i>6.00</i>

**Hate Crime Task Force
Transit Bureau
HCTF Statistical Data
(As of 6/7/2020)**

Motivation:

Motivation	2020	2019	Diff	% Change
BLACK	1	4	-3	-75%
GENDER	1	2	-1	-50%
MUSLIM	0	1	-1	-100%
OTHER	10	2	8	400%
SEMITIC	14	27	-13	-48%
SEXUAL ORIENTATION	3	2	1	50%
WHITE	1	3	-2	-67%
Grand Total	30	41	-11	-27%

Crime Name:

Crime Name	2020	2019	Diff	% Change
Aggravated Harassment 1	7	9	-2	-22%
Aggravated Harassment 2	6	2	4	200%
Assault 2	1	3	-2	-67%
Assault 3	4	3	1	33%
Criminal Mischief 2	1	0	1	***.*
Criminal Mischief 3	0	3	-3	-100%
Criminal Mischief 4	8	20	-12	-60%
Grand Larceny 4	1	0	1	***.*
Menacing 2	0	1	-1	-100%
Menacing 3	1	0	1	***.*
Robbery 3	1	0	1	***.*
Grand Total	30	41	-11	-27%



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Staten Island Rapid Transit

May 2020 vs. 2019

	2020	2019	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	1	-1	-100%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	0	0	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	0	1	-1	-100%

Year to Date 2020 vs. 2019

	2020	2019	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	2	-1	-50%
Felony Assault	0	1	-1	-100%
Burglary	0	0	0	0%
Grand Larceny	0	1	-1	-100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	1	4	-3	-75%

Financial and Ridership Reports

Jaibala Patel, Chief Financial Officer

Craig Cipriano, Acting President, MTA Bus Company/
Senior Vice President, NYCT Department of Buses



Photo: Stella Levin

COVID-19 pandemic travel restrictions continued in New York City in May, but average weekday subway ridership increased by nearly 31% from the previous month.

Preliminary May 2020 Monthly Report: New York City Transit

The purpose of this report is to provide the preliminary May 2020 financial results, on an accrual basis. The accrual basis is presented on a non-reimbursable and reimbursable account basis. These results reflect the new accelerated accounting close and are compared to the Adopted Budget (budget).

Summary of Preliminary Financial Results

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

- May 2020 New York City Transit paid ridership of 15.9 million was 179.9 million (91.9 percent) under budget, of which subway ridership of 15.3 million was 131.1 million (89.6 percent) under budget, and bus ridership of 0.3 million was 48.2 million (99.4 percent) under budget.
- May 2020 farebox revenue of \$53 million was \$343 million (86.6 percent) under budget. The underrun is due to the steep ridership decline resulting from State travel limitations established to combat the COVID-19 pandemic.
- Other revenue exceeded budget in May by \$1,462.4 million (over 100.0 percent), primarily due to receipt of CARES Act funding.

May 2020 operating expenses of \$702.4 million were \$34.7 million (4.7 percent) less than budget.

- Labor expenses were higher by \$18.5 million (3.3 percent), due largely to higher health & welfare/OPEB current expenses of \$20.3 million (16.2 percent).
- Non-labor expenses were favorable by \$53.2 million (31.2 percent), due mostly to lower paratransit expenses of \$23.3 million (55.4 percent) and materials & supplies expenses of \$12.3 million (44.2 percent).

Preliminary financial results for May 2020 are presented in the table below and compared to the budget.

Preliminary Financial Results Compared to Budget						
Category (\$ in millions)	May Results		May Year-to-Date Results			
	Variance Fav(UnFav)		Budget	Prelim Actual	Variance Fav(UnFav)	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	(343.0)	(86.6)	1,935.0	1,091.9	(843.1)	(43.6)
Nonreimb. Exp. before Dep./OPEB	34.7	4.7	(3,612.7)	(3,610.3)	2.4	0.1
Net Cash Deficit*	1,192.3	(258.6)	(1,507.9)	(795.3)	712.6	47.3

*Excludes Subsidies and Debt Service

May 2020 farebox revenue of \$53 million was \$343 million (86.6 percent) under budget. Subway revenue was \$261.6 million (85.2 percent) under budget, bus revenue was \$79.4 million (98.9 percent) under budget, and paratransit revenue was \$2.0 million (96.2 percent) under budget. Accrued fare media liability was equal to budget. The May 2020 non-student average fare of \$3.05 increased 94.7¢ from May 2019; subway fare increased 84.9¢; local bus fare increased 76¢; express bus fare increased 51.6¢.

Total ridership in May 2020 of 15.9 million was 179.9 million (91.9 percent) under budget. Average weekday ridership in May 2020 was 0.6 million (92 percent) below May 2019. Average weekday ridership for the twelve months ending May 2020 was 5.8 million, 19.6 percent lower than the twelve months ending May 2019. Only a small portion of the bus ridership was counted, as the local buses did not register bus riders due to the rear-door-only boarding. Both ridership and revenue declines are entirely due to COVID-19 travel limitations.

Non-reimbursable expenses, before depreciation, GASB 75 OPEB and GASB 68 pension Adjustment, were below budget in May by a net \$34.7 million (4.7 percent).

Labor expenses overran budget by a net \$18.5 million (3.3 percent), including unfavorable results in health & welfare/OPEB current expenses of \$20.3 million (16.2 percent). Pension expenses were also over by \$9.2 million (12.0 percent). Favorable results were reported in overtime expenses of \$9.1 million (21.8 percent) and reimbursable overhead credits were favorable by \$2.6 million (12.7 percent).

Non-labor expenses underran by \$53.2 million (31.2 percent), including favorable results in paratransit service contracts of \$23.3 million (55.4 percent), materials & supplies of \$12.3 million (44.2 percent), electric power of \$9.0 million (39.7 percent), and fuel expenses of \$5.0 million (54.7 percent).

Year-to-date, non-reimbursable expenses were less than budget by \$2.4 million (0.1 percent), of which labor expenses exceeded budget by \$120.1 million (4.3 percent), including an overrun in pension expenses of \$47.7 million (12.4 percent), unfavorable reimbursable overhead credits of \$38.9 million (31.2 percent), and higher health and welfare/ OPEB current expenses of \$37.3 million (5.9 percent). Overtime expenses were favorable by \$21.5 million (10.0 percent). Non-labor expenses were favorable by a net \$122.4 million (14.6 percent), including underruns in paratransit service contract expenses of \$56.8 million (28.4 percent), electric power underruns of \$23.3 million (18.6 percent), professional service contract expenses of \$14.0 million (19.3 percent), fuel underruns of \$13.4 million (29.0 percent), and other business expense underruns of \$11.4 million (31.8 percent) and partly offset by an overrun in maintenance contracts of \$14.2 million (14.8 percent).

The **net cash deficit** for May year-to-date was \$795.3 million, favorable to budget by \$712.6 million (47.3 percent), mostly due to receipt of \$1,486.7 million in CARES Act funding, partly offset by the large shortfall in farebox revenue due to the impact of COVID-19 travel limits on ridership.

Financial Results

Farebox Revenue

May 2020 Farebox Revenue - (\$ in millions)									
	May				May Year-to-Date				
	Budget	Prelim Actual	Favorable(Unfavorable)		Budget	Prelim Actual	Favorable(Unfavorable)		
			Amount	Percent			Amount	Percent	
Subway	307.1	45.5	(261.6)	(85.2%)	1,493.8	846.9	(646.9)	(43.3%)	
NYCT Bus	80.3	0.9	(79.4)	(98.9%)	398.4	206.6	(191.8)	(48.1%)	
Paratransit	2.1	0.1	(2.0)	(96.2%)	10.0	5.7	(4.4)	(43.9%)	
Subtotal	389.4	46.5	(343.0)	(88.1%)	1,902.3	1,059.2	(843.1)	(44.3%)	
Fare Media Liability	6.5	6.5	0.0	0.0%	32.7	32.7	0.0	0.0%	
Total - NYCT	396.0	53.0	(343.0)	(86.6%)	1,935.0	1,091.9	(843.1)	(43.6%)	

Note: Total may not add due to rounding

The negative revenue variance is due to the steep ridership decline resulting from COVID-19 related travel limitations.

Average Fare

May Non-Student Average Fare - (in \$)				
	NYC Transit			
	2019	Prelim 2020	Change	
			Amount	Percent
Subway	2.190	3.039	0.849	38.8%
Local Bus	1.729	2.488	0.760	43.9%
Subway & Local Bus	2.081	3.030	0.949	45.6%
Express Bus	5.700	6.217	0.516	9.1%
Total	2.098	3.045	0.947	45.1%

The non-student average fare increased by 45 percent from the prior year. This is due to the large reduction in overall ridership, which largely eliminates the fare discounts that are normally enjoyed by unlimited ride pass users. Some pass users have switched to pay-per-ride metrocard.

Non-reimbursable Expenses

Non-reimbursable expenses, before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment, were under budget in the month of May by \$34.7 million (4.7 percent).

Labor expenses overran budget by \$18.5 million (3.3 percent):

- Health & welfare/OPEB current expenses were over by \$20.3 million (16.2 percent), mainly from the timing of prescription drug rebates.
- Pension expenses were higher by \$9.2 million (12.0 percent), due primarily to incorrect budget timing to be corrected in the July Financial Plan.
- Reimbursable overhead credits were favorable by \$2.6 million (12.7 percent), due mainly to capital track credits in the month.
- Overtime expenses underran by \$9.1 million (21.6 percent), reflecting favorable capital track credits previously being expensed to non-reimbursable, partially offset by COVID-19 related backfill requirements.

Non-labor expenses were favorable by \$53.2 million (31.2 percent):

- Paratransit service contract expenses were favorable by \$23.3 million (55.4 percent), largely due to reduced trips.
- Materials and supplies expenses were less by \$12.3 million (44.2 percent), largely due to reduced maintenance activity resulting from COVID-19 related reduced service and staffing.
- Electric power expenses were under by \$9.0 million (39.7 percent), largely due to lower consumption due to reduced service level and favorable rates.
- Fuel expenses were less by \$5.0 million (54.7 percent), largely due to lower consumption due to reduced service level and favorable rates.

Year to date, non-reimbursable expenses, before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment, were below budget by \$2.4 million (0.1 percent).

Labor expenses overran budget by \$120.1 million (4.3 percent):

- Pension expenses were higher by \$47.7 million (12.4 percent), due primarily to incorrect budget timing to be corrected in the July Financial Plan.
- Health & welfare/OPEB current expenses were higher by \$37.3 million (5.9 percent), mainly from the timing of prescription drug rebates.
- Reimbursable overhead credits were unfavorable by \$36.9 million (31.2 percent), due primarily to vacancies and a major reduction in capital project support requirements.
- Overtime expenses underran by \$21.5 million (10.0 percent), reflecting favorable weather and reduced essential service and maintenance requirements, partly offset by COVID-19 related requirements.

Non-labor expenses were favorable by \$122.4 million (14.6 percent):

- Paratransit service contract expenses were favorable by \$56.8 million (28.4 percent), largely due to reduced trips.

- Materials and supplies expenses were less by \$19.1 million (13.9 percent), largely due to reduced maintenance activity resulting from COVID-19 related reduced service and staffing implemented as a result of COVID-19.
- Electric power expenses were less by \$23.3 million (18.6 percent), largely due to lower consumption due to reduced service level and favorable rates.
- Fuel expenses were lower by \$13.4 million (29.0 percent), due to lower consumption due to reduced service and favorable rates.
- Other business expenses were lower by \$11.4 million (31.8 percent) due to reduced MetroCard transaction fees.

Depreciation expenses year-to-date were higher than Budget by \$51.3 million (6.4 percent).

GASB #75 OPEB Expense Adjustment reported a favorable variance to Budget of \$347.7 million.

GASB 68 Pension Adjustment was equal to budget.

Ridership Results

May 2020 Ridership vs. Budget - (in millions)								
	May				May Year-to-Date			
	Budget	Prelim Actual	More(Less)		Budget	Prelim Actual	More(Less)	
			Amount	Percent			Amount	Percent
Subway	146.4	15.3	(131.1)	(89.5%)	701.6	370.1	(331.5)	(47.3%)
NYCT Bus	48.5	0.3	(48.2)	(99.3%)	231.1	114.9	(116.2)	(50.3%)
Paratransit	1.0	0.3	(0.7)	(71.4%)	4.8	3.1	(1.7)	(35.9%)
Total - NYCT	195.9	15.9	(179.9)	(91.9%)	937.5	488.1	(449.4)	(47.9%)

Note: Total may not add due to rounding

May Average Weekday and Weekend Ridership vs. Prior Year										
Month	Average Weekday - (thousands)					Average Weekend - (thousands)				
	2019	Preliminary		Amount	Percent	2019	Preliminary		Amount	Percent
		2020	Change				2020	Change		
Subway	5,718	583	(5,135)	-89.8%	5,600	651	(4,949)	-88.4%		
NYCT Local Bus*	1,827	9	(1,818)	-99.5%	1,942	10	(1,932)	-99.5%		
NYCT Local Bus (APC estimation)**	1,827	623	(1,204)	-65.9%	1,942	927	(1,015)	-52.3%		
NYCT Express Bus*	39	3	(36)	-92.3%	12	2	(10)	-83.3%		
NYCT Express Bus (APC estimation)**	39	7	(32)	-82.2%	12	5	(7)	-62.5%		
Paratransit	32	11	(21)	-65.8%	46	11	(35)	-76.2%		
TOTAL NYCT	7,616	606	(7,010)	-92.0%	7,600	674	(6,926)	-91.1%		
TOTAL NYCT with APC estimation**	7,616	1,225	(6,392)	-83.9%	7,600	1,594	(6,006)	-79.0%		
12-Month Rolling Average										
Subway	5,450	4,417	(1,033)	-19.0%	5,415	4,438	(977)	-18.0%		
NYCT Local Bus	1,746	1,364	(382)	-21.9%	1,947	1,537	(410)	-21.1%		
NYCT Express Bus	40	32	(8)	-20.0%	13	11	(2)	-15.4%		
Paratransit	33	30	(3)	-9.1%	40	35	(6)	-14.2%		
TOTAL NYCT	7,269	5,843	(1,426)	-19.6%	7,415	6,021	(1,395)	-18.8%		

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

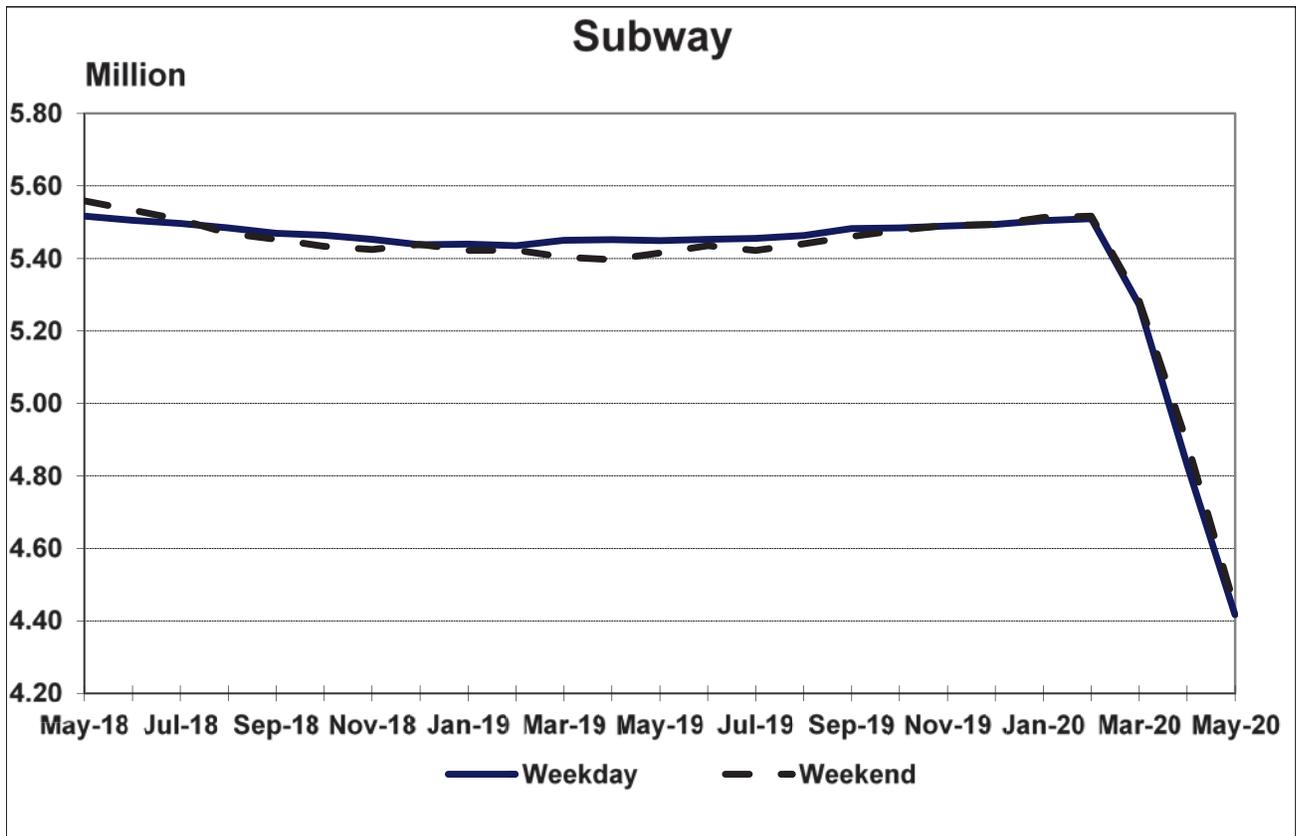
* Regular NYCT paid bus ridership registered in bus farebox.

** NYCT bus ridership estimated on a sample of observations from onboard passenger counting sensors (APC) which includes unpaid riders.

- May 2020 subway ridership was 89.6 percent unfavorable to budget and bus ridership was 99.4 percent unfavorable. The underruns were due to COVID-19 travel limitations and the impact of the rear-door-only boarding policy on local bus routes.
- The table above includes approximate estimates of actual bus ridership based on data from Automatic Passenger Counters (APC). APCs record bus boardings using sensors at bus doors, and have been installed on about 33 percent of the bus fleet. The limited sample data available has been adjusted to conform to historical ridership patterns, and then extrapolated system-wide. The results indicate that actual local bus ridership is down 66 percent on weekdays and 52 percent on weekends.

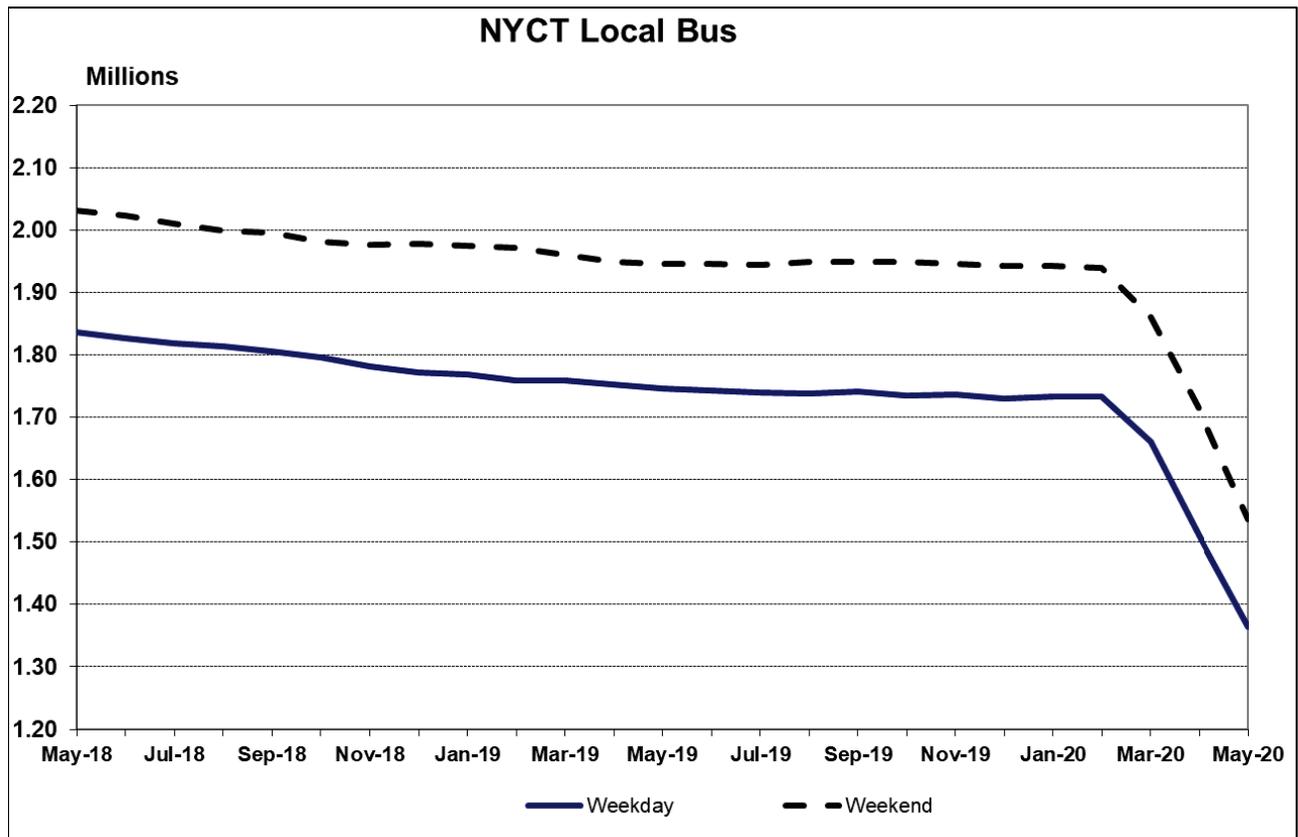
Average Weekday and Weekend Ridership

12-Month Rolling Averages



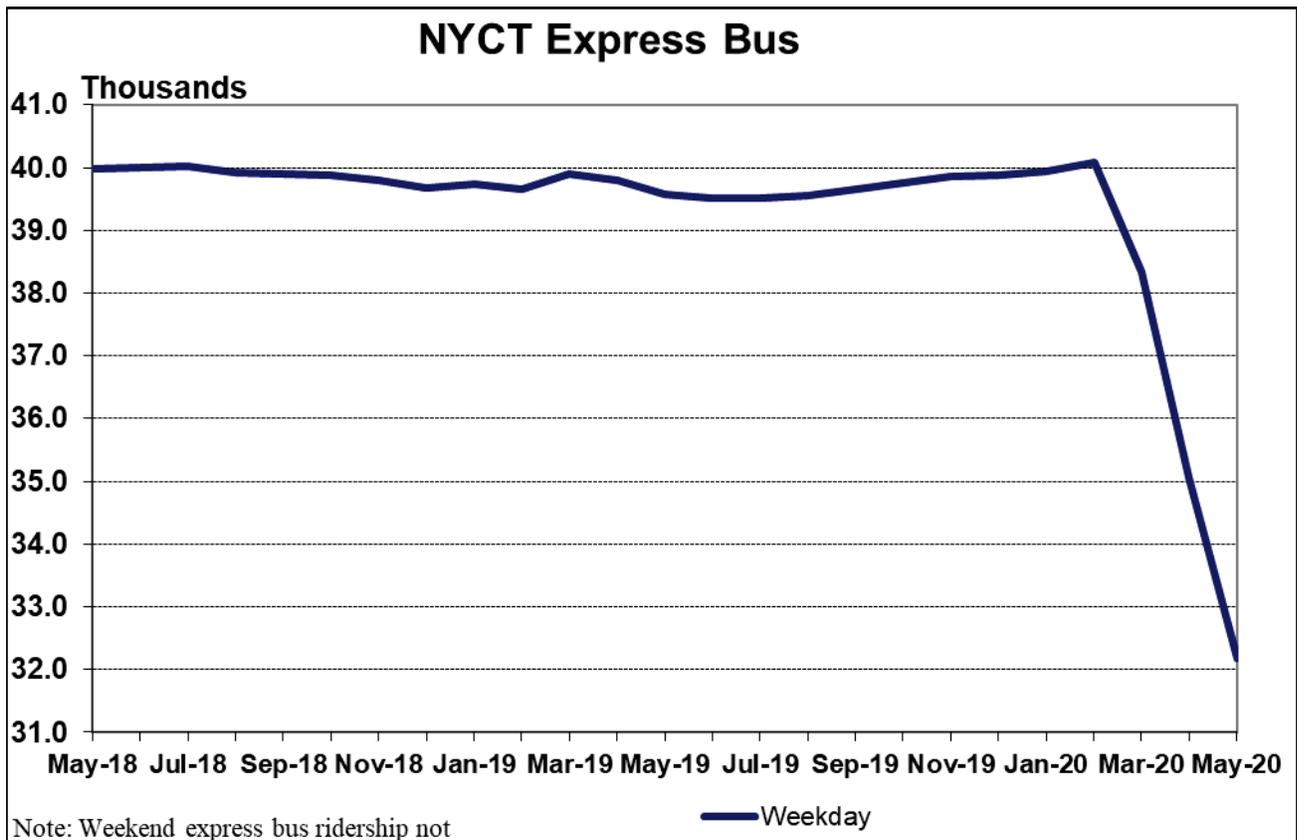
- Average weekday subway ridership was flat in 2016 and began to decline in 2017. Since 2019, average weekday ridership has continued to increase over the year. The drastic declines in March – May 2020 were due to COVID-19 travel limitations.
- Average weekend ridership decreased from 2015 to 2016, and from 2016 to 2017. The weekend ridership bottomed in mid of 2019 due to intensive service interruptions during weekends by constructions and GOs. Since then, the average weekend subway ridership had been increasing steadily. The drastic declines in March – May 2020 were due to COVID-19 travel limitations.

12-Month Rolling Averages



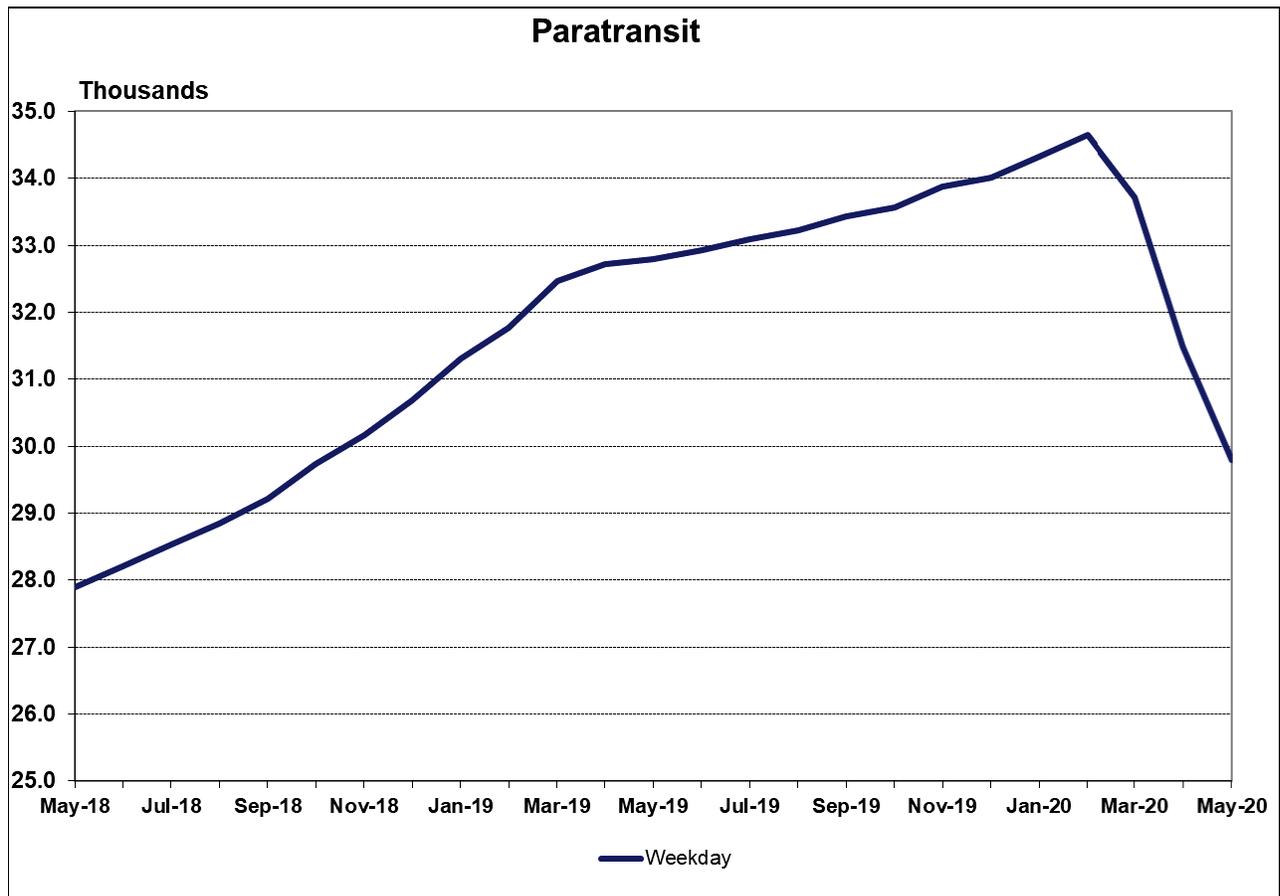
- The long-term downward trend in bus ridership accelerated in March 2017 and continued in 2019 and early 2020 at a slower pace. The drastic declines in March – May 2020 were due to COVID-19 travel limitations and local bus ridership impacts of the rear-door-only boarding policy.

12-Month Rolling Averages



- After a period of stable ridership, express bus ridership has been declining since the March 2017 fare increase. Although ridership increased year-over-year from April 2018 to August 2018 (returning to the 2016 ridership levels), ridership began to decline again in August of 2018. A year later, ridership began to increase, and February 2020 express bus ridership had returned to 2018 levels. Drastic declines in March – May 2020 were due to COVID-19 travel limitations.

12-Month Rolling Averages



- The increase in Paratransit ridership is driven by a growth in Enhanced Broker service trips. The drastic declines in March – May 2020 were due to COVID-19 travel limitations.

Ridership on New York Area Transit Services

Due to COVID-19 travel limitations, all transit services in the New York area experienced steep ridership decline, some by as much as 99 percent. Paratransit was the least impacted, down 65.8 percent on weekdays and 76.2 percent on weekends compared to the prior year. Subway average weekday ridership in May increased by 30.7 percent compared to April 2020, indicating the beginning of a turnaround from the bottom ridership point in this crisis.

Ridership on Transit Services in the New York Area (thousands)						
Transit Service	May-19	Prelim May-20	Percent Change	Rolling Avg Prior Year	Rolling Avg Current Year	12-Month Rolling Average Percent Change
Average Weekday						
Subway	5,718	583	-89.8%	5,450	4,417	-19.0%
NYCT Local Bus	1,827	9	-99.5%	1,746	1,364	-21.9%
NYCT Express Bus	39	3	-92.3%	40	32	-20.0%
Paratransit	32	11	-65.8%	33	30	-9.1%
SIR	17	1	-94.1%	16	13	-20.4%
MTA Local Bus	382	1	-99.7%	364	284	-21.8%
MTA Express Bus	27	4	-86.4%	29	23	-20.7%
LIRR	319	21	-93.4%	316	251	-20.6%
PATH	289	20	-93.1%	283	229	-19.1%
Average Weekend						
Subway	5,600	651	-88.4%	5,415	4,438	-18.0%
NYCT Local Bus	1,942	10	-99.5%	1,947	1,537	-21.1%
NYCT Express Bus	12	2	-83.3%	13	11	-15.4%
Paratransit	46	11	-76.2%	40	35	-14.2%
SIR	9	1	-92.4%	8	3	-66.6%
MTA Local Bus	392	1	-99.7%	386	308	-20.2%
MTA Express Bus	12	2	-81.0%	12	10	-13.5%
LIRR	216	19	-91.2%	211	168	-20.4%
PATH	196	22	-88.8%	189	148	-21.7%

Note: Percentages are based on unrounded data.

MTA NEW YORK CITY TRANSIT

May - 2020 Adopted
 Accrual Statement of Operations By Category
 Month - May 2020
 (\$ in Millions)

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	Nonreimbursable			Var Percent			Reimbursable			Total		
	Adopted	Actual	Favorable (Unfavorable) Variance	Percent	Adopted	Actual	Favorable (Unfavorable) Variance	Percent	Adopted	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$307,082	\$45,508	(261,575)	(85.2)	\$0,000	\$0,000	-	-	\$307,082	\$45,508	(261,575)	(85.2)
Bus	\$80,277	\$0,915	(79,362)	(98.9)	\$0,000	\$0,000	-	-	\$80,277	\$0,915	(79,362)	(98.9)
Paratransit	\$2,075	\$0,058	(2,017)	(97.2)	\$0,000	\$0,000	-	-	\$2,075	\$0,058	(2,017)	(97.2)
Fare Liability	\$6,542	\$6,542	\$0,000	0.0	\$0,000	\$0,000	-	-	\$6,542	\$6,542	\$0,000	0.0
Farebox Revenue	\$395,977	\$53,023	(342,954)	(86.6)	\$0,000	\$0,000	-	-	\$395,977	\$53,023	(342,954)	(86.6)
Fare Reimbursement	\$8,395	\$8,395	\$0,000	0.0	\$0,000	\$0,000	-	-	\$8,395	\$8,395	\$0,000	0.0
Paratransit Reimbursement	\$17,164	\$3,779	(13,385)	(78.0)	\$0,000	\$0,000	-	-	\$17,164	\$3,779	(13,385)	(78.0)
Other Operating Revenue	\$14,553	\$1,490,346	\$1,475,793	-	\$0,000	\$0,000	-	-	\$14,553	\$1,490,346	\$1,475,793	-
Other Revenue	\$40,113	\$1,502,521	\$1,462,408	-	\$0,000	\$0,000	-	-	\$40,113	\$1,502,521	\$1,462,408	-
Capital and Other Reimbursements	\$0,000	\$0,000	\$0,000	-	\$103,059	\$110,631	7.3	7.3	\$103,059	\$110,631	\$7,572	7.3
Total Revenue	\$436,089	\$1,555,544	\$1,119,454	-	\$103,059	\$110,631	-	7.3	\$539,148	\$1,666,174	\$1,127,026	-
Expenses												
Labor:												
Payroll	\$298,369	\$299,616	(1,247)	(0.4)	\$41,698	\$40,475	\$1,223	2.9	\$340,068	\$340,091	(0,024)	0.0
Overtime	\$42,160	\$33,051	\$9,108	21.6	\$9,304	\$10,354	(1,051)	(11.3)	\$51,463	\$43,406	\$8,058	15.7
Total Salaries & Wages	\$340,529	\$332,668	\$7,861	2.3	\$51,002	\$50,829	\$0,173	0.3	\$391,531	\$383,497	\$8,034	2.1
Health and Welfare	\$81,198	\$95,632	(14,434)	(17.8)	\$2,259	\$0,237	\$1,203	45.3	\$83,457	\$96,868	(13,411)	(16.1)
OPEB Current Payment	\$44,190	\$0,099	(5,909)	(13.4)	\$1,043	\$0,813	\$0,229	22.0	\$45,232	\$50,912	(5,680)	(12.6)
Pensions	\$77,005	\$86,241	(9,235)	(12.0)	\$3,110	\$3,566	(0,457)	(14.7)	\$80,115	\$89,807	(9,692)	(12.1)
Other Fringe Benefits	\$43,935	\$43,344	\$0,591	1.3	\$16,120	\$16,112	\$0,008	3.6	\$60,055	\$59,456	\$0,599	1.0
Total Fringe Benefits	\$246,328	\$275,315	(28,988)	(11.8)	\$22,532	\$21,728	\$0,803	3.6	\$60,859	\$297,044	(28,184)	(10.5)
Contribution to GASB Fund	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	\$0,000	-
Reimbursable Overhead	(20,493)	(23,093)	\$2,600	12.7	\$20,493	\$23,093	(2,600)	(12.7)	\$0,000	\$0,000	\$0,000	-
Labor	\$566,364	\$584,890	(18,526)	(3.3)	\$94,027	\$95,650	(1,624)	(1.7)	\$660,390	\$680,541	(20,150)	(3.1)
Non-Labor:												
Electric Power	\$22,622	\$13,651	\$8,972	39.7	\$0,020	\$0,021	(0,001)	(3.4)	\$22,643	\$13,672	\$8,971	39.6
Fuel	\$9,183	\$4,162	\$5,020	54.7	\$0,000	\$0,000	-	-	\$9,183	\$4,162	\$5,020	54.7
Insurance	\$5,801	\$6,178	(0,377)	(6.5)	\$0,000	\$0,000	-	-	\$5,801	\$6,178	(0,377)	(6.5)
Claims	\$19,095	\$19,095	\$0,000	0.0	\$0,000	\$0,000	-	-	\$19,095	\$19,095	\$0,000	0.0
Paratransit Service Contracts	\$41,984	\$18,719	\$23,265	55.4	\$0,000	\$0,000	-	-	\$41,984	\$18,719	\$23,265	55.4
Maintenance and Other Operating Contracts	\$22,583	\$22,919	(0,336)	(1.5)	\$3,495	\$3,130	\$0,366	10.5	\$26,078	\$26,049	\$0,029	0.1
Professional Service Contracts	\$14,362	\$15,213	(0,851)	(5.9)	\$0,729	\$4,142	(3,413)	(63.1)	\$15,091	\$19,355	(4,264)	(28.3)
Materials & Supplies	\$27,852	\$15,530	\$12,322	44.2	\$4,632	\$7,556	(2,925)	(63.1)	\$32,086	\$23,086	\$9,000	28.9
Other Business Expenses	\$7,207	\$1,998	\$5,210	72.3	\$0,156	\$0,131	\$0,025	16.2	\$7,363	\$2,128	\$5,235	71.1
Non-Labor	\$170,689	\$117,464	\$53,225	31.2	\$9,032	\$14,980	(5,948)	(65.9)	\$179,721	\$132,444	\$47,277	26.3
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	\$737,052	\$702,354	\$34,698	4.7	\$103,059	\$110,631	(7,572)	(7.3)	\$840,111	\$812,985	\$27,126	3.2
Depreciation	\$160,672	\$170,845	(10,173)	(6.3)	\$0,000	\$0,000	-	-	\$160,672	\$170,845	(10,173)	(6.3)
GASB 75 OPEB Expense Adjustment	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
GASB 68 Pension Adjustment	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Environmental Remediation	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Total Expenses	\$897,724	\$873,199	\$24,525	2.7	\$103,059	\$110,631	(7,572)	(7.3)	\$1,000,783	\$983,830	\$16,953	1.7
OPERATING SURPLUS/DEFICIT	(461,635)	\$682,345	\$1,143,980	-	\$0,000	\$0,000	\$0,000	-	(461,635)	\$682,345	\$1,143,980	-

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 NEW YORK CITY TRANSIT

May - 2020 Adopted
 Accrual Statement of Operations By Category
 Year-To-Date - May 2020
 (\$ in Millions)

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	Nonreimbursable			Reimbursable			Total		
	Favorable (Unfavorable)		Percent	Favorable (Unfavorable)		Percent	Favorable (Unfavorable)		Percent
	Actual	Variance		Actual	Variance		Actual	Variance	
Revenue									
Farebox Revenue:									
Subway	\$1,493,839	(646,916)	(43.3)	\$0,000	-	-	\$1,493,839	(646,916)	(43.3)
Bus	\$398,403	(191,818)	(48.1)	\$0,000	-	-	\$398,403	(191,818)	(48.1)
Paratransit	\$10,048	(4,393)	(43.7)	\$0,000	-	-	\$10,048	(4,393)	(43.7)
Fare Liability	\$32,710	\$0,000	0.0	\$0,000	-	-	\$32,710	\$0,000	0.0
Farebox Revenue	\$1,935,000	(843,126)	(43.6)	\$0,000	-	-	\$1,935,000	(843,126)	(43.6)
Fare Reimbursement	\$39,706	\$0,000	0.0	\$0,000	-	-	\$39,706	\$0,000	0.0
Paratransit Reimbursement	\$61,416	(21,469)	(25.9)	\$0,000	-	-	\$61,416	(21,469)	(25.9)
Other Operating Revenue	\$72,767	\$1,485,247	-	\$0,000	-	-	\$72,767	\$1,485,247	-
Other Revenue	\$195,358	\$1,463,777	-	\$0,000	-	-	\$195,358	\$1,463,777	-
Capital and Other Reimbursements	\$0,000	(118,520)	-	\$562,807	(118,520)	(21.1)	\$562,807	(118,520)	(21.1)
Total Revenue	\$2,130,358	\$620,651	29.1	\$562,807	(118,520)	(21.1)	\$2,693,165	\$502,131	18.6
Expenses									
Labor:									
Payroll	\$1,452,425	(4,448)	(0.3)	\$225,974	\$54,971	24.3	\$1,678,399	\$1,627,876	3.0
Overtime	\$214,177	\$21,502	10.0	\$43,827	\$11,645	21.0	\$269,649	\$236,503	12.3
Total Salaries & Wages	\$1,666,603	\$17,053	1.0	\$281,445	\$66,616	23.7	\$1,948,048	\$1,864,379	4.3
Health and Welfare	\$410,862	\$432,453	(5.3)	\$11,188	\$1,687	15.1	\$422,050	\$441,953	(4.7)
OPEB Current Payment	\$220,948	\$236,670	(7.1)	\$5,213	\$4,658	10.6	\$226,161	\$241,328	(6.7)
Pensions	\$384,212	(47,669)	(12.4)	\$15,549	(2,283)	(14.7)	\$399,761	\$449,714	(12.5)
Other Fringe Benefits	\$210,539	(15,246)	(7.2)	\$89,473	\$21,776	24.3	\$300,012	\$293,482	2.2
Total Fringe Benefits	\$1,226,560	(100,228)	(8.2)	\$121,423	\$21,735	17.9	\$1,347,983	\$1,426,476	(5.8)
Contribution to GASB Fund	\$0,000	\$0,000	-	\$0,000	-	-	\$0,000	\$0,000	-
Reimbursable Overhead	(118,323)	(36,886)	(31.2)	\$118,323	\$36,886	31.2	\$0,000	\$0,000	93.2
Labor	\$2,774,840	(120,061)	(4.3)	\$521,191	\$125,237	24.0	\$3,296,031	\$3,290,855	0.2
Non-Labor:									
Electric Power	\$124,935	\$23,253	18.6	\$0,106	(0,018)	(17.0)	\$125,040	\$101,805	18.6
Fuel	\$46,360	\$32,917	29.0	\$0,017	\$0,017	-	\$46,377	\$32,917	29.0
Insurance	\$29,658	(1,452)	(4.9)	\$0,000	-	-	\$29,658	(1,452)	(4.9)
Claims	\$95,476	\$0,000	0.0	\$0,000	-	-	\$95,476	\$0,000	0.0
Paratransit Service Contracts	\$199,672	\$56,797	28.4	\$0,000	-	-	\$199,672	\$56,797	28.4
Maintenance and Other Operating Contracts	\$95,867	(14,202)	(14.8)	\$17,041	\$2,346	13.8	\$112,909	(11,856)	(10.5)
Professional Service Contracts	\$72,665	\$14,040	19.3	\$3,850	(5,939)	-	\$76,515	\$68,414	10.6
Materials & Supplies	\$137,267	\$19,112	13.9	\$22,213	\$0,506	2.3	\$159,480	\$139,862	12.3
Other Business Expenses	\$35,927	\$11,420	31.8	(1,611)	(3,629)	-	\$34,316	\$26,525	22.7
Non-Labor	\$837,825	\$122,411	14.6	\$41,616	(6,717)	(16.1)	\$879,441	\$763,747	13.2
Other Expense Adjustments:									
Other	\$0,000	-	-	\$0,000	-	-	\$0,000	\$0,000	-
Other Expense Adjustments	\$0,000	-	-	\$0,000	-	-	\$0,000	\$0,000	-
Total Expenses before Depreciation and OPEB	\$3,612,665	\$3,610,315	0.1	\$562,807	\$118,520	21.1	\$4,175,472	\$4,054,602	2.9
Depreciation	\$803,359	(51,305)	(6.4)	\$0,000	-	-	\$803,359	(51,305)	(6.4)
GASB 75 OPEB Expense Adjustment	\$336,450	\$347,714	(11.264)	\$0,000	-	-	\$336,450	\$347,714	(11.264)
GASB 68 Pension Adjustment	(3,064)	\$0,000	0.0	\$0,000	-	-	(3,064)	\$0,000	0.0
Environmental Remediation	\$0,000	-	-	\$0,000	-	-	\$0,000	\$0,000	-
Total Expenses	\$4,749,410	\$4,450,650	6.3	\$562,807	\$118,520	21.1	\$5,312,217	\$4,894,938	7.9
OPERATING SURPLUS/DEFICIT	(2,619,052)	(1,699,642)	35.1	\$0,000	\$0,000	-	(2,619,052)	(1,699,642)	35.1

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
MAY 2020
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH		YEAR TO DATE		
		Favorable (Unfavorable) Variance \$	%	Favorable (Unfavorable) Variance \$	%	
					Reason for Variance	
Farebox Revenue	NR	(343.0)	(86.6)	(843.1)	(43.6)	Ridership was 48% below budget due to State limits on non-essential travel.
Other Operating Revenue	NR	1,462.4	-	1,463.8	-	Reflects receipt of CARES Act funding.
Payroll	NR	(1.2)	(0.4)	(4.4)	(0.3)	Primarily due to reimbursable project underruns hitting operating, partially offset by professional vacancies
Overtime	NR	9.1	21.6	21.5	10.0	Due largely to favorable weather, reduced service requirements, and tightened management controls.
Health & Welfare (including OPEB current payment)	NR	(20.3)	(16.2)	(37.3)	(5.9)	Primarily due to the unfavorable timing of prescription drug rebates
Pension	NR	(9.2)	(12.0)	(47.7)	(12.4)	Due primarily to budget misallocation.
Other Fringe Benefits	NR	0.6	1.3	(15.2)	(7.2)	Mainly due to vacancies and a major reduction in capital project support requirements
Reimbursable Overhead	NR	2.6	12.7	(36.9)	(31.2)	Mainly due to vacancies and a major reduction in capital project support requirements
Electric Power	NR	9.0	39.7	23.3	18.6	Due to lower consumption due to reduced service level and favorable rates
Fuel	NR	5.0	54.7	23.3	18.6	Due to lower consumption due to reduced service level and favorable rates
Paratransit Service Contracts	NR	23.3	55.4	56.8	28.4	Largely due to reduced trips
Maintenance and Other Operating Contracts	NR	(0.3)	(1.5)	(14.2)	(14.8)	Largely due to COVID-19 response and the unfavorable timing of auto purchases
Professional Service Contracts	NR	(0.9)	(5.9)	14.0	19.3	Due largely to the favorable timing of IT-related expenses.
Materials & Supplies	NR	12.3	44.2	19.1	13.9	Reflects reduced maintenance activity due to COVID-19
Other Business	NR	5.2	72.3	11.4	31.8	Due to lower metrocard transaction fees due to lower ridership

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2020 Adopted
Cash Receipts and Expenditures

May FY20
(\$ in Millions)

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	Month			Year-To-Date			
	Adopted	Actual	Favorable	Adopted	Actual	Favorable	
			(Unfavorable) Variance			(Unfavorable) Variance	Percent
Receipts							
Farebox Revenue	\$395.977	\$67.539	(328.438)	\$1,935.000	\$1,144.141	(790.859)	(40.9)
Fare Reimbursement	\$6.312	\$0.000	(6.312)	\$6.313	\$0.000	(6.313)	-
Paratransit Reimbursement	\$3.481	\$0.902	(2.579)	\$101.582	\$103.242	\$1.660	1.6
Other Operating Revenue	\$4.552	\$1,488.008	\$1,483.456	\$22.761	\$1,510.390	\$1,487.629	-
Other Revenue	\$14.345	\$1,488.910	\$1,474.565	\$130.656	\$1,613.632	\$1,482.976	-
Capital and Other Reimbursements	\$103.059	\$53.825	(49.234)	\$562.807	\$384.517	(178.290)	(31.7)
Total Revenue	\$513.381	\$1,610.274	\$1,096.893	\$2,628.463	\$3,142.290	\$513.827	19.5
Expenditures							
Labor :							
Payroll	\$299.032	\$300.817	(1.785)	\$1,733.531	\$1,679.896	\$53.635	3.1
Overtime	\$51.463	\$43.406	\$8.058	\$269.649	\$236.503	\$33.146	12.3
Total Salaries & Wages	\$350.495	\$344.223	\$6.272	\$2,003.180	\$1,916.399	\$86.781	4.3
Health and Welfare	\$83.457	\$61.573	\$21.884	\$422.050	\$383.257	\$38.793	9.2
OPEB Current Payment	\$45.232	\$50.912	(5.680)	\$226.161	\$241.553	(15.373)	(6.8)
Pensions	\$80.115	\$89.834	(9.719)	\$399.761	\$449.420	(49.659)	(12.4)
Other Fringe Benefits	\$43.804	\$20.799	\$23.005	\$216.713	\$180.800	\$35.913	16.6
Total Fringe Benefits	\$252.608	\$223.118	\$29.490	\$1,264.684	\$1,255.010	\$9.674	0.8
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	\$603.103	\$567.341	\$35.762	\$3,267.865	\$3,171.409	\$96.456	3.0
Non-Labor :							
Electric Power	\$22.643	\$14.936	\$7.707	\$127.771	\$105.257	\$22.514	17.6
Fuel	\$9.183	\$4.526	\$4.657	\$46.377	\$35.187	\$11.190	24.1
Insurance	\$0.000	\$0.105	(0.105)	\$40.667	\$33.572	\$7.095	17.4
Claims	\$11.989	\$4.351	\$7.638	\$59.946	\$46.937	\$13.009	21.7
Paratransit Service Contracts	\$41.984	\$15.034	\$26.950	\$199.172	\$169.393	\$29.779	15.0
Maintenance and Other Operating Contracts	\$26.078	\$22.471	\$3.607	\$110.384	\$114.315	(3.931)	(3.6)
Professional Service Contracts	\$15.091	\$17.518	(2.427)	\$72.015	\$73.891	(1.876)	(2.6)
Materials & Supplies	\$35.942	\$29.069	\$6.873	\$177.855	\$161.068	\$16.787	9.4
Other Business Expenses	\$7.363	\$2.577	\$4.786	\$34.316	\$26.554	\$7.762	22.6
Non-Labor	\$170.272	\$110.587	\$59.685	\$668.500	\$766.174	\$102.326	11.8
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	\$773.375	\$677.928	\$95.447	\$4,136.365	\$3,937.583	\$198.782	4.8
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	\$773.375	\$677.928	\$95.447	\$4,136.365	\$3,937.583	\$198.782	4.8
Net Surplus/(Deficit)	(259.995)	\$932.346	\$1,192.341	(1,507.903)	(795.293)	\$712.610	47.3

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2020 Adopted
Cash Conversion (Cash Flow Adjustments)
 May FY20
 (\$ in Millions)

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	Month			Year-To-Date		
	Adopted	Actual	Favorable	Adopted	Actual	Favorable
			(Unfavorable) Variance			(Unfavorable) Variance
Revenue						
Farebox Revenue	\$0.000	\$14,516	\$14,516	\$0.000	\$52,268	\$52,268
Fare Reimbursement	(2,083)	(8,395)	(6,312)	(33,393)	(39,706)	(6,313)
Paratransit Reimbursement	(13,684)	(2,877)	\$10,806	\$18,697	\$41,826	\$23,130
Other Operating Revenue	(10,001)	(2,338)	\$7,663	(50,006)	(47,624)	\$2,382
Other Revenue	(25,768)	(13,611)	\$12,157	(64,703)	(45,503)	\$19,199
Capital and Other Reimbursements	\$0.000	(56,806)	(56,806)	\$0.000	(59,770)	(59,770)
Total Revenue	(25,768)	(55,900)	(30,133)	(64,703)	(53,006)	\$11,697
Expenses						
Labor:						
Payroll	\$41,036	\$39,274	(1,762)	(55,132)	(62,020)	\$3,112
Overtime	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Salaries & Wages	\$41,036	\$39,274	(1,762)	(55,132)	(62,020)	\$3,112
Health and Welfare	\$0.000	\$35,295	\$35,295	\$0.000	\$58,697	\$58,697
OPEB Current Payment	\$0.000	\$0.000	\$0.000	\$0.000	(0,206)	(0,206)
Pensions	\$0.000	(0,027)	(0,027)	\$0.000	\$0,294	\$0,294
Other Fringe Benefits	\$16,251	\$38,657	\$22,406	\$83,299	\$112,682	\$29,383
Total Fringe Benefits	\$16,251	\$73,926	\$57,674	\$83,299	\$171,466	\$88,168
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	\$57,287	\$113,200	\$55,912	\$28,167	\$119,446	\$91,279
Non-Labor:						
Electric Power	\$0.000	(1,264)	(1,264)	(2,731)	(3,452)	(0,721)
Fuel	\$0.000	(0,364)	(0,364)	\$0.000	(2,270)	(2,270)
Insurance	\$5,801	\$6,073	\$0,272	(11,009)	(2,463)	\$8,546
Claims	\$7,106	\$14,744	\$7,638	\$35,530	\$48,539	\$13,009
Paratransit Service Contracts	\$0.000	\$3,685	\$3,685	\$0.000	(26,518)	(27,018)
Maintenance and Other Operating Contracts	\$0.000	\$3,578	\$3,578	\$2,525	\$10,450	\$7,925
Professional Service Contracts	\$0.000	\$1,837	\$1,837	\$4,500	(5,477)	(9,977)
Materials & Supplies	(3,458)	(5,983)	(2,524)	(18,375)	(21,206)	(2,831)
Other Business Expenses	\$0.000	(0,449)	(0,449)	\$0.000	(0,029)	(0,029)
Non-Labor	\$9,449	\$21,857	\$12,408	\$10,940	(2,427)	(13,367)
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	\$66,736	\$135,057	\$68,321	\$39,107	\$117,019	\$77,912
Depreciation	\$160,672	\$170,845	\$10,173	\$803,359	\$854,664	\$51,305
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	\$0.000	\$336,450	(11,264)	(347,714)
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	(3,064)	(3,064)	\$0.000
Environmental Remediation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$227,408	\$305,902	\$78,494	\$1,175,852	\$957,355	(218,498)
Total Cash Conversion Adjustments	\$201,640	\$250,001	\$48,361	\$1,111,150	\$904,349	(206,801)

Note: Totals may not add due to rounding

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

NYCT – Non-Reimbursable Overtime Variance

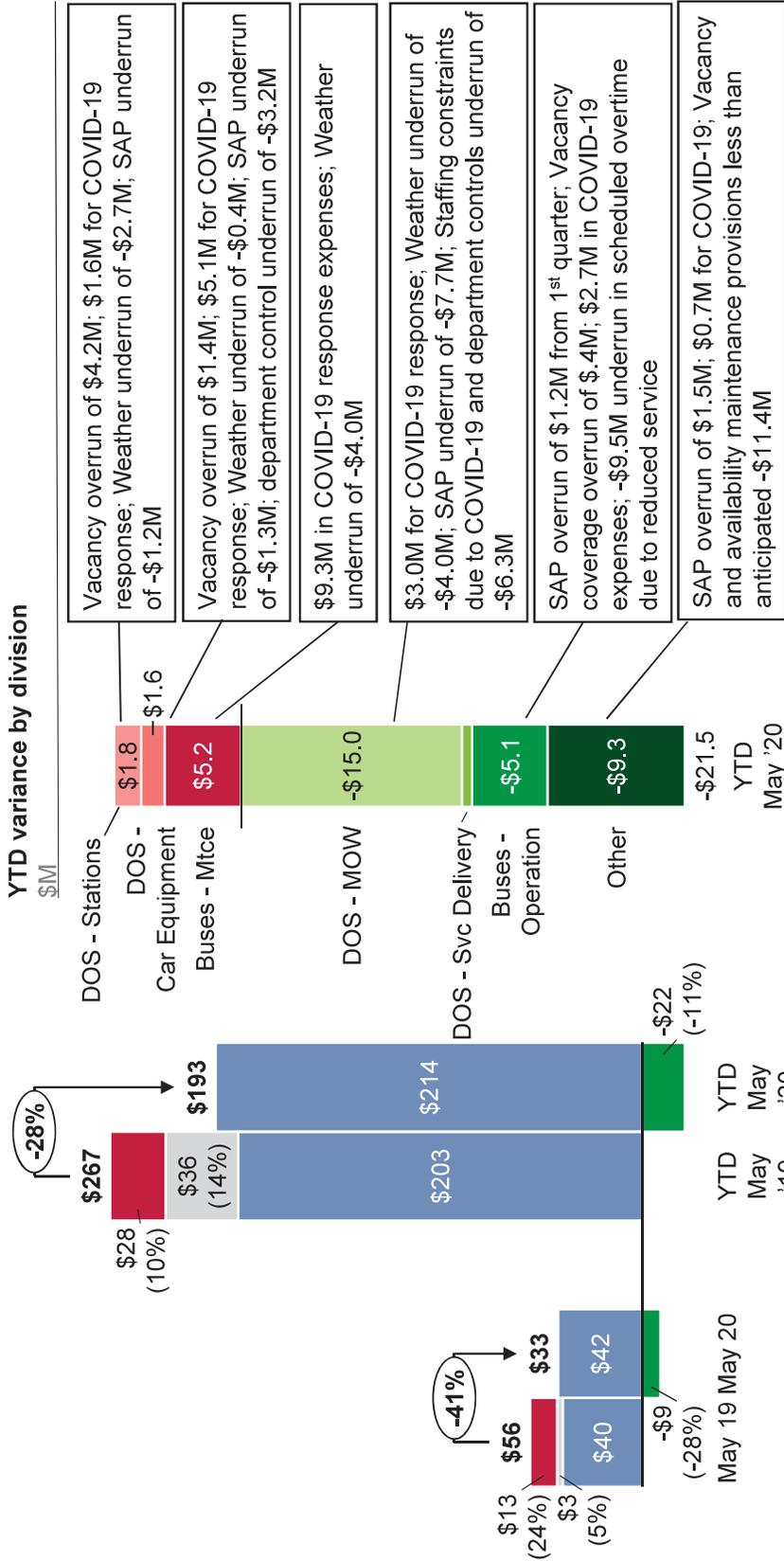
May 2020 and YTD budget vs. variance

\$M

- Variance - Unfavorable
- Variance - Favorable
- SAP
- Budget

Annual budget: \$508M

- Overview**
- Overall decrease of \$74M or 28% compared to May YTD 2019
 - 11% below 2020 YTD budget
 - Subways -\$12M underrun: \$11M for COVID-19 response; \$6M for Vacancy coverage; -\$8M weather; -\$11M SAP; -\$1M scheduled overtime; -\$9M staffing constraints/departamental controls
 - Buses \$0.1M overrun: \$12M for COVID-19 response; \$1M SAP from 1st quarter; -\$10M scheduled overtime; -\$4M for weather underrun; \$1M other maintenance



Source: Adopted (restated) budget. GL actuals for actual overtime spending.

NYCT – Reimbursable Overtime Variance

May 2020 and YTD budget vs. variance
\$M

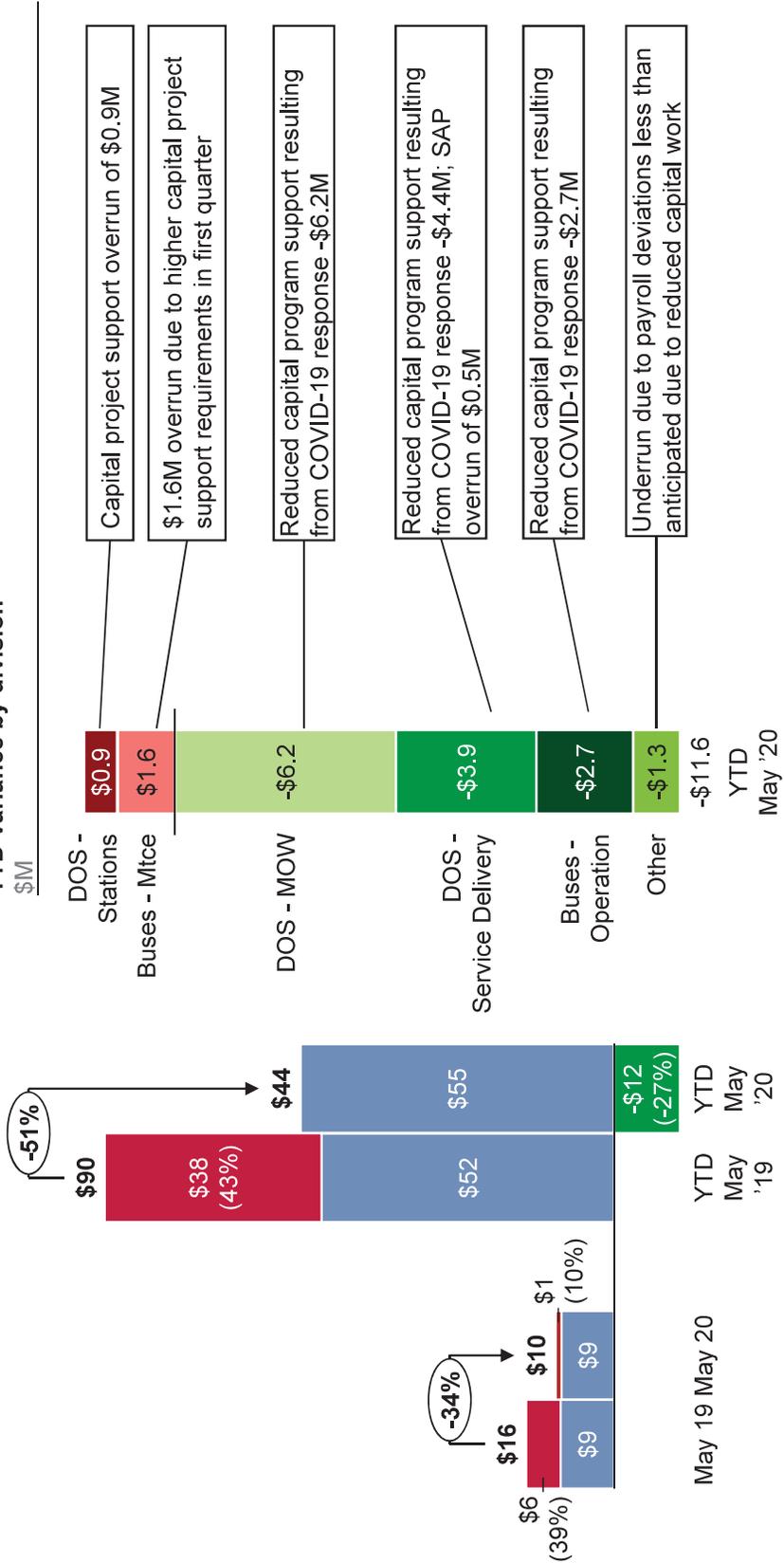
- Variance - Unfavorable
- Variance - Favorable
- Budget

Annual budget: \$1.30M

Overview

- Overall decrease of \$46M or 51% compared to May YTD 2019
- 27% below 2020 YTD budget
- Subways -\$8.9M underrun: \$2.8M for vacancies, -\$12.4M due to lower capital project support requirements; \$0.9M overrun for SAP
- Buses -\$1.1M underrun: mainly due to capital track program underrun.

YTD variance by division

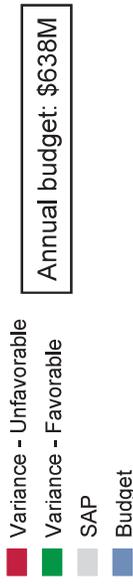


Source: Adopted (restated) budget. GL actuals for actual overtime spending.

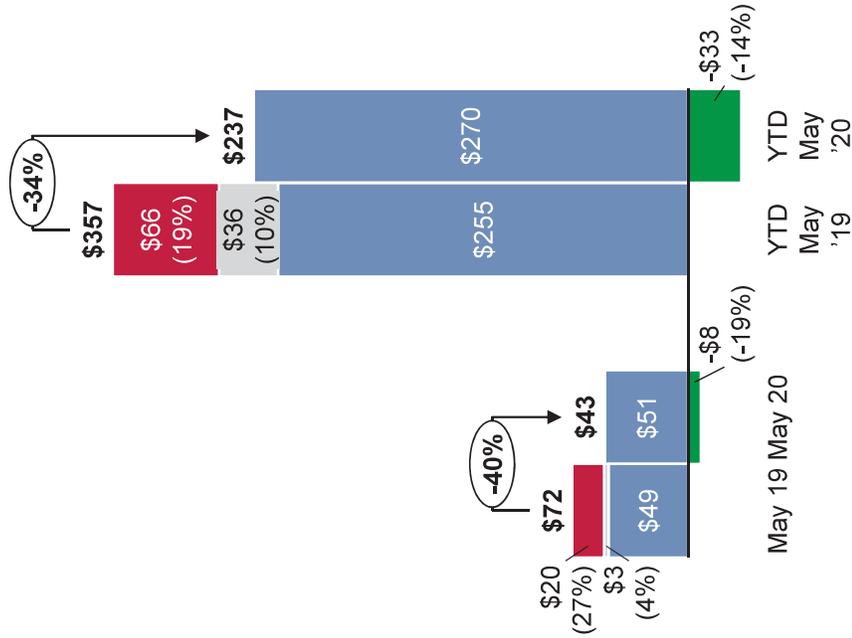
NYCT – Total Overtime Variance

April 2020 and YTD budget vs. variance

\$M



Annual budget: \$638M

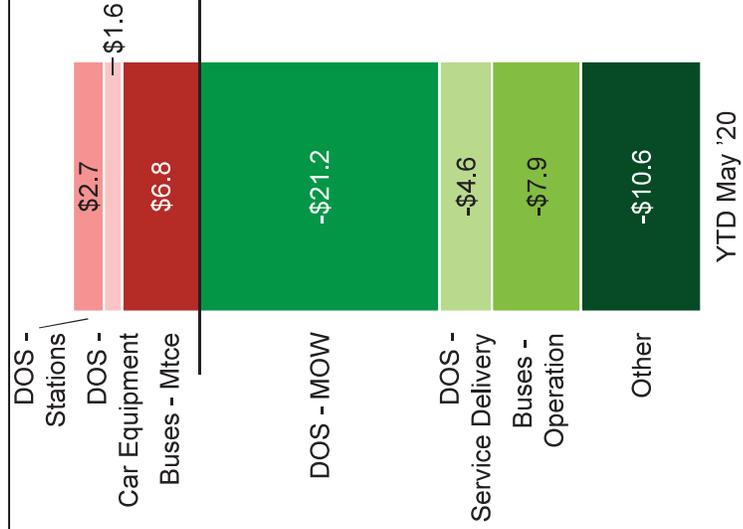


Overview

- Overall decrease of \$120M or 34% compared to May YTD 2019
- 14% below 2020 YTD budget

YTD variance by division

\$M



Source: Adopted (restated) budget. GL actuals for actual overtime spending.

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN 2020
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE AND FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
 May 2020

	<u>Adopted</u>	<u>Actual</u>	<u>Variance</u> <u>Fav./ (Unfav)</u>	<u>Explanation</u>
<u>Administration:</u>				
Office of the President	25	25	0	
Law	282	248	34	
Office of the EVP	13	11	2	
Human Resources	220	195	25	
Office of Management and Budget	41	32	9	
Capital Planning and Budget	37	26	11	
Strategy & Customer Experience	188	184	4	
Non-Departmental	4	0	4	
Labor Relations	84	77	7	
Office of People & Business Transformation	18	14	4	
Materiel	238	211	27	
Controller	114	103	11	
Total Administration	1,264	1,126	138	
<u>Operations:</u>				
Subways Service Delivery	8,209	8,156	53	Vacancies mainly due to Supv and RVO.
Subways Operations Support/Admin	406	425	(19)	
Subways Stations	2,656	2,542	114	Vacancies mainly due to Station Agents.
Subtotal Subways	11,271	11,123	148	
Buses	11,056	10,888	168	Vacancies mainly due to Supt and Bus Operators.
Paratransit	214	184	30	
Operations Planning	390	347	43	
Revenue Control	640	583	57	Vacancies mainly due to Mgr, PTE and Hourlies.
Non-Departmental	132	-	132	
Total Operations	23,703	23,125	578	
<u>Maintenance:</u>				
Subways Operations Support/Admin	123	87	36	
Subways Engineering	362	313	49	
Subways Car Equipment	5,087	4,893	194	Vacancies mainly due to Road Car Inspectors and Car Inspectors.
Subways Infrastructure	1,871	1,915	(44)	
Subways Elevators & Escalators	476	475	1	
Subways Stations	3,502	3,378	124	Vacancies mainly due to Supt, Supv, and Hourlies.
Subways Track	3,098	2,974	124	Vacancies mainly due to Supt, TEM, PDM, and Trackworkers.
Subways Power	687	662	25	
Subways Signals	1,701	1,679	22	
Subways Electronic Maintenance	1,620	1,526	94	Vacancies mainly due to PTEs, and EEMs.
Subtotal Subways	18,527	17,902	625	
Buses	3,472	3,442	30	
Supply Logistics	548	539	9	
System Safety	93	81	12	
Non-Departmental	(115)	-	(115)	
Total Maintenance	22,525	21,964	561	
<u>Engineering:</u>				
Capital Program Management	1,450	1,179	271	Vacancies mainly due to Mgrs and PTEs
Total Engineering/Capital	1,450	1,179	271	
<u>Public Safety:</u>				
Security	657	632	25	
Total Public Safety	657	632	25	
Total Positions	49,599	48,026	1,573	
Non-Reimbursable	44,259	44,511	(252)	
Reimbursable	5,340	3,515	1,825	
Total Full-Time	49,408	47,888	1,520	
Total Full-Time Equivalents	191	138	53	

MTA NEW YORK TRANSIT
FEBRUARY FINANCIAL PLAN 2020
TOTAL POSITIONS by FUNCTION and OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
May 2020

FUNCTION/OCCUPATION	Adopted	Actual	Variance Fav./(Unfav)	Explanation
<u>Administration:</u>				
Managers/Supervisors	444	384	60	
Professional, Technical, Clerical	788	710	78	
Operational Hourlies	32	32	0	
Total Administration	1,264	1,126	138	
<u>Operations:</u>				
Managers/Supervisors	2,816	2,640	176	
Professional, Technical, Clerical	581	501	80	
Operational Hourlies	20,306	19,984	322	
Total Operations	23,703	23,125	578	
<u>Maintenance:</u>				
Managers/Supervisors	3,949	3,868	81	
Professional, Technical, Clerical	1,071	863	208	
Operational Hourlies	17,505	17,233	272	
Total Maintenance	22,525	21,964	561	
<u>Engineering/Capital:</u>				
Managers/Supervisors	364	291	73	
Professional, Technical, Clerical	1,084	886	198	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,450	1,179	271	
<u>Public Safety:</u>				
Managers/Supervisors	270	256	14	
Professional, Technical, Clerical	41	32	9	
Operational Hourlies	346	344	2	
Total Public Safety	657	632	25	
<u>Total Positions:</u>				
Managers/Supervisors	7,843	7,439	404	
Professional, Technical, Clerical	3,565	2,992	573	
Operational Hourlies	38,191	37,595	596	
Total Positions	49,599	48,026	1,573	

Preliminary May 2020 Report: Staten Island Railway

The purpose of this report is to provide the preliminary May 2020 financial results on an accrual basis. The accrual basis is presented on both a non-reimbursable and reimbursable account basis. These results are compared to the Adopted Budget (budget).

Summary of Preliminary Financial Results

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

- May 2020 Staten Island Railway ridership of 23,455 was 348,793 rides (93.7 percent) below budget. Average weekday ridership of 983 was 15,796 rides (94.1 percent) lower than May 2019. The underruns were a result of State directives limiting non-essential travel due to COVID-19.
- Farebox revenue of \$0.1 million was \$0.5 million (89.9 percent) below budget. The underrun was due to steep ridership declines caused by COVID-19 travel limitations.
- Other revenue exceeded budget in May by \$13.2 million (over 100.0 percent), primarily due to receipt of CARES Act funding.
- Operating expenses were under budget by \$1.0 million (19.7 percent).
 - Labor expenses were less than budget by \$0.3 million (8.2 percent).
 - Non-labor expenses in total were below budget by \$0.7 million (67.9 percent).

STATEN ISLAND RAILWAY FINANCIAL AND RIDERSHIP REPORT

May 2020

Preliminary Actual Results Compared to the Adopted Budget (budget)

May 2020 Staten Island Railway ridership of 23,455 was 348,793 rides (93.7 percent) below budget. Average weekday ridership of 983 was 15,796 rides (94.1 percent) lower than May 2019. Average weekday ridership for the twelve months ending May 2020 was 12,708, which is 3,249 rides (20.4 percent) lower than the twelve months ending May 2019. The underruns were due to COVID-19 travel limitations.

Farebox revenue of \$0.1 million was \$0.5 million (89.9 percent) below budget. The underrun was due to steep ridership declines caused by COVID-19 travel limitations.

Operating revenue of \$13.4 million exceeded budget by \$13.2 million (over 100.0 percent) due to CARES Act funding of \$13.3 million.

Non-reimbursable expenses in May, before depreciation, GASB 75 OPEB Expense Adjustment and GASB 68 Pension Adjustment, were under budget by \$1.0 million (19.7 percent).

- Labor expenses were less than budget by \$0.3 million (8.2 percent), of which payroll expenses underran by \$0.2 million (9.3 percent), due mostly to vacancies.
- Non-labor expenses were below budget by \$0.7 million (67.9 percent), of which electric power underran by \$0.3 million (91.0 percent), due to reduced service usage driven by COVID-19. Maintenance contract expenses were favorable by \$0.2 million (76.9 percent), due to the favorable timing of maintenance expenses due to COVID-19.

Year-to-date expenses were below budget by \$3.6 million (13.9 percent), including underruns in labor expenses of \$2.3 million (10.9 percent), which were driven by several account underruns, primarily health & welfare/OPEB current expenses of \$1.0 million (23.0%) and overtime expenses of \$0.5 million (39.8 percent). Non-labor expenses were also below budget by \$1.3 million (26.6 percent), due primarily to favorable results in maintenance contract expenses of \$0.6 million (65.8 percent) and electric power expense underruns of \$0.4 million (22.7 percent).

Depreciation expenses of \$4.5 million year-to-date were below budget by \$0.4 million (9.4 percent). GASB #75 OPEB Expense Adjustment results have been reported through preliminary April year-to-date at zero, resulting in a favorable timing variance of \$1.9 million.

The **operating cash deficit** (excluding subsidies) reported through May year-to-date was \$5.1 million, \$14.9 million (74.5 percent) favorable to budget.

MTA STATEN ISLAND RAILWAY
 May - 2020 Adopted
 Accrual Statement of Operations By Category
 Month - May 2020
 (\$ in Millions)

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	Nonreimbursable			Reimbursable			Total		
	Adopted	Actual	Favorable (Unfavorable)	Adopted	Actual	Favorable (Unfavorable)	Adopted	Actual	Favorable (Unfavorable)
			Variance			Percent			Variance
Revenue									
Farebox Revenue:									
Farebox Revenue	\$0.339	\$0.039	(0.300)	\$0.000	\$0.000	1	\$0.339	\$0.039	(0.300)
- Transfer Revenue	\$0.209	\$4,204	\$4,204	\$0.000	\$0.000	1	\$0.209	\$4,204	\$4,204
Capital and - Transfer Revenue	\$0.000	\$0.000	1	\$0.3V4	\$0.4V0	(40V)	\$0.209	\$0.4V0	(0.195)
Total Revenue	\$0.762	\$13.465	\$12.704	\$0.573	\$0.374	(34.7)	\$1.334	\$13.839	\$12.505
Expenses									
Labor:									
Payroll	\$2.130	\$1.630	\$0.200	\$0.420	\$0.039	52.3	\$2.0V0	\$2.0P0	\$0.090
- Union	\$0.196	\$0.152	(0.044)	\$0.0V0	\$0.0P0	(49.4)	\$0.204	\$0.254	(0.050)
Total Salaries & Wages	\$2.323	\$2.136	\$0.187	\$0.394	\$0.157	60.2	\$2.717	\$2.293	\$0.425
Health and Welfare	\$0.9P3	\$0.399	\$0.003	\$0.000	\$0.000	1	\$0.9P3	\$0.399	\$0.006
- CEBA Benefit	\$0.22V	\$0.40V	(0.050)	\$0.000	\$0.000	1	\$0.22V	\$0.40V	(0.050)
Censions	\$0.90B	\$0.900	\$0.00P	\$0.000	\$0.000	1	\$0.90B	\$0.900	\$0.00P
- Transfer Benefits	\$0.000	\$0.429	\$0.000	\$0.103	\$0.303	1	\$0.303	\$0.429	\$0.126
Total Fringe Benefits	\$1.887	\$1.802	\$0.084	\$0.105	\$0.000	-	\$1.992	\$1.802	\$1.190
Other Expenses	\$0.000	\$0.000	1	\$0.000	\$0.000	1	\$0.000	\$0.000	1
- Other	(0.0V4)	(0.0P2)	(0.096)	\$0.0V4	\$0.0P2	(64.9)	\$0.000	\$0.000	\$0.000
Labor	\$4.136	\$3.796	\$0.340	\$0.573	\$0.299	47.7	\$4.709	\$4.095	\$0.613
Non-Labor:									
Electricity	\$0.423	\$0.026	\$0.269	\$0.000	\$0.000	(0.000)	\$0.423	\$0.040	\$0.262
Fuel	\$0.025	\$0.020	\$0.000	\$0.000	\$0.000	1	\$0.025	\$0.020	\$0.000
Insurance	\$0.000	\$0.022	\$0.022	\$0.000	\$0.000	1	\$0.000	\$0.022	\$0.022
Lease	\$0.005	\$0.050	(0.044)	\$0.000	\$0.000	1	\$0.005	\$0.050	(0.044)
Capital	\$0.000	\$0.000	1	\$0.000	\$0.000	1	\$0.000	\$0.000	1
Maintenance and - Transfer	\$0.20P	\$0.00V	\$0.133	\$0.000	\$0.000	1	\$0.20P	\$0.00V	\$0.133
Professional Services	\$0.055	\$0.050	\$0.000	\$0.000	\$0.000	1	\$0.055	\$0.050	\$0.000
Materials and Supplies	\$0.1V0	\$0.050	\$0.05V	\$0.000	\$0.0V0	(0.0V0)	\$0.1V0	\$0.0P0	\$0.0P0
- Transfer Expenses	\$0.09P	\$0.0P9	\$0.00B	\$0.000	\$0.000	1	\$0.09P	\$0.0P9	\$0.00B
Non-Labor	\$0.982	\$0.315	\$0.666	\$0.000	\$0.075	(0.075)	\$0.982	\$0.390	\$0.591
Other Expense Adjustments:									
- Other	\$0.000	\$0.000	1	\$0.000	\$0.000	1	\$0.000	\$0.000	1
Other Expense Adjustments	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Total Expenses before Depreciation and OPEB	\$5.118	\$4.111	\$1.006	\$0.573	\$0.374	34.7	\$5.690	\$4.486	\$1.205
Depreciation	\$1.000	\$0.600	\$0.069	\$0.000	\$0.000	1	\$1.000	\$0.600	\$0.069
S Ac B v3 - CEBA Expense Adjustment	\$0.000	\$0.000	1	\$0.000	\$0.000	1	\$0.000	\$0.000	1
S Ac B 95 Pension Adjustment	\$0.000	\$0.000	1	\$0.000	\$0.000	1	\$0.000	\$0.000	1
Enrollment Reduction	\$0.000	\$0.000	1	\$0.000	\$0.000	1	\$0.000	\$0.000	1
Total Expenses	\$6.118	\$5.015	\$1.102	\$0.573	\$0.374	34.7	\$6.690	\$5.390	\$1.301
OPERATING SURPLUS/DEFICIT	(5.356)	\$8.450	\$13.806	\$0.000	\$0.000	-	(5.356)	\$8.450	\$13.806

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 STATEN ISLAND RAILWAY

May - 2020 Adopted
 Accrual Statement of Operations By Category
 Year-To-Date - May 2020

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(\$ in Millions)

	Nonreimbursable			Reimbursable			Total		
	Adopted	Actual	Favorable (Unfavorable) Variance	Adopted	Actual	Favorable (Unfavorable) Variance	Adopted	Actual	Favorable (Unfavorable) Variance
			Percent			Percent			Percent
Revenue									
Farebox Revenue:									
Farebox Revenue	\$2,432	\$P,03V	(05.3)	\$0,000	\$0,000	1	\$2,432	\$P,03V	(05.3)
- Transfer Revenue	\$P,025	\$P,200	-	\$0,000	\$0,000	1	\$P,025	\$P,200	1
Capital and - Transfer Revenue	\$0,000	\$0,000	-	\$2,60V	\$2,635	(23.5)	\$0,000	\$2,635	(23.5)
Total Revenue	\$3,780	\$15,649	-	\$2,907	\$2,158	(25.8)	\$6,688	\$17,806	1
Expenses									
Labor:									
Payroll	\$P,35V	\$P,903	(0.0P)	\$P,929	\$0,4P0	50. V	\$P,2P4	\$P,6P6	P0.9
- Union	\$P,43	\$0,954	46.5	\$0,4VP	\$0,954	(50P)	\$P,30V	\$P,49V	6.4
Total Salaries & Wages	\$11,723	\$11,288	3.7	\$1,997	\$0,997	50.0	\$13,719	\$12,286	P0.3
Health and Welfare	\$4,0V9	\$2,29P	29.3	\$0,000	\$0,000	1	\$4,0V9	\$2,29P	29.3
- CEBA Benefit	\$P,43	\$0,652	P4.0	\$0,000	\$0,00P	1	\$P,43	\$0,650	P4.4
Censions	\$4,220	\$0,200	9.4	\$0,000	\$0,000	1	\$4,220	\$0,200	9.4
- Transfer Benefits	\$2,022	\$P,6PV	3.2	\$0,343	\$0,000	1	\$2,33V	\$P,6PV	23.0
Total Fringe Benefits	\$9,456	\$8,180	13.5	\$0,535	\$0,001	-	\$9,992	\$8,181	P5.P
Other	\$0,000	\$0,000	1	\$0,000	\$0,000	1	\$0,000	\$0,000	1
- Other	(0,4V3)	(0,625)	10.9	\$0,4V3	\$0,626	(33.7)	\$0,000	\$0,00P	P4.V
Labor	\$20,804	\$18,540	10.9	\$2,907	\$1,928	33.7	\$23,711	\$20,468	1
Non-Labor:									
Electricity	\$P,92V	\$P,235	22. V	\$0,000	\$0,003	(0.003)	\$P,92V	\$P,290	22.4
Fuel	\$0,145	\$0,023	P5.2	\$0,000	\$0,000	1	\$0,145	\$0,023	P5.2
Insurance	\$0,302	\$0,0P4	P.V.V	\$0,000	\$0,000	1	\$0,302	\$0,0P4	P.V.V
Lease	\$0,045	\$0,000	1	\$0,000	\$0,000	1	\$0,045	\$0,000	1
Car Transit	\$0,000	\$0,000	1	\$0,000	\$0,000	1	\$0,000	\$0,000	1
Maintenance and - Transfer	\$0,699	\$0,440	93.5	\$0,000	\$0,000	1	\$0,699	\$0,440	93.5
Professional	\$0,00P	\$0,200	30.0	\$0,000	\$0,006	(0.006)	\$0,00P	\$0,24P	32.0
Materials	\$0,532	\$0,190	P0.V	\$0,000	\$0,2P3	(0.2P3)	\$0,532	\$0,6V9	(P0.9)
- Other	\$0,400	\$0,065	9V.6	\$0,000	\$0,000	1	\$0,400	\$0,065	9V.6
Non-Labor	\$4,868	\$3,574	26.6	\$0,000	\$0,230	(0.230)	\$4,868	\$3,804	2P.6
Other Expense Adjustments:									
- Other	\$0,000	\$0,000	1	\$0,000	\$0,000	1	\$0,000	\$0,000	1
Other Expense Adjustments	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Total Expenses before Depreciation and OPEB	\$25,672	\$22,114	13.9	\$2,907	\$2,158	25.8	\$28,580	\$24,272	P3.P
Depreciation	\$3,000	\$0,34P	6.0	\$0,000	\$0,000	1	\$3,000	\$0,34P	6.0
S Ac B v3 - CEBA Expense	\$P,5V3	\$0,000	1	\$0,000	\$0,000	1	\$P,5V3	\$0,000	1
S Ac B 95 Pension	(0,023)	(0,1P5)	1	\$0,000	\$0,000	1	(0,023)	(0,1P5)	1
Enrollment	\$0,000	\$0,000	1	\$0,000	\$0,000	1	\$0,000	\$0,000	1
Total Expenses	\$32,522	\$26,528	18.4	\$2,907	\$2,158	25.8	\$35,430	\$28,685	P6.0
OPERATING SURPLUS/DEFICIT	(28,742)	(10,879)	62.1	\$0,000	\$0,000	-	(28,742)	(10,879)	92.P

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 STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN- 2020 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN FEBRUARY 2020 RESULTS AND THE FEBRUARY FINANCIAL PLAN
May 2020
(\$ in millions)-Accrual Basis

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH		YEAR-TO-DATE		
		Favorable/ (Unfavorable) Variance		Favorable/ (Unfavorable) Variance		
		\$	%	\$	%	
Farebox Revenue	Non Reimb.	(0.500)	(89.9)	(1.335)	(48.5)	Lower ridership due most recently to the COVID crisis
Other Revenue	Non Reimb.	13.203	-	13.204	-	Favorable due to CARES Act funding
Payroll	Non Reimb.	0.200	9.3	(0.017)	(0.2)	Favorable due to vacancies and timing
Overtime	Non Reimb.	(0.013)	(7.7)	0.452	39.8	Lower adverse weather and vacancies
Health and Welfare (including OPEB current payment)	Non Reimb.	(0.031)	(3.7)	0.967	23.0	Primarily favorable timing of expenses/credits and vacancies
Pension	Non Reimb.	0.041	6.3	0.204	6.3	Favorable timing of expenses
Other Fringe Benefits	Non Reimb.	0.074	18.5	0.105	5.2	Favorable accrual for Workers Compensation
Reimbursable Overhead	Non Reimb.	0.069	93.4	0.553	-	Favorable overhead credits from RMB project work
Electric Power	Non Reimb.	0.296	91.0	0.369	22.7	Favorable due to reduced service usage due to COVID-19
Claims	Non Reimb.	(0.073)	-	(0.363)	-	Expense accruals based upon unfavorable claims activity
Maintenance & Other Operating Contracts	Non Reimb.	0.155	76.9	0.636	65.8	Favorable timing of maintenance work postponed due COVID-19
Professional Service Contracts	Non Reimb.	0.074	84.2	0.240	54.4	Favorable timing of contract costs postponed due COVID-19
Materials and Supplies	Non Reimb.	0.087	50.9	0.091	10.7	Favorable timing of material usage due to COVID-19
Payroll	Reimb.	0.264	82.5	1.311	80.7	Favorable due to RMB underruns caused by lower project work resulting from COVID-19
Overtime	Reimb.	(0.027)	(36.3)	(0.312)	(84.1)	Unfavorable due to timing of RMB charges and concentrated project work requirements budgeted on straight time but performed on OT
Materials and Supplies	Reimb.	(0.070)	-	(0.215)	-	Draw down of project materials

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2020 Adopted
Cash Receipts and Expenditures
 May FY20
 (\$ in Millions)

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	Month			Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable) Variance	Adopted	Actual	Favorable (Unfavorable) Variance	Percent
							Percent
Receipts							
Farebox Revenue	\$0.556	\$0.108	(0.448)	\$2.752	\$1.847	(0.905)	(32.9)
Other Revenue	\$0.070	\$13.409	\$13.338	\$1.221	\$13.697	\$12.475	-
Capital and Rtmbe	\$0.561	\$0.516	(0.045)	\$2.706	\$2.10-	(0.402)	(26.-)
Total Revenue	\$1.199	\$14.053	\$12.855	\$6.881	\$17.649	\$10.769	-
Expenditures							
Labor :							
Cash	\$2.047	\$P.775	\$0.079	\$P.56-	\$P.0g17	\$P.P16	7.4
Rv	\$0.291	\$0.211	\$0.080	\$P.506	\$P.1P-	\$0.P70	P2.-
Total Salaries & Wages	\$2.332	\$2.228	\$0.104	\$13.083	\$11.756	\$1.327	10.1
Contract	\$0.- P5	\$0.557	\$0.05-	\$1.06-	\$2.951	\$0.- 21	20.1
ROW	\$0.226	\$0.PgP	\$0.04-	\$P.P15	\$0.g- 6	\$0.- - 4	54.7
Censions	\$0.- 95	\$0.- 0g	\$0.0gP	\$1.229	\$1.020	\$0.20g	- 1
Rtmbe	\$0.125	\$0.P- 2	\$0.0P- 1	\$P.657	\$P.222	\$0.516	10.5
Total Fringe Benefits	\$1.812	\$1.467	\$0.346	\$9.194	\$7.162	\$2.032	22.1
Contract	\$0.000	\$0.000	S	\$0.000	\$0.000	S	S
ue	\$0.000	\$0.000	S	\$0.000	\$0.000	S	S
Labor	\$4.145	\$3.695	\$0.450	\$22.276	\$18.917	\$3.359	15.1
Non-Labor :							
Metric	\$0.125	\$0.P- 0	\$0.P- 5	\$P.- 26	\$P.g1P	\$0.P7-	P2.P
Fuel	\$0.024	\$0.02-	\$0.002	\$0.P14	\$0.P50	(0.0FP)	(4.0)
Insurance	\$0.P00	\$0.010	\$0.06P	\$0.502	\$0.129	\$0.P84	15.g
Materials	(0.01g)	\$0.000	(0.01g)	(0.P6P)	\$0.000	(0.P6P)	S
Contract	\$0.000	\$0.000	S	\$0.000	\$0.000	S	S
Maintenance and Rtmbe	\$0.20P	\$0.017	\$0.P- 2	\$0.7- -	\$0.217	\$0.626	65.1
Contract	\$0.044	\$0.022	\$0.0- -	\$0.ggP	\$0.P71	\$0.2g7	5- 1
Materials & Supplies	\$0.P60	\$0.P10	\$0.090	\$0.452	\$P.g65	(0.- 21)	(61.P)
Rtmbe	\$0.0- P	\$0.006	\$0.05g	\$0.10g	\$0.0g1	\$0.2- P	45.4
Non-Labor	\$0.940	\$0.414	\$0.526	\$4.660	\$3.854	\$0.806	17.3
Other Expense Adjustments:							
Rtmbe	\$0.000	\$0.000	S	\$0.000	\$0.000	S	S
Other Expense Adjustments	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$5.085	\$4.109	\$0.976	\$26.936	\$22.771	\$4.165	15.5
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	S
BAGf	\$0.000	\$0.000	S	\$0.000	\$0.000	S	S
BAGf	\$0.000	\$0.000	S	\$0.000	\$0.000	S	S
Whit	\$0.000	\$0.000	S	\$0.000	\$0.000	S	S
Total Expenditures	\$5.085	\$4.109	\$0.976	\$26.936	\$22.771	\$4.165	15.5
Net Surplus/(Deficit)	(3.886)	\$9.944	\$13.830	(20.056)	(5.122)	\$14.934	74.5

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2020 Adopted
Cash Conversion (Cash Flow Adjustments)

May FY20
(\$ in Millions)

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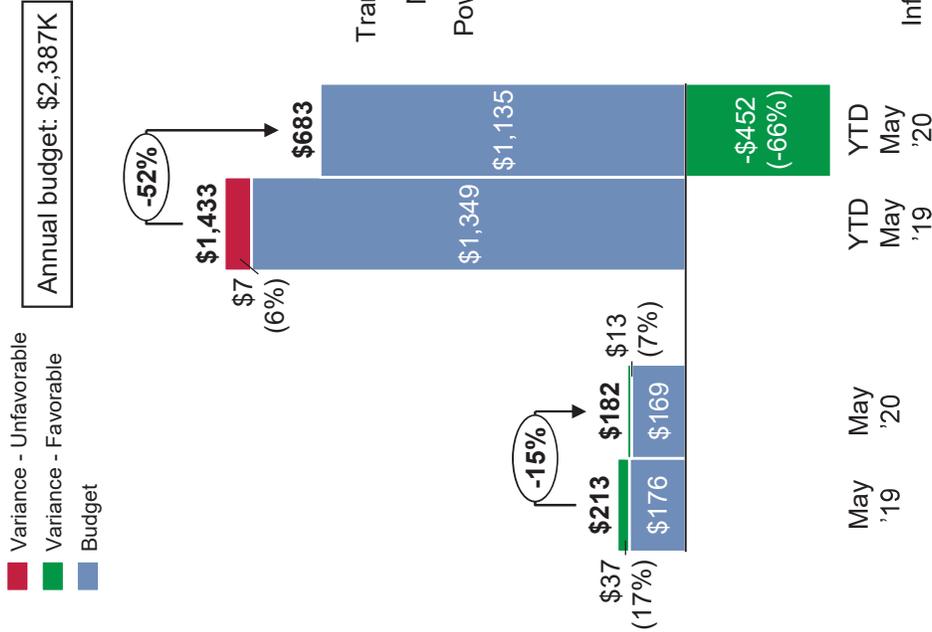
	Month			Year-To-Date		
	Adopted	Actual	Favorable	Adopted	Actual	Favorable
			(Unfavorable)			Variance
			Percent			Percent
Revenue						
Farebox Revenue	\$0.000	\$0.051	\$0.051	\$0.000	\$0.430	\$0.430
Other Revenue	(0.135)	\$0.000	\$0.135	\$0.193	(0.535)	(0.728)
Capital and Rtrbu eib 39lse8 ents	\$0.000	\$0.561	\$0.561	\$0.000	(0.072)	(0.072)
Total Revenue	(0.135)	\$0.214	\$0.350	\$0.193	(0.157)	(0.350)
Expenses						
Labor :						
Payroll	\$0.107	\$0.057	(0.100)	\$0.61h	\$0.000	(0.57h)
Rcti8 e	\$0.000	\$0.070	\$0.070	\$0.000	\$0.070	\$0.070
Total Salaries & Wages	\$0.385	\$0.064	(0.321)	-	\$0.530	(0.107)
Health and Health	\$0.000	\$0.00h	\$0.00h	\$0.000	(0.5g2)	(0.5g2)
RPF E r 9htent Pa48 ent	\$0.000	\$0.567	\$0.567	\$0.000	\$0.75h	\$0.75h
Pensions	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
RtrbFbnBe Eent8	\$0.5hg	\$0.561	(0.056)	\$0.5hg	\$0.6g7	(0.501)
Total Fringe Benefits	\$0.179	\$0.336	\$0.157	\$0.798	\$1.019	\$0.221
Contract 39tion to GASE F9nd	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
ueib 39lsa3le RCatread	\$0.000	\$0.000	\$0.000	\$0.000	\$0.005	\$0.005
Labor	\$0.564	\$0.400	(0.164)	\$1.435	\$1.550	\$0.116
Non-Labor :						
Electric Power	\$0.000	(0.526)	(0.526)	\$0.000	(0.56h)	(0.56h)
Fuel	\$0.000	(0.002)	(0.002)	\$0.000	(0.016)	(0.016)
Insurance	\$0.000	(0.00h)	(0.00h)	\$0.000	\$0.00g	\$0.00g
Materials	\$0.0v2	\$0.000	\$0.010	\$0.200	\$0.000	\$0.5g2
Patentansit SetDce r ontacts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Maintenance and RtrbRpetatinBr ontacts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.0g5	\$0.0g5
Professional SetDce r ontacts	\$0.000	(0.000)	(0.000)	\$0.000	\$0.05h	\$0.05h
Materials & Supplies	\$0.000	\$0.02v	\$0.02v	\$0.000	(0.00g)	(0.00g)
RtrbE9siness f xpenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.07v	\$0.07v
Non-Labor	\$0.042	(0.024)	(0.065)	\$0.208	(0.050)	(0.259)
Other Expense Adjustments:						
Rtrb	\$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	\$0.606	\$0.377	(0.229)	\$1.643	\$1.500	(0.143)
Depreciation	\$5.000	\$0.90v	(0.096)	\$7.000	\$v.715	(0.000)
GASE h7 RPF E f xpense Adj9st8 ent	\$0.000	\$0.000	\$0.000	\$5.0h7	(0.550)	(0.000)
GASE 60 Pension Adj9st8 ent	\$0.000	\$0.000	\$0.000	(0.027)	(0.000)	(0.000)
Financial 8 ental ue8 ediation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$1.606	\$1.281	(0.325)	\$8.493	\$5.914	(2.579)
Total Cash Conversion Adjustments	\$1.470	\$1.495	\$0.024	\$8.686	\$5.757	(2.929)

Note: Totals 8 a4 not add d9e to b9ndinB

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

SIRTOA – Non-Reimbursable Overtime Variance

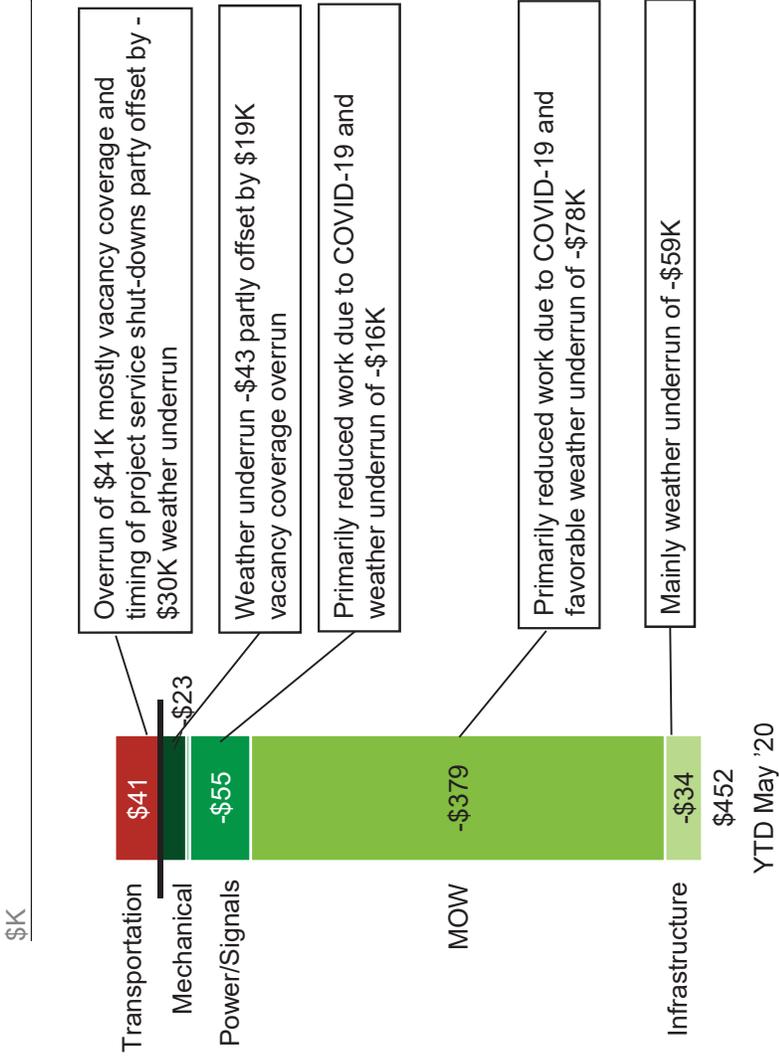
May 2020 and YTD budget vs. variance



Overview

- Overall decrease of \$750K or 52% compared to May YTD 2019
- 40% below 2020 YTD budget due primarily to favorable weather -\$239K
- Maintenance -\$495K underrun; -\$316K work reduction due to COVID-19; -\$208K weather underrun; \$30K vacancy coverage overrun
- Service \$41K overrun; \$72K vacancy coverage and timing of project related service shut-down work; -\$30K weather underrun

YTD variance by division



Source: Adopted (restated) budget. GL actuals for actual overtime spending.

SIRTOA – Reimbursable Overtime Variance

May 2020 and YTD budget vs. variance
\$K

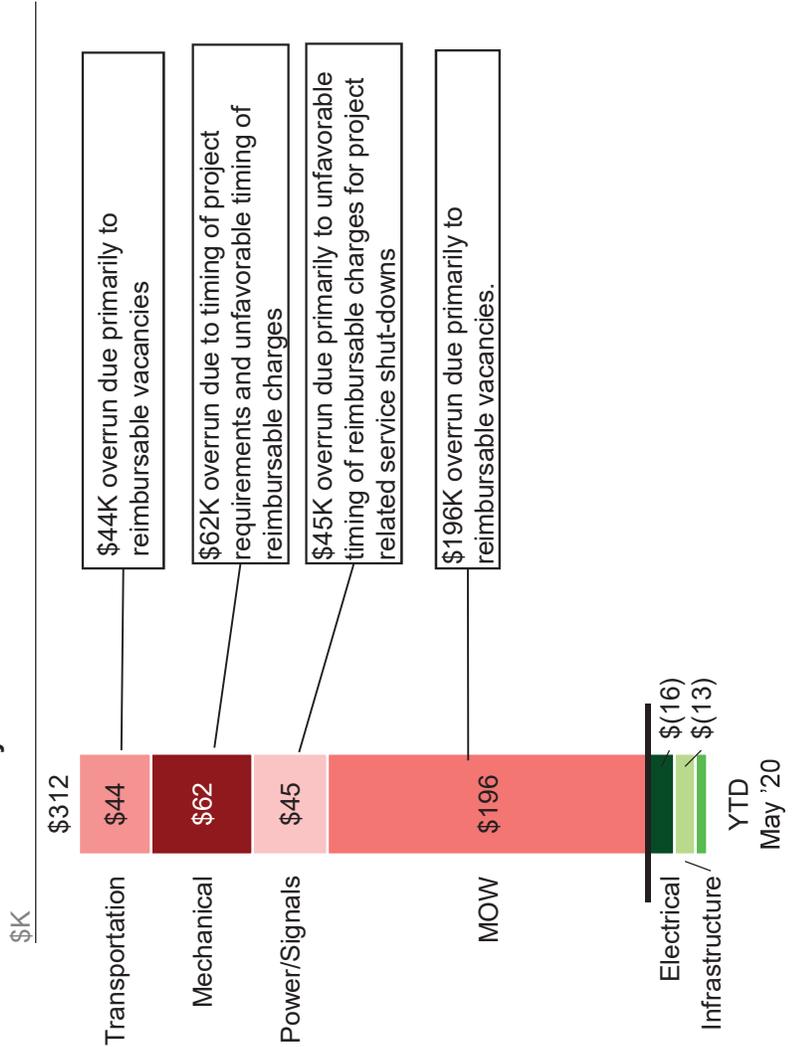
- Variance - Unfavorable
- Variance - Favorable
- Budget

Annual budget: \$900K

Overview

- Overall increase of \$176K or 35% compared to May YTD 2019
- 84% above 2020 YTD budget due largely to RMB vacancies
- Maintenance \$275K overrun: due to RMB vacancies and unfavorable timing of reimbursable charges
- Service \$44K overrun: due primarily to vacancies and unfavorable timing of RMB charges with project related service shut-downs

YTD variance by division

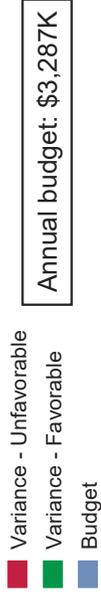


Source: Adopted (restated) budget. GL actuals for actual overtime spending.

SIRTOA – Total Overtime Variance

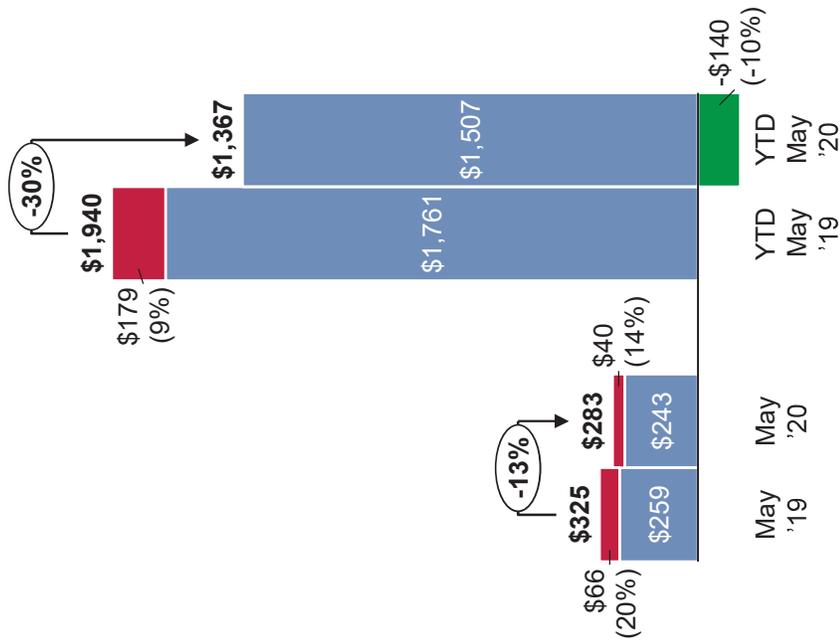
May 2020 and YTD budget vs. variance

Overview



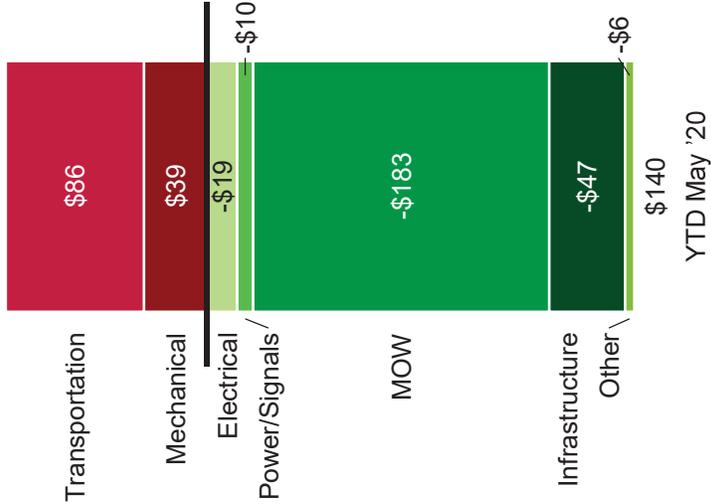
Annual budget: \$3,287K

- Overall decrease of \$573K or 30% compared to May YTD 2019
- 9% below 2020 YTD budget
- Service \$86K YTD overrun: \$116K vacancy coverage; -\$30K favorable weather
- Maintenance -\$220K underrun: -\$208K weather underrun; maintenance work reductions; offset partly by COVID-19 cleaning; vacancy coverage \$226K



YTD variance by division

\$K



Source: Adopted (restated) budget. GL actuals for actual overtime spending.

MTA STATEN ISLAND RAILWAY
 FEBRUARY FINANCIAL PLAN
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
 May 2020

<u>Function/Departments</u>	<u>Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Executive	13	7	6	
General Office	9	9	0	
Purchasing/Stores	6	4	2	
Total Administration	28	20	8	
Operations				
Transportation	131	118	13	
Total Operations	131	118	13	
Maintenance				
Mechanical	53	53	0	
Electronics/Electrical	15	19	(4)	
Power/Signals	32	28	4	
Maintenance of Way	83	77	6	
Infrastructure	26	27	(1)	
Total Maintenance	209	204	5	
Engineering/Capital				
Capital Project Support	16	9	7	
Total Engineering Capital	16	9	7	
Total Positions	384	351	33	
Non-Reimbursable	334	311	23	
Reimbursable	50	40	10	
Total Full-Time	384	351	33	
Total Full-Time-Equivalents	0	0	0	

MTA STATEN ISLAND RAILWAY
 FEBRUARY FINANCIAL PLAN
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
 May 2020

	<u>Budget</u>	<u>Actual</u>	Favorable (Unfavorable) <u>Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	16	10	6	
Professional, Technical, Clerical Operational Hourlies	12 0	10 0	2 0	
Total Administration	28	20	8	
Operations				
Managers/Supervisors	11	7	4	
Professional, Technical, Clerical Operational Hourlies	3 117	1 110	2 7	
Total Operations	131	118	13	
Maintenance				
Managers/Supervisors	17	25	(8)	
Professional, Technical, Clerical Operational Hourlies	6 186	7 172	(1) 14	
Total Maintenance	209	204	5	
Engineering/Capital				
Managers/Supervisors	3	3	0	
Professional, Technical, Clerical Operational Hourlies	4 9	0 6	4 3	
Total Engineering/Capital	16	9	7	
Total Positions				
Managers/Supervisors	47	45	2	
Professional, Technical, Clerical Operational Hourlies	25 312	18 288	7 24	
Total Positions	384	351	33	

Preliminary May 2020 Report: Bus Company

The purpose of this report is to provide the preliminary May 2020 financial results on an accrual basis. The accrual basis is presented on a non-reimbursable account basis. These results are compared to the Adopted Budget (budget).

Summary of Preliminary Financial Results

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

May 2020 Bus Company ridership of 0.1 million was 10.3 million (99.1 percent) below Budget.

- Farebox revenue of \$0.6 million was \$18.6 million (96.9 percent) below Budget.
- Operating expenses of \$72.3 million were \$12.2 million (14.4 percent) below Budget.
 - Labor expenses exceeded the Budget by \$4.6 million (9.4 percent), including overrun in Payroll expenses of \$2.6 million (11.0 percent). Overtime expenses were lower than Budget by \$0.7 million (14.4 percent). Health and Welfare expenses were higher than Budget by \$1.8 (27.9 percent).
 - Non-labor expenses were lower than Budget by \$4.6 million (23.8 percent), Materials and Supplies expenses were favorable by \$1.8 million (42.2 percent), Fuel expenses were lower than Budget by \$1.5 million (67.1 percent). Professional Service Contracts were lower than Budget by \$1.4 million (36.3 percent), and Maintenance and Other Operating Contracts were slightly lower than Budget by \$0.3 million (8.5 percent).

MTA BUS FINANCIAL AND RIDERSHIP REPORT
May 2020

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Adopted Budget (Budget)

Operating Revenue was \$183.8 million in May, \$162.9 million greater than the Budget, caused primarily by the CARES Act Reimbursement. Farebox Revenue underrun of \$18.6 million (96.9 percent), resulting from lower ridership and service reduction due to the COVID-19 pandemic and the Governor's stay-at-home mandate for nonessential workers.

Total MTA Bus ridership was 0.1 million in May 2020, 10.3 million riders (99.1 percent) below Budget due to the COVID-19 pandemic and the Governor's stay-at-home mandate for nonessential workers. May 2020 average weekday ridership decrease by 98.8 percent from May 2019. Average weekday ridership for the twelve months ending May 2020 decreased by 21.7 percent from the twelve months ending May 2019. Only a small portion of the bus ridership was counted, as the local buses did not register bus riders due to the rear-door-only boarding and free-from-charge policy.

Non-reimbursable expenses, before Depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were \$67.9 million in May, \$0.1 million (0.1 percent) favorable to Budget.

- Labor expenses exceeded the Budget by \$4.6 million (9.4 percent), including overrun in Payroll expenses of \$2.6 million (11.0 percent), primarily due to the timing of a prior period interagency payment and lower attrition. Overtime expenses were greater than Budget by \$0.7 million (14.4 percent), primarily due to higher programmatic maintenance due to COVID-19 bus disinfections, safety procedures, vacancy/absentee coverage requirements partially offset by COVID-19 service reductions. Health and Welfare expenses were higher than Budget by \$1.8 (27.9 percent), mainly due to high prescription coverage and medical hospitalization expenses.
- Non-labor expenses were lower than Budget by \$4.6 million (23.8 percent). Materials and Supplies expenses were favorable by \$1.8 million (42.2 percent), due to lower general maintenance material resulting from COVID-19 service reductions and the timing of radio equipment expenses. Fuel expenses were lower than Budget by \$1.5 million (67.1 percent), mainly due to lower usage due to service reductions and lower rates. Professional Service Contracts were favorable by \$1.4 million (36.3 percent), due to timing of interagency billing and Bus Technology. Maintenance and Other Operating Contracts were slightly lower than Budget by \$0.3 million (8.5 percent), mainly due to the timing of facility maintenance, security, and Bus Technology expenses.

Depreciation expenses of \$4.4 million were favorable to Budget by \$0.1 million (2.4 percent). No expenses nor credits were recorded in May regarding GASB 68 Pension Adjustment, and GASB 75 OPEB Expense adjustment.

The **operating cash surplus** (excluding subsidies) was \$125.1 million, \$165.0 million favorable to the Budget, primarily due to receipt of the COVID-19 CARES Act reimbursement.

MTA BUS COMPANY
February Financial Plan - 2020 Adopted Budget
ACCURAL STATEMENT of OPERATIONS by CATEGORY
May 2020
(\$ in millions)

	Nonreimbursable			Reimbursable			Total					
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)					
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$19,219	\$0,590	(\$18,629)	(96.9)	\$0,000	\$0,000	\$0,000	-	\$19,219	\$0,590	(\$18,629)	(96.9)
Other Operating Income	1,673	\$183,190	181,517	*	-	-	-	-	1,673	183,190	181,517	*
Capital and Other Reimbursements	-	-	-	-	0,457	0,973	0,517	*	0,457	0,973	0,517	*
Total Revenue	\$20,892	\$183,781	\$162,888	*	\$0,457	\$0,973	\$0,517	*	\$21,349	\$184,754	\$163,405	*
Expenses												
Labor:												
Payroll	\$23,806	\$26,414	(\$2,608)	(11.0)	\$0,186	\$0,607	(\$0,421)	*	\$23,994	\$27,022	(\$3,029)	(12.6)
Overtime	5,200	5,948	(0,748)	(14.4)	-	-	-	-	5,200	5,948	(0,748)	(14.4)
Health and Welfare	6,512	8,328	(1,815)	(27.9)	0,104	-	0,104	100.0	6,616	8,328	(1,711)	(25.9)
OPEB Current Payment	2,061	1,867	0,194	9.4	-	-	-	-	2,061	1,867	0,194	9.4
Pensions	5,065	4,981	0,085	1.7	-	-	-	-	5,065	4,981	0,085	1.7
Other Fringe Benefits	5,895	5,869	0,026	0.4	-	-	-	-	5,895	5,869	0,026	0.4
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0,074)	(0,366)	0,292	*	0,074	0,366	(0,292)	*	-	-	-	-
Total Labor Expenses	\$48,466	\$53,041	(\$4,575)	(9.4)	\$0,364	\$0,973	(\$0,609)	*	\$48,830	\$54,014	(\$5,184)	(10.6)
Non-Labor:												
Electric Power	\$0,152	\$0,115	\$0,037	24.3	\$0,000	\$0,000	\$0,000	-	\$0,152	\$0,115	\$0,037	24.3
Fuel	2,214	0,728	1,486	67.1	-	-	-	-	2,214	0,728	1,486	67.1
Insurance	0,604	0,345	0,259	42.9	-	-	-	-	0,604	0,345	0,259	42.9
Claims	5,183	6,000	(0,817)	(15.8)	-	-	-	-	5,183	6,000	(0,817)	(15.8)
Maintenance and Other Operating Contracts	2,950	2,698	0,251	8.5	0,020	-	0,020	100.0	2,970	2,698	0,271	9.1
Professional Service Contracts	3,795	2,416	1,379	36.3	-	-	-	-	3,795	2,416	1,379	36.3
Materials & Supplies	4,232	2,445	1,787	42.2	0,072	-	0,072	100.0	4,304	2,445	1,859	43.2
Other Business Expense	0,375	0,121	0,254	67.7	-	-	-	-	0,375	0,121	0,254	67.7
Total Non-Labor Expenses	\$19,504	\$14,869	\$4,636	23.8	\$0,092	\$0,000	\$0,092	100.0	\$19,597	\$14,869	\$4,728	24.1
Total Expenses before Non-Cash Liability Adjs.	\$67,970	\$67,909	\$0,061	0.1	\$0,457	\$0,973	(\$0,517)	*	\$68,427	\$68,882	(\$0,456)	(0.7)
Depreciation	\$4,468	\$4,359	\$0,109	2.4	\$0,000	\$0,000	\$0,000	-	\$4,468	\$4,359	\$0,109	2.4
GASB 75 OPEB Expense Adjustment	\$8,235	\$0,000	\$8,235	100.0	\$0,000	\$0,000	\$0,000	-	\$8,235	-	\$8,235	100.0
GASB 68 Pension Adjustment	3,791	-	3,791	100.0	-	-	-	-	3,791	-	3,791	100.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$84,464	\$72,269	\$12,195	14.4	\$0,457	\$0,973	(\$0,517)	*	\$84,921	\$73,242	\$11,679	13.8
Net Surplus/(Deficit)	(\$63,572)	\$111,512	\$175,084	*	\$0,000	\$0,000	\$0,000	-	(\$63,572)	\$111,512	\$175,084	*

NOTE: Totals may not add due to rounding

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

MTA BUS COMPANY
February Financial Plan - 2020 Adopted Budget
ACCRUAL STATEMENT OF OPERATIONS by CATEGORY
May 2020 Year-To-Date
(\$ in millions)

	Nonreimbursable			Reimbursable			Total				
	Adopted Budget	Favorable (Unfavorable)		Adopted Budget	Favorable (Unfavorable)		Adopted Budget	Favorable (Unfavorable)			
		Actual	Variance		Percent	Actual		Variance	Percent	Actual	Variance
Revenue											
Farebox Revenue	\$93.671	\$49.551	(\$44.120)	(47.1)	\$0.000	\$0.000	\$0.000	\$0.000	\$49.551	(\$44.120)	(47.1)
Other Operating Income	8.417	187.239	178.822	*	-	-	-	-	187.239	178.822	*
Capital and Other Reimbursements	-	-	-	-	2.297	(0.180)	(7.8)	2.118	2.118	(0.180)	(7.8)
Total Revenue	\$102.088	\$236.790	\$134.703	*	\$2.297	(\$0.180)	(7.8)	\$2.118	\$238.908	\$134.523	*
Expenses											
Labor:											
Payroll	\$120.751	\$127.630	(6.878)	(5.7)	\$0.938	(\$0.392)	(41.8)	\$1.330	\$128.959	(\$7.270)	(6.0)
Overtime	27.450	28.679	(1.228)	(4.5)	-	0.009	-	(0.009)	28.669	(1.219)	(4.4)
Health and Welfare	32.759	34.521	(1.763)	(5.4)	0.524	0.524	100.0	-	34.521	(1.239)	(3.7)
OPEB Current Payment	10.367	11.891	(1.525)	(14.7)	-	-	-	-	11.891	(1.525)	(14.7)
Pensions	25.480	24.903	0.577	2.3	-	-	-	(0.007)	24.903	0.577	2.3
Other Fringe Benefits	29.652	27.657	1.995	6.7	-	-	-	-	27.652	2.002	6.8
GASB Account	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.371)	(0.502)	0.131	35.3	0.371	(0.433)	*	0.804	0.303	(0.302)	-
Total Labor Expenses	\$246.088	\$254.779	(\$8.691)	(3.5)	\$1.833	(\$0.285)	(15.6)	\$2.118	\$256.898	(\$8.977)	(3.6)
Non-Labor:											
Electric Power	\$0.764	\$0.512	\$0.252	33.0	\$0.000	\$0.000	-	\$0.000	\$0.512	\$0.252	33.0
Fuel	11.136	6.521	4.614	41.4	-	-	-	-	11.136	4.614	41.4
Insurance	3.041	1.840	1.201	39.5	-	-	-	-	3.041	1.201	39.5
Claims	26.073	30.000	(3.927)	(15.1)	-	-	-	-	26.073	30.000	(15.1)
Maintenance and Other Operating Contracts	14.838	10.165	4.673	31.5	0.100	0.100	100.0	-	14.938	10.165	32.0
Professional Service Contracts	19.090	11.088	8.002	41.9	-	-	-	-	19.090	11.088	41.9
Materials & Supplies	21.287	14.638	6.649	31.2	0.364	0.364	100.0	-	21.651	14.638	32.4
Other Business Expense	1.885	1.060	0.825	43.8	-	-	-	-	1.885	1.060	43.8
Total Non-Labor Expenses	\$98.113	\$75.824	\$22.289	22.7	\$0.464	\$0.464	100.0	\$0.000	\$98.577	\$75.824	23.1
Total Expenses before Non-Cash Liability Adjs.	\$344.201	\$330.603	\$13.598	4.0	\$2.297	\$0.180	7.8	\$2.118	\$332.721	\$13.777	4.0
Depreciation	\$22.477	\$19.545	\$2.932	13.0	\$0.000	\$0.000	-	\$0.000	\$22.477	\$2.932	13.0
GASB 75 OPEB Expense Adjustment	\$41.424	\$0.000	\$41.424	100.0	\$0.000	\$0.000	-	\$0.000	41.424	41.424	100.0
GASB 68 Pension Adjustment	19.068	-	19.068	100.0	-	-	-	-	19.068	19.068	100.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$427.169	\$350.148	\$77.022	18.0	\$2.297	\$0.180	7.8	\$2.118	\$429.467	\$352.265	18.0
Net Surplus/(Deficit)	(\$325.082)	(\$113.357)	\$211.724	65.1	\$0.000	(\$0.000)	-	\$0.000	(\$325.082)	(\$113.357)	65.1

NOTE: Totals may not add due to rounding

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

MTA BUS COMPANY
February Financial Plan - 2020 Adopted Budget
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
 (\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	May 2020		Year-To-Date			
		Favorable (Unfavorable) Variance	Reason for Variance	Favorable (Unfavorable) Variance	Reason for Variance		
		\$	%	\$	%		
Farbox Revenue	NR	\$ (18,629)	(96.9)	Lower ridership and service reduction due to COVID-19	\$ (44,120)	(47.1)	Lower ridership and service reduction due to COVID-19
Other Operating Revenue	NR	\$ 181,517	*	Lower Student and Senior fare reimbursement due to COVID-19 and less advertising revenue, offset by the CARES Act reimbursement	\$ 178,822	*	Lower Student and Senior fare reimbursement due to COVID-19 and less advertising revenue, offset by the CARES Act reimbursement
Capital and Other Reimbursements	R	\$ 0,517	*	Prior period billings	\$ (0,180)	(7.8)	Timing of expense and vacancies
Total Revenue Variance		\$ 163,405			\$ 134,522		
Payroll	NR	\$ (2,608)	(11.0)	Primarily due to the timing of a prior period interagency payment and lower attrition.	\$ (6,878)	(5.7)	Primarily due to the timing of prior period interagency payment, higher cash outs of sick and personal time, as well as lower attrition
Overtime	NR	\$ (0,748)	(14.4)	Higher programmatic maintenance due to COVID-19 bus disinfections, safety procedures as well as vacancy/absentee coverage requirements partially offset by COVID-19 service reductions.	\$ (1,228)	(4.5)	Higher programmatic maintenance due to COVID-19 bus disinfections, safety procedures, and coverage/campaign work, as well as vacancy/absentee coverage requirements partially offset by traffic and service reductions.
Health and Welfare (including OPEB)	NR	\$ (1,621)	(18.9)	High prescription coverage and medical hospitalization expenses	\$ (3,288)	(7.6)	High prescription coverage and medical hospitalization expenses
Pension	NR	\$ 0,085	1.7	Lower expenses	\$ 0,577	2.3	Lower expenses
Other Fringe Benefits	NR	\$ 0,026	0.4	Timing of interagency billing	\$ 1,995	6.7	Timing of interagency billing
Reimbursable Overhead	NR	\$ 0,292	*	(a)	\$ 0,131	35.3	(a)
Electric Power	NR	\$ 0,037	24.3	Timing of expense	\$ 0,252	24.3	Timing of expense
Fuel	NR	\$ 1,486	67.1	Lower usage due to COVID-19 service reduction and lower rates	\$ 4,614	41.4	Lower usage due to COVID-19 service reduction and lower rates
Insurance	NR	\$ 0,259	42.9	Timing of expenses	\$ 1,201	39.5	Timing of expenses
Claims	NR	\$ (0,817)	(15.8)	Higher expenses	\$ (3,927)	(15.1)	Higher expenses
Maintenance and Other Operating Contracts	NR	\$ 0,251	8.5	Mainly the timing of facility maintenance, security and Bus Technology expenses	\$ 4,673	31.5	Mainly the timing of facility maintenance, security and Bus Technology expenses
Professional Service Contracts	NR	\$ 1,379	36.3	Timing of interagency billing and Bus Technology	\$ 8,002	41.9	Timing of interagency billing and Bus Technology
Materials & Supplies	NR	\$ 1,787	42.2	Lower general maintenance material due to COVID-19 service reduction and the timing of radio equipment expenses.	\$ 6,849	31.2	Lower general maintenance material, COVID-19 service reduction and the timing of radio equipment expenses.
Other Business Expense	NR	\$ 0,254	67.7	Timing of Automatic Fare Collection (AFC) fees, mobility tax and other Misc. expenses	\$ 0,825	43.8	Timing of Automatic Fare Collection (AFC) fees, mobility tax and other Misc. expenses
Depreciation	NR	\$ 0,109	2.4	(a)	\$ 2,932	13.0	Timing of asset replacement
Other Post Employment Benefits	NR	\$ 8,235	100.0	(a)	\$ 41,424	100.0	
GASB 68 Pension Adjustment	NR	\$ 3,791	100.0	(a)	\$ 19,068	100.0	
Environmental Remediation	NR	\$ -	-	Non cash item	\$ -	-	
Payroll	R	\$ (0,421)	*	(a)	\$ (0,392)	(41.8)	
Overtime	R	\$ -	*	(a)	\$ 0,009	*	
Health and Welfare	R	\$ 0,104	100.0		\$ 0,524	100.0	
Pension	R	\$ -	-	Timing of charges	\$ -	-	
Other Fringe Benefits	R	\$ -	-		\$ 0,007	*	
Professional Service Contracts	R	\$ -	-	(a)	\$ -	-	
Maintenance and Other Operating Contracts	R	\$ 0,020	*	Timing of charges	\$ 0,100	*	
Materials & Supplies	R	\$ 0,072	*	Timing of charges	\$ 0,364	*	
Total Expense Variance		\$ 11,680	13.8		\$ 77,199	18.0	
Net Variance		\$ 175,085			\$ 211,721	65.1	

(a) - Variance less than 5%

MTA BUS COMPANY
February Financial Plan - 2020 Adopted Budget
CASH RECEIPTS AND EXPENDITURES

(\$ in millions)

	May 2020			Year-To-Date		
	Adopted Budget	Actual	Favorable (Unfavorable) Variance Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance Percent
Receipts						
Farebox Revenue	\$19,219	\$ 4,452	(\$14,767) (76.8)	\$93,671	\$ 53,926	(\$39,745) (42.4)
Other Operating Revenue	1,673	183,047	181,374 *	8,417	188,516	180,099
Capital and Other Reimbursements	0,899	0,000	(0,899) (100.0)	4,521	1,692	(2,829) (62.6)
Total Receipts	\$21,791	\$187,499	\$165,708 *	\$106,609	\$244,134	\$137,526 *
Expenditures						
Labor:						
Payroll	\$21,728	\$27,153	(\$5,425) (25.0)	\$119,504	\$127,777	(\$8,273) (6.9)
Overtime	5,200	5,948	(0,748) (14.4)	27,450	28,670	(1,220) (4.4)
Health and Welfare	6,616	5,810	0,806 12.2	33,283	29,209	4,073 12.2
OPEB Current Payment	2,061	1,867	0,194 9.4	10,367	7,767	2,600 25.1
Pensions	5,051	4,981	0,070 1.4	25,408	24,905	0,503 2.0
Other Fringe Benefits	4,647	6,276	(1,629) (35.1)	23,374	23,462	(0,088) (0.4)
GASB Account	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-
Total Labor Expenditures	\$45,304	\$52,035	(\$6,731) (14.9)	\$239,386	\$241,790	(\$2,404) (1.0)
Non-Labor:						
Electric Power	\$0,152	\$0,115	\$0,037 24.3	\$0,764	\$0,647	\$0,117 15.4
Fuel	2,097	0,730	1,367 65.2	10,547	7,088	3,459 32.8
Insurance	0,604	0,000	0,604 100.0	3,041	-	3,041 100.0
Claims	2,258	0,578	1,679 74.4	11,356	25,246	(13,890) *
Maintenance and Other Operating Contracts	2,847	3,638	(0,791) (27.8)	14,322	14,125	0,197 1.4
Professional Service Contracts	3,795	3,030	0,765 20.2	19,090	8,703	10,387 54.4
Materials & Supplies	4,304	2,192	2,112 49.1	21,651	17,140	4,511 20.8
Other Business Expenses	0,375	0,101	0,274 73.0	1,885	1,098	0,787 41.8
Total Non-Labor Expenditures	\$16,432	\$10,384	\$6,048 36.8	\$82,656	\$74,047	\$8,609 10.4
Total Expenditures	\$61,735	\$62,419	(\$0,684) (1.1)	\$322,041	\$315,837	\$6,204 1.9
Operating Cash Surplus/(Deficit)	(\$39,944)	\$125,080	\$165,024 *	(\$215,433)	(\$71,703)	\$143,730 66.7

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
February Financial Plan - 2020 Adopted Budget
EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS
(\$ in millions)

	May 2020		Year-To-Date		
	Favorable (Unfavorable) Variance	Reason for Variance	Favorable (Unfavorable) Variance	Reason for Variance	
	\$	%	\$	%	
Operating Receipts or Disbursements					
Farebox Revenue	\$ (14,767)	(76.8)	\$ (39,745)	(42.4)	Lower ridership and service reduction due to COVID-19
Other Operating Revenue	181,374	*	180,089	*	Lower Student and Senior fare reimbursement due to COVID-19 and less advertising revenue, offset by the CARES Act reimbursement
Capital and Other Reimbursements	(0,899)	(100.0)	(2,829)	(62.6)	Timing of reimbursement receipts
Total Receipts	\$ 165,708		\$ 137,525		
Payroll	\$ (5,425)	(25.0)	\$ (8,273)	(6.9)	Timing of interagency payments
Overtime	(0,748)	(14.4)	(1,220)	(4.4)	Higher programmatic maintenance due to COVID-19 bus disinfections, safety procedures, as well as vacancy/absentee coverage requirements partially offset by COVID-19 service reductions.
Health and Welfare (including OPEB)	1,000	11.5	6,673	15.3	High prescription coverage and medical hospitalization expenses
Pension	0,070	1.4	0,503	2.0	Lower expenses
Other Fringe Benefits	(1,629)	(35.1)	(0,088)	(0.4)	Timing of payments
GASB	-	-	-	-	(a)
Electric Power	0,037	24.3	0,117	15.4	(a)
Fuel	1,367	65.2	3,459	32.8	Lower usage due to COVID-19 service reduction and lower rates
Insurance	0,604	100.0	3,041	100.0	Timing of payments
Claims	1,679	74.4	(13,890)	*	Higher expenses
Maintenance and Other Operating Contracts	(0,791)	(27.8)	0,197	1.4	Mainly the timing of facility maintenance, security and Bus Technology expenses
Professional Service Contracts	0,765	20.2	10,367	54.4	Timing of interagency billing and Bus Technology
Materials & Supplies	2,112	49.1	4,511	20.8	Lower general maintenance material, COVID-19 service reduction and the timing of radio equipment expenses.
Other Business Expenditure	0,274	73.0	0,787	41.8	Timing of Automatic Fare Collection (AFC) fees, mobility tax and other Misc. expenses
Total Expenditures	\$ (0,685)	(1.1)	\$ 6,202	1.9	
Net Cash Variance	\$ 165,024		\$ 143,730	66.7	

(a) - Variance less than 5%

MTA BUS COMPANY
February Financial Plan - 2020 Adopted Budget
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
(\$ in millions)

	May 2020				Year-To-Date			
	Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)	
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$0.000	3.862	\$3.862	-	\$0.000	\$4.375	\$4.375	-
Other Operating Revenue	-	(0.143)	(0.143)	-	-	1.277	1.277	-
Capital and Other Reimbursements	0.442	(0.973)	(1.415)	*	2.224	(0.426)	(2.650)	*
Total Receipts	\$0.442	\$2.746	\$2.304	*	\$2.224	\$5.225	\$3.001	*
Expenditures								
<i>Labor:</i>								
Payroll	\$2.266	(\$0.131)	(\$2.397)	*	\$2.186	\$1.182	(\$1.004)	(45.9)
Overtime	-	(0.000)	(0.000)	-	-	(0.001)	(0.001)	-
Health and Welfare	(0.000)	2.518	2.518	*	(0.001)	5.312	5.313	*
OPEB Current Payment	-	0.000	0.000	-	-	4.124	4.124	-
Pensions	0.014	0.000	(0.014)	(97.4)	0.072	(0.002)	(0.074)	*
Other Fringe Benefits	1.248	(0.407)	(1.655)	*	6.278	4.188	(2.090)	(33.3)
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	0.303	0.303	-
Total Labor Expenditures	\$3.528	\$1.980	(\$1.548)	(43.9)	\$8.534	\$15.105	\$6.571	77.0
<i>Non-Labor:</i>								
Electric Power	\$0.000	(\$0.000)	(\$0.000)	-	\$0.000	(\$0.135)	(\$0.135)	-
Fuel	0.117	(0.002)	(0.119)	*	0.589	(0.567)	(1.155)	*
Insurance	-	0.345	0.345	-	-	1.840	1.840	-
Claims	2.926	5.422	2.496	85.3	14.717	4.754	(9.963)	(67.7)
Maintenance and Other Operating Contracts	0.123	(0.940)	(1.062)	*	0.616	(3.960)	(4.576)	*
Professional Service Contracts	-	(0.614)	(0.614)	-	-	2.385	2.385	-
Materials & Supplies	(0.000)	0.253	0.253	*	(0.000)	(2.502)	(2.502)	*
Other Business Expenditures	-	0.020	0.020	-	-	(0.038)	(0.038)	-
Total Non-Labor Expenditures	\$3.165	\$4.485	\$1.320	41.7	\$15.921	\$1.777	(\$14.145)	(88.8)
Total Cash Conversion Adjustments before Non-Cash Liability Adjts.	\$7.135	\$9.211	\$2.076	29.1	\$26.679	\$22.107	(\$4.572)	(17.1)
Depreciation Adjustment	4.468	4.359	(0.109)	(2.4)	22.477	19.545	(2.932)	(13.0)
GASB 75 OPEB Expense Adjustment	8.235	-	(8.235)	(100.0)	41.424	-	(41.424)	(100.0)
GASB 68 Pension Adjustment	3.791	-	(3.791)	(100.0)	19.068	-	(19.068)	(100.0)
Environmental Remediation	-	-	-	-	-	-	-	-
Total Expenses/Expenditures	\$ 23.629	\$ 13.570	(\$10.059)	(42.6)	\$ 109.648	\$ 41.652	(\$67.996)	(62.0)
Total Cash Conversion Adjustments	\$23.629	\$13.570	(\$10.059)	(42.6)	\$109.648	\$41.652	(\$67.996)	(62.0)

NOTE: Totals may not add due to rounding

MTA Bus – Non-Reimbursable Overtime Variance

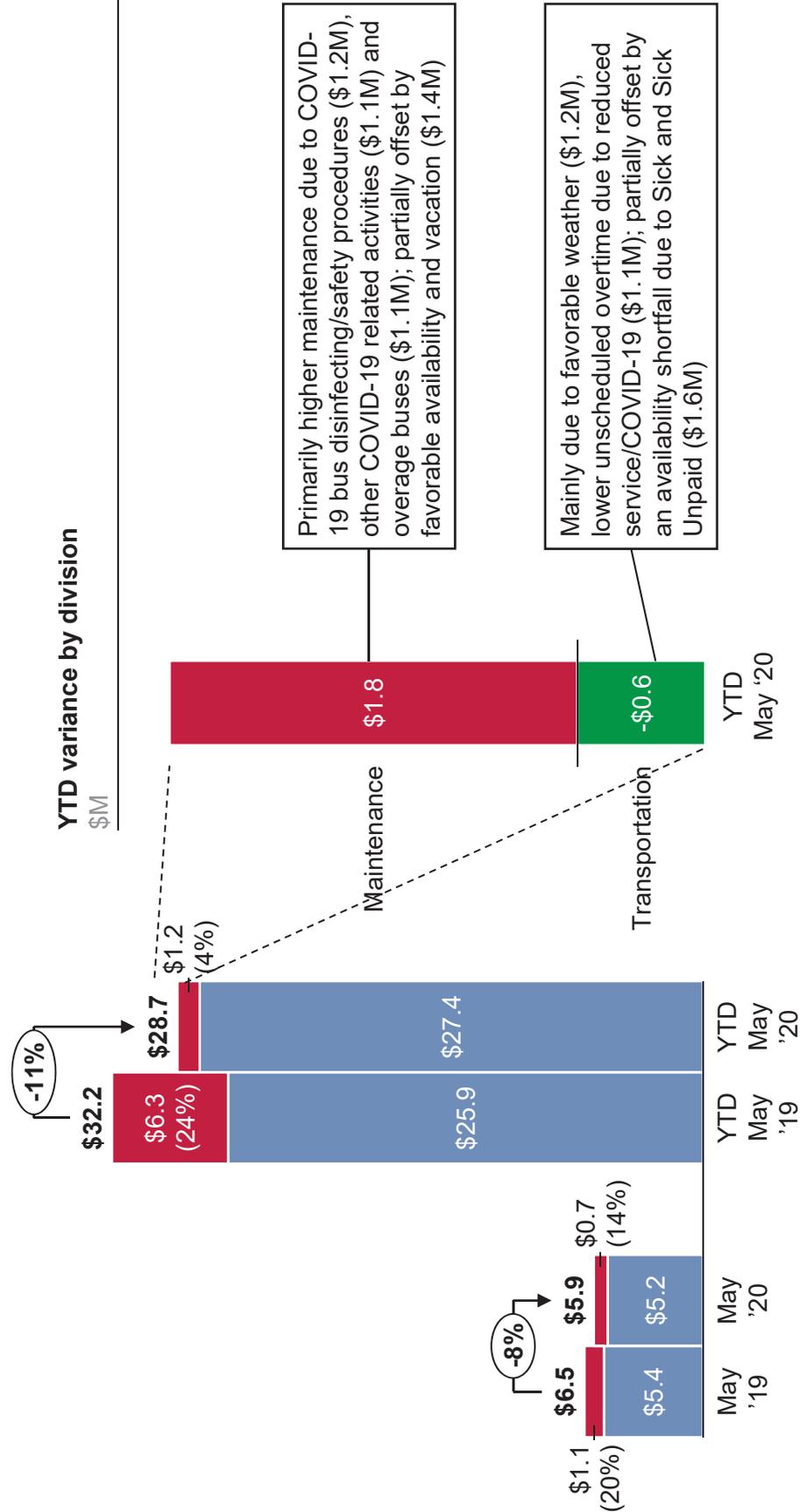
May 2020 and YTD budget vs. variance

\$M



Overview

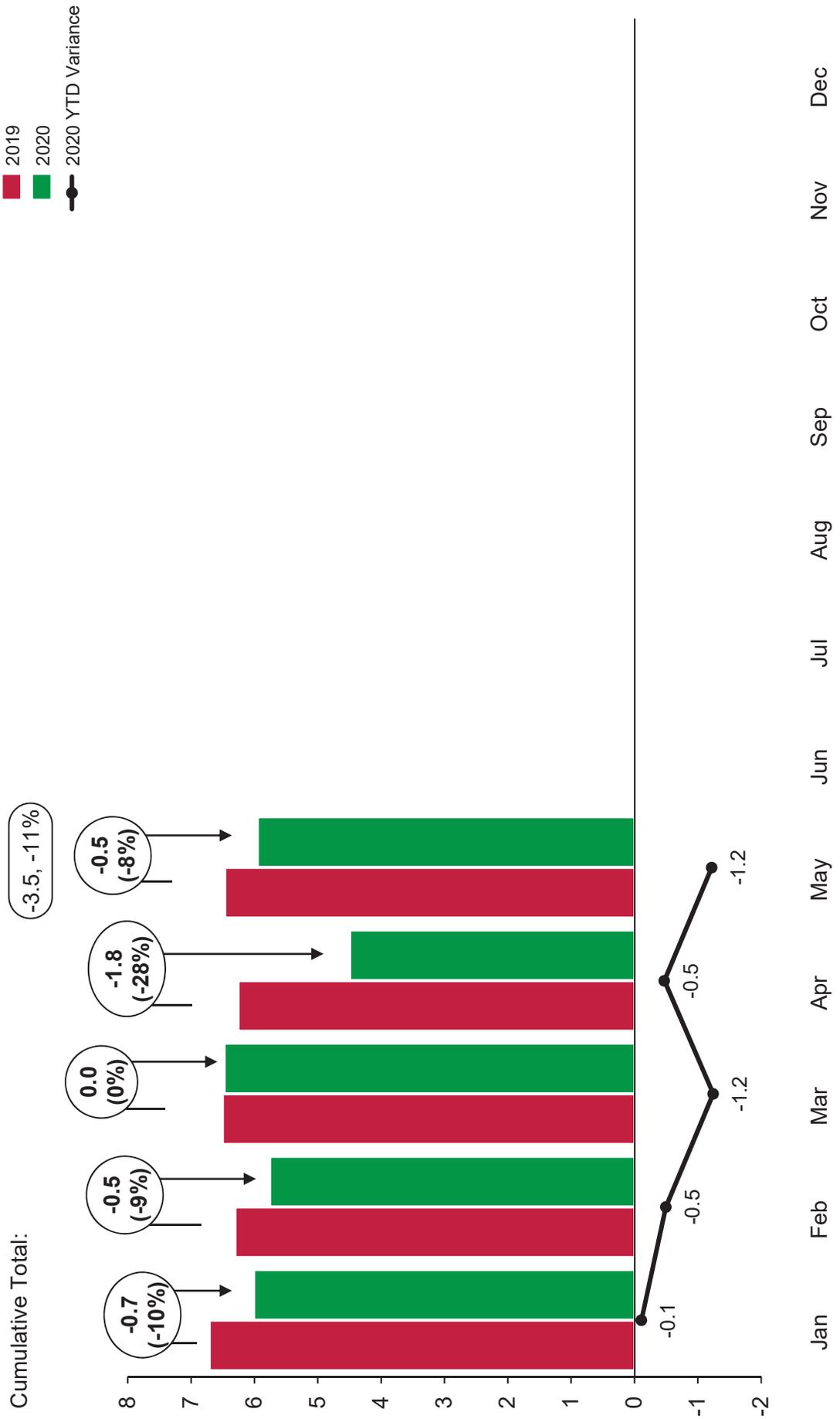
- May 2020 YTD decrease of \$3.6M or 11% compared to May 2019 YTD
- May 2020 is 14% over budget; May 2020 YTD is 4% over budget



Source: Adopted (restated) budget. GL actuals for actual overtime spending.
 Note: MTABC 2019 and 2020 May month and YTD Reimbursable Budget and Actual OT is \$0K.

MTA Bus 2020 Overtime Spend M/(L) than 2019 Overtime Spend

Monthly non-reimbursable overtime difference, 2020 vs. 2019
 \$M, % Change



MTA BUS COMPANY
2020 Adopted Budget vs Actual
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE / REIMBURSABLE AND FULL-TIME EQUIVALENTS
MAY 2020

FUNCTION/DEPARTMENT	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	3	-	
Human Resources	17	16	1	
Office of Management and Budget	14	12	2	
Technology & Information Services	-	-	-	
Material	15	14	1	
Controller	18	18	-	
Office of the President	4	4	-	
System Safety Administration	2	-	2	
Law	20	19	1	
Corporate Communications	-	-	-	
Labor Relations	-	-	-	
Strategic Office	20	18	2	
Non-Departmental	3	-	3	
Total Administration	116	104	12	Vacancies
Operations				
Buses	2,332	2,360	(28)	Excess Bus Operators
Office of the Executive VP	5	4	1	
Safety & Training	65	39	26	Bus Operator training
Road Operations	141	133	8	
Transportation Support	22	21	1	
Operations Planning	34	32	2	
Revenue Control	6	6	-	
Total Operations	2,605	2,595	10	
Maintenance				
Buses	731	722	9	
Maintenance Support/CMF	230	239	(9)	
Facilities	83	74	9	
Supply Logistics	104	98	6	
Total Maintenance	1,148	1,133	15	
Capital Program Management	35	24	11	
Total Engineering/Capital	35	24	11	Vacancies mainly Managers
Security	13	12	1	
Total Public Safety	13	12	1	Vacancy
Total Positions	3,917	3,868	49	
Non-Reimbursable	3,879	3,833	46	
Reimbursable	38	35	3	
Total Full-Time	3,899	3,857	42	
Total Full-Time Equivalents	18	11	7	

MTA BUS COMPANY
2020 Adopted Budget vs Actual
TOTAL FULL - TIME POSITIONS AND FTE'S BY FUNCTION AND OCCUPATION
MAY 2020

FUNCTION/OCCUPATIONAL GROUP	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	48	43	5	
Professional, Technical, Clerical	65	61	4	
Operational Hourlies	3	-	3	
Total Administration	116	104	12	Vacancies
Operations				
Managers/Supervisors	317	302	15	
Professional, Technical, Clerical	44	47	(3)	
Operational Hourlies	2,244	2,246	(2)	
Total Operations	2,605	2,595	10	Excess Bus Operators
Maintenance				
Managers/Supervisors	241	241	-	
Professional, Technical, Clerical	34	33	1	
Operational Hourlies	873	859	14	
Total Maintenance	1,148	1,133	15	
Engineering/Capital				
Managers/Supervisors	21	13	8	
Professional, Technical, Clerical	14	11	3	
Operational Hourlies	-	-	-	
Total Engineering/Capital	35	24	11	Vacancies mainly Managers
Public Safety				
Managers/Supervisors	8	6	2	
Professional, Technical, Clerical	5	6	(1)	
Operational Hourlies	-	-	-	
Total Public Safety	13	12	1	Vacancy
Total Baseline Positions				
Managers/Supervisors	635	605	30	
Professional, Technical, Clerical	162	158	4	
Operational Hourlies	3,120	3,105	15	
Total Baseline Positions	3,917	3,868	49	

MTA BUS COMPANY
February Financial Plan - 2020 Adopted Budget
Utilization
(In millions)

	<u>May 2020</u>		<u>Year-to-date as of May 2020</u>		Favorable/ (Unfavorable) Variance
	Adopted Budget	Actual	Adopted Budget	Actual	
<u>Farebox Revenue</u>					
Fixed Route	\$19.219	\$0.590	\$93.671	\$49.551	(\$44.120)
Total Farebox Revenue	\$19.219	\$0.590	\$93.671	\$49.551	(\$44.120)
<u>Ridership</u>					
Fixed Route	10.392	0.119	50.656	24.988	(25.668)
Total Ridership	10.392	0.119	50.656	24.988	(25.668)

Financial and Ridership Reports

Jaibala Patel, Chief Financial Officer

Craig Cipriano, Acting President, MTA Bus Company/
Senior Vice President, NYCT Department of Buses



Photo: Qifeng Zeng

To combat the COVID19 pandemic, Governor Cuomo issued the “New York State on PAUSE” Executive Order. The pause resulted in a 90% decline in April 2020 subway ridership.

Preliminary April 2020 Monthly Report: New York City Transit

The purpose of this report is to provide the preliminary April 2020 financial results, on an accrual basis. The accrual basis is presented on a non-reimbursable and reimbursable account basis. These results reflect the new accelerated accounting close and are compared to the Adopted Budget (budget).

Summary of Preliminary Financial Results

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

- April 2020 New York City Transit ridership of 12.4 million was 181.8 million (93.6 percent) under budget, of which subway ridership of 11.8 million was 134.1 million (91.9 percent) under budget, and paid bus ridership (excludes local bus rear-door-only boarding), of 0.4 million was 46.9 million (99.1 percent) under budget.
- April 2020 farebox revenue of \$51.2 million was \$350.7 million (87.3 percent) under budget. The underrun was due to steep ridership decline incurred by travel limitation to essential trips to combat COVID-19 pandemic.

Operating expenses of \$692.1 million were less than budget in April by \$3.2 million (0.5 percent).

- Labor expenses were higher by \$45.4 million (8.7 percent), due largely to higher health & welfare/OPEB current expenses of \$32.3 million (25.6 percent) and unfavorable reimbursable overhead credits of \$16.7 million (50.2 percent).
- Non-labor expenses were favorable by \$48.6 million (27.9 percent), driven mostly by underruns in paratransit expenses of \$22.1 million (53.8 percent) and lower materials & supplies expenses of \$12.8 million (46.3 percent).

Preliminary financial results for April 2020 are presented in the table below and compared to the budget.

Preliminary Financial Results Compared to Bud						
Category (\$ in millions)	Apr Results		Bud \$	Apr Year-to-Date Results		
	Variance Fav(UnFav) \$	%		Prelim Actual \$	Variance Fav(UnFav) \$	%
Total Farebox Revenue	(350.7)	(87.3)	1,539.0	1,038.9	(500.2)	(32.5)
Nonreimb. Exp. before Dep./OPEB	3.2	0.5	(2,875.6)	(2,908.0)	(32.3)	(1.1)
Net Cash Deficit*	(410.7)	(102.0)	(1,247.9)	(1,727.6)	(479.7)	(38.4)

*Excludes Subsidies and Debt Service

April 2020 farebox revenue of \$51.2 million was \$350.7 million (87.3 percent) under budget. Subway revenue was \$267.7 million (86.2 percent) under budget, bus revenue was \$81.2 million (98.2 percent) under budget, and paratransit revenue was \$1.82 million (91.3 percent) under budget. Accrued fare media liability was equal to budget, which is currently under review. The April 2020 non-student average fare of \$3.66 increased 162.9¢ from April 2019; subway fare increased 154.2¢; local bus fare increased 177.2¢; express bus fare increased 75.2¢.

Total ridership in April 2020 of 12.4 million was 181.8 million (93.6 percent) under budget. Average weekday ridership in April 2020 was 0.5 million, (93.7 percent) below April 2019. Average weekday ridership for the twelve months ending April 2020 was 6.4 million, 12 percent lower than the twelve months ending April 2019. Only a small portion of the bus ridership was counted, as the local buses did not register bus riders due to the rear-door-only boarding.

Both ridership and revenue declines are entirely due to COVID-19 travel limitations.

Non-reimbursable expenses, before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment, were below budget in April by a net \$3.2 million (0.5 percent).

Labor expenses overran budget by a net \$45.4 million (8.7 percent), including unfavorable results in health & welfare/OPEB current expenses of \$32.3 million (25.6 percent). Reimbursable overhead credits were unfavorable by \$16.7 million (50.2 percent) and pension expenses were over by \$10.7 (14.0 percent). Favorable results were reported in overtime expenses of \$9.9 million (29.1 percent) and payroll expenses were less by \$7.8 million (2.8 percent).

Non-labor expenses were less than budget by \$48.6 million (27.9 percent), including underruns in paratransit service contracts of \$22.1 million (53.8 percent), materials & supplies expenses of \$12.8 million (46.3 percent), fuel expenses of \$5.4 million (55.6 percent), professional service contracts of \$5.9 million (35.5 percent) and other business expenses of \$3.9 million (52.2 percent). These favorable results were partly offset by a net unfavorable result in maintenance contracts of \$2.3 million (10.2 percent).

Year-to-date, non-reimbursable expenses were in excess of budget by \$32.3 million (1.1 percent), of which labor expenses exceeded budget by \$101.5 million (4.6 percent), including unfavorable reimbursable overhead credits of \$39.5 million (40.4 percent), an overrun in pension expenses of \$38.4 million (12.5 percent), and higher other fringe benefits of \$15.8 million (9.5 percent). Overtime expenses were favorable by \$12.4 million 7.2 percent. Non-labor expenses were favorable by a net \$69.2 million (10.4 percent), including underruns in paratransit service contract expenses of \$33.5 million (21.3 percent), professional service contract expenses of \$14.9 million (25.5 percent), and an

electric power underrun of \$14.3 million (14.0 percent), partly offset by an overrun in maintenance contracts of \$13.9 million (18.9 percent).

The **net cash deficit** for April year-to-date was \$1,727.6 million, unfavorable to budget by \$479.7 million (38.4 percent), mostly from a significant reduction in farebox revenue due to the impact of the coronavirus on ridership.

Financial Results

Farebox Revenue

April 2020 Farebox Revenue - (\$ in millions)								
	Apr				Apr Year-to-Date			
	Budget	Prelim Actual	Favorable(Unfavorable)		Budget	Prelim Actual	Favorable(Unfavorable)	
			Amount	Percent			Amount	Percent
Subway	310.7	43.0	(267.7)	(86.2%)	1,186.8	801.4	(385.3)	(32.5%)
NYCT Bus	82.7	1.5	(81.2)	(98.2%)	318.1	205.7	(112.5)	(35.4%)
Paratransit	2.0	0.2	(1.8)	(91.0%)	8.0	5.6	(2.4)	(29.8%)
Subtotal	395.4	44.7	(350.7)	(88.7%)	1,512.9	1,012.7	(500.2)	(33.1%)
Fare Media Liability	6.5	6.5	0.0	0.0%	26.2	26.2	0.0	0.0%
Total - NYCT	401.9	51.2	(350.7)	(87.2%)	1,539.0	1,038.9	(500.2)	(32.5%)

Note: Total may not add due to rounding

The negative revenue variance is due to steep ridership decline incurred by COVID-19 travel limitations.

Average Fare

April Non-Student Average Fare - (in \$)				
	NYC Transit			
	2019	Prelim 2020	Change	
			Amount	Percent
Subway	2.116	3.658	1.542	72.7%
Local Bus	1.696	3.469	1.772	104.3%
Subway & Local Bus	2.018	3.653	1.635	80.9%
Express Bus	5.445	6.197	0.752	13.8%
Total	2.035	3.665	1.629	79.9%

The increase in the non-student average fare from the prior year is largely due to the drastic decline in unlimited passes ridership caused by COVID-19 travel limitations.

Non-reimbursable Expenses

Non-reimbursable expenses, before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment, were under budget in the month of April by \$3.2 million (0.5 percent).

Labor expenses overran budget by \$45.4 million (8.7 percent):

- Health & welfare/OPEB current expenses were over by \$32.3 million (25.6 percent), mainly timing due to prior month under-accrual and the timing of prescription drug rebates.
- Pension expenses were higher by \$10.7 million (14.0 percent), due primarily to incorrect budget timing to be corrected in the July Financial Plan.
- Reimbursable overhead credits were unfavorable by \$16.7 million (50.2 percent), due mainly to reduced reimbursable project expenses.
- Overtime expenses underran by \$9.9 million (29.1 percent), reflecting favorable weather underruns and reversal of Capital Track credits previously being expensed to non-reimbursable, partially offset by COVID-19 related backfill requirements.

Non-labor expenses were favorable by \$48.6 million (27.9 percent):

- Paratransit service contract expenses were favorable by \$22.2 million (53.8 percent), largely due to reduced trips.
- Materials and supplies expenses were less by \$12.8 million (46.3 percent), largely due to basic maintenance activity staffing and the essential service delivery schedule implemented because of COVID-19.
- Fuel expenses were less by \$5.4 million (55.6 percent), largely due to lower consumption due to reduced service level and favorable rates.

Year to date, non-reimbursable expenses, before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment, were over budget by \$32.3 million (1.1 percent).

Labor expenses overran budget by \$101.5 million (4.6 percent):

- Pension expenses were higher by \$38.4 million (12.5 percent), due primarily to incorrect budget timing to be corrected in the July Financial Plan.
- Reimbursable overhead credits were unfavorable by \$39.5 million (40.4 percent), due primarily to reduced reimbursable project expenses and temporary Capital Track charges to non-reimbursable
- Overtime expenses underran by \$12.4 million (7.2 percent), reflecting favorable weather and reduced essential service and maintenance requirements, partly offset by COVID-19 related requirements and Capital Track charges temporarily being expensed to non-reimbursable.

Non-labor expenses were favorable by \$69.2 million (10.4 percent):

- Paratransit service contract expenses were favorable by \$33.5 million (21.3 percent), largely due to reduced trips.
- Materials and supplies expenses were less by \$6.8 million (6.2 percent), largely due to the basic maintenance activity staffing and the essential service delivery schedule implemented as a result of COVID.
- Fuel expenses were less by \$8.4 million (22.7 percent), largely due to lower consumption due to reduced service level and favorable rates.

Depreciation expenses year-to-date were higher than Budget by \$41.1 million (6.4 percent).

GASB #75 OPEB Expense Adjustment reported zero year-to-date, resulting in a favorable variance to Budget of \$336.5 million.

GASB 68 Pension Adjustment was equal to budget.

Ridership Results

April 2020 Ridership vs. Budget - (in millions)								
	Apr				Apr Year-to-Date			
	Budget	Prelim Actual	More(Less)		Budget	Prelim Actual	More(Less)	
			Amount	Percent			Amount	Percent
Subway	145.9	11.8	(134.1)	(91.9%)	555.2	354.8	(200.5)	(36.1%)
NYCT Bus	47.3	0.4	(46.9)	(99.1%)	182.6	114.6	(68.0)	(37.2%)
Paratransit	1.0	0.2	(0.7)	(76.6%)	3.8	2.8	(1.0)	(26.7%)
Total - NYCT	194.2	12.4	(181.8)	(93.6%)	741.7	472.2	(269.5)	(36.3%)

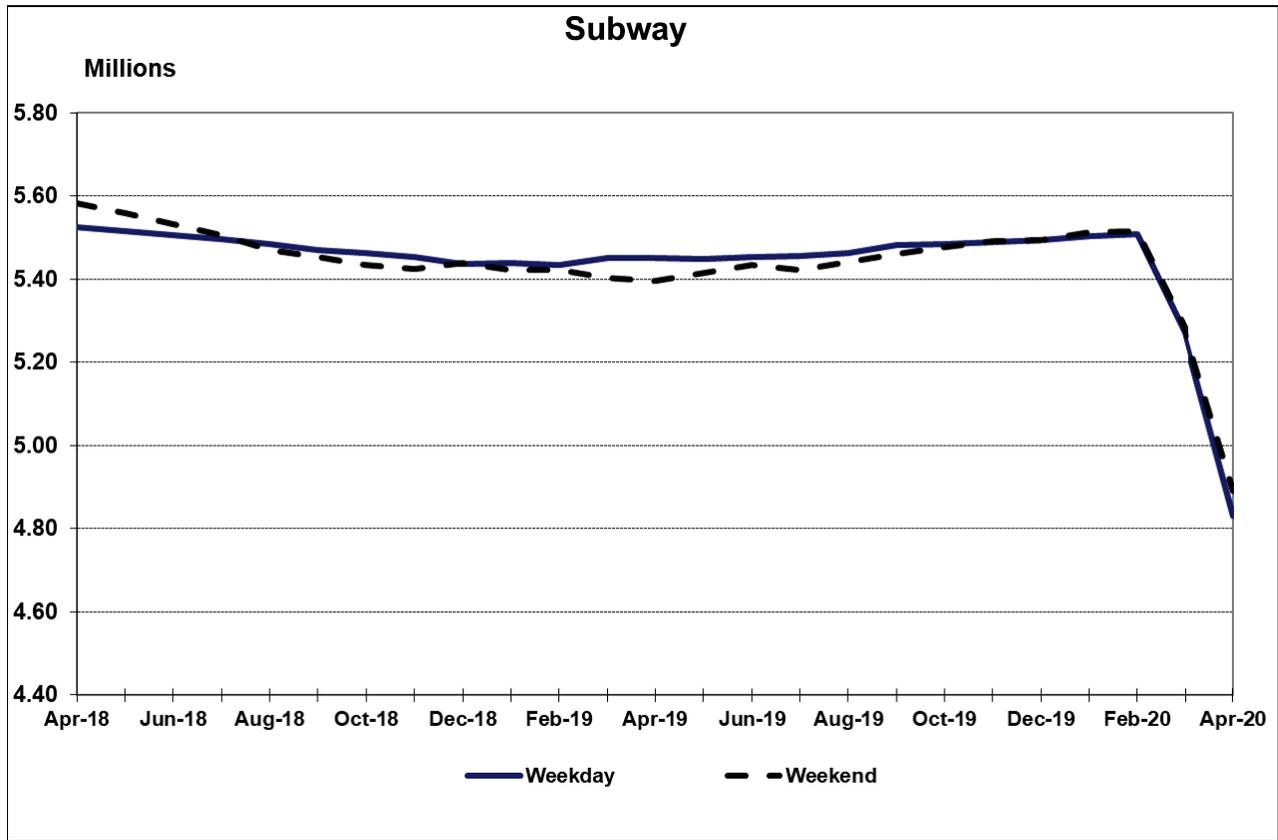
Note: Total may not add due to rounding

April Average Weekday and Weekend Ridership vs. Prior Year									
Month	Average Weekday - (thousands)					Average Weekend - (thousands)			
	2019	Preliminary 2020	Change		2019	Preliminary 2020	Change		
			Amount	Percent			Amount	Percent	
Subway	5,577	446	(5131)	-92.0%	5,594	492	(5,102)	-91.2%	
NYCT Local Bus	1,755	12	(1743)	-99.3%	1,922	14	(1,908)	-99.3%	
NYCT Express Bus	40	2	(38)	-95.0%	13	1	(12)	-92.3%	
Paratransit	34	9	(26)	-75.0%	42	8	(33)	-79.7%	
TOTAL - NYCT	7,406	469	(6938)	-93.7%	7,571	515	(7,055)	-93.2%	
12-Month Rolling Average									
Subway	5,452	4,830	(622)	-11.4%	5,397	4,891	(506)	-9.4%	
NYCT Local Bus	1,753	1,511	(242)	-13.8%	1,950	1,714	(236)	-12.1%	
NYCT Express Bus	40	35	(5)	-12.5%	13	13	0	+0.0%	
Paratransit	33	31	(1)	-3.8%	40	38	(2)	-5.1%	
TOTAL - NYCT	7,278	6,407	(870)	-12.0%	7,400	6,656	(744)	-10.1%	

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

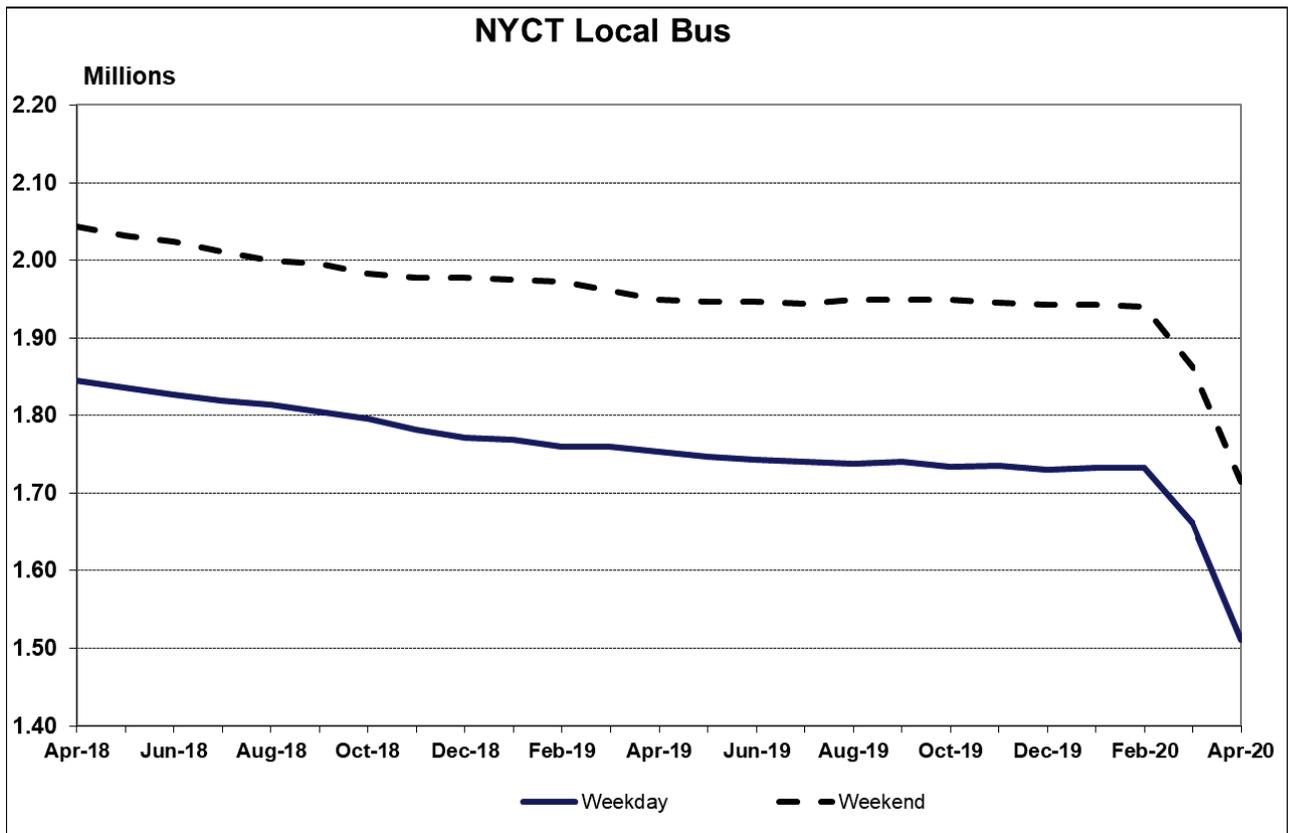
- April 2020 subway ridership was 91.9 percent unfavorable to budget and bus ridership was 99.1 percent unfavorable. The underruns were due to COVID-19 travel limitations and local bus ridership impacts of the rear-door-only boarding policy.

Average Weekday and Weekend Ridership
 12-Month Rolling Averages



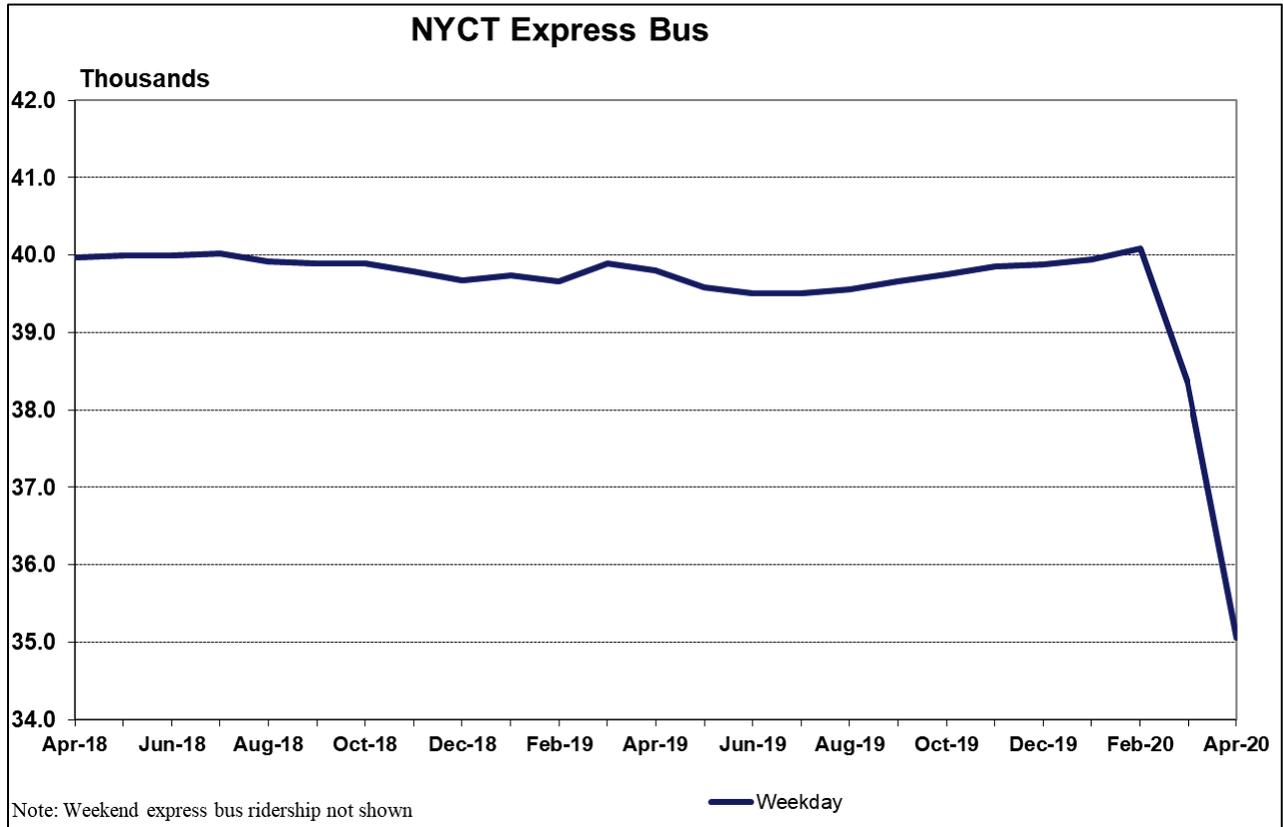
- Average weekday subway ridership was flat in 2016 and began to decline in 2017. Since 2019, average weekday ridership has continued to increase over the year. The drastic declines in March and April 2020 were due to COVID-19 travel limitations.
- Average weekend ridership decreased from 2015 to 2016, and from 2016 to 2017. The weekend ridership bottomed in mid of 2019 due to intensive service interruptions during weekends by constructions and GOs. Since then, the average weekend subway ridership had been increasing steadily. The drastic declines in March and April 2020 were due to COVID-19 travel limitations.

12-Month Rolling Averages



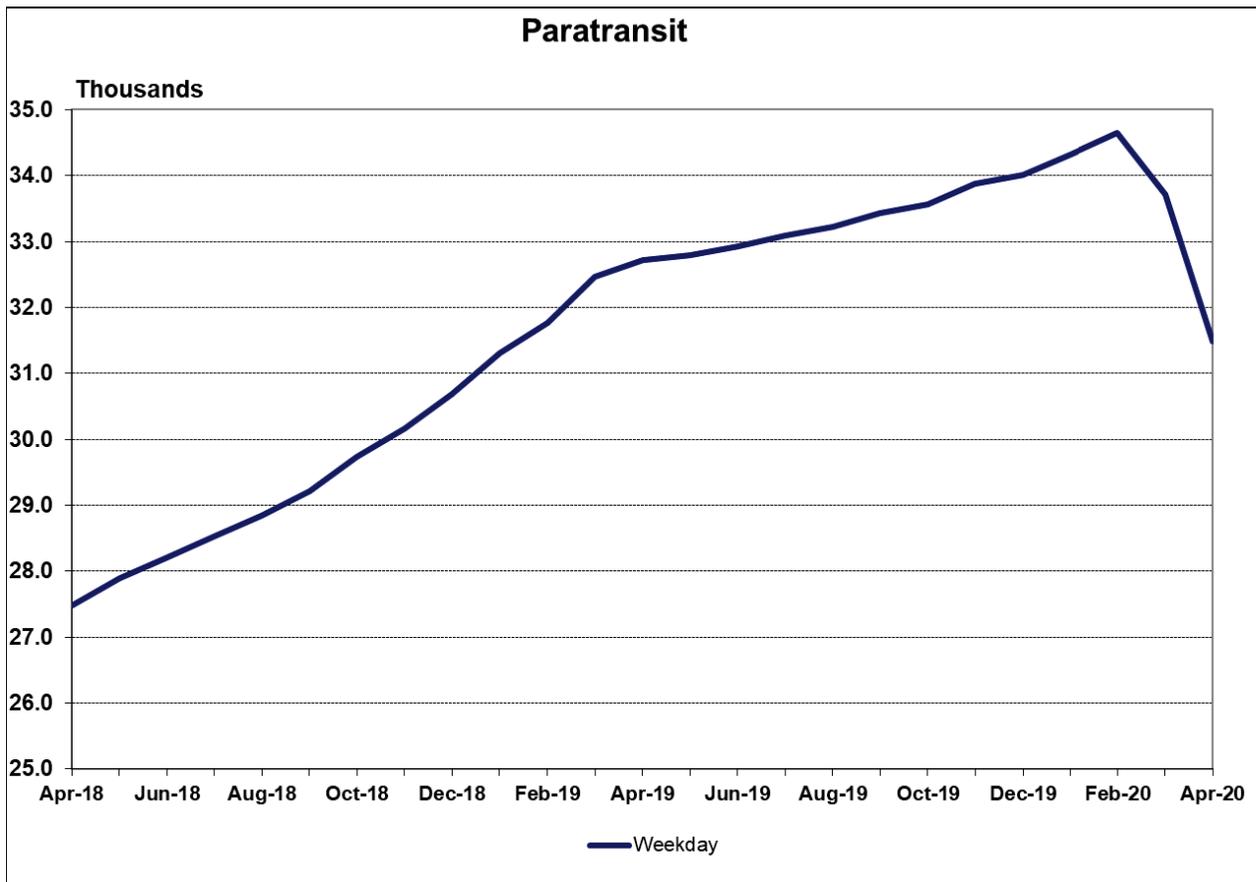
- The long-term downward trend in bus ridership accelerated in March 2017 and continued in 2019 and 2020 at a slower pace. The drastic declines in March and April 2020 were due to COVID-19 travel limitations and local bus ridership impacts of the rear-door-only boarding policy.

12-Month Rolling Averages



- After a period of stable ridership, express bus ridership has been declining since the March 2017 fare increase. Although ridership increased year-over-year from April 2018 to August 2018 (returning to the 2016 ridership levels), ridership began to decline again in August of 2018. A year later, ridership began to increase and February 2020 express bus ridership had returned to 2018 levels. Drastic declines in March and April 2020 were due to COVID-19 travel limitations.

12-Month Rolling Averages



- The increase in Paratransit ridership is driven by a growth in Enhanced Broker service trips. The drastic declines in March and April 2020 were due to COVID-19 travel limitations.

Ridership on New York Area Transit Services

Due to COVID-19 travel limitations, all the transit services in New York area experienced steep decline, some down by as much as over 99 percent. Paratransit was only down 75 percent on the weekdays and 79.7 percent on the weekends compared to prior year, which was the least impacted comparatively.

Ridership on Transit Services in the New York Area (thousands)						
Transit Service	Apr-19	Prelim Apr-20	Percent Change	Rolling Avg Prior Year	Rolling Avg Current Year	12-Month Rolling Average Percent Change
Average Weekday						
Subway	5,577	446	-92.0%	5,452	4,830	-11.4%
NYCT Local Bus	1,755	12	-99.3%	1,753	1,511	-13.8%
NYCT Express Bus	40	2	-95.0%	40	35	-12.5%
Paratransit	34	9	-75.0%	33	31	-3.8%
SIR	16	1	-95.1%	16	14	-12.7%
MTA Local Bus	365	1	-99.7%	364	315	-13.5%
MTA Express Bus	26	3	-88.8%	29	24	-15.4%
LIRR	310	10	-96.8%	315	275	-12.7%
PATH	286	15	-94.8%	283	251	-11.3%
Average Weekend						
Subway	5,594	492	-91.2%	5,397	4,891	-9.4%
NYCT Local Bus	1,922	14	-99.3%	1,950	1,714	-12.1%
NYCT Express Bus	13	1	-92.3%	13	13	+0.0%
Paratransit	42	8	-79.7%	40	38	-5.1%
SIR	8	1	-91.0%	7	3	-57.6%
MTA Local Bus	381	1	-99.6%	385	344	-10.8%
MTA Express Bus	10	2	-82.4%	12	11	-6.3%
LIRR	206	6	-97.1%	209	186	-11.0%
PATH	193	14	-92.7%	189	163	-13.8%

Note: Percentages are based on unrounded data.

MTA NEW YORK CITY TRANSIT
Apr - 2020 Adopted
Accrual Statement of Operations By Category
Month - Apr 2020
(\$ in Millions)

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	Nonreimbursable			Reimbursable			Total		
	Favorable (Unfavorable)		Percent	Favorable (Unfavorable)		Percent	Favorable (Unfavorable)		Percent
	Actual	Variance		Actual	Variance		Actual	Variance	
Revenue									
Farebox Revenue:									
Subway	\$42,954	(267,742)	(86.2)	\$0,000	\$0,000	-	\$42,954	(267,742)	(86.2)
Bus	\$1,530	(81,186)	(98.2)	\$0,000	\$0,000	-	\$1,530	(81,186)	(98.2)
Paratransit	\$1,985	(1,822)	(91.3)	\$0,000	\$0,000	-	\$0,173	(1,822)	(91.3)
Fare Liability	\$6,542	\$0,000	0.0	\$0,000	\$0,000	-	\$6,542	\$0,000	0.0
Farebox Revenue	\$401,949	(350,750)	(87.3)	\$0,000	\$0,000	-	\$51,199	(350,750)	(87.3)
Fare Reimbursement	\$7,491	\$0,000	0.0	\$0,000	\$0,000	-	\$7,491	\$0,000	0.0
Paratransit Reimbursement	\$16,888	(7,426)	(44.0)	\$0,000	\$0,000	-	\$9,462	(7,426)	(44.0)
Other Operating Revenue	\$14,553	\$26,572	82.6	\$0,000	\$0,000	-	\$26,572	\$12,018	82.6
Other Revenue	\$38,933	\$4,592	11.8	\$0,000	\$0,000	-	\$43,524	\$4,592	11.8
Capital and Other Reimbursements	\$0,000	(43,590)	(31.3)	\$139,289	\$95,699	(31.3)	\$139,289	\$95,699	(31.3)
Total Revenue	\$440,881	(346,158)	(78.5)	\$139,289	\$95,699	(31.3)	\$190,423	(389,747)	(67.2)
Expenses									
Labor:									
Payroll	\$279,744	\$7,755	2.8	\$51,844	\$34,729	33.0	\$331,588	\$306,718	7.5
Overtime	\$34,123	\$9,936	29.1	\$16,915	\$9,149	45.9	\$33,336	\$17,702	34.7
Total Salaries & Wages	\$313,867	\$17,691	5.6	\$68,759	\$43,878	36.2	\$382,625	\$340,054	11.1
Health and Welfare	\$82,338	(17,448)	(21.2)	\$2,219	\$2,464	(11.1)	\$84,556	(17,693)	(20.9)
OPEB Current Payment	\$44,190	(14,894)	(33.7)	\$1,043	\$1,022	1.9	\$45,232	(14,874)	(32.9)
Pensions	\$76,183	(10,682)	(14.0)	\$3,110	\$3,566	(14.7)	\$79,293	\$90,431	(14.0)
Other Fringe Benefits	\$38,180	(3,375)	(8.8)	\$4,155	\$14,411	34.3	\$60,109	\$55,965	6.9
Total Fringe Benefits	\$240,890	(46,398)	(19.3)	\$28,300	\$21,464	24.2	\$308,752	(39,562)	(14.7)
Contribution to GASB Fund	\$0,000	-	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Reimbursable Overhead	(33,181)	(16,651)	(50.2)	\$33,181	\$16,530	50.2	\$0,000	\$0,000	-
Labor	\$521,576	(45,358)	(8.7)	\$130,240	\$81,871	37.1	\$651,816	\$648,806	0.5
Non-Labor:									
Electric Power	\$23,884	\$1,275	5.3	\$0,021	\$0,028	(31.9)	\$23,905	\$1,288	5.3
Fuel	\$9,690	\$5,390	55.6	\$0,004	\$0,000	-	\$9,694	\$5,394	55.6
Insurance	\$5,760	(0,417)	(7.2)	\$0,000	\$0,000	-	\$5,760	(0,417)	(7.2)
Claims	\$19,095	\$0,000	0.0	\$0,000	\$0,000	-	\$19,095	\$0,000	0.0
Paratransit Service Contracts	\$41,020	\$22,052	53.8	\$0,000	\$0,000	-	\$41,020	\$22,052	53.8
Maintenance and Other Operating Contracts	\$22,658	(2,318)	(10.2)	\$3,364	\$2,689	20.1	\$26,022	(1,644)	(6.3)
Professional Service Contracts	\$16,591	\$5,890	35.5	\$0,729	\$1,585	(96.6)	\$17,320	\$5,034	29.1
Materials & Supplies	\$27,531	\$14,776	46.3	\$4,775	\$9,389	(4.6)	\$32,306	\$24,164	25.2
Other Business Expenses	\$7,538	\$3,934	52.2	\$0,156	\$0,137	12.1	\$7,694	\$3,741	51.4
Non-Labor	\$173,768	\$48,561	27.9	\$9,049	\$13,828	(52.8)	\$182,817	\$43,782	23.9
Other Expense Adjustments:									
Other	\$0,000	-	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Other Expense Adjustments	\$0,000	-	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Total Expenses before Depreciation and OPEB	\$695,344	\$3,203	0.5	\$139,289	\$95,699	31.3	\$834,633	\$787,841	5.6
Depreciation	\$160,672	(10,191)	(6.3)	\$0,000	\$0,000	-	\$160,672	(10,191)	(6.3)
GASB 75 OPEB Expense Adjustment	\$0,000	-	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
GASB 68 Pension Adjustment	\$0,000	-	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Environmental Remediation	\$0,000	-	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Total Expenses	\$856,016	(6,988)	(0.8)	\$139,289	\$95,699	31.3	\$995,305	\$958,703	3.7
OPERATING SURPLUS/DEFICIT	(415,135)	(353,146)	(85.1)	\$0,000	\$0,000	-	(768,281)	(353,146)	(85.1)

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
Apr - 2020 Adopted
Accrual Statement of Operations By Category
Year-To-Date - Apr 2020
(\$ in Millions)

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	Nonreimbursable			Reimbursable			Total		
	Favorable (Unfavorable) Variance			Favorable (Unfavorable) Variance			Favorable (Unfavorable) Variance		
	Actual	Adopted	Percent	Actual	Adopted	Percent	Actual	Adopted	Percent
Revenue									
Farebox Revenue:									
Subway	\$801,415	\$0,000	(32.5)	\$0,000	\$0,000	-	\$801,415	\$0,000	(385,341)
Bus	\$205,670	\$0,000	(35.3)	\$0,000	\$0,000	-	\$205,670	\$0,000	(112,456)
Paratransit	\$5,598	\$0,000	(29.8)	\$0,000	\$0,000	-	\$5,598	\$0,000	(2,376)
Fare Liability	\$26,168	\$0,000	0.0	\$0,000	\$0,000	-	\$26,168	\$0,000	0.0
Farebox Revenue	\$1,038,851	\$0,000	(32.5)	\$0,000	\$0,000	-	\$1,038,851	\$0,000	(500,173)
Fare Reimbursement	\$31,311	\$0,000	0.0	\$0,000	\$0,000	-	\$31,311	\$0,000	\$0,000
Paratransit Reimbursement	\$57,637	\$0,000	(12.3)	\$0,000	\$0,000	-	\$57,637	\$0,000	(8,084)
Other Operating Revenue	\$58,214	\$0,000	16.2	\$0,000	\$0,000	-	\$58,214	\$0,000	\$9,454
Other Revenue	\$155,245	\$0,000	0.9	\$0,000	\$0,000	-	\$155,245	\$0,000	\$13,689
Capital and Other Reimbursements	\$0,000	\$459,748	(29.4)	\$459,748	\$0,000	(27.4)	\$459,748	\$0,000	(126,092)
Total Revenue	\$1,694,269	\$1,195,465	(29.4)	\$333,656	\$333,656	(27.4)	\$1,529,122	\$1,529,122	(624,895)
Expenses									
Labor:									
Payroll	\$1,154,056	\$1,157,257	(0.3)	\$184,276	\$130,528	29.2	\$1,338,331	\$1,287,785	\$50,547
Overtime	\$172,018	\$159,624	7.2	\$46,168	\$33,473	27.5	\$218,185	\$193,097	\$25,089
Total Salaries & Wages	\$1,326,073	\$1,316,881	0.7	\$230,444	\$164,000	28.8	\$1,556,517	\$1,480,882	\$75,635
Health and Welfare	\$329,664	\$336,821	(2.2)	\$8,929	\$0,664	7.4	\$338,593	\$345,085	(6,492)
OPEB Current Payment	\$176,758	\$186,571	(5.6)	\$4,170	\$3,845	7.8	\$180,929	\$190,416	(9,487)
Pensions	\$307,207	\$345,641	(12.5)	\$12,440	\$14,266	(14.7)	\$319,646	\$359,907	(40,260)
Other Fringe Benefits	\$166,603	\$182,441	(9.5)	\$73,353	\$51,585	29.7	\$239,956	\$234,026	\$5,931
Total Fringe Benefits	\$980,233	\$1,051,473	(7.3)	\$98,891	\$77,960	21.2	\$1,079,124	\$1,129,433	(50,309)
Contribution to GASB Fund	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Reimbursable Overhead	(97,830)	(58,345)	(40.4)	\$97,830	\$58,345	40.4	\$0,000	\$0,000	\$0,000
Labor	\$2,208,476	\$2,310,010	(4.6)	\$427,165	\$300,304	29.7	\$2,635,641	\$2,610,315	\$25,326
Non-Labor:									
Electric Power	\$102,312	\$88,031	14.0	\$0,085	\$0,103	(20.2)	\$102,398	\$88,134	\$14,264
Fuel	\$37,177	\$28,755	22.7	\$0,017	\$0,000	-	\$37,194	\$28,755	\$8,439
Insurance	\$23,857	\$24,931	(4.5)	\$0,000	\$0,000	-	\$23,857	\$24,931	(1,075)
Claims	\$76,381	\$76,381	0.0	\$0,000	\$0,000	-	\$76,381	\$76,381	\$0,000
Paratransit Service Contracts	\$157,688	\$124,156	21.3	\$0,000	\$0,000	-	\$157,688	\$124,156	\$33,532
Maintenance and Other Operating Contracts	\$73,285	\$87,150	(18.9)	\$13,546	\$11,565	14.6	\$86,830	\$98,716	(11,885)
Professional Service Contracts	\$58,302	\$43,412	25.5	\$3,121	\$5,647	(80.9)	\$61,423	\$49,059	\$12,365
Materials & Supplies	\$109,415	\$102,626	6.2	\$17,581	\$14,150	19.5	\$126,996	\$116,775	\$10,221
Other Business Expenses	\$28,719	\$22,509	21.6	(1,767)	\$1,888	-	\$26,953	\$24,397	\$2,556
Non-Labor	\$667,137	\$597,951	10.4	\$32,583	\$33,352	(2.4)	\$699,720	\$631,303	\$68,417
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	\$2,875,613	\$2,907,961	(1.1)	\$459,748	\$333,656	27.4	\$3,335,361	\$3,241,617	\$93,744
Depreciation	\$642,687	\$683,819	(6.4)	\$0,000	\$0,000	-	\$642,687	\$683,819	(41,132)
GASB 75 OPEB Expense Adjustment	\$336,450	\$0,000	0.0	\$0,000	\$0,000	-	\$336,450	\$0,000	\$336,450
GASB 68 Pension Adjustment	(3,064)	(3,064)	0.0	\$0,000	\$0,000	-	(3,064)	(3,064)	\$0,000
Environmental Remediation	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Total Expenses	\$3,851,686	\$3,588,716	6.8	\$459,748	\$333,656	27.4	\$4,311,434	\$3,922,372	\$389,062
OPERATING SURPLUS/DEFICIT	(2,157,417)	(2,393,251)	(10.9)	\$0,000	\$0,000	-	(2,157,417)	(2,393,251)	(235,833)

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 NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
APRIL 2020
(\$ 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
		\$	%	\$	%
Professional Service Contracts	NR	5.9	35.5	14.9	25.5
					Due largely to the favorable timing of IT-related expenses and reversal of prior year over-accrual of Real Estate expense
Materials & Supplies	NR	12.8	46.3	6.8	6.2
					Largely due to the basic maintenance activity staffing and the essential service delivery schedule implemented as a result of COVID
Capital Reimbursements	R	(43.6)	(31.3)	(126.1)	(27.4)
					Revenue offset of reimbursable underruns

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2020 Adopted
Cash Receipts and Expenditures

Apr FY 20
(\$ in Millions)

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	Month			Year-To-Date			
	Adopted	Actual	Favorable	Adopted	Actual	Favorable	
			(Unfavorable)			Variance	(Unfavorable)
			Percent			Percent	
Receipts							
Farebox Revenue	\$401,949	\$65,609	(336,340)	\$1,539,023	\$1,076,602	(462,421)	(30.0)
Fare Reimbursement	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Paratransit Reimbursement	\$45,570	\$3,408	(42,162)	\$98,101	\$102,340	\$4,239	4.3
Other Operating Revenue	\$4,552	\$14,044	\$9,492	\$18,209	\$22,382	\$4,173	22.9
Other Revenue	\$50,122	\$17,452	(32,670)	\$116,310	\$124,722	\$8,412	7.2
Capital and Other Reimbursements	\$139,289	\$70,266	(69,023)	\$459,748	\$330,692	(129,056)	(28.1)
Total Revenue	\$691,360	\$153,327	(438,033)	\$2,115,082	\$1,532,016	(583,066)	(27.6)
Expenditures							
Labor :							
Payroll	\$511,407	\$493,214	\$18,192	\$1,434,499	\$1,379,079	\$55,420	3.9
Overtime	\$51,038	\$33,336	\$17,702	\$218,185	\$193,097	\$25,089	11.5
Total Salaries & Wages	\$562,444	\$526,550	\$35,894	\$1,652,685	\$1,572,176	\$80,509	4.9
Health and Welfare	\$84,556	\$84,719	(0,162)	\$338,593	\$321,684	\$16,909	5.0
OPEB Current Payment	\$45,232	\$60,106	(14,874)	\$180,929	\$190,621	(9,693)	(5.4)
Pensions	\$79,293	\$90,077	(10,784)	\$319,646	\$359,586	(39,940)	(12.5)
Other Fringe Benefits	\$45,158	\$39,138	\$6,020	\$172,909	\$160,001	\$12,908	7.5
Total Fringe Benefits	\$254,240	\$274,040	(19,800)	\$1,012,076	\$1,031,892	(19,816)	(2.0)
Contribution to GASB Fund	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Reimbursable Overhead	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Labor	\$816,684	\$800,590	\$16,094	\$2,664,761	\$2,604,068	\$60,693	2.3
Non-Labor :							
Electric Power	\$23,905	\$20,682	\$3,223	\$105,128	\$90,321	\$14,807	14.1
Fuel	\$9,694	\$5,076	\$4,618	\$37,194	\$30,661	\$6,533	17.6
Insurance	\$8,638	\$9,714	(1,076)	\$40,667	\$33,467	\$7,200	17.7
Claims	\$11,989	\$16,714	(4,725)	\$47,957	\$42,586	\$5,371	11.2
Paratransit Service Contracts	\$41,020	\$35,100	\$5,920	\$157,188	\$154,359	\$2,829	1.8
Maintenance and Other Operating Contracts	\$23,497	\$30,786	(7,289)	\$84,305	\$91,844	(7,539)	(8.9)
Professional Service Contracts	\$15,070	\$12,538	\$2,532	\$56,923	\$56,373	\$0,550	1.0
Materials & Supplies	\$35,764	\$32,154	\$3,610	\$141,913	\$131,999	\$9,914	7.0
Other Business Expenses	\$7,694	\$3,250	\$4,444	\$26,953	\$23,977	\$2,976	11.0
Non-Labor	\$177,272	\$166,014	\$11,258	\$698,228	\$655,587	\$42,641	6.1
Other Expense Adjustments:							
Other	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Other Expense Adjustments	\$0,000	\$0,000	-	\$0,000	\$0,000	-	-
Total Expenditures before Depreciation and OPEB	\$993,956	\$966,604	\$27,352	\$3,362,990	\$3,259,655	\$103,335	3.1
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	-
GASB 68 Pension Adjustment	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Environmental Remediation	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Total Expenditures	\$993,956	\$966,604	\$27,352	\$3,362,990	\$3,259,655	\$103,335	3.1
Net Surplus(Deficit)	(402,596)	(813,277)	(410,681)	(1,247,908)	(1,727,639)	(479,731)	(38.4)

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2020 Adopted
Cash Conversion (Cash Flow Adjustments)

Apr FY20
(\$ in Millions)

5/11/2020 02:07 PM

	Month			Year-To-Date		
	Adopted	Actual	Favorable	Adopted	Actual	Favorable
			(Unfavorable) Variance			(Unfavorable) Variance
Revenue						
Farebox Revenue	\$0.000	\$14.410	\$14.410	\$0.000	\$37.751	\$37.751
Fare Reimbursement	(7.491)	(7.491)	\$0.000	(31.311)	(31.311)	\$0.000
Paratransit Reimbursement	\$28.682	(6.054)	(34.736)	\$32.380	\$44.703	\$12.323
Other Operating Revenue	(10.001)	(12.528)	(2.526)	(40.005)	(45.285)	(5.281)
Other Revenue	\$11.190	(26.072)	(14.882)	(38.935)	(31.892)	\$7.043
Capital and Other Reimbursements	\$0.000	(25.433)	(25.433)	\$0.000	(2.964)	(2.964)
Total Revenue	\$11.190	(37.096)	(48.285)	(38.935)	\$2.894	\$41.829
Expenses						
Labor:						
Payroll	(179.819)	(186.496)	(6.678)	(96.168)	(91.294)	\$4.874
Overtime	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Salaries & Wages	(179.819)	(186.496)	(6.678)	(96.168)	(91.294)	\$4.874
Health and Welfare	\$0.000	\$17.530	\$17.530	\$0.000	\$23.401	\$23.401
OPEB Current Payment	\$0.000	\$0.000	\$0.000	\$0.000	(0.206)	(0.206)
Pensions	\$0.000	\$0.354	\$0.354	\$0.000	\$0.321	\$0.321
Other Fringe Benefits	\$14.951	\$16.827	\$1.877	\$67.047	\$74.025	\$6.977
Total Fringe Benefits	\$14.951	\$34.712	\$19.761	\$67.047	\$97.541	\$30.493
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	(164.868)	(151.784)	\$13.083	(29.121)	\$6.247	\$35.367
Non-Labor:						
Electric Power	\$0.000	\$1.956	\$1.956	(2.731)	(2.187)	\$0.543
Fuel	\$0.000	(0.775)	(0.775)	\$0.000	(1.906)	(1.906)
Insurance	(2.878)	(3.537)	(0.659)	(16.810)	(8.536)	\$8.274
Claims	\$7.106	\$2.381	(4.725)	\$28.424	\$33.795	\$5.371
Paratransit Service Contracts	\$0.000	(16.133)	(16.133)	\$0.500	(30.203)	(30.703)
Maintenance and Other Operating Contracts	\$2,525	(3,121)	(5,646)	\$2,525	\$6,872	\$4,347
Professional Service Contracts	\$2,250	(2,252)	(2)	\$4,500	(7,314)	(11,814)
Materials & Supplies	(3,458)	(7,990)	(4,531)	(14,917)	(15,224)	(0,307)
Other Business Expenses	\$0.000	\$0.491	\$0.491	\$0.000	\$0.420	\$0.420
Non-Labor	\$5.545	(26.979)	(32.524)	\$1.492	(24.284)	(25.776)
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	(159.323)	(178.763)	(19.440)	(27.629)	(18.038)	\$9.591
Depreciation	\$160.672	\$170.863	\$10.191	\$642.687	\$683.819	\$41.132
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	\$0.000	\$336.450	\$0.000	(336.450)
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	(3.064)	(3.064)	\$0.000
Environmental Remediation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$1.349	(7.901)	(9.249)	\$948.445	\$662.717	(285.727)
Total Cash Conversion Adjustments	\$12.539	(44.996)	(57.535)	\$909.510	\$665.612	(243.898)

Note: Totals may not add due to rounding

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

NYCT – Non-Reimbursable Overtime Variance

April 2020 and YTD budget vs. variance

\$M

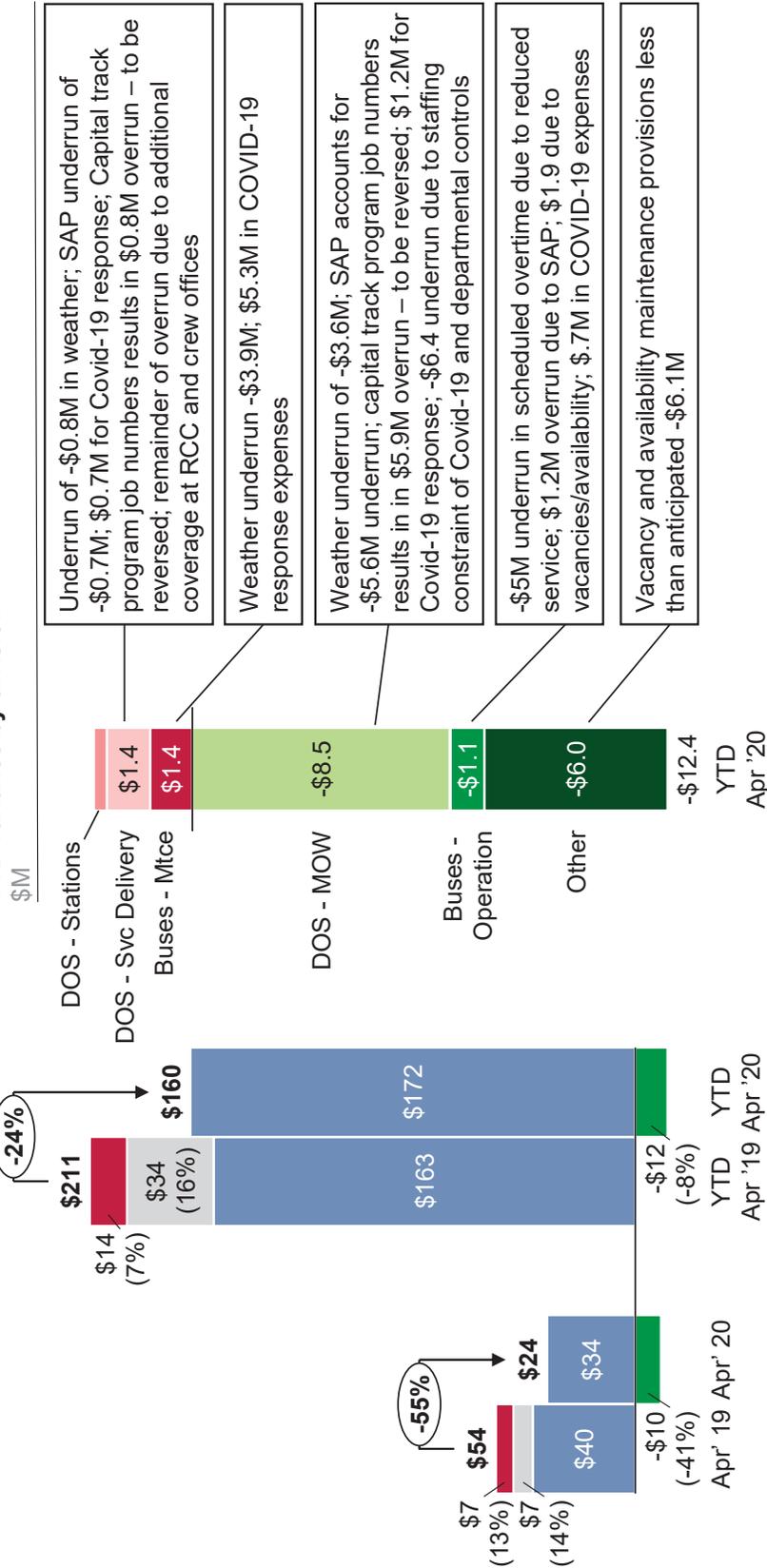
- Variance - Unfavorable
- Variance - Favorable
- SAP
- Budget

Annual budget: \$508M

Overview

- Overall decrease of \$51M or 24% compared to April YTD 2019
- 8% below 2020 YTD budget
- Subways -\$6.6M underrun; -\$7.7M weather, \$6.9M Capital Track delay, \$5.5M for COVID-19 response; -\$8M result of SAP; -\$0.8M scheduled overtime
- Buses \$0.3M overrun; -\$5.5M scheduled overtime; \$2.0M availability/vacancies; \$6.0M for COVID-19 response; \$1.2M SAP and other maintenance; -\$4.0M for weather underrun

YTD variance by division



Source: Adopted (restated) budget. GL actuals for actual overtime spending.

NYCT – Reimbursable Overtime Variance

April 2020 and YTD budget vs. variance
\$M

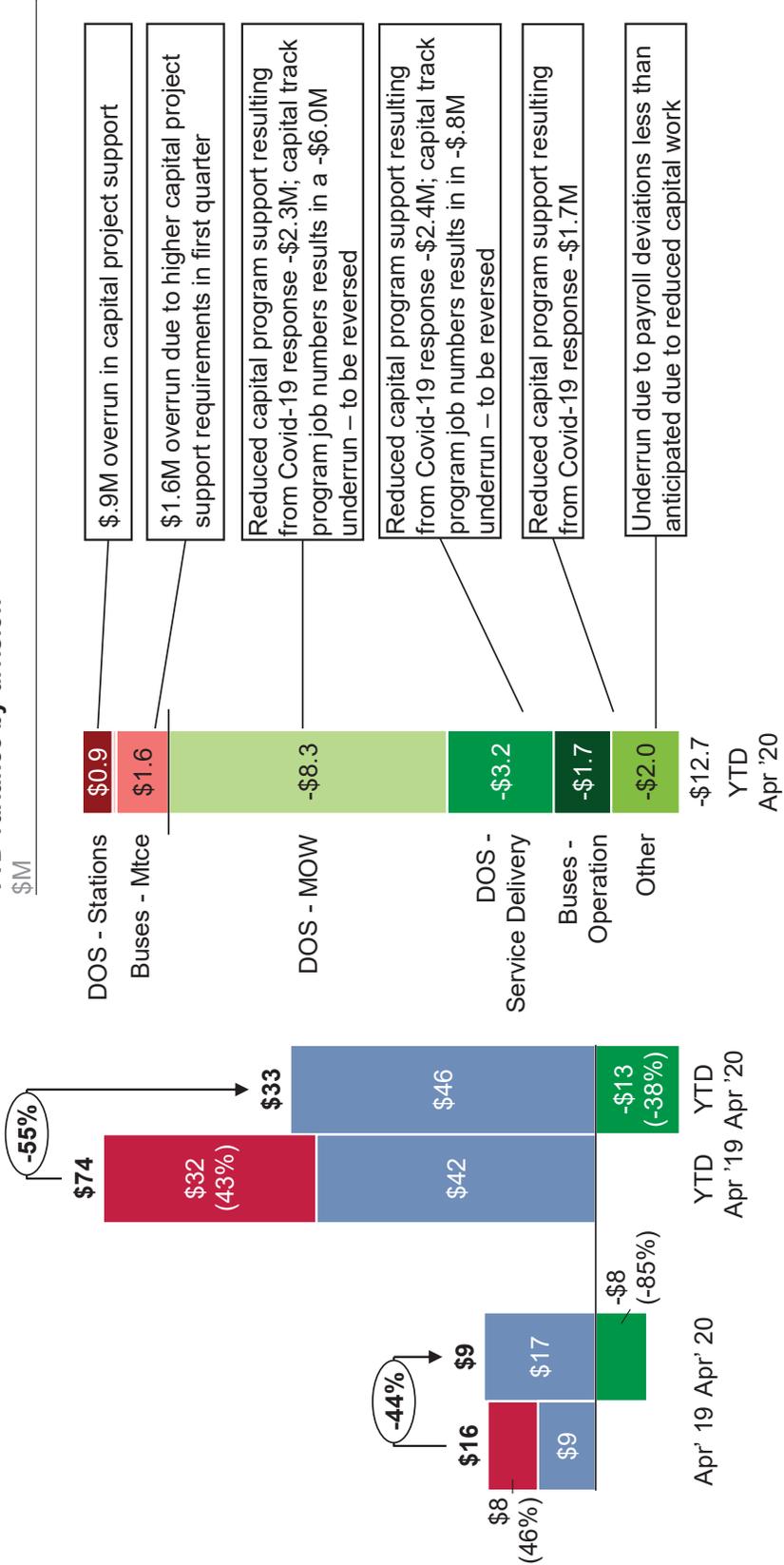
■ Variance - Unfavorable
■ Variance - Favorable
■ Budget

Annual budget: \$1.30M

Overview

- Overall decrease of \$41M or 55% compared to April YTD 2019
- 38% below 2020 YTD budget
- Subways -\$10.3M underrun: -\$6.9M underrun due to capital track program, -\$3.4M due to lower capital project support requirements
- Buses -\$0.2M underrun: mainly due to capital track program underrun.

YTD variance by division

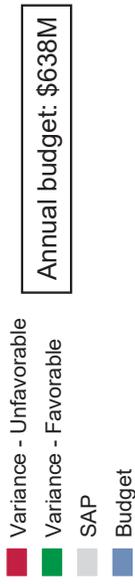


Source: Adopted (restated) budget. GL actuals for actual overtime spending.

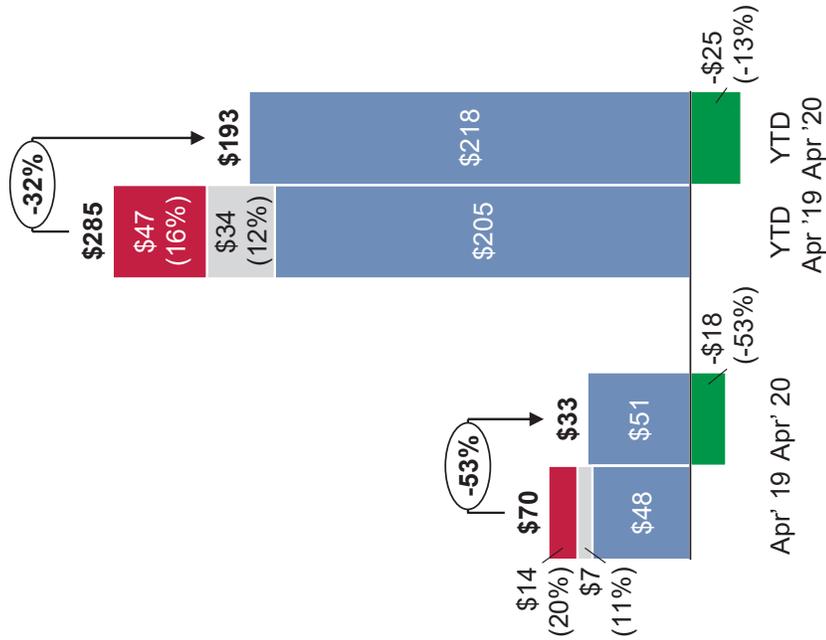
NYCT – Total Overtime Variance

April 2020 and YTD budget vs. variance

\$M



Annual budget: \$638M

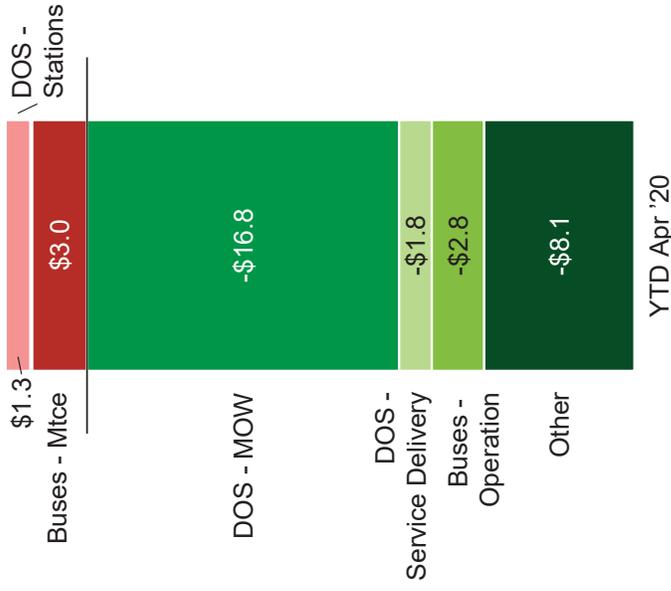


Overview

- Overall decrease of \$92M or 32% compared to April YTD 2019
- 13% below 2020 YTD budget

YTD variance by division

\$M



Source: Adopted (restated) budget. GL actuals for actual overtime spending.

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN 2020
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE AND FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
April 2020

	<u>Adopted</u>	<u>Actual</u>	<u>Variance</u> <u>Fav./(Unfav)</u>	<u>Explanation</u>
<u>Administration:</u>				
Office of the President	25	25	0	
Law	282	253	29	
Office of the EVP	13	11	2	
Human Resources	220	198	22	
Office of Management and Budget	41	32	9	
Capital Planning and Budget	37	27	10	
Strategy & Customer Experience	188	187	1	
Non-Departmental	4	0	4	
Labor Relations	84	78	6	
Office of People & Business Transformation	18	14	4	
Materiel	238	211	27	
Controller	114	103	11	
Total Administration	1,264	1,139	125	
<u>Operations:</u>				
Subways Service Delivery	8,385	8,179	206	Vacancies mainly due to Supv and RVO.
Subways Operations Support/Admin	406	429	(23)	
Subways Stations	2,653	2,563	90	Vacancies mainly due to Station Agents.
Subtotal Subways	11,444	11,171	273	
Buses	11,046	10,922	124	Vacancies mainly due to Supt and Bus Operators.
Paratransit	214	185	29	
Operations Planning	390	347	43	
Revenue Control	640	585	55	Vacancies mainly due to Mgr, PTE and Hourlies.
Non-Departmental	116	-	116	
Total Operations	23,850	23,210	640	
<u>Maintenance:</u>				
Subways Operations Support/Admin	123	90	33	
Subways Engineering	361	317	44	
Subways Car Equipment	5,094	4,902	192	Vacancies mainly due to Road Car Inspectors and Car Inspectors.
Subways Infrastructure	1,870	1,924	(54)	Excess mainly due to Supv and Mtr Trainee (Apprentice Program).
Subways Elevators & Escalators	474	475	(1)	
Subways Stations	3,507	3,431	76	Vacancies mainly due to Supt and Hourlies.
Subways Track	3,116	2,965	151	Vacancies mainly due to Supt, TEM, PDM, and Trackworkers.
Subways Power	687	665	22	
Subways Signals	1,708	1,686	22	
Subways Electronic Maintenance	1,619	1,530	89	Vacancies mainly due to PTEs, and EEMs.
Subtotal Subways	18,559	17,985	574	
Buses	3,473	3,464	9	
Supply Logistics	548	545	3	
System Safety	93	81	12	
Non-Departmental	(115)	-	(115)	
Total Maintenance	22,558	22,075	483	
<u>Engineering:</u>				
Capital Program Management	1,450	1,186	264	Vacancies mainly due to Mgrs and PTEs
Total Engineering/Capital	1,450	1,186	264	
<u>Public Safety:</u>				
Security	657	630	27	
Total Public Safety	657	630	27	
Total Positions	49,779	48,240	1,539	
Non-Reimbursable	44,201	44,560	(359)	
Reimbursable	5,578	3,680	1,898	
Total Full-Time	49,588	48,096	1,492	
Total Full-Time Equivalents	191	144	47	

MTA NEW YORK TRANSIT
FEBRUARY FINANCIAL PLAN 2020
TOTAL POSITIONS by FUNCTION and OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
April 2020

FUNCTION/OCCUPATION	Adopted	Actual	Variance Fav./ (Unfav)	Explanation
<u>Administration:</u>				
Managers/Supervisors	444	387	57	
Professional, Technical, Clerical	788	719	69	
Operational Hourlies	32	33	(1)	
Total Administration	1,264	1,139	125	
<u>Operations:</u>				
Managers/Supervisors	2,841	2,667	174	
Professional, Technical, Clerical	581	502	79	
Operational Hourlies	20,428	20,041	387	
Total Operations	23,850	23,210	640	
<u>Maintenance:</u>				
Managers/Supervisors	3,970	3,903	67	
Professional, Technical, Clerical	1,066	871	195	
Operational Hourlies	17,522	17,301	221	
Total Maintenance	22,558	22,075	483	
<u>Engineering/Capital:</u>				
Managers/Supervisors	364	293	71	
Professional, Technical, Clerical	1,084	891	193	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,450	1,186	264	
<u>Public Safety:</u>				
Managers/Supervisors	270	256	14	
Professional, Technical, Clerical	41	32	9	
Operational Hourlies	346	342	4	
Total Public Safety	657	630	27	
<u>Total Positions:</u>				
Managers/Supervisors	7,889	7,506	383	
Professional, Technical, Clerical	3,560	3,015	545	
Operational Hourlies	38,330	37,719	611	
Total Positions	49,779	48,240	1,539	

Preliminary April 2020 Report: Staten Island Railway

The purpose of this report is to provide the preliminary April 2020 financial results on an accrual basis. The accrual basis is presented on both a non-reimbursable and reimbursable account basis. These results are compared to the Adopted Budget (budget).

Summary of Preliminary Financial Results

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

- April 2020 Staten Island Railway ridership of 19,690 was 338,119 rides (94.5 percent) below budget. Average weekday ridership of 764 was 14,962 rides (95.1 percent) lower than April 2019. The underruns were a result of State directives limiting non-essential travel due to COVID-19.
- Farebox revenue of \$0.1 million was \$0.5 million (89.7 percent) below budget. The underrun was due to steep ridership declines caused by COVID-19 travel limitations.
- Operating expenses were under budget by \$0.9 million (18.4 percent).
 - Labor expenses were less than budget by \$0.6 million (15.3 percent).
 - Non-labor expenses in total were below budget by \$0.3 million (31.0 percent).

STATEN ISLAND RAILWAY FINANCIAL AND RIDERSHIP REPORT

April 2020

Preliminary Actual Results Compared to the Adopted Budget (budget)

April 2020 Staten Island Railway ridership of 19,690 was 338,119 rides (94.5 percent) below budget. Average weekday ridership of 764 was 14,962 rides (95.1 percent) lower than April 2019. Average weekday ridership for the twelve months ending April 2020 was 13,979, which was 2,032 rides (12.7 percent) lower than the twelve months ending April 2019. The underruns were due to COVID-19 travel limitations.

Farebox revenue of \$0.1 million was \$0.5 million (89.7 percent) below budget. The underrun was due to steep ridership declines caused by COVID-19 travel limitations.

Operating revenue of \$0.1 million was below budget by \$0.6 million (84.2 percent). Year-to-date, operating revenue of \$2.2 million was \$0.8 million (27.7 percent) below budget.

Non-reimbursable expenses in April, before depreciation, GASB 75 OPEB Expense Adjustment and GASB 68 Pension Adjustment, were under budget by \$0.9 million (18.4 percent).

- Labor expenses were less than budget by \$0.6 million (15.3 percent), of which reimbursable overhead credits were favorable by \$0.2 million. Health & welfare/OPEB current expenses were less than budget by \$0.1 million (13.3 percent), due primarily to favorable credits. Payroll expenses were less by \$0.1 million (5.9 percent), due largely to vacancies. Overtime expenses underran by \$0.1 million (61.1 percent), resulting from favorable labor availability on straight time due to the timing of overtime project work.
- Non-labor expenses in total were below budget by \$0.3 million (31.0 percent), including the favorable timing of several account expenses.

Year-to-date, expenses were below budget by \$2.6 million (12.6 percent), including underruns in labor expenses of \$2.0 million (11.8 percent), which were driven by several account underruns, primarily health & welfare/OPEB current expenses of \$1.0 million (29.6%) and overtime expenses of \$0.5 million (48.1 percent). Non-labor expenses were also below budget by \$0.6 million (16.2 percent), due primarily to favorable results in maintenance contact expenses of \$0.5 million (63.0 percent).

Depreciation expenses of \$3.6 million year-to-date were below budget by \$0.4 million (9.3 percent). GASB #75 OPEB Expense Adjustment results have been reported through preliminary April year-to-date at zero, resulting in a favorable timing variance of \$1.9 million.

The **operating cash deficit** (excluding subsidies) reported through April year-to-date was \$15.1 million, \$1.1 million (6.8 percent) favorable to budget.

MTA STATEN ISLAND RAILWAY

Apr - 2020 Adopted
 Accrual Statement of Operations By Category
 Month - Apr 2020

(\$ in Millions)

5/07/2020 10:41 AM

	Nonreimbursable			Reimbursable			Total		
	Adopted	Actual	Favorable (Unfavorable) Variance	Adopted	Actual	Favorable (Unfavorable) Variance	Adopted	Actual	Favorable (Unfavorable) Variance
			Percent			Percent			Percent
Revenue									
Farebox Revenue:									
- tCbr b euen7e	\$0.491	\$0.043	(0.40P)	\$0.000	\$0.000	5	\$0.491	\$0.043	(0.40P)
- tCbr b euen7e	\$0.209	\$0.09P	(0.1h2)	\$0.000	\$0.000	5	\$0.209	\$0.09P	(0.1h2)
g apital and - tCbr b eiv R7rsev ents	\$0.000	\$0.000	5	\$0.439	\$0.03P	(0.10P)	\$0.439	\$0.03P	(0.10P)
Total Revenue	\$0.766	\$0.121	(0.646)	\$0.586	\$0.483	(0.103)	\$1.353	\$0.604	(0.749)
Expenses									
Labor :									
Cayroll	\$2.099	\$1.80h	\$0.122	\$0. P23	\$0.126	\$0.201	\$2. P8h	\$2.061	\$0. P2P
- ueriv e	\$0.196	\$0.094	\$0.102	\$0.06h	\$0.116	(0.0h2)	\$0.2h1	\$0.131	\$0.090
Total Salaries & Wages	\$2.233	\$2.009	\$0.224	\$0.402	\$0.244	\$0.158	\$2.635	\$2.252	\$0.382
HealtOand Welfare	\$0.914	\$0.4PP	\$0.032	\$0.000	\$0.000	5	\$0.914	\$0.4PP	\$0.032
- CEB g7rent Cayv ent	\$0.226	\$0.186	\$0.0P0	\$0.000	\$0.000	5	\$0.226	\$0.186	\$0.0P0
Censons	\$0.9h4	\$0.90h	\$0.0h1	\$0.000	\$0.000	5	\$0.9h4	\$0.90h	\$0.0h1
- tCbr FrinGe Benefits	\$0. P81	\$0. P02	\$0.038	\$0.103	\$0.103	5	\$0. P88	\$0. P02	\$0.183
Total Fringe Benefits	\$1.878	\$1.636	\$0.242	\$0.108	\$0.000	\$0.108	\$1.986	\$1.636	\$0.350
g ontrR7tion to SAcB F7nd	\$0.000	\$0.000	5	\$0.000	\$0.000	5	\$0.000	\$0.000	5
b eiv R7rsaRe - uerQead	(0.069)	(0.223)	\$0.142	\$0.069	\$0.223	(0.14P)	\$0.000	\$0.000	\$0.000
Labor	\$4.035	\$3.417	\$0.618	\$0.586	\$0.472	\$0.114	\$4.621	\$3.889	\$0.732
Non-Labor :									
ElewriwCol er	\$0. P24	\$0.296	\$0.048	\$0.000	\$0.000	5	\$0. P24	\$0.296	\$0.048
F7el	\$0.023	\$0.020	\$0.003	\$0.000	\$0.000	5	\$0.023	\$0.020	\$0.003
& s7ranve	\$0.100	\$0.098	\$0.0P2	\$0.000	\$0.000	5	\$0.100	\$0.098	\$0.0P2
g laiv s	\$0.003	\$0.030	(0.06P)	\$0.000	\$0.000	5	\$0.003	\$0.030	(0.06P)
Caratransit ceruive g ontraws	\$0.000	\$0.000	5	\$0.000	\$0.000	5	\$0.000	\$0.000	5
Maintenance and - tCbr - peratinG ontraws	\$0.181	\$0.03P	\$0.103	\$0.000	\$0.000	5	\$0.181	\$0.03P	\$0.103
Professional ceruive g ontraws	\$0.033	\$0.010	\$0.063	\$0.000	\$0.001	(0.001)	\$0.033	\$0.011	\$0.063
Materials x c7pples	\$0.160	\$0.113	\$0.042	\$0.000	\$0.010	(0.010)	\$0.160	\$0.123	\$0.0h2
- tCbr B7siness Expenses	\$0.091	\$0.02h	\$0.0P6	\$0.000	\$0.000	5	\$0.091	\$0.02h	\$0.0P6
Non-Labor	\$0.972	\$0.671	\$0.301	\$0.000	\$0.011	(0.011)	\$0.972	\$0.681	\$0.290
Other Expense Adjustments:									
- tCbr	\$0.000	\$0.000	5	\$0.000	\$0.000	5	\$0.000	\$0.000	5
Other Expense Adjustments	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Total Expenses before Depreciation and OPEB	\$5.006	\$4.087	\$0.919	\$0.586	\$0.483	\$0.103	\$5.593	\$4.570	\$1.023
Depreiation	\$1.000	\$0.80h	\$0.089	\$0.000	\$0.000	5	\$1.000	\$0.80h	\$0.089
SACB 64 - CEB Expense Adj7stv ent	\$0.000	\$0.000	5	\$0.000	\$0.000	5	\$0.000	\$0.000	5
SACB 93 Cension Adj7stv ent	\$0.000	\$0.000	5	\$0.000	\$0.000	5	\$0.000	\$0.000	5
Enuironv ential bev ediation	\$0.000	\$0.000	5	\$0.000	\$0.000	5	\$0.000	\$0.000	5
Total Expenses	\$6.006	\$4.991	\$1.015	\$0.586	\$0.483	\$0.103	\$6.593	\$5.474	\$1.118
OPERATING SURPLUS/DEFICIT	(5.240)	(4.870)	\$0.370	\$0.000	\$0.000	\$0.000	(5.240)	(4.870)	\$0.370

Note: Totals v ay not add d7e to ro7ndinG
 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 STATEN ISLAND RAILWAY

Apr - 2020 Adopted
 Accrual Statement of Operations By Category
 Year-To-Date - Apr 2020

5/07/2020 10:41 AM

	Nonreimbursable			Reimbursable			Total		
	Adopted	Actual	Favorable (Unfavorable) Variance	Adopted	Actual	Favorable (Unfavorable) Variance	Adopted	Actual	Favorable (Unfavorable) Variance
			Percent			Percent			Percent
Revenue									
Farebox Revenue:									
- tCbr b euen7e	\$2,189	\$1,191	(33.0)	\$0,000	\$0,000	5	\$2,189	\$1,191	(33.0)
g apital and - tCbr b eiv R7rsev ents	\$0,000	\$0,32P	0.1	\$0,000	\$0,000	5	\$0,32P	\$0,32P	0.1
Total Revenue	\$3,019	\$2,184	(27.7)	\$2,335	\$1,783	(23.6)	\$5,353	\$3,967	(24.8)
Expenses									
Labor :									
Cayroll	\$3,91P	\$3,91P	(2.0)	\$1,104	\$0,243	\$1,0h6	\$8,6P3	\$3,382	\$0,3h6
- ueriv e	\$0,896	\$0,402	h3.1	\$0,286	\$0,432	(0,234)	\$1,29h	\$1,03h	\$0,130
Total Salaries & Wages	\$9,400	\$9,135	2.8	\$1,602	\$0,840	\$0,762	\$11,002	\$9,976	\$1,026
HealtO and Welfare	\$2,191	\$1,984	11.1	\$0,000	\$0,000	5	\$2,191	\$1,984	\$0,699
- CEB g7rent Cayv ent	\$0,803	\$0,969	24.9	\$0,000	\$0,001	(0,001)	\$0,803	\$0,966	\$0,2P1
Censons	\$2,468	\$2,119	9.P	\$0,000	\$0,000	5	\$2,468	\$2,119	\$0,19P
- tCbr FrinGe Benefits	\$1,922	\$1,46P	P.0	\$0,0h0	\$0,0h0	\$0,0h0	\$2,042	\$1,46P	\$0,608
Total Fringe Benefits	\$7,570	\$6,359	16.0	\$0,430	\$0,001	\$0,429	\$8,000	\$6,360	\$1,640
g ontrR7tion to SAcB F7hd	\$0,000	\$0,000	5	\$0,000	\$0,000	5	\$0,000	\$0,000	5
b eiv R7rsaRe - uerQead	(0,102)	(0,639)	5	\$0,102	\$0,636	(0,634)	\$0,000	\$0,001	(0,001)
Labor	\$16,668	\$14,709	11.8	\$2,335	\$1,628	\$0,706	\$19,002	\$16,337	\$2,665
Non-Labor :									
Elewriw/Col er	\$1,128	\$1,228	4.9	\$0,000	\$0,001	(0,001)	\$1,128	\$1,228	\$0,062
F7el	\$0,111	\$0,080	18.1	\$0,000	\$0,000	5	\$0,111	\$0,080	\$0,021
& s7ranve	\$0,102	\$0,181	2.6	\$0,000	\$0,000	5	\$0,102	\$0,181	\$0,079
qlaiv s	\$0,010	\$0,120	5	\$0,000	\$0,000	5	\$0,010	\$0,120	\$0,110
Caratransit ceruive g ontraws	\$0,000	\$0,000	5	\$0,000	\$0,000	5	\$0,000	\$0,000	5
Maintenance and - tCbr - peratinG ontraws	\$0,694	\$0,23P	9P.0	\$0,000	\$0,000	5	\$0,694	\$0,23P	\$0,462
Professional ceruive g ontraws	\$0,14P	\$0,136	h6.0	\$0,000	\$0,008	(0,008)	\$0,14P	\$0,189	\$0,045
Materials x c7Dpiles	\$0,931	\$0,966	0.6	\$0,000	\$0,1h4	(0,1h4)	\$0,931	\$0,322	(0,609)
- tCbr B7siness Empenses	\$0,2hP	\$0,032	99.P	\$0,000	\$0,000	5	\$0,2hP	\$0,032	\$0,191
Non-Labor	\$3,887	\$3,258	16.2	\$0,000	\$0,155	(0,155)	\$3,887	\$3,413	\$0,474
Other Expense Adjustments:									
- tCbr	\$0,000	\$0,000	5	\$0,000	\$0,000	5	\$0,000	\$0,000	5
Other Expense Adjustments	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Total Expenses before Depreciation and OPEB	\$20,554	\$17,967	12.6	\$2,335	\$1,783	\$0,551	\$22,889	\$19,750	\$3,139
Depreciation	\$h,000	\$P,926	8.P	\$0,000	\$0,000	5	\$h,000	\$P,926	\$0,P6P
S AcB 64 - CEB Empense Adj7stv ent	\$1,364	\$0,000	5	\$0,000	\$0,000	5	\$1,364	\$0,000	\$1,364
S AcB 93 Cension Adj7stv ent	(0,024)	(0,113)	5	\$0,000	\$0,000	5	(0,024)	(0,113)	\$0,08P
Enuironv ential bev ediation	\$0,000	\$0,000	5	\$0,000	\$0,000	5	\$0,000	\$0,000	5
Total Expenses	\$26,404	\$21,477	18.7	\$2,335	\$1,783	\$0,551	\$28,739	\$23,260	\$5,479
OPERATING SURPLUS/DEFICIT	(23,386)	(19,293)	17.5	\$0,000	\$0,000	\$0,000	(23,386)	(19,293)	\$4,093

Note: Totals v ay not add d7e to ro7ndinG
 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 STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2020 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN FEBRUARY 2020 RESULTS AND THE FEBRUARY FINANCIAL PLAN
April 2020
(\$ in millions)-Accrual Basis

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH		YEAR-TO-DATE		
		Favorable/ (Unfavorable) Variance \$	%	Favorable/ (Unfavorable) Variance \$	%	
Farebox Revenue	Non Reimb.	(0.503)	(89.7)	(0.835)	(38.0)	Lower ridership due most recently to COVID crisis and weekend station shutdowns
Other Revenue	Non Reimb.	(0.142)	(69.3)	-	0.1	
Payroll	Non Reimb.	0.122	5.9	(0.200)	(2.4)	RMB project overruns partially offset by vacancies
Overtime	Non Reimb.	0.102	61.1	0.465	48.1	Lower adverse weather preparations than budgeted and vacancies
Health and Welfare (including OPEB current payment)	Non Reimb.	0.112	13.3	0.998	29.6	Primarily favorable timing of expenses/credits
Pension	Non Reimb.	0.041	6.3	0.163	6.3	Timing of expenses
Other Fringe Benefits	Non Reimb.	0.089	22.8	0.049	3.0	Favorable FICA expense partly offset by lower actuarial accrual for Workers Compensation
Reimbursable Overhead	Non Reimb.	0.152	-	0.484	-	Favorable overhead credits from RMB project work
Electric Power	Non Reimb.	0.059	18.0	0.073	5.6	Favorable due to reduced service usage due to COVID-19
Claims	Non Reimb.	(0.073)	-	(0.290)	-	Expense accruals based upon unfavorable claims activity
Maintenance & Other Operating Contracts	Non Reimb.	0.108	56.4	0.482	63.0	Favorable timing of maintenance work postponed due COVID-19
Professional Service Contracts	Non Reimb.	0.078	88.9	0.166	47.0	Favorable timing of contract costs postponed due COVID-19
Materials and Supplies	Non Reimb.	0.052	30.6	0.005	0.7	Favorable timing of material usage due to COVID-19
Payroll	Reimb.	0.201	61.2	1.047	80.2	Favorable due to RMB underruns caused by lower project work resulting from COVID-19
Overtime	Reimb.	(0.042)	(56.9)	(0.285)	(96.0)	Unfavorable due to concentrated project charges and concentrated project work requirements budgeted on straight time but performed on OT
Materials and Supplies	Reimb.	(0.010)	-	(0.145)	-	Draw down of project materials

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2020 Adopted
Cash Receipts and Expenditures
 Apr FY20
 (\$ in Millions)

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	Month			Year-To-Date		
	Adopted	Actual	Favorable	Adopted	Actual	Favorable
			(Unfavorable)			(Unfavorable)
			Variance			Variance
			Percent			Percent
Receipts						
Farebox Revenue	\$0.561	\$0.279	(0.282)	\$2.196	\$1.739	(0.457)
Other Revenue	\$0.940	\$0.060	(0.880)	\$1.151	\$0.288	(0.863)
Capital and Rtmbe	\$0.13P	\$0.8P6	(0.221)	\$2.881	\$6.1P-	(0.0PP)
Total Revenue	\$2.087	\$0.700	(1.387)	\$5.682	\$3.596	(2.086)
Expenditures						
Labor :						
hagbl	\$8.658	\$2.100	\$0.1PP	\$-.530	\$3.555	\$6.058
Rvdt7 e	\$0.256	\$0.600	\$0.0P5	\$6.2P5	\$6.038	\$0.630
Total Salaries & Wages	\$3.384	\$2.755	\$0.630	\$10.750	\$9.527	\$1.223
Cealtmand y elat	\$0.P61	\$0.53-	\$0.62P	\$2.5P6	\$6.3-.5	\$0.1PO
RhW r 9tbent hag7 ent	\$0.220	\$0.660	\$0.660	\$0.-.03	\$0.821	\$0.132
hensions	\$0.P51	\$0.P05	\$0.056	\$2.10-	\$2.56P	\$0.6P8
RtmbFbnEe f enetHs	\$0.50P	\$0.236	\$0.621	\$6.588	\$6.0FO	\$0.808
Total Fringe Benefits	\$1.893	\$1.491	\$0.402	\$7.381	\$5.695	\$1.686
r ontb49tion to BAGf F9nd	\$0.000	\$0.000	S	\$0.000	\$0.000	S
uei7 49bsa4le Rvebread	\$0.000	\$0.000	S	\$0.000	\$0.000	S
Labor	\$5.277	\$4.246	\$1.031	\$18.132	\$15.222	\$2.909
Non-Labor :						
Meetic howeb	\$0.821	\$0.23P	\$0.08-	\$6.806	\$6.206	\$0.086
F9el	\$0.023	\$0.021	\$0.008	\$0.666	\$0.628	(0.068)
Ins9tance	\$0.600	\$0.02-	\$0.002	\$0.502	\$0.2-1	\$0.600
r lai7 s	(0.085)	\$0.000	(0.085)	(0.680)	\$0.000	(0.680)
habatansit Gebvice r ontacts	\$0.000	\$0.000	S	\$0.000	\$0.000	S
Maintenance and RtmbeRpetatinE r ontacts	\$0.6-6	\$0.016	\$0.656	\$0.0P1	\$0.200	\$0.1P1
hioHssional Gebvice r ontacts	\$0.033	\$0.008	\$0.06P	\$0.818	\$0.606	\$0.632
Matetals & Gppplies	\$0.600	\$0.005	(0.1P05)	\$0.P36	\$6.851	(0.1PP8)
Rtmbf 9siness Wkpsens	\$0.0P6	\$0.00-	\$0.012	\$0.258	\$0.08P	\$0.200
Non-Labor	\$0.930	\$1.246	(0.316)	\$3.720	\$3.440	\$0.280
Other Expense Adjustments:						
Rtmb	\$0.000	\$0.000	S	\$0.000	\$0.000	S
Other Expense Adjustments	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Total Expenditures before Depreciation and OPEB	\$6.207	\$5.492	\$0.715	\$21.852	\$18.662	\$3.189
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
BAGf OI RhWf Wkpsens Adj9st7 ent	\$0.000	\$0.000	S	\$0.000	\$0.000	S
BAGf P3 hensions Adj9st7 ent	\$0.000	\$0.000	S	\$0.000	\$0.000	S
Whvibon7 ental ue7 ediation	\$0.000	\$0.000	S	\$0.000	\$0.000	S
Total Expenditures	\$6.207	\$5.492	\$0.715	\$21.852	\$18.662	\$3.189
Net Surplus/(Deficit)	(4.120)	(4.792)	(0.672)	(16.170)	(15.067)	\$1.103

Note: Totals 7 ag not add d9e to tb9ndine

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2020 Adopted
Cash Conversion (Cash Flow Adjustments)

Apr FY20
(\$ in Millions)

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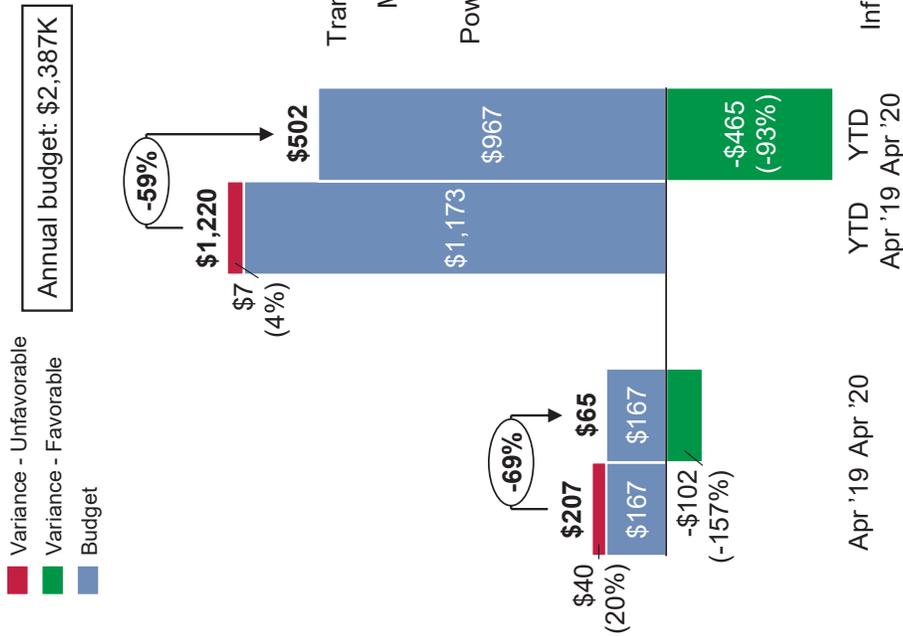
	Month			Year-To-Date				
	Adopted	Actual	Favorable (Unfavorable) Variance	Percent	Adopted	Actual	Favorable (Unfavorable) Variance	Percent
Revenue								
Farebox Revenue	\$0.000	\$0.222	\$0.222	-	\$0.000	\$0.379	\$0.379	-
Other Revenue	\$0.735	(0.003)	(0.738)	-	\$0.328	(0.535)	(0.863)	-
Capital and Rtrbu	\$0.000	(0.122)	(0.122)	3	\$0.000	(0.21P)	(0.21P)	3
Total Revenue	\$0.735	\$0.096	(0.638)	(86.9)	\$0.328	(0.371)	(0.700)	-
Expenses								
Labor :								
8a6bll	(0.5P0)	(0. P0-)	\$0.2Ch	h2,P	\$0.2P2	\$0.00g	\$0.1v-	5g.0
R0bt7 e	\$0.000	\$0.000	\$0.000	3	\$0.000	\$0.001	\$0.001	3
Total Salaries & Wages	(0.750)	(0.502)	\$0.247	33.0	-	\$0.449	\$0.197	78.2
v realmand H eilWte	\$0.000	\$0.000	\$0.000	3	\$0.000	(0.1vv)	(0.1vv)	3
R8f E r 9btent 8a67 ent	\$0.000	\$0.090	\$0.090	3	\$0.000	\$0.hP2	\$0.hP2	3
8ensions	\$0.000	\$0.000	\$0.000	3	\$0.000	\$0.000	\$0.000	3
RtrbFbnBe EeneWts	\$0.0vh	\$0.021	(0.052)	(55.0)	\$0.- 1v	\$0.P1h	(0.10-)	(15.1)
Total Fringe Benefits	\$0.093	\$0.145	\$0.052	55.3	\$0.619	\$0.665	\$0.046	7.5
r ontb49tion to GASE F9nd	\$0.000	\$0.000	\$0.000	3	\$0.000	\$0.000	\$0.000	3
uei7 49bsa4le RCbtread	\$0.000	\$0.000	\$0.000	3	\$0.000	\$0.001	\$0.001	3
Labor	(0.656)	(0.357)	\$0.299	45.6	\$0.871	\$1.115	\$0.244	28.0
Non-Labor :								
f lectbc 8oweb	\$0.000	(0.020)	(0.020)	3	\$0.000	(0.00i)	(0.00i)	3
F9el	\$0.000	(0.00P)	(0.00F)	3	\$0.000	(0.0h0)	(0.0h0)	3
Ins9bnace	\$0.000	\$0.000	\$0.000	3	\$0.000	\$0.0v-	\$0.0v-	3
r lai7 s	\$0.002	\$0.090	\$0.0hg	v2.0	\$0.1-5	\$0.h20	\$0.1Ph	v2.0
8abatansit SebDce r ontacts	\$0.000	\$0.000	\$0.000	3	\$0.000	\$0.000	\$0.000	3
Maintenance and RtrbRpetatinBr ontacts	\$0.000	\$0.0hh	\$0.0hh	3	\$0.000	\$0.0gh	\$0.0gh	3
8toWssional SebDce r ontacts	\$0.000	(0.0-2)	(0.0-2)	3	\$0.000	\$0.02-	\$0.02-	3
Matelals & S9plies	\$0.000	(0.- 0-)	(0.- 0-)	3	\$0.000	(0.P2h)	(0.P2h)	3
RtrbE9siness f xpenses	\$0.000	\$0.01P	\$0.01P	3	\$0.000	\$0.00-	\$0.00-	3
Non-Labor	\$0.042	(0.565)	(0.606)	-	\$0.167	(0.027)	(0.194)	-
Other Expense Adjustments:								
Rtrb	\$0.000	\$0.000	\$0.000	3	\$0.000	\$0.000	\$0.000	3
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation and OPEB	(0.615)	(0.922)	(0.307)	(50.0)	\$1.037	\$1.088	\$0.050	4.9
Depreciation	\$1.000	\$0.v00	(0.0v-)	(v.-)	\$0.000	\$h.- 25	(0.h5h)	(v.h)
GASE 5P R8 f E f xpense Adj9st7 ent	\$0.000	\$0.000	\$0.000	3	\$1.g5P	\$0.000	(1.g5P)	3
GASE -g 8ension Adj9st7 ent	\$0.000	\$0.000	\$0.000	3	(0.02P)	(0.11g)	(0.0vh)	3
f n0bn7 ental ue7 ediation	\$0.000	\$0.000	\$0.000	3	\$0.000	\$0.000	\$0.000	3
Total Expenditures	\$0.385	(0.018)	(0.403)	-	\$6.887	\$4.597	(2.290)	(33.2)
Total Cash Conversion Adjustments	\$1.120	\$0.079	(1.041)	(93.0)	\$7.216	\$4.226	(2.990)	(41.4)

Note: Totals 7 a6 not add d9e to tb9ndinB

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 months' YTD results.

SIRTOA – Non-Reimbursable Overtime Variance

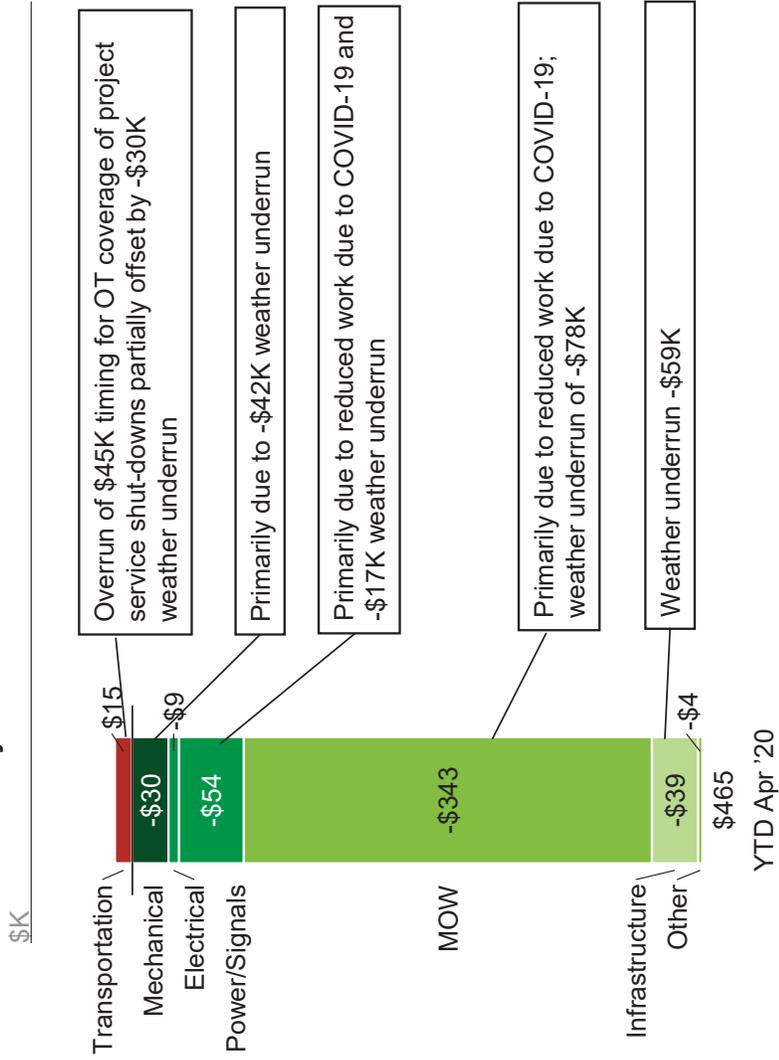
April 2020 and YTD budget vs. variance
\$K



Overview

- Overall decrease of \$718K or 59% compared to April YTD 2019
- 48% below 2020 YTD budget due primarily to favorable weather -\$242K
- Maintenance -\$476K underrun: -\$211K weather underrun, -\$265K work reduction due to COVID-19
- Service \$15K overrun: \$45K overrun due to timing of project related service shut-down work; -\$30K weather underrun

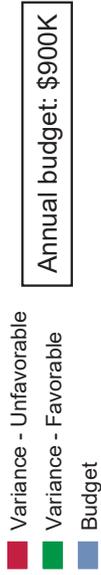
YTD variance by division



Source: Adopted (restated) budget. GL actuals for actual overtime spending.

SIRTOA – Reimbursable Overtime Variance

April 2020 and YTD budget vs. variance

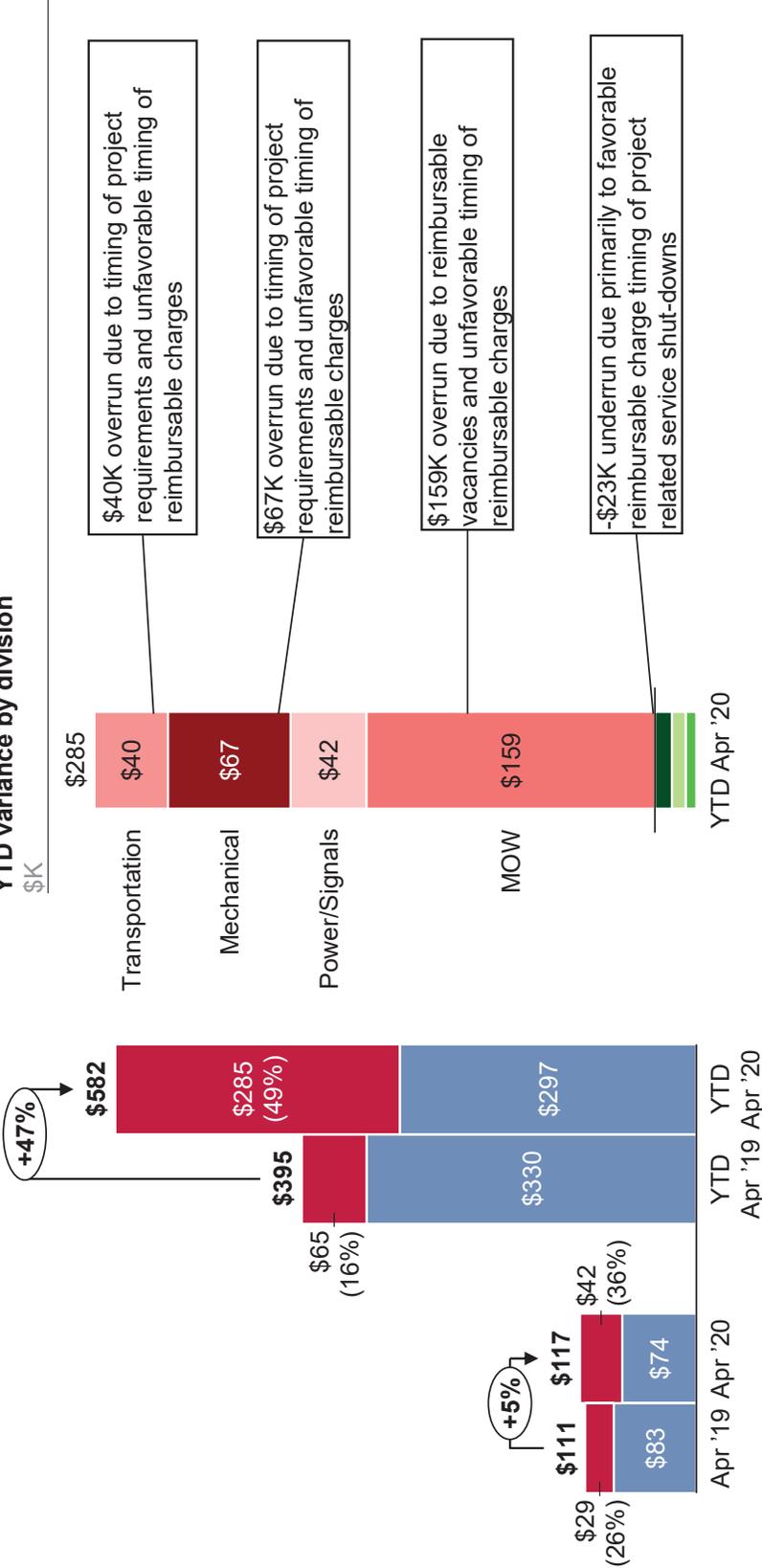


Annual budget: \$900K

Overview

- Overall increase of \$187K or 47% compared to April YTD 2019
- 49% above 2020 YTD budget due largely to RMB vacancies
- Maintenance \$250K overrun: due primarily to RMB vacancies and unfavorable timing of RMB charges
- Service \$40K overrun: due primarily to unfavorable timing of RMB charging and project related service shut-downs

YTD variance by division



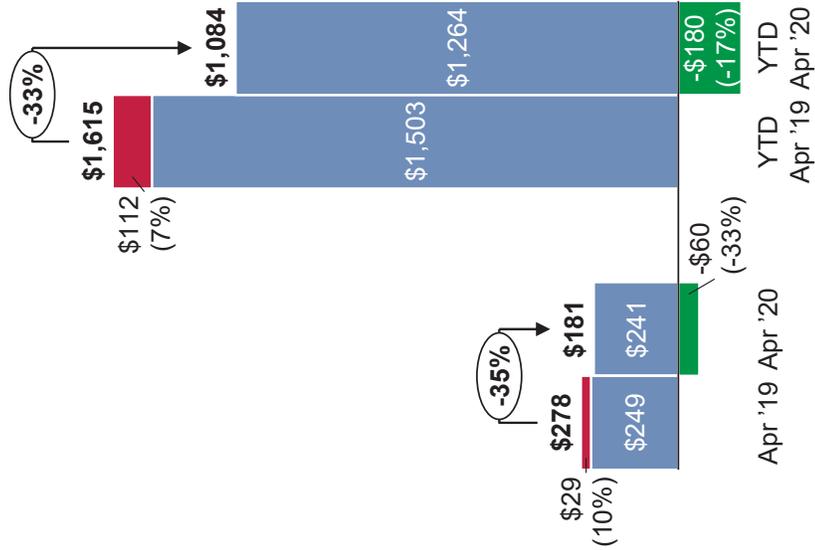
Source: Adopted (restated) budget. GL actuals for actual overtime spending.

SIRTOA – Total Overtime Variance

April 2020 and YTD budget vs. variance
\$K



Annual budget: \$3,287K

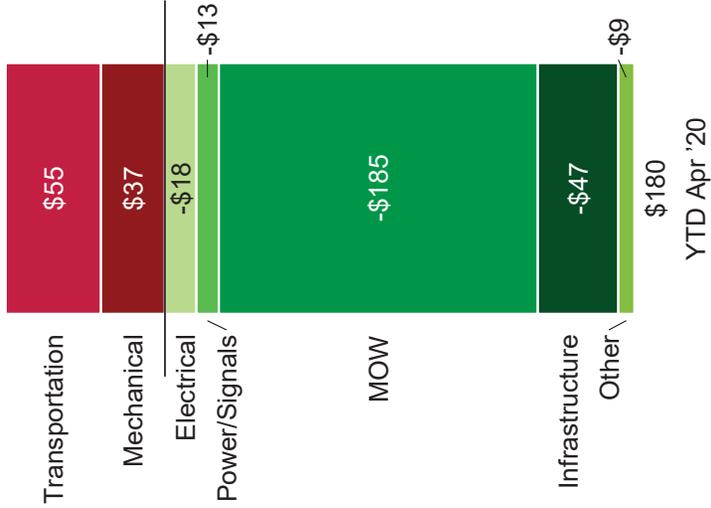


Overview

- Overall decrease of \$531K or 33% compared to April YTD 2019
- 14% below 2020 YTD budget
- Service \$55K YTD overrun: RMB vacancies partially offset by -\$30K weather underrun
- Maintenance -\$226K underrun: -\$211K weather underrun

YTD variance by division

\$K



Source: Adopted (restated) budget. GL actuals for actual overtime spending.

MTA STATEN ISLAND RAILWAY
 FEBRUARY FINANCIAL PLAN
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
 April 2020

<u>Function/Departments</u>	<u>Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Executive	13	7	6	
General Office	9	9	0	
Purchasing/Stores	6	4	2	
Total Administration	28	20	8	
Operations				
Transportation	131	121	10	
Total Operations	131	121	10	
Maintenance				
Mechanical	53	54	(1)	
Electronics/Electrical	15	19	(4)	
Power/Signals	32	28	4	
Maintenance of Way	83	77	6	
Infrastructure	26	29	(3)	
Total Maintenance	209	207	2	
Engineering/Capital				
Capital Project Support	16	9	7	
Total Engineering Capital	16	9	7	
Total Positions	384	357	27	
Non-Reimbursable	334	317	17	
Reimbursable	50	40	10	
Total Full-Time	384	357	27	
Total Full-Time-Equivalents	0	0	0	

MTA STATEN ISLAND RAILWAY
 FEBRUARY FINANCIAL PLAN
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
 April 2020

	<u>Budget</u>	<u>Actual</u>	Favorable (Unfavorable) <u>Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	16	10	6	
Professional, Technical, Clerical	12	10	2	
Operational Hourlies	0	0	0	
Total Administration	28	20	8	
Operations				
Managers/Supervisors	11	7	4	
Professional, Technical, Clerical	3	1	2	
Operational Hourlies	117	113	4	
Total Operations	131	121	10	
Maintenance				
Managers/Supervisors	17	26	(9)	
Professional, Technical, Clerical	6	7	(1)	
Operational Hourlies	186	174	12	
Total Maintenance	209	207	2	
Engineering/Capital				
Managers/Supervisors	3	3	0	
Professional, Technical, Clerical	4	0	4	
Operational Hourlies	9	6	3	
Total Engineering/Capital	16	9	7	
Total Positions				
Managers/Supervisors	47	46	1	
Professional, Technical, Clerical	25	18	7	
Operational Hourlies	312	293	19	
Total Positions	384	357	27	

Preliminary April 2020 Report: Bus Company

The purpose of this report is to provide the preliminary April 2020 financial results on an accrual basis. The accrual basis is presented on a non-reimbursable and reimbursable account basis. These results are compared to the Adopted Budget (budget).

Summary of Preliminary Financial Results

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

April 2020 Bus Company ridership of 0.1 million was 9.7 million (98.9 percent) below Budget.

- Farebox revenue of \$0.5 million was \$17.9 million (97.1 percent) below Budget.
- Operating expenses of \$67.2 million were \$18.6 million (21.6 percent) below Budget.
 - Labor expenses exceeded the Budget by \$0.3 million (0.7 percent), including overrun in Payroll expenses of \$0.7 million (3.1 percent). Overtime expenses were lower than Budget by \$0.8 million (14.5 percent). Health and Welfare expenses were higher than Budget by of \$0.6 (8.6 percent).
 - Non-labor expenses were lower than Budget by \$5.7 million (28.6 percent), Materials and Supplies expenses were favorable by \$2.7 million (61.1 percent), Fuel expenses were lower than Budget by \$1.4 million (62.6 percent), Professional Service Contracts by \$1.3 million (32.8 percent), and Maintenance Contracts by \$0.6 million (19.9 percent).

MTA BUS FINANCIAL AND RIDERSHIP REPORT
April 2020

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Adopted Budget (Budget)

Operating Revenue was \$0.8 million in April, \$19.3 million (95.9 percent) below Budget, caused primarily by an underrun in Farebox Revenue of \$17.9 million (97.1 percent), resulting from lower ridership and service reduction due to the Covid-19 pandemic and the Governor's stay-at-home mandate for nonessential workers.

Total MTA Bus ridership was 0.1 million in April 2020, 9.7 million riders (98.9 percent) below Budget due to the Covid-19 pandemic and the Governor's stay-at-home mandate for nonessential workers. Total MTA Bus ridership in April 2020 was 0.1 million, 98.4 percent (9.7 million riders) below Budget. April 2020 average weekday ridership decrease by 98.9 percent from April 2019. Average weekday ridership for the twelve months ending April 2020 was 0.3 million, a decrease of 13.7 percent from the twelve months ending April 2019. Only a small portion of the bus ridership was counted, as the local buses did not register bus riders due to the rear-door-only boarding and free-from-charge policy.

Non-reimbursable expenses, before Depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were \$63.4 million in April, \$5.2 million (7.6 percent) favorable to Budget.

- Labor expenses exceeded Budget by \$0.3 million (0.7 percent), including an overrun in Payroll expenses of \$0.7 million (3.1 percent), primarily due to the timing of a prior period interagency payment and lower attrition. Overtime expenses were lower than Budget by \$0.8 million (14.5 percent), primarily due to service reductions offset by higher programmatic maintenance due to Covid-19 bus disinfections, safety procedures, and aging fleet maintenance. Health and Welfare expenses were higher than Budget by \$0.6 million (8.6 percent), mainly due to high prescription coverage and medical hospitalization expenses.
- Non-labor expenses were lower than Budget by \$5.6 million (28.2 percent). Materials and Supplies expenses were favorable by \$2.6 million (60.4 percent), due to lower general maintenance material due to Covid-19 and the timing of radio equipment expenses. Fuel expenses were lower than Budget by \$1.4 million (62.6 percent), mainly due to lower rates and usage due to service reductions. Professional Service Contracts were favorable by \$1.3 million (32.8 percent), due to timing of interagency billing and Bus Technology. Maintenance Contracts were favorable by \$0.6 million (19.4 percent), mainly due to the timing of facility maintenance, security, and Bus Technology expenses.

Depreciation expenses of \$3.8 million were favorable to Budget by \$0.7 million (15.9 percent). No expenses nor credits were recorded in April regarding GASB 68 Pension Adjustment, and GASB 75 OPEB Expense adjustment.

The **operating cash deficit** (excluding subsidies) was \$68.6 million, \$27.4 million (66.6 percent) unfavorable to the Budget, primarily due to lower farebox revenue, unfavorable claims partial offset of favorable labor expenditures.

MTA BUS COMPANY
February Financial Plan - 2020 Adopted Budget
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
April 2020
 (\$ in millions)

	Nonreimbursable			Reimbursable			Total					
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)					
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$18,397	\$0,537	(\$17,860)	(97.1)	\$0,000	\$0,000	\$0,000	-	\$18,397	\$0,537	(\$17,861)	(97.1)
Other Operating Income	1,690	0,287	(1,403)	(83.0)	-	-	-	-	1,690	0,287	(1,403)	(83.0)
Capital and Other Reimbursements	-	-	-	-	0,461	(0,002)	(0,463)	*	0,461	(0,002)	(0,463)	*
Total Revenue	\$20,087	\$0,824	(\$19,263)	(95.9)	\$0,461	(\$0,002)	(\$0,463)		\$20,548	\$0,822	(\$19,726)	(96.0)
Expenses												
Labor:												
Payroll	\$24,046	\$24,796	(\$0,749)	(3.1)	\$0,188	\$0,000	\$0,188	100.0	\$24,235	\$24,796	(\$0,561)	(2.3)
Overtime	5,252	4,490	0,762	14.5	-	(0,001)	0,001	-	5,252	4,489	0,762	14.5
Health and Welfare	6,578	7,145	(0,567)	(8.6)	0,105	-	0,105	100.0	6,683	7,145	(0,462)	(6.9)
OPEB Current Payment	2,082	2,171	(0,090)	(4.3)	-	-	-	-	2,082	2,171	(0,090)	(4.3)
Pensions	5,116	4,981	0,136	2.7	-	-	-	-	5,116	4,981	0,136	2.7
Other Fringe Benefits	5,954	5,705	0,249	4.2	-	-	-	-	5,954	5,705	0,250	4.2
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0,075)	0,001	(0,075)	(100.0)	0,075	(0,001)	0,075	100.0	-	-	-	-
Total Labor Expenses	\$48,954	\$49,289	(\$0,335)	(0.7)	\$0,368	(\$0,002)	\$0,370	*	\$49,321	\$49,287	\$0,035	0.1
Non-Labor:												
Electric Power	\$0,153	\$0,120	\$0,033	21.8	\$0,000	\$0,000	\$0,000	-	\$0,153	\$0,120	\$0,033	21.8
Fuel	2,236	0,838	1,399	62.6	-	-	-	-	2,236	0,838	1,399	62.6
Insurance	0,611	0,374	0,237	38.7	-	-	-	-	0,611	0,374	0,237	38.7
Claims	5,235	6,000	(0,765)	(14.6)	-	-	-	-	5,235	6,000	(0,765)	(14.6)
Maintenance and Other Operating Contracts	2,979	2,403	0,577	19.4	0,020	-	0,020	100.0	3,000	2,403	0,597	19.9
Professional Service Contracts	3,833	2,575	1,258	32.8	-	-	-	-	3,833	2,575	1,258	32.8
Materials & Supplies	4,274	1,691	2,583	60.4	0,073	-	0,073	100.0	4,348	1,691	2,656	61.1
Other Business Expense	0,379	0,140	0,239	63.0	-	-	-	-	0,379	0,140	0,239	63.0
Total Non-Labor Expenses	\$19,701	\$14,141	\$5,561	28.2	\$0,093	\$0,000	\$0,093	100.0	\$19,795	\$14,141	\$5,654	28.6
Total Expenses before Non-Cash Liability Adjs.	\$68,655	\$63,429	\$5,226	7.6	\$0,461	(\$0,002)	\$0,463	*	\$69,116	\$63,427	\$5,689	8.2
Depreciation	\$4,513	\$3,796	\$0,717	15.9	\$0,000	\$0,000	\$0,000	-	\$4,513	\$3,796	\$0,717	15.9
GASB 75 OPEB Expense Adjustment	\$8,318	\$0,000	\$8,318	100.0	\$0,000	\$0,000	\$0,000	-	\$8,318	-	\$8,318	100.0
GASB 68 Pension Adjustment	3,829	-	3,829	100.0	-	-	-	-	3,829	-	3,829	100.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$85,315	\$67,226	\$18,090	21.2	\$0,461	(\$0,002)	\$0,463	*	\$85,777	\$67,224	\$18,553	21.6
Net Surplus/(Deficit)	(\$65,229)	(\$66,401)	(\$1,173)	(1.8)	\$0,000	\$0,000	\$0,000	-	(\$65,229)	(\$66,401)	(\$1,173)	(1.8)

NOTE: Totals may not add due to rounding

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

MTA BUS COMPANY
February Financial Plan - 2020 Adopted Budget
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
April 2020 Year-To-Date
(\$ in millions)

	Nonreimbursable			Reimbursable			Total			
	Adopted Budget	Favorable (Unfavorable)		Adopted Budget	Favorable (Unfavorable)		Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance		Percent	Actual		Variance	Percent	Actual
Revenue										
Farebox Revenue	\$74,452	\$44,979	(\$29,473)	(\$9.6)	\$0,000	\$0,000	\$0,000	\$44,979	(\$29,473)	(39.6)
Other Operating Income	6,744	4,023	(2,721)	(40.3)	-	-	-	4,023	(2,721)	(40.3)
Capital and Other Reimbursements	-	-	-	-	1,841	1,144	(0.696)	1,841	(0.696)	(37.8)
Total Revenue	\$81,195	\$49,002	(\$32,194)	(39.7)	\$1,841	\$1,144	(\$0.696)	\$83,036	(\$32,890)	(39.6)
Expenses										
<i>Labor:</i>										
Payroll	\$96,946	\$101,215	(\$4,270)	(4.4)	\$0,752	\$0,722	\$0,029	\$97,697	\$101,936	(4.3)
Overtime	22,250	22,730	(0,480)	(2.2)	-	(0,009)	0,009	22,250	22,721	(2.1)
Health and Welfare	26,246	28,350	(2,103)	(8.0)	0,420	-	0,420	26,665	28,350	(6.3)
OPEB Current Payment	8,306	8,068	0,238	2.9	-	-	-	8,306	8,068	2.9
Pensions	20,415	19,923	0,492	2.4	-	-	-	20,415	19,923	2.4
Other Fringe Benefits	23,757	21,788	1,969	8.3	-	(0,007)	0,007	23,757	21,780	8.3
GASB Account	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0,297)	(0,136)	(0,161)	(54.2)	0,297	0,438	(0,141)	-	0,303	(0,302)
Total Labor Expenses	\$197,622	\$201,938	(\$4,316)	(2.2)	\$1,468	\$1,144	\$0,324	\$199,091	\$203,083	(2.0)
<i>Non-Labor:</i>										
Electric Power	\$0,612	\$0,397	\$0,215	35.2	\$0,000	\$0,000	\$0,000	\$0,612	\$0,397	35.2
Fuel	8,922	5,793	3,128	35.1	-	-	-	8,922	5,793	35.1
Insurance	2,436	1,494	0,942	38.7	-	-	-	2,436	1,494	38.7
Claims	20,890	24,000	(3,110)	(14.9)	-	-	-	20,890	24,000	(14.9)
Maintenance and Other Operating Contra	11,888	7,467	4,422	37.2	0,080	-	0,080	11,968	7,467	37.6
Professional Service Contracts	15,295	8,672	6,623	43.3	-	-	-	15,295	8,672	43.3
Materials & Supplies	17,055	12,193	4,863	28.5	0,292	-	0,292	17,347	12,193	29.7
Other Business Expense	1,511	0,939	0,571	37.8	-	-	-	1,511	0,939	37.8
Total Non-Labor Expenses	\$78,608	\$60,956	\$17,653	22.5	\$0,372	\$0,000	\$0,372	\$78,981	\$60,956	22.8
Total Expenses before Non-Cash Liabi	\$276,231	\$262,894	\$13,337	4.8	\$1,841	\$1,144	\$0,696	\$278,071	\$264,038	5.0
Depreciation	\$18,008	\$15,185	\$2,823	15.7	\$0,000	\$0,000	\$0,000	\$18,008	\$15,185	15.7
GASB 75 OPEB Expense Adjustment	\$33,189	\$0,000	\$33,189	100.0	\$0,000	\$0,000	\$0,000	33,189	-	100.0
GASB 68 Pension Adjustment	15,277	-	15,277	100.0	-	-	-	15,277	-	100.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$342,705	\$278,079	\$64,626	18.9	\$1,841	\$1,144	\$0,696	\$344,546	\$279,224	19.0
Net Surplus/(Deficit)	(\$261,510)	(\$229,078)	\$32,433	12.4	\$0,000	\$0,000	\$0,000	(\$261,510)	(\$229,078)	12.4

NOTE: Totals may not add due to rounding

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

MTA BUS COMPANY
February Financial Plan - 2020 Adopted Budget
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimbs	April 2020		Year-To-Date	
		Favorable (Unfavorable) Variance \$	Reason for Variance	Favorable (Unfavorable) Variance \$	Reason for Variance
Farebox Revenue	NR	\$ (17,860)	(97.1) Lower ridership and service reduction due to Covid-19	\$ (29,473)	(39.6) Lower ridership and service reduction due to Covid-19
Other Operating Revenue	NR	\$ (1,403)	(83.0) Lower Student and Senior fare reimbursement due to Covid-19 and less advertising revenue	\$ (2,721)	(40.3) Lower Student and Senior fare reimbursement due to Covid-19 and less advertising revenue
Capital and Other Reimbursements	R	\$ (0,463)	* Timing of billings	\$ (0,696)	(37.8) Timing of billings
Total Revenue Variance		\$ (19,726)	(96.0)	\$ (32,889)	(39.6)
Payroll	NR	\$ (0,749)	(3.1) Primarily due to the timing of a prior period interagency payment and lower attrition.	\$ (4,270)	(4.4) Primarily due to the timing of prior period interagency payment, higher cash outs of sick and personal time, as well as lower attrition
Overtime	NR	\$ 0,762	14.5 Service reduction offset by higher programmatic maintenance due to Covid-19 bus disinfections, safety procedures, vacancy/absentee coverage requirements	\$ (0,480)	(2.2) Higher programmatic maintenance due to Covid-19 bus disinfections, safety procedures, traffic and the aging fleet maintenance/campaign work, partially offset by service reductions.
Health and Welfare (including OPEB)	NR	\$ (0,657)	(7.6) High prescription coverage and medical hospitalization expenses	\$ (1,865)	(5.4) High prescription coverage and medical hospitalization expenses
Pension	NR	\$ 0,136	2.7 Lower expenses	\$ 0,492	2.4 Lower expenses
Other Fringe Benefits	NR	\$ 0,249	4.2 Timing of interagency billing	\$ 1,969	8.3 Timing of interagency billing
Reimbursable Overhead	NR	\$ (0,075)	(100.0) (a)	\$ (0,161)	(64.2) (a)
Electric Power	NR	\$ 0,033	21.8 Timing of expense	\$ 0,215	21.8 Timing of expense
Fuel	NR	\$ 1,399	62.6 Lower rates and usage due to Covid-19 service reduction	\$ 3,128	35.1 Lower rates and usage due to Covid-19 service reduction
Insurance	NR	\$ 0,237	38.7 Timing of expenses	\$ 0,942	38.7 Timing of expenses
Claims	NR	\$ (0,765)	(14.6) Higher expenses	\$ (3,110)	(14.9) Higher expenses
Maintenance and Other Operating Contracts	NR	\$ 0,577	19.4 Mainly the timing of facility maintenance, security and Bus Technology expenses	\$ 4,422	37.2 Mainly the timing of facility maintenance, security and Bus Technology expenses
Professional Service Contracts	NR	\$ 1,258	32.8 Timing of interagency billing and Bus Technology	\$ 6,623	45.3 Timing of interagency billing and Bus Technology
Materials & Supplies	NR	\$ 2,583	60.4 Lower general maintenance material due to Covid-19 and the timing of radio equipment expenses.	\$ 4,863	28.5 Lower general maintenance material due to Covid-19 and the timing of radio equipment expenses.
Other Business Expense	NR	\$ 0,239	63.0 Timing of Automatic Fare Collection (AFC) fees, mobility tax and other Misc. expenses	\$ 0,571	37.8 Timing of Automatic Fare Collection (AFC) fees, mobility tax and other Misc. expenses
Depreciation	NR	\$ 0,717	15.9 Timing of asset replacement	\$ 2,823	15.7 Timing of asset replacement
Other Post Employment Benefits	NR	\$ 8,318	100.0 (a)	\$ 33,189	100.0
GASB 68 Pension Adjustment	NR	\$ 3,829	100.0 (a)	\$ 15,277	100.0
Environmental Remediation	NR	\$ -	- Non cash item	\$ -	-
Payroll	R	\$ 0,188	100.0 (a)	\$ 0,029	3.8
Overtime	R	\$ 0,001	* (a)	\$ 0,009	*
Health and Welfare	R	\$ 0,105	100.0	\$ 0,420	100.0
Pension	R	\$ -	-	\$ -	-
Other Fringe Benefits	R	\$ -	-	\$ 0,007	-
Professional Service Contracts	R	\$ -	-	\$ -	-
Maintenance and Other Operating Contracts	R	\$ 0,020	* Timing of charges	\$ 0,080	*
Materials & Supplies	R	\$ 0,073	* Timing of charges	\$ 0,292	*
Total Expense Variance		\$ 18,555	21.6	\$ 65,323	19.0
Net Variance		\$ (1,171)	(1.8)	\$ 32,434	12.4

(a) - Variance less than 5%

MTA BUS COMPANY
February Financial Plan - 2020 Adopted Budget
CASH RECEIPTS AND EXPENDITURES

(\$ in millions)

	April 2020			Year-To-Date				
	Adopted Budget	Favorable (Unfavorable)		Adopted Budget	Favorable (Unfavorable)			
		Actual	Variance		Percent	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$18,397	\$ 0,481	(\$17,915)	(97.4)	\$74,452	\$ 49,474	(\$24,978)	(33.5)
Other Operating Revenue	1,690	0,139	(1,551)	(91.8)	6,744	5,469	(1,275)	(18.9)
Capital and Other Reimbursements	0,908	0,000	(0,908)	(100.0)	3,622	1,692	(1,931)	(53.3)
Total Receipts	\$20,995	\$0,620	(\$20,375)	(97.0)	\$84,818	\$56,635	(\$28,183)	(33.2)
Expenditures								
<i>Labor:</i>								
Payroll	\$21,727	\$23,868	(\$2,141)	(9.9)	\$97,776	\$100,625	(\$2,848)	(2.9)
Overtime	5,252	4,489	0,763	14.5	22,250	22,722	(0,472)	(2.1)
Health and Welfare	6,683	1,428	5,255	78.6	26,666	23,399	3,267	12.3
OPEB Current Payment	2,082	-	2,082	100.0	8,305	5,900	2,406	29.0
Pensions	5,102	4,981	0,121	2.4	20,357	19,924	0,433	2.1
Other Fringe Benefits	4,694	3,985	0,709	15.1	18,727	17,186	1,541	8.2
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$45,539	\$38,751	\$6,788	14.9	\$194,082	\$189,755	\$4,327	2.2
<i>Non-Labor:</i>								
Electric Power	\$0,153	\$0,120	\$0,033	21.6	\$0,612	\$0,532	\$0,080	13.0
Fuel	2,118	0,902	1,216	57.4	8,450	6,358	2,092	24.8
Insurance	0,611	0,000	0,611	100.0	2,436	-	2,436	100.0
Claims	2,280	21,732	(19,452)	*	9,099	24,668	(15,569)	*
Maintenance and Other Operating Contracts	2,876	1,953	0,923	32.1	11,475	10,487	0,987	8.6
Professional Service Contracts	3,833	1,438	2,395	62.5	15,295	5,673	9,622	62.9
Materials & Supplies	4,348	4,133	0,215	4.9	17,347	14,948	2,399	13.8
Other Business Expenses	0,379	0,144	0,235	62.0	1,511	0,997	0,514	34.0
Total Non-Labor Expenditures	\$16,598	\$30,422	(\$13,824)	(83.3)	\$66,224	\$63,663	\$2,561	3.9
Total Expenditures	\$62,137	\$69,173	(\$7,036)	(11.3)	\$260,306	\$253,418	\$6,888	2.6
Operating Cash Surplus/(Deficit)	(\$41,142)	(\$68,553)	(\$27,411)	(66.6)	(\$175,489)	(\$196,783)	(\$21,294)	(12.1)

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
February Financial Plan - 2020 Adopted Budget
EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS
(\$ in millions)

	April 2020		Year-To-Date		
	Favorable (Unfavorable) Variance	Reason for Variance	Favorable (Unfavorable) Variance	Reason for Variance	
	\$	%	\$	%	
Operating Receipts or Disbursements					
Farebox Revenue	\$ (17,915)	(97.4)	\$ (24,978)	(33.5)	Lower ridership and service reduction due to Covid-19
Other Operating Revenue	(1,551)	(91.8)	(1,275)	(18.9)	Lower Student and Senior fare reimbursement due to Covid-19 and less advertising revenue
Capital and Other Reimbursements	(9,908)	(100.0)	(1,931)	(53.3)	Timing of reimbursement receipts
Total Receipts	\$ (20,375)	(97.0)	\$ (28,183)	(33.2)	
Payroll	\$ (2,141)	(9.9)	\$ (2,848)	(2.9)	Timing of interagency payments
Overtime	0,763	14.5	(0,472)	(2.1)	Service reduction offset by higher programmatic maintenance due to Covid-19 bus disinfections, safety procedures, vacancy/absentee coverage requirements
Health and Welfare (including OPEB)	7,337	83.7	5,673	16.2	High prescription coverage and medical hospitalization expenses
Pension	0,121	2.4	0,433	2.1	Lower expenses
Other Fringe Benefits	0,709	15.1	1,541	8.2	Timing of payments
GASB	-	-	-	-	(a)
Electric Power	0,033	21.6	0,080	13.0	(a)
Fuel	1,216	57.4	2,092	24.8	Lower rates and usage due to Covid-19 service reduction
Insurance	0,611	100.0	2,436	100.0	Timing of payments
Claims	(19,452)	*	(15,569)	*	Timing of payments
Maintenance and Other Operating Contracts	0,923	32.1	0,987	8.6	Mainly the timing of facility maintenance, security and Bus Technology expenses
Professional Service Contracts	2,395	62.5	9,622	62.9	Timing of interagency billing and Bus Technology
Materials & Supplies	0,215	4.9	2,399	13.8	Lower general maintenance material due to Covid-19 and the timing of radio equipment expenses.
Other Business Expenditure	0,235	62.0	0,514	34.0	Timing of Automatic Fare Collection (AFC) fees, mobility tax and other Misc. expenses
Total Expenditures	\$ (7,037)	(11.3)	\$ 6,888	2.6	
Net Cash Variance	\$ (27,411)	(66.6)	\$ (21,294)	(12.1)	

(a) - Variance less than 5%

MTA BUS COMPANY
February Financial Plan - 2020 Adopted Budget
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
(\$ in millions)

	April 2020				Year-To-Date			
	Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)	
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$0.000	(0.056)	(\$0.056)	-	\$0.000	\$4.495	\$4.495	-
Other Operating Revenue	-	(0.148)	(0.148)	-	-	1.446	1.446	-
Capital and Other Reimbursements	0.447	0.002	(0.445)	(99.6)	1.782	0.548	(1.234)	(69.3)
Total Receipts	\$0.447	(\$0.202)	(\$0.648)	*	\$1.782	\$6.488	\$4.707	*
Expenditures								
Labor:								
Payroll	\$2.509	\$0.928	(\$1.581)	(63.0)	(\$0.079)	\$1.311	\$1.391	*
Overtime	-	(0.000)	(0.000)	-	-	(0.001)	(0.001)	-
Health and Welfare	(0.000)	5.717	5.717	*	(0.001)	4.951	4.952	*
OPEB Current Payment	-	2.171	2.171	-	0.001	2.168	2.167	*
Pensions	0.014	0.000	(0.014)	(97.4)	0.058	(0.001)	(0.058)	*
Other Fringe Benefits	1.260	1.720	0.459	36.4	5.030	4.594	(0.436)	(8.7)
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	0.303	0.303	-
Total Labor Expenditures	\$3.783	\$10.536	\$6.753	*	\$5.008	\$13.325	\$8.317	*
Non-Labor:								
Electric Power	\$0.000	(\$0.000)	(\$0.000)	-	\$0.000	(\$0.135)	(\$0.135)	-
Fuel	0.118	(0.064)	(0.182)	*	0.472	(0.565)	(1.037)	*
Insurance	-	0.374	0.374	-	-	1.494	1.494	-
Claims	2.955	(15.732)	(18.688)	*	11.791	(0.668)	(12.459)	*
Maintenance and Other Operating Contracts	0.124	0.450	0.326	*	0.494	(3.020)	(3.514)	*
Professional Service Contracts	-	1.137	1.137	-	-	2.999	2.999	-
Materials & Supplies	(0.000)	(2.442)	(2.442)	*	(0.000)	(2.755)	(2.755)	*
Other Business Expenditures	-	(0.004)	(0.004)	-	-	(0.058)	(0.058)	-
Total Non-Labor Expenditures	\$3.197	(\$16.281)	(\$19.478)	*	\$12.756	(\$2.708)	(\$15.464)	*
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$7.426	(\$5.947)	(\$13.374)	*	\$19.546	\$17.105	(\$2.441)	(12.5)
Depreciation Adjustment	4.513	3.796	(0.717)	(15.9)	18.008	15.185	(2.823)	(15.7)
GASB 75 OPEB Expense Adjustment	8.318	-	(8.318)	(100.0)	33.189	-	(33.189)	(100.0)
GASB 68 Pension Adjustment	3.829	-	(3.829)	(100.0)	15.277	-	(15.277)	(100.0)
Environmental Remediation	-	-	-	-	-	-	-	-
Total Expenses/Expenditures	\$ 24.087	\$ (2.151)	(\$26.238)	*	\$ 86.021	\$ 32.290	(\$53.731)	(62.5)
Total Cash Conversion Adjustments	\$24.087	(\$2.151)	(\$26.238)	*	\$86.021	\$32.290	(\$53.731)	(62.5)

NOTE: Totals may not add due to rounding

MTA Bus – Non-Reimbursable Overtime Variance

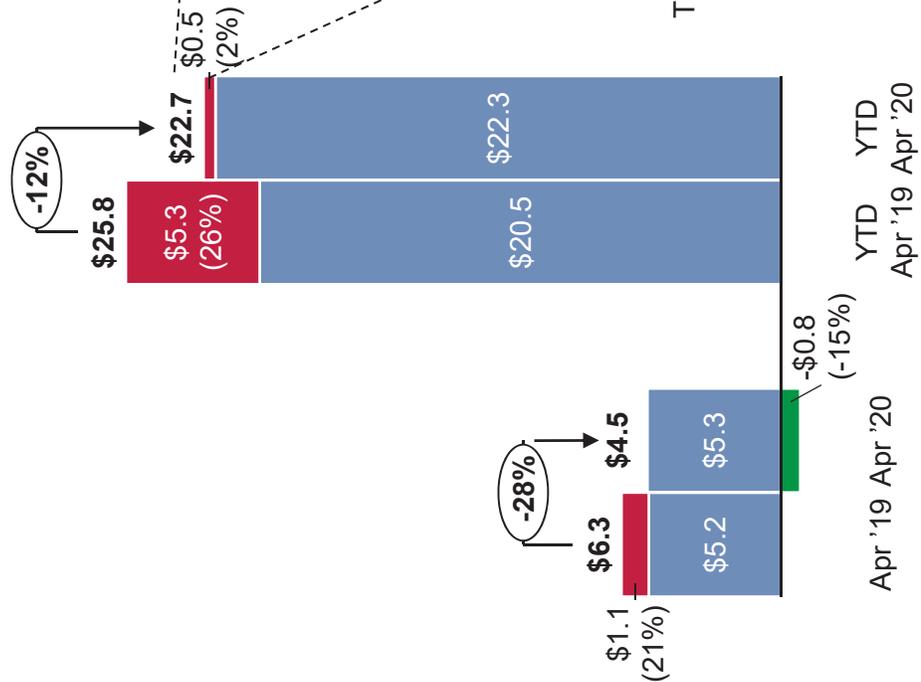
April 2020 and YTD budget vs. variance

\$M

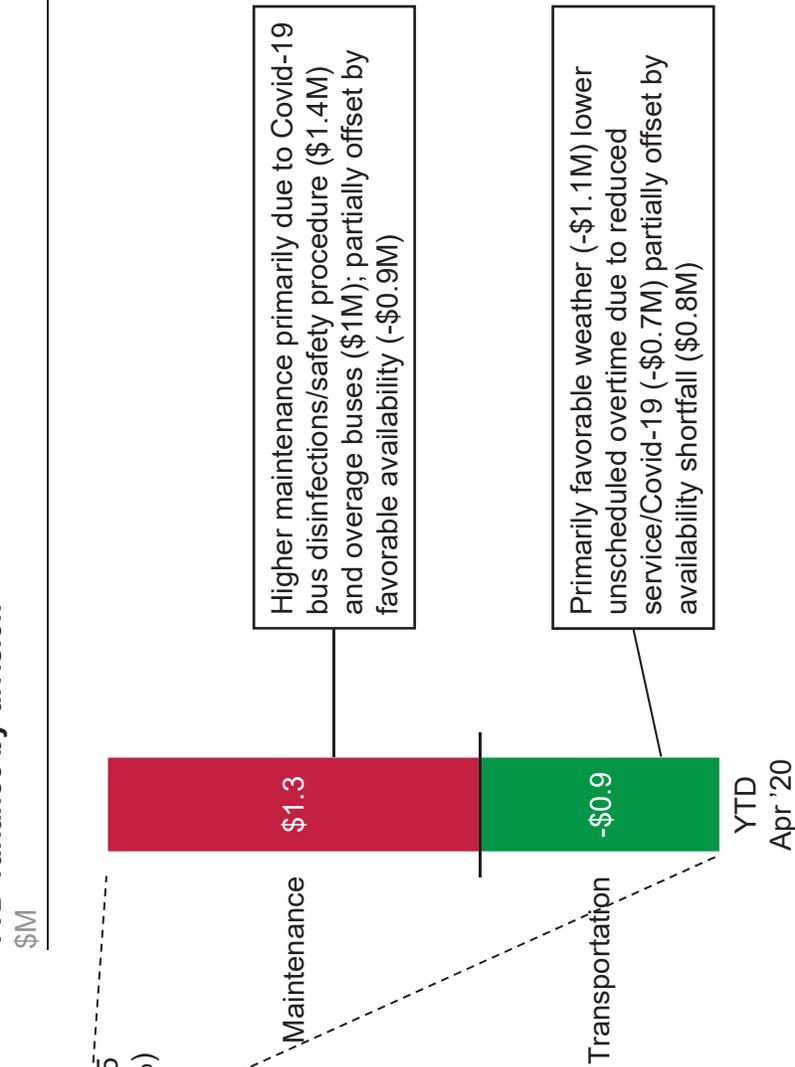


Overview

- April 2020 YTD decrease of \$3.1M or 12% compared to April YTD 2019
- April 2020 is 15% under budget; April YTD is 2% over budget



YTD variance by division



Higher maintenance primarily due to Covid-19 bus disinfections/safety procedure (\$1.4M) and overage buses (\$1M); partially offset by favorable availability (-\$0.9M)

Primarily favorable weather (-\$1.1M) lower unscheduled overtime due to reduced service/Covid-19 (-\$0.7M) partially offset by availability shortfall (\$0.8M)

Source: Adopted (restated) budget. GL actuals for actual overtime spending.
 Note: MTABC 2019 and 2020 April Reimbursable Budget and Actual OT is \$10K.

MTA BUS COMPANY
2020 Adopted Budget vs Actual
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE / REIMBURSABLE AND FULL-TIME EQUIVALENTS
APRIL 2020

FUNCTION/DEPARTMENT	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	3	-	
Human Resources	17	16	1	
Office of Management and Budget	14	12	2	
Technology & Information Services	-	-	-	
Material	15	14	1	
Controller	18	18	-	
Office of the President	4	4	-	
System Safety Administration	2	-	2	
Law	20	19	1	
Corporate Communications	-	-	-	
Labor Relations	-	-	-	
Strategic Office	20	18	2	
Non-Departmental	3	-	3	
Total Administration	116	104	12	Vacancies
Operations				
Buses	2,332	2,382	(50)	Excess Bus Operators
Office of the Executive VP	5	4	1	
Safety & Training	65	51	15	
Road Operations	141	133	8	
Transportation Support	22	22	-	
Operations Planning	34	32	2	
Revenue Control	6	6	-	
Total Operations	2,605	2,629	(24)	
Maintenance				
Buses	731	720	11	
Maintenance Support/CMF	230	237	(7)	
Facilities	83	74	9	
Supply Logistics	104	100	4	
Total Maintenance	1,148	1,131	17	
Capital Program Management	35	26	9	
Total Engineering/Capital	35	26	9	Vacancies mainly Managers
Security	13	12	1	
Total Public Safety	13	12	1	Vacancy
Total Positions	3,917	3,902	15	
Non-Reimbursable	3,879	3,864	15	
Reimbursable	38	38	-	
Total Full-Time	3,899	3,891	8	
Total Full-Time Equivalents	18	11	7	

MTA BUS COMPANY
2020 Adopted Budget vs Actual
TOTAL FULL - TIME POSITIONS AND FTE'S BY FUNCTION AND OCCUPATION
APRIL 2020

FUNCTION/OCCUPATIONAL GROUP	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	48	43	5	
Professional, Technical, Clerical	65	61	4	
Operational Hours	3	-	3	
Total Administration	116	104	12	Vacancies
Operations				
Managers/Supervisors	317	306	11	
Professional, Technical, Clerical	44	47	(3)	
Operational Hours	2,244	2,276	(32)	
Total Operations	2,605	2,629	(24)	Excess Bus Operators
Maintenance				
Managers/Supervisors	241	242	(1)	
Professional, Technical, Clerical	34	34	-	
Operational Hours	873	855	18	
Total Maintenance	1,148	1,131	17	
Engineering/Capital				
Managers/Supervisors	21	15	6	
Professional, Technical, Clerical	14	11	3	
Operational Hours	-	-	-	
Total Engineering/Capital	35	26	9	Vacancies mainly Managers
Public Safety				
Managers/Supervisors	8	6	2	
Professional, Technical, Clerical	5	6	(1)	
Operational Hours	-	-	-	
Total Public Safety	13	12	1	Vacancy
Total Baseline Positions				
Managers/Supervisors	635	612	23	
Professional, Technical, Clerical	162	159	3	
Operational Hours	3,120	3,131	(11)	
Total Baseline Positions	3,917	3,902	15	

MTA BUS COMPANY
February Financial Plan - 2020 Adopted Budget
Utilization
(In millions)

	<u>April 2020</u>		<u>Year-to-date as of April 2020</u>			
	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance
<u>Farebox Revenue</u>						
Fixed Route	\$18.397	\$0.537	(\$17.860)	\$74.452	\$44.979	(\$29.473)
Total Farebox Revenue	\$18.397	\$0.537	(\$17.860)	\$74.452	\$44.979	(\$29.473)
<u>Ridership</u>						
Fixed Route	9.859	0.113	(9.746)	40.263	24.869	(15.394)
Total Ridership	9.859	0.113	(9.746)	40.263	24.869	(15.394)



Capital Program

Alok Saha, Acting Senior Vice President

June 2020 Highlights: Capital Program Status

The Capital Program Status Report provides a monthly and year-to-date overview of the progress of the Transit supported Capital Program including a brief discussion of the reporting month's highlights. The report focuses primarily on providing a summary of achievements and year-to-date performance regarding project awards and project completions for the period ending one month prior to the presentation of the report.

Transit's Capital Project Milestone performance, through May 2020 is listed below:

2020 Capital Project Milestone Performance Year to Date (\$M)

	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Construction Awards	\$2,577.6	\$1,195.8	46
Substantial Completions	\$838.5	\$535.2	64

Due to the moratorium on the Capital Program, there are no project awards to report in May*.

In May 2020, \$46.2 million in Transit projects were completed, including three flood mitigation projects from the Superstorm Sandy mitigation program for \$26.2 million and bus depot rehabilitation projects at the Manhattanville Depot and Queens Village Depot for \$19.8 million.

*The \$5.0M 2020 Capital Revolving fund, which supports various small-scale construction work or miscellaneous equipment purchases, was approved in May 2020 and is reflected in the award commitment data in this report

Capital Program Status May 2020

Due to the moratorium on the Capital Program, there are no project awards to report in May.

Transit completed projects totaling \$46.2 million, including three flood mitigation projects from the Superstorm Sandy mitigation program for \$26.2 million. Two internal station hardening contracts hardened signal and/or communication rooms to protect critical equipment from flooding damage. Mitigation solutions included reinforcing walls, waterproofing windows and doors and improving the drainage system as needed to provide a Sea, Lake, and Overland Surges from Hurricanes (SLOSH) 2 + 3 feet level of flood protection at each room. Stations that received signal and/or communication rooms hardening are 148th St-Lenox Terminal, Stillwell Avenue-Coney Island, 86th Street, Howard Beach, Broad Channel and Rockaway Park-Beach 116th Street. Lastly, the Backup Command Center (BCC) for Rapid Transit Operations (RTO) was upgraded for disaster resiliency. The project provided remote workstations with select operational functions of the BCC to create redundancy in the event that the Rail Control Center (RCC) is deemed uninhabitable due to a condition that requires evacuation. This will allow those RCC operations, such as access to the ATS-A and CBTC signal systems, to remain functional during an evacuation event.

Lastly, Transit completed bus depot rehabilitation projects at the Manhattanville Depot and Queens Village Depot for \$19.8 million. The Manhattanville Bus Depot in Manhattan received an upgrade of the HVAC system and boiler; work included replacing the existing heat recovery units (HRUs) in kind and adding demand control ventilation. The existing system and boiler were beyond their useful life; the upgrade will ensure an efficient HVAC and boiler that is critical for daily operations of the bus depot. The Queens Village Depot in Queens had two bus washers replaced that were beyond their useful life; the new washers will be used to maintain the bus fleet to NYCT service standards.

CAPITAL PROJECT MILESTONE SUMMARY 2020

(Through May 31, 2020)

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

May

Construction Awards	514.9	17	5.0	1	1.0	5.9
Substantial Completions	143.4	10	46.2	5	32.2	50.0

2020 Year-To-Date

Construction Awards	2,577.6	17	1,195.8	31	46.4	182.4
Substantial Completions	838.5	10	535.2	43	63.8	430.0

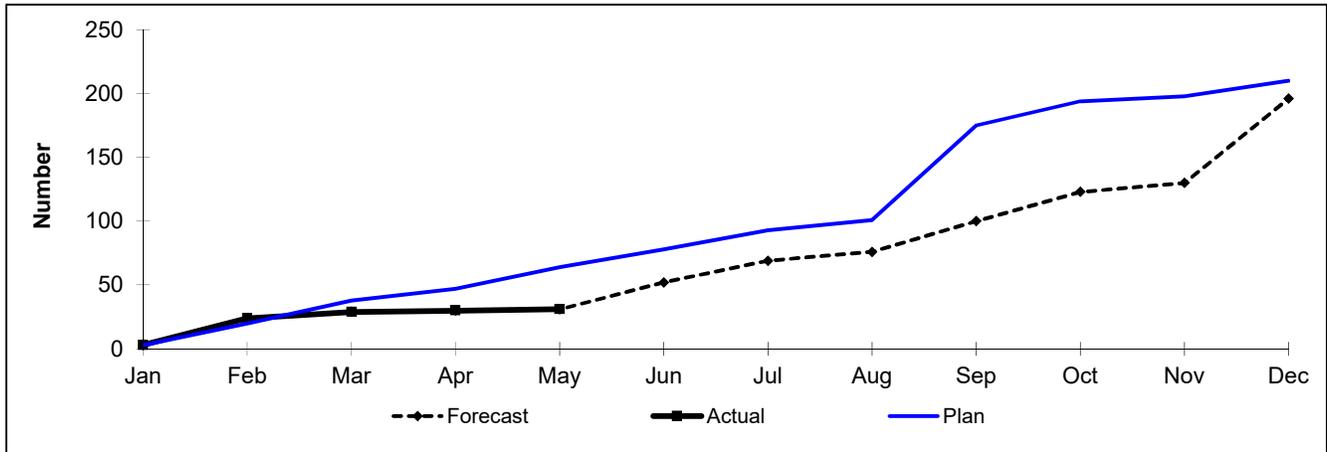
2020 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Construction Awards	8,482.9	210	6,977.7	196	82.3	93.3
Substantial Completions	2,890.2	174	2,871.2	170	99.3	97.7

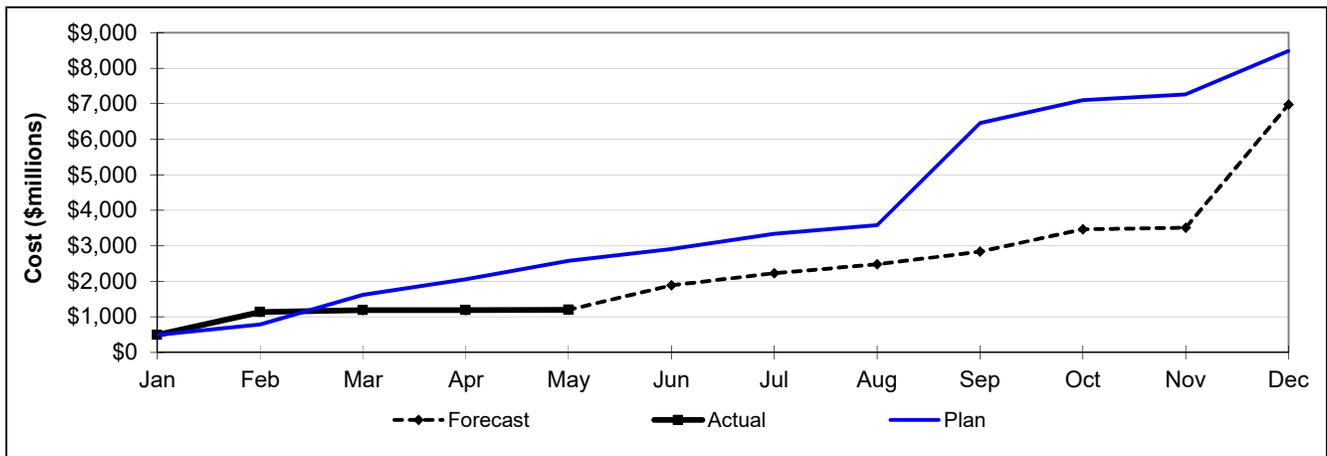
Totals do not include contingency, emergency funds and miscellaneous reserves; performance percentages include early accomplishments.

2020 Awards Charts

As of May 2020



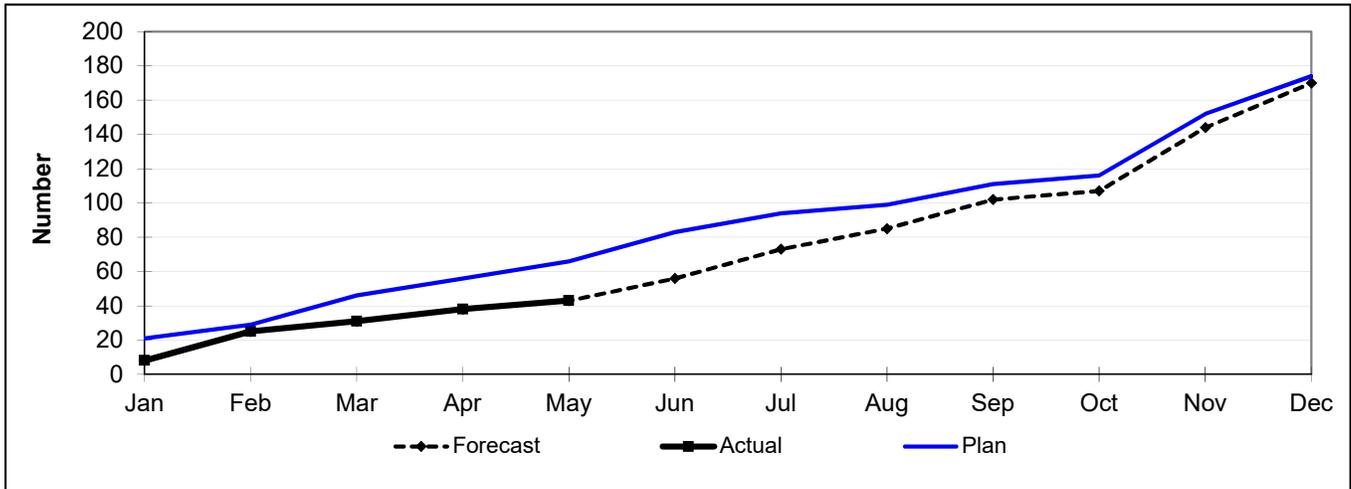
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast						21	17	7	24	23	7	66
Actual	3	21	5	1	1							
Plan	3	17	18	9	17	14	15	8	74	19	4	12
Cummulative												
Forecast						52	69	76	100	123	130	196
Actual	3	24	29	30	31							
Plan	3	20	38	47	64	78	93	101	175	194	198	210



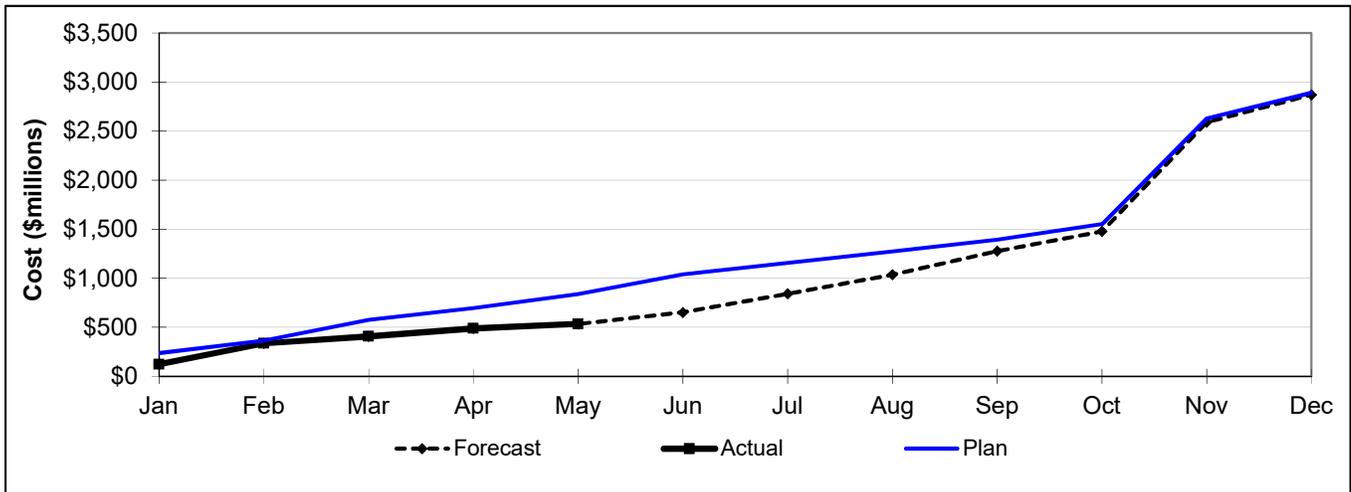
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast						693.0	343.3	247.0	355.4	634.7	44.3	3,464.2
Actual	493.1	641.7	54.8	1.2	5.0							
Plan	493.1	291.9	833.0	444.8	514.9	331.3	432.0	238.4	2,876.6	646.8	159.4	1,220.9
Cummulative												
Forecast						1,888.8	2,232.1	2,479.1	2,834.4	3,469.1	3,513.4	6,977.7
Actual	493.1	1,134.8	1,189.6	1,190.8	1,195.8							
Plan	493.1	785.0	1,618.0	2,062.7	2,577.6	2,908.9	3,340.9	3,579.2	6,455.8	7,102.6	7,262.0	8,482.8

2020 Substantial Completions Charts

As of May 2020



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast						13	17	12	17	5	37	26
Actual	8	17	6	7	5	13	17	12	17	5	37	26
Plan	21	8	17	10	10	17	11	5	12	5	36	22
Cummulative												
Forecast						56	73	85	102	107	144	170
Actual	8	25	31	38	43	56	73	85	102	107	144	170
Plan	21	29	46	56	66	83	94	99	111	116	152	174



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast						117.4	190.4	192.5	242.6	200.5	1,112.7	279.9
Actual	123.6	213.7	70.6	81.2	46.2	117.4	190.4	192.5	242.6	200.5	1,112.7	279.9
Plan	237.1	128.7	210.9	118.3	143.4	201.7	116.0	117.3	119.0	160.5	1,077.8	259.5
Cummulative												
Forecast						652.6	843.0	1,035.5	1,278.1	1,478.6	2,591.3	2,871.2
Actual	123.6	337.3	407.9	489.1	535.2	652.6	843.0	1,035.5	1,278.1	1,478.6	2,591.3	2,871.2
Plan	237.1	365.8	576.7	695.0	838.5	1,040.2	1,156.2	1,273.5	1,392.5	1,553.0	2,630.7	2,890.2

PROCUREMENTS

The Procurement Agenda this month includes 1 action for a proposed expenditure of \$11.9M.

Subject	Request for Authorization to Award Various Procurements				
Department	Procurement & Supply Chain – NYCT				
Department Head Name	Louis A. Montanti				
Department Head Signature	<i>Louis A. Montanti</i>				
Project Manager Name	Rose Davis				
Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	6/24/20			
2	Board	6/24/20			

June 15, 2020			
Department			
Department Head Name			
Department Head Signature			
Internal Approvals			
	Approval		Approval
	President NYCT		Pres. MTA Bus/SVP DOB
<i>Op. Dir.</i>	SVP Operations Support	X	Subways
X	Capital Prog. Management		Diversity/Civil Rights
X	Law		

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

PURPOSE

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

DISCUSSION

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

MTA Capital Construction proposes to award Noncompetitive procurements in the following categories: NONE

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

NYC Transit proposes to award Competitive procurements in the following categories: NONE

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

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

NYC Transit proposes to award Ratifications in the following categories:

Schedules Requiring Majority Vote:

Schedule K: Ratification of Completed Procurement Actions	1	\$	11.9 M
	SUBTOTAL	1	\$ 11.9 M
	TOTAL	1	\$ 11.9 M

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

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

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

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

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

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

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

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

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

JUNE 2020

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

K. Ratification of Completed Procurement Actions (Involving Schedule E-J)

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

- | | | |
|---|---------------------|--------------------------------------|
| 1. Siemens Industry
Contract# S-48004-1.20 | \$11,900,000 | <u>Staff Summary Attached</u> |
|---|---------------------|--------------------------------------|
- Modification to the contract for equipping 305 R-160 units with Communication-Based Train Control (CBTC) equipment for service on the Queens Boulevard line; in order to purchase additional carborne CBTC equipment units to complete the installation on the entire R-160 fleet, and to design and install a remote download system to allow future upgrades of the onboard CBTC software to be downloaded remotely.

Item Number: 1

Vendor Name (Location) Siemens Industry (New York, New York)
Description CBTC for Queens Boulevard Line West Phase 1
Contract Term (including Options, if any) August 24, 2015–March 24, 2021
Option(s) included in Total Amt? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept./Div., Dept./Div. Head Name: Capital Program Management, Alok Saha

Contract Number S-48004-1	AWO/Mod. #s 20
Original Amount:	\$ 156,172,932
Prior Modifications:	\$ 14,063,345
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 170,236,277
This Request:	\$ 11,900,000
% of This Request to Current Amt.:	7.0%
% of Modifications (including This Request) to Original Amount:	16.6%

Discussion:

This retroactive modification is to purchase 30 additional carborne Communication-Based Train Control (“CBTC”) equipment units to complete the carborne installation on the entire R160 fleet. Additionally, the contractor will design and install a remote download system to allow future upgrades of the onboard CBTC software to be downloaded to the units while in service instead of sending personnel to perform manual updates when the trains are out of service.

This (Siemens) contract is one of three interrelated contracts that together will provide a CBTC/Automatic Train Supervision system for the Queens Boulevard line (“QBL”) portion of Subways’ B division. Contract S-48005 was awarded to L.K. Comstock & Co. Inc. for the wayside installation of the CBTC system. To demonstrate interoperability and integration between the two previously approved CBTC systems on a revenue line, supplier contracts were awarded to both Siemens (S-48004-1) and Thales Transport and Security, Inc. (S-48004-2) to provide carborne and wayside equipment. NYC Transit in-house labor installs the carborne equipment on the R160 subway cars.

The base contract calls for the furnishing of 305 CBTC carborne equipment units (four additional units are provided under the Thales contract) to provide service on the Queens Boulevard line, and of these, 16 units to add service on the Canarsie line. (A subway train of eight or 10 cars is comprised of two units.) This left 13 subway trains (26 units), that were previously expected to be assigned to other subway lines, unequipped for CBTC. NYC Transit determined that it would be more efficient to equip the entire R160 fleet under this contract to standardize the fleet with one supplier’s equipment, providing full flexibility for deployment of R160 cars and uniformity to the maintenance of the car fleet and stock of spare parts. This modification will equip the balance of the R160 fleet: 26 units with an additional four sets of equipment for spares. Installation will be performed by NYC Transit forces under the direction of Siemens personnel, the same as the base contract installations.

Currently, all software upgrades require personnel to have physical access to the train cabs to install software updates using laptop computers connected to each unit’s onboard computer system. This work can only take place when the train is not in service. With over 300 units (and more in the future), upgrading the entire fleet is a time-consuming process. Considering the time for each software upgrade and total number of units, it would be significantly more efficient if updates could be downloaded to the units remotely while trains were in service. This modification calls for the development of software and hardware (to be installed by NYC Transit personnel) to enable remote software downloads when a unit is in proximity of an update base station (at a key point on the line to maximize the number of units that pass). The system will be capable of downloading upgrades in parts so that the train will not have to wait for the download to finish. This capability will be installed on future CBTC car upgrades including the R179 and R211.

Cont'd

In addition to future savings associated with software upgrades, the remote download capability also results in cost savings associated with the contractor installing updates during the life of the contract. Accordingly, this modification also includes a credit for this cost savings.

The SVP Capital Program Management (“CPM”) approved retroactive waivers for the procurement of long-lead items associated with the additional carborne equipment to ensure timely completion of the additional work by October 31, 2021.

The contractor submitted its proposal in the amount of \$12,715,839. The final in-house estimate is in the amount of \$10,883,693. Negotiations resulted in an agreed-upon lump-sum price of \$11,900,000. Savings of \$815,839 were achieved. CPM and Procurement found this price to be fair and reasonable.

In connection with a previous contract awarded to Siemens, Siemens was found to be responsible notwithstanding significant adverse information (“SAI”) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman and Chief Executive Office in consultation with the MTA General Counsel in August 2016. No new SAI has been found relating to Siemens and Siemens has been found to be responsible. A Contractor Compliance Program was put in place for Siemens in April 2018.

Contracts

Stephen Plochochi, Senior Vice President,
Contracts

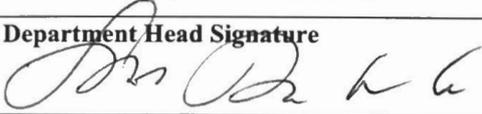


Branding of MTA Construction and Development on the 8th Floor of 2 Broadway.

PROCUREMENTS

The Procurement Agenda this month includes one action for a proposed expenditure of \$2.3M

Staff Summary

Subject Request for Authorization to Award a Procurement					
Department Contracts					
Department Head Name & Title Steve Plochochi, Sr. Vice President					
Department Head Signature 					
Board Action					
Order	To	Date	Approval	Info	Other
1	NYCT & Bus Committee	6/24/2020	X		
2	Board	6/24/2020	X		

Date: June 12, 2020			
Internal Approvals			
	Approval		Approval
X	Executive Vice President & General Counsel	X	President
X	Deputy Chief Development Officer, Development		

PURPOSE

To obtain the approval of the Board to award one contract modification and, to inform the New York Transit and Bus Committee of this procurement action.

DISCUSSION

MTA Construction & Development proposes to award one Competitive Procurement in the following category:

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
I. Modifications to Purchase and Public Work Contracts	1	\$2,300,000
	TOTAL	1
		\$2,300,000

Budget Impact:

The approval of the modification will obligate MTA Construction & Development Company capital funds in the amount listed. Funds are available in the capital budget for this purpose.

Recommendation:

The modification be approved as proposed. (The item is included in the resolution of approval at the beginning of the Procurement Section.)

MTA Construction And Development Company

BOARD RESOLUTION

WHEREAS, in accordance with Section 1265-a and 1209 of the Public Authorities Law and the All Agency Procurement guidelines, the Board authorizes the award of certain non-competitive purchase and public works contracts, and the solicitation and award of request for proposals in regard to purchase and public work contracts; and

WHEREAS, in accordance with the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive miscellaneous service and miscellaneous procurement contracts, certain change orders to purchase, public work, and miscellaneous service and miscellaneous procurement contracts;

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

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.
2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals and authorizes the solicitation of such proposals.
3. As to each request for proposals (for purchase and public work contracts set forth in Schedule C for which a recommendation is made to award the contract), the Board authorizes the execution of said contract.
4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein, and ratifies each action for which ratification is requested.
5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.
6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

JUNE 2020

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

**Schedule I. Modification To Purchase and Public Work Contracts
(Staff Summaries required for all items greater than \$1M)**

- | | | |
|---|--------------------|--------------------------------------|
| 1. CRC Associates Inc.
Contract# E-32627/7 | \$2,300,000 | <u>Staff Summary Attached</u> |
|---|--------------------|--------------------------------------|

Modification to the contract for the replacement of Supervisory Control Systems including Programmable Logic Controllers (PLC) at two additional fan plants (#7203 and #7204) in the Steinway Tube.

Schedule I: Modifications to Purchase and Public Work Contracts

Item Number: 1

Vendor Name (Location) CRC Associates Inc. (South Plainfield, New Jersey)
Description Fan Control System Replacement at 11 Fan Plant Locations and PLC Replacement at South Channel Bridge
Contract Term (including Options, if any) November 20, 2018 – May 19, 2022 (42 months)
Option(s) included in Total Amt? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept./Div., Dept./Div. Head Name: Delivery/M. Roche

Contract Number E-32627	AWO/Mod. #s 7
Original Amount:	\$ 10,311,000
Prior Modifications:	\$ 178,500
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 10,489,500
This Request:	\$ 2,300,000
% of This Request to Current Amt.:	22%
% of Modifications (including This Request) to Original Amount:	24%

Discussion:

This modification to CRC Associates, Inc. (a certified MBE) is for the replacement of Supervisory Control Systems including Programmable Logic Controllers (PLC) at two additional fan plants (#7203 and #7204) in the Steinway Tube.

The base contract requires the replacement of obsolete Supervisory Control Systems and their associated components including PLCs at 11 fan plant locations in Manhattan and Brooklyn. The contract also provides for upgrading the PLC at the South Channel Swing Bridge, located in Queens.

The Supervisory Control Systems provide high-speed network interfaces to support and transport multiple applications including the PLC, diagnostics, intrusion detection, monitoring, and control traffic through redundant fiber network connections to the Rail Control Center, 2 Broadway, and Sands Street. The PLC is a micro-processor based device that is used for controlling the tunnel’s emergency fan plant locally and remotely in case of a smoke condition in the tunnel. Due to the age of the existing equipment, certain components of the Supervisory Control Systems have reached the end of their useful life and are difficult to replace. This modification work will positively impact operations and reduce maintenance requirements.

Fan plant #7203, is located near the UN Building in Manhattan, and fan plant #7204 is located in Long Island City near the Vernon Blvd/Jackson Ave. Station in Queens and serve the Flushing Line, Steinway Tube (Tube). The fan plants supply fresh air and remove smoke exhaust and fumes from the Tube as needed.

Replacing the Supervisory Control Systems at FP #7203 and FP #7204 was planned to be bundled with work to be awarded during the 2nd quarter of 2021. However, during the design phase, several General Orders for work to be performed in the Steinway Tube during nights and weekends became available. These GOs presented piggybacking opportunities that would allow for supervisory ventilation control work to be performed at both fan plants under existing contract E-32627.

Allowing this work to be performed as a modification under contract E-32627 is cost effective and will allow for work to immediately begin during a period of low ridership, thereby mitigating the inconvenience to passengers while leveraging existing GOs. The work covered by this modification is identical to the work currently being performed by CRC Associates Inc. under contract E-32627. Further, CRC has satisfactorily completed similar work at 22 other locations under a separate contract (E-31114).

The Contractor submitted its cost proposal in the amount of \$2,902,035. Negotiations resulted in an agreed-upon lump-sum price of \$2,300,000, which is fair and reasonable. Savings of \$602,035 were achieved.



Service Changes: B Division Subway Schedule Changes Effective November 2020

Judith McClain, Chief, Operations Planning

NYC Transit is proposing to adjust weekend service on two subway lines to accommodate long-term construction and maintenance work. These changes will reduce the number of Saturday roundtrips by 26 (-5.3% of trips on the **D** and **N** lines) and Sunday roundtrips by 15 (-3.3%).

Reduced weekend service on the **D** and **N** lines reflect commonly operated schedule changes necessary to accommodate construction for ongoing and upcoming reconstruction work on the 8th Avenue, 6th Avenue, and Broadway lines. While a change to the base schedules, these reductions currently are implemented most weekends by supplement schedule to accommodate work on the right-of-way, a practice that began regularly in the fall of 2015. In 2019, the **D** and **N** operated on reduced service supplement schedules on three-quarters of the weekends.

Budget Impact

The proposed schedule changes would save approximately \$1.6 million annually in the operating budget.

Proposed Implementation Date

November 2020.

Staff Summary



Subject	NYCT COMMITTEE STAFF SUMMARY: Subway Schedule Changes Effective November 2020
Department	Operations Planning
Department Head Name	Judith McClain
Department Head Signature	
Project Manager Name	Glenn Lunden

Date	June 3, 2020
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	President		X		
2	NYCT Comm			X	
3	Board			X	

Internal Approvals			
Order	Approval	Order	Approval
8	Interim President	4	VP General Counsel
7	CFO	3	Director OMB
6	SVP Subways	2	Acting VP GCR
5	Chief Cust. Officer	1	Chief OP

Purpose

To obtain Presidential approval, and to inform the NYC Transit and MTA Bus Committee, of weekend schedule adjustments on two subway routes. Decreases in service are warranted on two lines on weekends to accommodate long-term construction and maintenance work.

Discussion

Weekend service will be reduced on two lines (**D** **N**) to accommodate long-term, capital work, as well as maintenance, along the 6th Avenue, 8th Avenue, and Broadway lines. The weekend schedule changes would continue through the end of these projects along the two lines.

As much of our repair, upgrade, and maintenance activities are performed during weekend hours, we are seeking to maximize the productivity of our workforce during those times, while also providing consistent service levels to our riders. This necessitates adjustments in our operations to accommodate the unprecedented level of work that has been and will be underway, a practice that began regularly in the fall of 2015. In 2019, the **D** and **N** operated on reduced service supplement schedules on three-quarters of the weekends.

Service Plan

NYCT routinely evaluates the impact of capital construction and ongoing maintenance work on train operations and adjusts schedules to accommodate this necessary work. The proposed changes in schedule are based on these evaluations.

NYCT will reduce base scheduled service on the **D** and **N** lines on weekends to reflect commonly operated service changes that are necessary to support ongoing and upcoming signal modernization work and structural work on the 8th Avenue Line, SuperStorm Sandy-related reconstruction work on the 6th Avenue Line, station and other work on the Broadway line, as well as other structural, track, and switch construction projects. On Saturdays, 26 fewer roundtrips will operate, and, on Sundays, 15 fewer roundtrips will operate.

Staff Summary

The weekend schedule changes reflect commonly implemented frequency reductions to accommodate critical work. These changes – already implemented regularly, as noted above, on the **D** and **N** lines via temporary schedules most weekends – will help customers plan ahead with a stable and reliable schedule. Incorporating these schedule revisions into our base timetables will result in more efficient and less costly service, while providing more consistent weekend service for our customers. Initiatives funded under the 2015-19 and 2020-24 Capital Program that require reduced service frequencies on the **D** and **N** include signal modernization, infrastructure, track, switch, station and ADA projects.

Line	# of Roundtrips	Time of Day	Discussion
Saturday			
D	-12 (-5.0%)	7:45 a.m. – 8:30 p.m.	Currently implemented by temporary supplement schedule most weekends.
N	-14 (-5.7%)	7:30 a.m. – 11:00 p.m.	Currently implemented by temporary supplement schedule most weekends.
Total	-26 (5.3%)		
Sunday			
D	-7 (-3.2%)	11:00 a.m. – 7:30 p.m.	Currently implemented by temporary supplement schedule most weekends.
N	-8 (-3.5%)	10:00 a.m. – 8:50 p.m.	Currently implemented by temporary supplement schedule most weekends.
Total	-15 (-3.3%)		

Recommendation

Implement the schedule adjustments on the **D** and **N** lines to accommodate long-term maintenance and capital projects.

Alternatives

Implementing the weekend schedule changes via supplemental schedules rather than the base schedule will increase operating costs and require additional capital costs to support the capital work.

Budget Impact

Implementation of the proposed schedule changes would save approximately \$1.6 million annually in the operating budget.

Implementation Date

The schedule changes would be implemented in November 2020 and would continue through the end of the reconstruction projects along 8th Avenue, 6th Avenue, and Broadway Lines.



New York City Transit

Sarah Feinberg
Interim President
New York City Transit



Bus Company

Craig Cipriano
Acting President
MTA Bus Company

2 Broadway
New York, NY 10004-2207