



Transit and Bus Committee Meeting

September 2020

Committee Members

H. Mihaltses, Chair	D. Jones
A. Albert	L. Lacewell
J. Barbas	R. Linn
N. Brown	D. Mack
V. Calise	R. Mujica
L. Cortés-Vázquez	J. Samuelsen
R. Glucksman	L. Schwartz



MTA New York City Transit reinstated front door boarding and fare collection on local buses on August 31st, ending a short term, stop-gap measure where customers boarded from bus rear doors, put in place to help safeguard employees and customers from health risks. Protective barriers around bus operators were installed on more than 5,800 buses, allowing front door boarding and fare collection to resume safely. The change increases bus capacity by 40 percent for enhanced social distancing. Additionally, the white safety line on the bus floor that riders should stand behind was pushed back to provide more distance between the operator and customers.

New York City Transit and Bus Committee Meeting

Wednesday, 9/23/2020

10:00 AM - 5:00 PM ET

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

1. PUBLIC COMMENT PERIOD

2. SUMMARY OF ACTIONS

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3. APPROVAL OF MINUTES – July 2020

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4. COMMITTEE WORK PLAN

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5. PRESIDENT'S REPORT

a. Customer Service Report

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ii. NYCT, MTA Bus Reports

Bus Report (August Data) - Page 66

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iii. Paratransit Report

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iv. Accessibility Update

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v. Strategy & Customer Experience Report

Strategy & Customer Experience Report - Page 124

b. Safety Report

Safety Report - Page 130

c. Crime Report

Crime Report - Page 137

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

i. NYCT, SIR, MTA Bus Financial & Ridership Reports (August Data)

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ii. NYCT, SIR, MTA Bus Financial and Ridership Reports (July Data)

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e. Capital Program Status Report

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6. PROCUREMENTS

Procurement Cover, Staff Summary, Resolution - Page 251

a. Non-Competitive

Non-Competitive - Page 256

b. Competitive

Competitive - Page 258

c. Ratifications (none)

d. C&D Procurements

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7. STANDARD FOLLOW UP REPORTS

a. Transit Adjudication Bureau Report, 2nd Qtr 2020

Transit Adjudication Bureau Report, 2nd Quarter 2020 - Page 267

b. NYCT & MTA Bus EEO & Diversity Report, 2nd Qtr, 2020

NYCT EEO and Diversity Report, 2nd Qtr 2020 - Page 270

MTA Bus EEO and Diversity Report, 2nd Qtr 2020 - Page 286

c. 2020 NYCT, SIR, MTA Bus Mid-Year Forecast Monthly Allocations

NYCT Mid-Year Forecast Monthly Allocation - Page 302

SIR Mid-Year Forecast Monthly Allocation - Page 312

MTA Bus Mid-Year Forecast Monthly Allocation - Page 321

d. 2021 NYCT, SIR, MTA Bus Preliminary Budget (Materials Previously Distributed)

8. EXECUTIVE OFFICE CONTACT INFORMATION

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NYCT Committee
ACTIONS and PRESENTATIONS
SUMMARY for SEPTEMBER 2020
(Updated 9/21/20)

Responsible Department	Vendor Name	Total Amount	Summary of action
<i>Procurement & Supply Chain</i>	<i>Seon Design (USA) Corp.</i>	\$ 4,836,909.00	<i>15-month extension to the bus camera security systems contract to provide continued maintenance and video data management services.</i>
<i>Procurement & Supply Chain</i>	<i>Harsco Metro Rail, LLC</i>	\$ 16,053,396.00	<i>Modification to exercise Option A for the purchase of 27 R252 flatcars and related non-car items such as spare parts, technical documentation, and training for NYC Transit Department of Subways.</i>
<i>MTA C&D</i>	<i>Scalamandre/Gramercy, JV</i>	\$ 6,400,000.00	<i>Modification to Contract A-37124 to add an additional location, the Avenue H Station, Brighton Line, "B" Division (BMT), to receive accessibility upgrades</i>
<i>MTA C&D</i>	<i>LK Comstock</i>	\$ 1,700,000.00	<i>Modification (No. 69) to Contract S-48005 to accelerate availability date date of equipment rooms for the system vendor to July 31 and October 31. Amount includes \$400,000 in incentives.</i>

**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
July 22, 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 July 22, 2020, which included the following committees:

- Long Island Rail Road and Metro-North Railroad;
- New York City Transit;
- MTA Bridges and Tunnels;
- Finance;
- Safety;
- Audit;
- Corporate Governance;
- and
- Capital Program Oversight Committee.

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To see a summary of the meeting and the actions taken by New York City Transit and Bus Committee, please refer to the July 22, 2020 Board minutes in the June Board Book available here on the Board materials website: <https://new.mta.info/transparency/board-and-committee-meetings/july-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

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
- NYCT & MTA Bus EEO & Diversity Report, 2nd Qtr, 2020

Responsibility

- Management & Budget
- Law
- EEO & Human Resources

October 2020

- Public Comment/Committee review of budget
- Customer Satisfaction Report
- 2021 Preliminary NYCT Budget
- 2021 Preliminary SIR Budget
- 2021 Preliminary MTA Bus Budget
- Transit Recidivism Report, 2nd Qtr, 2020

- Strategy & Customer Experience
- Management & Budget
- Management & Budget
- Management & Budget
- Law

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

November 2020

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

Law

December 2020

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

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

January 2021

Approval of 2020 NYCT Committee Work Plan
Customer Satisfaction Report 2020
Experience
Preliminary Review of NYCT 2020 Operating Results
Preliminary Review of SIR 2020 Operating Results
Preliminary Review of MTA Bus 2020 Operating Results

Committee Chair & Members
Strategy & Customer

Management & Budget
Management & Budget
Management & Budget

February 2021

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

Management & Budget
Management & Budget
Management & Budget
Capital Program

Law
EEO & Human Resources

March 2021

Transit Recidivism Report, 4th Qtr, 2020
Fare Evasion Report, 4th Qtr, 2020

Law
Management & Budget

April 2021

Final Review of NYCT 2020 Operating Results
Final Review of SIR 2020 Operating Results
Final Review of MTA Bus 2020 Operating Results
Transit Adjudication Bureau Report, 1st Qtr, 2021
NYCT & MTA Bus EEO & Diversity Report, 1st Qtr, 2021
Quarterly Customer Satisfaction Report, 1st Qtr, 2021
Experience

Management & Budget
Management & Budget
Management & Budget
Law
EEO & Human Resources
Strategy & Customer

May 2021

Transit Adjudication Bureau Report, 1st Qtr, 2021
NYCT & MTA Bus EEO & Diversity Report, 1st Qtr, 2021

Management & Budget
EEO & Human Resources

June 2021

Transit Recidivism Report, 1st Qtr, 2021
Fare Evasion Report, 1st Qtr, 2021

Law
Management & Budget

July 2021

Transit Recidivism Report, 1st Qtr, 2021

Law

August 2021

No Meetings Held

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)

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.

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.

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.

II. SPECIFIC AGENDA ITEMS (con't)

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.

Customer Satisfaction Report

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

Transit 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.

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

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.

II. SPECIFIC AGENDA ITEMS (con't)

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.

Customer Satisfaction Report, 2020

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

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

II. SPECIFIC AGENDA ITEMS (con't)

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.

JUNE 2020

Transit Recidivism Report, 1st Qtr, 2021

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.

Customer Service Report: Subways

Frank Jezycki, Acting Senior Vice President



Tropical Storm Isaias bore down on New York City on August 4th, with strong winds that caused damage throughout the city, including outdoor portions of the subway system. Thanks to the efforts of Subways crews like this one at Sheepshead Bay on the B and Q Lines, dozens of downed trees were removed from the tracks allowing full service to be restored in a matter of hours.

September 2020 Highlights: Subways

As we reach the end of the summer, the Subways team is continuing its efforts to ensure that customers can rely on the system to be clean, safe and comfortable. The extraordinary around-the-clock cleaning and disinfecting effort continues with every station disinfected twice daily and every subway car used in service disinfected at least daily. Customers have access to hand sanitizer dispensers in every station, markers on every platform and in other station areas to encourage maintaining a safe social distance, and disposable masks at station booths. Most importantly, we remain vigilant in protecting our employees and monitoring data so we can react quickly if conditions change.

Tropical Storm Isaias brought a severe weather challenge to New York City on August 4th. I want to personally thank the entire team for the response to the storm, the preparation going into it, and the cleanup and maintenance in its aftermath. I was out in the system myself and saw first-hand why the Subways team is unlike any other. While experts predicted (and we prepared for) a tropical storm with heavy rain and wind, the strong winds created a challenge for the nearly 40% of the subway system located outdoors. Despite dozens of trees down in the Bronx and Brooklyn and other wind-related damage throughout the system, teams worked together to restore full subway service within a few hours of the storm.

Despite the challenges, this summer also marked progress on several major system improvements. Five stations (Astoria Boulevard, Bedford Avenue, First Avenue, 86 Street-4th Avenue and Chambers St) now have new elevators and other accessibility features open to customers. Reconstruction at Grand Central station continues with new elevators and escalators open to customers, additional stairways and mezzanine space, and the 42nd Street Shuttle train back in service. Finally, the remaining elements of the L Project are being completed, including first-ever cellular service in the East River tunnel.

Operational performance remained strong in July and August, with very few major incidents or delays and on-time performance near 90%. Although the current operating conditions and lower-than-normal ridership means these results are not necessarily comparable to past performance, the Subways team remains committed to delivering the best possible service.

There's no doubt that 2020 has been a difficult year. Through COVID-19 and the resulting personal and operational impact it's had, to Tropical Storm Isaias and the damage it caused, the Subways team has stepped up and kept New York City moving with professionalism, skill, and perseverance. I can't thank them enough for all that they have done and continue to do during this trying time.

Frank Jezycki

Acting Senior Vice President, Department of Subways

Subway Report (Weekday & Full Month)

Subway Report Performance Indicators						
Performance Indicator	August 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	26	38	-31.6%	30.5	50.3	-39.4%
Weekday Service Delivered (Chart 3) % of scheduled trains operated Weekday rush hours (7-10a and 4-7p)	95.6%	97.0%	-1.4%	96.5%	96.2%	+0.3%
Additional Platform Time (h:mm:ss) (Chart 7) Average added time spent waiting for trains, compared with scheduled wait time	0:01:19	0:01:10	+12.9%	0:01:07	0:01:14	-9.5%
Additional Train Time (h:mm:ss) (Chart 9) Average additional unanticipated time spent onboard train compared to scheduled travel time	0:00:11	0:00:41	-73.2%	0:00:47	0:01:00	-21.7%
Customer Journey Time Performance (Chart 11) % of customers whose journeys are completed within five minutes of schedule.	85.4%	85.4%	0.0%	84.7%	82.3%	+2.9%
Inputs to Operations						
Mean Distance Between Failures (Chart 13) Revenue car miles divided by the number of delays attributed to car-related causes	145,185	122,302	+18.7%	136,530	125,319	+8.9%
Elevator Availability* (Chart 14) % of time elevators are operational systemwide	96.4%	94.4%	+2.1%	96.5%	96.6%	-0.1%
Escalator Availability* (Chart 14) % of time escalators are operational systemwide	92.4%	87.1%	+6.1%	91.9%	89.9%	+2.2%
Weekday Legacy Indicators						
Weekday Wait Assessment (Chart 15)	73.8%	76.2%	-3.1%	75.8%	73.9%	+2.6%
Weekday Terminal On-Time Performance (Chart 17)	88.8%	84.0%	+5.7%	85.5%	76.7%	+11.5%
Weekday Trains Delayed (Chart 19)	18,635	28,870	-35.5%	21,816	40,531	-46.2%

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

Subway Report (Weekend)

Subway Report Performance Indicators						
Performance Indicator	August 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	3	3	0.0%	6.4	5.6	+14.3%
Weekend Service Delivered (Chart 5) % of scheduled trains operated during Weekends (10a-6p)	97.7%	98.9%	-1.2%	96.4%	98.4%	-2.0%
Weekend Legacy Indicators						
Weekend Wait Assessment (Chart 16)	82.3%	82.5%	-0.2%	81.6%	81.1%	+0.6%
Weekend Terminal On-Time Performance (Chart 18)	89.7%	85.7%	+4.7%	87.4%	80.4%	+8.7%
Weekend Trains Delayed (Chart 20)	5,136	9,273	-44.6%	5,895	10,248	-42.5%

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

Subway Report (Staten Island Railway)

Subway Report Performance Indicators						
Performance Indicator	August 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	96.3%	96.1%	+0.2%	95.8%	95.6%	+0.2%
AM Rush On-Time Performance % of scheduled trains arriving within six minutes of their scheduled arrival time	99.5%	100.0%	-0.5%	98.0%	96.8%	+1.2%
PM Rush On-Time Performance % of scheduled trains arriving within six minutes of their scheduled arrival time	96.7%	94.4%	+2.4%	94.6%	94.7%	-0.1%
Percentage of Completed Trips						
Percentage of Completed Trips	99.9%	99.5%	+0.4%	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	86,967	54,923	+58.3%	59,237	99,505	-40.5%

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.

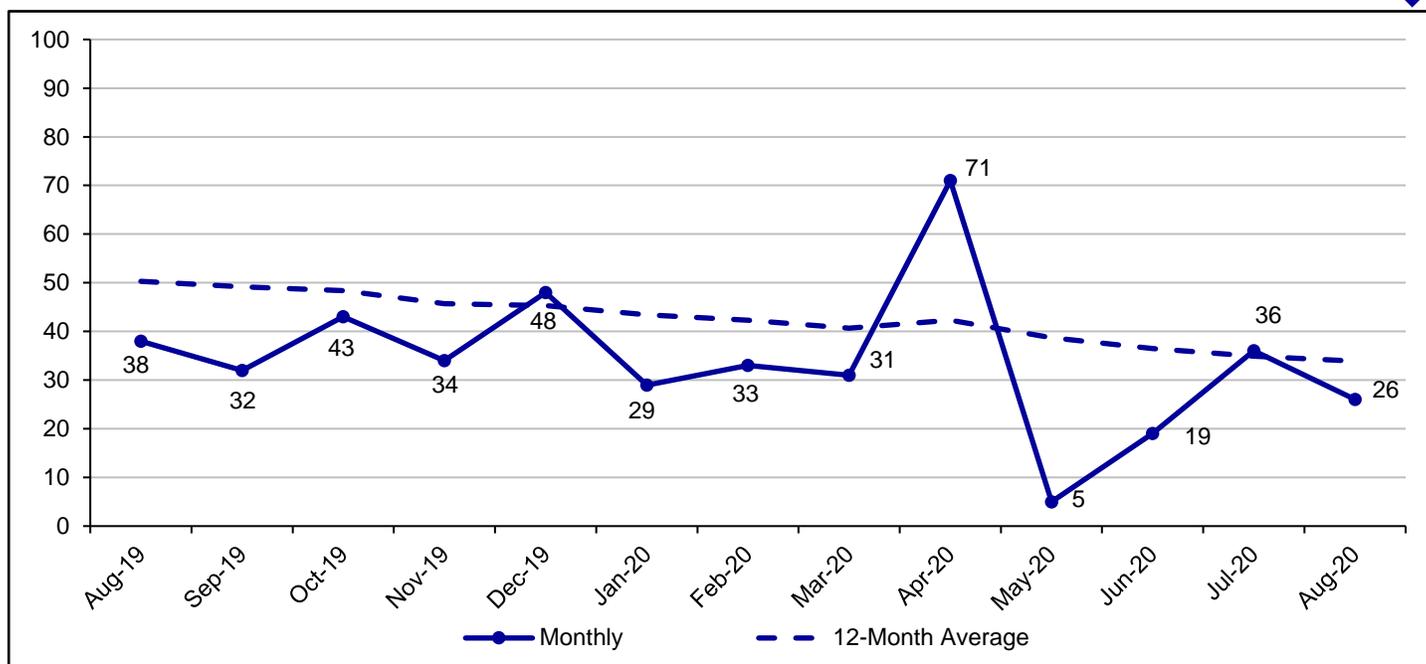
Customer Journey Time Performance (CJTP)

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

Subway Weekday Major Incidents (24 hours)

Desired trend



Categories	Monthly			12-Month Average		
	Aug 20	Aug 19	% Change	Aug 20	Aug 19	% Change
Track	0	10	-100.0%	4.0	7.9	-49.4%
Signals	8	10	-20.0%	10.2	16.7	-38.9%
Persons on Trackbed/Police/Medical	9	10	-10.0%	8.5	12.6	-32.5%
Stations & Structures	1	2	-50.0%	1.4	2.1	-33.3%
Subway Car	3	2	+50.0%	2.7	4.3	-37.2%
Other	5	4	+25.0%	3.7	6.7	-44.8%
Subdivision A	18	22	-18.2%	14.2	24.2	-41.3%
Subdivision B	8	16	-50.0%	16.3	26.1	-37.5%
Systemwide	26	38	-31.6%	30.5	50.3	-39.4%
Avg Incident Duration (h:mm:ss)	0:27:48	0:27:42	+0.4%	0:27:54	0:15:54	+75.5%
Avg Trains Delayed per Incident	102	99	+3.0%	129	102	+26.5%

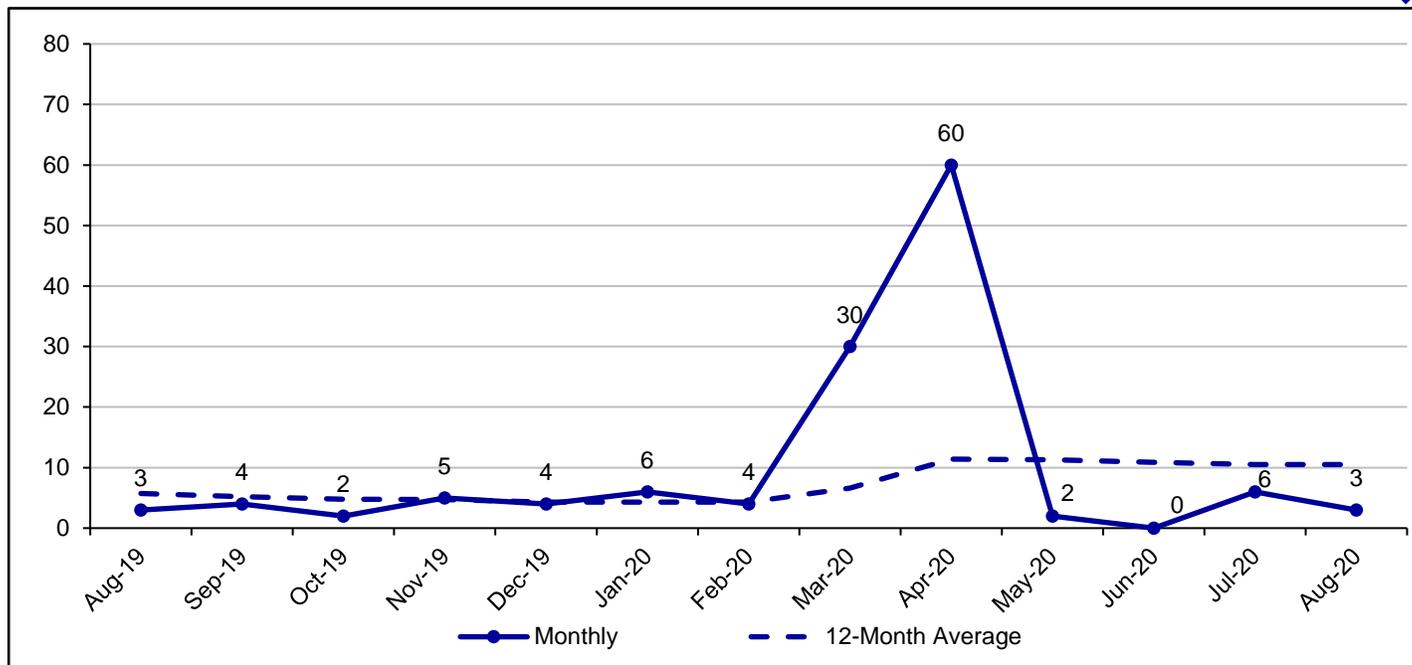
Major Incidents Discussion

- Major incidents improved by 31.6% in August 2020 compared to August 2019, and the 12-month average improved by 39.4%.
- There were zero Track major incidents in August 2020.
- The increase in the Other category is due to incidents related to Tropical Storm Isaias and power outages.

Note: 12-month averages do not include partial months of March and April.

Subway Weekend Major Incidents (24 hours)

Desired trend



Categories	Monthly			12-Month Average		
	Aug 20	Aug 19	% Change	Aug 20	Aug 19	% Change
Track	0	1	-100.0%	0.3	1.0	-70.0%
Signals	1	1	0.0%	0.8	1.1	-27.3%
Persons on Trackbed/Police/Medical	1	1	0.0%	1.3	1.0	+30.0%
Stations & Structure	0	0	N/A	0.0	0.6	-100.0%
Subway Car	0	0	N/A	0.1	0.2	-50.0%
Other	1	0	N/A	3.9	1.8	+116.7%
Subdivision A	1	1	0.0%	2.5	2.3	+8.7%
Subdivision B	2	2	0.0%	3.9	3.3	+18.2%
Systemwide	3	3	0.0%	6.4	5.6	+14.3%
Avg Incident Duration (h:mm:ss)	0:11:42	0:26:00	-55.0%	0:20:48	0:14:59	+38.8%
Avg Trains Delayed per Incident	73	92	-20.7%	111	98	+13.3%

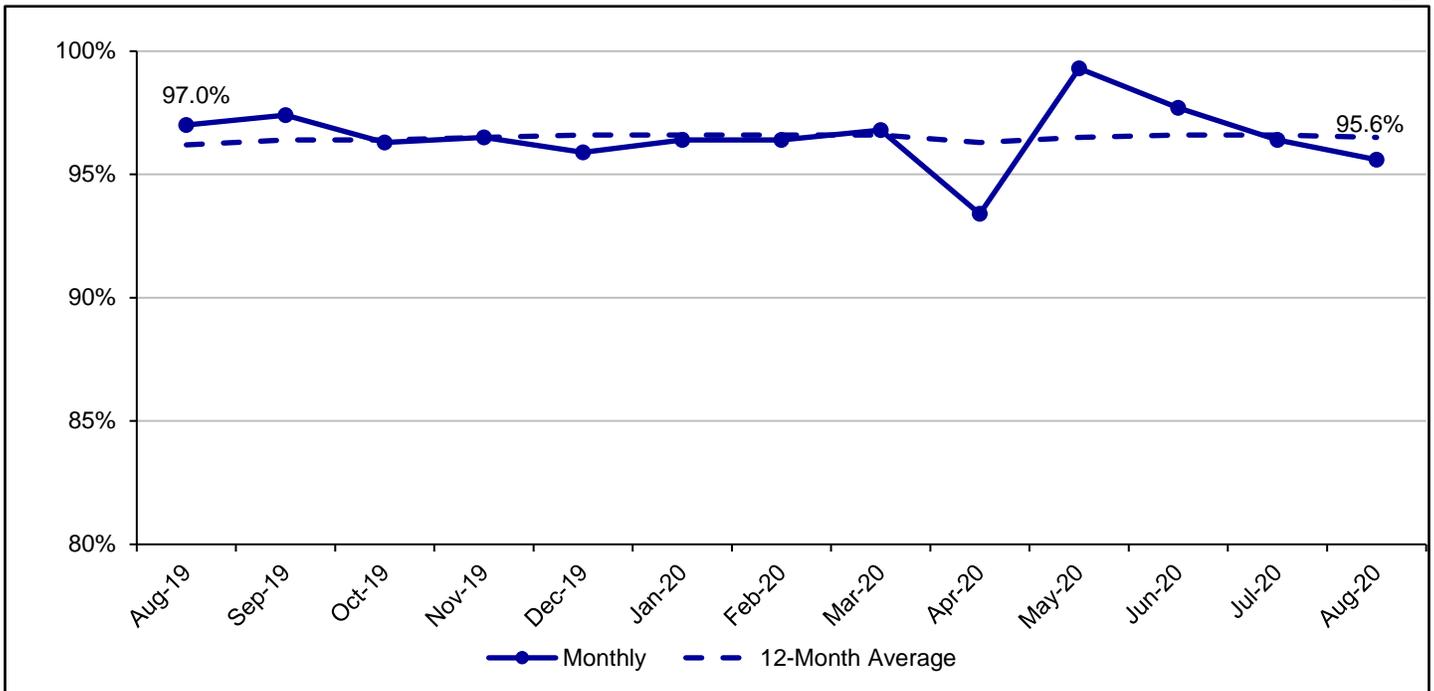
Major Incidents Discussion

- Major incidents were unchanged from August 2019 to August 2020, and the 12-month average worsened by 14.3%.

Note: 12-month averages do not include partial months of March and April.

Subway Weekday % Service Delivered (Peak Hours)

Desired trend



	Monthly			12-Month Average		
	Aug 20	Aug 19	% Change	Aug 20	Aug 19	% Change
Subdivision A	94.3%	96.8%	-2.6%	96.7%	95.6%	+1.2%
Subdivision B	96.5%	97.2%	-0.7%	96.4%	96.7%	-0.3%
Systemwide	95.6%	97.0%	-1.4%	96.5%	96.2%	+0.3%

Weekday Service Delivered Discussion

- Service Delivered in August 2020 worsened by 1.4% compared to August 2019, and the 12-month average improved by 0.3%.
- The decline in Service Delivered for August 2020 was due to Tropical Storm Isaias, major incidents, and crew availability issues, all of which affected rush hour service.

Note: The metrics in this report are preliminary.

Subway Weekday % Service Delivered
Monthly
(Peak Hours)

Desired trend 

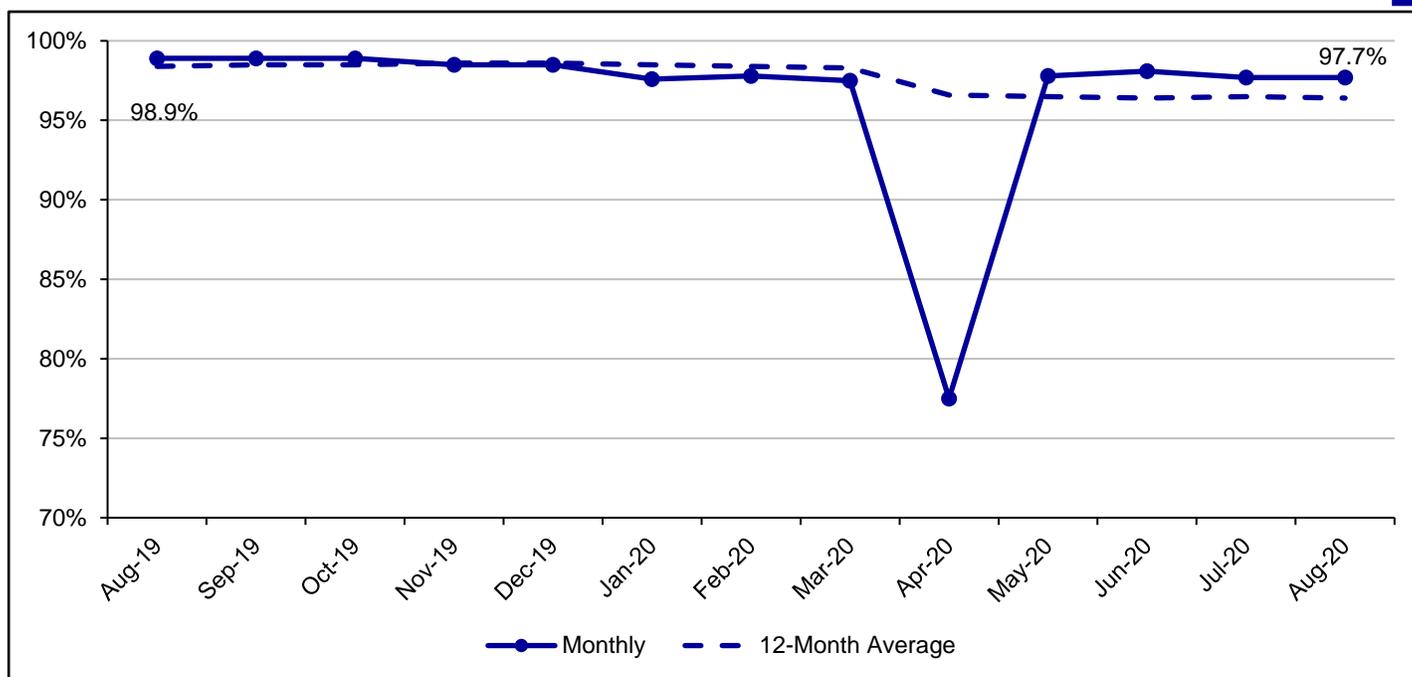
<u>Line</u>	<u>Aug 20</u>	<u>Aug 19</u>	<u>% Change</u>
1	97.0%	99.3%	-2.3%
2	93.4%	96.6%	-3.3%
3	92.4%	96.1%	-3.9%
4	94.7%	94.7%	0.0%
5	92.0%	96.4%	-4.6%
6	95.9%	97.2%	-1.3%
7	92.8%	95.6%	-2.9%
S 42nd	99.1%	99.4%	-0.3%
Subdivision A	94.3%	96.8%	-2.6%
A	93.7%	96.4%	-2.8%
B	93.4%	97.9%	-4.6%
C	96.3%	96.0%	+0.3%
D	96.9%	99.0%	-2.1%
E	97.4%	95.3%	+2.2%
F	100.3%	97.4%	+3.0%
S Fkn	99.9%	100.0%	-0.1%
G	98.5%	102.2%	-3.6%
S Rock	97.2%	100.4%	-3.2%
JZ	98.2%	99.1%	-0.9%
L	100.3%	96.9%	+3.5%
M	96.6%	95.1%	+1.6%
N	95.2%	97.5%	-2.4%
Q	95.0%	97.5%	-2.6%
R	95.4%	95.2%	+0.2%
W	93.7%	96.3%	-2.7%
Subdivision B	96.5%	97.2%	-0.7%
Systemwide	95.6%	97.0%	-1.4%

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		
	Aug 20	Aug 19	% Change	Aug 20	Aug 19	% Change
Subdivision A	97.1%	98.7%	-1.6%	96.1%	98.1%	-2.0%
Subdivision B	98.1%	98.9%	-0.8%	96.5%	98.6%	-2.1%
Systemwide	97.7%	98.9%	-1.2%	96.4%	98.4%	-2.0%

Weekend Service Delivered Discussion

- Service Delivered in August 2020 worsened by 1.2% compared to August 2019, and the 12-month average worsened by 2.0%.
- The decline in Service Delivered is due to a major incident that occurred on the 4 and 6 trains at Grand Central – 42nd Street.

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

Desired trend 

<u>Line</u>	<u>Aug 20</u>	<u>Aug 19</u>	<u>% Change</u>
1	97.8%	98.2%	-0.4%
2	98.2%	97.8%	+0.4%
3	99.0%		N/A
4	92.0%	97.9%	-6.0%
5		99.5%	N/A
6	92.9%	99.0%	-6.2%
7	99.4%	99.3%	+0.1%
S 42nd	99.3%	99.4%	-0.1%
Subdivision A	97.1%	98.7%	-1.6%
A	97.0%	98.8%	-1.8%
C	96.3%	96.2%	+0.1%
D	98.4%	100.8%	-2.4%
E	99.5%	98.6%	+0.9%
F	97.7%	98.9%	-1.2%
S Fkln	99.3%	98.0%	+1.3%
G	99.7%	99.7%	0.0%
S Rock	99.6%	99.4%	+0.2%
JZ	88.5%	99.4%	-11.0%
L	99.2%	97.2%	+2.1%
M	99.0%	97.4%	+1.6%
N	98.1%	99.5%	-1.4%
Q	99.4%	99.7%	-0.3%
R	99.0%	99.8%	-0.8%
Subdivision B	98.1%	98.9%	-0.8%
Systemwide	97.7%	98.9%	-1.2%

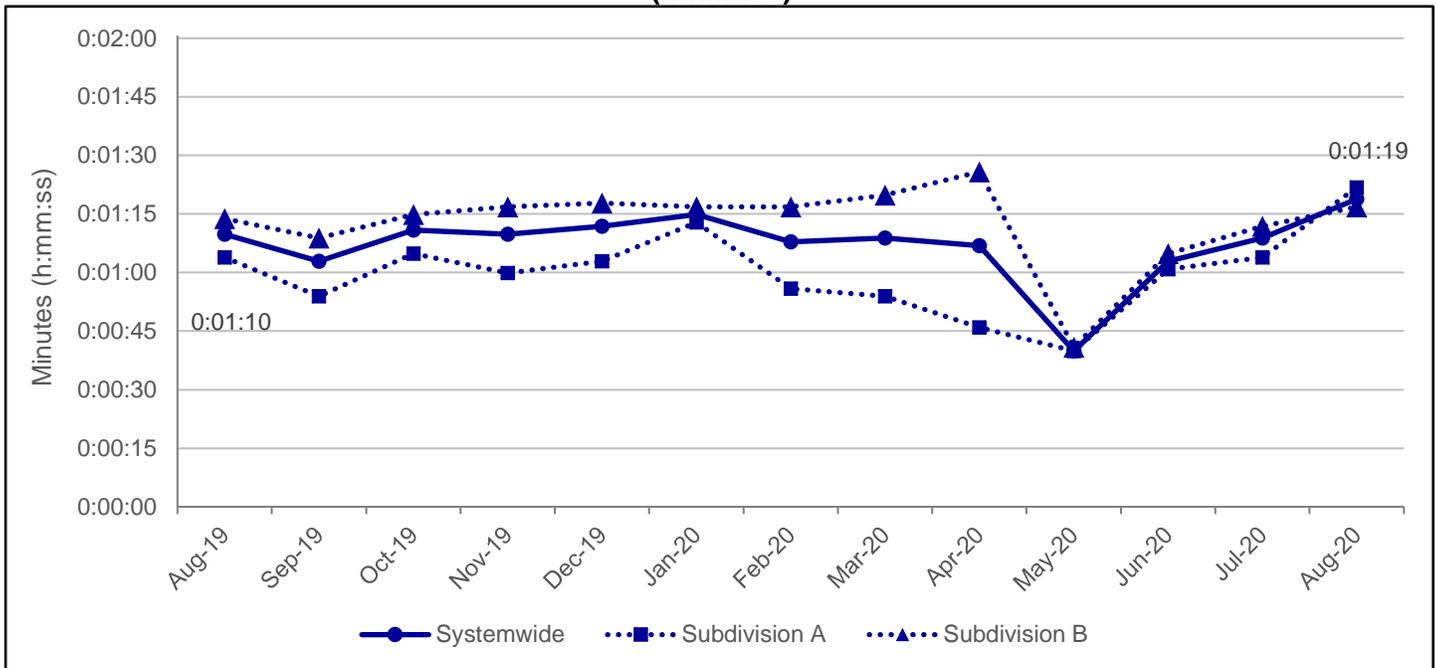
Notes:

B and W lines do not operate on weekends.

The 5 line was excluded for August 2020 due to service changes that suspended service on the majority of the line. The 3 line was excluded in August 2019 for the same reason.

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

Desired trend ↓



	Monthly			12-Month Average		
	Aug 20	Aug 19	% Change	Aug 20	Aug 19	% Change
Subdivision A	0:01:22	0:01:04	+28.1%	0:01:00	0:01:05	-7.7%
Subdivision B	0:01:17	0:01:14	+4.1%	0:01:13	0:01:20	-8.7%
Systemwide	0:01:19	0:01:10	+12.9%	0:01:07	0:01:14	-9.5%

Additional Platform Time Discussion

- August 2020 APT worsened by 12.9% compared to August 2019, and the 12-month average improved by 9.5%.
- Customers experienced longer-than-normal wait times due to service suspensions and major incidents during Tropical Storm Isaias.
- The L line showed the greatest improvement due to major incidents in August 2019.

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)

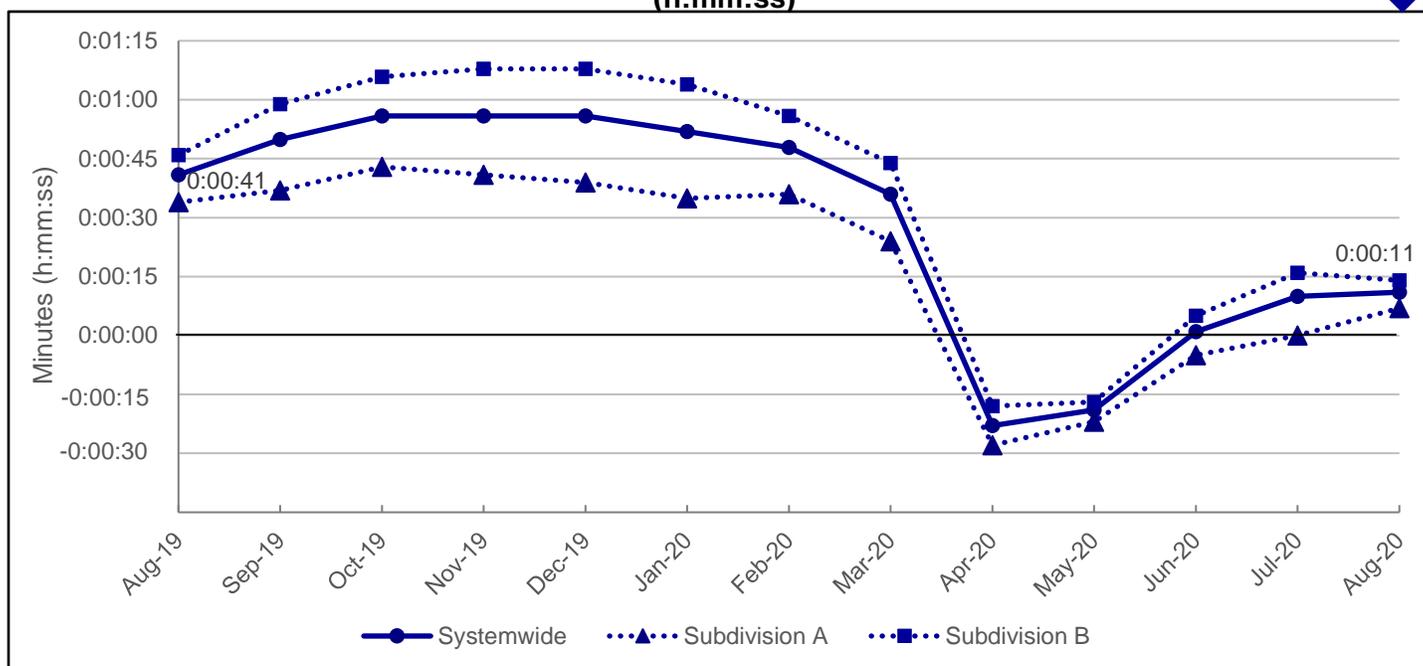
Desired trend



<u>Line</u>	<u>Aug 20</u>	<u>Aug 19</u>	<u>% Change</u>
1	0:00:54	0:00:47	+14.9%
2	0:01:36	0:01:14	+29.7%
3	0:01:24	0:01:07	+25.4%
4	0:01:25	0:00:54	+57.4%
5	0:01:29	0:01:02	+43.5%
6	0:01:01	0:00:51	+19.6%
7	0:01:52	0:01:48	+3.7%
S 42nd	0:00:29	0:00:35	-17.1%
Subdivision A	0:01:22	0:01:04	+28.1%
A	0:01:24	0:01:04	+31.3%
B	0:01:49	0:01:25	+28.2%
C	0:00:51	0:01:42	-50.0%
D	0:01:36	0:01:17	+24.7%
E	0:00:58	0:01:02	-6.5%
F	0:00:45	0:01:22	-45.1%
S Fkln	0:01:05	0:00:28	+132.1%
G	0:01:04	0:01:09	-7.2%
S Rock	0:02:00	0:00:40	+200.0%
JZ	0:01:02	0:01:03	-1.6%
L	0:00:37	0:01:30	-58.9%
M	0:01:31	0:01:33	-2.2%
N	0:01:36	0:00:58	+65.5%
Q	0:01:51	0:01:04	+73.4%
R	0:01:27	0:01:17	+13.0%
W	0:01:13	0:00:48	+52.1%
Subdivision B	0:01:17	0:01:14	+4.1%
Systemwide	0:01:19	0:01:10	+12.9%

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

Desired trend ↓



	Monthly			12-Month Average		
	Aug 20	Aug 19	% Change	Aug 20	Aug 19	% Change
Subdivision A	0:00:07	0:00:34	-79.4%	0:00:33	0:00:49	-32.7%
Subdivision B	0:00:14	0:00:46	-69.6%	0:00:57	0:01:07	-14.9%
Systemwide	0:00:11	0:00:41	-73.2%	0:00:47	0:01:00	-21.7%

Additional Train Time Discussion

- August 2020 ATT improved by 30 seconds compared to August 2019, and the 12-month average improved by 13 seconds.
- August 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 reduced running times, resulting in less time on the train for customers.

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)

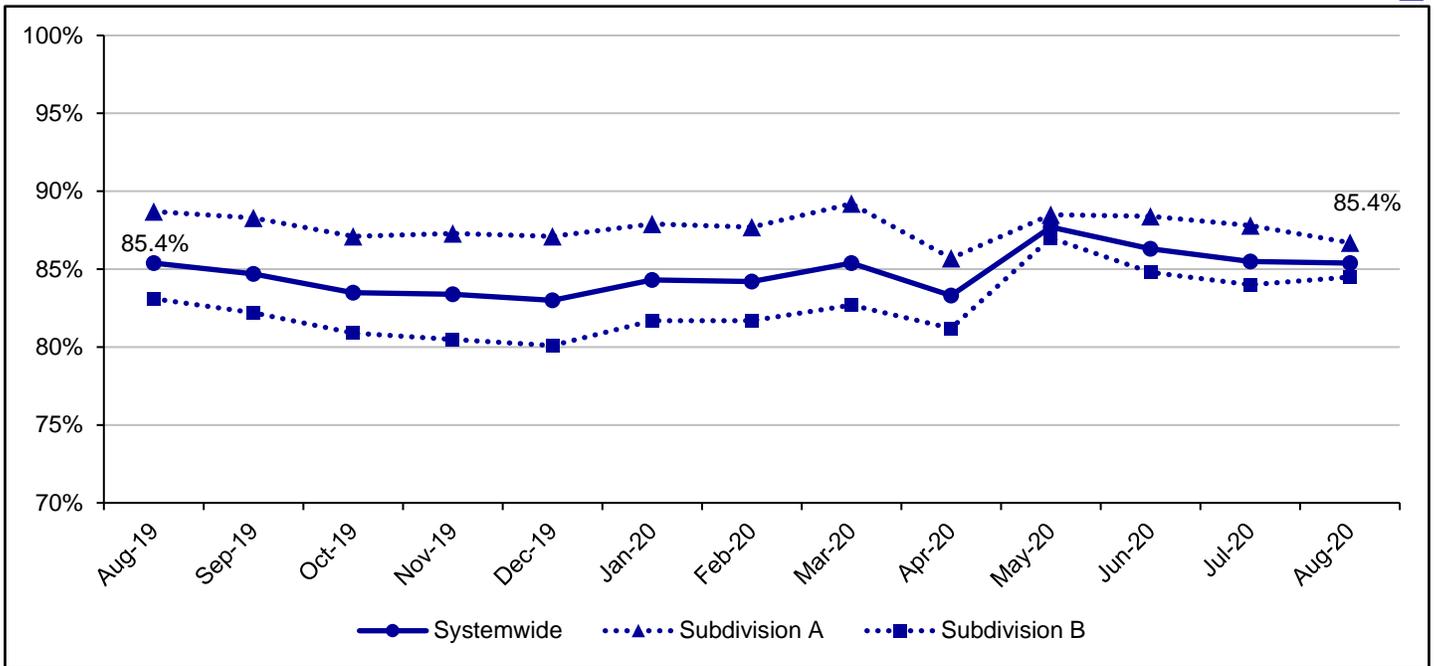
Desired trend



<u>Line</u>	<u>Aug 20</u>	<u>Aug 19</u>	<u>% Change</u>
1	0:00:17	0:00:48	-64.6%
2	-0:00:03	0:00:33	N/A
3	-0:00:03	0:00:25	N/A
4	-0:00:19	0:00:26	N/A
5	-0:00:05	0:00:19	N/A
6	0:00:16	0:00:38	-57.9%
7	0:00:29	0:00:39	-25.6%
S 42nd	0:00:22	0:00:27	-18.5%
Subdivision A	0:00:07	0:00:34	-79.4%
A	0:00:17	0:00:55	-69.1%
B	0:00:37	0:01:06	-43.9%
C	0:00:20	0:00:38	-47.4%
D	0:00:31	0:00:54	-42.6%
E	-0:00:36	0:00:19	N/A
F	-0:00:23	0:00:56	N/A
S Fkln	0:00:35	0:00:40	-12.5%
G	0:00:08	0:00:29	-72.4%
S Rock	-0:00:02	0:00:17	N/A
JZ	0:00:59	0:01:23	-28.9%
L	-0:00:16	0:00:06	N/A
M	0:00:11	0:00:57	-80.7%
N	0:00:55	0:00:32	+71.9%
Q	0:00:59	0:01:05	-9.2%
R	0:00:11	0:00:47	-76.6%
W	0:00:00	0:00:35	-100.0%
Subdivision B	0:00:14	0:00:46	-69.6%
Systemwide	0:00:11	0:00:41	-73.2%

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

Desired trend



	Monthly			12-Month Average		
	Aug 20	Aug 19	% Change	Aug 20	Aug 19	% Change
Subdivision A	86.7%	88.7%	-2.3%	87.6%	86.3%	+1.5%
Subdivision B	84.5%	83.1%	+1.7%	82.6%	79.5%	+3.9%
Systemwide	85.4%	85.4%	0.0%	84.7%	82.3%	+2.9%

Weekday Customer Journey Time Performance Discussion

- August 2020 CJTP was the same as August 2019, and the 12-month average improved by 2.9%.

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>Aug 20</u>	<u>Aug 19</u>	<u>% Change</u>
1	89.3%	90.0%	-0.8%
2	83.8%	85.5%	-2.0%
3	86.4%	88.7%	-2.6%
4	85.3%	86.8%	-1.7%
5	84.2%	87.2%	-3.4%
6	88.9%	90.3%	-1.6%
7	86.3%	88.5%	-2.5%
S 42nd	97.3%	98.2%	-0.9%
Subdivision A	86.7%	88.7%	-2.3%
A	82.8%	82.4%	+0.5%
B	80.8%	78.8%	+2.5%
C	86.6%	80.7%	+7.3%
D	80.8%	80.9%	-0.1%
E	90.3%	86.4%	+4.5%
F	85.6%	80.1%	+6.9%
S Fkn	95.5%	94.5%	+1.1%
G	87.4%	87.4%	0.0%
S Rock	90.3%	89.0%	+1.5%
JZ	84.0%	81.1%	+3.6%
L	95.1%	90.7%	+4.9%
M	83.2%	79.7%	+4.4%
N	80.4%	85.3%	-5.7%
Q	80.6%	81.1%	-0.6%
R	81.0%	83.4%	-2.9%
W	88.3%	89.7%	-1.6%
Subdivision B	84.5%	83.1%	+1.7%
Systemwide	85.4%	85.4%	0.0%

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)

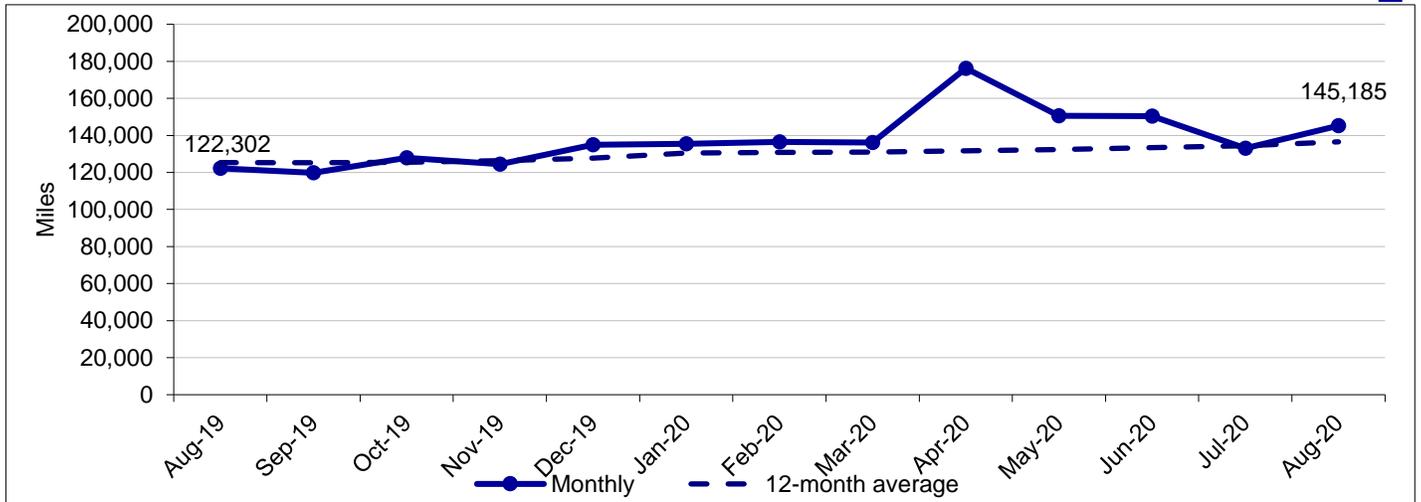
Subway MDBF is a measure of car fleet reliability. It is calculated as revenue car miles divided by the number of delay incidents attributed to car-related causes.

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
		Aug '20	Aug '19	
Subdivision A	2,890	183,202	163,900	+11.8%
Subdivision B	3,697	126,892	103,922	+22.1%
Systemwide	6,587	145,185	122,302	+18.7%

Car Class	# of Cars	12-Month Average		% Change
		Aug '20	Aug '19	
R32	130	34,960	30,665	+14.0%
R42			29,640	N/A
R46	750	60,319	62,348	-3.3%
R62	315	203,143	248,698	-18.3%
R62A	824	122,937	115,343	+6.6%
R68	425	88,943	67,631	+31.5%
R68A	200	72,194	93,180	-22.5%
R142	1,025	228,483	208,222	+9.7%
R142A	220	115,667	108,804	+6.3%
R143	212	169,048	99,632	+69.7%
R160	1,662	269,157	254,919	+5.6%
R179	318	143,164	145,131	-1.4%
R188 - New	126	253,010	623,426	-59.4%
R188 - Conversion	380	280,338	232,277	+20.7%
Subdivision A	2,890	173,228	165,475	+4.7%
Subdivision B	3,697	118,272	106,567	+11.0%
Systemwide	6,587	136,530	125,319	+8.9%

MDBF Discussion

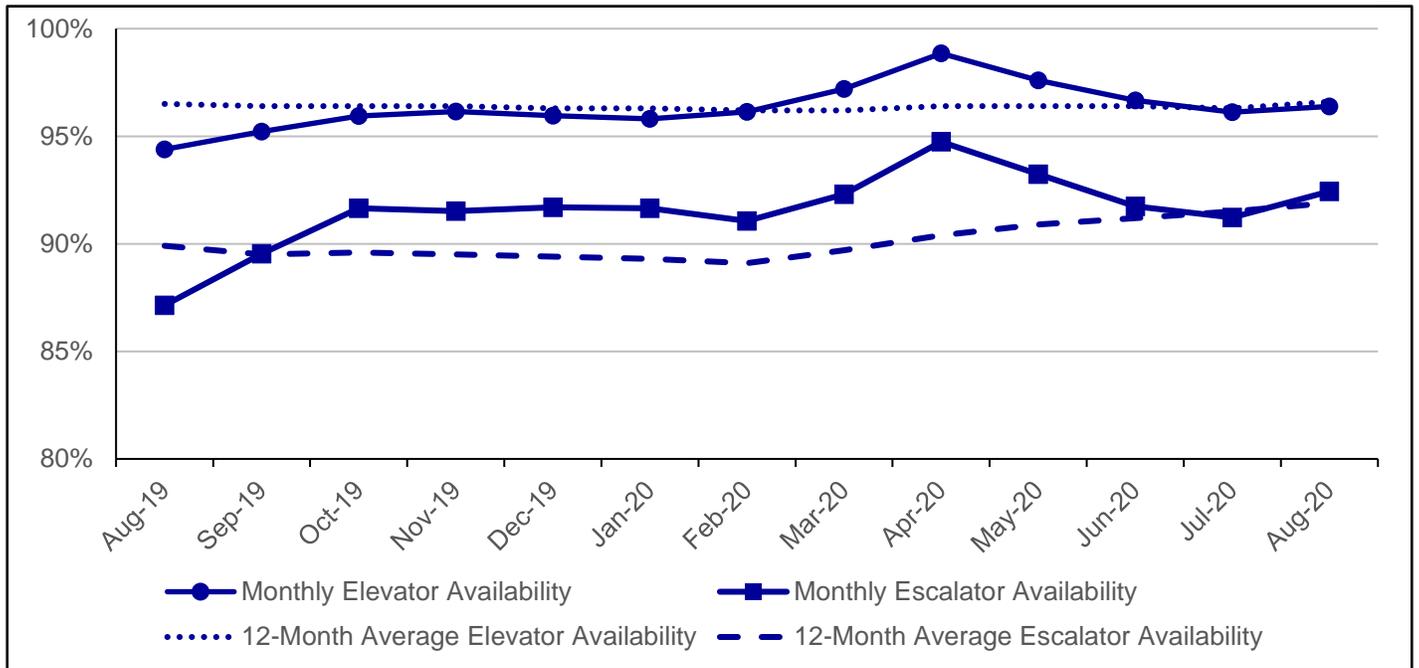
- August 2020 MDBF was 145,185, an increase of 18.7% from one year ago.
- 12-month average MDBF was 136,530 in August 2020, an increase of 8.9% from one year ago.
- The largest improvements in MDBF (12-month average) were on the R68, R143, and R188-Conversion fleets.

Chart 13

Note: The metrics in this report are preliminary.

Elevator and Escalator Availability (24 Hours)

Desired trend



	Monthly			12-Month Average		
	Aug 20	Aug 19	% Change	Aug 20	Aug 19	% Change
Elevator Availability	96.4%	94.4%	+2.1%	96.5%	96.6%	-0.1%
Escalator Availability	92.4%	87.1%	+6.1%	91.9%	89.9%	+2.2%

Elevator and Escalator Availability Discussion

- Elevator availability improved by 2.1% in August 2020 compared to August 2019.
- Escalator availability improved by 6.1% between August 2019 and August 2020, mostly due to special inspection campaigns that required machines to be taken out of service in summer 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	Aug 20					Aug 19					Desired trend	
	Monthly Meets	Monthly Gap			12 month Meets	Monthly Meets	Monthly Gap			12 month Meets		Monthly Standard
	Standard	Minor	Medium	Major	Standard	Standard	Minor	Medium	Major	Standard		% Change
1	80.9%	8.6%	6.3%	4.2%	81.6%	80.8%	8.9%	6.4%	3.9%	77.8%	+0.1%	
2	64.5%	11.2%	12.2%	12.0%	71.1%	71.7%	11.6%	9.2%	7.5%	70.7%	-10.0%	
3	68.1%	12.2%	10.4%	9.3%	75.9%	74.3%	11.5%	8.5%	5.7%	73.9%	-8.3%	
4	66.4%	11.1%	10.6%	11.9%	71.9%	72.1%	9.9%	9.2%	8.8%	70.4%	-7.9%	
5	64.6%	10.5%	11.3%	13.7%	71.0%	71.1%	10.6%	9.2%	9.1%	68.9%	-9.1%	
6	73.4%	10.5%	9.0%	7.1%	77.6%	79.0%	9.2%	6.5%	5.4%	74.0%	-7.1%	
7	74.7%	10.9%	7.9%	6.6%	78.0%	78.8%	10.3%	6.5%	4.4%	74.5%	-5.2%	
S 42nd	92.1%	1.1%	2.9%	3.9%	93.8%	94.5%	2.7%	1.7%	1.0%	94.3%	-2.5%	
Subdivision A	70.8%	10.4%	9.6%	9.2%	75.8%	76.0%	9.9%	7.7%	6.3%	73.5%	-6.8%	
A	67.7%	11.5%	11.0%	9.8%	70.3%	71.4%	10.0%	9.3%	9.3%	69.3%	-5.2%	
B	76.8%	12.3%	7.0%	3.9%	75.5%	77.7%	11.4%	7.3%	3.7%	74.8%	-1.2%	
C	78.5%	12.5%	6.3%	2.7%	77.3%	76.1%	11.9%	8.3%	3.6%	74.6%	+3.2%	
D	74.8%	11.9%	8.2%	5.2%	74.3%	76.7%	11.4%	7.7%	4.2%	73.6%	-2.5%	
E	75.1%	11.5%	8.6%	4.8%	74.2%	73.9%	11.2%	8.9%	6.0%	70.7%	+1.6%	
F	77.1%	11.2%	7.4%	4.2%	73.7%	71.9%	10.3%	9.2%	8.7%	70.8%	+7.2%	
S Fkln	97.1%	1.1%	0.2%	1.6%	98.1%	98.7%	0.6%	0.2%	0.5%	98.4%	-1.6%	
G	81.5%	11.0%	5.8%	1.7%	79.3%	81.9%	10.8%	5.3%	2.0%	80.6%	-0.5%	
S Rock	93.7%	2.3%	1.1%	2.9%	95.3%	92.7%	3.2%	1.9%	2.1%	94.3%	+1.1%	
JZ	82.2%	9.5%	5.7%	2.6%	81.5%	83.1%	9.8%	5.1%	2.0%	78.8%	-1.1%	
L	79.4%	11.3%	6.7%	2.6%	79.8%	76.7%	10.7%	7.3%	5.3%	76.8%	+3.5%	
M	78.5%	11.0%	6.3%	4.2%	76.6%	76.5%	10.8%	7.7%	5.1%	75.4%	+2.6%	
N	73.1%	11.8%	9.0%	6.2%	73.5%	77.9%	11.0%	7.0%	4.1%	73.1%	-6.2%	
Q	74.8%	11.5%	8.1%	5.6%	75.6%	78.1%	10.2%	7.3%	4.3%	75.6%	-4.2%	
R	75.1%	11.6%	8.2%	5.1%	75.0%	75.1%	11.1%	8.1%	5.7%	72.9%	0.0%	
W	75.7%	12.5%	7.3%	4.5%	75.5%	80.5%	10.0%	5.7%	3.8%	74.9%	-6.0%	
Subdivision B	76.4%	11.3%	7.6%	4.7%	75.9%	76.5%	10.6%	7.6%	5.3%	74.2%	-0.1%	
Systemwide	73.8%	10.9%	8.5%	6.8%	75.8%	76.2%	10.3%	7.7%	5.8%	73.9%	-3.1%	

Weekday Wait Assessment Discussion

- Wait Assessment for August 2020 worsened by 3.1% compared to August 2019.

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

Line	Aug 20					Aug 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	91.1%	5.2%	2.4%	1.2%	88.6%	86.6%	7.3%	4.2%	2.0%	88.1%	+5.2%
2	77.6%	10.8%	8.1%	3.5%	75.5%	78.6%	9.5%	7.2%	4.8%	74.6%	-1.3%
3	87.5%	7.8%	3.3%	1.4%	84.9%						N/A
4	74.4%	10.5%	8.9%	6.1%	76.4%	75.4%	10.7%	8.5%	5.5%	74.9%	-1.3%
5						86.6%	9.1%	3.6%	0.7%	84.9%	N/A
6	84.3%	7.8%	4.7%	3.1%	84.3%	87.1%	6.9%	3.5%	2.5%	83.9%	-3.2%
7	88.4%	8.1%	2.9%	0.6%	84.2%	84.3%	9.5%	4.5%	1.7%	84.0%	+4.9%
S 42nd	97.3%	0.8%	1.3%	0.6%	98.3%	97.7%	0.8%	0.5%	0.9%	98.4%	-0.4%
Subdivision A	83.7%	8.3%	5.3%	2.7%	82.1%	82.6%	8.6%	5.5%	3.3%	81.3%	+1.3%
A	75.5%	11.6%	8.8%	4.1%	76.8%	74.1%	11.3%	9.1%	5.5%	74.4%	+1.9%
C	75.4%	12.6%	9.0%	3.0%	80.7%	77.0%	11.9%	7.0%	4.1%	79.1%	-2.1%
D	81.2%	11.8%	5.3%	1.7%	79.3%	83.2%	10.1%	5.1%	1.7%	79.9%	-2.4%
E	87.1%	8.1%	3.3%	1.5%	85.7%	86.7%	8.4%	4.1%	0.8%	83.9%	+0.5%
F	80.6%	11.4%	6.3%	1.7%	80.2%	81.9%	11.2%	5.5%	1.4%	80.0%	-1.6%
S Fkln	99.2%	0.4%	0.0%	0.5%	98.5%	95.5%	0.6%	0.2%	3.7%	98.2%	+3.9%
G	89.3%	7.7%	2.1%	0.9%	85.3%	86.8%	9.6%	3.0%	0.6%	86.0%	+2.9%
S Rock	93.9%	3.9%	1.3%	0.9%	96.5%	91.2%	4.1%	3.2%	1.5%	94.8%	+3.0%
JZ	79.0%	10.4%	7.8%	2.9%	85.4%	88.2%	7.4%	3.1%	1.4%	87.1%	-10.4%
L	84.0%	10.1%	4.5%	1.3%	85.1%	90.3%	5.6%	2.1%	1.9%	82.6%	-7.0%
M	92.8%	4.7%	1.3%	1.2%	78.8%	75.8%	12.1%	8.2%	4.0%	79.2%	+22.4%
N	77.4%	11.8%	7.5%	3.2%	75.8%	82.1%	11.3%	5.3%	1.3%	77.9%	-5.7%
Q	79.6%	11.4%	6.7%	2.3%	79.2%	84.9%	9.7%	3.7%	1.6%	82.8%	-6.2%
R	79.9%	12.2%	5.9%	2.0%	80.7%	82.5%	10.4%	4.9%	2.2%	79.4%	-3.2%
Subdivision B	81.4%	10.6%	5.9%	2.2%	81.2%	82.4%	10.0%	5.3%	2.3%	80.9%	-1.2%
Systemwide	82.3%	9.7%	5.6%	2.4%	81.6%	82.5%	9.5%	5.4%	2.7%	81.1%	-0.2%

Weekend Wait Assessment Discussion

- Wait Assessment for August 2020 worsened by 0.2% compared to August 2019.
- The 5 line was excluded for August 2020 due to service changes that suspended service on the majority of the line. The 3 line was excluded in August 2019 for the same reason.

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>Aug 20</u>	<u>Aug 19</u>	<u>% Change</u>
1	93.8%	88.2%	+6.3%
2	81.1%	76.1%	+6.6%
3	84.1%	85.8%	-2.0%
4	83.9%	79.8%	+5.1%
5	83.3%	81.8%	+1.8%
6	88.4%	87.2%	+1.4%
7	89.6%	92.1%	-2.7%
S 42nd	99.2%	99.5%	-0.3%
Subdivision A	88.5%	87.9%	+0.7%
A	82.7%	73.2%	+13.0%
B	81.7%	74.4%	+9.8%
C	89.1%	78.2%	+13.9%
D	85.0%	75.3%	+12.9%
E	91.7%	83.4%	+10.0%
F	85.2%	61.7%	+38.1%
S Fkn	99.1%	99.7%	-0.6%
G	92.7%	83.4%	+11.2%
S Rock	95.6%	95.1%	+0.5%
JZ	91.5%	83.5%	+9.6%
L	94.7%	91.8%	+3.2%
M	93.1%	72.6%	+28.2%
NW	80.9%	83.5%	-3.1%
Q	86.3%	87.9%	-1.8%
R	90.1%	76.1%	+18.4%
Subdivision B	89.0%	81.0%	+9.9%
Systemwide	88.8%	84.0%	+5.7%

Weekday Terminal On-Time Performance Discussion

- August 2020 OTP improved by 5.7% compared to the prior year.
- The F and M lines had the greatest improvements between August 2019 and August 2020.

Subway Weekend Terminal On-Time Performance

Monthly
(24 hours)

Desired trend



<u>Line</u>	<u>Aug 20</u>	<u>Aug 19</u>	<u>% Change</u>
1	96.7%	87.2%	+10.9%
2	75.7%	63.3%	+19.6%
3	83.9%	80.4%	+4.4%
4	78.6%	65.1%	+20.7%
5	94.2%	90.9%	+3.6%
6	86.7%	87.6%	-1.0%
7	97.3%	92.4%	+5.3%
S 42nd	99.3%	99.7%	-0.4%
Subdivision A	89.2%	85.3%	+4.6%
A	80.6%	81.6%	-1.2%
C	79.6%	73.2%	+8.7%
D	95.3%	83.3%	+14.4%
E	89.1%	93.2%	-4.4%
F	81.8%	86.5%	-5.4%
S Fkln	99.4%	97.2%	+2.3%
G	89.9%	91.1%	-1.3%
S Rock	94.6%	88.6%	+6.8%
JZ	91.4%	88.2%	+3.6%
L	97.9%	94.4%	+3.7%
M	98.2%	69.1%	+42.1%
N	75.4%	81.7%	-7.7%
Q	86.8%	90.0%	-3.6%
R	92.6%	86.4%	+7.2%
Subdivision B	90.1%	86.1%	+4.6%
Systemwide	89.7%	85.7%	+4.7%

Weekend Terminal On-Time Performance Discussion

- August weekend OTP improved by 4.7% compared to the prior year.

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

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

<u>Delay Categories</u>	<u>Trains Delayed</u>	<u>Delayed Trains Per Day (21)</u>	<u>% of Delayed Trains</u>
Track Failures and Emergency Remediation	<u>614</u>	<u>29</u>	<u>3.3%</u>
Rail and Roadbed	460	22	2.5%
Fire, Smoke, Debris	154	7	0.8%
Signal Failures and Emergency Remediation	2,541	121	13.6%
Subway Car	<u>1,315</u>	<u>63</u>	<u>7.1%</u>
Door-Related	164	8	0.9%
Propulsion	193	9	1.0%
Braking	382	18	2.0%
Other	576	27	3.0%
Other Unplanned Disruptions (e.g. station defect)	210	10	1.1%
Train Brake Activation - cause unknown	220	10	1.1%
Service Delivery (e.g., crew performance)	2,710	129	14.5%
External	<u>5,569</u>	<u>265</u>	<u>29.9%</u>
Public Conduct, Crime, Police Response	1,637	78	8.8%
Sick/Injured Customer	506	24	2.7%
Persons on Roadbed (including persons struck by train)	985	47	5.3%
External Debris on Roadbed (e.g., trees, shopping cart)	1,602	76	8.6%
Other Passenger-Related (e.g., retrieval of property from track)	168	8	0.9%
Public Event (e.g., civil demonstration, parade)	127	6	0.7%
Inclement Weather	97	5	0.6%
Other External Disruptions	447	21	2.4%
Operating Environment	1,691	81	9.1%
Planned Right-of-Way Work	3,765	179	20.2%
Total Trains Delayed	18,635	887	100%

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

<u>Delay Categories</u>	<u>Trains Delayed</u>	<u>Delayed Trains Per Day (10)</u>	<u>% of Delayed Trains</u>
Track Failures and Emergency Remediation	<u>172</u>	<u>17</u>	<u>3.3%</u>
Rail and Roadbed	161	16	3.1%
Fire, Smoke, Debris	11	1	0.2%
Signal Failures and Emergency Remediation	436	44	8.5%
Subway Car	<u>229</u>	<u>23</u>	<u>4.5%</u>
Door-Related	35	4	0.7%
Propulsion	53	5	1.0%
Braking	55	6	1.1%
Other	86	9	1.7%
Other Unplanned Disruptions (e.g. station defect)	77	8	1.5%
Train Brake Activation - cause unknown	11	1	0.2%
Service Delivery (e.g., crew performance)	541	54	10.5%
External	<u>1,087</u>	<u>109</u>	<u>21.2%</u>
Public Conduct, Crime, Police Response	550	55	10.7%
Sick/Injured Customer	113	11	2.2%
Persons on Roadbed (including persons struck by train)	133	13	2.6%
External Debris on Roadbed (e.g., trees, shopping cart)	56	6	1.1%
Other Passenger-Related (e.g., retrieval of property from track)	44	4	0.9%
Public Event (e.g., civil demonstration, parade)	47	5	0.9%
Inclement Weather	35	4	0.7%
Other External Disruptions	109	11	2.1%
Operating Environment	845	85	16.5%
Planned Right-of-Way Work	1,738	174	33.8%
Total Trains Delayed	<u>5,136</u>	<u>514</u>	<u>100%</u>

Subway Report (Weekday & Full Month)

Subway Report Performance Indicators						
Performance Indicator	July 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	36	55	-34.5%	31.7	52.3	-39.4%
Weekday Service Delivered (Chart 3) % of scheduled trains operated Weekday rush hours (7-10a and 4-7p)	96.4%	96.0%	+0.4%	96.6%	96.1%	+0.5%
Additional Platform Time (h:mm:ss) (Chart 7) Average added time spent waiting for trains, compared with scheduled wait time	0:01:09	0:01:25	-18.8%	0:01:06	0:01:14	-10.8%
Additional Train Time (h:mm:ss) (Chart 9) Average additional unanticipated time spent onboard train compared to scheduled travel time	0:00:10	0:00:51	-80.4%	0:00:48	0:01:02	-22.6%
Customer Journey Time Performance (Chart 11) % of customers whose journeys are completed within five minutes of schedule.	85.5%	83.8%	+2.0%	84.7%	81.8%	+3.5%
Inputs to Operations						
Mean Distance Between Failures (Chart 13) Revenue car miles divided by the number of delays attributed to car-related causes	132,982	122,756	+8.3%	134,407	124,465	+8.0%
Elevator Availability* (Chart 14) % of time elevators are operational systemwide	96.1%	96.7%	-0.6%	96.3%	96.7%	-0.4%
Escalator Availability* (Chart 14) % of time escalators are operational systemwide	91.2%	87.9%	+3.8%	91.5%	90.5%	+1.1%
Weekday Legacy Indicators						
Weekday Wait Assessment (Chart 15)	75.0%	74.8%	+0.3%	75.7%	73.5%	+3.0%
Weekday Terminal On-Time Performance (Chart 17)	89.5%	81.1%	+10.4%	85.1%	75.3%	+13.0%
Weekday Trains Delayed (Chart 19)	17,368	34,173	-49.2%	22,728	43,142	-47.3%

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

Subway Report (Weekend)

Subway Report Performance Indicators						
Performance Indicator	July 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	6	11	-45.5%	3.6	6.2	-41.9%
Weekend Service Delivered (Chart 5) % of scheduled trains operated during Weekends (10a-6p)	97.7%	97.2%	+0.5%	96.5%	98.3%	-1.8%
Weekend Legacy Indicators						
Weekend Wait Assessment (Chart 16)	82.9%	79.7%	+4.0%	81.3%	80.9%	+0.5%
Weekend Terminal On-Time Performance (Chart 18)	89.5%	81.3%	+10.1%	85.5%	79.7%	+7.3%
Weekend Trains Delayed (Chart 20)	4,748	8,974	-47.1%	6,561	11,034	-40.5%

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

Subway Report (Staten Island Railway)

Subway Report Performance Indicators						
Performance Indicator	July 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	99.1%	97.6%	+1.5%	95.8%	95.7%	+0.1%
AM Rush On-Time Performance % of scheduled trains arriving within six minutes of their scheduled arrival time	100.0%	99.5%	+0.5%	98.1%	96.8%	+1.3%
PM Rush On-Time Performance % of scheduled trains arriving within six minutes of their scheduled arrival time	99.6%	95.6%	+4.2%	94.3%	95.2%	-0.9%
Percentage of Completed Trips						
Percentage of Completed Trips	100.0%	99.5%	+0.5%	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	58,856	72,911	-19.3%	57,272	112,757	-49.2%

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.

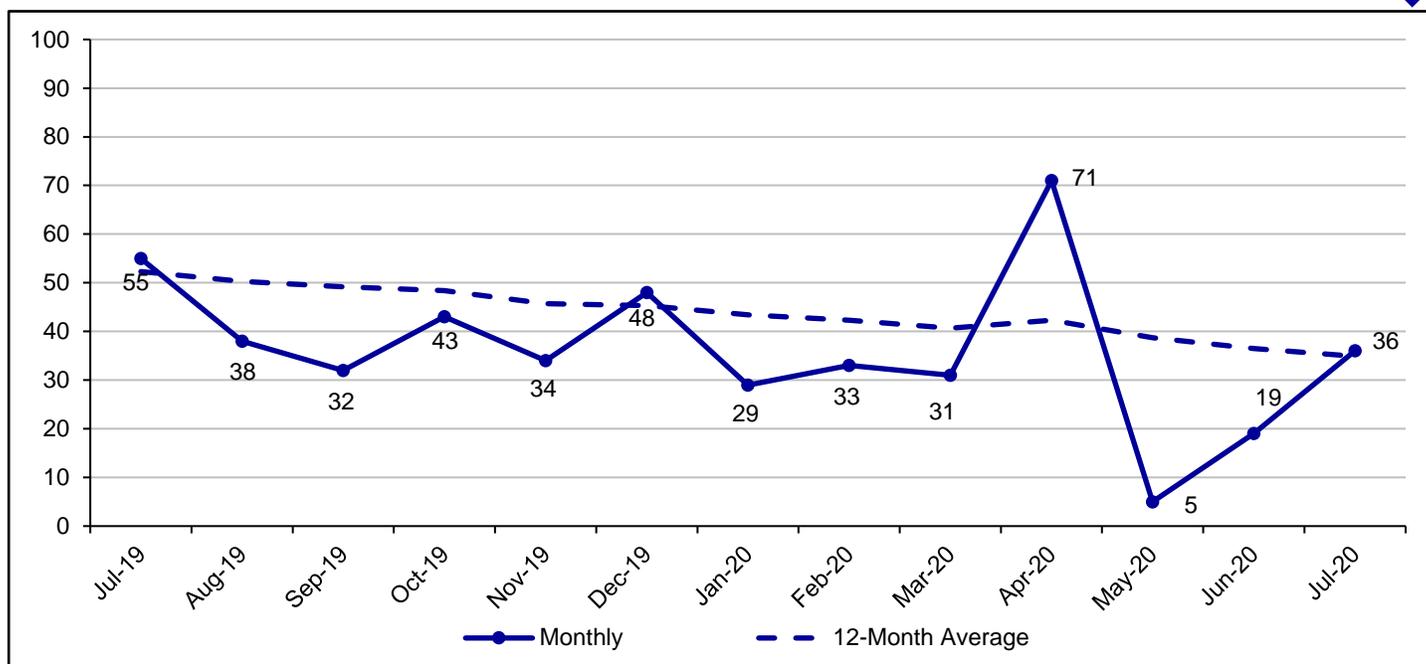
Customer Journey Time Performance (CJTP)

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

Subway Weekday Major Incidents (24 hours)

Desired trend



Categories	Monthly			12-Month Average		
	Jul 20	Jul 19	% Change	Jul 20	Jul 19	% Change
Track	7	6	+16.7%	5.0	8.1	-38.3%
Signals	10	18	-44.4%	10.4	18.1	-42.5%
Persons on Trackbed/Police/Medical	13	10	+30.0%	8.6	12.4	-30.6%
Stations & Structures	1	1	0.0%	1.5	2.3	-34.8%
Subway Car	4	8	-50.0%	2.6	4.6	-43.5%
Other	1	12	-91.7%	3.6	6.8	-47.1%
Subdivision A	15	26	-42.3%	14.6	24.4	-40.2%
Subdivision B	21	29	-27.6%	17.1	27.8	-38.5%
Systemwide	36	55	-34.5%	31.7	52.3	-39.4%
Avg Incident Duration (h:mm:ss)	0:15:42	0:17:00	-7.6%	0:22:18	0:15:42	+42.1%
Avg Trains Delayed per Incident	94	103	-8.7%	110	102	+7.8%

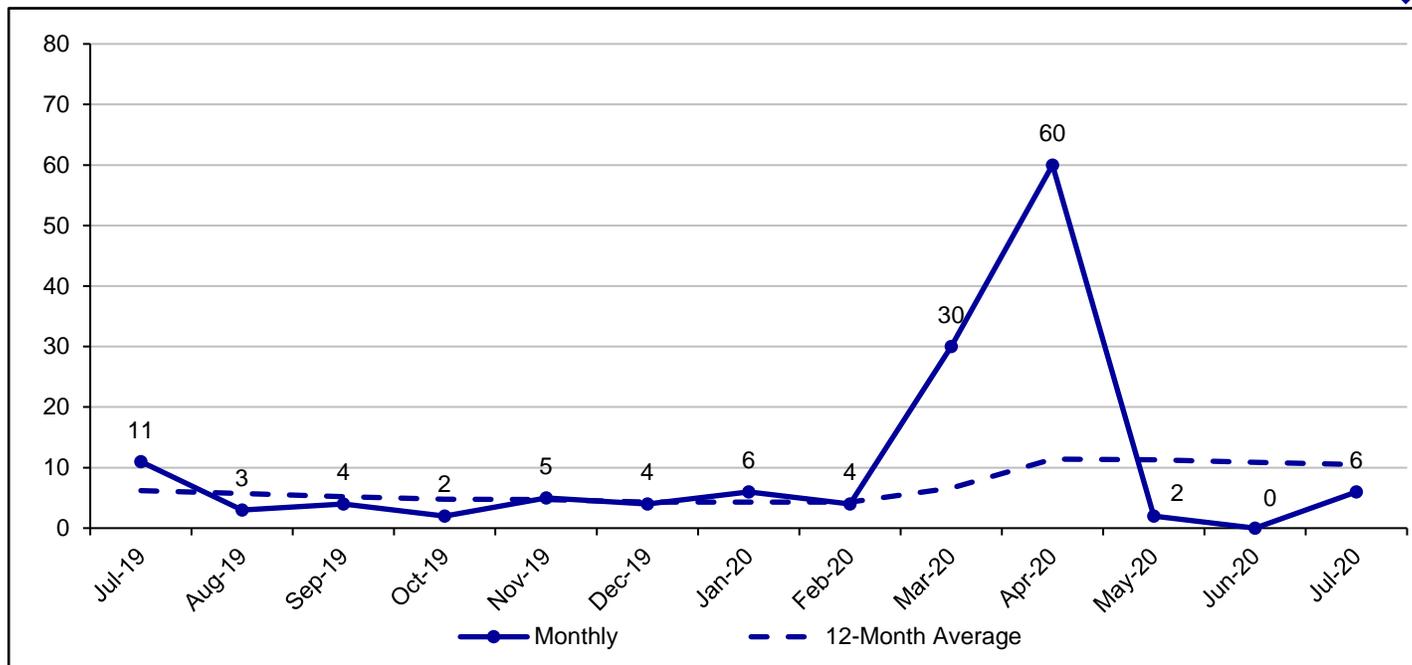
Major Incidents Discussion

- Major incidents improved by 34.5% in July 2020 compared to July 2019, and the 12-month average improved by 39.4%.
- The largest category in July 2020 was Persons on Roadbed/Police/Medical, due to an unusually high number of persons struck by trains and incidents of vandalism in the system.

Note: 12-month averages do not include partial months of March and April.

Subway Weekend Major Incidents (24 hours)

Desired trend



Categories	Monthly			12-Month Average		
	Jul 20	Jul 19	% Change	Jul 20	Jul 19	% Change
Track	1	1	0.0%	0.4	1.0	-60.0%
Signals	3	1	+200.0%	0.8	1.5	-46.7%
Persons on Trackbed/Police/Medical	2	0	N/A	1.4	1.0	+40.0%
Stations & Structure	0	1	-100.0%	0.0	0.7	-100.0%
Subway Car	0	0	N/A	0.1	0.2	-50.0%
Other	0	8	-100.0%	0.9	1.8	-50.0%
Subdivision A	3	4	-25.0%	1.7	2.6	-34.6%
Subdivision B	3	7	-57.1%	1.9	3.6	-47.2%
Systemwide	6	11	-45.5%	3.6	6.2	-41.9%
Avg Incident Duration (h:mm:ss)	0:18:00	0:15:30	+16.1%	0:21:06	0:13:42	+54.1%
Avg Trains Delayed per Incident	96	154	-37.7%	112	95	+17.9%

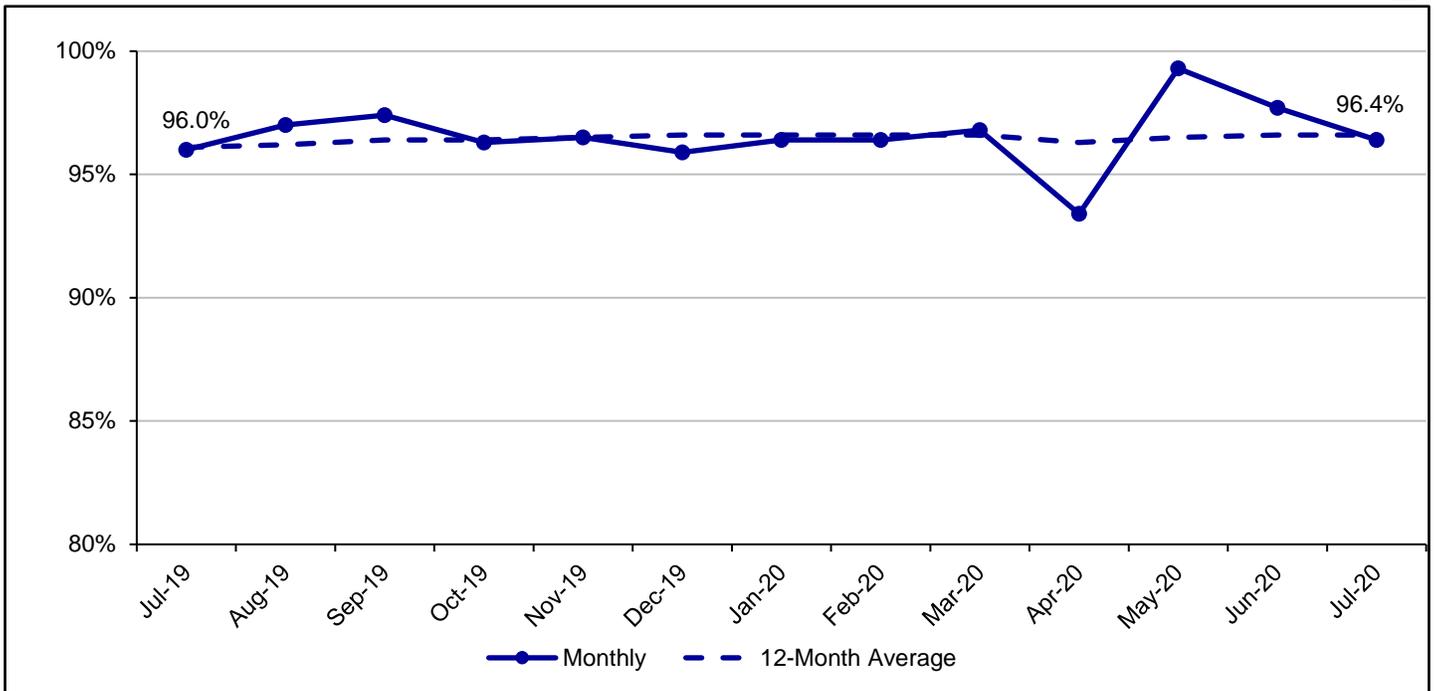
Major Incidents Discussion

- There were 6 major incidents on weekends in July 2020. This was a decrease compared to July 2019, which had several major incidents related to Con Ed power failures and special events.

Note: 12-month averages do not include partial months of March and April.

Subway Weekday % Service Delivered (Peak Hours)

Desired trend



	Monthly			12-Month Average		
	Jul 20	Jul 19	% Change	Jul 20	Jul 19	% Change
Subdivision A	96.6%	94.4%	+2.3%	96.9%	95.4%	+1.6%
Subdivision B	96.3%	97.3%	-1.0%	96.4%	96.6%	-0.2%
Systemwide	96.4%	96.0%	+0.4%	96.6%	96.1%	+0.5%

Weekday Service Delivered Discussion

- Service Delivered in July 2020 improved by 0.4% compared to July 2019, and the 12-month average improved by 0.5%.
- The 42nd Street Shuttle did not run throughout July and is not included in these metrics.

Note: The metrics in this report are preliminary.

Subway Weekday % Service Delivered
Monthly
(Peak Hours)

Desired trend 

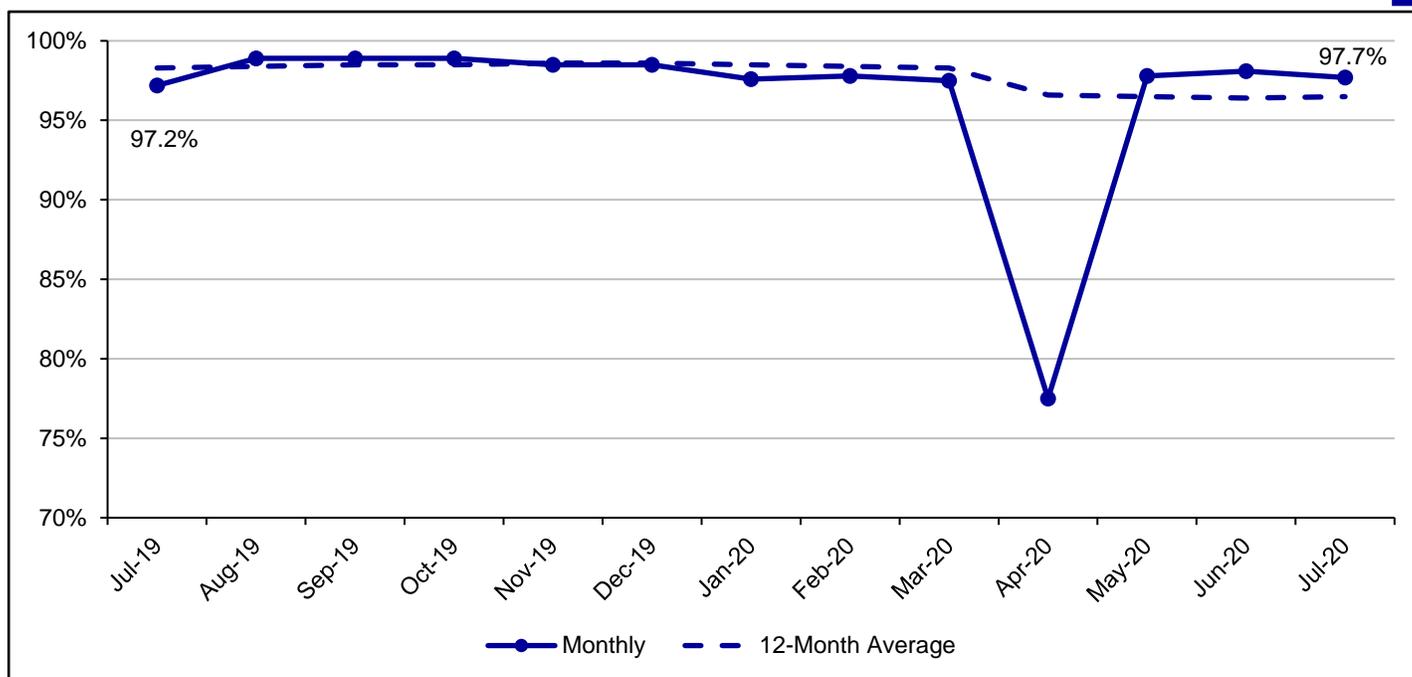
<u>Line</u>	<u>Jul 20</u>	<u>Jul 19</u>	<u>% Change</u>
1	98.7%	96.0%	+2.8%
2	96.5%	94.7%	+1.9%
3	97.2%	95.7%	+1.6%
4	96.9%	91.1%	+6.4%
5	92.4%	91.8%	+0.7%
6	97.3%	94.2%	+3.3%
7	97.7%	96.5%	+1.2%
S 42nd		95.8%	N/A
Subdivision A	96.6%	94.4%	+2.3%
A	93.9%	94.5%	-0.6%
B	95.3%	97.7%	-2.5%
C	95.6%	95.9%	-0.3%
D	97.3%	98.7%	-1.4%
E	97.7%	96.4%	+1.3%
F	98.5%	97.8%	+0.7%
S Fkn	99.6%	99.6%	0.0%
G	98.9%	101.0%	-2.1%
S Rock	99.6%	101.0%	-1.4%
JZ	97.6%	99.6%	-2.0%
L	99.0%	98.4%	+0.6%
M	95.7%	96.4%	-0.7%
N	94.2%	96.5%	-2.4%
Q	96.2%	97.3%	-1.1%
R	94.4%	96.5%	-2.2%
W	91.0%	96.6%	-5.8%
Subdivision B	96.3%	97.3%	-1.0%
Systemwide	96.4%	96.0%	+0.4%

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		
	Jul 20	Jul 19	% Change	Jul 20	Jul 19	% Change
Subdivision A	96.8%	95.9%	+0.9%	96.3%	97.8%	-1.5%
Subdivision B	98.2%	98.1%	+0.1%	96.6%	98.5%	-1.9%
Systemwide	97.7%	97.2%	+0.5%	96.5%	98.3%	-1.8%

Weekend Service Delivered Discussion

- Service Delivered in July 2020 improved by 0.5% compared to July 2019, and the 12-month average worsened by 1.8%.
- The 42nd Street Shuttle did not run throughout July and is not included in these metrics.

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

Desired trend

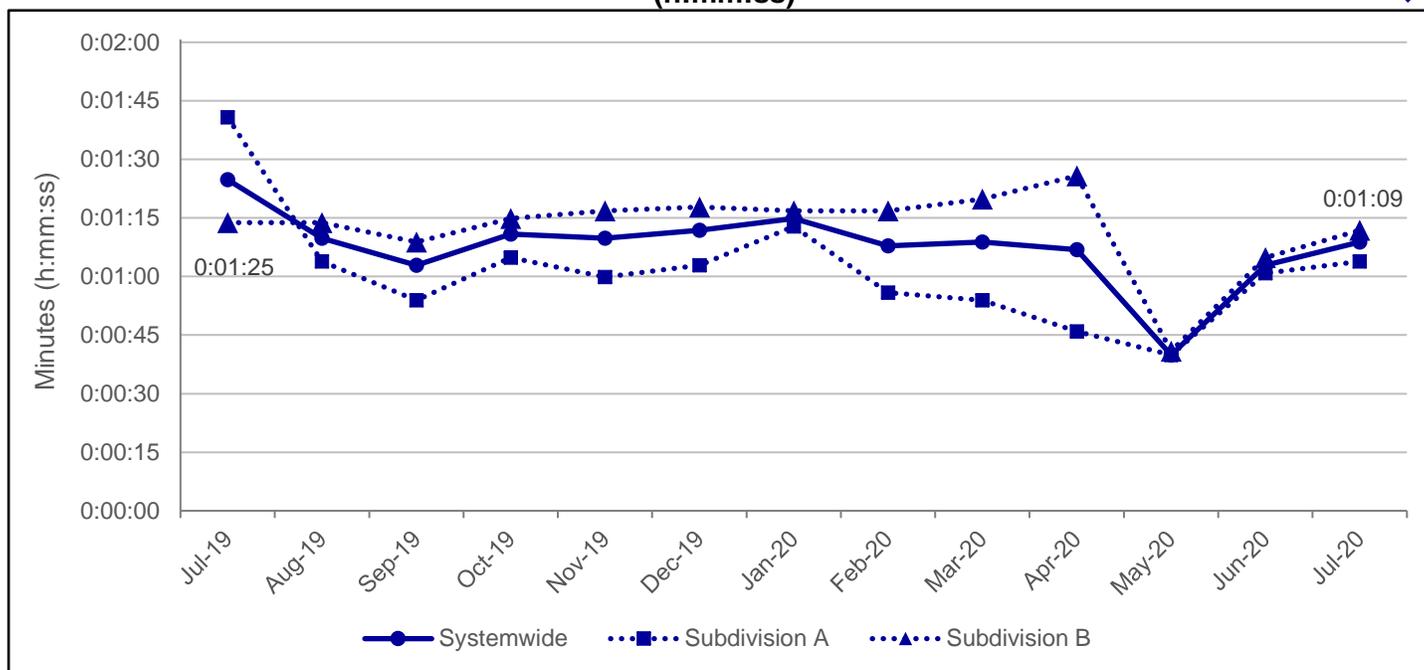


<u>Line</u>	<u>Jul 20</u>	<u>Jul 19</u>	<u>% Change</u>
1	97.5%	97.6%	-0.1%
2	96.9%	94.9%	+2.1%
3	97.2%	93.0%	+4.5%
4	94.4%	95.5%	-1.2%
5	96.8%	91.3%	+6.0%
6	97.6%	96.1%	+1.6%
7	99.2%	100.2%	-1.0%
S 42nd		97.3%	N/A
Subdivision A	96.8%	95.9%	+0.9%
A	98.1%	98.0%	+0.1%
C	97.7%	97.9%	-0.2%
D	93.9%	96.9%	-3.1%
E	99.9%	99.8%	+0.1%
F	97.0%	99.0%	-2.0%
S Fkln	99.4%	100.0%	-0.6%
G	99.0%	97.8%	+1.2%
S Rock	99.6%	99.4%	+0.2%
JZ	99.6%	98.4%	+1.2%
L	99.3%	98.0%	+1.3%
M	99.6%	95.0%	+4.8%
N	98.3%	98.9%	-0.6%
Q	97.5%	97.6%	-0.1%
R	100.1%	99.4%	+0.7%
Subdivision B	98.2%	98.1%	+0.1%
Systemwide	97.7%	97.2%	+0.5%

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		
	Jul 20	Jul 19	% Change	Jul 20	Jul 19	% Change
Subdivision A	0:01:04	0:01:41	-36.6%	0:00:58	0:01:05	-10.8%
Subdivision B	0:01:12	0:01:14	-2.7%	0:01:13	0:01:21	-9.9%
Systemwide	0:01:09	0:01:25	-18.8%	0:01:06	0:01:14	-10.8%

Additional Platform Time Discussion

- July 2020 APT improved by 18.8% compared to July 2019, and the 12-month average improved by 10.8%.
- APT worsened from June 2020 due in part to major incidents affecting the B, N, Q, R, and W lines.
- The 42nd Street Shuttle did not run throughout July and is not included in these metrics.

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)

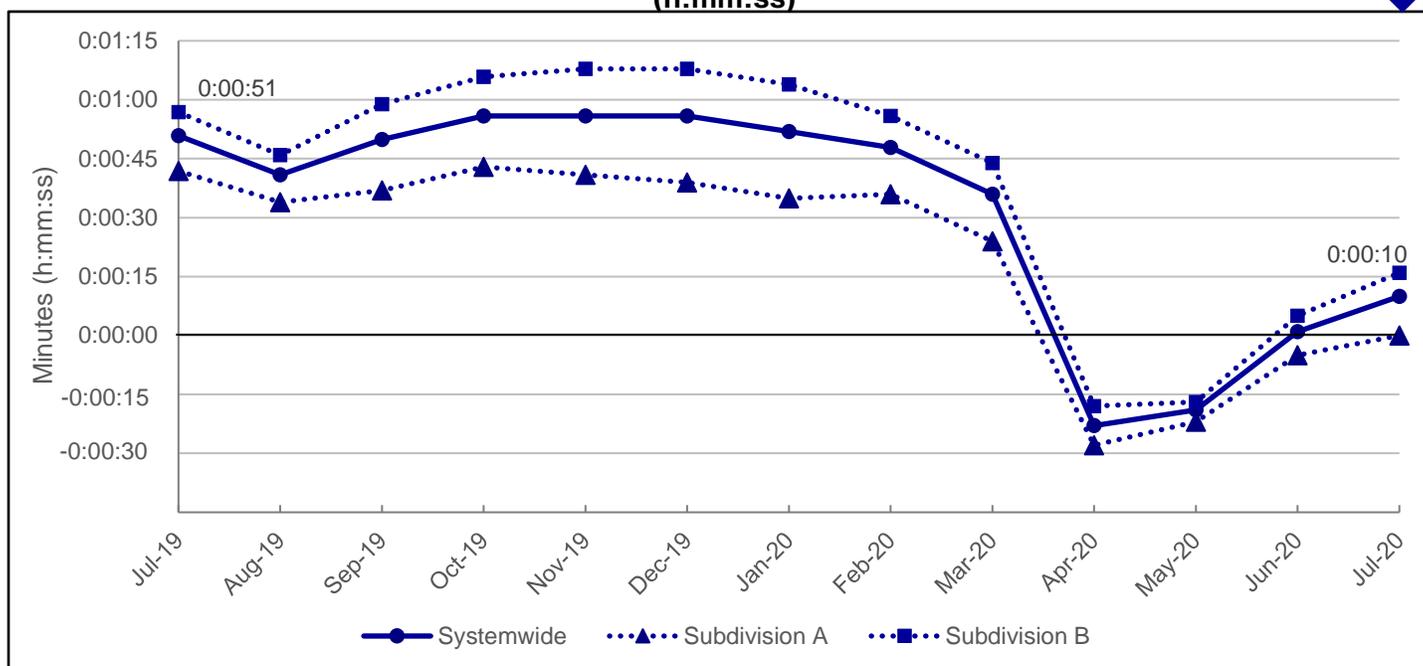
Desired trend



<u>Line</u>	<u>Jul 20</u>	<u>Jul 19</u>	<u>% Change</u>
1	0:00:49	0:01:12	-31.9%
2	0:01:14	0:02:12	-43.9%
3	0:01:11	0:01:50	-35.5%
4	0:01:09	0:02:04	-44.4%
5	0:01:16	0:02:05	-39.2%
6	0:00:59	0:01:53	-47.8%
7	0:01:00	0:00:55	+9.1%
S 42nd		0:01:30	N/A
Subdivision A	0:01:04	0:01:41	-36.6%
A	0:01:08	0:01:17	-11.7%
B	0:01:40	0:01:32	+8.7%
C	0:00:53	0:01:44	-49.0%
D	0:01:23	0:01:21	+2.5%
E	0:00:59	0:01:04	-7.8%
F	0:00:50	0:01:21	-38.3%
S Fkln	0:00:23	0:00:34	-32.4%
G	0:01:06	0:01:09	-4.3%
S Rock	0:00:25	0:00:43	-41.9%
JZ	0:00:58	0:01:01	-4.9%
L	0:00:46	0:00:48	-4.2%
M	0:01:25	0:01:28	-3.4%
N	0:01:34	0:01:07	+40.3%
Q	0:01:19	0:01:11	+11.3%
R	0:01:33	0:01:19	+17.7%
W	0:01:24	0:00:40	+110.0%
Subdivision B	0:01:12	0:01:14	-2.7%
Systemwide	0:01:09	0:01:25	-18.8%

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

Desired trend ↓



	Monthly			12-Month Average		
	Jul 20	Jul 19	% Change	Jul 20	Jul 19	% Change
Subdivision A	-0:00:00	0:00:42	N/A	0:00:35	0:00:51	-31.4%
Subdivision B	0:00:16	0:00:57	-71.9%	0:00:57	0:01:10	-18.6%
Systemwide	0:00:10	0:00:51	-80.4%	0:00:48	0:01:02	-22.6%

Additional Train Time Discussion

- July 2020 ATT improved by 41 seconds compared to July 2019, and the 12-month average improved by 14 seconds.
- ATT worsened from June 2020, but remained better than pre-pandemic levels, due to continued lower-than-normal ridership.
- 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.
- The 42nd Street Shuttle did not run throughout July and is not included in these metrics.

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)

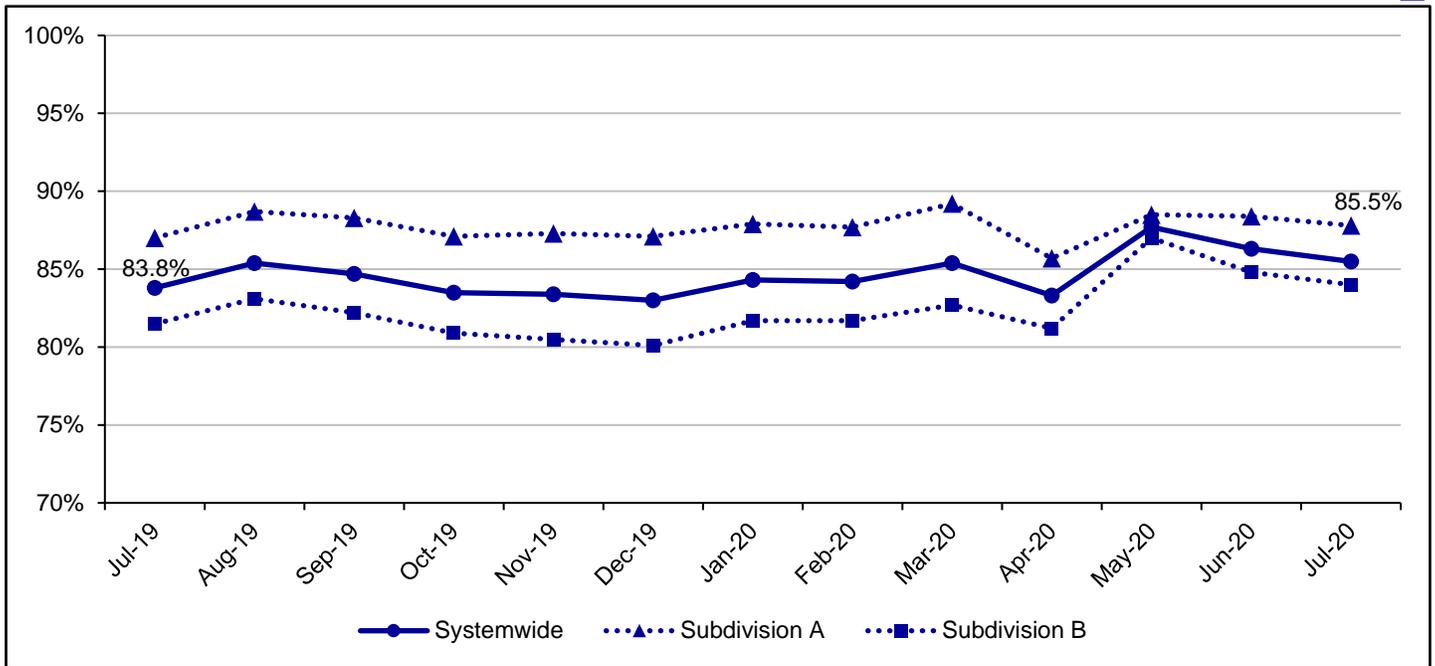
Desired trend



<u>Line</u>	<u>Jul 20</u>	<u>Jul 19</u>	<u>% Change</u>
1	0:00:16	0:00:51	-68.6%
2	-0:00:04	0:00:39	N/A
3	-0:00:11	0:00:28	N/A
4	-0:00:26	0:00:47	N/A
5	-0:00:17	0:00:41	N/A
6	0:00:14	0:00:45	-68.9%
7	0:00:13	0:00:36	-63.9%
S 42nd		0:00:25	N/A
Subdivision A	-0:00:00	0:00:42	N/A
A	0:00:13	0:01:21	-84.0%
B	0:00:32	0:01:26	-62.8%
C	0:00:20	0:00:54	-63.0%
D	0:00:27	0:01:18	-65.4%
E	-0:00:19	0:00:33	N/A
F	-0:00:17	0:00:53	N/A
S Fkln	0:00:36	0:00:43	-16.3%
G	0:00:16	0:00:42	-61.9%
S Rock	0:00:06	0:00:15	-60.0%
JZ	0:00:48	0:01:24	-42.9%
L	-0:00:17	0:00:00	N/A
M	0:00:14	0:00:58	-75.9%
N	0:00:57	0:01:01	-6.6%
Q	0:00:59	0:01:11	-16.9%
R	0:00:15	0:00:48	-68.8%
W	0:00:00	0:00:36	-100.0%
Subdivision B	0:00:16	0:00:57	-71.9%
Systemwide	0:00:10	0:00:51	-80.4%

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

Desired trend



	Monthly			12-Month Average		
	Jul 20	Jul 19	% Change	Jul 20	Jul 19	% Change
Subdivision A	87.8%	87.0%	+0.9%	87.8%	85.9%	+2.2%
Subdivision B	84.0%	81.5%	+3.1%	82.5%	79.0%	+4.4%
Systemwide	85.5%	83.8%	+2.0%	84.7%	81.8%	+3.5%

Weekday Customer Journey Time Performance Discussion

- July 2020 CJTP improved by 2.0% compared to July 2019, and the 12-month average improved by 3.5%.
- The 42nd Street Shuttle did not run throughout July and is not included in these metrics.

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>Jul 20</u>	<u>Jul 19</u>	<u>% Change</u>
1	89.9%	88.7%	+1.4%
2	85.1%	83.7%	+1.7%
3	88.1%	88.0%	+0.1%
4	86.6%	83.1%	+4.2%
5	85.5%	83.6%	+2.3%
6	89.8%	88.2%	+1.8%
7	88.7%	89.5%	-0.9%
S 42nd		96.4%	N/A
Subdivision A	87.8%	87.0%	+0.9%
A	83.7%	78.2%	+7.0%
B	80.1%	75.8%	+5.7%
C	85.6%	77.9%	+9.9%
D	81.0%	77.2%	+4.9%
E	88.8%	85.0%	+4.5%
F	84.7%	80.3%	+5.5%
S Fkn	96.7%	95.0%	+1.8%
G	86.1%	85.9%	+0.2%
S Rock	92.4%	89.2%	+3.6%
JZ	85.9%	81.0%	+6.0%
L	94.9%	92.4%	+2.7%
M	83.1%	80.1%	+3.7%
N	79.2%	80.7%	-1.9%
Q	79.6%	79.9%	-0.4%
R	80.6%	82.7%	-2.5%
W	87.9%	89.7%	-2.0%
Subdivision B	84.0%	81.5%	+3.1%
Systemwide	85.5%	83.8%	+2.0%

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)

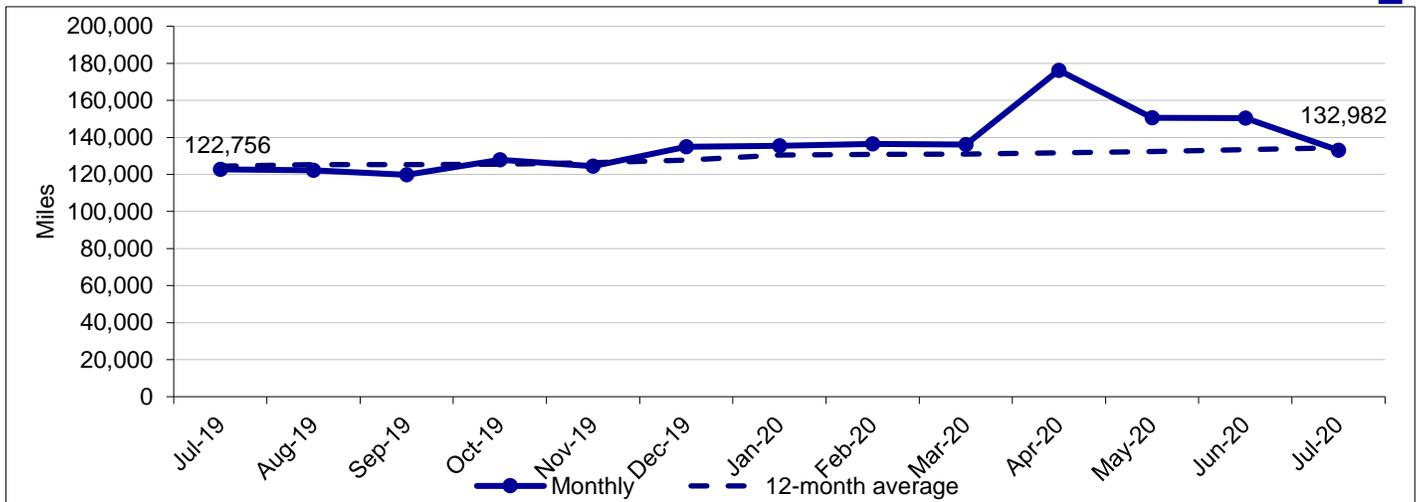
Subway MDBF is a measure of car fleet reliability. It is calculated as revenue car miles divided by the number of delay incidents attributed to car-related causes.

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
		Jul '20	Jul '19	
Subdivision A	2,890	169,104	161,540	+4.7%
Subdivision B	3,697	115,042	104,975	+9.6%
Systemwide	6,587	132,982	122,756	+8.3%

Car Class	# of Cars	12-Month Average		% Change
		Jul '20	Jul '19	
R32	130	28,665	33,838	-15.3%
R42			27,530	N/A
R46	750	60,813	61,512	-1.1%
R62	315	204,035	270,490	-24.6%
R62A	824	119,068	116,312	+2.4%
R68	425	84,021	66,872	+25.6%
R68A	200	78,090	90,811	-14.0%
R142	1,025	225,059	203,816	+10.4%
R142A	220	115,623	102,700	+12.6%
R143	212	182,777	98,193	+86.1%
R160	1,662	263,441	251,972	+4.6%
R179	318	143,943	130,973	+9.9%
R188 - New	126	295,779	557,255	-46.9%
R188 - Conversion	380	298,945	221,237	+35.1%
Subdivision A	2,890	171,572	163,803	+4.7%
Subdivision B	3,697	116,083	105,910	+9.6%
Systemwide	6,587	134,407	124,465	+8.0%

MDBF Discussion

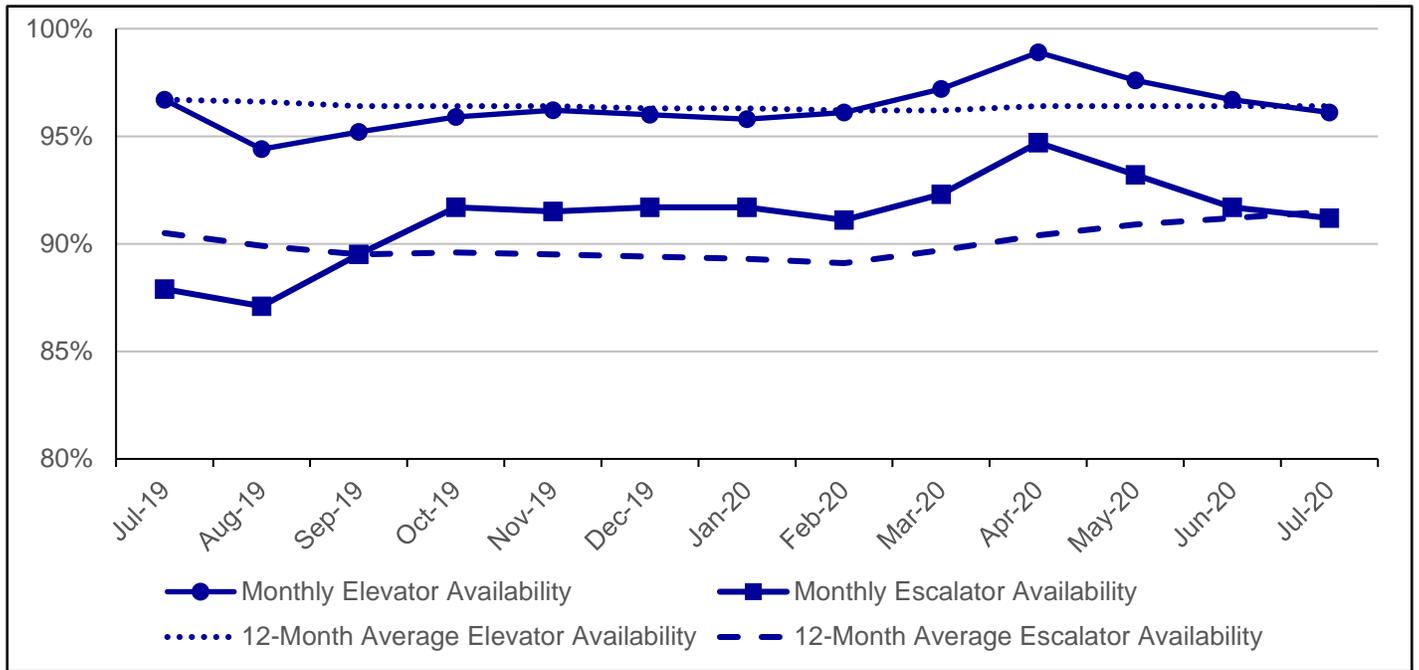
- July 2020 MDBF was 132,982, an increase of 8.3% from one year ago.
- 12-month average MDBF was 134,407 in July 2020, an increase of 8.0% from one year ago.
- The largest improvements in MDBF (12-month average) were on the R68, R143, and R188-Conversion fleets.

Chart 13

Note: The metrics in this report are preliminary.

Elevator and Escalator Availability (24 Hours)

Desired trend



	Monthly			12-Month Average		
	Jul 20	Jul 19	% Change	Jul 20	Jul 19	% Change
Elevator Availability	96.1%	96.7%	-0.6%	96.3%	96.7%	-0.4%
Escalator Availability	91.2%	87.9%	+3.8%	91.5%	90.5%	+1.1%

Elevator and Escalator Availability Discussion

- Elevator availability worsened by 0.6% in July 2020 compared to July 2019.
- Escalator availability increased by 3.8% between July 2019 and July 2020, mostly due to special inspection campaigns that required machines to be taken out of service in June 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	Jul 20					Jul 19					Desired trend
	Monthly	Monthly Gap			12 month	Monthly	Monthly Gap			12 month	Monthly
	Meets	Monthly Gap			Meets	Meets	Monthly Gap			Meets	Standard
	Standard	Minor	Medium	Major	Standard	Standard	Minor	Medium	Major	Standard	% Change
1	83.2%	8.0%	5.2%	3.6%	81.6%	78.2%	9.2%	6.6%	6.1%	77.2%	+6.4%
2	69.1%	10.9%	10.4%	9.6%	71.8%	69.2%	11.0%	9.2%	10.6%	70.6%	-0.1%
3	72.5%	12.6%	9.1%	5.8%	76.5%	73.4%	11.1%	8.4%	7.0%	73.7%	-1.2%
4	69.4%	11.0%	10.0%	9.6%	72.4%	69.5%	9.8%	9.1%	11.6%	70.1%	-0.1%
5	69.7%	10.0%	9.7%	10.7%	71.6%	68.1%	10.5%	9.4%	12.0%	68.6%	+2.3%
6	78.4%	9.5%	6.8%	5.3%	78.2%	76.5%	9.1%	6.9%	7.5%	73.2%	+2.5%
7	78.6%	10.7%	6.7%	4.0%	78.4%	79.5%	10.4%	6.4%	3.8%	73.5%	-1.1%
S 42nd						91.6%	3.2%	2.0%	3.3%	94.3%	N/A
Subdivision A	74.2%	10.4%	8.3%	7.1%	75.5%	73.9%	9.8%	7.8%	8.5%	73.1%	+0.4%
A	69.2%	11.7%	10.2%	8.9%	70.7%	68.5%	10.0%	10.1%	11.4%	69.0%	+1.0%
B	74.4%	12.0%	8.4%	5.3%	75.4%	75.9%	11.5%	7.7%	4.8%	74.4%	-2.0%
C	75.7%	13.7%	8.1%	2.5%	76.9%	73.6%	12.6%	9.2%	4.6%	74.4%	+2.9%
D	74.7%	12.4%	8.3%	4.7%	74.5%	75.0%	11.4%	8.2%	5.4%	73.1%	-0.4%
E	73.8%	11.7%	8.8%	5.7%	74.0%	72.5%	11.8%	9.0%	6.7%	70.1%	+1.8%
F	76.1%	11.1%	8.2%	4.6%	73.2%	71.6%	10.2%	9.1%	9.1%	70.6%	+6.3%
S Fkln	98.4%	0.9%	0.3%	0.4%	98.2%	98.0%	0.7%	0.4%	0.9%	98.3%	+0.4%
G	79.3%	12.0%	6.1%	2.5%	79.4%	80.6%	11.2%	5.9%	2.3%	80.5%	-1.6%
S Rock	94.8%	2.3%	1.1%	1.7%	95.2%	93.7%	3.4%	1.9%	1.0%	94.5%	+1.2%
JZ	83.7%	9.5%	4.7%	2.2%	81.6%	83.1%	10.2%	5.1%	1.6%	78.1%	+0.7%
L	77.5%	11.6%	7.2%	3.8%	79.5%	79.2%	10.8%	6.6%	3.5%	76.9%	-2.1%
M	77.6%	11.0%	6.8%	4.5%	76.4%	76.4%	11.3%	7.5%	4.8%	75.1%	+1.6%
N	72.1%	11.4%	9.3%	7.2%	73.9%	75.1%	11.4%	8.1%	5.4%	72.2%	-4.0%
Q	75.7%	10.6%	7.9%	5.9%	75.9%	76.5%	10.5%	7.8%	5.3%	75.2%	-1.0%
R	74.1%	11.3%	8.6%	6.0%	75.0%	74.6%	10.8%	8.5%	6.1%	72.3%	-0.7%
W	72.6%	10.8%	8.3%	8.2%	75.6%	79.9%	9.4%	5.7%	5.1%	74.0%	-9.1%
Subdivision B	75.6%	11.3%	7.9%	5.2%	75.9%	75.5%	10.8%	7.9%	5.9%	73.8%	+0.1%
Systemwide	75.0%	10.9%	8.1%	6.0%	75.7%	74.8%	10.3%	7.9%	7.1%	73.5%	+0.3%

Weekday Wait Assessment Discussion

- Wait Assessment for July 2020 improved by 0.3% compared to July 2019.
- The 42nd Street Shuttle did not run throughout July and is not included in these metrics.

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

Line	Jul 20					Jul 19					Desired trend	
	Monthly Meets	Monthly Gap			12 month Meets	Monthly Meets	Monthly Gap			12 month Meets		Monthly Standard
	Standard	Minor	Medium	Major	Standard	Standard	Minor	Medium	Major	Standard		% Change
1	90.7%	5.9%	2.2%	1.2%	88.3%	89.9%	5.6%	2.9%	1.7%	87.7%	+0.9%	
2	80.3%	9.7%	5.3%	4.6%	75.4%	72.5%	12.6%	8.9%	5.9%	74.4%	+10.8%	
3	81.7%	8.8%	4.7%	4.8%	84.3%	79.6%	8.8%	5.3%	6.4%	83.2%	+2.6%	
4	74.1%	11.7%	8.4%	5.8%	76.4%	73.7%	10.7%	8.5%	7.1%	74.3%	+0.5%	
5	95.8%	2.0%	0.5%	1.8%	83.8%	76.0%	8.4%	7.1%	8.5%	84.4%	+26.1%	
6	84.8%	8.8%	4.2%	2.2%	84.6%	83.1%	6.5%	4.5%	5.9%	83.3%	+2.0%	
7	89.7%	6.2%	2.0%	2.1%	83.8%	87.1%	8.4%	3.4%	1.1%	83.4%	+3.0%	
S 42nd						96.6%	0.5%	0.3%	2.6%	98.4%	N/A	
Subdivision A	82.7%	8.8%	4.8%	3.7%	81.4%	80.1%	8.7%	6.0%	5.2%	81.2%	+3.2%	
A	76.8%	10.8%	7.4%	5.0%	76.5%	72.5%	11.6%	9.3%	6.7%	74.2%	+5.9%	
C	80.7%	10.8%	5.7%	2.8%	81.0%	78.9%	12.0%	6.9%	2.2%	79.1%	+2.3%	
D	77.2%	12.1%	6.9%	3.7%	79.4%	76.4%	12.5%	6.7%	4.5%	79.6%	+1.0%	
E	88.6%	7.4%	2.9%	1.1%	85.7%	86.5%	8.3%	3.2%	1.9%	83.6%	+2.4%	
F	83.8%	9.7%	4.3%	2.2%	80.4%	79.4%	10.9%	6.1%	3.6%	79.8%	+5.5%	
S Fkln	99.5%	0.3%	0.0%	0.2%	98.2%	98.1%	0.5%	0.0%	1.4%	98.5%	+1.4%	
G	89.5%	7.1%	2.3%	1.1%	85.1%	79.9%	11.4%	6.0%	2.6%	86.0%	+12.0%	
S Rock	94.3%	4.0%	1.4%	0.2%	96.2%	90.9%	4.1%	1.9%	3.1%	95.2%	+3.7%	
JZ	90.2%	6.7%	2.4%	0.7%	86.2%	85.4%	7.5%	4.4%	2.7%	86.7%	+5.6%	
L	82.2%	10.3%	4.9%	2.6%	85.6%	86.0%	7.9%	3.8%	2.3%	82.0%	-4.4%	
M	92.9%	3.4%	1.0%	2.8%	77.8%	76.0%	9.9%	6.1%	8.1%	80.2%	+22.2%	
N	78.9%	11.6%	6.7%	2.8%	76.2%	76.8%	11.9%	7.2%	4.1%	77.2%	+2.7%	
Q	81.2%	9.2%	5.8%	3.8%	79.7%	76.6%	10.6%	7.7%	5.1%	82.6%	+6.0%	
R	83.5%	10.5%	4.9%	1.1%	80.9%	80.4%	10.8%	5.9%	3.0%	78.7%	+3.9%	
Subdivision B	83.0%	9.6%	4.9%	2.5%	81.2%	79.3%	10.5%	6.2%	4.0%	80.6%	+4.7%	
Systemwide	82.9%	9.3%	4.9%	3.0%	81.3%	79.7%	9.7%	6.1%	4.5%	80.9%	+4.0%	

Weekend Wait Assessment Discussion

- Wait Assessment for July 2020 improved by 4.0% compared to July 2019.
- The 42nd Street Shuttle did not run throughout July 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>Jul 20</u>	<u>Jul 19</u>	<u>% Change</u>
1	93.7%	85.3%	+9.8%
2	84.9%	71.0%	+19.6%
3	90.7%	80.6%	+12.5%
4	89.2%	74.4%	+19.9%
5	87.6%	75.3%	+16.3%
6	91.1%	80.9%	+12.6%
7	94.4%	91.8%	+2.8%
S 42nd		99.4%	N/A
Subdivision A	90.9%	84.6%	+7.4%
A	85.1%	64.5%	+31.9%
B	81.2%	68.7%	+18.2%
C	88.6%	70.0%	+26.6%
D	84.5%	69.0%	+22.5%
E	90.8%	79.2%	+14.6%
F	85.6%	63.8%	+34.2%
S Fkn	99.6%	99.2%	+0.4%
G	91.3%	79.5%	+14.8%
S Rock	97.1%	95.7%	+1.5%
JZ	94.1%	84.7%	+11.1%
L	94.9%	93.2%	+1.8%
M	92.0%	75.1%	+22.5%
NW	77.8%	77.9%	-0.1%
Q	85.8%	86.3%	-0.6%
R	86.4%	73.4%	+17.7%
Subdivision B	88.6%	78.4%	+13.0%
Systemwide	89.5%	81.1%	+10.4%

Weekday Terminal On-Time Performance Discussion

- July OTP improved by 10.4% compared to the prior year.
- July 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.
- The 42nd Street Shuttle did not run throughout July and is not included in these metrics.

Subway Weekend Terminal On-Time Performance

Monthly
(24 hours)

Desired trend



<u>Line</u>	<u>Jul 20</u>	<u>Jul 19</u>	<u>% Change</u>
1	96.7%	92.4%	+4.7%
2	78.8%	44.5%	+77.1%
3	85.0%	70.8%	+20.1%
4	76.0%	67.7%	+12.3%
5	92.7%	86.4%	+7.3%
6	90.5%	81.1%	+11.6%
7	96.8%	83.1%	+16.5%
S 42nd		98.8%	N/A
Subdivision A	88.0%	80.9%	+8.8%
A	86.7%	73.1%	+18.6%
C	81.6%	77.3%	+5.6%
D	90.9%	84.5%	+7.6%
E	88.7%	91.1%	-2.6%
F	87.5%	83.4%	+4.9%
S Fkn	100.0%	98.9%	+1.1%
G	91.6%	87.2%	+5.0%
S Rock	95.6%	87.3%	+9.5%
JZ	96.9%	80.7%	+20.1%
L	95.9%	87.8%	+9.2%
M	96.7%	83.5%	+15.8%
N	67.6%	61.7%	+9.6%
Q	85.8%	72.6%	+18.2%
R	92.4%	72.8%	+26.9%
Subdivision B	90.2%	81.6%	+10.5%
Systemwide	89.5%	81.3%	+10.1%

Weekend Terminal On-Time Performance Discussion

- July weekend OTP improved by 10.1% compared to the prior year.
- July weekend 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.
- The 42nd Street Shuttle did not run throughout July and is not included in these metrics.

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

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

<u>Delay Categories</u>	<u>Trains Delayed</u>	<u>Delayed Trains Per Day (22)</u>	<u>% of Delayed Trains</u>
Track Failures and Emergency Remediation	<u>1,462</u>	<u>66</u>	<u>8.4%</u>
Rail and Roadbed	961	44	5.6%
Fire, Smoke, Debris	501	23	2.9%
Signal Failures and Emergency Remediation	2,977	135	17.1%
Subway Car	<u>1,264</u>	<u>57</u>	<u>7.2%</u>
Door-Related	290	13	1.6%
Propulsion	162	7	0.9%
Braking	424	19	2.4%
Other	388	18	2.3%
Other Unplanned Disruptions (e.g. station defect)	558	25	3.2%
Train Brake Activation - cause unknown	167	8	1.0%
Service Delivery (e.g., crew performance)	2,374	108	13.7%
External	<u>4,071</u>	<u>185</u>	<u>23.4%</u>
Public Conduct, Crime, Police Response	1,427	65	8.2%
Sick/Injured Customer	413	19	2.4%
Persons on Roadbed (including persons struck by train)	838	38	4.8%
External Debris on Roadbed (e.g., trees, shopping cart)	560	25	3.2%
Other Passenger-Related (e.g., retrieval of property from track)	524	24	3.0%
Public Event (e.g., civil demonstration, parade)	144	7	0.9%
Inclement Weather	109	5	0.6%
Other External Disruptions	56	3	0.4%
Operating Environment	1,710	78	9.9%
Planned Right-of-Way Work	2,785	127	16.1%
Total Trains Delayed	<u>17,368</u>	<u>789</u>	<u>100%</u>

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

<u>Delay Categories</u>	<u>Trains Delayed</u>	<u>Delayed Trains Per Day (9)</u>	<u>% of Delayed Trains</u>
Track Failures and Emergency Remediation	<u>237</u>	<u>26</u>	<u>5.0%</u>
Rail and Roadbed	192	21	4.0%
Fire, Smoke, Debris	45	5	0.9%
Signal Failures and Emergency Remediation	769	85	16.2%
Subway Car	<u>203</u>	<u>23</u>	<u>4.3%</u>
Door-Related	54	6	1.1%
Propulsion	30	3	0.6%
Braking	49	5	1.0%
Other	70	8	1.5%
Other Unplanned Disruptions (e.g. station defect)	133	15	2.8%
Train Brake Activation - cause unknown	75	8	1.6%
Service Delivery (e.g., crew performance)	287	32	6.0%
External	<u>912</u>	<u>101</u>	<u>19.2%</u>
Public Conduct, Crime, Police Response	361	40	7.6%
Sick/Injured Customer	111	12	2.3%
Persons on Roadbed (including persons struck by train)	291	32	6.1%
External Debris on Roadbed (e.g., trees, shopping cart)	24	3	0.5%
Other Passenger-Related (e.g., retrieval of property from track)	66	7	1.4%
Public Event (e.g., civil demonstration, parade)	45	5	0.9%
Inclement Weather	0	0	0.0%
Other External Disruptions	14	2	0.3%
Operating Environment	728	81	15.3%
Planned Right-of-Way Work	1,404	156	29.6%
Total Trains Delayed	4,748	528	100%

Customer Service Report: Buses

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



Buses resumed front door boarding on August 31st, a significant milestone towards our new normal. We also reopened the front section of the bus, which had been cordoned off during the last five months, creating more space for our customers to social distance. The safety of our employees remains at the forefront of our minds and, to that end, we installed protective barriers around the operator compartments on all 5,900 buses. We continue to work hard to replace temporary barriers with more permanent polycarbonate sliders (as shown on a Nova bus above) and full-length vinyl curtains by end of the Fall.

We urge our customers to follow the law: wear masks on buses and pay the fare with MetroCard, OMNY, or exact change.

September 2020 Highlights: Buses

Thanks to the extraordinary efforts of the team — specifically, our central maintenance, depot operations, supply logistics and procurement colleagues — the MTA has passed a very important milestone on August 31st: re-opening the front section and door of our buses, providing customers with more space to socially distance while enabling us to collect critically needed fare revenue.

Safety was at the forefront of our minds when we made the decision to go to rear door boarding, and safety remained a critical consideration as we returned to front door boarding. In order to keep our Bus Operators safe, we designed, procured and installed a barrier for the bus operator compartment for our 5,900 buses and multiple fleet types. Everyone's role in this was critical. Everyone worked together, and we pulled it off in record time. As a result, we were able to go into service and safely reopen the front door to welcome our customers. However, our work is not done. The team continues to replace temporary barriers with more permanent polycarbonate and vinyl barriers, with the goal of completing all retrofits this fall.

In addition to these new barriers, we have implemented a comprehensive and robust re-opening strategy by:

- Providing PPE (including masks, gloves, operator seat covers, etc.);
- Disinfecting all our buses in service every 24 hours;
- Improving air filtration on the buses and working to increase air exchange rates;
- Mandating face coverings for employees and customers on the bus and implementing a pilot program to add face covering dispensers on 15 routes across all five boroughs for customer use;
- Moving back the white line behind which customers stand in order to provide more distance between the customer and operator;
- Closing off seats on buses directly behind the operator; and
- Deploying our Bridges & Tunnel Officers and the Eagle team throughout the system to remind customers to pay the fare and wear masks.

In addition, starting on September 14th, to further encourage mask compliance, the MTA implemented a policy to issue \$50 fines for riders who refuse to wear a facemask on public transit.

Finally, in August, the MTA's automated bus lane enforcement program went from four SBS routes (the M15, B44, M14 and B46) to seven, adding the M23, M34, and M86. These new routes currently have speeds well below the system average and well below where our customers need them to be. During the initial 60-day grace period, motorists who block bus lanes are issued a warning with no fine. After the expiration of the grace period, motorists who continue to block bus lanes will receive fines, with increased penalties for repeat offenders. Since we launched our automated bus lane enforcement program in October last year, we have issued approximately 45,000 warnings and violations to vehicles illegally blocking our bus lanes. In sum, we are significantly ramping up enforcement to make transit priority more effective.

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

Bus Report

Bus Report Performance Indicators							
Category	Performance Indicator	Current Month: August 2020			12-Month Average		
		This Year	Last Year	% Change	This Year	Last Year	% Change
Customer Focused Metrics	Service Delivered (Chart 1)	95.5%	97.7%	-2.3%	96.6%	97.2%	-0.6%
	Additional Bus Stop Time (h:mm:ss) (Chart 3)*	N/A	0:01:33	N/A	N/A	0:01:45	N/A
	Additional Travel Time (h:mm:ss) (Chart 5)*	N/A	0:00:57	N/A	N/A	0:00:51	N/A
	Customer Journey Time Performance (Chart 7)*	N/A	70.9%	N/A	N/A	+71.9%	N/A
Inputs To Operations	Mean Distance Between Failures (Chart 9)	6,743	7,533	-10.5%	8,169	7,414	+10.2%
	Speed (MPH) (Chart 11)	8.3	8.1	+2.7%	8.2	8.0	+3.1%
Legacy Indicators	Wait Assessment (Chart 13)	79.4%	79.6%	-0.2%	78.7%	77.6%	+1.5%
	System MDBSI (Chart 16)	3,608	3,201	+12.7%	3,479	2,957	+17.7%
	NYCT Bus	3,467	3,009	+15.2%	3,311	2,792	+18.6%
	MTA Bus	4,117	4,008	+2.7%	4,134	3,665	+12.8%
	System Trips Completed (Chart 17)*	96.8%	99.3%	-2.5%	98.7%	99.2%	-0.5%
	NYCT Bus	96.9%	99.3%	-2.4%	98.8%	99.2%	-0.4%
	MTA Bus	96.3%	99.1%	-2.8%	98.5%	98.9%	-0.4%
	System AM Pull Out (Chart 18)*	97.2%	99.7%	-2.5%	99.1%	99.8%	-0.7%
	NYCT Bus	97.5%	99.8%	-2.3%	99.2%	99.8%	-0.6%
	MTA Bus	96.1%	99.6%	-3.5%	98.9%	99.5%	-0.6%
	System PM Pull Out (Chart 19)*	97.5%	99.8%	-2.3%	99.3%	99.8%	-0.5%
	NYCT Bus	97.6%	99.9%	-2.3%	99.4%	99.9%	-0.5%
	MTA Bus	96.9%	99.5%	-2.6%	99.1%	99.5%	-0.4%
	System Buses >= 12 years	19.1%	20.6%				
	NYCT Bus	7.1%	9.3%				
	MTA Bus	60.6%	59.5%				
	System Fleet Age	7.8	7.2				
	NYCT Bus	6.7	6.1				
MTA Bus	11.6	10.7					

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

***NOTE:** Some metrics for the month of August 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, and CJTP metrics are not available
- 12-month averages for Trips Completed, AM Pull Out, and PM Pull Out exclude April and May 2020

Note: The metrics in this report are preliminary

Section 1: Customer Focused Metrics

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

Performance Indicator Definitions

Service Delivered

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

Additional Bus Stop Time (ABST)

Additional Bus Stop Time (ABST) is the estimated average extra time that customers wait at a stop for a bus, compared with their scheduled wait time. The measure assumes customers arrive at the bus stop at a uniform rate, except for routes with longer headways, where customers arrive more closely aligned to the schedule. ABST (sometimes referred to as Excess Wait Time) is a new indicator for the MTA, and is considered an industry best practice worldwide. ABST is estimated using customers' MetroCard swipes 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.

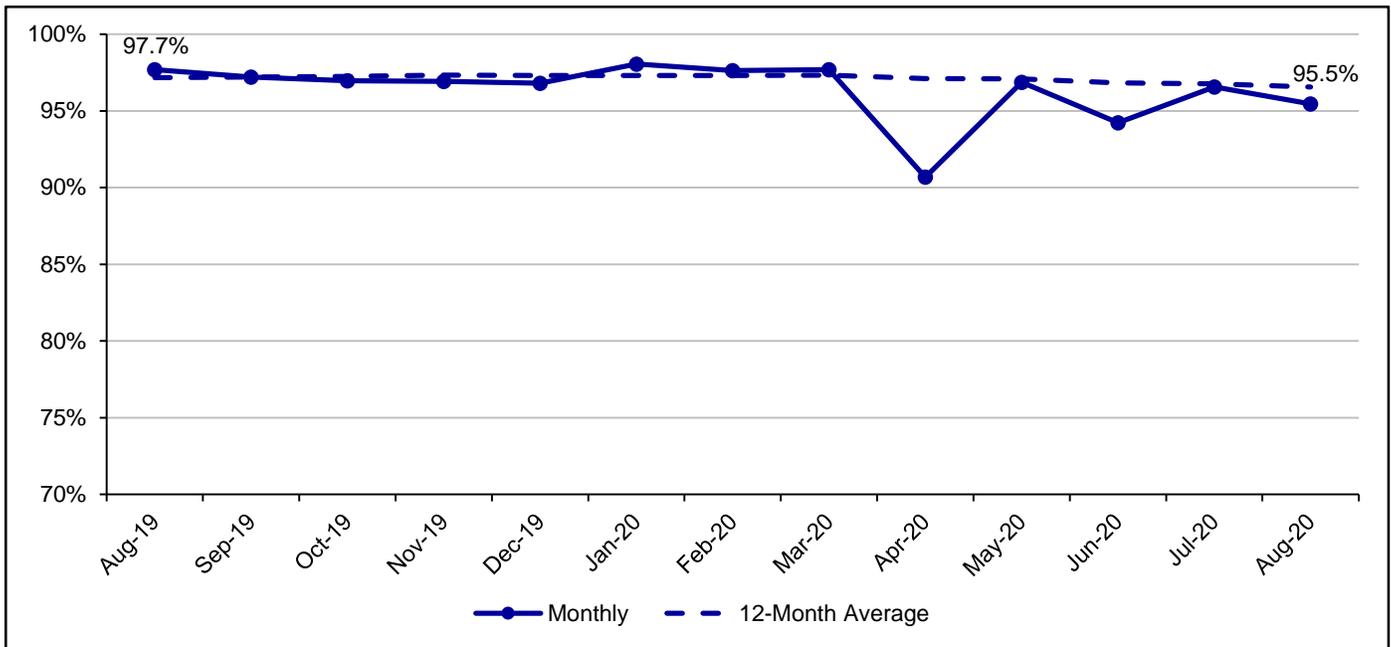
Customer Journey Time Performance (CJTP)

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		
	Aug 20	Aug 19	% Change	Aug 20	Aug 19	% Change
Bronx	96.5%	97.5%	-1.1%	97.3%	97.5%	-0.2%
Brooklyn	94.4%	98.4%	-4.1%	97.0%	97.6%	-0.6%
Manhattan	98.5%	98.3%	+0.2%	96.8%	97.6%	-0.8%
Queens	95.2%	97.0%	-1.8%	95.9%	96.8%	-0.9%
Staten Island	93.0%	98.0%	-5.1%	96.5%	96.7%	-0.2%
Systemwide	95.5%	97.7%	-2.3%	96.6%	97.2%	-0.6%

Service Delivered Discussion

- Service Delivered in August 2020 decreased by 2.3 percent to 95.5 percent compared to August 2019, and decreased by 0.6 percent to 96.6 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>Aug 20</u>	<u>Aug 19</u>	<u>% Change</u>
Bronx	96.5%	97.5%	-1.1%
Local/Limited	96.0%	97.6%	-1.7%
Select Bus Service	98.8%	97.8%	+1.0%
Express	97.8%	96.9%	+1.0%
Brooklyn	94.4%	98.4%	-4.1%
Local/Limited	93.8%	98.2%	-4.5%
Select Bus Service	94.7%	97.1%	-2.5%
Express	98.4%	101.2%	-2.8%
Manhattan	98.5%	98.3%	+0.2%
Local/Limited	98.4%	97.9%	+0.4%
Select Bus Service	98.9%	99.1%	-0.3%
Express	N/A	N/A	N/A
Queens	95.2%	97.0%	-1.8%
Local/Limited	94.9%	96.8%	-1.9%
Select Bus Service	96.7%	99.5%	-2.8%
Express	97.2%	97.7%	-0.5%
Staten Island	93.0%	98.0%	-5.1%
Local/Limited	93.4%	98.0%	-4.7%
Select Bus Service	95.8%	101.8%	-5.9%
Express	92.3%	97.6%	-5.5%
Systemwide	95.5%	97.7%	-2.3%
Local/Limited	95.2%	97.5%	-2.4%
Select Bus Service	97.7%	98.7%	-1.1%
Express	95.6%	98.0%	-2.5%

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.

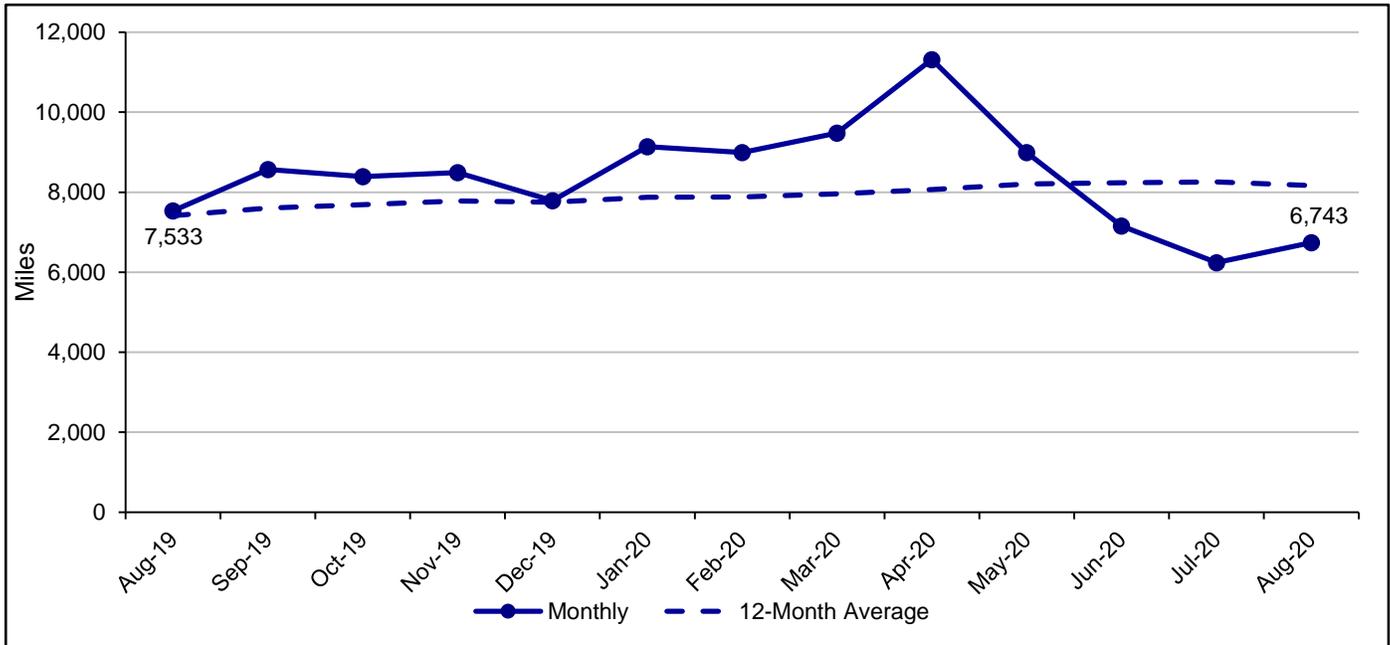
Note: The metrics in this report are preliminary

Mean Distance Between Failures

(24 Hours)

Miles

Desired trend



	Monthly			12-Month Average		
	Aug 20	Aug 19	% Change	Aug 20	Aug 19	% Change
Bronx	4,727	5,591	-15.5%	6,289	5,660	+11.1%
Brooklyn	6,891	9,183	-25.0%	8,615	8,058	+6.9%
Manhattan	4,287	4,559	-6.0%	5,216	4,321	+20.7%
Queens	6,838	7,100	-3.7%	7,908	7,188	+10.0%
Staten Island	24,462	17,952	+36.3%	23,208	21,043	+10.3%
Systemwide	6,743	7,533	-10.5%	8,169	7,414	+10.2%

Mean Distance Between Failures Discussion

- Mean Distance Between Failures increased by 10.2% for the 12-month average but was down by 10.5% for the month of August primarily due to rear door related road calls associated with our rear door boarding policy implemented in March. The MTA resumed front door boarding on August 31st.

Note: The metrics in this report are preliminary

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

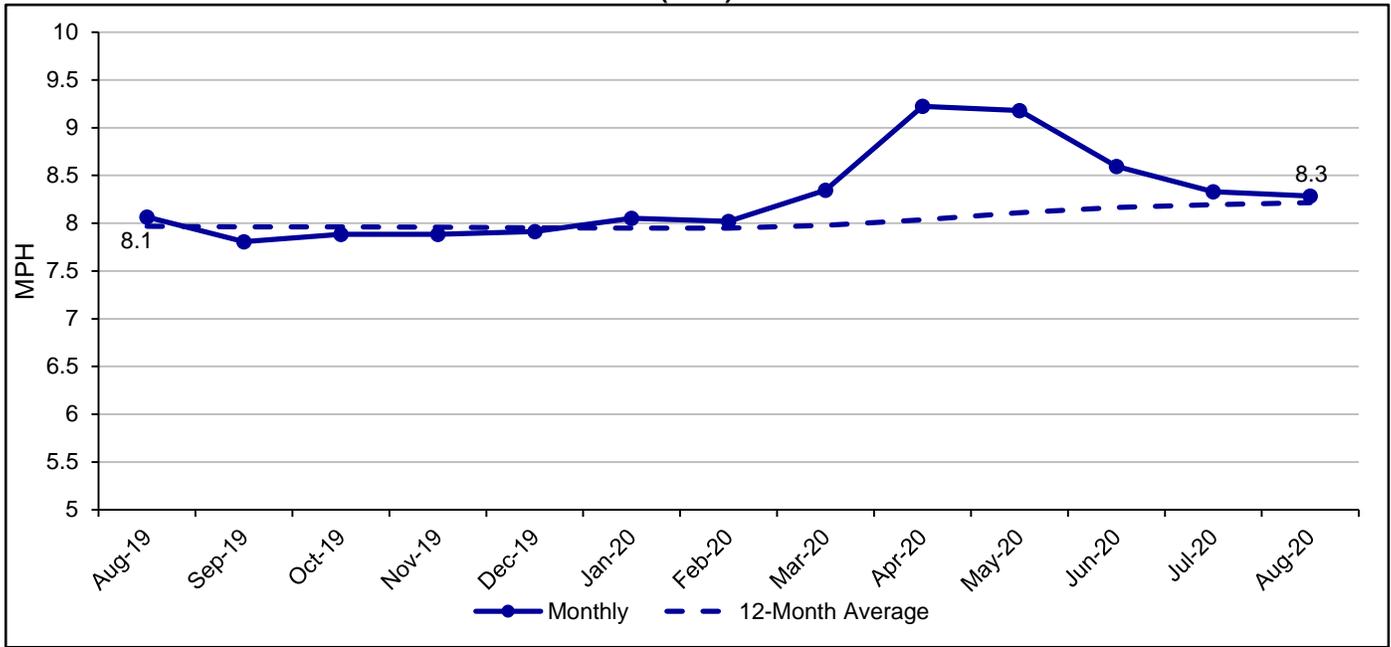
Desired trend 

<u>Borough</u>	<u>Aug 20</u>	<u>Aug 19</u>	<u>% Change</u>
Bronx	6,289	5,660	+11.1%
Local/Limited	5,455	4,822	+13.1%
Select Bus Service	10,202	9,397	+8.6%
Express	10,370	10,908	-4.9%
Brooklyn	8,615	8,058	+6.9%
Local/Limited	8,441	7,834	+7.8%
Select Bus Service	9,976	12,197	-18.2%
Express	10,276	8,421	+22.0%
Manhattan	5,216	4,321	+20.7%
Local/Limited	4,480	3,797	+18.0%
Select Bus Service	9,601	8,501	+12.9%
Express	N/A	N/A	N/A
Queens	7,908	7,188	+10.0%
Local/Limited	7,808	6,877	+13.5%
Select Bus Service	7,564	10,051	-24.7%
Express	8,600	7,801	+10.3%
Staten Island	23,208	21,043	+10.3%
Local/Limited	23,712	20,793	+14.0%
Select Bus Service	25,341	13,490	+87.8%
Express	22,653	22,228	+1.9%
Systemwide	8,169	7,414	+10.2%
Local/Limited	7,358	6,537	+12.6%
Select Bus Service	9,455	10,025	-5.7%
Express	12,831	12,377	+3.7%

Note: The metrics in this report are preliminary

Bus Speeds (24 Hours) (MPH)

Desired trend



	Monthly			12-Month Average		
	Aug 20	Aug 19	% Change	Aug 20	Aug 19	% Change
Bronx	7.8	7.6	+2.3%	7.6	7.4	+2.8%
Brooklyn	7.5	7.2	+2.9%	7.4	7.1	+4.0%
Manhattan	6.4	6.0	+7.9%	6.3	5.9	+7.2%
Queens	9.4	8.9	+4.9%	9.2	8.8	+4.3%
Staten Island	14.2	14.0	+1.7%	13.9	13.8	+0.3%
Systemwide	8.3	8.1	+2.7%	8.2	8.0	+3.1%

Speed Discussion

- Bus Speeds in August 2020 increased by 2.7 percent to 8.3 mph compared to August 2019, and increased by 3.1 percent to 8.2 mph on a 12-month average basis.

Note: The metrics in this report are preliminary

Bus Speeds
Monthly (24 Hours)
MPH

Desired trend 

<u>Borough</u>	<u>Aug 20</u>	<u>Aug 19</u>	<u>% Change</u>
Bronx	7.8	7.6	+2.3%
Local/Limited	7.1	6.8	+4.2%
Select Bus Service	9.0	8.8	+2.8%
Express	12.9	12.1	+6.9%
Brooklyn	7.5	7.2	+2.9%
Local/Limited	7.2	6.9	+3.5%
Select Bus Service	8.8	8.8	+0.4%
Express	14.3	12.5	+13.7%
Manhattan	6.4	6.0	+7.9%
Local/Limited	6.2	5.7	+7.8%
Select Bus Service	7.4	6.8	+9.0%
Express	N/A	N/A	N/A
Queens	9.4	8.9	+4.9%
Local/Limited	9.0	8.6	+5.1%
Select Bus Service	11.7	11.0	+5.6%
Express	15.0	13.6	+10.0%
Staten Island	14.2	14.0	+1.7%
Local/Limited	12.5	11.9	+4.2%
Select Bus Service	15.1	14.6	+3.6%
Express	18.4	17.5	+5.5%
Systemwide	8.3	8.1	+2.7%
Local/Limited	7.8	7.5	+4.2%
Select Bus Service	9.4	8.9	+5.0%
Express	15.1	14.3	+5.4%

Note: The metrics in this report are preliminary

Section 3: Legacy Indicators

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

Performance Indicator Definitions

Wait Assessment

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

Bus Mean Distance Between Service Interruptions

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

Bus Percentage of Completed Trips

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

Bus AM Weekday Pull Out Performance

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

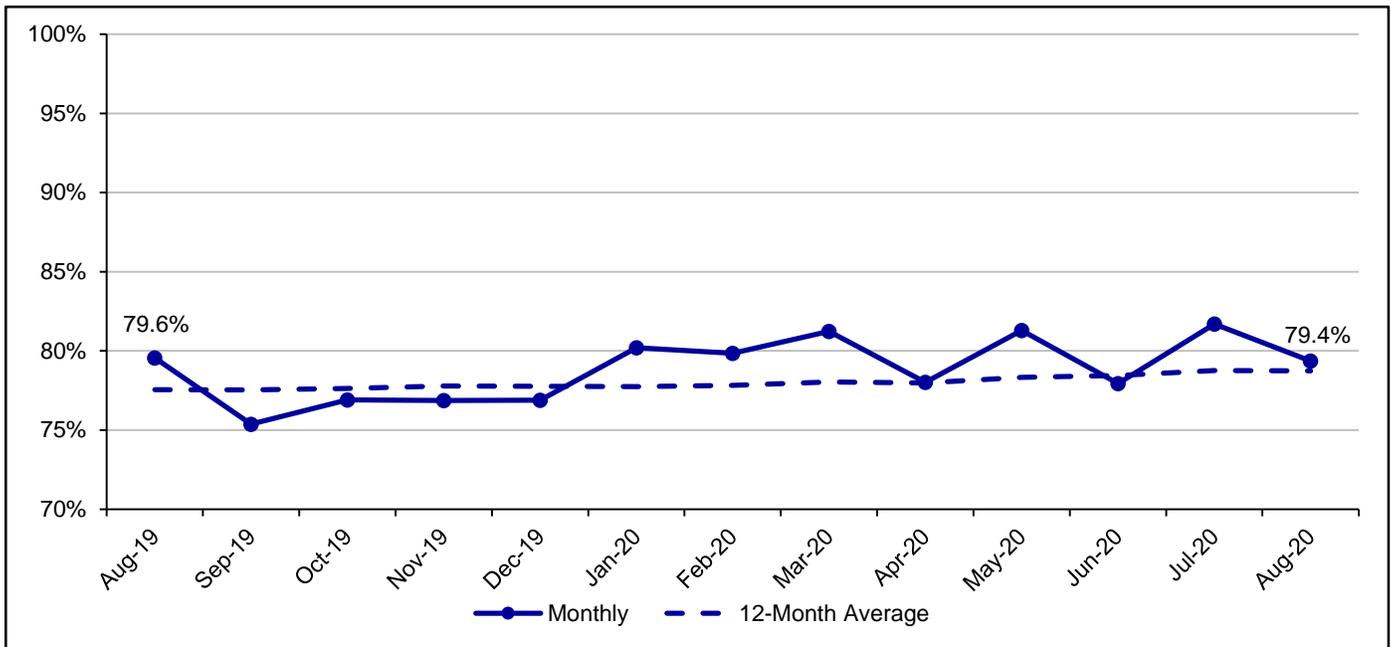
Bus PM Weekday Pull Out Performance

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

Note: The metrics in this report are preliminary

Wait Assessment

Desired trend



	Monthly			12-Month Average		
	Aug 20	Aug 19	% Change	Aug 20	Aug 19	% Change
Bronx	79.6%	77.9%	+2.2%	78.1%	76.7%	+1.8%
Brooklyn	73.9%	78.2%	-5.4%	76.3%	75.9%	+0.6%
Manhattan	83.2%	79.3%	+4.9%	78.7%	76.8%	+2.5%
Queens	81.8%	81.2%	+0.8%	80.5%	79.0%	+1.9%
Staten Island	79.6%	82.5%	-3.5%	81.4%	80.7%	+0.9%
Systemwide	79.4%	79.6%	-0.2%	78.7%	77.6%	+1.5%

Note: The metrics in this report are preliminary

Wait Assessment Monthly

Desired trend 

<u>Borough</u>	<u>Aug 20</u>	<u>Aug 19</u>	<u>% Change</u>
Bronx	79.6%	77.9%	+2.2%
Local/Limited	79.1%	77.5%	+2.1%
Select Bus Service	83.5%	82.4%	+1.4%
Express	88.5%	84.9%	+4.2%
Brooklyn	73.9%	78.2%	-5.4%
Local/Limited	73.7%	78.0%	-5.6%
Select Bus Service	79.8%	82.4%	-3.1%
Express	79.7%	82.1%	-3.0%
Manhattan	83.2%	79.3%	+4.9%
Local/Limited	82.6%	78.8%	+4.9%
Select Bus Service	87.8%	83.6%	+5.0%
Express	N/A	N/A	N/A
Queens	81.8%	81.2%	+0.8%
Local/Limited	81.8%	81.1%	+0.9%
Select Bus Service	83.2%	83.1%	+0.2%
Express	82.3%	84.5%	-2.7%
Staten Island	79.6%	82.5%	-3.5%
Local/Limited	79.0%	81.6%	-3.1%
Select Bus Service	83.5%	81.8%	+2.0%
Express	81.1%	86.6%	-6.4%
Systemwide	79.4%	79.6%	-0.2%
Local/Limited	79.0%	79.2%	-0.3%
Select Bus Service	84.9%	83.0%	+2.3%
Express	83.1%	85.1%	-2.4%

Note: The metrics in this report are preliminary

Bus Mean Distance Between Service Interruptions

Desired trend 

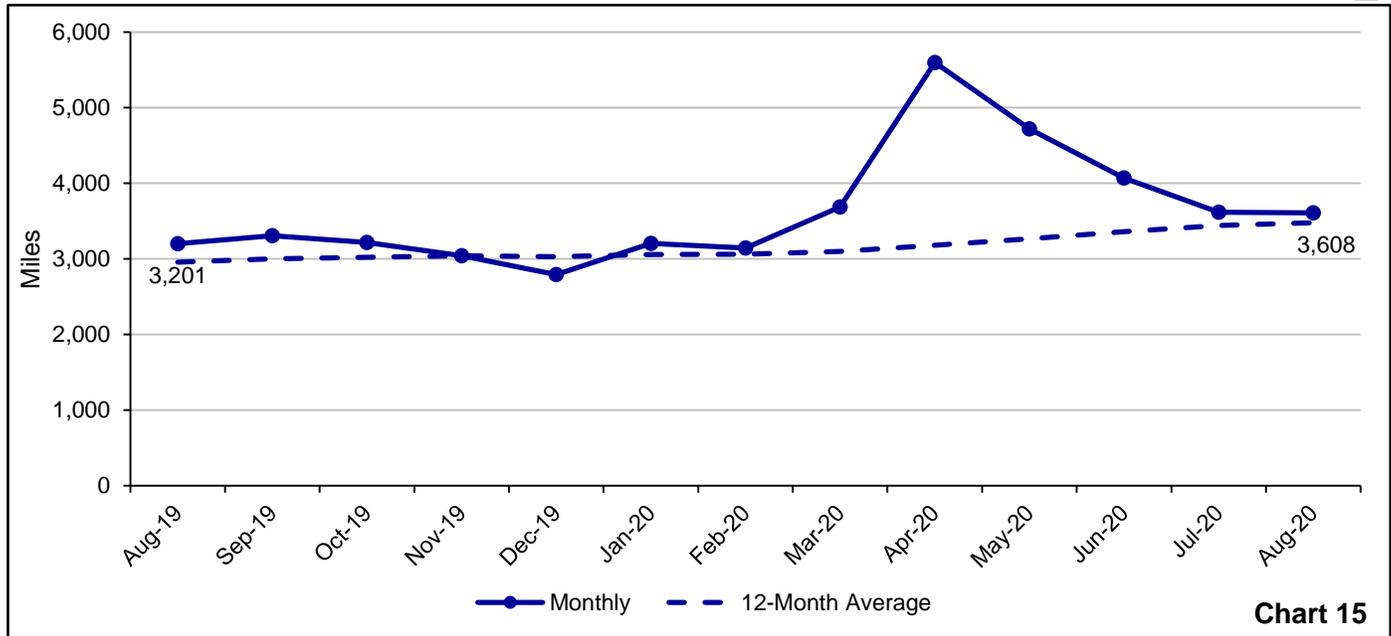


Chart 15

	Monthly			12-Month Average		
	Aug 20	Aug 19	% Change	Aug 20	Aug 19	% Change
Systemwide	3,608	3,201	+12.7%	3,479	2,957	+17.7%

Bus Percentage of Completed Trips

Desired trend 

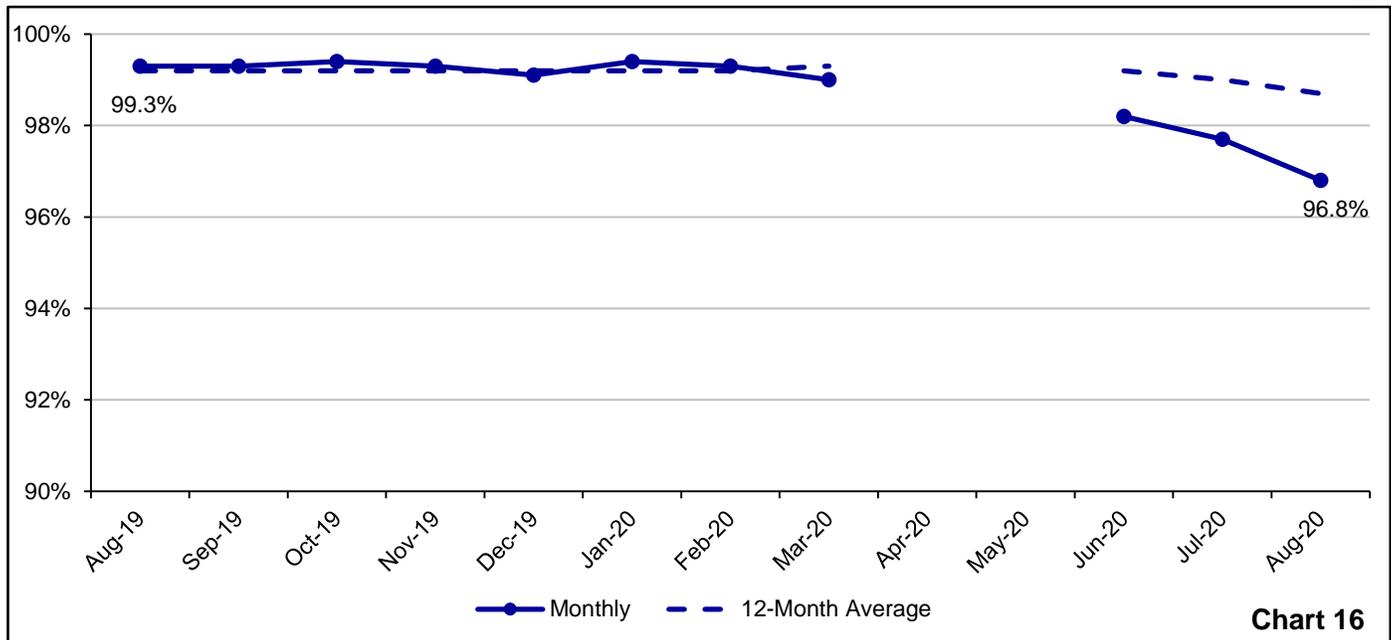


Chart 16

	Monthly			12-Month Average		
	Aug 20	Aug 19	% Change	Aug 20	Aug 19	% Change
Systemwide	96.8%	99.3%	-2.5%	98.7%	99.2%	-0.5%

- Due to data processing issues related to the COVID-19 outbreak, April and May 2020 Completed Trips are not available.

Note: The metrics in this report are preliminary

Bus AM Weekday Pull Out Performance

Desired trend 

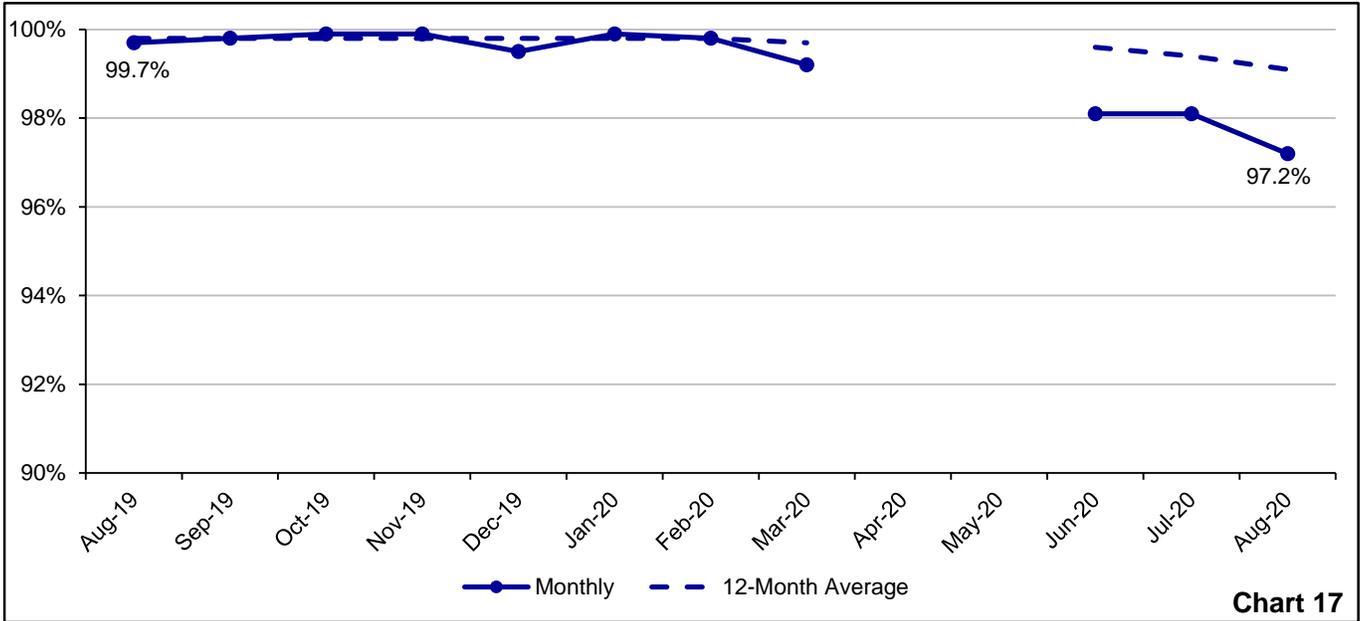


Chart 17

	Monthly			12-Month Average		
	Aug 20	Aug 19	% Change	Aug 20	Aug 19	% Change
Systemwide	97.2%	99.7%	-2.5%	99.1%	99.8%	-0.7%

Bus PM Weekday Pull Out Performance

Desired trend 

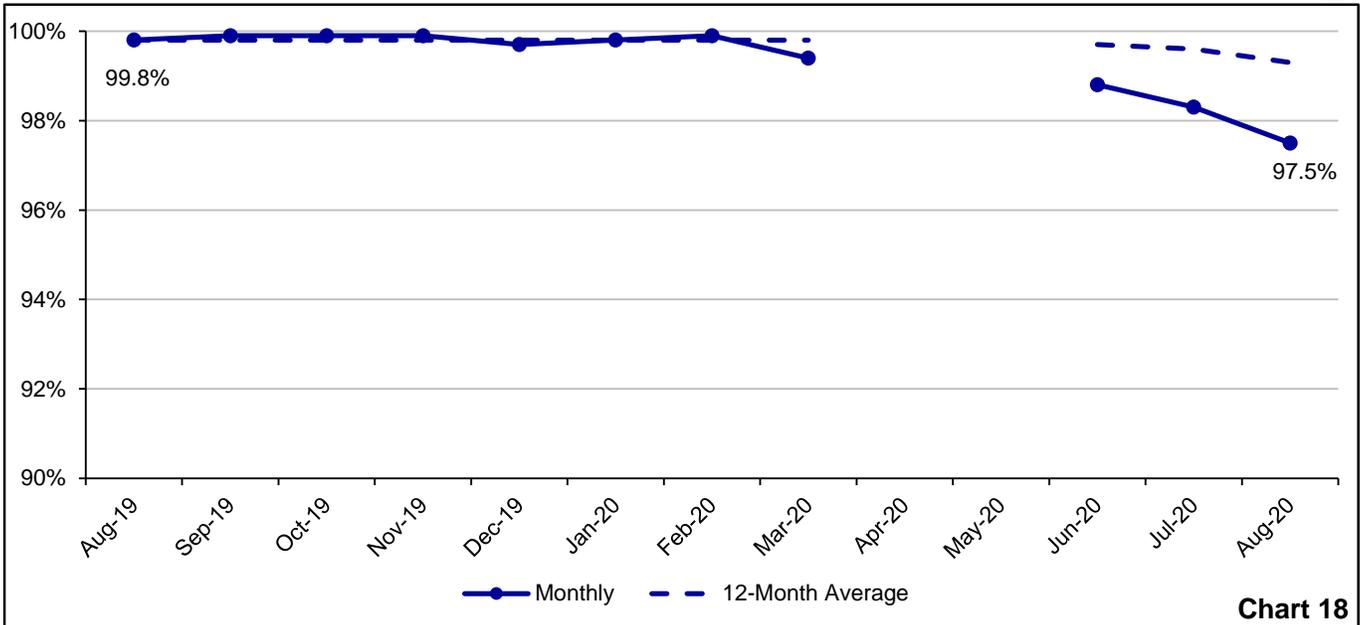


Chart 18

	Monthly			12-Month Average		
	Aug 20	Aug 19	% Change	Aug 20	Aug 19	% Change
Systemwide	97.5%	99.8%	-2.3%	99.3%	99.8%	-0.5%

- Due to data processing issues related to the COVID-19 outbreak, April and May 2020 AM and PM Pull Out Performance are not available.

Note: The metrics in this report are preliminary

Bus Report

Bus Report Performance Indicators							
Category	Performance Indicator	Current Month: July 2020			12-Month Average		
		This Year	Last Year	% Change	This Year	Last Year	% Change
Customer Focused Metrics	Service Delivered (Chart 1)	96.6%	97.2%	-0.7%	96.8%	97.2%	-0.4%
	Additional Bus Stop Time (h:mm:ss) (Chart 3)*	N/A	0:01:40	N/A	N/A	0:01:45	N/A
	Additional Travel Time (h:mm:ss) (Chart 5)*	N/A	0:00:57	N/A	N/A	0:00:51	N/A
	Customer Journey Time Performance (Chart 7)*	N/A	70.9%	N/A	N/A	+71.9%	N/A
Inputs To Operations	Mean Distance Between Failures (Chart 9)	6,242	6,112	+2.1%	8,257	7,268	+13.6%
	Speed (MPH) (Chart 11)	8.3	8.0	+4.0%	8.2	8.0	+2.8%
Legacy Indicators	Wait Assessment (Chart 13)	81.7%	78.4%	+4.2%	78.8%	77.6%	+1.5%
	System MDBSI (Chart 16)	3,616	2,830	+27.8%	3,442	2,924	+17.7%
	NYCT Bus	3,458	2,706	+27.8%	3,269	2,755	+18.7%
	MTA Bus	4,196	3,306	+26.9%	4,124	3,654	+12.9%
	System Trips Completed (Chart 17)*	97.7%	99.2%	-1.5%	99.0%	99.2%	-0.2%
	NYCT Bus	97.6%	99.3%	-1.7%	99.0%	99.2%	-0.2%
	MTA Bus	97.9%	99.1%	-1.2%	98.9%	98.9%	0.0%
	System AM Pull Out (Chart 18)*	98.1%	99.7%	-1.6%	99.4%	99.8%	-0.4%
	NYCT Bus	98.1%	99.8%	-1.7%	99.5%	99.8%	-0.3%
	MTA Bus	98.3%	99.4%	-1.1%	99.3%	99.5%	-0.2%
	System PM Pull Out (Chart 19)*	98.3%	99.8%	-1.5%	99.6%	99.8%	-0.2%
	NYCT Bus	98.2%	99.9%	-1.7%	99.6%	99.9%	-0.3%
	MTA Bus	98.5%	99.6%	-1.1%	99.4%	99.5%	-0.1%
	System Buses >= 12 years	18.8%	19.5%				
	NYCT Bus	6.8%	9.3%				
	MTA Bus	61.0%	54.0%				
	System Fleet Age	7.7	7.1				
NYCT Bus	6.6	6.0					
MTA Bus	11.5	10.6					

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

*NOTE: Some metrics for the month of July 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, and CJTP metrics are not available
- 12-month averages for Trips Completed, AM Pull Out, and PM Pull Out exclude April and May 2020

Note: The metrics in this report are preliminary

Section 1: Customer Focused Metrics

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

Performance Indicator Definitions

Service Delivered

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

Additional Bus Stop Time (ABST)

Additional Bus Stop Time (ABST) is the estimated average extra time that customers wait at a stop for a bus, compared with their scheduled wait time. The measure assumes customers arrive at the bus stop at a uniform rate, except for routes with longer headways, where customers arrive more closely aligned to the schedule. ABST (sometimes referred to as Excess Wait Time) is a new indicator for the MTA, and is considered an industry best practice worldwide. ABST is estimated using customers' MetroCard swipes 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.

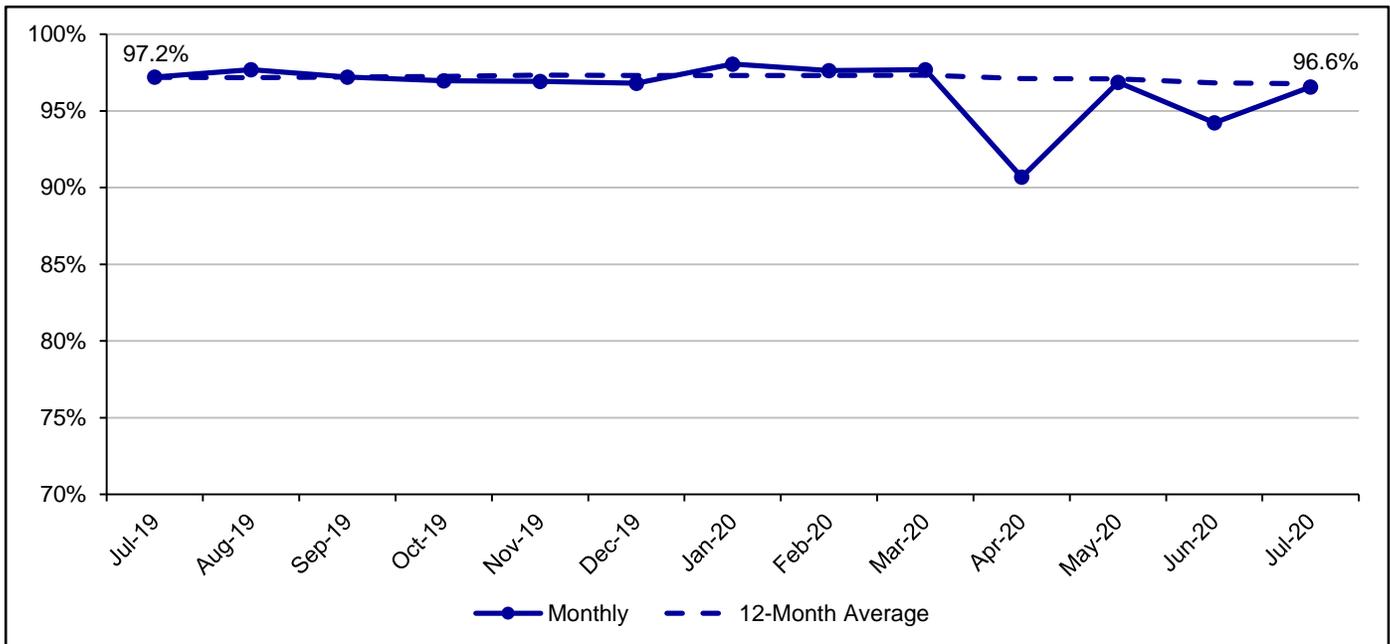
Customer Journey Time Performance (CJTP)

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		
	Jul 20	Jul 19	% Change	Jul 20	Jul 19	% Change
Bronx	97.3%	97.4%	-0.1%	97.4%	97.5%	-0.1%
Brooklyn	95.6%	98.3%	-2.7%	97.3%	97.6%	-0.2%
Manhattan	98.8%	97.6%	+1.3%	96.7%	97.5%	-0.8%
Queens	96.8%	96.5%	+0.3%	96.0%	96.9%	-0.9%
Staten Island	94.1%	96.6%	-2.6%	97.0%	96.7%	+0.2%
Systemwide	96.6%	97.2%	-0.7%	96.8%	97.2%	-0.4%

Service Delivered Discussion

- Service Delivered in July 2020 decreased by 0.7 percent to 96.6 percent compared to July 2019, and decreased by 0.4 percent to 96.8 percent on a 12-month average basis.

Note: The metrics in this report are preliminary

**Service Delivered
Monthly
(Peak Hours)**

Desired trend 

<u>Borough</u>	<u>Jul 20</u>	<u>Jul 19</u>	<u>% Change</u>
Bronx	97.3%	97.4%	-0.1%
Local/Limited	96.8%	97.4%	-0.6%
Select Bus Service	99.1%	98.0%	+1.0%
Express	99.1%	97.4%	+1.7%
Brooklyn	95.6%	98.3%	-2.7%
Local/Limited	94.9%	98.0%	-3.2%
Select Bus Service	96.3%	98.2%	-1.9%
Express	100.6%	100.1%	+0.5%
Manhattan	98.8%	97.6%	+1.3%
Local/Limited	98.7%	97.2%	+1.5%
Select Bus Service	99.1%	98.6%	+0.6%
Express	N/A	N/A	N/A
Queens	96.8%	96.5%	+0.3%
Local/Limited	96.3%	96.3%	+0.0%
Select Bus Service	99.2%	99.7%	-0.5%
Express	99.6%	97.2%	+2.4%
Staten Island	94.1%	96.6%	-2.6%
Local/Limited	94.6%	97.4%	-2.9%
Select Bus Service	96.3%	99.2%	-3.0%
Express	93.3%	95.5%	-2.3%
Systemwide	96.6%	97.2%	-0.7%
Local/Limited	96.2%	97.1%	-0.9%
Select Bus Service	98.5%	98.6%	-0.1%
Express	97.2%	97.0%	+0.2%

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.

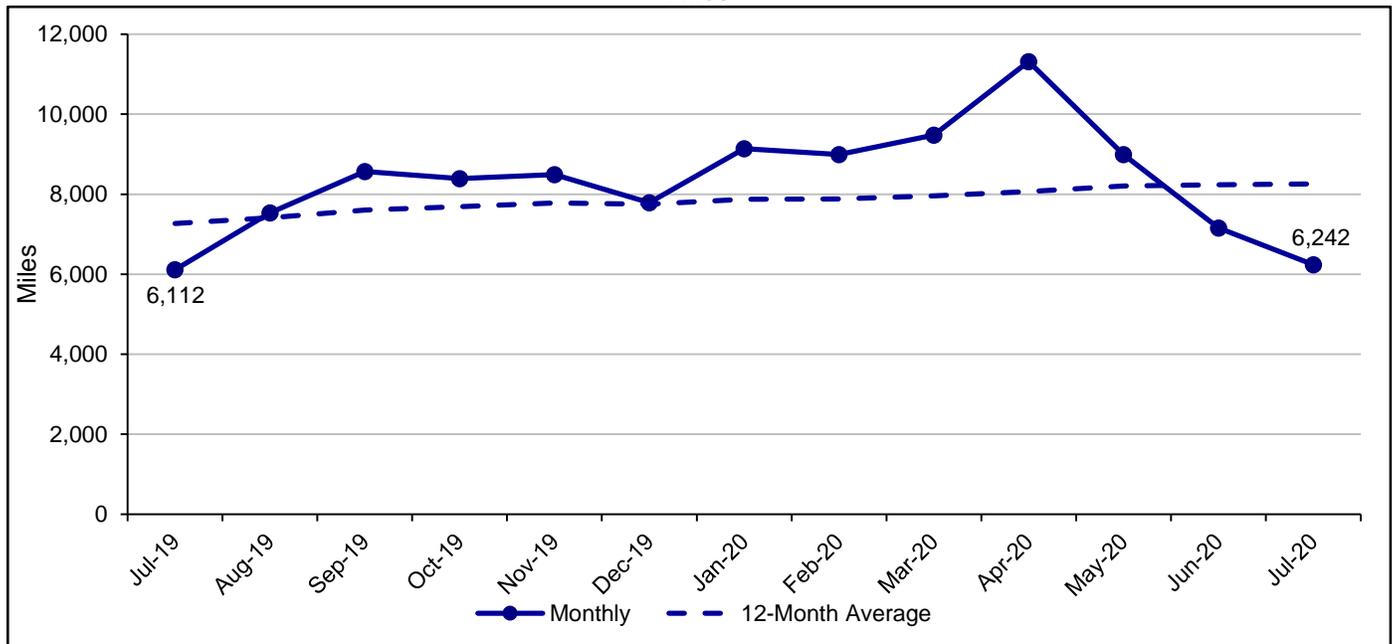
Note: The metrics in this report are preliminary

Mean Distance Between Failures

(24 Hours)

Miles

Desired trend



	Monthly			12-Month Average		
	Jul 20	Jul 19	% Change	Jul 20	Jul 19	% Change
Bronx	4,440	4,359	+1.8%	6,402	5,545	+15.5%
Brooklyn	6,624	7,054	-6.1%	8,850	7,653	+15.7%
Manhattan	3,764	3,477	+8.3%	5,249	4,262	+23.2%
Queens	6,503	5,884	+10.5%	7,935	7,174	+10.6%
Staten Island	17,615	21,278	-17.2%	22,483	20,727	+8.5%
Systemwide	6,242	6,112	+2.1%	8,257	7,268	+13.6%

Mean Distance Between Failures Discussion

- Mean Distance Between Failures in July 2020 increased by 2.1 percent to 6,242 miles compared to July 2019, and increased by 13.6 percent to 8,257 miles on a 12-month average basis.

Note: The metrics in this report are preliminary

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

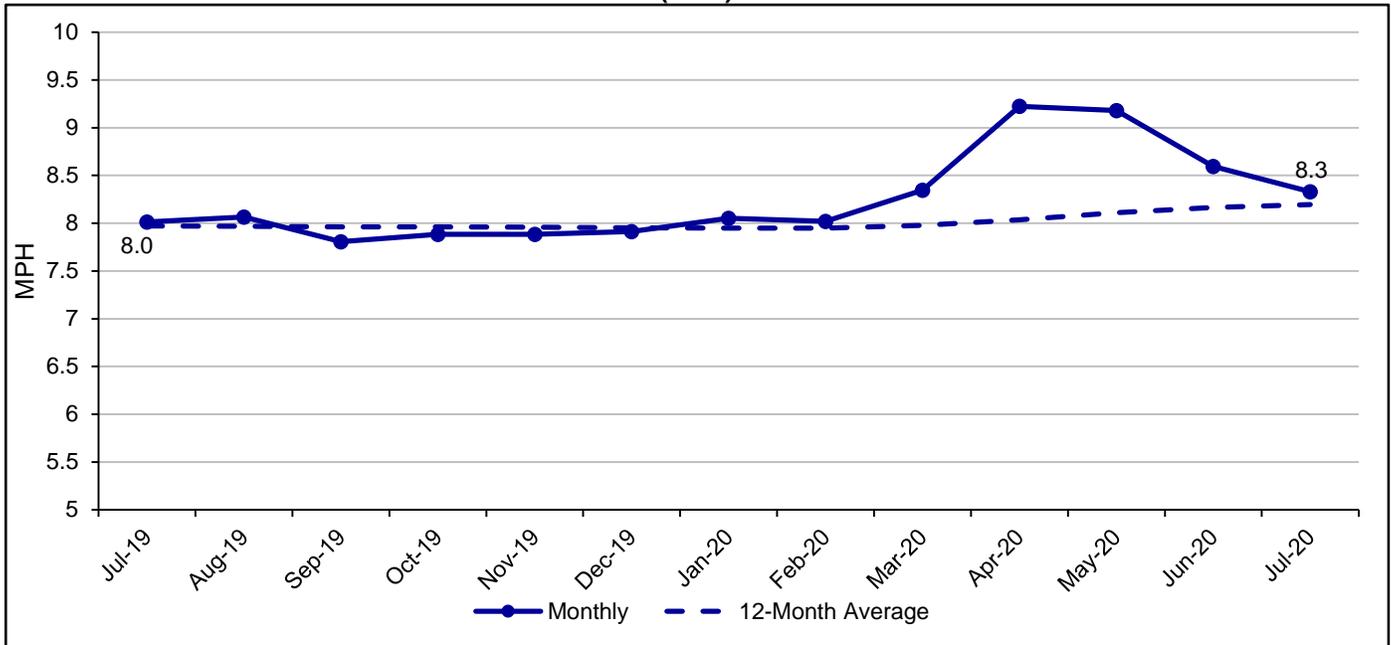
Desired trend 

<u>Borough</u>	<u>Jul 20</u>	<u>Jul 19</u>	<u>% Change</u>
Bronx	6,402	5,545	+15.5%
Local/Limited	5,570	4,735	+17.6%
Select Bus Service	10,159	8,213	+23.7%
Express	10,453	10,999	-5.0%
Brooklyn	8,850	7,653	+15.7%
Local/Limited	8,667	7,419	+16.8%
Select Bus Service	10,765	11,675	-7.8%
Express	9,924	8,517	+16.5%
Manhattan	5,249	4,262	+23.2%
Local/Limited	4,523	3,729	+21.3%
Select Bus Service	9,563	8,827	+8.3%
Express	N/A	N/A	N/A
Queens	7,935	7,174	+10.6%
Local/Limited	7,851	6,817	+15.2%
Select Bus Service	7,778	10,363	-24.9%
Express	8,431	7,990	+5.5%
Staten Island	22,483	20,727	+8.5%
Local/Limited	24,170	19,734	+22.5%
Select Bus Service	24,467	11,666	+109.7%
Express	21,090	23,056	-8.5%
Systemwide	8,257	7,268	+13.6%
Local/Limited	7,478	6,374	+17.3%
Select Bus Service	9,621	9,835	-2.2%
Express	12,480	12,649	-1.3%

Note: The metrics in this report are preliminary

Bus Speeds (24 Hours) (MPH)

Desired trend



	Monthly			12-Month Average		
	Jul 20	Jul 19	% Change	Jul 20	Jul 19	% Change
Bronx	7.7	7.5	+3.6%	7.6	7.4	+2.6%
Brooklyn	7.5	7.2	+4.4%	7.4	7.1	+3.8%
Manhattan	6.4	5.9	+9.1%	6.2	5.9	+6.4%
Queens	9.4	8.9	+6.3%	9.2	8.8	+3.7%
Staten Island	14.3	13.8	+3.2%	13.9	13.8	+0.3%
Systemwide	8.3	8.0	+4.0%	8.2	8.0	+2.8%

Speed Discussion

- Bus Speeds in July 2020 increased by 4.0 percent to 8.3 mph compared to July 2019, and increased by 2.8 percent to 8.2 mph on a 12-month average basis.

Note: The metrics in this report are preliminary

Bus Speeds
Monthly (24 Hours)
MPH

Desired trend 

<u>Borough</u>	<u>Jul 20</u>	<u>Jul 19</u>	<u>% Change</u>
Bronx	7.7	7.5	+3.6%
Local/Limited	7.1	6.7	+5.0%
Select Bus Service	9.1	8.6	+5.6%
Express	13.1	11.6	+13.0%
Brooklyn	7.5	7.2	+4.4%
Local/Limited	7.3	6.9	+5.2%
Select Bus Service	8.9	8.8	+1.5%
Express	14.5	12.1	+19.6%
Manhattan	6.4	5.9	+9.1%
Local/Limited	6.1	5.6	+9.1%
Select Bus Service	7.5	6.8	+9.6%
Express	N/A	N/A	N/A
Queens	9.4	8.9	+6.3%
Local/Limited	9.1	8.5	+6.6%
Select Bus Service	11.7	11.0	+6.6%
Express	15.0	13.3	+13.1%
Staten Island	14.3	13.8	+3.2%
Local/Limited	12.7	11.9	+6.5%
Select Bus Service	15.2	14.6	+4.0%
Express	18.4	17.1	+8.0%
Systemwide	8.3	8.0	+4.0%
Local/Limited	7.9	7.5	+5.6%
Select Bus Service	9.4	8.9	+5.9%
Express	15.2	13.8	+9.7%

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.

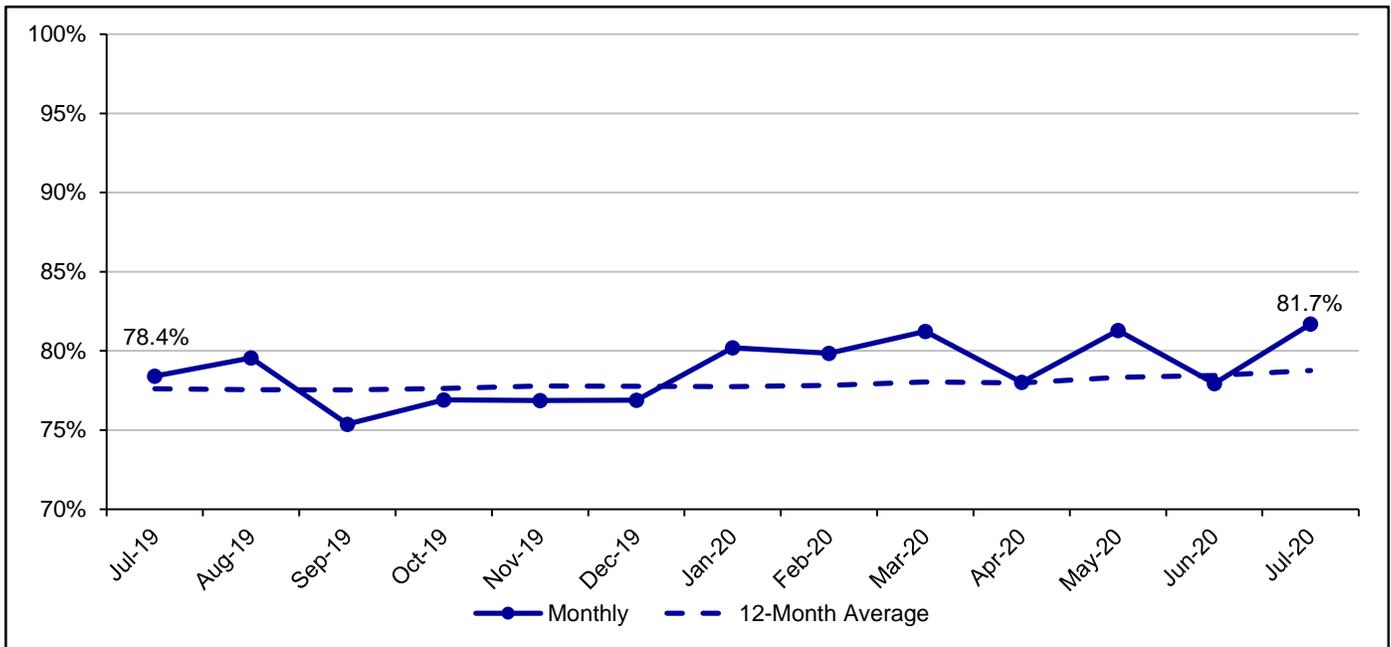
Bus PM Weekday Pull Out Performance

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		
	Jul 20	Jul 19	% Change	Jul 20	Jul 19	% Change
Bronx	81.2%	76.8%	+5.7%	78.0%	76.8%	+1.5%
Brooklyn	76.3%	77.0%	-0.9%	76.7%	75.9%	+1.1%
Manhattan	84.5%	77.4%	+9.1%	78.3%	76.7%	+2.1%
Queens	85.2%	80.2%	+6.3%	80.4%	79.1%	+1.7%
Staten Island	82.1%	81.9%	+0.2%	81.7%	80.7%	+1.3%
Systemwide	81.7%	78.4%	+4.2%	78.8%	77.6%	+1.5%

Note: The metrics in this report are preliminary

Wait Assessment Monthly

Desired trend 

<u>Borough</u>	<u>Jul 20</u>	<u>Jul 19</u>	<u>% Change</u>
Bronx	81.2%	76.8%	+5.7%
Local/Limited	80.7%	76.4%	+5.6%
Select Bus Service	84.6%	81.3%	+4.0%
Express	88.8%	83.1%	+6.8%
Brooklyn	76.3%	77.0%	-0.9%
Local/Limited	76.1%	76.8%	-0.9%
Select Bus Service	82.0%	83.0%	-1.1%
Express	80.0%	80.5%	-0.6%
Manhattan	84.5%	77.4%	+9.1%
Local/Limited	84.1%	76.7%	+9.6%
Select Bus Service	87.5%	82.4%	+6.3%
Express	N/A	N/A	N/A
Queens	85.2%	80.2%	+6.3%
Local/Limited	85.2%	80.1%	+6.4%
Select Bus Service	87.0%	81.6%	+6.6%
Express	82.9%	83.5%	-0.7%
Staten Island	82.1%	81.9%	+0.2%
Local/Limited	81.6%	81.3%	+0.5%
Select Bus Service	85.4%	81.8%	+4.3%
Express	83.1%	84.8%	-2.0%
Systemwide	81.7%	78.4%	+4.2%
Local/Limited	81.4%	78.0%	+4.3%
Select Bus Service	86.2%	82.1%	+5.0%
Express	84.2%	83.5%	+0.8%

Note: The metrics in this report are preliminary

Bus Mean Distance Between Service Interruptions

Desired trend 

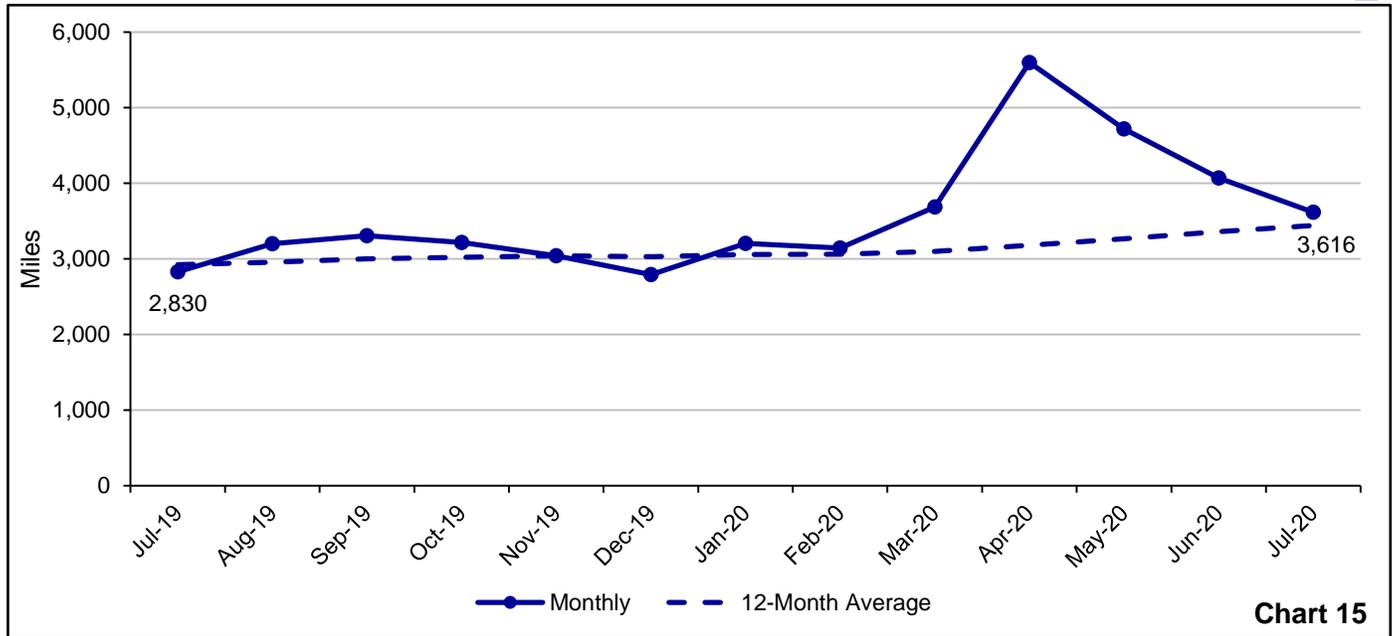


Chart 15

	Monthly			12-Month Average		
	Jul 20	Jul 19	% Change	Jul 20	Jul 19	% Change
Systemwide	3,616	2,830	+27.8%	3,442	2,924	+17.7%

Bus Percentage of Completed Trips

Desired trend 

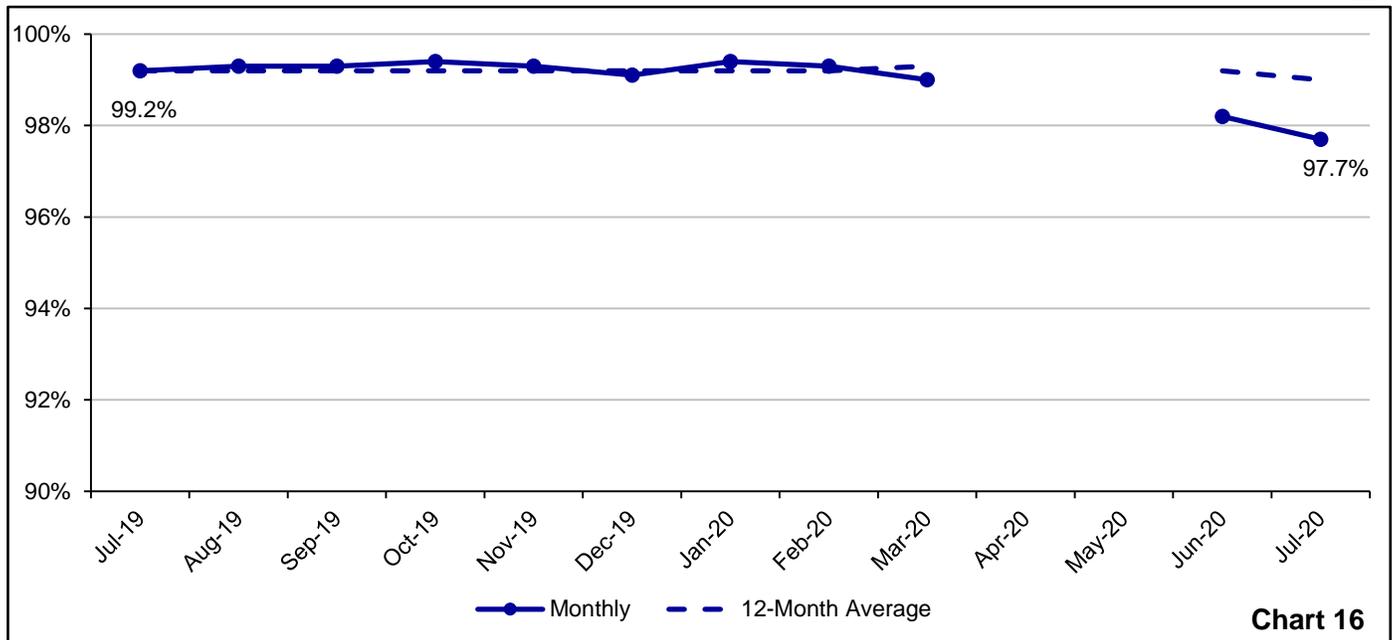


Chart 16

	Monthly			12-Month Average		
	Jul 20	Jul 19	% Change	Jul 20	Jul 19	% Change
Systemwide	97.7%	99.2%	-1.5%	99.0%	99.2%	-0.2%

- Due to data processing issues related to the COVID-19 outbreak, April and May 2020 Completed Trips are not available.

Note: The metrics in this report are preliminary

Bus AM Weekday Pull Out Performance

Desired trend 

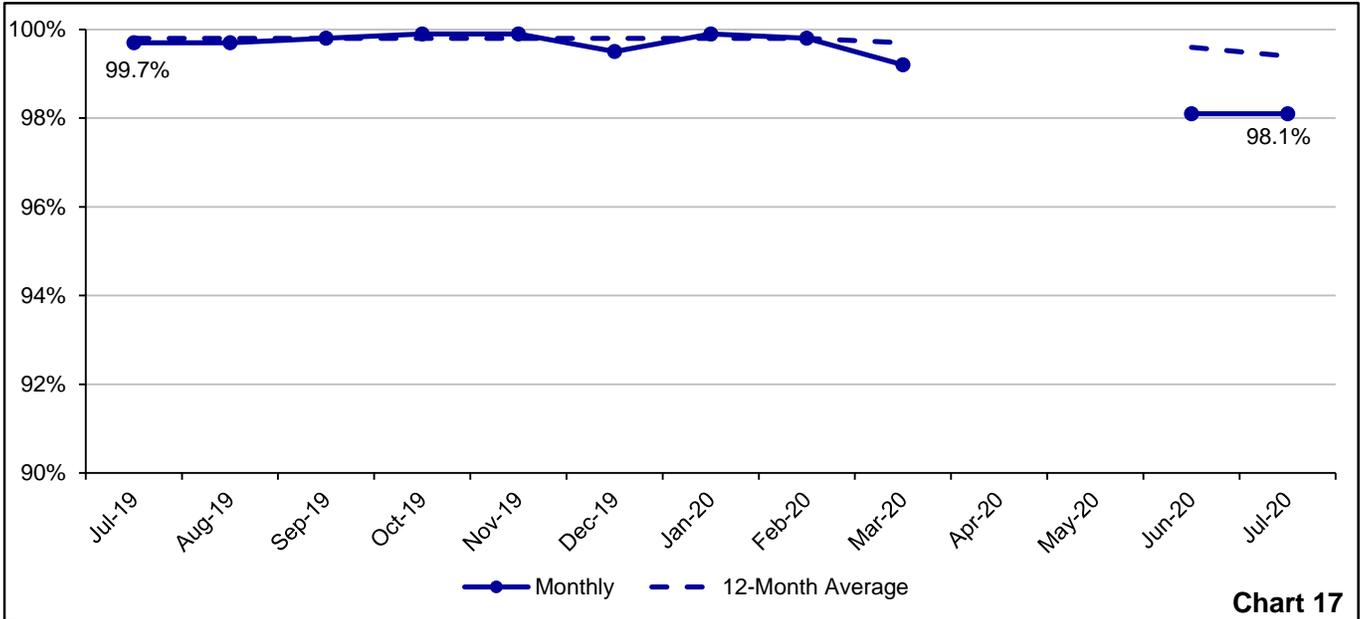


Chart 17

	Monthly			12-Month Average		
	Jul 20	Jul 19	% Change	Jul 20	Jul 19	% Change
Systemwide	98.1%	99.7%	-1.6%	99.4%	99.8%	-0.4%

Bus PM Weekday Pull Out Performance

Desired trend 

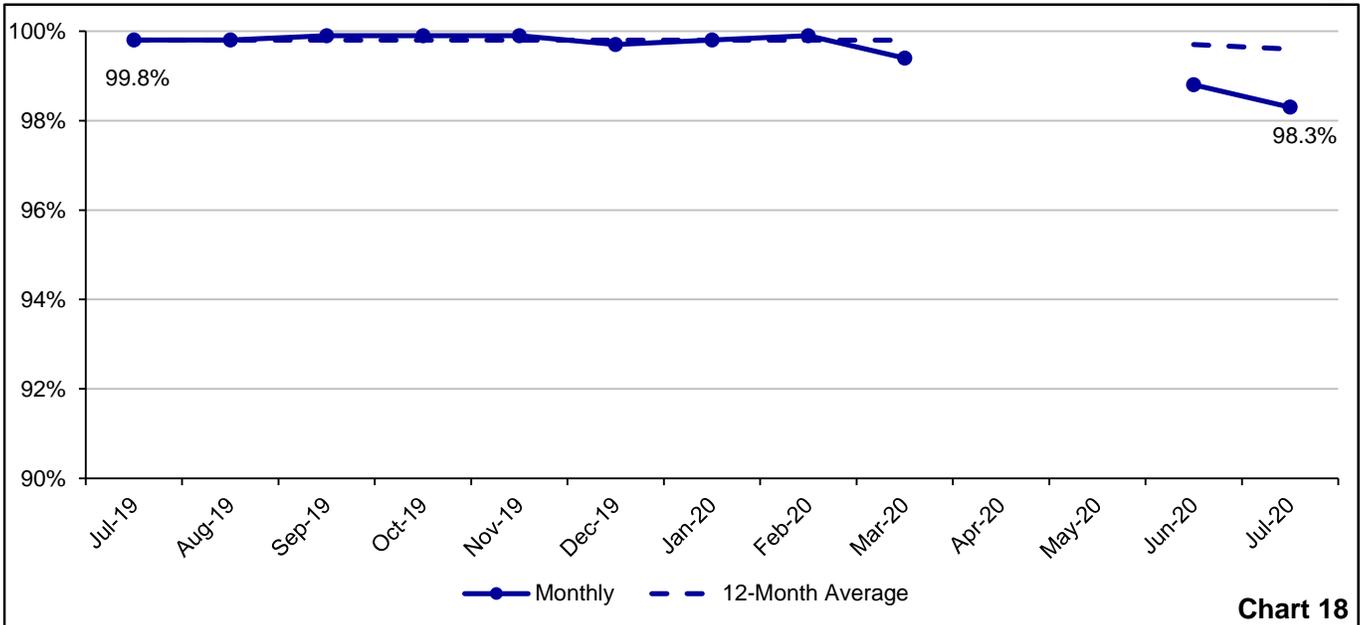


Chart 18

	Monthly			12-Month Average		
	Jul 20	Jul 19	% Change	Jul 20	Jul 19	% Change
Systemwide	98.3%	99.8%	-1.5%	99.6%	99.8%	-0.2%

- Due to data processing issues related to the COVID-19 outbreak, April and May 2020 AM and PM Pull Out Performance are not available.

Note: The metrics in this report are preliminary



Customer Service Report: Paratransit

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

September 2020 Highlights: Paratransit

Paratransit is now providing approximately 20,000 daily trips, or 60% of our typical weekday trips, suggesting that many of our customers have begun to resume their typical activities and routines. As summer winds down and school begins, we expect Paratransit trips to continue this upward trend over the next weeks and months.

Although buses began to collect the fare on August 31, 2020, Paratransit has continued to waive the collection of fares. In addition, Paratransit continues to limit the number of passengers aboard a vehicle to the customer and one guest/PCA.

Paratransit has continued to maintain stable performance, exceeding 90% On-Time Performance in 15 Minutes. Average trip duration or ride time continues to remain below 40 minutes and overall customer complaints remain at 2 per 1000 completed trips.

We have continued progress on the new AVL, dispatch and scheduling system. We have recently implemented new navigation software with better mapping for blue and white Access-A-Ride drivers. We have implemented the new dispatch software at a number of our primary carrier locations; this will improve our ability to effectively dispatch our vehicles.

Finally, both Buses and Paratransit would like to thank Alex Elegudin for his dedication and service advancing accessibility across the system as New York City Transit's first ever Senior Advisor for Systemwide Accessibility. His keen insights and bold vision were a huge asset -- always pushing the envelope to make transit work better for New Yorkers of all abilities. We know he will continue his mission and we look forward to collaborating with him in the future. We wish him the very best.

Craig Cipriano

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

Paratransit Report

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

Paratransit Operations - Monthly Operations Report Service Indicators							
Category	Performance Indicator	Current Month: July 2020			12-Month Average		
		This Year	Last Year	% Change	This Year	Last Year	% Change
Ridership	Total Trips Completed*	400,026	660,998	-39.5%	536,608	647,325	-17.1%
	Total Ridership	522,170	877,614	-40.5%	720,038	885,690	-18.7%
On-Time Performance	Pick-up Primary 30 Minute	98.0%	96.0%	+2.1%	96.9%	96.0%	+1.0%
	Pick-up Primary 15 Minute	92.0%	88.0%	+4.6%	88.3%	87.3%	+1.1%
	Pick-up Broker 30 Minute	97.0%	96.0%	+1.0%	97.1%	93.8%	+3.5%
	Pick-up Broker 15 Minute	90.0%	88.0%	+2.3%	89.1%	82.4%	+8.1%
	Appointment OTP Trips Primary - 30 Min Early to <1 Late (On-Time)*	n/a	44.0%	n/a	46.3%	44.5%	+4.0%
	Appointment OTP Trips Primary - Early*	n/a	49.0%	n/a	46.0%	47.7%	-3.5%
	Appointment OTP Trips Broker - 30 Min Early to <1 Late (On-Time)*	n/a	32.0%	n/a	32.6%	34.9%	-6.7%
	Appointment OTP Trips Broker - Early*	n/a	61.0%	n/a	59.1%	51.8%	+14.3%
Ride Time	Ride Time Variance Performance: Actual Trip Duration vs. Planned Trip Duration - At or Better Than Plan	88.0%	81.0%	+8.6%	83.7%	78.3%	+6.8%
	Average Actual Trip Duration in Minutes	28	39	-28.2%	33	41	-19.3%
	Max Ride Time Performance Primary	99.0%	98.0%	+1.0%	98.5%	97.8%	+0.7%
	Max Ride Time Performance Broker	99.0%	99.0%	0.0%	98.8%	97.0%	+1.8%
Customer Experience	Frequent Rider Experience Primary*	n/a	74.0%	n/a	75.3%	73.2%	+2.9%
	Frequent Rider Experience Broker*	n/a	70.0%	n/a	70.7%	67.6%	+4.6%
Provider No-Shows	Provider No-Shows per 1,000 Schedule Trips Primary	0.43	1.38	-68.8%	0.87	1.65	-47.6%
	Provider No-Shows per 1,000 Schedule Trips Broker	0.67	1.15	-41.7%	0.87	1.91	-54.5%
Customer Complaints	Passenger Complaints - Transportation Service Quality Per 1000 Completed Trips	1.7	3.1	-45.2%	2.2	2.7	-20.6%
	Passenger Complaints - Non-Transportation Service Quality Per 1000 Completed Trips	1.1	2.9	-62.1%	1.6	1.8	-8.9%
Call Center	Percent of Calls Answered	97.0%	97.0%	0.0%	96.8%	95.9%	+0.9%
	Average Call Answer Speed in Seconds	41	34	+20.6%	45	53	-14.9%
Eligibility	Total Registrants	162,116	156,943	+3.3%	161,739	154,298	+4.8%

*NOTE: July service saw significant changes due to the COVID-19 Pandemic. While full service has been provided throughout the pandemic, July 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.

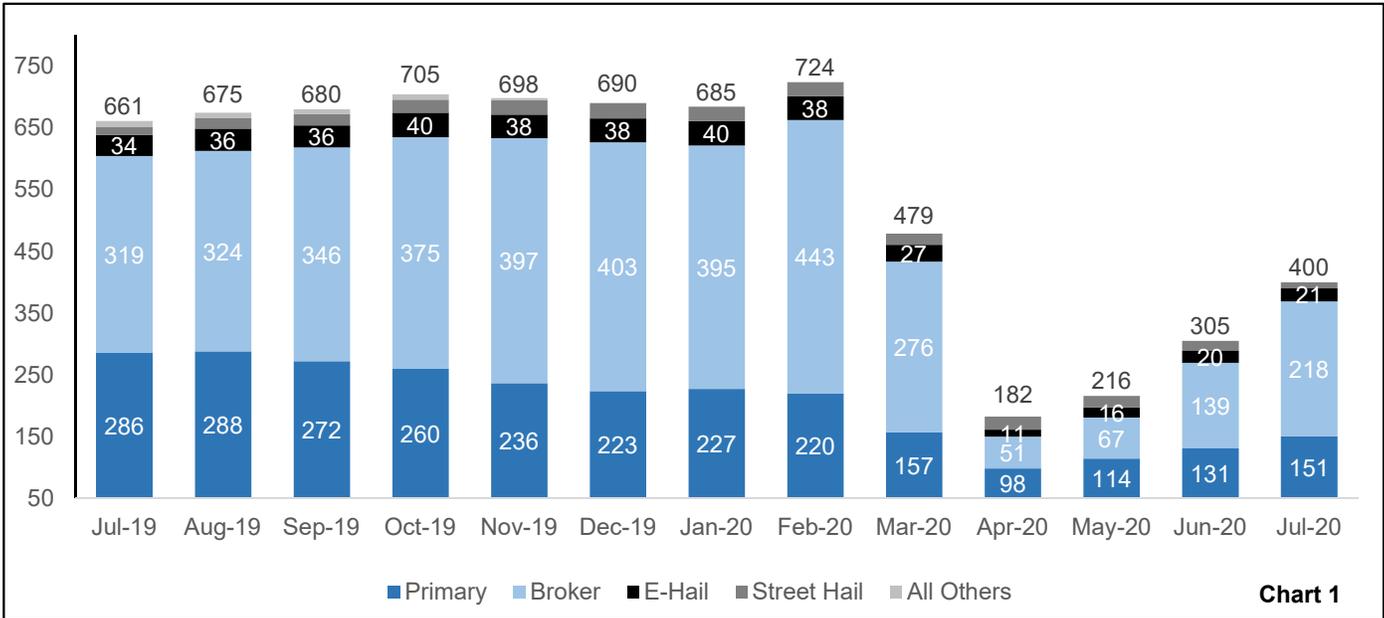
The phone number customers call to make complaints and other comments is the same familiar number they use for reservations. Access-A-Ride reviews all complaints received and works to resolve all specific customer concerns.

Call Center

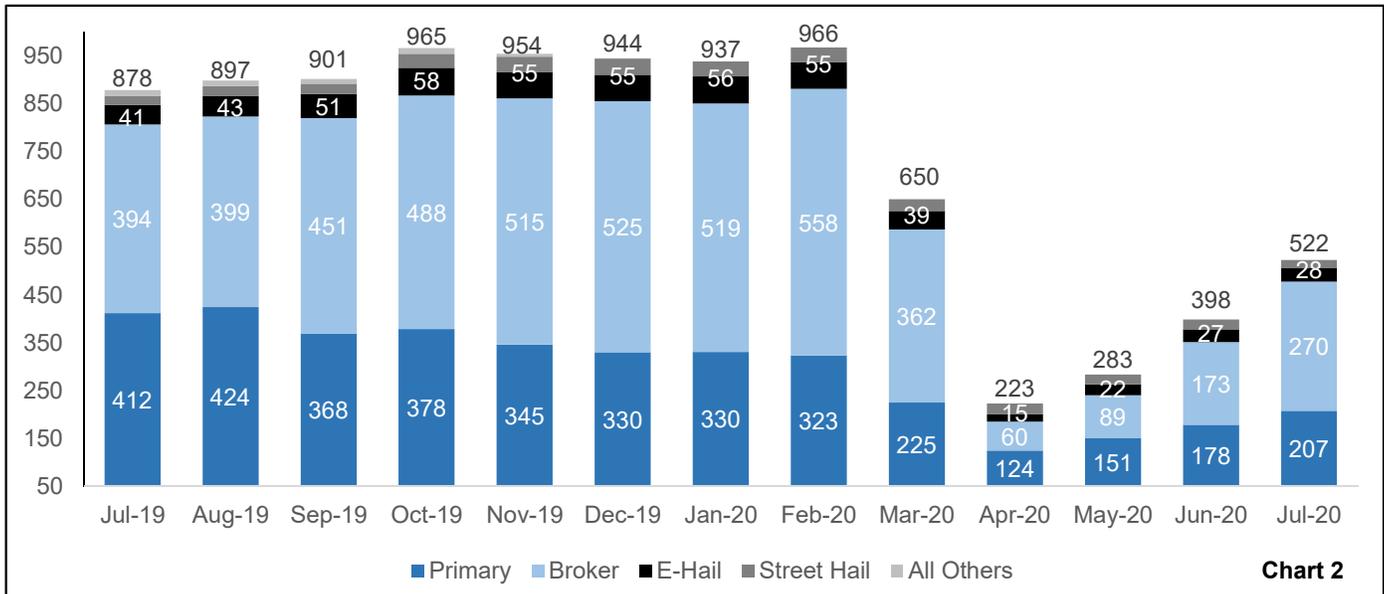
Access-A-Ride Call Center performance is measured as the percent of calls that are answered and the average speed with which those calls are answered. The call center handles reservation and day-of service status calls from customers.

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 July 2020 increased by 95K (or 31.2%) when compared to June 2020, and decreased by 261K (or 39.5%) when compared to July 2019.

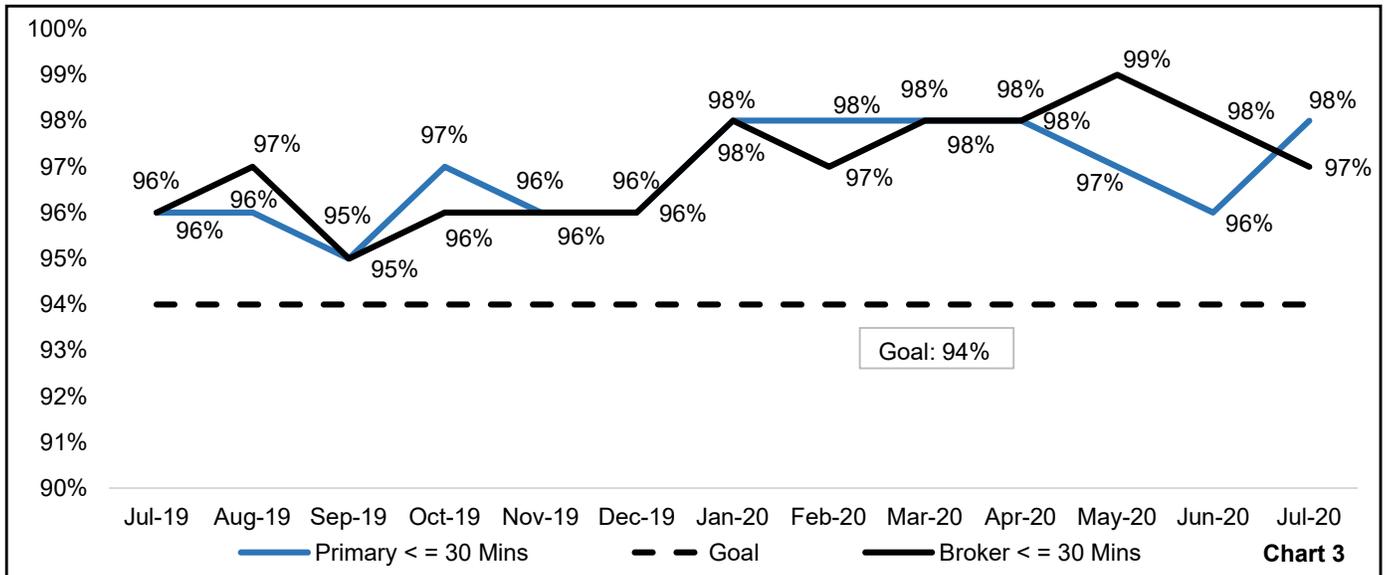
Total Ridership Discussion

- Total Ridership in July 2020 increased by 124K (or 31.1%) when compared to June 2020, and decreased by 355K (or 40.5%) when compared to July 2019.

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

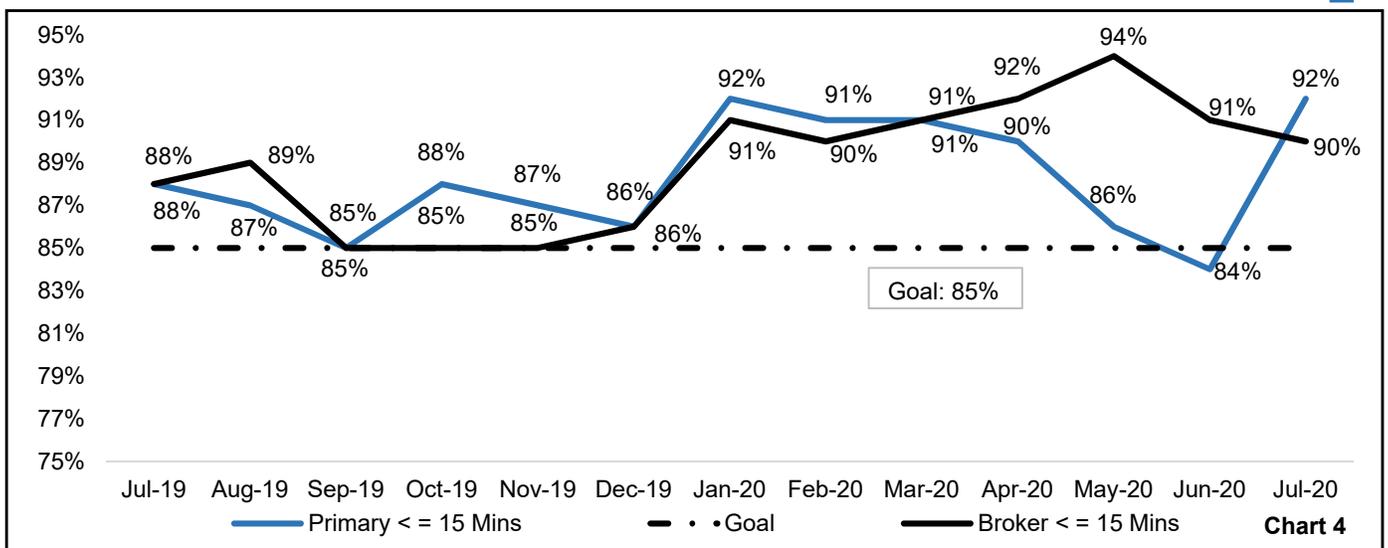
OTP <= 30 Minutes Primary and Broker

Desired trend 



OTP <= 15 Minutes Primary and Broker

Desired trend 



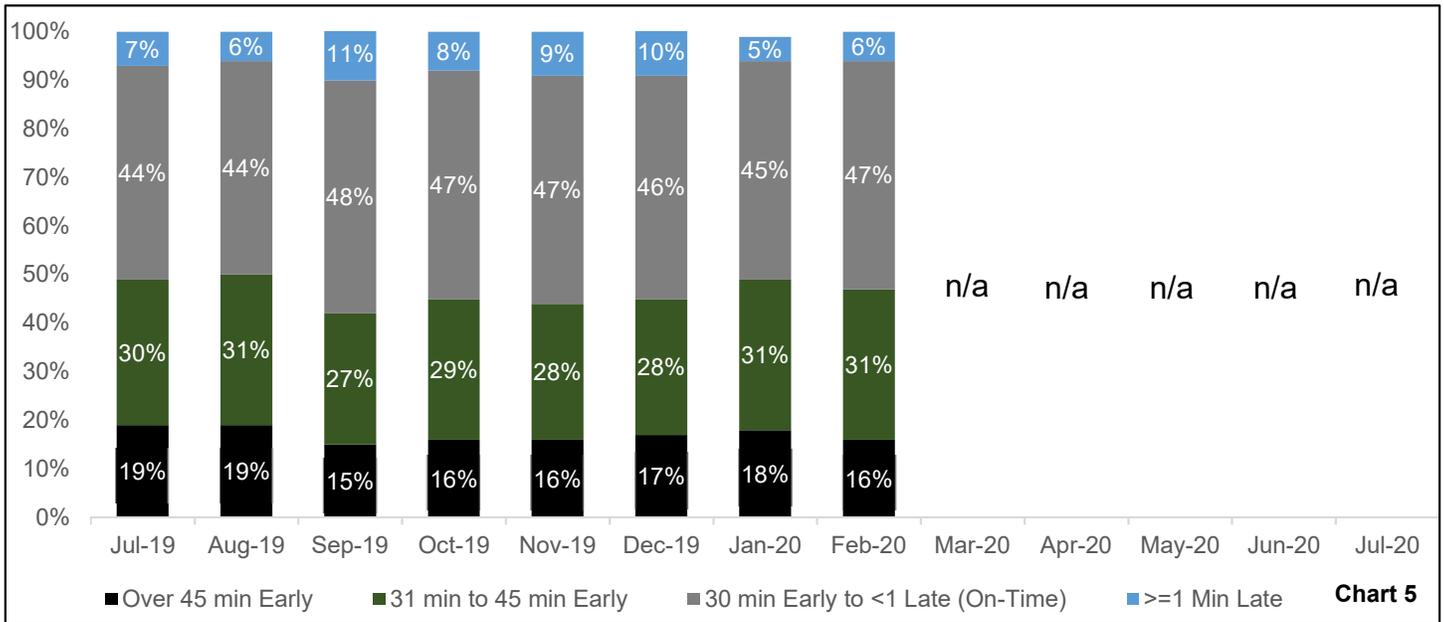
<= 30 Minutes Pick Up On-Time Performance Discussion

- July 2020 Primary 30 minute P/U, OTP result of 98% indicates a rate increase of 2.1% when compared to June 2020 and July 2019.
- July 2020 Broker 30 minute P/U, OTP result of 97% indicates a rate decrease of 1% when compared to June 2020, and improved at a rate of 1% when compared to July 2019.

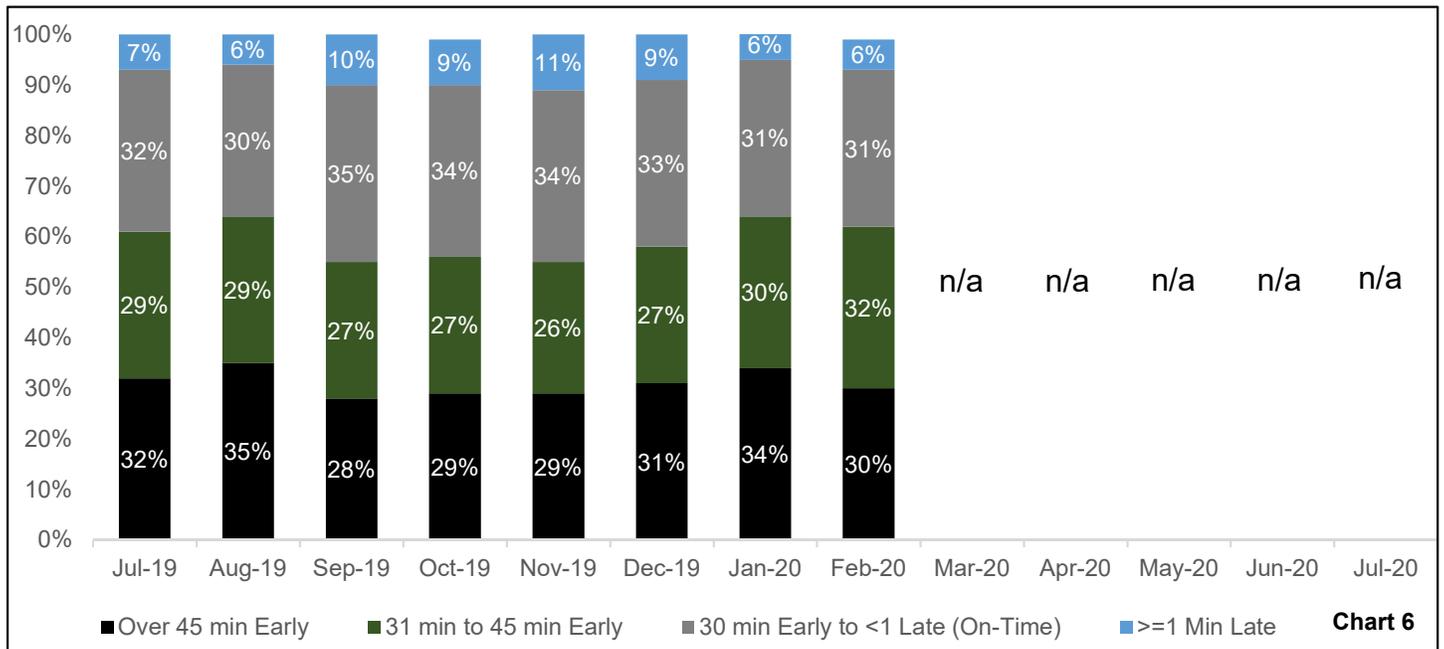
<= 15 Minutes Pick Up On-Time Performance Discussion

- July 2020 Primary 15 minute P/U, OTP result of 92% indicates a rate of increase of 9.5% when compared to June 2020, and improved a rate of 4.6% when compared to July 2019.
- July 2020 Broker 15 minute P/U, OTP result of 90% indicates a rate decrease of 1.1% when compared to June 2020, and improved at a rate of 2.3% when compared to July 2019.

Primary Drop Off On-Time Performance On Appointment Trips



Broker Drop Off On-Time Performance On Appointment Trips

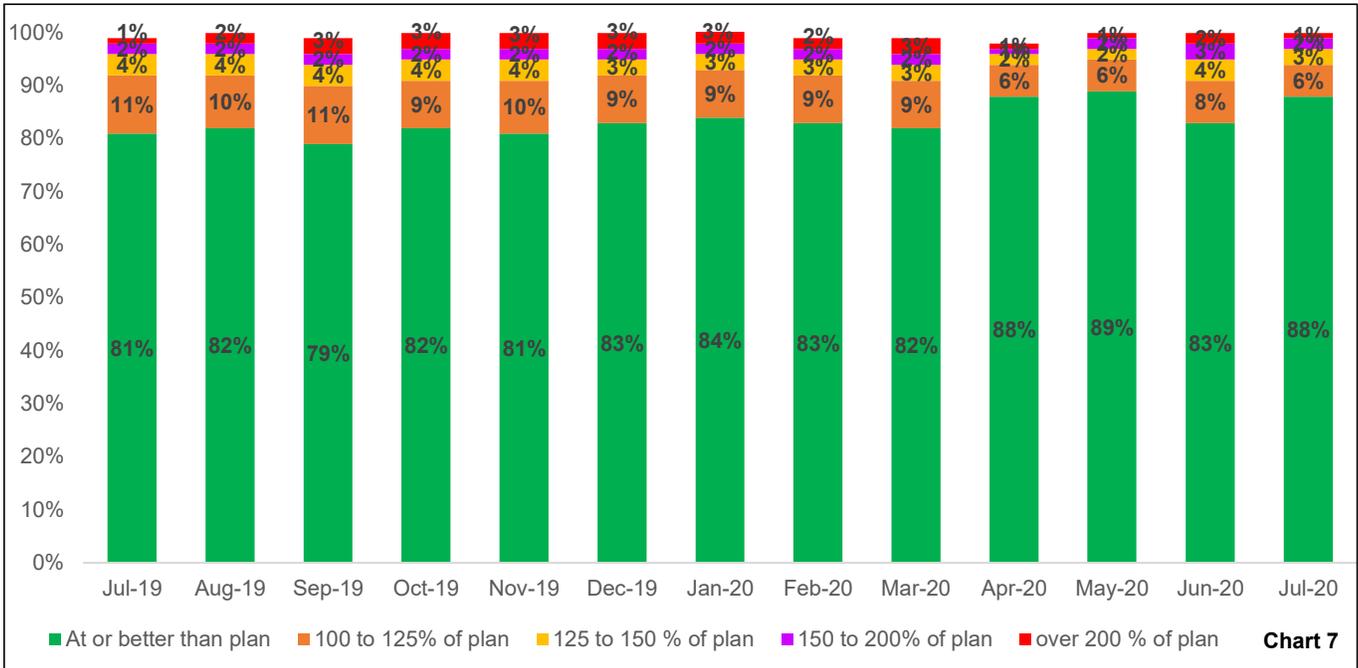


Primary and Broker Drop Off On-Time Performance On Appointment Trips Discussion

- July 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.

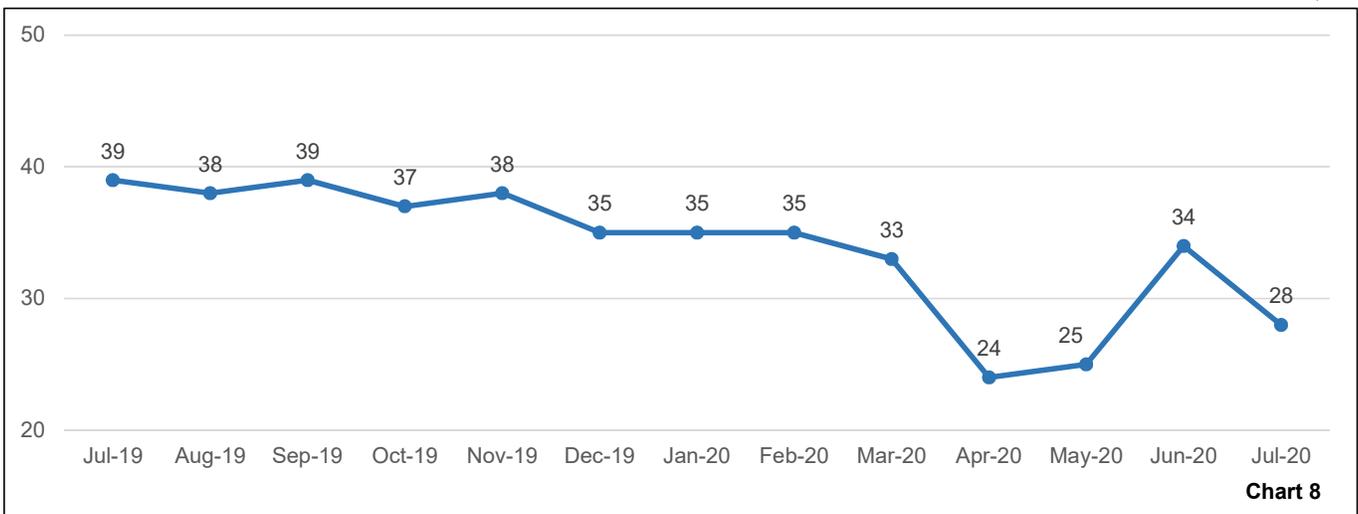
Note: Monthly totals may not be exact due to rounding.

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 July 2020 performed within the scheduled time or better which improved at a rate of 6% when compared to June 2020, and improved at a rate of 8.6% when compared to July 2019.

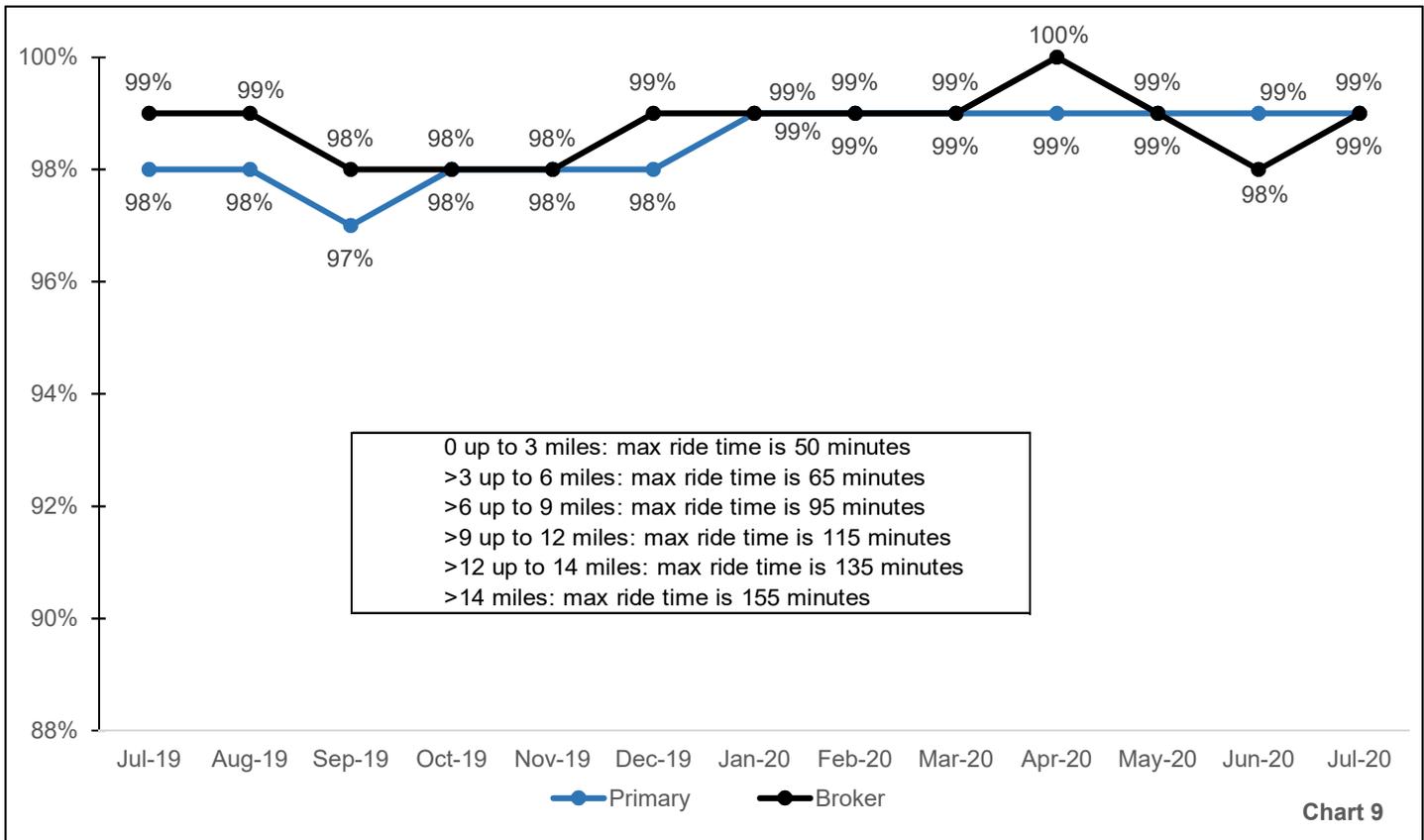
Average Actual Trip Duration in Minutes Discussion

- Actual Trip Duration in July 2020 improved by 6 minutes (or 17.6%) when compared to June 2020, and improved by 11 minutes (or 28.2%) when compared to July 2019.

Note: Percentages may not be exact due to rounding.

Max Ride Time Performance

Desired trend 

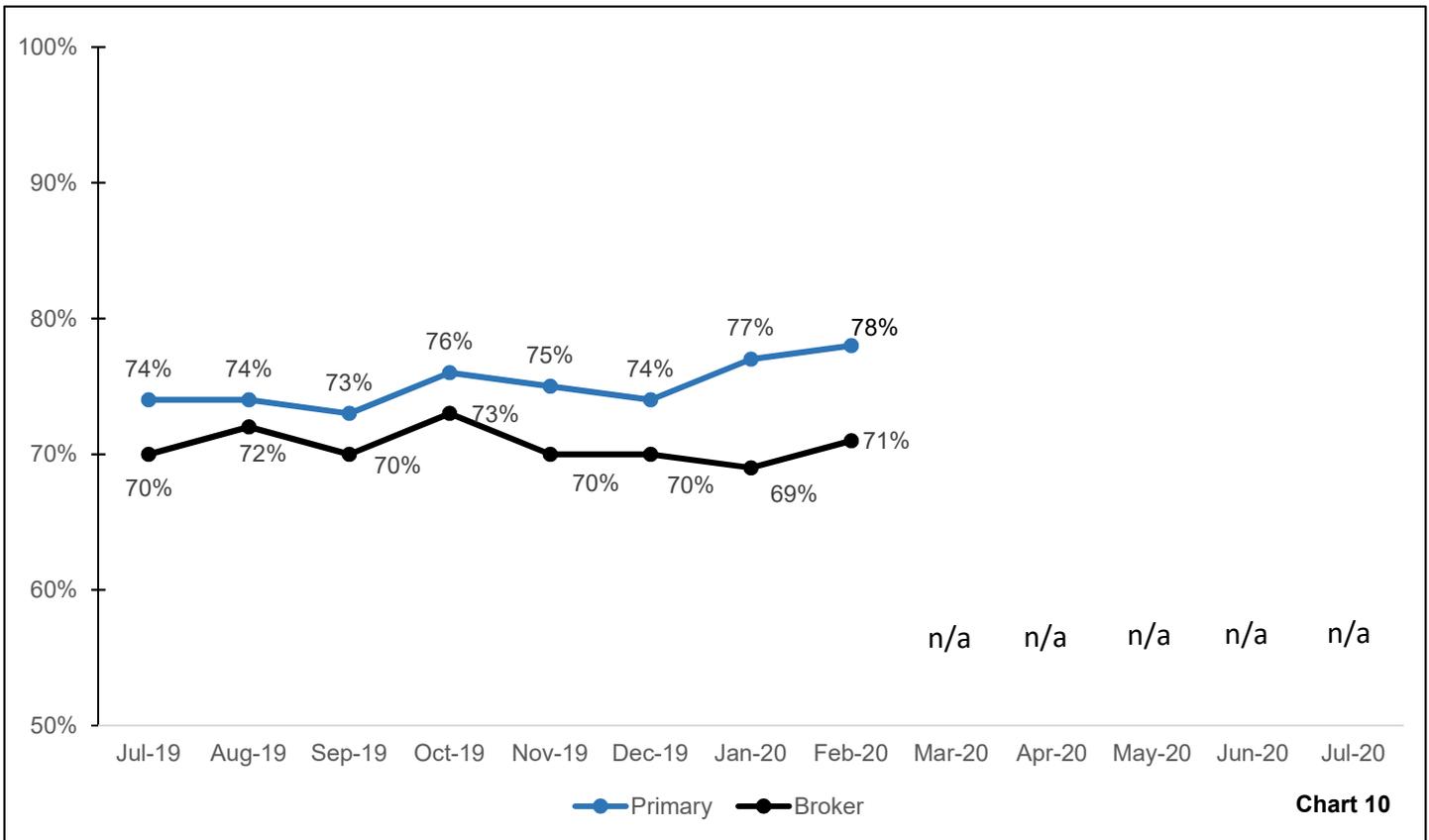


Max Ride Time Performance Discussion

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

Customer Experience Performance

Desired trend 

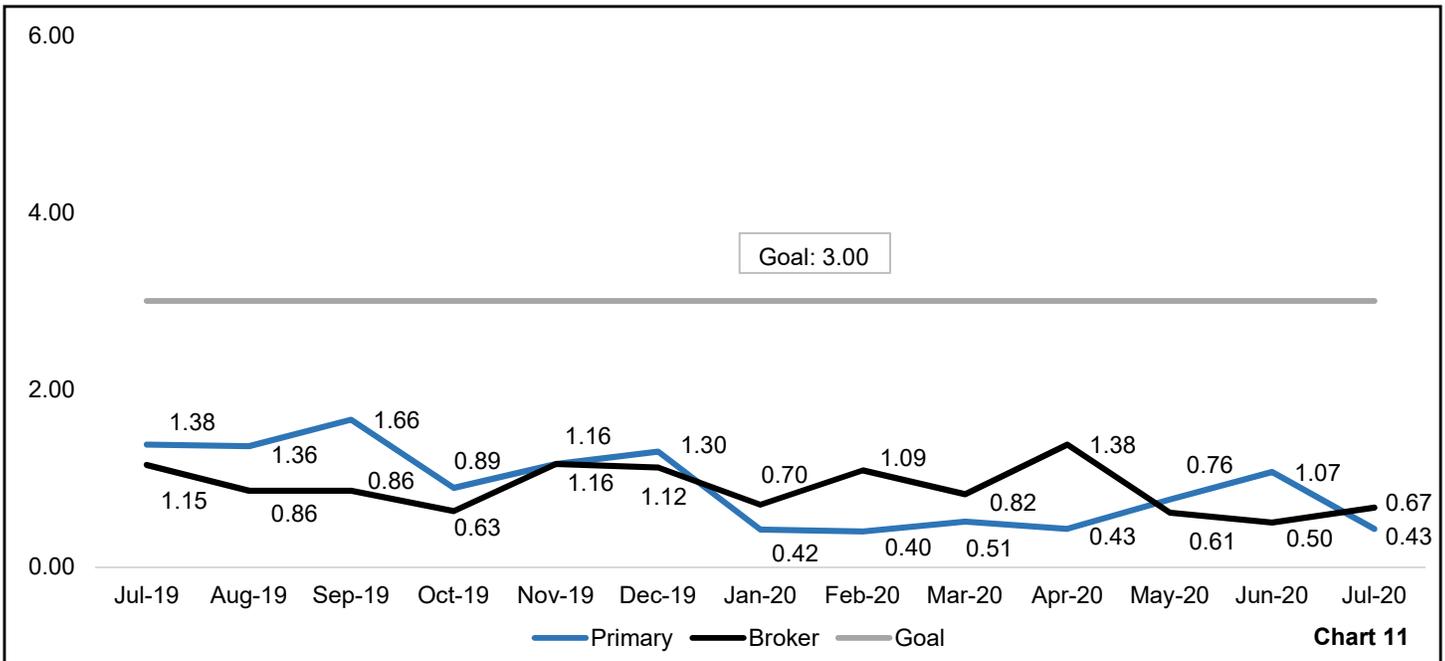


Customer Experience Performance Discussion

- Customer Experience depends on trip results against multiple standards including Drop-off On-Time performance for appointment time booked trips. In July, 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

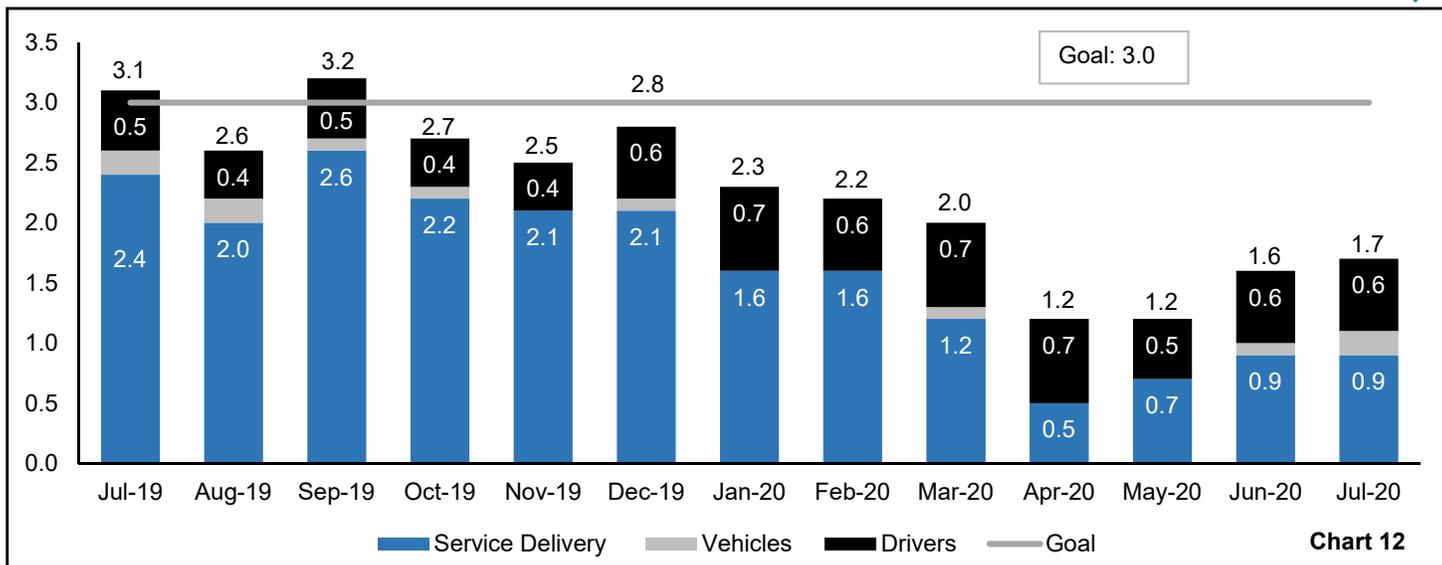


Provider No Shows Per 1000 Scheduled Trips Discussion

- Primary No-Shows improved by 0.64 per 1,000 trips (or 59.8%) in July 2020 when compared to June 2020, and improved by 0.95 per 1,000 trips (or 68.8%) when compared to the same month last year.
- Broker No-Shows increased by 0.17 per 1,000 trips (or 34%) in July 2020 when compared to June 2020, and improved by 0.48 per 1,000 trips (or 41.7%) when compared to the same month last year.

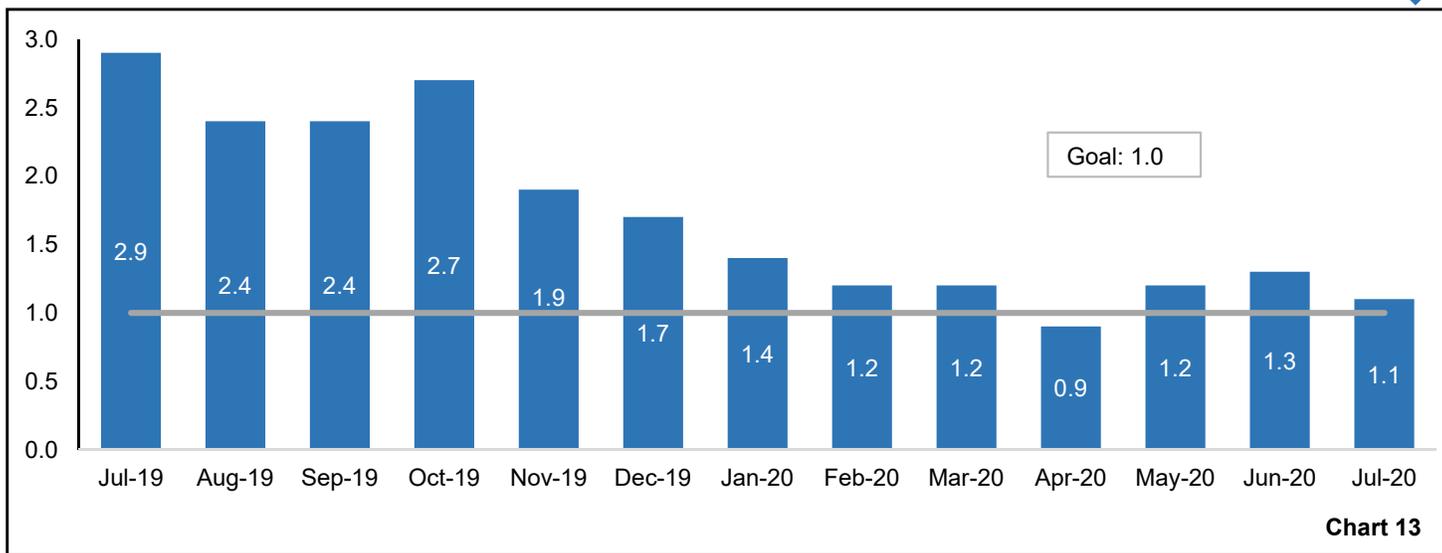
Passenger Complaints Related to Transportation Service Quality Per 1,000 Completed Trips

Desired trend



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

Desired trend



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

- The total Passenger Complaints related to Transportation Service increased by 0.1 per 1,000 trips (or 6.3%) in July 2020 when compared to June 2020, and improved by 1.4 per 1,000 trips (or 45.2%) when compared to July 2019.

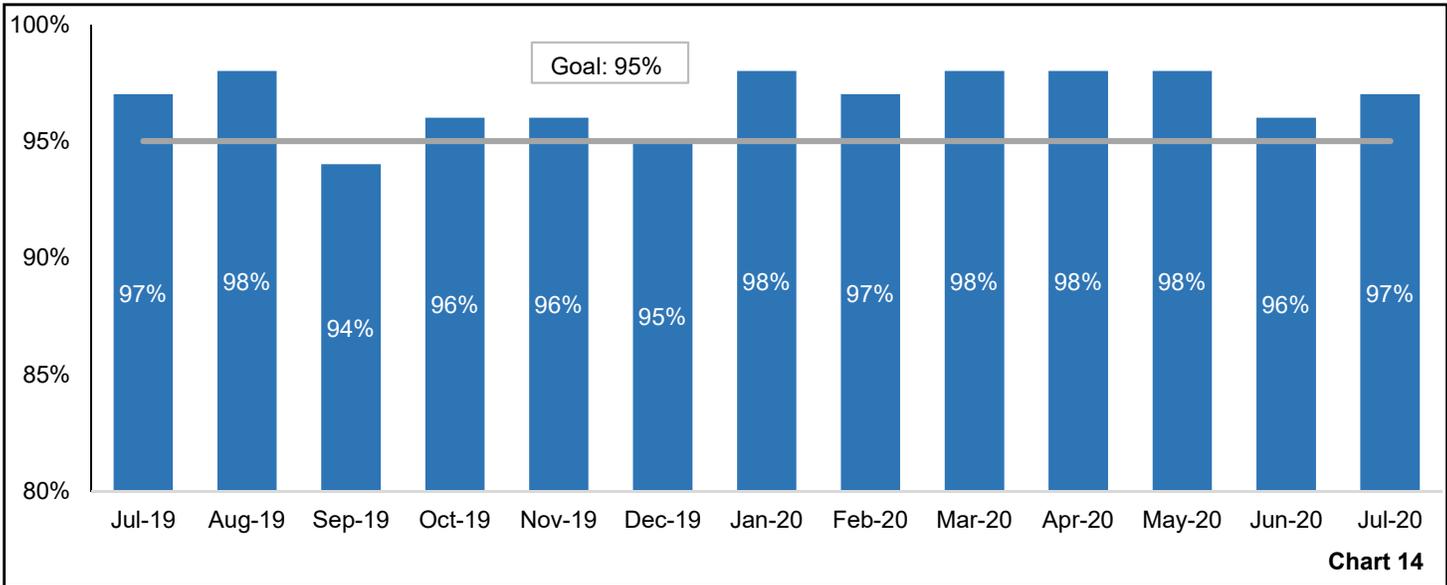
Passenger Complaints Related to Non-Transportation Service Quality Per 1,000 Completed Trips Discussion:

- Passenger Complaints related to Non-Transportation Service improved by 0.2 per 1,000 trips (or 15.4%) in July 2020 when compared to June 2020, and improved by 1.8 per 1,000 trips (or 62.1%) when compared to July 2019.

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

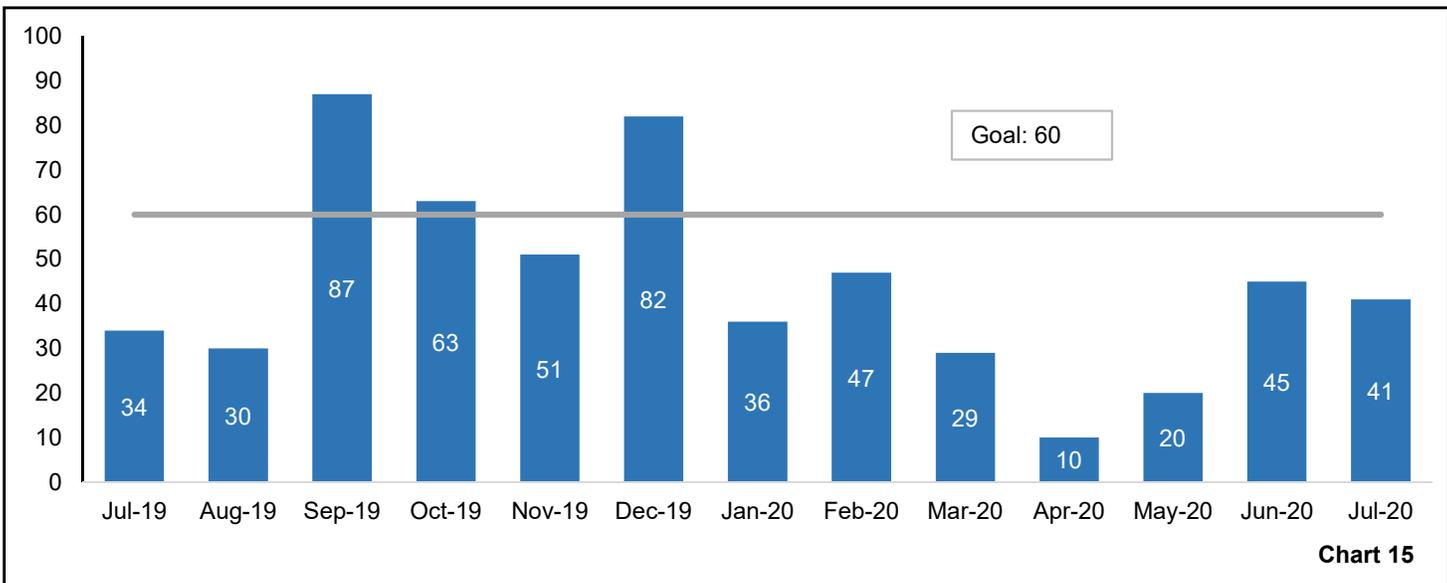
Percent of Calls Answered

Desired trend 



Average Call Answer Speed in Seconds

Desired trend 



Percent of Calls Answered Discussion

- The Percent of Calls Answered in July 2020 improved at a rate of 1% when compared to June 2020, and remained flat when compared to July 2019.

Average Call Answer Speed in Seconds Discussion

- The Average Call Answer Speed in July 2020 improved by 4 seconds (or 8.9%) when compared to June 2020, and increased by 7 seconds (or 20.6%) when compared to July 2019.

Paratransit Report

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

Paratransit Operations - Monthly Operations Report Service Indicators							
Category	Performance Indicator	Current Month: June 2020			12-Month Average		
		This Year	Last Year	% Change	This Year	Last Year	% Change
Ridership	Total Trips Completed*	304,947	658,938	-53.7%	558,356	640,755	-12.9%
	Total Ridership	398,201	879,200	-54.7%	749,658	880,874	-14.9%
On-Time Performance	Pick-up Primary 30 Minute	96.0%	95.0%	+1.1%	96.8%	96.1%	+0.7%
	Pick-up Primary 15 Minute	84.0%	84.0%	0.0%	87.9%	87.4%	+0.6%
	Pick-up Broker 30 Minute	98.0%	95.0%	+3.2%	97.0%	93.5%	+3.7%
	Pick-up Broker 15 Minute	91.0%	85.0%	+7.1%	88.9%	81.8%	+8.8%
	Appointment OTP Trips Primary - 30 Min Early to <1 Late (On-Time)*	n/a	47.0%	n/a	46.0%	43.9%	+4.7%
	Appointment OTP Trips Primary - Early*	n/a	43.0%	n/a	46.4%	48.5%	-4.4%
	Appointment OTP Trips Broker - 30 Min Early to <1 Late (On-Time)*	n/a	35.0%	n/a	32.5%	34.8%	-6.7%
	Appointment OTP Trips Broker - Early*	n/a	56.0%	n/a	59.4%	51.0%	+16.4%
Ride Time	Ride Time Variance Performance: Actual Trip Duration vs. Planned Trip Duration - At or Better Than Plan	83.0%	78.0%	+6.4%	83.1%	78.4%	+6.0%
	Average Actual Trip Duration in Minutes	34	41	-17.1%	34	42	-17.4%
	Max Ride Time Performance Primary	99.0%	97.0%	+2.1%	98.4%	97.8%	+0.6%
	Max Ride Time Performance Broker	98.0%	98.0%	0.0%	98.8%	96.8%	+2.0%
Customer Experience	Frequent Rider Experience Primary*	n/a	73.0%	n/a	75.1%	72.9%	+3.0%
	Frequent Rider Experience Broker*	n/a	71.0%	n/a	70.6%	66.9%	+5.5%
Provider No-Shows	Provider No-Shows per 1,000 Schedule Trips Primary	1.07	2.51	-57.4%	0.95	1.71	-44.6%
	Provider No-Shows per 1,000 Schedule Trips Broker	0.50	1.97	-74.6%	0.91	2.10	-56.9%
Customer Complaints	Passenger Complaints - Transportation Service Quality Per 1000 Completed Trips	1.6	3.8	-57.9%	2.3	2.7	-14.7%
	Passenger Complaints - Non-Transportation Service Quality Per 1000 Completed Trips	1.3	2.7	-51.9%	1.8	1.6	+7.1%
Call Center	Percent of Calls Answered	96.0%	95.0%	+1.1%	96.8%	95.9%	+0.9%
	Average Call Answer Speed in Seconds	45	70	-35.7%	45	53	-15.8%
Eligibility	Total Registrants	162,219	157,291	+3.1%	161,307	153,681	+5.0%

*NOTE: June service saw significant changes due to the COVID-19 Pandemic. While full service has been provided throughout the pandemic, June 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.

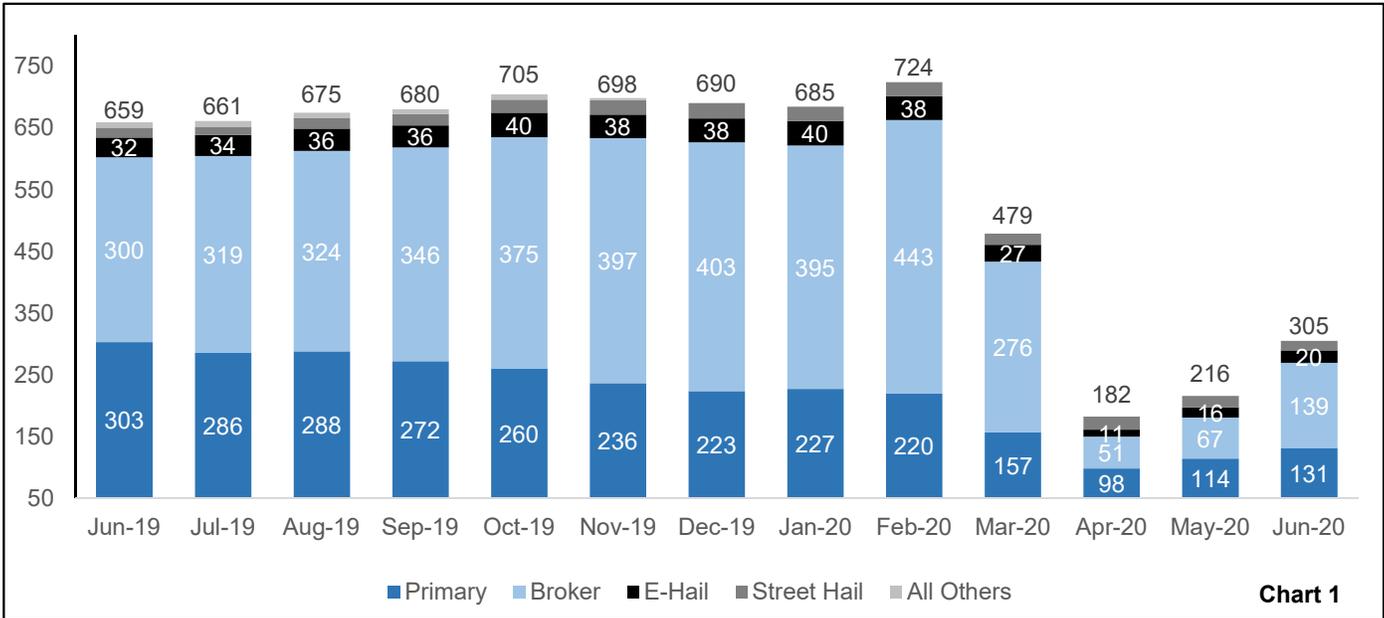
The phone number customers call to make complaints and other comments is the same familiar number they use for reservations. Access-A-Ride reviews all complaints received and works to resolve all specific customer concerns.

Call Center

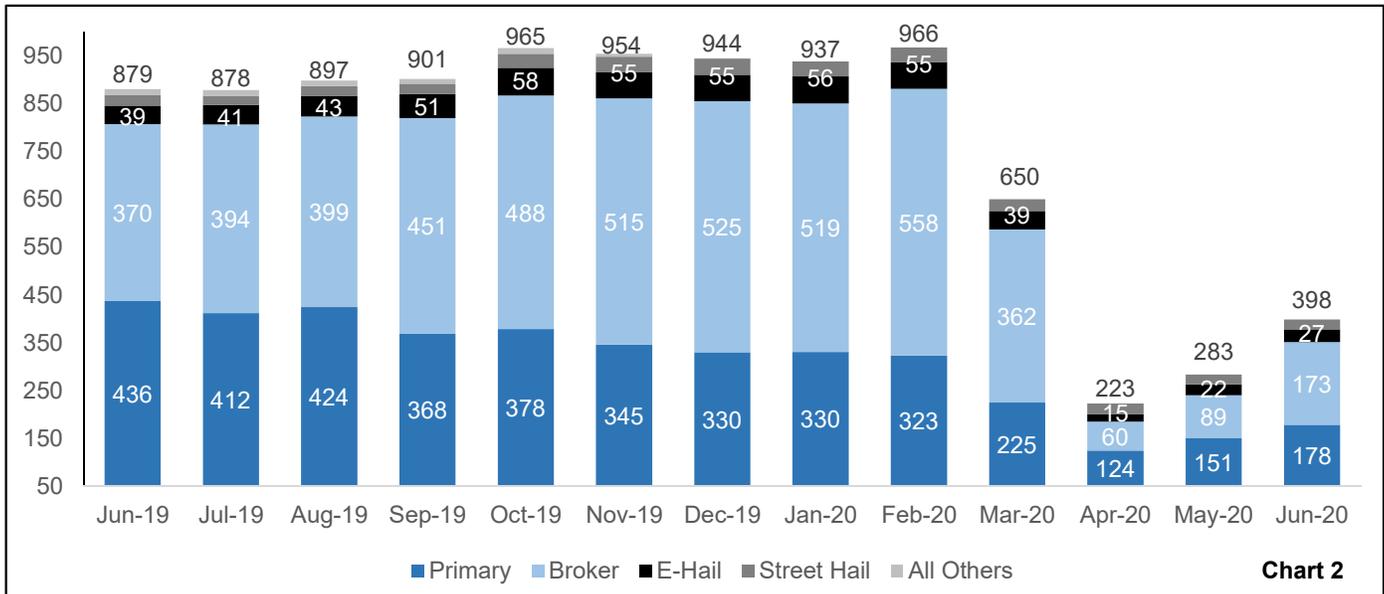
Access-A-Ride Call Center performance is measured as the percent of calls that are answered and the average speed with which those calls are answered. The call center handles reservation and day-of service status calls from customers.

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 June 2020 increased by 89K (or 41.2%) when compared to May 2020, and decreased by 354K (or 53.7%) when compared to June 2019.

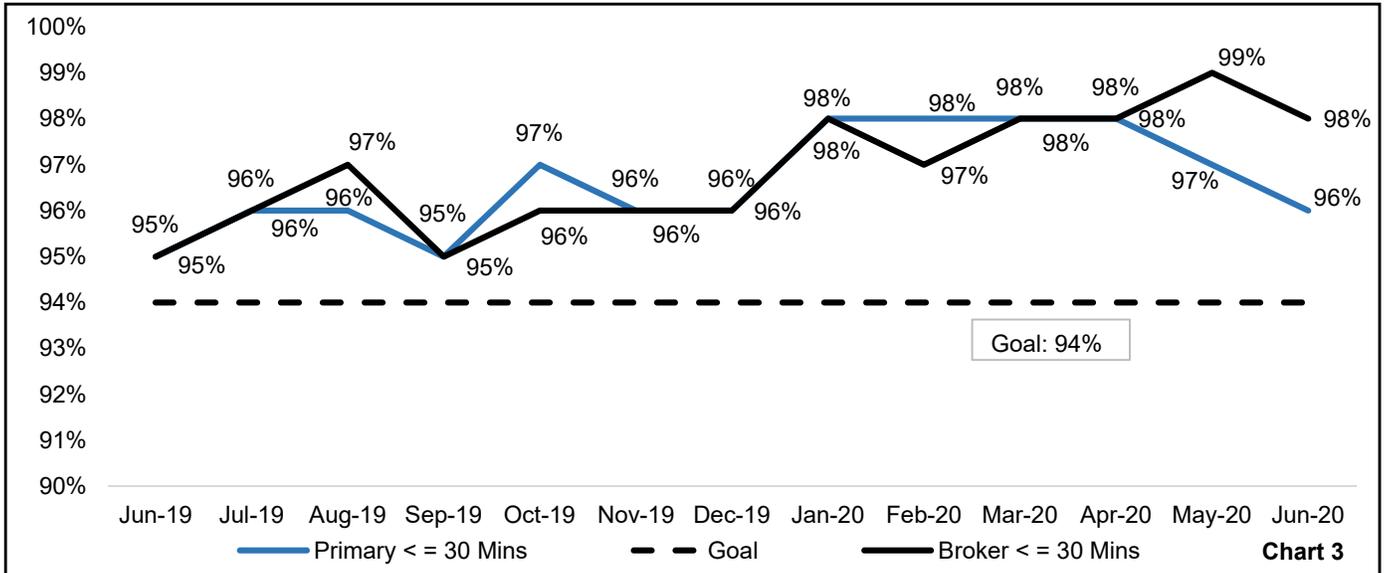
Total Ridership Discussion

- Total Ridership in June 2020 increased by 115K (or 40.6%) when compared to May 2020, and decreased by 481K (or 54.7%) when compared to June 2019.

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

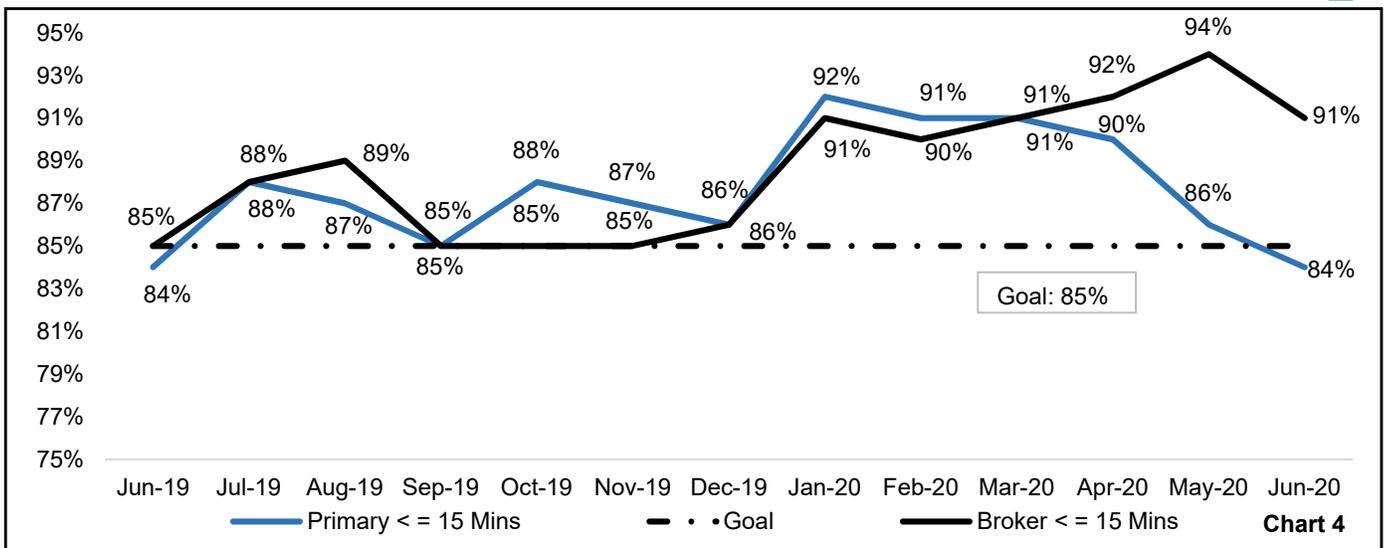
OTP <= 30 Minutes Primary and Broker

Desired trend



OTP <= 15 Minutes Primary and Broker

Desired trend



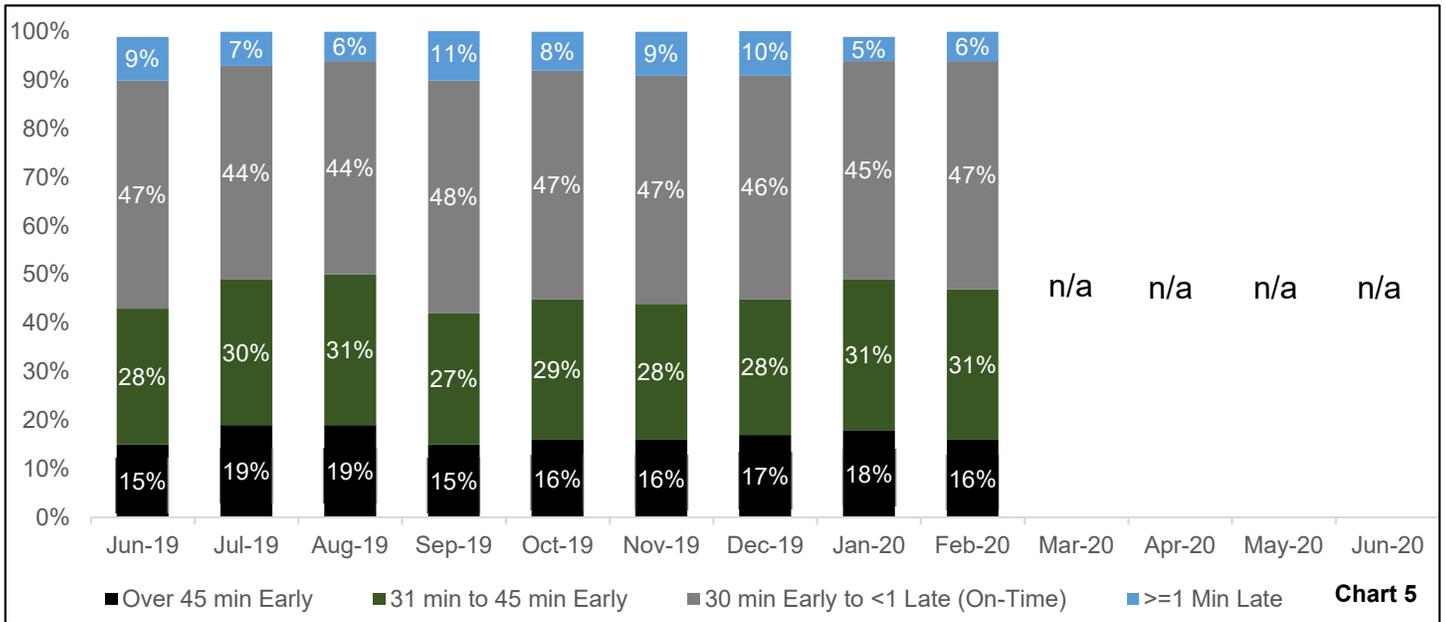
<= 30 Minutes Pick Up On-Time Performance Discussion

- June 2020 Primary 30 minute P/U, OTP result of 96% indicates a rate of decrease of 1% when compared to May 2020, and improved at a rate of 1.1% when compared to June 2019.
- June 2020 Broker 30 minute P/U, OTP result of 98% indicates a rate decrease of 1% when compared to May 2020, and improved at a rate of 3.2% when compared to June 2019.

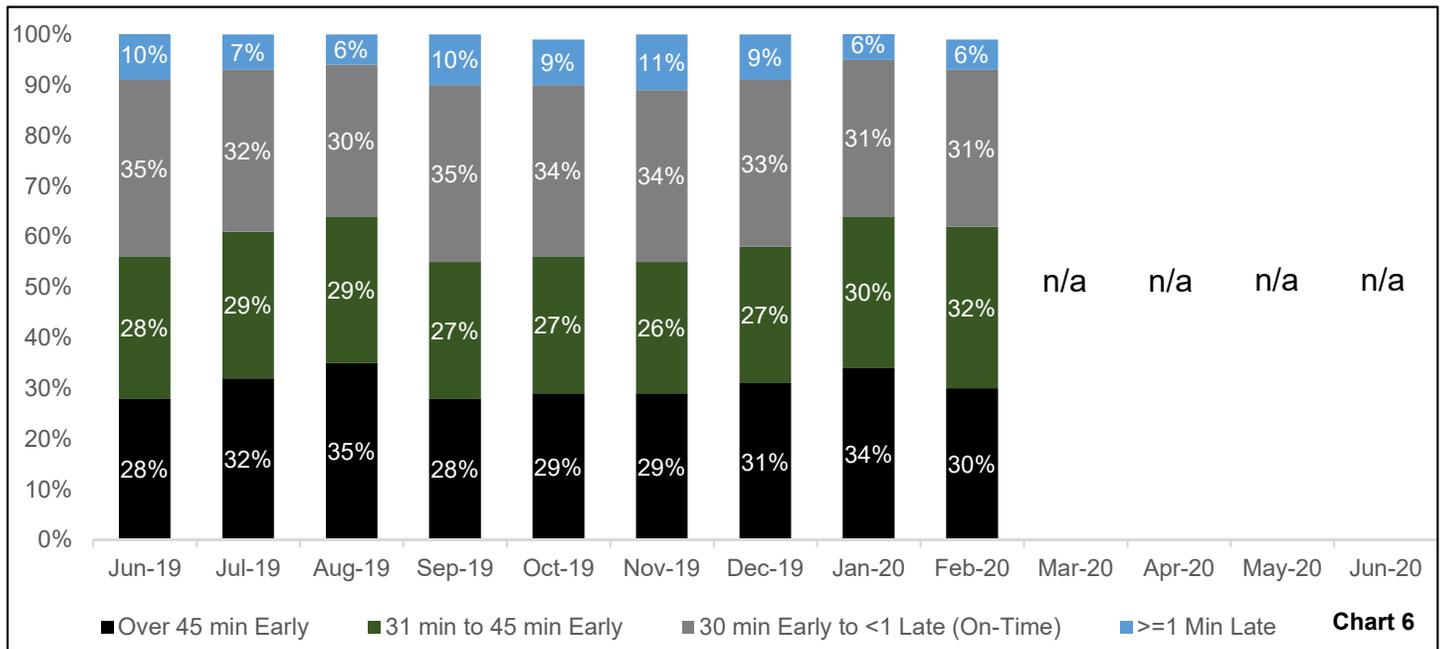
<= 15 Minutes Pick Up On-Time Performance Discussion

- June 2020 Primary 15 minute P/U, OTP result of 84% indicates a rate of decrease of 2.3% when compared to May 2020, and remained flat when compared to June 2019.
- June 2020 Broker 15 minute P/U, OTP result of 91% indicates a rate decrease of 3.2% when compared to May 2020, and improved at a rate of 7.1% when compared to June 2019.

Primary Drop Off On-Time Performance On Appointment Trips



Broker Drop Off On-Time Performance On Appointment Trips

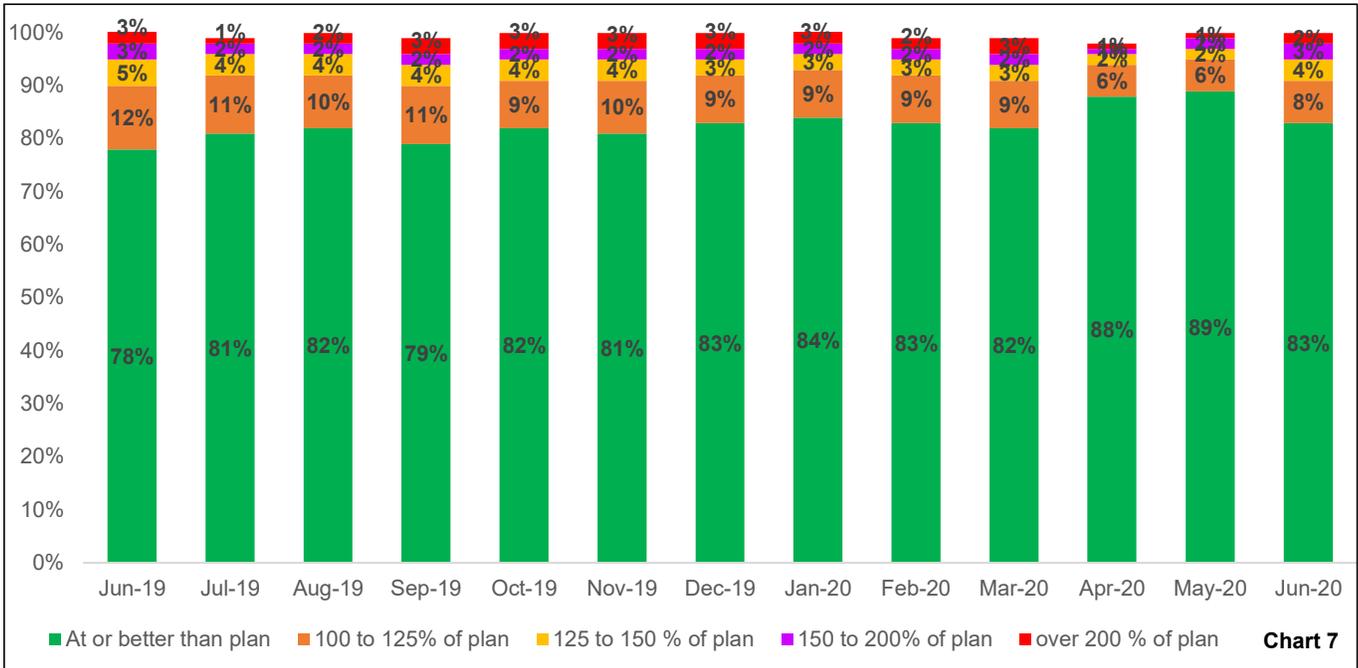


Primary and Broker Drop Off On-Time Performance On Appointment Trips Discussion

- June service shows 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.

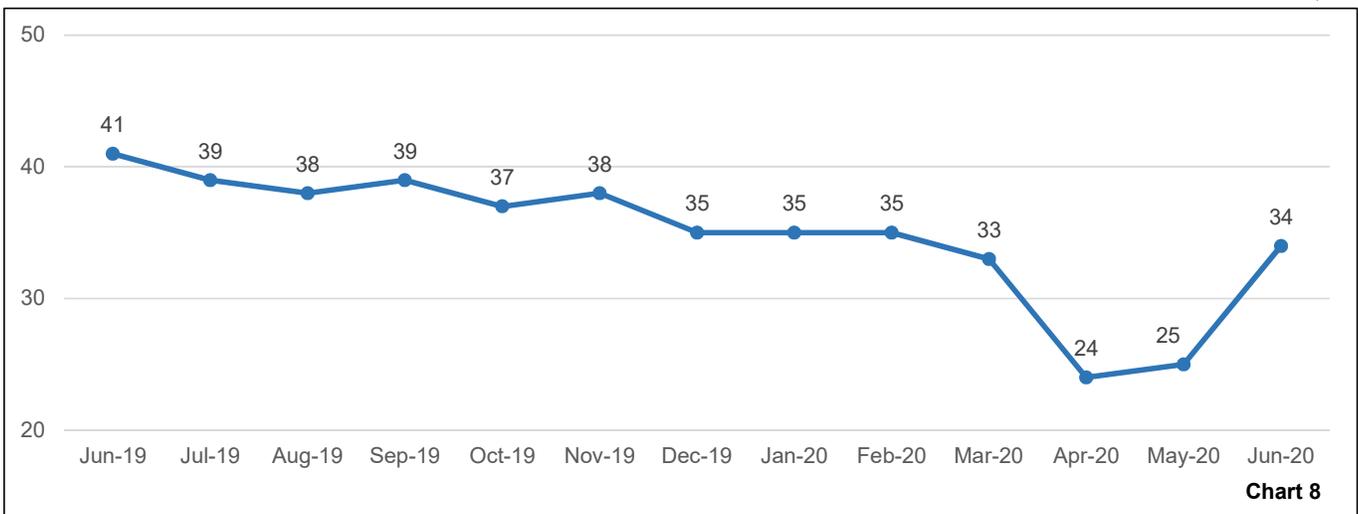
Note: Monthly totals may not be exact due to rounding.

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

- 83% of trips in June 2020 performed within the scheduled time or better which declined at a rate of 6.7% when compared to May 2020, and improved at a rate of 6.4% when compared to June 2019.

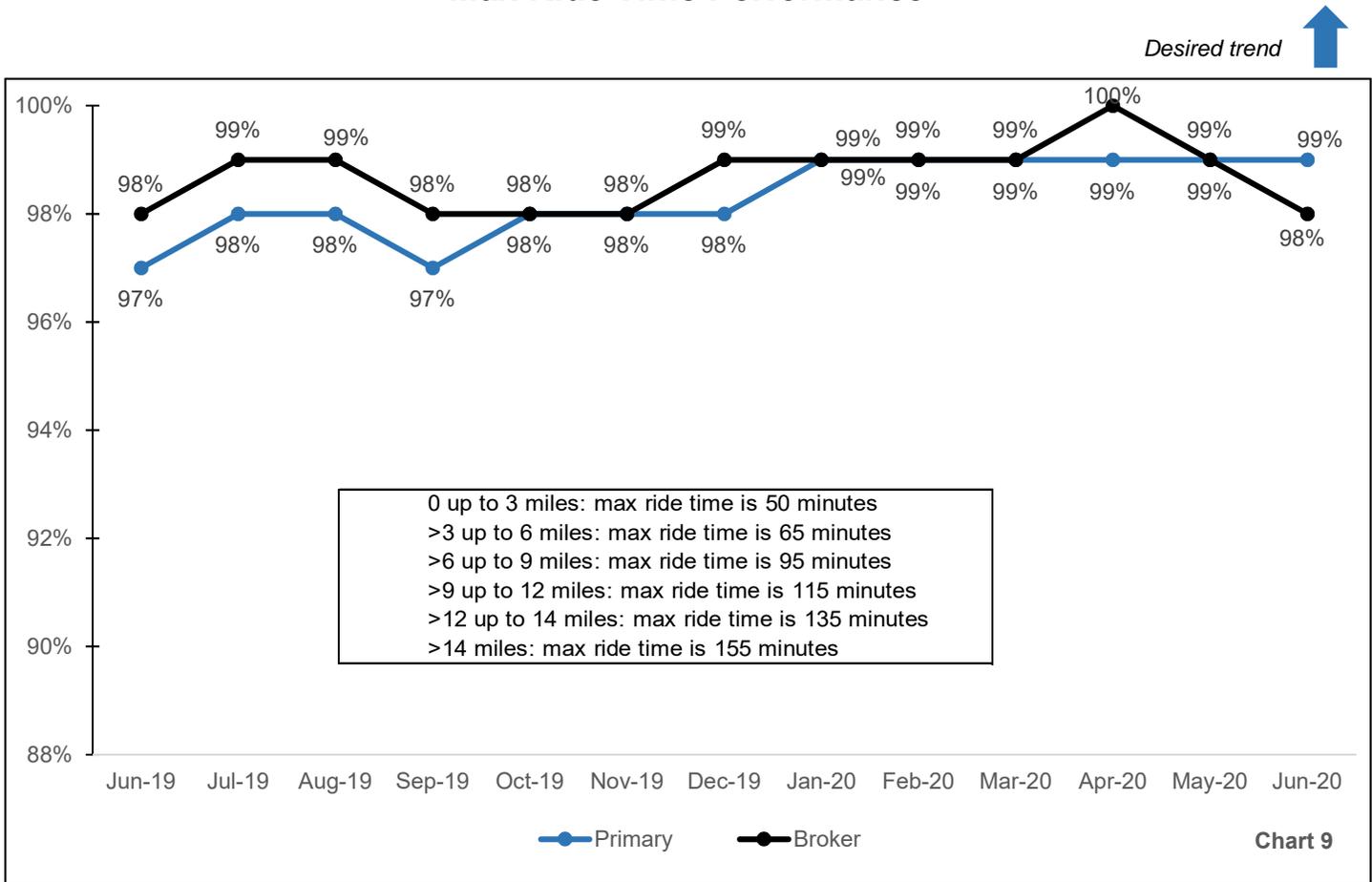
Average Actual Trip Duration in Minutes Discussion

- Actual Trip Duration in June 2020 increased by 9 minutes (or 36%) when compared to May 2020, and improved by 7 minutes (or 17.1%) when compared to June 2019.

Note: The significant increase in Average Actual Trip Duration in Minutes was primarily attributable to road closures and traffic delays due to protests in the month of June.

Note: Percentages may not be exact due to rounding.

Max Ride Time Performance

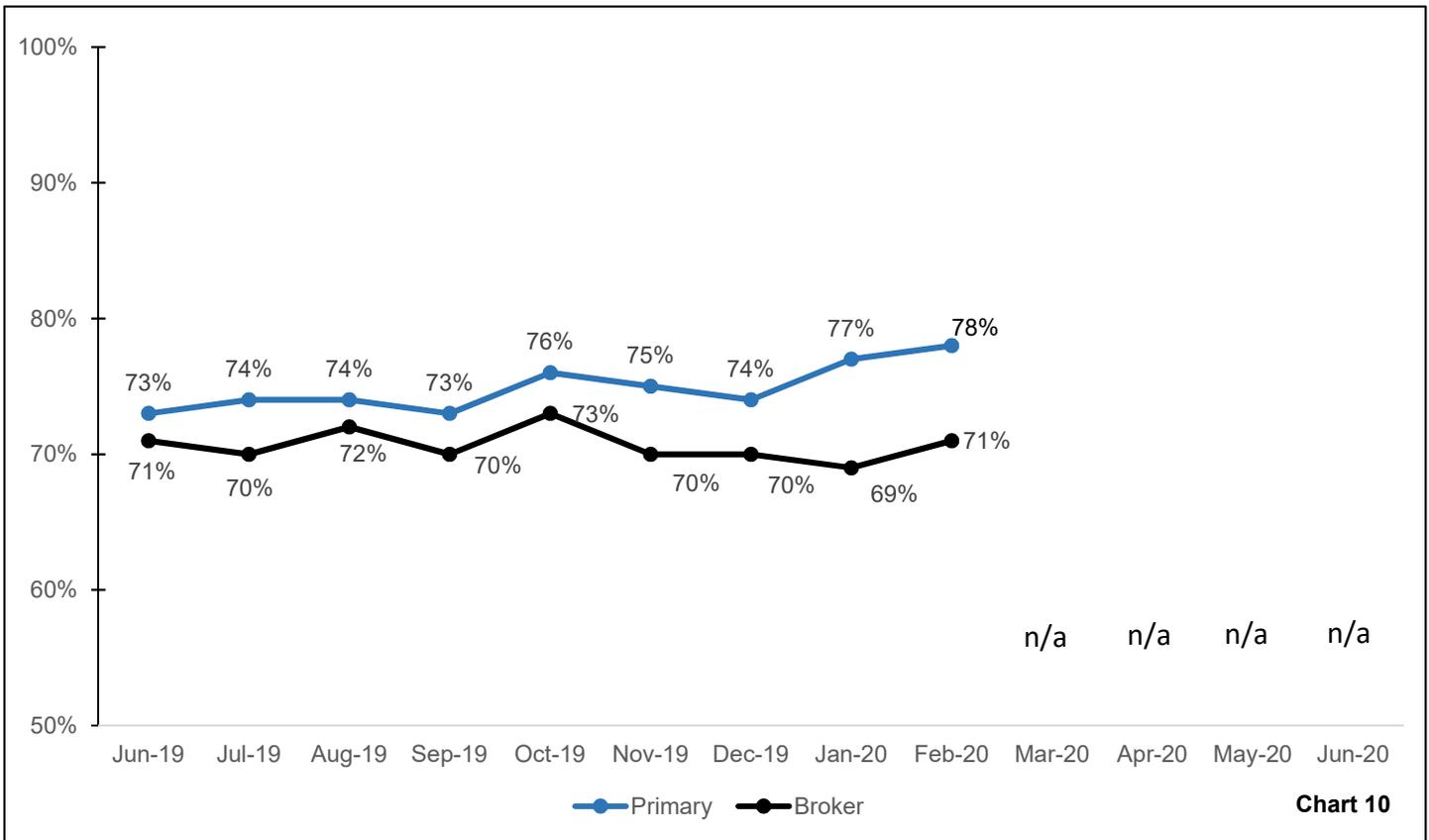


Max Ride Time Performance Discussion

- In the month of June 2020, 99% of Primary trips were completed within the Max Ride Time parameters. Performance remained flat when compared to May 2020, and improved at a rate of 2.1% when compared to June 2019.
- In the month of June 2020, 98% of Broker trips were completed within the Max Ride Time parameters. Performance declined at a rate of 1% when compared to May 2020, and remained flat when compared to June 2019.

Customer Experience Performance

Desired trend 

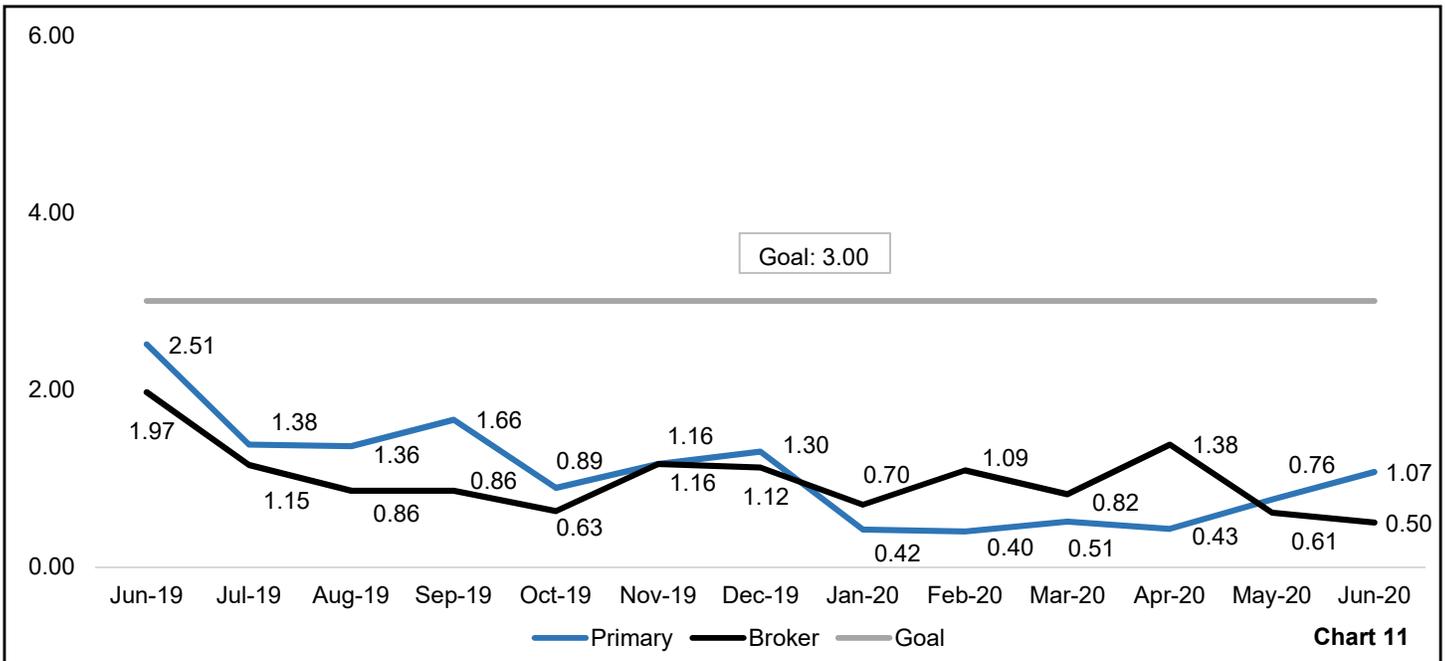


Customer Experience Performance Discussion

- Customer Experience depends on trip results against multiple standards including Drop-off On-Time performance for appointment time booked trips. In June, 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



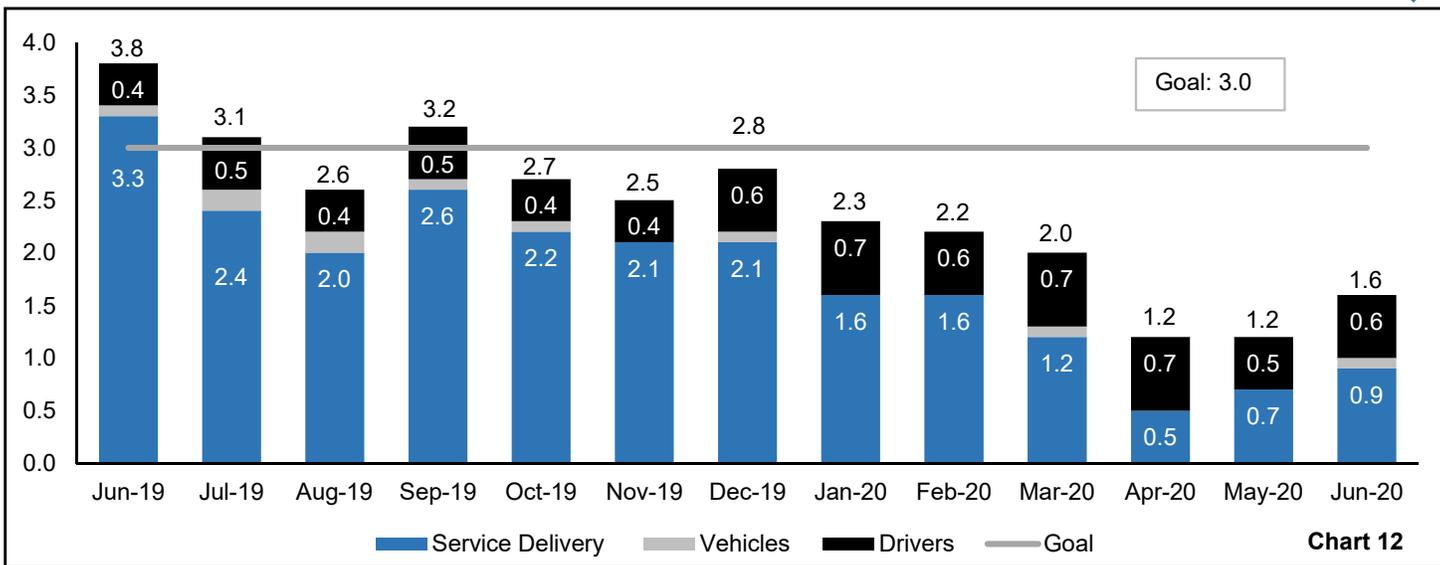
Provider No Shows Per 1000 Scheduled Trips Discussion

- Primary No-Shows increased by 0.31 per 1,000 trips (or 40.8%) in June 2020 when compared to May 2020, and improved by 1.44 per 1,000 trips (or 57.4%) when compared to the same month last year.
- Broker No-Shows improved by 0.11 per 1,000 trips (or 18%) in June 2020 when compared to May 2020, and improved by 1.47 per 1,000 trips (or 74.6%) when compared to the same month last year.

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

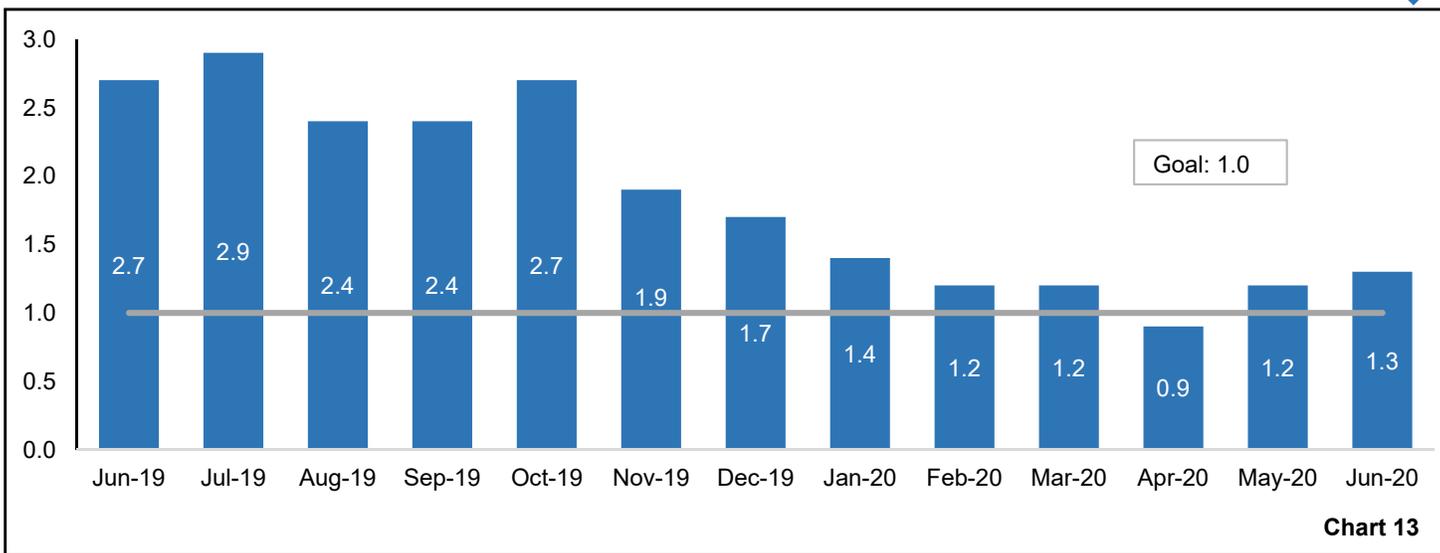
Passenger Complaints Related to Transportation Service Quality Per 1,000 Completed Trips

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 increased by 0.4 per 1,000 trips (or 33.3%) in June 2020 when compared to May 2020, and improved by 2.2 per 1,000 trips (or 57.9%) when compared to June 2019.

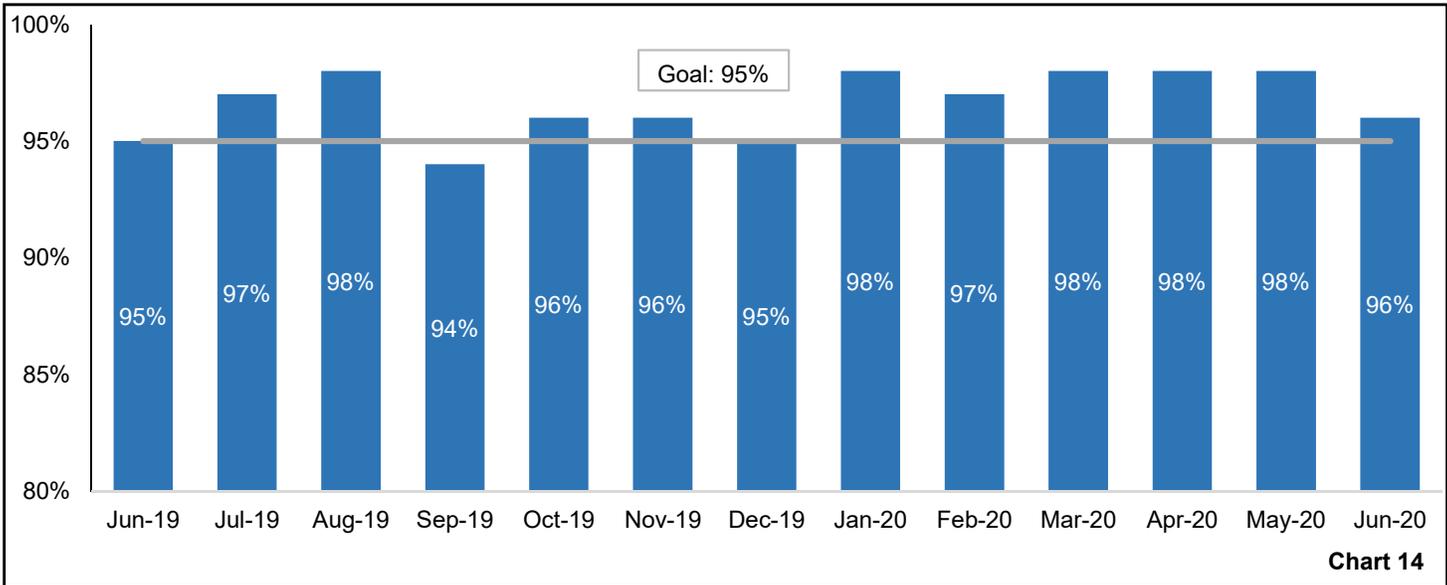
Passenger Complaints Related to Non-Transportation Service Quality Per 1,000 Completed Trips Discussion:

- Passenger Complaints related to Non-Transportation Service increased by 0.1 per 1,000 trips (or 8.3%) in June 2020 when compared to May 2020, and improved by 1.4 per 1,000 trips (or 51.9%) when compared to June 2019.

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

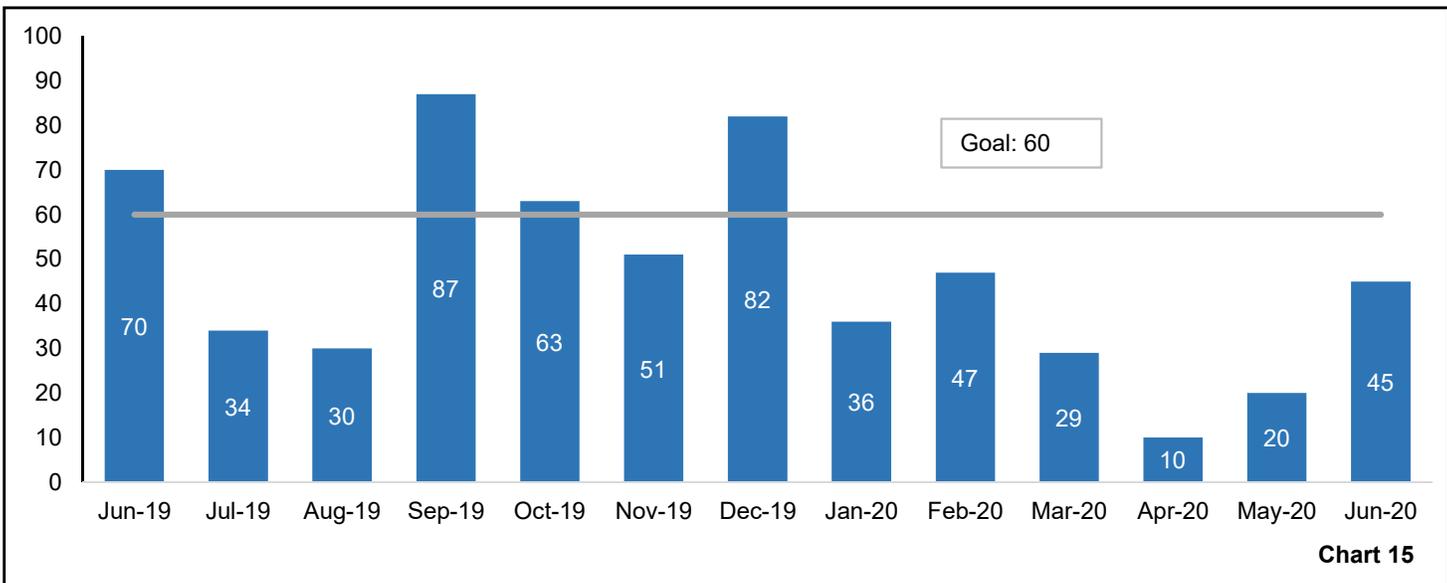
Percent of Calls Answered

Desired trend 



Average Call Answer Speed in Seconds

Desired trend 



Percent of Calls Answered Discussion

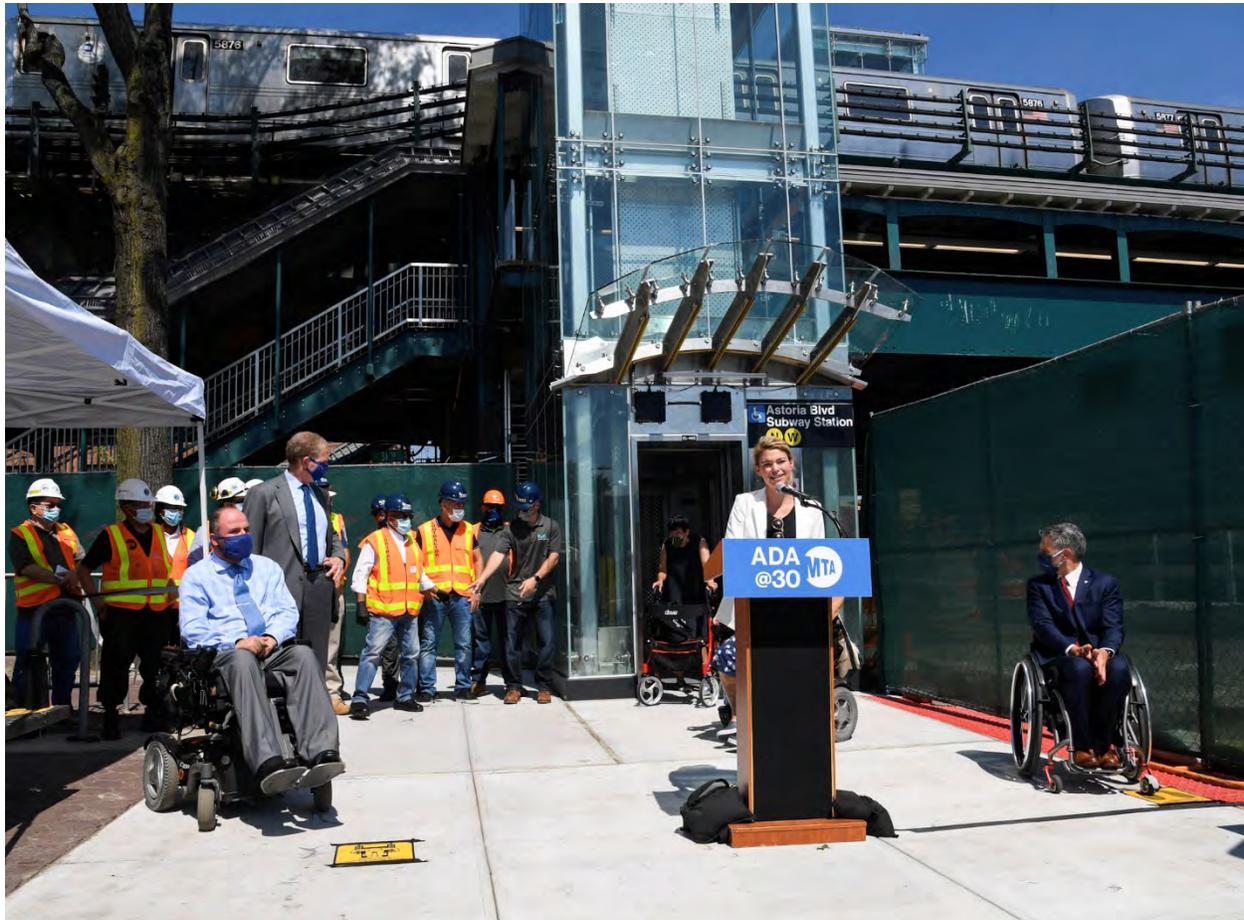
- The Percent of Calls Answered in June 2020 declined at a rate of 2% when compared to May 2020, and improved at a rate of 1.1% when compared to June 2019.

Average Call Answer Speed in Seconds Discussion

- The Average Call Answer Speed in June 2020 increased by 25 seconds (or 125%) when compared to May 2020, and improved by 25 seconds (or 35.7%) when compared to June 2019.

Accessibility Report

Alex Elegudin, Senior Advisor for Systemwide Accessibility



MTA New York City Transit Interim President Sarah Feinberg, Senior Advisor for Systemwide Accessibility Alex Elegudin, Board Member and Commissioner for the Mayor’s Office for People with Disabilities Victor Calise, and MTA Construction and Development Chief Development Officer Janno Lieber announced the opening of four new elevators at the Astoria Blvd Station (N, W) in Queens. The new elevators and other ADA features at the station opened on Friday, July 24, 2020. Astoria was one of 5 new ADA stations opened around the 30th Anniversary of the ADA this summer.

September 2020 Accessibility Update

As more riders return to transit each week, the accessibility team has been busy ensuring that our safe return to service is also an accessible return to service. In the weeks since our last Board meeting, we opened new ADA elevators at five stations across three boroughs; the Astoria (N/W) station in Queens, Bedford Av (L) and 86 St (R) stations in Brooklyn, and 1 Av (L) and Chambers St (J/Z) stations in Manhattan are now fully ADA accessible. These openings will make a real difference for New Yorkers with disabilities across our city, and are a testament to the incredible work of our C&D and CPM teams through this challenging time. We look forward to several more station openings coming this fall and will continue to provide updates on these projects to the Board.

One challenge for customers with disabilities during COVID has been ensuring continued access to the bus ramp and kneeler when most customers were boarding through the rear door. We were glad to support the Department of Buses as we returned to front-door boarding with fare collection on all local and Select Buses on Monday, August 31. The Systemwide Accessibility team continues to work closely with DOB to ensure that all bus operators understand their important role in ensuring access and assisting customers with disabilities throughout our safe return to service. As we reopen the front door to all customers, we remind everyone of our priority seating features and policy: local buses have two wheelchair securement areas at the front of the bus, and the first double, front-facing seat behind this area is designated priority seating for customers with disabilities and seniors. These seats are easily recognized by the "Priority Seating" labels on or adjacent to them. Please, as you ride, pay attention to those around you who might need a seat. We also would like to note that, while fare collection has resumed on buses, we are not collecting the cash co-pay on Access-A-Ride trips at this time. We will notify customers when AAR fare collection resumes.

Finally, if you've ridden the A train recently you may have noticed that our station arrival announcements were recently updated. These automated announcements now inform passengers when they are arriving at an accessible station, and include the location of the platform elevator. We began these announcements on the A line last month and will be rolling out to other lines over time. We've already gotten some great feedback on this simple change. As one customer put it, "I was riding the A train last night and heard crystal clear announcements about access at most stops on my route: 'this is an accessible station' and 'the elevator is located in the middle of the platform' - etc. - so great and helpful & life-changing for so many riders and potential riders!"

We look forward to continuing to roll this update out across our fleet, and working with our Service Delivery and Car Equipment teams to continuously improve accessibility information in our announcements. This is just one of the many ways we can leverage technology to increase the accessibility of information across our system, so stay tuned for more updates on this topic in the months to come.

Rachel Cohen
Director, Systemwide Accessibility

Strategy and Customer Experience

Sarah Meyer, Senior Vice President & Chief Customer Officer



Mask Force, comprised of teams of more than 500 employees across the MTA family, unaffiliated volunteers, elected officials and advocacy groups, has handed out more than 150,000 face masks to subway and bus customers of New York City Transit to date. Led and managed by the Strategy and Customer Experience Department, individuals engaged with customers in July, August and September to emphasize the importance of wearing a face mask when traveling. *Mask Force* is one aspect of “Operation Respect,” the MTA’s multi-pronged approach to help keep riders safe during the pandemic.

May 2020 Highlights: Strategy and Customer Experience

Our team remains dedicated to ensuring customers returning to work and school have the information they need to use our buses and subways. We are optimizing web, social channels, creating in-station and on-bus digital signage and using public-address systems to ensure customers know about changes to schedules and new overnight bus routes that were added during the overnight hours. On August 27, we opened another channel for our customers to communicate with us in real time: *WhatsApp*. It's the dominant messaging platform in many countries outside the US and can help us reach customers who may not use Twitter or Facebook.

Mask Force efforts continue to reinforce the importance of properly wearing face coverings while on platforms, stations, and on trains and buses. Over the last two months, Strategy and Customer Experience organized hundreds of MTA employees, that were then joined by elected officials and their staff, advocacy groups, and other volunteers to hand out about 150,000 face masks to New Yorkers who needed them, across our subway and bus system.

On August 31st we resumed front-door boarding and fare collection on local buses. To prepare customers for the change, our communications teams put together extensive outreach campaigns with printed and digital messaging on buses, a proactive social media campaign, emails and text alerts to customers, live and pre-recorded announcements, community and press outreach, and updates to relevant pages on our website. Our team at 511 handled a huge increase in call volume on August 31, with a 92% increase in calls on the MetroCard line, and a 123% increase in calls on the Reduced-Fare MetroCard line.

We successfully hosted two Zoom virtual meetings with community organizations and representatives about service changes on the E at Jamaica Center and Sutphin Blvd-Archer Av. This month, we also helped our customers navigate the 4,5,6 service changes while crews replaced switches at 14th Street Union Square.

Onwards.

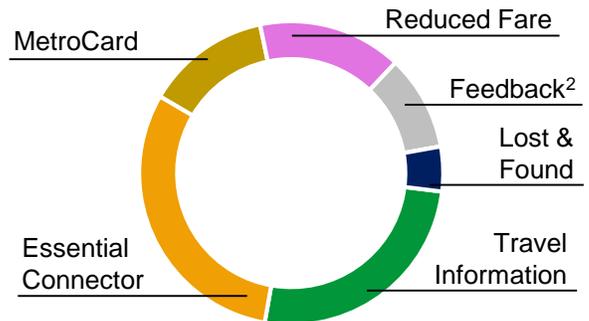
Sarah Meyer
Senior Vice President & Chief Customer Officer

Customer engagement

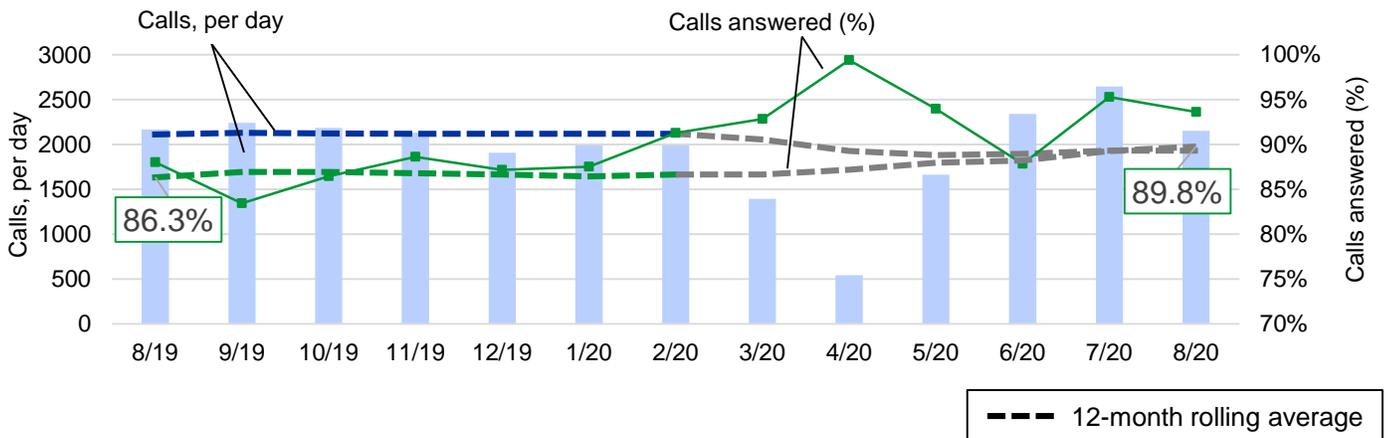
Telephone

	Aug 2020	Aug 2019	Variance
Telephone calls	64,585	67,110	▼3.8%
Calls answered	93.6%	88.0%	▲6.4%
Average time to answer ¹ (seconds)	123	199	▼38.4%

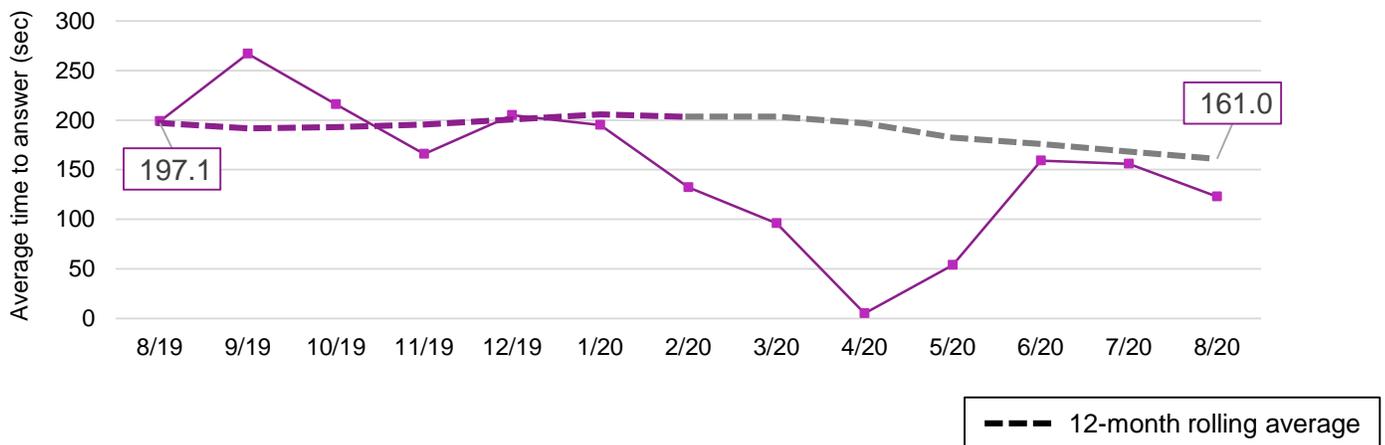
1. Excludes automated self-service calls
2. Feedback is customers calling with comments or concerns



Telephone: calls received and answered



Telephone: average time to answer

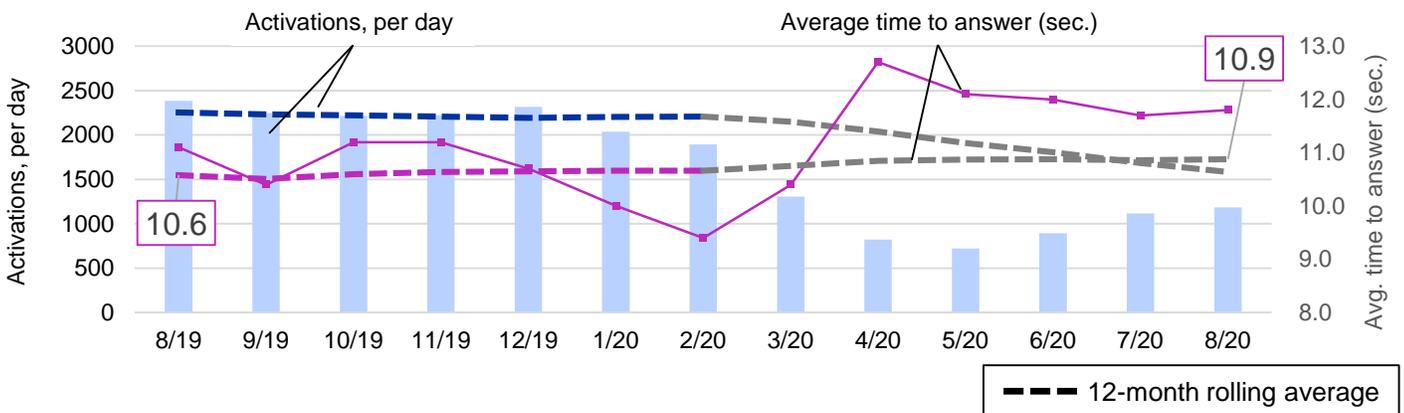


Customer engagement

Help Point

	Aug 2020	Aug 2019	Variance
Help Point activations	35,474	73,898	▼52.0%
Average time to answer (seconds)	11.8	11.1	▲6.3%

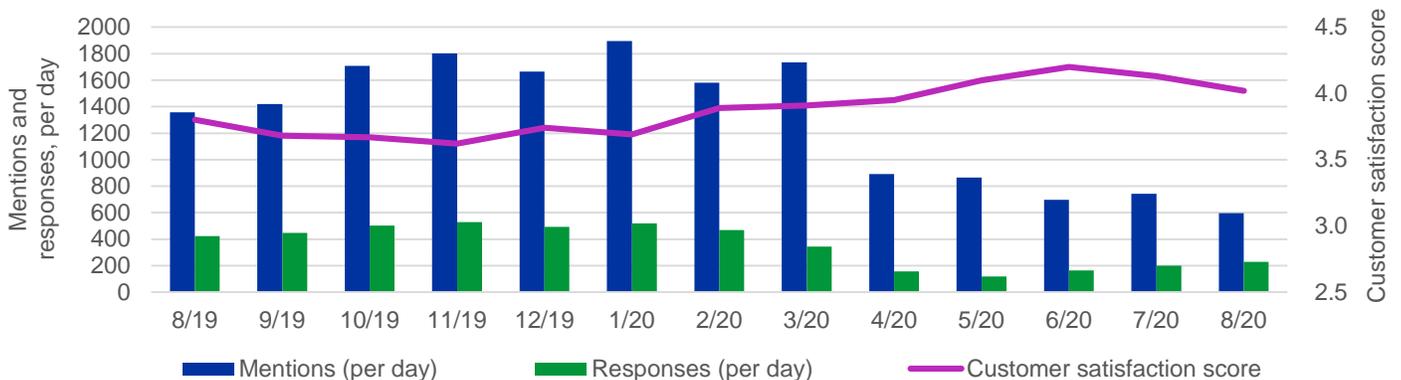
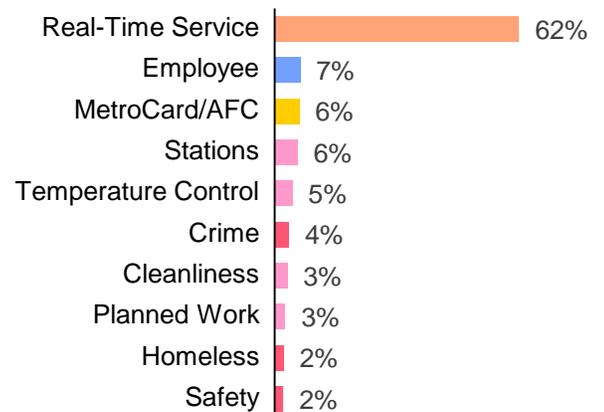
Help Point: activations and average time to answer



Social media

	Aug 2020	Aug 2019	Variance
Social media mentions ¹	17,842	42,082	▼57.6%
Responses sent	6,854	13,149	▼47.9%
Customer satisfaction score ²	4.02	3.80	▲5.8%

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

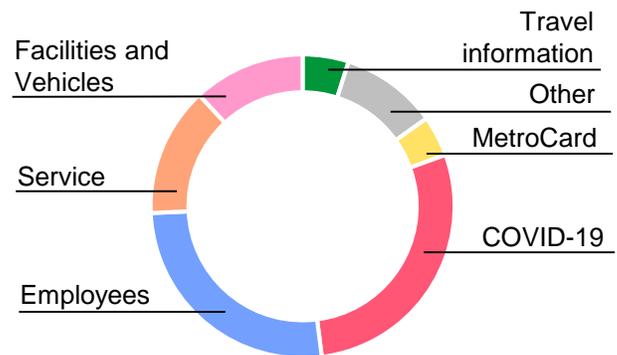


Customer engagement

Web, mobile app, and written feedback

	Aug 2020	Aug 2019	Variance
Received	3,611	6,744	▼ 46.5%
Responses sent ¹	5,580	9,219	▼ 39.5%

1. Includes automated and manual responses



Keeping customers informed

Alerts and service notices

	Aug 2020
Web	8,376
Twitter	3,327
Kiosks / Digital Displays ¹	987
Email and text alerts	
• Service	3,399
• Elevator and escalator status	8,718
Service Notice posters developed	360

1. Excludes countdown clocks

Social media followers

		Aug 2020	Aug 2019	Variance
Twitter	@NYCTSubway	1,013.0k	994.0k	▲ 1.9%
	@NYCTBus	30.4k	24.5k	▲ 24.1%
	@MTA	1,326.0k	1,312.2k	▲ 1.1%
Facebook	NYCT	69.9k	63.6k	▲ 9.9%
Instagram	@mtanyctransit	30.4k	22.7k	▲ 33.9%

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

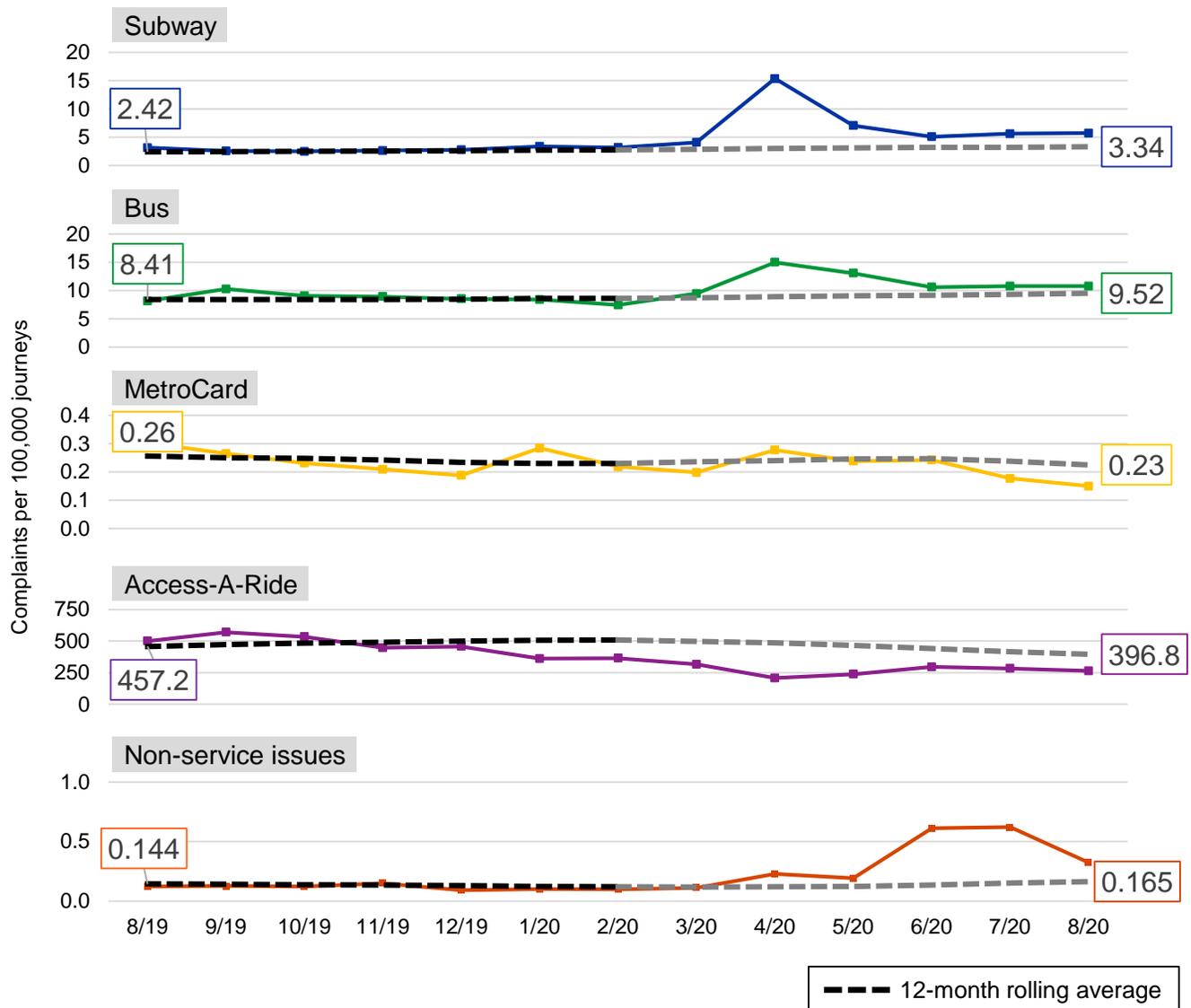
	Aug 2020	Aug 2019	Variance
Subway	5.74	3.15	▲ 82.3%
Bus	10.75	8.13	▲ 32.2%
MetroCard	0.15	0.30	▼ 50.5%
Access-A-Ride	264.2	500.2	▼ 47.2%
Non-service issues ¹	0.324	0.124	▲ 162.0%

Commendations per 100,000 journeys

	Aug 2020	Aug 2019	Variance
Subway	0.216	0.112	▲ 92.8%
Bus	0.33	0.57	▼ 42.3%
Access-A-Ride	82.4	134.1	▼ 38.5%
Non-service issues incl. MetroCard	0.020	0.018	▲ 11.7%

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

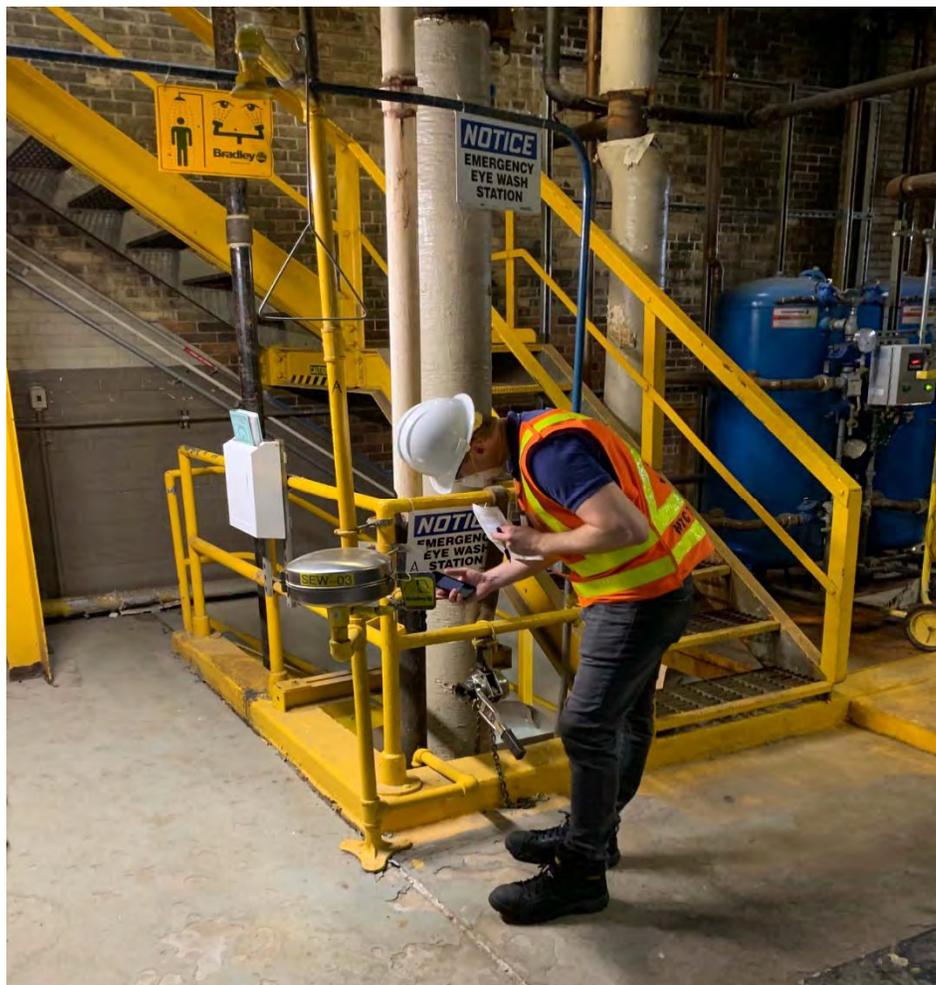
Complaints per 100,000 journeys: trends



Safety

Robert Diehl

Senior Vice President, Safety & Security



OSS Safety Specialist Dan Brodmerkel is checking an emergency eyewash station while conducting a safety inspection of the East New York Boiler Room.



Safety

Robert Diehl

Senior Vice President, Safety & Security

September 2020 Highlights: Safety

Subway Customer Accident Rates increased by 7.4% when comparing the most recent 12-month period to the previous one. It is worth noting that, nominally, accidents are down 27.2%.

Bus Collisions declined by 18.0% and Collision Injuries declined by 12.3% 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 (2) most-recent 12-month periods, Subway Fires show an 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		
		Sep 17 - Aug 18	Sep 18 - Aug 19	Sep 19 - Aug 20
Subways				
Subway Customer Accidents per Million Customers ¹		2.98	2.99	3.21
Subway Collisions ²				
Total		3	1	2
Mainline		0	0	0
Yard		3	1	2
Subway Derailments ²				
Total		6	4	7
Mainline		2	0	4
Yard		4	4	3
Subway Fires ²		950	704	862
Buses				
Bus Collisions Per Million Miles Regional		53.99	54.76	44.90
Bus Collision Injuries Per Million Miles Regional		5.98	6.11	5.35
Bus Customer Accidents Per Million Customers ¹ Regional*		1.26	1.45	1.54
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees ¹		3.72	4.03	5.00

¹ 12-month Average data from August through July.

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	August	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	28	209	340	61.5%
Joint Track Safety Audits -- Compliance Rate	99.3%	99.2%	100.0%	99.2%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	1,950	10,091	47,520	21.2%
Friction Pad Installation	911	10,757	55,650	19.3%
Buses	August	YTD	Goal	YTD as % of Goal
Collision Prevention				
Audible Pedestrian Turn Warning System**	0	25	40	62.5%
Vision Zero Employee Training	456	2,292	6,200	37.0%

** = No additional new buses are expected to be received for the remainder of 2020. As such, future months will likely show "0" for this metric until year's end.

Subway Fires

August 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:	90.0%	Train:	5
Average:	10.0%	Right-of-way:	41
Above Average:	0.0%	Station:	24
High:	0.0%	Other:	0
		Total:	70

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

Train:		Right-of-Way:		Station:	
Debris:	3	Debris:	22	Debris:	20
Hot Wheels:	1	Tie:	12	Electrical:	2
Traction Motor:	1	Insulator:	3	Light Fixture:	2
		Cable:	1		
		Grease:	1		

Monthly Operations Report

Statistical results for the 12-Month period are shown below

Safety Report			
Performance Indicators	12-Month Average		
	Aug 17 - Jul 18	Aug 18 - Jul 19	Aug 19 - Jul 20
Subways			
Subway Customer Accidents per Million Customers ¹	2.96	3.00	3.08
Subway Collisions ²			
Total	3	0	3
Mainline	0	0	0
Yard	3	0	3
Subway Derailments ²			
Total	4	5	8
Mainline	2	0	4
Yard	2	5	4
Subway Fires ²	952	720	847
Buses			
Bus Collisions Per Million Miles Regional	54.00	54.68	45.59
Bus Collision Injuries Per Million Miles Regional	6.40	5.94	5.41
Bus Customer Accidents Per Million Customers ¹ Regional*	1.27	1.42	1.55
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees ¹	3.67	3.98	4.91

¹ 12-month Average data from July through June.

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	July	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	36	181	340	53.2%
Joint Track Safety Audits -- Compliance Rate	99.5%	99.2%	100.0%	99.2%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	1,560	8,141	47,520	17.1%
Friction Pad Installation	1,200	9,846	55,650	17.7%
Buses	July	YTD	Goal	YTD as % of Goal
Collision Prevention				
Audible Pedestrian Turn Warning System**	0	25	40	62.5%
Vision Zero Employee Training	429	1,836	6,200	29.6%

** = No additional new buses are expected to be received for the remainder of 2020. As such, future months will likely show "0" for this metric until year's end.

Subway Fires

July 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:	92.9%	Train:	9
Average:	7.1%	Right-of-way:	58
Above Average:	0.0%	Station:	17
High:	0.0%	Other:	0
		Total:	84

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

Train:		Right-of-Way:		Station:	
Debris:	3	Debris:	23	Debris:	16
Contact Shoe:	2	Tie:	20	Light Ballast:	1
Blower Motor:	1	Insulator:	6		
Brake Shoes:	1	Undetermined:	4		
Trolley Lead:	1	Equipment:	2		

Monthly Operations Report

Safety Report Definitions:

Joint Track Safety Audits are conducted by a joint team of personnel from the Office of System Safety, the Transport Workers Union, and the Subway Surface Supervisors Association (SSSA). The teams look at critical items for on-track safety such as flagging, third rail safety and lighting. These reviews are conducted at various Department of Subways, 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.



September 2020 Crime Report

The purpose of this report is to provide Committee Members with statistical information regarding the number of major felonies including: homicide, robbery, assault, rape in addition to hate crime incidents occurring on the NYCT Subway and Staten Island Railway systems. The report is submitted by NYPD's Transit Division on a monthly basis for the month ending prior to the reporting period.



CRIME STATISTICS AUGUST

	2020	2019	Diff	% Change
MURDER	1	0	1	***. *%
RAPE	2	0	2	***. *%
ROBBERY	46	55	-9	-16.4%
GL	31	121	-90	-74.4%
FELASSAULT	29	29	0	0.0%
BURGLARY	1	1	0	0.0%
<u>TOTAL MAJOR FELONIES</u>	<u>110</u>	<u>206</u>	<u>-96</u>	<u>-46.6%</u>

During August, the daily Robbery average decreased from 1.8 to 1.5

During August, the daily Major Felony average decreased from 6.6 to 3.5

CRIME STATISTICS JANUARY THRU AUGUST

	2020	2019	Diff	% Change
MURDER	5	2	3	150.0%
RAPE	6	2	4	200.0%
ROBBERY	415	328	87	26.5%
GL	569	981	-412	-42.0%
FELASSAULT	230	236	-6	-2.5%
BURGLARY	20	5	15	300.0%
<u>TOTAL MAJOR FELONIES</u>	<u>1245</u>	<u>1554</u>	<u>-309</u>	<u>-19.9%</u>

Year to date the daily Robbery average increased from 1.3 to 1.7

Year to date the daily Major Felony average decreased from 6.4 to 5.1

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



AUGUST ACTIVITY

	2020	2019	Diff	% Change
Total Arrests	149	744	-595	-80.0%
TOS Arrests	1	201	-200	-99.5%
Total Summons	303	6863	-6560	-95.6%
TOS TABs	207	5290	-5083	-96.1%
TOS C-Summ	0	168	-168	-100.0%

JANUARY THRU AUGUST ACTIVITY

	2020	2019	Diff	% Change
Total Arrests	2828	7435	-4607	-62.0%
TOS Arrests	405	2366	-1961	-82.9%
Total Summons	27640	64591	-36951	-57.2%
TOS TABs	17760	51055	-33295	-65.2%
TOS C-Summ	441	1806	-1365	-75.6%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

**Hate Crime Task Force
Transit Bureau
HCTF Statistical Data
(As of 9/6/2020)**

Motivation:

Motivation	2020	2019	Diff	% Change
BLACK	2	7	-5	-71%
GENDER	1	3	-2	-67%
HISPANIC	0	1	-1	-100%
MUSLIM	0	1	-1	-100%
OTHER	12	4	8	200%
SEMITIC	15	40	-25	-63%
SEXUAL ORIENTATION	4	5	-1	-20%
WHITE	1	3	-2	-67%
Grand Total	35	64	-29	-45%

Crime Name:

Crime Name	2020	2019	Diff	% Change
Aggravated Harassment 1	9	15	-6	-40%
Aggravated Harassment 2	7	3	4	133%
Assault 2	1	4	-3	-75%
Assault 3	4	4	0	0%
Criminal Mischief 2	1	0	1	***.*
Criminal Mischief 3	0	3	-3	-100%
Criminal Mischief 4	9	33	-24	-73%
Grand Larceny 4	1	1	0	0%
Menacing 2	0	1	-1	-100%
Menacing 3	1	0	1	***.*
Robbery 3	2	0	2	***.*
Grand Total	35	64	-29	-45%



Police Department
City of New York

REPORT

JANUARY- AUGUST

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Murder	2	1	4	1	2	1	1	2	4	2	3	2	1	1	0	0	1	1	1	1	0	1	2	5
Rape	1	10	0	4	1	0	2	2	3	3	0	2	1	0	2	7	4	5	1	0	3	0	2	6
Robbery	1429	1241	1111	900	804	830	769	704	783	641	523	501	466	469	499	573	416	283	332	344	298	307	327	415
Assault	290	298	287	229	186	189	173	179	152	127	138	116	108	133	128	129	130	130	169	204	217	227	233	230
Burglary	24	10	6	5	33	12	7	6	1	5	2	5	1	2	6	18	25	11	12	14	19	6	5	20
GL	2264	1739	1581	1653	1489	1427	1120	1224	1197	968	828	868	759	787	1014	1119	1073	1013	1069	1023	1040	1031	977	569
TOTAL MAJOR FELONIES	4010	3299	2989	2792	2515	2459	2072	2117	2140	1746	1494	1494	1336	1392	1649	1846	1649	1443	1584	1586	1577	1572	1546	1245
Major Fel Per Day	16.50	13.58	12.30	11.44	10.35	10.12	8.53	8.68	8.81	7.19	6.15	6.12	5.50	5.73	6.79	7.57	6.79	5.94	6.52	6.50	6.49	6.47	6.36	5.12



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Staten Island Rapid Transit

August 2020 vs. 2019

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

Year to Date 2020 vs. 2019

	2020	2019	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	3	0	0%
Felony Assault	1	2	-1	-50%
Burglary	0	2	-2	-100%
Grand Larceny	0	1	-1	-100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	4	8	-4	-50%



CRIME STATISTICS JULY

	2020	2019	Diff	% Change
MURDER	1	1	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	38	37	1	2.7%
GL	34	121	-87	-71.9%
FELASSAULT	31	24	7	29.2%
BURGLARY	3	1	2	200.0%
<u>TOTAL MAJOR FELONIES</u>	<u>107</u>	<u>184</u>	<u>-77</u>	<u>-41.8%</u>

During July, the daily Robbery average decreased from 1.2 to 1.2

During July, the daily Major Felony average decreased from 5.9 to 3.5

CRIME STATISTICS JANUARY THRU JULY

	2020	2019	Diff	% Change
MURDER	4	2	2	100.0%
RAPE	4	2	2	100.0%
ROBBERY	368	273	95	34.8%
GL	536	860	-324	-37.7%
FELASSAULT	199	207	-8	-3.9%
BURGLARY	19	4	15	375.0%
<u>TOTAL MAJOR FELONIES</u>	<u>1130</u>	<u>1348</u>	<u>-218</u>	<u>-16.2%</u>

Year to date the daily Robbery average increased from 1.3 to 1.7

Year to date the daily Major Felony average decreased from 6.4 to 5.3

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY-JULY																							
	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>	1	0	4	1	1	0	1	2	4	2	2	2	1	1	0	0	1	1	0	1	0	1	2	4
<i>Rape</i>	1	8	0	3	1	0	2	1	3	3	0	2	1	0	2	6	3	5	0	0	2	0	2	4
<i>Robbery</i>	1046	961	852	683	641	624	588	532	622	573	476	438	396	416	425	513	360	242	289	305	256	265	271	368
<i>Assault</i>	229	248	211	178	143	145	143	142	129	116	118	1405	94	120	121	118	111	114	140	181	190	198	204	199
<i>Burglary</i>	20	10	2	4	16	6	3	5	1	1	1	5	1	2	3	18	22	9	7	11	13	5	4	19
<i>GL</i>	1629	1273	1152	1205	1080	1017	823	882	907	823	726	759	656	668	852	954	936	893	919	857	927	888	856	536
<i>TOTAL MAJOR FELONIES</i>	2926	2500	2221	2074	1882	1792	1560	1564	1666	1518	1323	2611	1149	1207	1403	1609	1433	1264	1355	1355	1388	1357	1339	1130
<i>Major Fel Per Day</i>	16.17	13.81	12.27	11.40	10.40	9.90	8.62	8.59	9.20	8.39	7.31	14.35	6.35	6.67	7.75	8.84	7.92	6.98	7.49	7.45	7.67	7.50	7.40	6.24



JULY ACTIVITY

	2020	2019	Diff	% Change
Total Arrests	77	828	-751	-90.7%
TOS Arrests	2	227	-225	-99.1%
Total Summons	154	8069	-7915	-98.1%
TOS TABs	87	6385	-6298	-98.6%
TOS C-Summ	1	241	-240	-99.6%

JANUARY THRU JULY ACTIVITY

	2020	2019	Diff	% Change
Total Arrests	2678	6691	-4013	-60.0%
TOS Arrests	402	2165	-1763	-81.4%
Total Summons	27337	57728	-30391	-52.6%
TOS TABs	17553	45765	-28212	-61.6%
TOS C-Summ	441	1638	-1197	-73.1%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

Financial and Ridership Reports

Jaibala Patel, Chief Financial Officer

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



Photo: Stella Levin

As New York city entered Phase 4 of reopening after the COVID-19 pandemic pause, more passengers returned to buses and subways. In July 2020, average weekday bus ridership estimated by APCs (Automatic Passenger Counters) reached about 50% of pre-pandemic levels. Local buses proved to be a preferred choice for riders, due to good ventilation, faster speeds, and free fares resulting from the back-door entry policy that is in effect through August.

Preliminary August 2020 Monthly Report: New York City Transit

The purpose of this report is to provide the preliminary August 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 Mid-Year Forecast.

Summary of Preliminary Financial Results

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

- August 2020 New York City Transit ridership of 36.9 million was 13 million (26.1 percent) under forecast, of which subway ridership of 35.2 million was 2 million (5.4 percent) under forecast, and bus ridership of 1.2 million was 11 million (90.5 percent) under forecast.
- August 2020 farebox revenue of \$97.9 million was \$1.3 million (1.3 percent) above forecast.
- Other revenue overran forecast in August by \$100.7 million (46.1 percent), primarily due to timing of CARES Act funding in the month.

August 2020 operating expenses of \$726.4 million were \$36.3 million (4.8 percent) less than forecast.

- Labor expenses were over by \$6.6 million (1.1 percent), due largely to higher health & welfare/OPEB current expenses, which together were over forecast by \$23.8 million (18.5 percent), largely offset by timing of Pension expenses that were favorable \$19.2 million (22.3 percent).
- Non-labor expenses were favorable to the forecast \$42.9 million (24.9 percent), due mostly to lower claims \$18.6 million (97.5 percent), and maintenance and other operating contract expenses \$11.5 million (28.5 percent), which was partly offset by overruns in power \$4.9 million (21.8 percent), and fuel \$1.2 million (29.7 percent).

Preliminary financial results for August 2020 are presented in the table below and compared to the forecast.

Preliminary Financial Results Compared to Forecast						
Category (\$ in millions)	August Results		August Year-to-Date Results			
	<u>Variance Fav(UnFav)</u>		<u>Forecast</u>	<u>Prelim Actual</u>	<u>Variance Fav(UnFav)</u>	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	1.3	1.3	1,315.6	1,361.9	46.4	3.5
Nonreimb. Exp. before Dep./OPEB	36.3	4.8	(5,959.8)	(5,728.2)	231.6	3.9
Net Cash Deficit*	142.5	37.0	(1,287.9)	(937.0)	351.0	27.3

*Excludes Subsidies and Debt Service

August 2020 farebox revenue of \$97.9 million was \$1.3 million (1.3 percent) above forecast. Subway revenue was \$20.0 million (27.1 percent) above forecast, bus revenue was \$18.1 million (84 percent) under forecast, and paratransit revenue was \$0.57 million (95 percent) under forecast. Accrued fare media liability was equal to budget. The August 2020 non-student average fare of \$2.79 increased 69.1¢ from August 2019; subway fare increased 58.5¢; local bus fare increased 36.9¢; express bus fare increased 34.4¢.

Total ridership in August 2020 of 36.9 million was 13 million (26.1 percent) under forecast. Average weekday ridership in August 2020 was 1.4 million (79.6 percent) below August 2019. Average weekday ridership for the twelve months ending August 2020 was 4.3 million, 40.3 percent lower than the twelve months ending August 2019.

Non-reimbursable expenses before depreciation, GASB 75 OPEB and GASB 68 pension Adjustment, were below forecast in August by \$36.3 million (4.8 percent).

Labor expenses overran forecast by a net \$6.6 million (1.1 percent), due largely to higher health & welfare/OPEB current expenses, which together were over forecast by \$23.8 million (18.5 percent), largely offset by timing of Pension expenses which were favorable by \$19.2 million (22.3 percent). Payroll was under by \$8.5 million (2.9 percent), with partial offset in overtime expenses that were unfavorable by \$6.5 million (11.9 percent).

Non-labor expenses were below forecast by \$42.9 million (24.9 percent), due mostly to underruns in claims \$18.6 million (97.5 percent), maintenance and other operating contracts \$11.5 million (28.5 percent), other business expenses \$9.6 million, and materials and supplies \$8.5 million (27.5 percent), which were slightly offset by overruns in power \$4.9 million (21.8 percent), and fuel \$1.2 million (29.7 percent).

Year-to-date, non-reimbursable expenses were lower than forecast by \$231.6 million (3.9 percent), of which labor expenses underran by a net \$62.5 million (1.3 percent). Health and welfare/OPEB current expenses were favorable by \$90.7 million (9.0 percent), and overtime expenses underran by \$28.8 million (7.3 percent). COVID-19 death benefit accruals resulted in overruns in pension of \$36.4 million (5.3 percent) in addition to reimbursable overhead credits, which were unfavorable by \$18.0 million (12.4 percent). Non-labor expenses were favorable by a net \$169.1 million (12.8 percent), including significant underruns in nearly every category: maintenance and operating contracts \$43.2 million (17.6 percent); materials & supplies \$31.7 million (13.5 percent); paratransit service contract expenses \$24.4 million (10.2 percent); other business expense \$21.6 million (37.2 percent); claims expense \$18.6 million (12.2 percent); professional service contracts \$14.3 million (12.3 percent); fuel \$8.3 million (15.1 percent); electric power \$7.0 million (4.1 percent).

Financial Results

Farebox Revenue

August 2020 Farebox Revenue - (\$ in millions)								
	Aug				Aug Year-to-Date			
	Forecast	Prelim Actual	Favorable(Unfavorable)		Forecast	Prelim Actual	Favorable(Unfavorable)	
			Amount	Percent			Amount	Percent
Subway	73.8	93.8	20.0	27.1%	1,033.3	1,108.5	75.2	7.3%
NYCT Bus	21.5	3.4	(18.1)	(84.0%)	241.8	213.8	(27.9)	(11.5%)
Paratransit	0.6	(0.0)	(0.6)	(95.0%)	6.6	5.7	(0.9)	(13.2%)
Subtotal	95.9	97.2	1.3	1.4%	1,281.7	1,328.0	46.4	3.6%
Fare Media Liability	0.7	0.7	(0.0)	(0.3%)	33.9	33.9	0.0	0.0%
Total - NYCT	96.6	97.9	1.3	1.3%	1,315.6	1,361.9	46.4	3.5%

Note: Total may not add due to rounding

Average Fare

August Non-Student Average Fare - (in \$)				
	NYC Transit			
	2019	Prelim 2020	Change	
			Amount	Percent
Subway	2.201	2.787	0.585	26.6%
Local Bus	1.720	2.089	0.369	21.5%
Subway & Local Bus	2.083	2.769	0.686	33.0%
Express Bus	5.775	6.119	0.344	5.9%
Total	2.102	2.793	0.691	32.9%

The non-student average fare increased by 33 percent from the prior year. This is due to the significant 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. The temporary cessation of fare collection on local buses has also contributed to increasing the average fare.

Non-reimbursable Expenses

Non-reimbursable expenses, before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment, were under budget in the month of July by \$36.3 million (4.8 percent).

Labor expenses overran forecast by a net \$6.6 million (1.1 percent):

- Health & welfare/OPEB current expenses together were over forecast by a net \$23.8 million (18.5 percent) due to unfavorable timing of prescription drug credits and claims accruals
- Overtime was unfavorable by \$6.5 million (11.9 percent), due primarily to backfill of vacancies and employee unavailability, supervision of overnight station shutdowns, and tropical storm Isaias measures
- Pension was favorable to forecast by \$19.2 million (22.3 percent), resulting from timing of Covid-19 death benefit charges and favorable pension expense timing
- Payroll expenses were lower than forecast by \$8.5 million (2.9 percent), reflecting vacancies

Non-labor expenses were below forecast by \$42.9 million (24.9 percent):

- Claims were favorable by \$18.6 million (97.5 percent), reflecting a downward year-to-date accrual adjustment
- Maintenance and other operating contract expenses were lower by \$11.5 million (28.5 percent), primarily resulting from SAP initiative underruns due to COVID-19 constraints
- Other business expenses underran by \$9.6 million, due to a Capital Engineering fringe overhead adjustment credit and lower card fees due to lower ridership
- Materials and supplies were favorable by \$8.5 million (27.5 percent), resulting from a favorable inventory adjustment

Year to date, non-reimbursable expenses before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment were lower than forecast by \$231.6 million (3.9 percent).

Labor expenses were lower than forecast by a net \$62.5 million (1.3 percent):

- Health and welfare/OPEB current expenses underran by \$90.7 million (9.0 percent), resulting from favorable rates due to prescription drug contract rebates and vacancy savings
- Overtime expenses underran by \$28.8 million (7.3 percent), reflecting reduced service requirements, prioritized inspection and maintenance and tightened management controls
- Pension expenses were higher by \$36.4 million (5.3 percent), due mainly to timing of COVID-19 death benefit accruals
- Reimbursable overhead credits were unfavorable by \$18.0 million (12.4 percent), due primarily to a major reduction in capital project support requirements

Non-labor expenses were favorable by a net \$169.1 million (12.8 percent):

- Maintenance and other operating contract expenses were lower by \$43.2 million (17.6 percent), primarily due to deferral of the station deep cleaning and other SAP initiatives due to COVID-19 constraints

- Materials and supplies expenses underran by \$31.7 million (13.5 percent), largely due to reduced maintenance activity resulting from COVID-19
- Paratransit service contract expenses were favorable by \$24.4 million (10.2 percent), largely due to reduced trips
- Other business expenses were lower by \$21.6 million (37.2 percent), due to Capital Engineering fringe overhead adjustment credit and reduced MetroCard transaction fees from lower ridership
- Claims expenses underran the forecast \$18.6 million (12.2 percent), reflecting a lower year-to-date accrual adjustment
- Professional Services expenses were favorable by \$14.3 million (12.3 percent), due to underruns in IT service, outside services.
- Electric power expenses were less than forecast by \$7.0 million (4.1 percent), largely due to lower consumption resulting from reduced service levels in prior months
- Fuel expenses were lower by \$8.3 million (15.1 percent), largely due to lower consumption resulting from reduced service levels in prior months and lower prices.

Depreciation expenses year-to-date were higher than forecast by \$81.8 million (6.4 percent).

GASB #75 OPEB Expense Adjustment reported an unfavorable variance to forecast of \$83.4 million.

GASB 68 Pension Adjustment was slightly unfavorable to the forecast by \$0.6 million.

Ridership Results

August 2020 Ridership vs. Forecast - (in millions)								
	Aug				Aug Year-to-Date			
	Forecast	Prelim Actual	More(Less)		Forecast	Prelim Actual	More(Less)	
			Amount	Percent			Amount	Percent
Subway	37.2	35.2	(2.0)	(5.4%)	439.3	461.6	22.3	5.1%
NYCT Bus	12.2	1.2	(11.0)	(90.5%)	137.4	117.1	(20.3)	(14.8%)
Paratransit	0.5	0.6	0.0	7.8%	4.5	4.5	0.1	1.2%
Total - NYCT	49.9	36.9	(13.0)	(26.1%)	581.2	583.2	2.1	0.4%

Note: Total may not add due to rounding

August Average Weekday and Weekend Ridership vs. Prior Year									
Month	Average Weekday - (thousands)				Average Weekend - (thousands)				
	2019	Preliminary	Change		2019	Preliminary	Change		
		2020	Amount	Percent		2020	Amount	Percent	
Subway	5,136	1,321	(3,815)	-74.3%	5,320	1,478	(3,842)	-72.2%	
NYCT Local Bus*	1,614	40	(1,574)	-97.5%	2,041	13	(2,028)	-99.4%	
NYCT Local Bus (APC estimation)**	1,614	1,038	(576)	-35.7%	2,041	1,435	(606)	-29.7%	
NYCT Express Bus*	38	11	(27)	-71.1%	13	5	(8)	-61.5%	
NYCT Express Bus (APC estimation)**	38	11	(27)	-70.8%	14	5	(9)	-63.1%	
Paratransit	33	20	(12)	-38.3%	40	26	(15)	-36.0%	
TOTAL NYCT	6,821	1,392	(5,428)	-79.6%	7,414	1,522	(5,893)	-79.5%	
TOTAL NYCT with APC estimation**	6,821	2,390	(4,430)	-65.0%	7,415	2,944	(4,471)	-60.3%	
12-Month Rolling Average									
Subway	5,463	3,347	(2,116)	-38.7%	5,440	3,414	(2,026)	-37.2%	
NYCT Local Bus	1,738	944	(794)	-45.7%	1,948	1,041	(907)	-46.6%	
NYCT Express Bus	40	25	(15)	-37.5%	13	10	(3)	-23.1%	
Paratransit	33	26	(7)	-21.6%	41	30	(11)	-26.9%	
TOTAL NYCT	7,274	4,342	(2,932)	-40.3%	7,442	4,495	(2,947)	-39.6%	

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

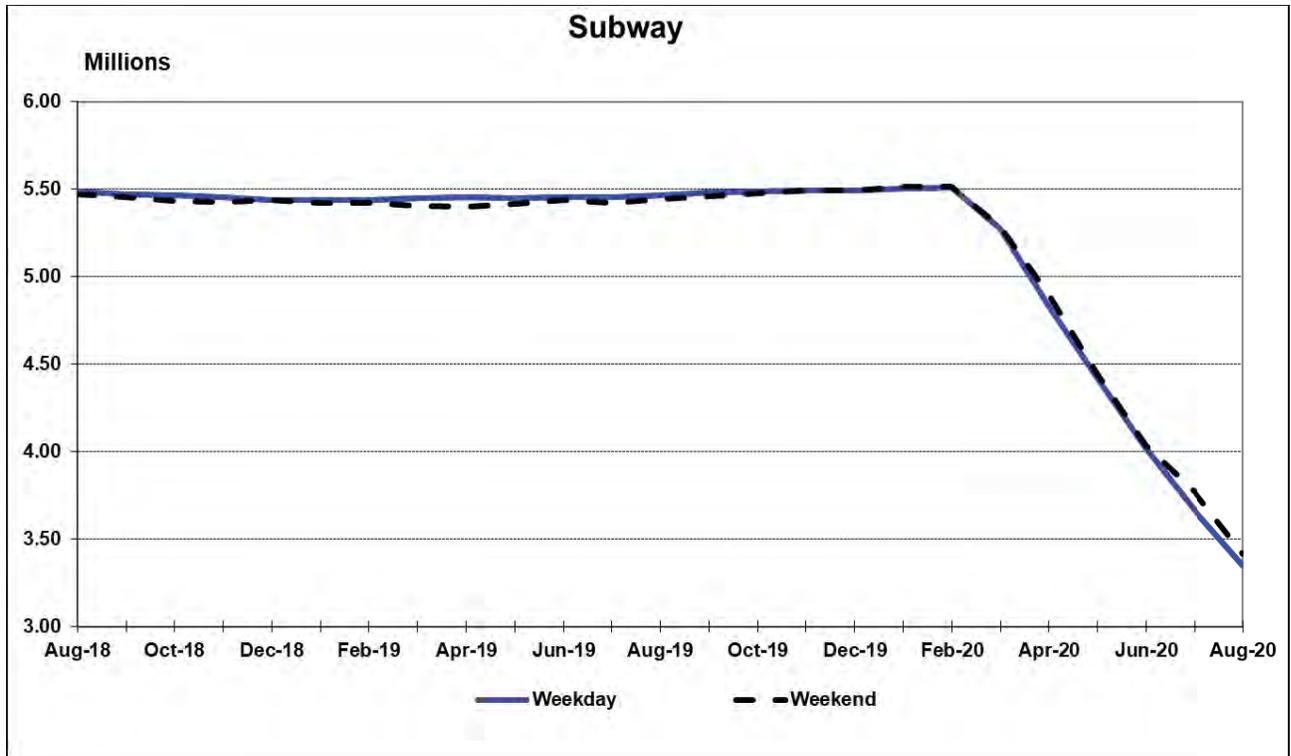
* Regular NYCT paid bus ridership registered in bus farebox.

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

- August 2020 subway ridership was 5.4 percent unfavorable to forecast and bus ridership was 90.5 percent unfavorable due to the temporary cessation of fare collection on local bus routes.
- Average weekday ridership compared with the previous year was down 74% on subway. But the same measure for local bus, using the estimate of actual bus riders riding for free based on APC sample counts, was down just 36%. The subway is more impacted by the reduction in employment based trips and COVID-19 related safety concerns.

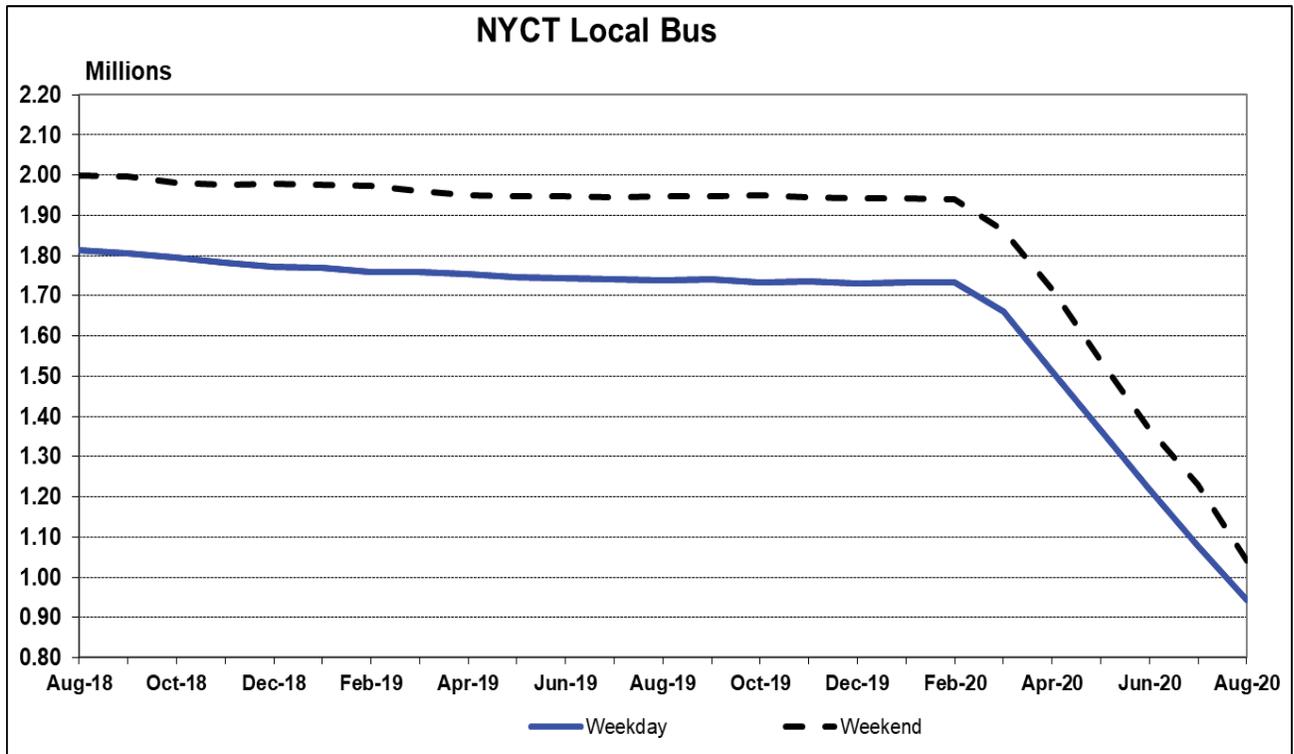
Average Weekday and Weekend Ridership

12-Month Rolling Averages



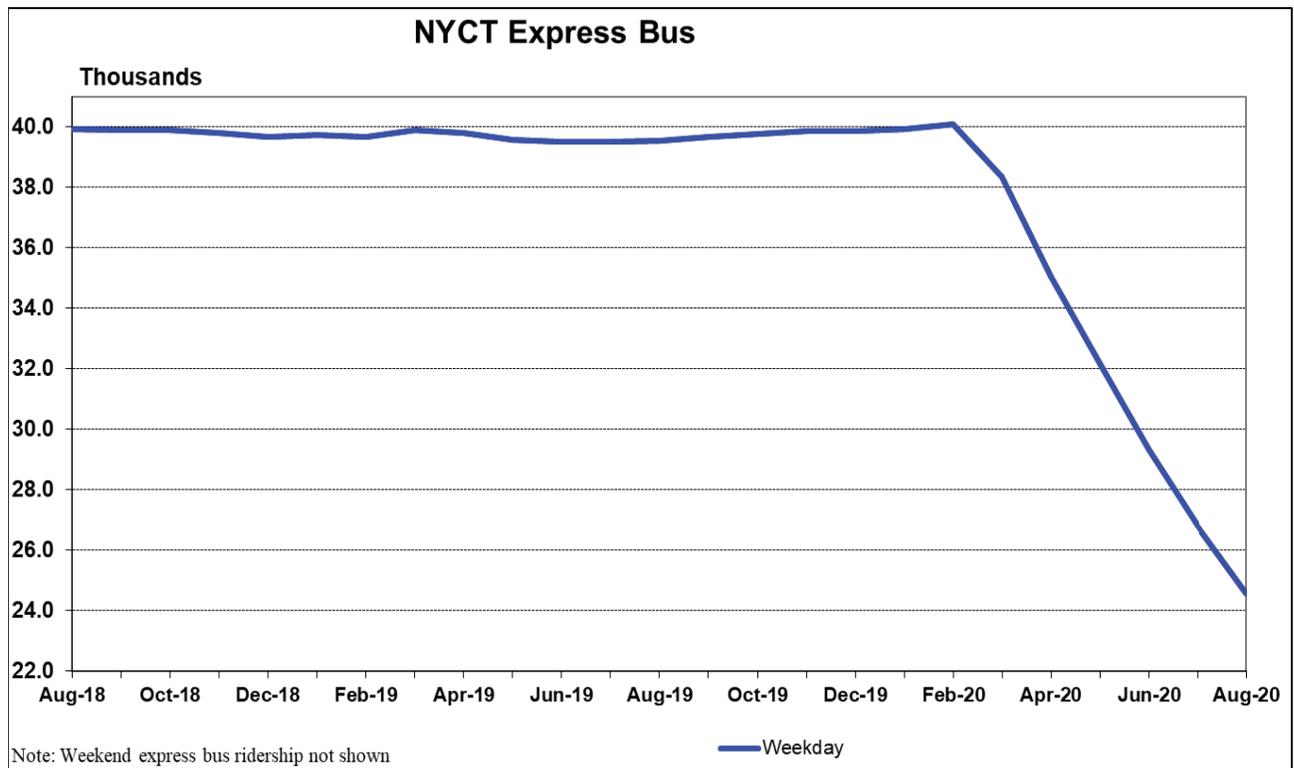
- Average weekday subway ridership was flat in 2016 and began to decline in 2017. Since 2019, average weekday ridership has continued to increase over the year. The drastic declines observed in March – August 2020 were due to COVID-19 travel limitations.
- Average weekend ridership decreased from 2015 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 – August 2020 occurred due to COVID-19 travel limitations.

12-Month Rolling Averages



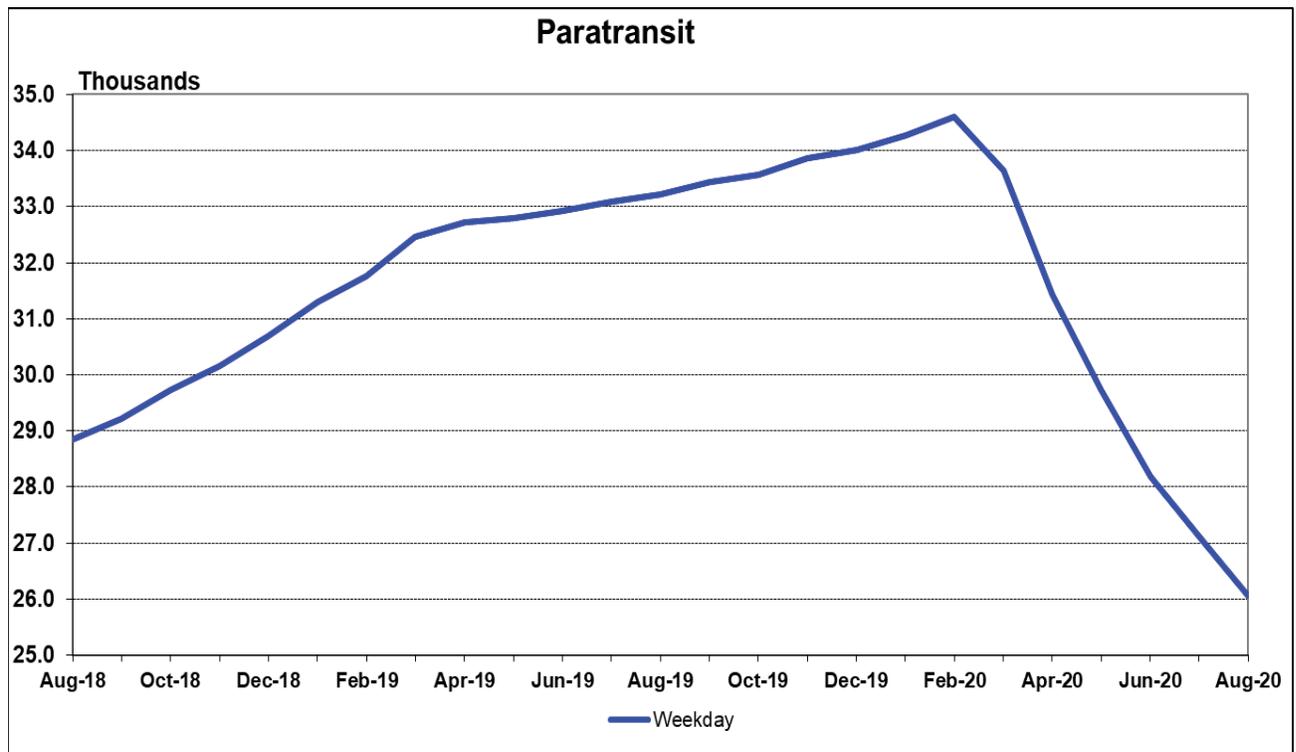
- The long-term downward trend in bus ridership accelerated in March 2017 and continued in 2019 and early 2020 at a slower pace. The drastic declines observed in March – August 2020 were due to COVID-19 travel limitations and local bus ridership impacts of the rear-door-only boarding policy.

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 observed in March – August 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 – August 2020 occurred 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. Paratransit was the least impacted, down 38.6 percent on weekdays and 50.1 percent on weekends compared to the prior year. Subway average weekday ridership in July was 1,199, increased by 32 percent compared to June 2020, indicating the steady turnaround from the bottom in April in this crisis. A large portion of bus ridership was not counted, as the local buses did not register riders due to the rear-door-only boarding.

Ridership on Transit Services in the New York Area (thousands)						
Transit Service	Aug-19	Prelim Aug-20	Percent Change	Rolling Avg Prior Year	Rolling Avg Current Year	12-Month Rolling Average Percent Change
Average Weekday						
Subway	5,136	1,321	-74.3%	5,463	3,347	-38.7%
NYCT Local Bus	1,614	40	-97.5%	1,738	944	-45.7%
NYCT Express Bus	38	11	-71.1%	40	25	-37.5%
Paratransit	33	20	-38.3%	33	26	-21.6%
SIR	13	3	-79.3%	16	10	-39.3%
MTA Local Bus	339	7	-97.8%	362	197	-45.6%
MTA Express Bus	28	9	-67.8%	28	18	-36.2%
LIRR	313	67	-78.6%	317	184	-42.0%
PATH	281	54	-80.8%	284	167	-41.2%
Average Weekend						
Subway	5,320	1,478	-72.2%	5,440	3,414	-37.2%
NYCT Local Bus	2,041	13	-99.4%	1,948	1,041	-46.6%
NYCT Express Bus	13	5	-61.5%	13	10	-23.1%
Paratransit	40	26	-36.0%	41	30	-26.9%
SIR	5	1	-69.5%	7	1	-79.8%
MTA Local Bus	414	2	-99.5%	388	207	-46.8%
MTA Express Bus	13	5	-62.4%	12	8	-29.9%
LIRR	237	67	-71.7%	212	127	-40.1%
PATH	194	61	-68.6%	189	112	-40.7%

Note: Percentages are based on unrounded data.

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

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent
			Variance				Variance				Variance	
Revenue												
Farebox Revenue:												
Subway	\$73.801	\$93.791	\$19.990	27.1	\$0.000	\$0.000	-	-	\$73.801	\$93.791	\$19.990	27.1
Bus	\$21.546	\$3.408	(18.138)	(84.2)	\$0.000	\$0.000	-	-	\$21.546	\$3.408	(18.138)	(84.2)
Paratransit	\$0.563	(0.004)	(0.567)	-	\$0.000	\$0.000	-	-	\$0.563	(0.004)	(0.567)	-
Fare Liability	\$0.657	\$0.655	(0.002)	(0.3)	\$0.000	\$0.000	-	-	\$0.657	\$0.655	(0.002)	(0.3)
Farebox Revenue	\$96.567	\$97.851	\$1.283	1.3	\$0.000	\$0.000	-	-	\$96.567	\$97.851	\$1.283	1.3
Fare Reimbursement	\$6.330	\$2.185	(4.145)	(65.5)	\$0.000	\$0.000	-	-	\$6.330	\$2.185	(4.145)	(65.5)
Paratransit Reimbursement	\$18.680	\$19.768	\$1.088	5.8	\$0.000	\$0.000	-	-	\$18.680	\$19.768	\$1.088	5.8
Other Operating Revenue	\$193.411	\$297.207	\$103.796	53.7	\$0.000	\$0.000	-	-	\$193.411	\$297.207	\$103.796	53.7
Other Revenue	\$218.420	\$319.160	\$100.740	46.1	\$0.000	\$0.000	-	-	\$218.420	\$319.160	\$100.740	46.1
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$90.499	\$87.563	(2.936)	(3.2)	\$90.499	\$87.563	(2.936)	(3.2)
Total Revenue	\$314.988	\$417.011	\$102.023	32.4	\$90.499	\$87.563	(2.936)	(3.2)	\$405.487	\$504.573	\$99.087	24.4
Expenses												
Labor :												
Payroll	\$292.731	\$284.246	\$8.486	2.9	\$35.163	\$32.726	\$2.437	6.9	\$327.895	\$316.972	\$10.923	3.3
Overtime	\$54.784	\$61.312	(6.528)	(11.9)	\$9.276	\$9.029	\$0.247	2.7	\$64.060	\$70.341	(6.281)	(9.8)
Total Salaries & Wages	\$347.516	\$345.558	\$1.957	0.6	\$44.439	\$41.755	\$2.685	6.0	\$391.955	\$387.313	\$4.642	1.2
Health and Welfare	\$83.203	\$83.985	(0.781)	(0.9)	\$1.783	\$1.831	(0.048)	(2.7)	\$84.986	\$85.816	(0.830)	(1.0)
OPEB Current Payment	\$45.804	\$68.870	(23.065)	(50.4)	\$1.063	\$0.968	\$0.095	9.0	\$46.868	\$69.838	(22.970)	(49.0)
Pensions	\$85.836	\$66.679	\$19.156	22.3	\$1.978	\$1.489	\$0.489	24.7	\$87.814	\$68.169	\$19.645	22.4
Other Fringe Benefits	\$46.092	\$48.882	(2.790)	(6.1)	\$14.151	\$13.022	\$1.130	8.0	\$60.243	\$61.903	(1.660)	(2.8)
Total Fringe Benefits	\$260.935	\$268.416	(7.481)	(2.9)	\$18.976	\$17.310	\$1.665	8.8	\$279.911	\$285.726	(5.815)	(2.1)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(17.913)	(16.850)	(1.063)	(5.9)	\$17.913	\$16.850	\$1.063	5.9	\$0.000	\$0.000	\$0.000	-
Labor	\$590.538	\$597.124	(6.586)	(1.1)	\$81.328	\$75.915	\$5.413	6.7	\$671.866	\$673.039	(1.173)	(0.2)
Non-Labor :												
Electric Power	\$22.641	\$27.582	(4.941)	(21.8)	\$0.021	\$0.022	(0.001)	(2.8)	\$22.662	\$27.604	(4.942)	(21.8)
Fuel	\$4.086	\$5.298	(1.212)	(29.7)	\$0.000	\$0.000	-	-	\$4.086	\$5.298	(1.212)	(29.7)
Insurance	\$6.158	\$6.222	(0.064)	(1.0)	\$0.000	\$0.000	-	-	\$6.158	\$6.222	(0.064)	(1.0)
Claims	\$19.095	\$0.481	\$18.614	97.5	\$0.000	\$0.000	-	-	\$19.095	\$0.481	\$18.614	97.5
Paratransit Service Contracts	\$27.070	\$27.483	(0.413)	(1.5)	\$0.000	\$0.000	-	-	\$27.070	\$27.483	(0.413)	(1.5)
Maintenance and Other Operating Contracts	\$40.397	\$28.878	\$11.519	28.5	\$3.384	\$2.532	\$0.852	25.2	\$43.782	\$31.410	\$12.371	28.3
Professional Service Contracts	\$14.318	\$13.040	\$1.278	8.9	\$0.896	(0.450)	\$1.346	-	\$15.214	\$12.590	\$2.624	17.2
Materials & Supplies	\$31.028	\$22.483	\$8.546	27.5	\$4.714	\$3.067	\$1.647	34.9	\$35.742	\$25.550	\$10.193	28.5
Other Business Expenses	\$7.323	(2.248)	\$9.571	-	\$0.155	\$6.477	(6.322)	-	\$7.479	\$4.229	\$3.250	43.5
Non-Labor	\$172.117	\$129.219	\$42.898	24.9	\$9.171	\$11.648	(2.477)	(27.0)	\$181.288	\$140.867	\$40.421	22.3
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	\$762.655	\$726.343	\$36.311	4.8	\$90.499	\$87.563	\$2.936	3.2	\$853.153	\$813.906	\$39.248	4.6
Depreciation	\$160.672	\$170.955	(10.283)	(6.4)	\$0.000	\$0.000	-	-	\$160.672	\$170.955	(10.283)	(6.4)
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	\$923.326	\$897.298	\$26.029	2.8	\$90.499	\$87.563	\$2.936	3.2	\$1,013.825	\$984.860	\$28.965	2.9
OPERATING SURPLUS/DEFICIT	(608.339)	(480.287)	\$128.052	21.0	\$0.000	\$0.000	\$0.000	-	(608.339)	(480.287)	\$128.052	21.0

Note: 1) Totals may not add due to rounding
2) Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.
3) For monthly reporting purposes only, the 12-month allocation reflects an adjustment to farebox and toll revenue projections captured in Volume 1 of the 2020 July Financial Plan.

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

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent
			Variance				Variance					
Revenue												
Farebox Revenue:												
Subway	\$1,033.329	\$1,108.487	\$75.158	7.3	\$0.000	\$0.000	-	-	\$1,033.329	\$1,108.487	\$75.158	7.3
Bus	\$241.767	\$213.831	(27.936)	(11.6)	\$0.000	\$0.000	-	-	\$241.767	\$213.831	(27.936)	(11.6)
Paratransit	\$6.563	\$5.695	(0.867)	(13.2)	\$0.000	\$0.000	-	-	\$6.563	\$5.695	(0.867)	(13.2)
Fare Liability	\$33.902	\$33.902	\$0.000	0.0	\$0.000	\$0.000	-	-	\$33.902	\$33.902	\$0.000	0.0
Farebox Revenue	\$1,315.561	\$1,361.915	\$46.354	3.5	\$0.000	\$0.000	-	-	\$1,315.561	\$1,361.915	\$46.354	3.5
Fare Reimbursement	\$58.696	\$56.019	(2.677)	(4.6)	\$0.000	\$0.000	-	-	\$58.696	\$56.019	(2.677)	(4.6)
Paratransit Reimbursement	\$117.455	\$104.614	(12.841)	(10.9)	\$0.000	\$0.000	-	-	\$117.455	\$104.614	(12.841)	(10.9)
Other Operating Revenue	\$2,977.715	\$2,912.755	(64.959)	(2.2)	\$0.000	\$0.000	-	-	\$2,977.715	\$2,912.755	(64.959)	(2.2)
Other Revenue	\$3,153.865	\$3,073.388	(80.477)	(2.6)	\$0.000	\$0.000	-	-	\$3,153.865	\$3,073.388	(80.477)	(2.6)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$741.540	\$678.922	(62.618)	(8.4)	\$741.540	\$678.922	(62.618)	(8.4)
Total Revenue	\$4,469.427	\$4,435.304	(34.123)	(0.8)	\$741.540	\$678.922	(62.618)	(8.4)	\$5,210.966	\$5,114.225	(96.741)	(1.9)
Expenses												
Labor :												
Payroll	\$2,332.792	\$2,328.694	\$4.098	0.2	\$286.046	\$267.452	\$18.594	6.5	\$2,618.838	\$2,596.146	\$22.692	0.9
Overtime	\$391.362	\$362.605	\$28.757	7.3	\$78.900	\$66.833	\$12.067	15.3	\$470.263	\$429.439	\$40.824	8.7
Total Salaries & Wages	\$2,724.154	\$2,691.299	\$32.855	1.2	\$364.946	\$334.285	\$30.661	8.4	\$3,089.101	\$3,025.585	\$63.516	2.1
Health and Welfare	\$648.982	\$601.582	\$47.400	7.3	\$13.832	\$14.882	(1.051)	(7.6)	\$662.814	\$616.465	\$46.349	7.0
OPEB Current Payment	\$356.746	\$313.401	\$43.346	12.2	\$8.382	\$7.522	\$0.860	10.3	\$365.129	\$320.923	\$44.205	12.1
Pensions	\$688.263	\$724.622	(36.360)	(5.3)	\$26.533	\$26.425	\$0.108	0.4	\$714.796	\$751.048	(36.252)	(5.1)
Other Fringe Benefits	\$362.963	\$369.707	(6.744)	(1.9)	\$115.219	\$105.190	\$10.029	8.7	\$478.182	\$474.897	\$3.286	0.7
Total Fringe Benefits	\$2,056.954	\$2,009.312	\$47.642	2.3	\$163.966	\$154.020	\$9.946	6.1	\$2,220.920	\$2,163.332	\$57.588	2.6
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(145.001)	(127.027)	(17.975)	(12.4)	\$145.001	\$127.027	\$17.975	12.4	\$0.000	\$0.000	\$0.000	-
Labor	\$4,636.107	\$4,573.585	\$62.522	1.3	\$673.914	\$615.332	\$58.582	8.7	\$5,310.021	\$5,188.917	\$121.104	2.3
Non-Labor :												
Electric Power	\$172.268	\$165.289	\$6.978	4.1	\$0.169	\$0.177	(0.008)	(4.7)	\$172.436	\$165.466	\$6.970	4.0
Fuel	\$55.290	\$46.942	\$8.348	15.1	\$0.017	\$0.000	\$0.017	-	\$55.307	\$46.942	\$8.365	15.1
Insurance	\$49.874	\$49.962	(0.087)	(0.2)	\$0.000	\$0.000	-	-	\$49.874	\$49.962	(0.087)	(0.2)
Claims	\$152.761	\$134.147	\$18.614	12.2	\$0.000	\$0.000	-	-	\$152.761	\$134.147	\$18.614	12.2
Paratransit Service Contracts	\$239.255	\$214.882	\$24.373	10.2	\$0.000	\$0.000	-	-	\$239.255	\$214.882	\$24.373	10.2
Maintenance and Other Operating Contracts	\$245.011	\$201.785	\$43.226	17.6	\$26.666	\$22.416	\$4.251	15.9	\$271.677	\$224.201	\$47.476	17.5
Professional Service Contracts	\$116.557	\$102.252	\$14.305	12.3	\$7.396	\$13.954	(6.558)	(88.7)	\$123.954	\$116.206	\$7.747	6.3
Materials & Supplies	\$234.694	\$202.955	\$31.739	13.5	\$34.508	\$25.100	\$9.408	27.3	\$269.202	\$228.055	\$41.147	15.3
Other Business Expenses	\$57.934	\$36.367	\$21.567	37.2	(1.130)	\$1.944	(3.074)	-	\$56.804	\$38.311	\$18.493	32.6
Non-Labor	\$1,323.644	\$1,154.581	\$169.063	12.8	\$67.626	\$63.590	\$4.036	6.0	\$1,391.270	\$1,218.171	\$173.099	12.4
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$5,959.751	\$5,728.166	\$231.585	3.9	\$741.540	\$678.922	\$62.618	8.4	\$6,701.291	\$6,407.088	\$294.202	4.4
Depreciation	\$1,285.375	\$1,367.200	(81.825)	(6.4)	\$0.000	\$0.000	-	-	\$1,285.375	\$1,367.200	(81.825)	(6.4)
GASB 75 OPEB Expense Adjustment	(22.529)	\$60.864	(83.392)	-	\$0.000	\$0.000	-	-	(22.529)	\$60.864	(83.392)	-
GASB 68 Pension Adjustment	(3.697)	(3.107)	(0.590)	(16.0)	\$0.000	\$0.000	-	-	(3.697)	(3.107)	(0.590)	(16.0)
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$7,218.900	\$7,153.123	\$65.777	0.9	\$741.540	\$678.922	\$62.618	8.4	\$7,960.440	\$7,832.044	\$128.395	1.6
OPERATING SURPLUS/DEFICIT	(2,749.473)	(2,717.819)	\$31.654	1.2	\$0.000	\$0.000	\$0.000	-	(2,749.473)	(2,717.819)	\$31.654	1.2

Note: 1) Totals may not add due to rounding
2) Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.
3) For monthly reporting purposes only, the 12-month allocation reflects an adjustment to farebox and toll revenue projections captured in Volume 1 of the 2020 July Financial Plan.

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2020 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
AUGUST 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
		\$	%		\$	%	
Farebox Revenue	NR	1.3	1.3	Subway revenue favorable by \$20.0M (27.1 percent) largely offset by underrun in Buses of \$18.1M (84.2 percent), due to elimination of on-board cash transactions	46.4	3.5	Subway revenue favorable by \$75.2M (7.3 percent), largely offset by Bus underruns of \$27.9M (11.6 percent) due to elimination of onboard cash transactions
Other Operating Revenue	NR	100.7	46.1	Mainly overrun of CARES Act funding	(80.5)	(2.6)	Mostly underrun of CARES Act funding and Paratransit underrun
Payroll	NR	8.5	2.9	Primarily due to vacancies	4.1	0.2	Primarily due to vacancy underruns partly offset by unfavorable reimbursable project underruns hitting operating and an unbudgeted holiday
Overtime	NR	(6.5)	(11.9)	Primarily due to backfill of employee vacancies/unavailability, overnight station shutdowns, and storm measures	28.8	7.3	Mainly reduced service requirements and basic inspection during prior months along with tightened management controls
Health & Welfare (including OPEB current payment)	NR	(23.8)	(18.5)	Unfavorable timing of prescription drug credits and claims accruals	90.7	9.0	Favorable rates due to prescription drug contract rebates and vacancy savings
Pension	NR	19.2	22.3	Due to timing of Covid-19 death benefit charges and favorable pension expense timing	(36.4)	(5.3)	Due to timing of \$58M accrual for Covid-19 death benefits
Other Fringe Benefits	NR	(2.8)	(6.1)	Due to unemployment insurance overruns and capital project fringe OH credit underruns	(6.7)	(1.9)	Mainly due to reduction in capital project support requirements partly offset by FICA underruns due to vacancies
Reimbursable Overhead	NR	(1.1)	(5.9)	Mainly due to a major reduction in capital project support requirements	(18.0)	(12.4)	Mainly due to a major reduction in capital project support requirements
Electric Power	NR	(4.9)	(21.8)	Unfavorable timing of billing and higher rates	7.0	4.1	Primarily lower consumption due to reduced service levels in earlier months
Fuel	NR	(1.2)	(29.7)	Due to increased consumption	8.3	15.1	Mainly lower consumption due to reduced service levels in earlier months
Claims	NR	18.6	97.5	Due to a significant adjustment reflecting lower claims due to lower ridership since March	18.6	12.2	Reflects lower claims due to lower ridership since March
Paratransit Service Contracts	NR	(0.4)	(1.5)		24.4	10.2	Largely due to reduced trips
Maintenance and Other Operating Contracts	NR	11.5	28.5	Primarily SAP initiative underrun due to COVID-19 constraints	43.2	17.6	Primarily SAP initiative underrun due to COVID-19 constraints
Professional Service Contracts	NR	1.3	8.9	Mainly underruns in IT service and outside services	14.3	12.3	Mainly underruns in IT service and outside services
Materials & Supplies	NR	8.5	27.5	Favorable inventory adjustment	31.7	13.5	Reflects reduced maintenance activity due to COVID-19
Other Business	NR	9.6	-	Capital Engineering fringe overhead adjustment credit and lower card fees due to lower ridership	21.6	37.2	Capital Engineering fringe overhead adjustment credit and lower card fees due to lower ridership

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2020 Mid_Year
Cash Receipts and Expenditures
Aug FY20
(\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$96.567	\$97.864	\$1.297	1.3	\$1,315.761	\$1,411.105	\$95.344	7.2
Fare Reimbursement	\$6.313	\$0.000	(6.313)	-	\$26.392	\$0.000	(26.392)	-
Paratransit Reimbursement	\$1.335	\$12.827	\$11.492	-	\$169.983	\$130.441	(39.542)	(23.3)
Other Operating Revenue	\$188.420	\$294.137	\$105.717	56.1	\$2,915.117	\$2,859.710	(55.407)	(1.9)
Other Revenue	\$196.068	\$306.964	\$110.896	56.6	\$3,111.492	\$2,990.151	(121.341)	(3.9)
Capital and Other Reimbursements	\$90.499	\$84.044	(6.455)	(7.1)	\$741.770	\$638.451	(103.319)	(13.9)
Total Revenue	\$383.134	\$488.872	\$105.738	27.6	\$5,169.023	\$5,039.707	(129.316)	(2.5)
Expenditures								
Labor :								
Payroll	\$285.388	\$280.500	\$4.888	1.7	\$2,567.949	\$2,548.397	\$19.552	0.8
Overtime	\$64.060	\$70.341	(6.281)	(9.8)	\$470.263	\$429.439	\$40.824	8.7
Total Salaries & Wages	\$349.448	\$350.841	(1.393)	(0.4)	\$3,038.212	\$2,977.836	\$60.376	2.0
Health and Welfare	\$84.986	\$72.077	\$12.909	15.2	\$663.020	\$579.446	\$83.574	12.6
OPEB Current Payment	\$46.868	\$69.838	(22.970)	(49.0)	\$365.129	\$320.923	\$44.205	12.1
Pensions	\$87.814	\$68.816	\$18.998	21.6	\$714.796	\$693.449	\$21.347	3.0
Other Fringe Benefits	\$41.350	\$18.582	\$22.768	55.1	\$348.866	\$237.141	\$111.725	32.0
Total Fringe Benefits	\$261.018	\$229.313	\$31.705	12.1	\$2,091.810	\$1,830.959	\$260.851	12.5
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$610.465	\$580.154	\$30.311	5.0	\$5,130.022	\$4,808.795	\$321.227	6.3
Non-Labor :								
Electric Power	\$22.662	\$28.416	(5.754)	(25.4)	\$181.449	\$172.023	\$9.426	5.2
Fuel	\$4.086	\$5.489	(1.403)	(34.4)	\$55.307	\$49.508	\$5.799	10.5
Insurance	(8.062)	\$4.835	(12.897)	-	\$39.600	\$45.136	(5.536)	(14.0)
Claims	\$13.847	\$12.447	\$1.400	10.1	\$88.479	\$70.960	\$17.519	19.8
Paratransit Service Contracts	\$27.070	\$27.488	(0.418)	(1.5)	\$237.755	\$232.765	\$4.990	2.1
Maintenance and Other Operating Contracts	\$43.782	\$30.524	\$13.258	30.3	\$276.556	\$204.963	\$71.593	25.9
Professional Service Contracts	\$15.214	\$15.399	(0.185)	(1.2)	\$127.098	\$112.580	\$14.518	11.4
Materials & Supplies	\$32.201	\$23.114	\$9.087	28.2	\$263.869	\$241.118	\$22.751	8.6
Other Business Expenses	\$7.479	\$4.129	\$3.350	44.8	\$56.804	\$38.811	\$17.993	31.7
Non-Labor	\$158.278	\$151.841	\$6.437	4.1	\$1,326.916	\$1,167.864	\$159.052	12.0
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$768.743	\$731.995	\$36.748	4.8	\$6,456.938	\$5,976.659	\$480.279	7.4
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	-	-
Total Expenditures	\$768.743	\$731.995	\$36.748	4.8	\$6,456.938	\$5,976.659	\$480.279	7.4
Net Surplus/(Deficit)	(385.610)	(243.123)	\$142.487	37.0	(1,287.915)	(936.952)	\$350.963	27.3

Note: 1) Totals may not add due to rounding

2) For monthly reporting purposes only, the 12-month allocation reflects an adjustment to farebox and toll revenue projections captured in Volume 1 of the 2020 July Financial Plan

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2020 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN THE ADOPTED BUDGET AND ACTUAL CASH BASIS
Aug FY20
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	1.3	1.3	Favorable paid Subway ridership relative to Forecast largely offset by elimination of onboard Bus and Paratransit fare collection	95.3	7.2	Favorable paid Subway ridership relative to Forecast largely offset by elimination of onboard Bus and Paratransit fare collection
Other Operating Receipts	110.9	56.6	Mainly reflects monthly timing overrun of CARES Act receipts and Paratransit reimbursement receipts	(121.3)	(3.9)	Mainly reflects monthly timing overrun of CARES Act receipts and Paratransit reimbursement receipts
Capital and Other Reimbursements	(6.5)	(7.1)		(103.3)	(13.9)	
Payroll	4.9	1.7	Due primarily to vacancies	19.6	0.8	Due primarily to vacancies
Overtime	(6.3)	(9.8)	Primarily due to backfill of employee vacancies/unavailability, overnight station shutdowns, and storm measures	40.8	8.7	Primarily due to backfill of employee vacancies/unavailability, overnight station shutdowns, and storm measures
Health & Welfare/OPEB Current	(10.1)	(7.6)	Unfavorable timing of payments	127.8	12.4	Unfavorable timing of payments
Pension	19.0	21.6	Favorable timing of payments	21.3	3.0	Favorable timing of payments
Other Fringe Benefits	22.8	55.1	Mainly due to deferral of FICA payroll tax expenditure under CARES Act	111.7	32.0	Mainly due to deferral of FICA payroll tax expenditure under CARES Act
Electric Power	(5.8)	(25.4)	Unfavorable consumption and timing of payments	9.4	5.2	Unfavorable consumption and timing of payments
Fuel	(1.4)	(34.4)	Due to increased consumption of regular summer service	5.8	10.5	Due to increased consumption of regular summer service
Insurance	(12.9)	-	Unfavorable timing of insurance payments	(5.5)	(14.0)	Unfavorable timing of insurance payments
Claims	1.4	10.1	Largely the favorable timing of payments	17.5	19.8	Largely the favorable timing of payments
Paratransit Service Contracts	(0.4)	(1.5)		5.0	2.1	
Maintenance and Other Operating Contracts	13.3	30.3	Primarily SAP initiative underrun due to COVID-19 constraints	71.6	25.9	Primarily SAP initiative underrun due to COVID-19 constraints
Professional Service Contracts	(0.2)	(1.2)	Favorable timing of payments and underruns in IT service	14.5	11.4	Favorable timing of payments and underruns in IT service
Materials & Supplies	9.1	28.2	Favorable timing of payments and reduced maintenance activity due to COVID-19	22.8	8.6	Favorable timing of payments and reduced maintenance activity due to COVID-19
Other Business	3.4	44.8	Due to lower metrocard transaction fees	18.0	31.7	Due to lower metrocard transaction fees

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2020 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Aug FY20
(\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	\$0.000	\$0.013	\$0.013	-	\$0.200	\$49.190	\$48.990	-
Fare Reimbursement	(0.063)	(2.61-)	(2.691)	P	(52.508)	(- 9.067)	(25.36-)	(35.8)
4 aratransit Reimbursement	(63.58-)	(9.786)	\$60.808	90.0	\$- 2.- 21	\$2.- 123	(29.306)	(- 0.1)
Other Operating Revenue	(8.776)	(5.030)	\$6.726	51.-	(92.- 73)	(- 5.08-)	\$7.- - 2	6.- 5
Other Revenue	(22.353)	(12.196)	\$10.157	45.4	(42.373)	(83.237)	(40.864)	(96.4)
Capital and Other Reimbursements	\$0.000	(5.- 67)	(5.- 67)	P	\$0.250	(80.836)	(80.306)	P
Total Revenue	(22.353)	(15.701)	\$6.652	29.8	(41.943)	(74.518)	(32.575)	(77.7)
Expenses								
Labor :								
4 aRoll	\$82.- 03	\$59.832	(9.05-)	(68.2)	\$- 0.117	\$83.387	(5.680)	(9.2)
Overtime	\$0.000	\$0.000	\$0.000	P	\$0.000	\$0.000	\$0.000	P
Total Salaries & Wages	\$42.507	\$36.472	(6.035)	(14.2)	\$50.889	\$47.749	(3.140)	(6.2)
Health and Welfare	\$0.000	\$65.357	\$65.357	P	(0.209)	\$53.067	\$53.22-	P
4 of E , urrent 4 ament	\$0.000	\$0.000	\$0.000	P	\$0.000	\$0.000	\$0.000	P
4 ensions	\$0.000	(0.983)	(0.983)	P	\$0.000	\$- 3.- 77	\$- 3.- 77	P
Other Fringe Benefits	\$61.175	\$85.526	\$28.821	P	\$627.569	\$253.3- 9	\$601.880	15.7
Total Fringe Benefits	\$18.893	\$56.413	\$37.520	-	\$129.110	\$332.373	\$203.263	-
Contribution to BGAE Fund	\$0.000	\$0.000	\$0.000	P	\$0.000	\$0.000	\$0.000	P
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	P	\$0.000	\$0.000	\$0.000	P
Labor	\$61.400	\$92.885	\$31.485	51.3	\$179.999	\$380.122	\$200.123	-
Non-Labor :								
4 leStris 4 oc er	\$0.000	(0.162)	(0.162)	P	(7.065)	(9.- - 3)	\$2.8- -	23.2
Fuel	\$0.000	(0.676)	(0.676)	P	\$0.000	(2.- 99)	(2.- 99)	P
Insurance	\$68.220	\$6.513	(62.155)	(70.2)	\$60.238	\$8.129	(- .881)	(- 5.0)
Claims	\$- .281	(66.799)	(63.268)	P	\$98.212	\$95.613	(6.079)	(6.3)
4 aratransit AerviSe , ontraSts	\$0.000	(0.00-)	(0.00-)	P	\$6.- 00	(63.115)	(67.515)	P
Maintenance and Other Operating , ontraSts	\$0.000	\$0.119	\$0.119	P	(8.137)	\$67.251	\$28.663	P
4 roAssional AerviSe , ontraSts	\$0.000	(2.107)	(2.107)	P	(5.688)	\$5.929	\$9.330	P
Materials & Supplies	\$5.- 82	\$2.859	(6.609)	(56.2)	\$- .555	(65.095)	(61.579)	P
Other Business Expenses	\$0.000	\$0.600	\$0.600	P	\$0.000	(0.- 00)	(0.- 00)	P
Non-Labor	\$23.010	(10.974)	(33.984)	-	\$64.354	\$50.307	(14.047)	(21.8)
Other Expense Adjustments:								
Other	\$0.000	\$0.000		P	\$0.000	\$0.000		P
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$84.410	\$81.911	(2.499)	(3.0)	\$244.353	\$430.429	\$186.076	76.2
Expenditures								
Depreciation	\$690.932	\$630.7- -	\$60.215	9.8	\$621.- 53-	\$593.200	\$16.12-	9.8
BGAE 3- 04 of E f & pense Gdjustment	\$0.000	\$0.000	\$0.000	P	(22.- 27)	\$90.198	\$15.572	P
BGAE 91 4 ension Gdjustment	\$0.000	\$0.000	\$0.000	P	(5.973)	(5.603)	\$0.- 70	69.0
Environmental Remediation	\$0.000	\$0.000	\$0.000	P	\$0.000	\$0.000	\$0.000	P
Total Expenditures	\$245.082	\$252.865	\$7.783	3.2	\$1,503.502	\$1,855.385	\$351.884	23.4
Total Cash Conversion Adjustments	\$222.729	\$237.164	\$14.435	6.5	\$1,461.559	\$1,780.867	\$319.308	21.8

Note: 1) Totals may not add due to rounding

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

3) For monthly reporting purposes only, the 12-month allocation reflects an adjustment to farebox and toll revenue projections captured in Volume 1 of the 2020 July Financial Plan

NYCT – Non-Reimbursable Overtime Variance

August 2020 and YTD forecast vs. variance

\$M

- Variance - Unfavorable
- Variance - Favorable
- Budget

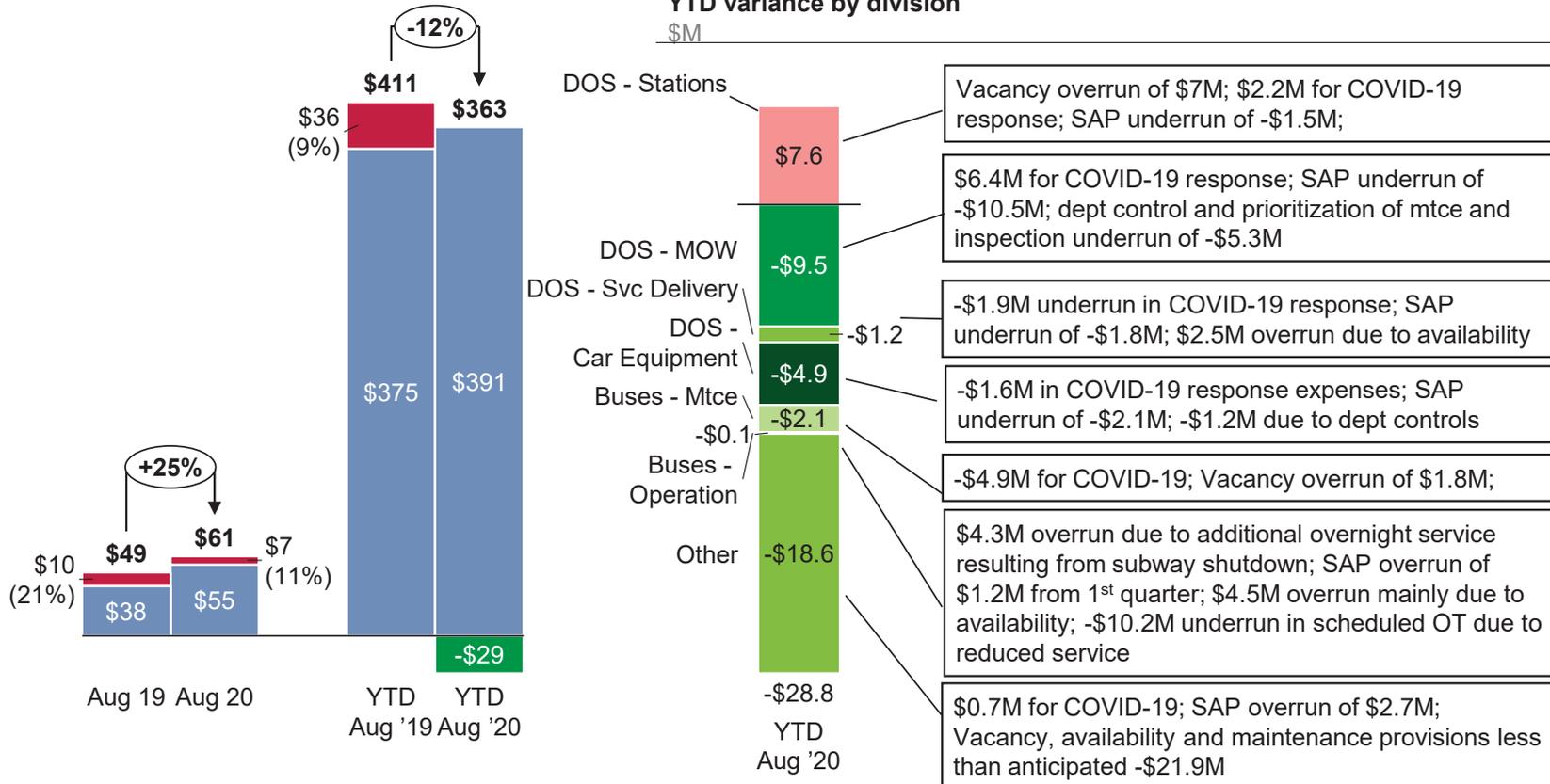
Annual Budget
 Adopted: \$508M
 Forecast: \$603M

Overview

- Overall decrease of \$48M or 12% compared to August YTD 2019
- \$29M or 7% below 2020 YTD budget
- Subways -\$7M underrun: \$5M for COVID-19 response; \$7M for Vacancy coverage; -\$16M SAP; -\$1M scheduled overtime; -\$2M staffing constraints/departmental controls/prioritization of maintenance
- Buses -\$3M underrun: -\$1M for COVID-19 response; \$1M SAP from 1st quarter; \$2M for vacancy coverage; -\$10M scheduled overtime; \$5M mainly availability

YTD variance by division

\$M



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

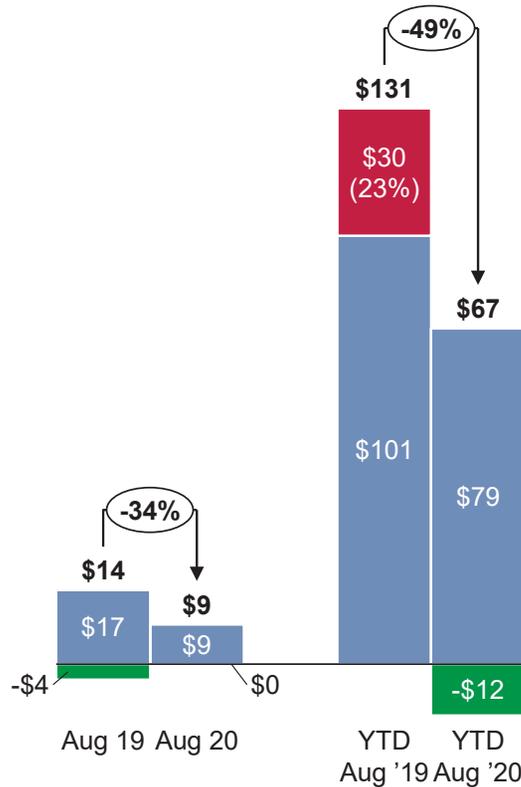
NYCT – Reimbursable Overtime Variance

August 2020 and YTD forecast vs. variance

\$M

- Variance - Unfavorable
- Variance - Favorable
- Budget

Annual Budget
 Adopted: \$130M
 Forecast: \$123M

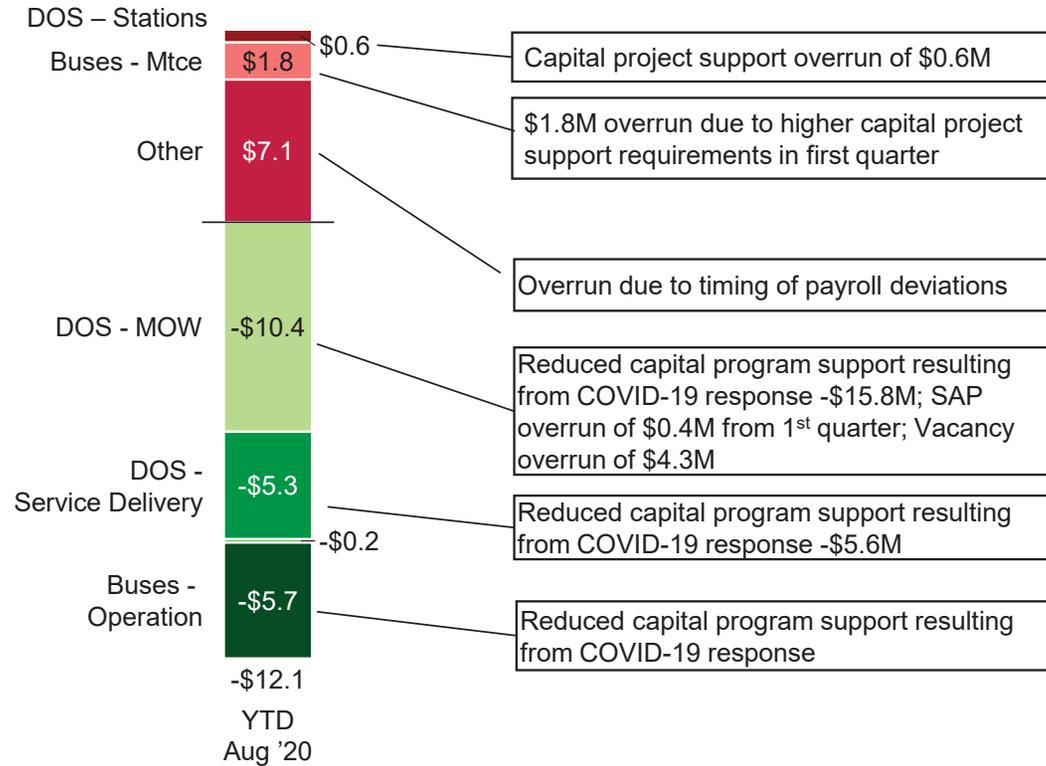


Overview

- Overall decrease of \$64M or 49% compared to August YTD 2019
- \$12M or 15% below 2020 YTD budget
- Subways -\$14.9M underrun: \$4.3M for vacancies, -\$21M due to lower capital project support requirements; \$1M overrun for SAP; \$0.8M overrun in Cap Track
- Buses -\$3.8M underrun: lower capital project support requirements

YTD variance by division

\$M



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

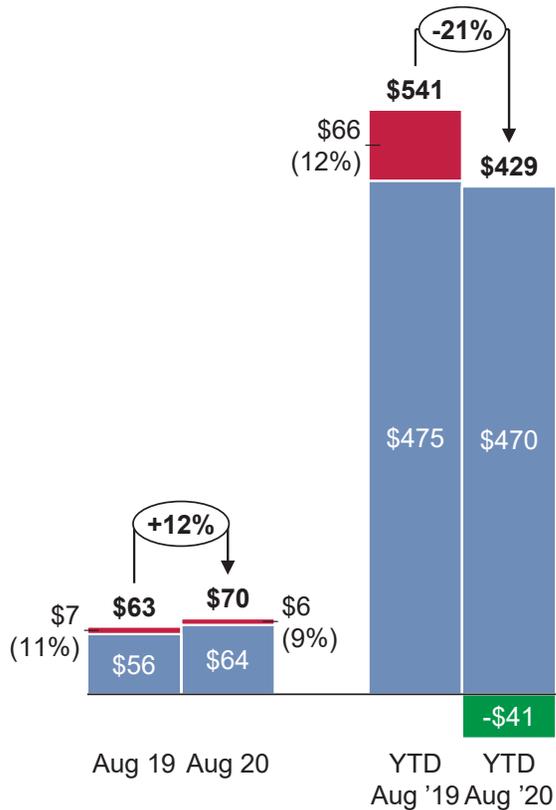
NYCT – Total Overtime Variance

August 2020 and YTD forecast vs. variance

\$M

- Variance - Unfavorable
- Variance - Favorable
- Budget

Annual Budget
 Adopted: \$638M
 Forecast: \$726M

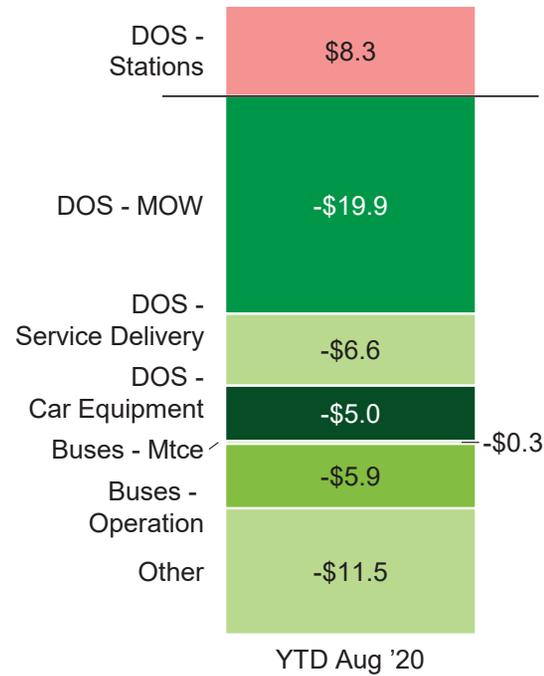


Overview

- Overall decrease of \$112M or 21% compared to August YTD 2019
- \$41M or 9% below 2020 YTD budget

YTD variance by division

\$M



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

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

	<u>Mid Year</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	281	242	39	
Office of the EVP	13	10	3	
Human Resources	218	193	25	
Office of Management and Budget	41	30	11	
Capital Planning and Budget	37	26	11	
Strategy & Customer Experience	187	180	7	
Non-Departmental	1	0	1	
Labor Relations	84	78	6	
Office of People & Business Transformation	18	13	5	
Materiel	235	209	26	
Controller	114	101	13	
Total Administration	1,254	1,107	147	
<u>Operations:</u>				
Subways Service Delivery	8,232	7,790	442	Vacancies mainly due to Supv and RVO titles.
Subways Operations Support/Admin	405	417	(12)	
Subways Stations	2,621	2,427	194	Vacancies mainly due to Station Agents.
Subtotal Subways	11,258	10,634	624	
Buses	10,976	10,769	207	Vacancies mainly due to Supt and Bus Operators.
Paratransit	214	182	32	
Operations Planning	387	339	48	
Revenue Control	640	570	70	Vacancies mainly due to Mgr, PTE and Hourlies.
Non-Departmental	-	-	0	
Total Operations	23,475	22,494	981	
<u>Maintenance:</u>				
Subways Operations Support/Admin	123	81	42	
Subways Engineering	358	314	44	
Subways Car Equipment	4,954	4,770	184	Vacancies mainly due to PTE and Hourlies.
Subways Infrastructure	1,881	1,879	2	
Subways Elevators & Escalators	476	448	28	
Subways Stations	3,495	3,263	232	Vacancies mainly due to Hourlies.
Subways Track	3,164	2,885	279	Vacancies mainly due to Supt, TEM, PDM, and Trackworkers.
Subways Power	686	635	51	Vacancies mainly due to Hourlies.
Subways Signals	1,698	1,639	59	Vacancies mainly due to MS Signals and Signal Mtrs.
Subways Electronic Maintenance	1,620	1,490	130	Vacancies mainly due to PTE and Hourlies.
Subtotal Subways	18,455	17,404	1,051	
Buses	3,487	3,390	97	Vacancies mainly due to Mgrs and Hourlies.
Supply Logistics	548	526	22	
System Safety	93	80	13	
Non-Departmental	(115)	-	(115)	
Total Maintenance	22,468	21,400	1,068	
<u>Engineering:</u>				
Capital Program Management	1,450	1,164	286	Vacancies mainly due to Mgrs and PTEs
Total Engineering/Capital	1,450	1,164	286	
<u>Public Safety:</u>				
Security	652	612	40	
Total Public Safety	652	612	40	
Total Positions	49,299	46,777	2,522	
Non-Reimbursable	44,208	43,023	1,185	
Reimbursable	5,091	3,754	1,337	
Total Full-Time	49,108	46,648	2,460	
Total Full-Time Equivalents	191	129	62	

**MTA NEW YORK TRANSIT
JULY FINANCIAL PLAN 2020
TOTAL POSITIONS by FUNCTION and OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
Aug 2020**

FUNCTION/OCCUPATION	Mid Year	Actual	Variance Fav./(Unfav)	Explanation
<u>Administration:</u>				
Managers/Supervisors	438	376	62	
Professional, Technical, Clerical	784	700	84	
Operational Hourlies	32	31	1	
Total Administration	1,254	1,107	147	
<u>Operations:</u>				
Managers/Supervisors	2,824	2,636	188	
Professional, Technical, Clerical	579	500	79	
Operational Hourlies	20,072	19,358	714	
Total Operations	23,475	22,494	981	
<u>Maintenance:</u>				
Managers/Supervisors	3,991	3,777	214	
Professional, Technical, Clerical	1,073	847	226	
Operational Hourlies	17,404	16,776	628	
Total Maintenance	22,468	21,400	1068	
<u>Engineering/Capital:</u>				
Managers/Supervisors	364	286	78	
Professional, Technical, Clerical	1,084	876	208	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,450	1,164	286	
<u>Public Safety:</u>				
Managers/Supervisors	270	249	21	
Professional, Technical, Clerical	41	32	9	
Operational Hourlies	341	331	10	
Total Public Safety	652	612	40	
<u>Total Positions:</u>				
Managers/Supervisors	7,887	7,324	563	
Professional, Technical, Clerical	3,561	2,955	606	
Operational Hourlies	37,851	36,498	1353	
Total Positions	49,299	46,777	2,522	

Preliminary August 2020 Report: Staten Island Railway

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

Summary of Preliminary Financial Results

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

- August 2020 Staten Island Railway ridership of 64,789 was 24,940 rides (27.8 percent) below forecast. Average weekday ridership of 2,738 was 10,489 rides (79.3 percent) lower than August 2019.
- Farebox revenue of \$0.131 million was \$0.028 million (17.7 percent) below forecast. The underrun was due to lower than expected ridership.
- Other revenue exceeded forecast in August by \$0.088 million (6.0 percent), primarily due to receipt of CARES Act funding.
- Operating expenses were under forecast by \$1.231 million (20.2 percent).
 - Labor expenses were less than forecast by \$0.791 million (17.3 percent).
 - Non-labor expenses in total were less than forecast by \$0.441 million (28.5 percent).

STATEN ISLAND RAILWAY FINANCIAL AND RIDERSHIP REPORT

August 2020

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

August 2020 Staten Island Railway ridership of 64,789 was 24,940 rides (27.8 percent) below forecast. Average weekday ridership of 2,738 was 10,489 rides (79.3 percent) lower than August 2019. Average weekday ridership for the twelve months ending August 2020 was 9,670, which is 6,248 rides (39.3 percent) lower than the twelve months ending August 2019.

Farebox revenue of \$0.1 million was \$0.028 million (17.7 percent) below forecast. The underrun was due to lower than expected ridership.

Operating revenue of \$1.7 million exceeded forecast by \$0.1 million (3.6 percent) due to CARES Act funding of \$1.5 million.

Non-reimbursable expenses in August, before depreciation, GASB 75 OPEB Expense Adjustment and GASB 68 Pension Adjustment, were under forecast by \$1.2 million (20.2 percent).

- Labor expenses were less than forecast by \$0.8 million (17.3 percent). Health and welfare and OPEB current expenses together underran the forecast by \$0.2 million (18.5 percent), due mostly to favorable rates due to prescription drug contract rebates and vacancy savings. Payroll came in under forecast and overtime was slightly over mainly due to vacancies and summer storm Isaias.
- Non-labor expenses in total were less than forecast by \$0.4 million (28.5 percent), of which Professional Services underran the forecast by \$0.1 million due to the impact of COVID-19 on the progress of some projects. Maintenance contract expenses were favorable by \$0.4 million (88.3 percent), resulting from favorable timing of maintenance expenses due to COVID-19. Electric power overran by \$0.2 million (47.8 percent), due to greater usage of non-traction facility electric usage.

Year-to-date expenses were below forecast by \$5.1 million (12.5 percent), including underruns in labor expenses of \$3.9 million (11.7 percent), which were driven by several account underruns, primarily health & welfare/OPEB current expenses of \$1.7 million (27.4 percent), pensions expenses of \$1.1 million (18.0 percent) and overtime expenses of \$0.2 million (12.8 percent). Non-labor expenses were also below forecast by \$1.3 million (15.8 percent), due primarily to favorable results in maintenance contract expenses of \$0.9 million (65.8 percent) and other business expense underruns of \$0.5 million (74.6 percent).

Depreciation expenses of \$7.2 million year-to-date were below forecast by \$0.5 million (6.4 percent). GASB #75 OPEB Expense Adjustment entries of \$0.05 million resulted in favorable timing variance of \$0.2 million.

The **operating cash deficit** (excluding subsidies) reported through August year-to-date was \$6.6 million, \$3.8 million (36.7 percent) favorable to forecast.

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

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue:												
Farebox Revenue	\$0.160	\$0.131	(0.028)	(17.7)	\$0.000	\$0.000	-	-	\$0.160	\$0.131	(0.028)	(17.7)
Other Revenue	\$1.467	\$1.555	\$0.088	6.0	\$0.000	\$0.000	-	-	\$1.467	\$1.555	\$0.088	6.0
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.793	\$0.617	(0.176)	(22.2)	\$0.793	\$0.617	(0.176)	(22.2)
Total Revenue	\$1.627	\$1.686	\$0.059	3.6	\$0.793	\$0.617	(0.176)	(22.2)	\$2.420	\$2.303	(0.117)	(4.8)
Expenses												
Labor :												
Payroll	\$2.173	\$1.980	\$0.192	8.8	\$0.507	\$0.076	\$0.430	84.9	\$2.679	\$2.057	\$0.622	23.2
Overtime	\$0.318	\$0.324	(0.006)	(2.0)	\$0.031	\$0.247	(0.216)	-	\$0.349	\$0.571	(0.222)	(63.6)
Total Salaries & Wages	\$2.490	\$2.304	\$0.186	7.5	\$0.538	\$0.323	\$0.215	39.9	\$3.028	\$2.628	\$0.400	13.2
Health and Welfare	\$0.730	\$0.569	\$0.161	22.1	\$0.000	\$0.000	-	-	\$0.730	\$0.569	\$0.161	22.1
OPEB Current Payment	\$0.249	\$0.229	\$0.020	8.1	\$0.000	\$0.000	\$0.000	-	\$0.249	\$0.229	\$0.020	8.0
Pensions	\$0.737	\$0.604	\$0.133	18.0	\$0.000	\$0.000	-	-	\$0.737	\$0.604	\$0.133	18.0
Other Fringe Benefits	\$0.427	\$0.353	\$0.074	17.3	\$0.181	\$0.000	\$0.181	-	\$0.608	\$0.353	\$0.255	41.9
Total Fringe Benefits	\$2.142	\$1.755	\$0.388	18.1	\$0.181	\$0.000	\$0.181	-	\$2.324	\$1.755	\$0.569	24.5
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.074)	(0.291)	\$0.217	-	\$0.074	\$0.291	(0.217)	-	\$0.000	\$0.000	\$0.000	-
Labor	\$4.559	\$3.768	\$0.791	17.3	\$0.793	\$0.614	\$0.179	22.5	\$5.351	\$4.382	\$0.969	18.1
Non-Labor :												
Electric Power	\$0.325	\$0.481	(0.156)	(47.8)	\$0.000	\$0.000	-	-	\$0.325	\$0.481	(0.156)	(47.8)
Fuel	\$0.018	\$0.011	\$0.007	41.2	\$0.000	\$0.000	-	-	\$0.018	\$0.011	\$0.007	41.2
Insurance	\$0.084	\$0.051	\$0.034	39.9	\$0.000	\$0.000	-	-	\$0.084	\$0.051	\$0.034	39.9
Claims	\$0.083	\$0.080	\$0.003	3.0	\$0.000	\$0.000	-	-	\$0.083	\$0.080	\$0.003	3.0
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$0.400	\$0.047	\$0.353	88.3	\$0.000	\$0.000	-	-	\$0.400	\$0.047	\$0.353	88.3
Professional Service Contracts	\$0.088	\$0.028	\$0.061	68.8	\$0.000	\$0.002	(0.002)	-	\$0.088	\$0.030	\$0.058	66.1
Materials & Supplies	\$0.286	\$0.403	(0.117)	(40.9)	\$0.000	\$0.000	\$0.000	-	\$0.286	\$0.403	(0.117)	(41.0)
Other Business Expenses	\$0.265	\$0.009	\$0.256	96.6	\$0.000	\$0.000	-	-	\$0.265	\$0.009	\$0.256	96.6
Non-Labor	\$1.549	\$1.108	\$0.441	28.5	\$0.000	\$0.003	(0.003)	-	\$1.549	\$1.111	\$0.438	28.3
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	\$6.107	\$4.876	\$1.231	20.2	\$0.793	\$0.617	\$0.176	22.2	\$6.900	\$5.493	\$1.407	20.4
Depreciation	\$1.067	\$0.897	\$0.170	15.9	\$0.000	\$0.000	-	-	\$1.067	\$0.897	\$0.170	15.9
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$7.174	\$5.773	\$1.401	19.5	\$0.793	\$0.617	\$0.176	22.2	\$7.967	\$6.390	\$1.577	19.8
OPERATING SURPLUS/DEFICIT	(5.547)	(4.087)	\$1.460	26.3	\$0.000	\$0.000	\$0.000	-	(5.547)	(4.087)	\$1.460	26.3

Note: 1) Totals may not add due to rounding

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

3) For monthly reporting purposes only, the 12-month allocation reflects an adjustment to farebox and toll revenue projections captured in Volume 1 of the 2020 July Financial Plan.

MTA STATEN ISLAND RAILWAY
Aug - 2020 Mid_Year
Accrual Statement of Operations By Category
Year-To-Date - Aug 2020
(\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue:												
Farebox Revenue	\$1.761	\$1.777	\$0.016	0.9	\$0.000	\$0.000	-	-	\$1.761	\$1.777	\$0.016	0.9
Other Revenue	\$24.155	\$24.271	\$0.116	0.5	\$0.000	\$0.000	-	-	\$24.155	\$24.271	\$0.116	0.5
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$4.564	\$3.838	(0.725)	(15.9)	\$4.564	\$3.838	(0.725)	(15.9)
Total Revenue	\$25.916	\$26.048	\$0.132	0.5	\$4.564	\$3.838	(0.725)	(15.9)	\$30.480	\$29.886	(0.593)	(1.9)
Expenses												
Labor :												
Payroll	\$17.239	\$17.093	\$0.145	0.8	\$1.850	\$0.558	\$1.293	69.9	\$19.089	\$17.651	\$1.438	7.5
Overtime	\$1.581	\$1.378	\$0.203	12.8	\$0.776	\$1.311	(0.535)	(69.0)	\$2.356	\$2.689	(0.332)	(14.1)
Total Salaries & Wages	\$18.819	\$18.471	\$0.348	1.8	\$2.626	\$1.869	\$0.758	28.9	\$21.445	\$20.340	\$1.106	5.2
Health and Welfare	\$4.452	\$3.123	\$1.329	29.8	\$0.000	\$0.000	-	-	\$4.452	\$3.123	\$1.329	29.8
OPEB Current Payment	\$1.728	\$1.366	\$0.362	21.0	\$0.001	\$0.001	\$0.000	(4.3)	\$1.730	\$1.367	\$0.363	20.9
Pensions	\$5.892	\$4.832	\$1.060	18.0	\$0.000	\$0.000	-	-	\$5.892	\$4.832	\$1.060	18.0
Other Fringe Benefits	\$3.377	\$3.166	\$0.211	6.2	\$0.551	\$0.000	\$0.551	-	\$3.928	\$3.166	\$0.762	19.4
Total Fringe Benefits	\$15.449	\$12.487	\$2.962	19.2	\$0.552	\$0.001	\$0.551	-	\$16.001	\$12.488	\$3.513	22.0
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(1.154)	(1.733)	\$0.578	50.1	\$1.155	\$1.734	(0.578)	(50.0)	\$0.001	\$0.001	\$0.000	(19.7)
Labor	\$33.114	\$29.226	\$3.888	11.7	\$4.334	\$3.604	\$0.730	16.9	\$37.448	\$32.829	\$4.619	12.3
Non-Labor :												
Electric Power	\$2.357	\$2.195	\$0.162	6.9	\$0.005	\$0.005	\$0.000	0.0	\$2.363	\$2.200	\$0.162	6.9
Fuel	\$0.196	\$0.150	\$0.046	23.4	\$0.000	\$0.000	-	-	\$0.196	\$0.150	\$0.046	23.4
Insurance	\$0.674	\$0.605	\$0.069	10.3	\$0.000	\$0.000	-	-	\$0.674	\$0.605	\$0.069	10.3
Claims	\$0.660	\$0.640	\$0.020	3.0	\$0.000	\$0.000	-	-	\$0.660	\$0.640	\$0.020	3.0
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$1.362	\$0.466	\$0.896	65.8	\$0.000	\$0.000	-	-	\$1.362	\$0.466	\$0.896	65.8
Professional Service Contracts	\$0.488	\$0.859	(0.372)	(76.2)	\$0.009	\$0.013	(0.004)	(50.0)	\$0.497	\$0.873	(0.376)	(75.7)
Materials & Supplies	\$1.520	\$1.602	(0.082)	(5.4)	\$0.215	\$0.216	(0.001)	(0.3)	\$1.735	\$1.819	(0.083)	(4.8)
Other Business Expenses	\$0.689	\$0.175	\$0.513	74.6	\$0.000	\$0.000	-	-	\$0.689	\$0.175	\$0.513	74.6
Non-Labor	\$7.946	\$6.693	\$1.253	15.8	\$0.230	\$0.235	(0.005)	(2.2)	\$8.176	\$6.927	\$1.248	15.3
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	\$41.060	\$35.918	\$5.142	12.5	\$4.564	\$3.838	\$0.725	15.9	\$45.624	\$39.757	\$5.867	12.9
Depreciation	\$7.732	\$7.233	\$0.499	6.4	\$0.000	\$0.000	-	-	\$7.732	\$7.233	\$0.499	6.4
GASB 75 OPEB Expense Adjustment	\$0.239	\$0.045	\$0.194	81.2	\$0.000	\$0.000	-	-	\$0.239	\$0.045	\$0.194	81.2
GASB 68 Pension Adjustment	(0.050)	(0.118)	\$0.068	-	\$0.000	\$0.000	-	-	(0.050)	(0.118)	\$0.068	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$48.981	\$43.079	\$5.902	12.0	\$4.564	\$3.838	\$0.725	15.9	\$53.544	\$46.918	\$6.627	12.4
OPERATING SURPLUS/DEFICIT	(23.065)	(17.031)	\$6.033	26.2	\$0.000	\$0.000	\$0.000	-	(23.065)	(17.031)	\$6.033	26.2

Note: 1) Totals may not add due to rounding

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

3) For monthly reporting purposes only, the 12-month allocation reflects an adjustment to farebox and toll revenue projections captured in Volume 1 of the 2020 July Financial Plan.

**MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN- 2020 FORECAST BUDGET
EXPLANATION OF VARIANCES BETWEEN AUGUST 2020 RESULTS AND THE JULY FINANCIAL PLAN
August 2020
(\$ in millions)-Accrual Basis**

<u>Generic Revenue or Expense Category</u>	<u>Non Reimb. or Reimb.</u>	<u>MONTH</u>			<u>YEAR-TO-DATE</u>		
		<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>	<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>
		<u>\$</u>	<u>%</u>		<u>\$</u>	<u>%</u>	
Farebox Revenue	Non Reimb.	(0.028)	(17.7)	Lower than expected ridership	0.016	0.9	Higher average fare
Other Revenue	Non Reimb.	0.088	6.0	Favorable due to CARES Act funding	0.116	0.5	Favorable due to CARES Act funding
Payroll	Non Reimb.	0.192	8.8	Favorable due to vacancies	0.145	0.8	Favorable due to vacancies
Overtime	Non Reimb.	(0.006)	(2.0)	Unfavorable due to backfill of vacancies during the month & storm Isaias	0.203	12.8	Favorable due to less backfill of vacancies since the pandemic began
Health and Welfare (including OPEB current payment)	Non Reimb.	0.181	18.5	Favorable rates due to prescription drug contract rebates and vacancy savings	1.691	27.4	Favorable rates due to prescription drug contract rebates and vacancy savings
Pension	Non Reimb.	0.133	18.0	Favorable timing of expenses	1.060	18.0	Favorable timing of expenses
Other Fringe Benefits	Non Reimb.	0.074	17.3	Favorable accrual for Workers Compensation	0.211	6.2	Favorable accrual for Workers Compensation
Reimbursable Overhead	Non Reimb.	0.217	-	Favorable overhead credits from RMB project work	0.578	50.1	Favorable overhead credits from RMB project work
Electric Power	Non Reimb.	(0.156)	(47.8)	Unfavorable due to greater usage of non-traction electric power in SIR facilities	0.162	6.9	Favorable due to reduced service usage in general since the COVID-19 began and lower rates
Maintenance & Other Operating Contracts	Non Reimb.	0.353	88.3	Favorable timing of maintenance work postponed due to COVID-19	0.896	65.8	Favorable timing of maintenance work postponed due to COVID-19
Professional Service Contracts	Non Reimb.	0.061	68.8	Favorable timing as a result of the impact of COVID-19 on progress of some projects	(0.372)	(76.2)	Unfavorable timing of contracts partially offset by the impact of COVID-19 on progress of some projects
Materials and Supplies	Non Reimb.	(0.117)	(40.9)	Unfavorable due to the impact of greater COVID-19 cleaning materials usage	(0.082)	(5.4)	Unfavorable due to the impact of greater COVID-19 cleaning materials usage
Payroll	Reimb.	0.430	84.9	Favorable due to constrained project work caused by COVID-19	1.293	69.9	Favorable due to constrained project work caused by COVID-19
Overtime	Reimb.	(0.216)	-	Unfavorable due to timing of project work requirements budgeted on straight time but performed on OT	(0.535)	(69.0)	Unfavorable due to timing of project work requirements budgeted on straight time but performed on OT
Materials and Supplies	Reimb.	-	-		(0.001)	(0.300)	Draw down of project materials

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2020 Mid_Year
Cash Receipts and Expenditures
Aug FY20
(\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.160	\$0.167	\$0.008	4.7	\$1.761	\$2.136	\$0.375	21.3
Other Revenue	\$1.272	\$1.555	\$0.283	22.2	\$24.889	\$24.839	(0.050)	(0.2)
axial and v Rer 1 ei6 38rse6 enR	\$0.7- O	\$0.t h4	(0.h75)	(22.C)	\$C4t O	\$Q- t O	(0.t 00)	(hQh)
Total Revenue	\$2.225	\$2.337	\$0.113	5.1	\$31.213	\$30.939	(0.274)	(0.9)
Expenditures								
Labor :								
panroll	\$2.24-	\$h.57O	\$0.C6t	h7.h	\$h7.C2C	\$ht .074	\$0.- C-	4.4
v 9erR6 e	\$0.CC-	\$0.4O4	(0.h57)	(4O4)	\$2.C7O	\$2.C00	(0.0t 7)	(2.5)
Total Salaries & Wages	\$2.608	\$2.408	\$0.200	7.7	\$19.698	\$18.815	\$0.883	4.5
PealR and y ellare	\$0.700	\$0.2t 2	\$0.Ct 5	t Ch	\$C.C4O	\$Ct 47	(0.204)	(Ct)
v pWf b 8rrenRpan6 enR	\$0.2C-	\$0.045	\$0.h- h	7t .7	\$h.t t O	\$0.7h4	\$0.- C5	47.0
pensions	\$0.707	\$0.t 0C	\$0.hCO	h5.0	\$4.5- 2	\$C.5O2	\$h.0t 0	h5.0
v Rer FrinEe f eneHfR	\$0.2--	\$0.24h	\$0.C05	ht .h	\$2.ht 4	\$h.- h5	\$0.2Ct	hh.C
Total Fringe Benefits	\$2.014	\$1.175	\$0.839	41.7	\$14.172	\$12.122	\$2.050	14.5
b onR38R6n R BgGf F8nd	\$0.000	\$0.000	A	A	\$0.000	\$0.000	A	A
1 ei6 38rsa3le v 9eruead	\$0.000	\$0.000	A	A	\$0.000	\$0.000	A	A
Labor	\$4.622	\$3.583	\$1.039	22.5	\$33.870	\$30.937	\$2.933	8.7
Non-Labor :								
WeSRSpoc er	\$0.C24	\$0.CC4	(0.0h-)	(4.-)	\$2.Ct O	\$2.h7-	\$0.h5C	7.5
F8el	\$0.0h5	\$0.0hh	\$0.007	O- 7	\$0.h- t	\$0.h5t	\$0.0h0	4.0
ms8ranSe	\$0.05C	\$0.ht 0	(0.07t)	(5- .-)	\$0.t 74	\$0.5Ch	(0.h4t)	(2Qh)
b lai6 s	\$0.000	\$0.000	\$0.000	A	\$0.020	\$0.000	\$0.020	A
paraRansiRCer9iSe b onRaSR	\$0.000	\$0.000	A	A	\$0.000	\$0.000	A	A
MainRenanSe and v Rer v xeraRhE b onRaSR	\$0.C00	\$0.0CC	\$0.C4t	5- .h	\$h.Ct 2	\$0.CC7	\$h.0ht	7Ct
professional Ger9iSe b onRaSR	\$0.055	\$0.02O	\$0.0t t	7C.2	\$0.C- t	\$0.C77	\$0.020	C.0
MaRerials l G8xxlies	\$0.2h4	\$0.h- 5	\$0.0h7	7.5	\$2.020	\$2.4Ct	(0.42t)	(2t .0)
v Rer f 8siness W&xenses	\$0.2t 4	\$0.0h0	\$0.244	- t .2	\$0.t 55	\$0.072	\$0.t ht	5- .t
Non-Labor	\$1.398	\$0.790	\$0.608	43.5	\$7.820	\$6.636	\$1.184	15.1
Other Expense Adjustments:								
v Rer	\$0.000	\$0.000	A	A	\$0.000	\$0.000	A	A
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$6.020	\$4.373	\$1.647	27.4	\$41.690	\$37.573	\$4.117	9.9
DexreSaR6n	\$0.000	\$0.000	\$0.000	A	\$0.000	\$0.000	\$0.000	A
BgGf 74 v pWf W&xense gdj8sR6 enR	\$0.000	\$0.000	A	A	\$0.000	\$0.000	\$0.000	A
BgGf t 5 pension gdj8sR6 enR	\$0.000	\$0.000	A	A	\$0.000	\$0.000	\$0.000	A
Vh9iron6 enRl 1 e6 ediaR6n	\$0.000	\$0.000	A	A	\$0.000	\$0.000	A	A
Total Expenditures	\$6.020	\$4.373	\$1.647	27.4	\$41.690	\$37.573	\$4.117	9.9
Net Surplus/(Deficit)	(3.795)	(2.036)	\$1.760	46.4	(10.477)	(6.634)	\$3.842	36.7

Note: 1) Totals may not add due to rounding

2) For monthly reporting purposes only, the 12-month allocation reflects an adjustment to farebox and toll revenue projections captured in Volume 1 of the 2020 July Financial Plan

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2020 FORECAST BUDGET
EXPLANATION OF VARIANCES BETWEEN August 2020 AND JULY FINANCIAL PLAN CASH BASIS
August 2020
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	0.008	4.7	Primarily due to receipts timing lag	0.375	21.3	Favorable ridership and higher average fare
Other Revenue	0.283	22.2	Primarily due to receipt of CARES Act funding	(0.050)	(0.2)	Primarily due to underrun in fare reimbursement
Capital and Other Reimbursements	(0.178)	(22.4)	Timing of reimbursements	(0.600)	(13.1)	Unfavorable timing of reimbursements due to project work constrained due to COVID-19
Payroll	0.386	17.1	Timing of payments	0.949	5.5	Favorable due to vacancies and timing of project work
Overtime	(0.187)	(53.5)	Due to storm Isaias and timing of payments	(0.067)	(2.8)	Timing of payments
Health and Welfare (including OPEB current payment)	0.659	67.3	Timing of payments	0.743	12.1	Favorable timing of interagency payments and vacancies
Other Fringe Benefits	0.048	16.1	Deferral of payroll expenditure (FICA) under CARES Act as well as vacancies	0.246	11.4	Deferral of payroll expenditure (FICA) under CARES Act as well as vacancies
Electric Power	(0.019)	(5.9)	Unfavorable due to greater non-traction electric usage at facilities as work trends toward pre-pandemic routine	0.184	7.8	Favorable due to reduced service usage in general since the COVID-19 began and lower rates
Maintenance Contracts	0.356	89.1	Favorable timing of maintenance work postponed due to COVID-19	1.016	74.6	Favorable timing of maintenance work postponed due to COVID-19
Professional Services Contracts	0.066	74.2	Timing of contract costs due to COVID-19	0.020	4.0	Timing of contract costs due to COVID-19
Materials & Supplies	0.017	7.8	Timing of payments	(0.526)	(26.0)	Mainly unfavorable timing

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2020 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Aug FY20
(\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid Year	Actual	Favorable (Unfavorable)		Forecast Mid Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	\$0.000	\$0.036	\$0.036	-	\$0.000	\$0.359	\$0.359	-
Other Revenue	(0.195)	\$0.000	\$0.195	-	\$0.734	\$0.568	(0.166)	(22.6)
Other Revenue	\$0.000	(0.002)	(0.002)	7	(0.00-)	\$0.-20	\$0.-20	7
Total Revenue	(0.195)	\$0.034	\$0.229	-	\$0.733	\$1.053	\$0.319	43.5
Expenses								
Labor :								
Salaries & Wages	\$0.420	\$0.-54	(0.20p)	(Qp.-)	\$- .mpO	\$- .2mp	(0.459)	(2m)
Other Labor	\$0.000	\$0.000	\$0.000	7	(0.0- m)	\$0.249	\$0.2pp	7
Total Salaries & Wages	\$0.420	\$0.220	(0.201)	(47.7)	\$1.748	\$1.525	(0.223)	(12.8)
Fringe Benefits	\$0.000	\$0.00p	\$0.00p	7	\$0.000	(-.004)	(-.004)	7
Other Fringe	\$0.000	\$0.- m	\$0.- m	7	\$0.0pm	\$0.p0C	\$0.05p	7
Other Fringe	\$0.000	\$0.000	\$0.000	7	\$0.000	\$0.000	\$0.000	7
Other Fringe	\$0.009	\$0.- 02	(0.20m)	(pp.9)	\$- .mpC	\$- .245	(0.0- 0)	(29.2)
Total Fringe Benefits	\$0.309	\$0.580	\$0.271	87.5	\$1.829	\$0.366	(1.463)	(80.0)
Other Labor	\$0.000	\$0.000	\$0.000	7	\$0.000	\$0.000	\$0.000	7
Other Labor	\$0.000	\$0.000	\$0.000	7	\$0.000	\$0.00-	\$0.00-	7
Labor	\$0.729	\$0.799	\$0.070	9.6	\$3.577	\$1.892	(1.685)	(47.1)
Non-Labor :								
Other Non-Labor	\$0.000	\$0.- Cp	\$0.- Cp	7	\$0.000	\$0.022	\$0.022	7
Other Non-Labor	\$0.000	\$0.000	\$0.000	7	\$0.000	(0.0Cp)	(0.0Cp)	7
Other Non-Labor	\$0.000	(0.- 09)	(0.- 09)	7	\$0.000	(0.22p)	(0.22p)	7
Other Non-Labor	\$0.050	\$0.050	\$0.000	0.0	\$0.p40	\$0.p40	\$0.000	0.0
Other Non-Labor	\$0.000	\$0.000	\$0.000	7	\$0.000	\$0.000	\$0.000	7
Other Non-Labor	\$0.000	\$0.00C	\$0.00C	7	\$0.000	\$0.- - 9	\$0.- - 9	7
Other Non-Labor	\$0.000	\$0.00m	\$0.00m	7	\$0.000	\$0.09p	\$0.09p	7
Other Non-Labor	\$0.0m	\$0.200	\$0.- C4	7	(0.250)	(0.m2m)	(0.44C)	7
Other Non-Labor	\$0.000	(0.00-)	(0.00-)	7	\$0.000	\$0.- 0C	\$0.- 0C	7
Non-Labor	\$0.151	\$0.321	\$0.170	-	\$0.355	\$0.291	(0.064)	(18.0)
Other Expense Adjustments:								
Other Expense Adjustments	\$0.000	\$0.000	7	7	\$0.000	\$0.000	7	7
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$0.880	\$1.120	\$0.240	27.2	\$3.933	\$2.184	(1.749)	(44.5)
Depreciation	\$- .0pm	\$0.59m	(0.- m0)	(- Q9)	\$m2C	\$m20C	(0.499)	(p.0)
Other Depreciation	\$0.000	\$0.000	\$0.000	7	\$0.2C5	\$0.040	(0.- 9C)	(5- -)
Other Depreciation	\$0.000	\$0.000	\$0.000	7	(0.000)	(0.- - 5)	(0.0p5)	7
Other Depreciation	\$0.000	\$0.000	\$0.000	7	\$0.000	\$0.000	\$0.000	7
Total Expenditures	\$1.947	\$2.017	\$0.070	3.6	\$11.854	\$9.345	(2.509)	(21.2)
Total Cash Conversion Adjustments	\$1.752	\$2.051	\$0.299	17.1	\$12.587	\$10.397	(2.190)	(17.4)

Note: 1) Totals may not add due to rounding

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

3) For monthly reporting purposes only, the 12-month allocation reflects an adjustment to farebox and toll revenue projections captured in Volume 1 of the 2020 July Financial Plan

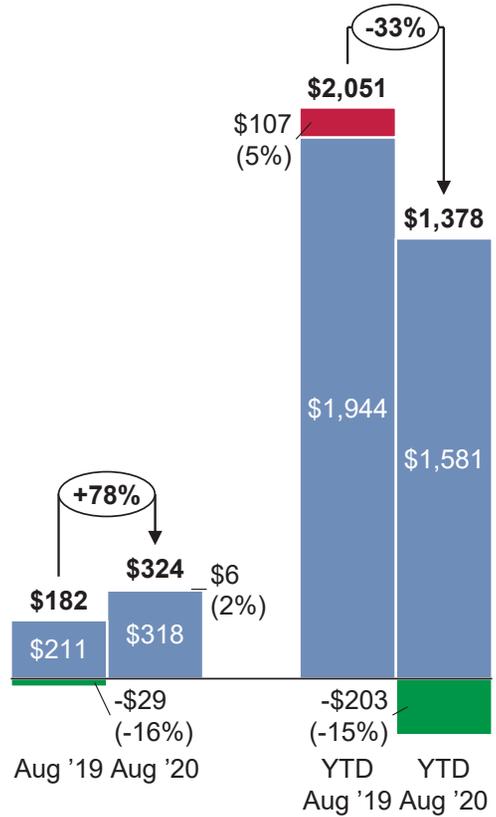
SIRTOA – Non-Reimbursable Overtime Variance

August 2020 and YTD forecast vs. variance

\$K

- Variance - Unfavorable
- Variance - Favorable
- Budget

Annual budget
 Adopted: \$2,709K
 Forecast: \$3,774

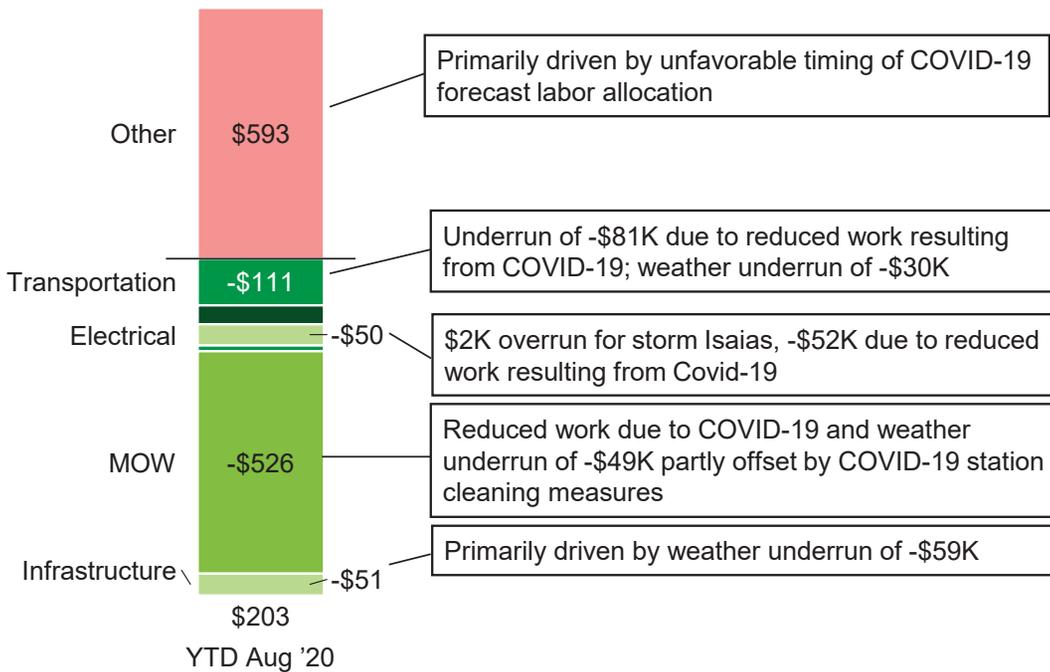


Overview

- Overall decrease of \$673K or 33% compared to August YTD 2019
- \$203K or 15% below 2020 YTD budget
- Maintenance -\$685K underrun: -\$173K weather underrun; remaining underrun due to work reduction from COVID-19 partly offset by COVID-19 cleaning
- Service -\$111K underrun: -\$30K weather underrun; remaining underrun due to reduced work related to Covid-19 response

YTD variance by division

\$K



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

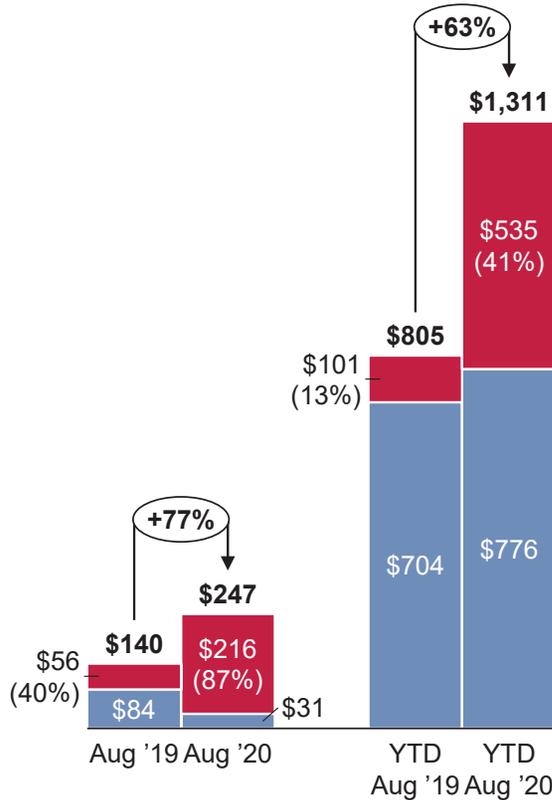
SIRTOA – Reimbursable Overtime Variance

August 2020 and YTD forecast vs. variance

\$K

- Variance - Unfavorable
- Variance - Favorable
- Budget

Annual budget
 Adopted: \$900K
 Forecast: \$900K

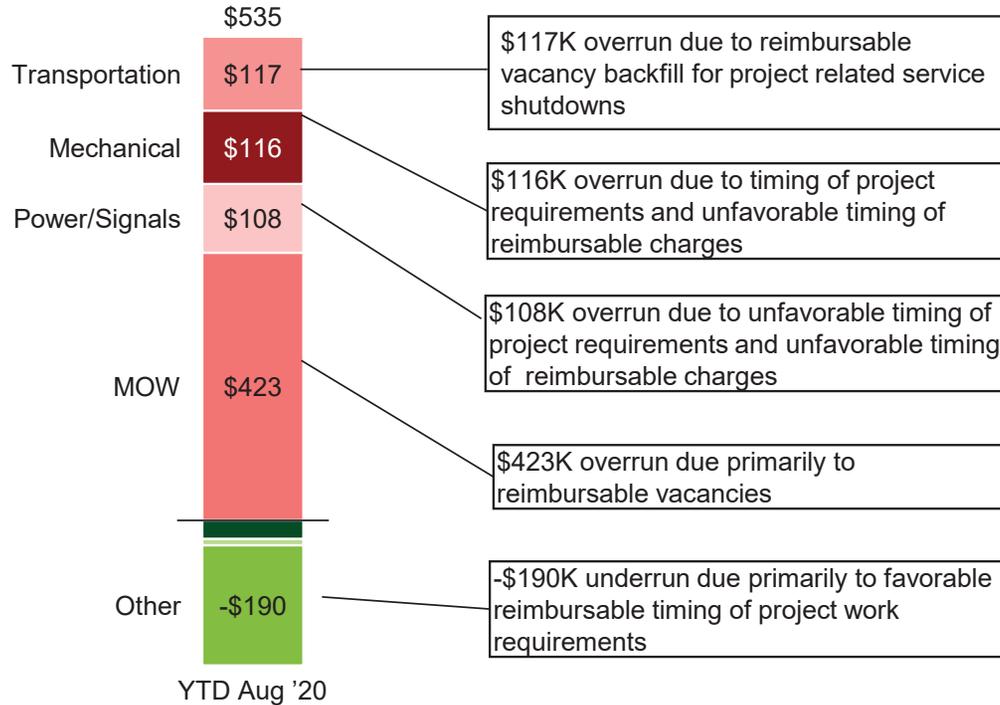


Overview

- Overall increase of \$506K or 63% compared to August YTD 2019
- \$535K or 41% above 2020 YTD budget
- Maintenance \$608K overrun: due primarily to reimbursable vacancy backfill for project work requirements
- Service \$117K overrun: due primarily to reimbursable vacancy backfill for project related service shut-downs

YTD variance by division

\$K



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

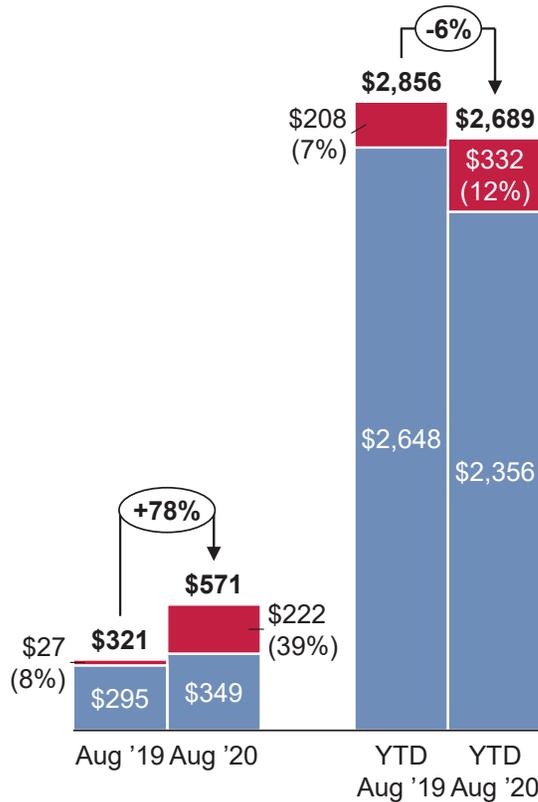
SIRTOA – Total Overtime Variance

August 2020 and YTD forecast vs. variance

\$K

- Variance - Unfavorable
- Variance - Favorable
- Budget

Annual budget
 Adopted: \$3,609K
 Forecast: \$4,674

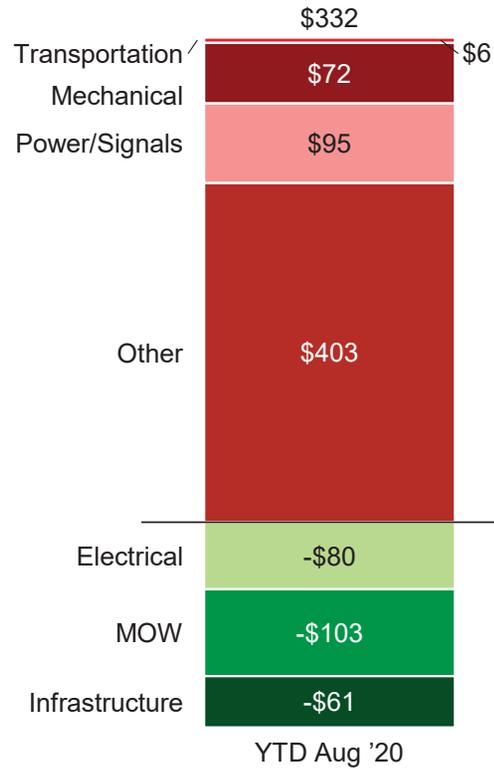


Overview

- Overall decrease of \$167K or 6% compared to August YTD 2019
- \$332K or 12% above 2020 YTD budget

YTD variance by division

\$K



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

**MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
August 2020**

<u>Function/Departments</u>	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Executive	13	8	5	
General Office	9	9	0	
Purchasing/Stores	6	4	2	
Total Administration	28	21	7	
Operations				
Transportation	130	113	17	
Total Operations	130	113	17	
Maintenance				
Mechanical	53	52	1	
Electronics/Electrical	15	19	(4)	
Power/Signals	32	28	4	
Maintenance of Way	83	76	7	
Infrastructure	26	26	0	
Total Maintenance	209	201	8	
Engineering/Capital				
Capital Project Support	16	9	7	
Total Engineering Capital	16	9	7	
Total Positions	383	344	39	
Non-Reimbursable	334	280	54	
Reimbursable	49	64	(15)	
Total Full-Time	383	344	39	
Total Full-Time-Equivalents	0	0	0	

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

	<u>Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	16	11	5	
Professional, Technical, Clerical	12	10	2	
Operational Hourlies	0	0	0	
Total Administration	28	21	7	
Operations				
Managers/Supervisors	11	7	4	
Professional, Technical, Clerical	3	1	2	
Operational Hourlies	116	105	11	
Total Operations	130	113	17	
Maintenance				
Managers/Supervisors	17	25	(8)	
Professional, Technical, Clerical	6	7	(1)	
Operational Hourlies	186	169	17	
Total Maintenance	209	201	8	
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	311	280	31	
Total Positions	383	344	39	

Preliminary August 2020 Report: Bus Company

The purpose of this report is to provide the preliminary August 2020 financial results on an accrual basis. The accrual basis is presented on a non-reimbursable account basis. These results are compared to the Mid-Year Forecast.

Summary of Preliminary Financial Results

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

August 2020 Bus Company ridership of 0.4 million was 2.3 million (85.7 percent) below Forecast.

- Farebox revenue of \$1.2 million was \$4.1 million (76.6 percent) below Forecast.
- Operating expenses of \$70.0 million were \$31.5 million (31.0 percent) below Forecast.
 - Labor expenses were below Forecast by \$2.2 million (4.3 percent), including overrun in Payroll expenses of \$1.9 million (8.1 percent). Overtime expenses were higher than Forecast by \$0.3 million (3.8 percent). Health and Welfare (including OPEB) expenses were lower than Forecast by \$2.2 million (27.6 percent). Pension expenses were lower than Forecast by \$1.1 million (17.7 percent). Other Fringe Benefits were lower than Forecast by \$.08 million (12.3 percent).
 - Non-labor expenses were lower than Forecast by \$16.9 million (7.1 percent), Professional Service Contracts were lower than Forecast by \$2.9 million (58.2 percent). Maintenance and Other Operating Contracts expenses were lower than Forecast by \$2.3 million (49.3 percent). Materials and Supplies expenses were favorable by \$1.3 million (23.8 percent). Other Business Expenses were favorable by \$0.3 million (64.9 percent).

MTA BUS FINANCIAL AND RIDERSHIP REPORT
August 2020

(All data are preliminary and subject to audit)

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

Operating Revenue was \$26.3 million in August, \$0.7 million (2.6 percent) greater than the Forecast, caused primarily by the CARES Act Reimbursement. Farebox Revenue underrun of \$4.1 million (76.6 percent) due to lower ridership, service reduction, rear door boarding and no fare collection policy due to COVID-19 pandemic. Fare collection resumed in August 31st.

Total MTA Bus ridership was 0.4 million in August 2020, 2.3 million riders (85.7 percent) below Forecast due to the COVID-19 pandemic and the Governor's stay-at-home mandate for nonessential workers. August 2020 average weekday ridership decrease by 0.4 million (95.6 percent) from August 2019. Average weekday ridership for the twelve months ending August 2020 decreased by 0.2 million (44.9 percent) from the twelve months ending August 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 \$66.1 million in August, \$9.3 million (12.4 percent) favorable to Forecast.

- Labor expenses were below Forecast by \$2.2 million (4.3 percent), including overrun in Payroll expenses of \$1.9 million (8.1 percent), primarily due to higher vacation payments, retro payments and lower attrition. Overtime expenses were higher than Forecast by \$0.3 million (3.8 percent), primarily due to programmatic maintenance due to COVID-19 bus disinfections, safety procedures, as well as vacancy/absentee coverage requirements partially offset by lower unschedule service. Health and Welfare (including OPEB) expenses were lower than Forecast by \$2.2 million (27.6 percent), mainly due to timing of expenses. Pension expenses were lower than Forecast by \$1.1 million (17.7 percent), mainly due to timing of expenses. Other Fringe Benefits were lower than Forecast by \$.08 million (12.3 percent), mainly due to timing of interagency billing and Worker Compensation expenses.
- Non-labor expenses were lower than Forecast by \$7.1 million (29.8 percent). Professional Service Contracts were lower than Forecast by \$2.9 million (58.2 percent), due to timing of interagency billing, Bus Technology and the New Fare System / OMNY. Maintenance and Other Operating Contracts expenses were lower than Forecast by \$2.3 million (49.3 percent), mainly due the timing facility maintenance, security, Bus Technology, farebox maintenance, janitorial and COVID-19 expenses. Materials and Supplies expenses were favorable by \$1.3 million (23.8 percent), due to lower usage of general maintenance material and construction material due to the COVID-19 pandemic service reduction as well as timing of COVID-19 expenses. Other Business Expenses were favorable by \$0.3 million (64.9 percent), due to Favorable Automatic Fare Collection (AFC) fees due to non-fare collection, favorable Print and Stationery Supplies, and timing of Mobility tax and Other Misc. expenses.

Depreciation expenses of \$3.9 million were favorable to Forecast by \$0.9 million (20.4 percent). No expenses nor credits were recorded in August regarding GASB 68 Pension Adjustment, and GASB 75 OPEB Expense adjustment.

The **operating cash deficit** (excluding subsidies) was \$32.0 million, \$13.8 million favorable to the Forecast, primarily due to the CARES Act Reimbursement.

MTA BUS COMPANY
July Financial Plan - 2020 Mid -Year Forecast
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
August 2020
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Favorable			Mid Year Forecast	Favorable			Mid Year Forecast	Favorable		
		Actual	Variance	Percent		Actual	Variance	Percent		Actual	Variance	Percent
			(Unfavorable)			(Unfavorable)				(Unfavorable)		
Revenue												
Farebox Revenue	\$5.312	\$1.244	(\$4.068)	(76.6)	\$0.000	\$0.000	\$0.000	-	\$5.312	\$1.244	(\$4.068)	(76.6)
Other Operating Income	20.367	\$25.096	4.729	23.2	-	-	-	-	20.367	25.096	4.729	23.2
Capital and Other Reimbursements	-	-	-	-	0.480	0.661	0.181	37.7	0.480	0.661	0.181	37.7
Total Revenue	\$25.679	\$26.340	\$0.661	2.6	\$0.480	\$0.661	\$0.181		\$26.159	\$27.001	\$0.842	3.2
Expenses												
<i>Labor:</i>												
Payroll	\$22.882	\$24.743	(\$1.861)	(8.1)	\$0.132	\$0.411	(\$0.280)	*	\$23.014	\$25.154	(\$2.140)	(9.3)
Overtime	7.705	7.998	(0.293)	(3.8)	-	-	-	-	7.705	7.998	(0.293)	(3.8)
Health and Welfare	6.295	5.841	0.455	7.2	0.178	-	0.178	100.0	6.473	5.841	0.632	9.8
OPEB Current Payment	1.847	0.059	1.788	96.8	-	-	-	-	1.847	0.059	1.788	96.8
Pensions	6.281	5.171	1.110	17.7	-	-	-	-	6.281	5.171	1.110	17.7
Other Fringe Benefits	6.470	5.677	0.793	12.3	-	-	-	-	6.470	5.677	0.793	12.3
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.055)	(0.249)	0.194	*	0.013	0.249	(0.236)	*	(0.042)	-	(0.042)	(100.0)
Total Labor Expenses	\$51.425	\$49.239	\$2.186	4.3	\$0.322	\$0.661	(\$0.338)	*	\$51.748	\$49.900	\$1.848	3.6
<i>Non-Labor:</i>												
Electric Power	\$0.157	\$0.154	\$0.003	1.7	\$0.000	\$0.000	\$0.000	-	\$0.157	\$0.154	\$0.003	1.7
Fuel	1.331	1.414	(0.084)	(6.4)	-	-	-	-	1.331	1.414	(0.084)	(6.4)
Insurance	0.556	0.376	0.181	32.6	-	-	-	-	0.556	0.376	0.181	32.6
Claims	6.204	6.000	0.204	3.3	-	-	-	-	6.204	6.000	0.204	3.3
Maintenance and Other Operating Contracts	4.640	2.353	2.287	49.3	0.034	-	0.034	100.0	4.674	2.353	2.321	49.7
Professional Service Contracts	4.953	2.068	2.885	58.2	-	-	-	-	4.953	2.068	2.885	58.2
Materials & Supplies	5.664	4.316	1.349	23.8	0.124	-	0.124	100.0	5.788	4.316	1.472	25.4
Other Business Expense	0.487	0.171	0.316	64.9	-	-	-	-	0.487	0.171	0.316	64.9
Total Non-Labor Expenses	\$23.992	\$16.852	\$7.140	29.8	\$0.157	\$0.000	\$0.157	100.0	\$24.149	\$16.852	\$7.298	30.2
Total Expenses before Non-Cash Liability Adjs.	\$75.417	\$66.091	\$9.326	12.4	\$0.480	\$0.661	(\$0.181)	(37.8)	\$75.897	\$66.751	\$9.146	12.1
Depreciation	\$4.880	\$3.884	\$0.995	20.4	\$0.000	\$0.000	\$0.000	-	\$4.880	\$3.884	\$0.995	20.4
GASB 75 OPEB Expense Adjustment	\$14.044	\$0.000	\$14.044	100.0	\$0.000	\$0.000	\$0.000	-	\$14.044	-	\$14.044	100.0
GASB 68 Pension Adjustment	7.138	-	7.138	100.0	-	-	-	-	7.138	-	7.138	100.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$101.478	\$69.975	\$31.503	31.0	\$0.480	\$0.661	(\$0.181)	(37.8)	\$101.958	\$70.636	\$31.322	30.7
Net Surplus/(Deficit)	(\$75.799)	(\$43.635)	\$32.163	42.4	\$0.000	\$0.000	(\$0.000)	(100.0)	(\$75.799)	(\$43.635)	\$32.164	42.4

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

Note: For monthly reporting purposes only, the 12-month allocation reflects an adjustment to farebox projections captured in Volume 1 of the 2020 July Financial Plan

MTA BUS COMPANY
July Financial Plan - 2020 Mid -Year Forecast
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
August 2020 Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Actual	Favorable		Mid Year Forecast	Actual	Favorable		Mid Year Forecast	Actual	Favorable	
			(Unfavorable)	Percent			(Unfavorable)	Percent			(Unfavorable)	Percent
Revenue												
Farebox Revenue	\$58.764	\$53.478	(\$5.286)	(9.0)	\$0.000	\$0.000	\$0.000	-	\$58.764	\$53.478	(\$5.286)	(9.0)
Other Operating Income	333.543	341.237	7.695	2.3	-	-	-	-	333.543	341.237	7.695	2.3
Capital and Other Reimbursements	-	-	-	-	3.586	3.567	(0.019)	(0.5)	3.586	3.567	(0.019)	(0.5)
Total Revenue	\$392.307	\$394.715	\$2.409	0.6	\$3.586	\$3.567	(\$0.019)	(0.5)	\$395.893	\$398.282	\$2.389	0.6
Expenses												
<i>Labor:</i>												
Payroll	\$197.664	\$203.511	(5.847)	(3.0)	\$1.732	\$2.232	(\$0.500)	(28.9)	\$199.396	\$205.743	(\$6.347)	(3.2)
Overtime	52.262	50.948	1.314	2.5	(0.009)	(0.009)	-	0.0	52.253	50.938	1.315	2.5
Health and Welfare	54.174	49.396	4.778	8.8	0.543	-	0.543	100.0	54.717	49.396	5.321	9.7
OPEB Current Payment	17.545	15.914	1.631	9.3	-	-	-	-	17.545	15.914	1.631	9.3
Pensions	44.129	40.416	3.713	8.4	-	-	-	-	44.129	40.416	3.713	8.4
Other Fringe Benefits	47.459	43.032	4.426	9.3	(0.006)	(0.007)	0.001	9.375	47.452	43.026	4.427	9.3
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.672)	(1.049)	0.378	56.4	0.844	1.351	(0.507)	(60.1)	0.172	0.302	(0.130)	(75.4)
Total Labor Expenses	\$412.561	\$402.168	\$10.394	2.5	\$3.104	\$3.567	(\$0.463)	(14.9)	\$415.665	\$405.734	\$9.930	2.4
<i>Non-Labor:</i>												
Electric Power	\$0.992	\$0.915	\$0.077	7.7	\$0.000	\$0.000	\$0.000	-	\$0.992	\$0.915	\$0.077	7.7
Fuel	10.594	10.449	0.145	1.4	-	-	-	-	10.594	10.449	0.145	1.4
Insurance	3.544	2.996	0.548	15.5	-	-	-	-	3.544	2.996	0.548	15.5
Claims	48.989	48.000	0.989	2.0	-	-	-	-	48.989	48.000	0.989	2.0
Maintenance and Other Operating Contracts	24.365	18.184	6.181	25.4	0.104	-	0.104	100.0	24.469	18.184	6.284	25.7
Professional Service Contracts	26.246	17.345	8.901	33.9	-	-	-	-	26.246	17.345	8.901	33.9
Materials & Supplies	31.974	25.298	6.676	20.9	0.378	-	0.378	100.0	32.352	25.298	7.054	21.8
Other Business Expense	2.550	1.579	0.971	38.1	-	-	-	-	2.550	1.579	0.971	38.1
Total Non-Labor Expenses	\$149.254	\$124.767	\$24.487	16.4	\$0.482	\$0.000	\$0.482	100.0	\$149.736	\$124.767	\$24.969	16.7
Total Expenses before Non-Cash Liability	\$561.815	\$526.935	\$34.880	6.2	\$3.586	\$3.567	\$0.019	0.5	\$565.401	\$530.502	\$34.899	6.2
Depreciation	\$34.478	31.218	\$3.259	9.5	\$0.000	\$0.000	\$0.000	-	\$34.478	\$31.218	\$3.259	9.5
GASB 75 OPEB Expense Adjustment	\$42.982	\$0.000	\$42.982	100.0	\$0.000	\$0.000	\$0.000	-	42.982	-	42.982	100.0
GASB 68 Pension Adjustment	21.845	-	21.845	100.0	-	-	-	-	21.845	-	21.845	100.0
Environmental Remediation	-	0.179	(0.179)	-	-	-	-	-	-	0.179	(0.179)	-
Total Expenses	\$661.120	\$558.332	\$102.788	15.5	\$3.586	\$3.567	\$0.019	0.5	\$664.706	\$561.899	\$102.807	15.5
Net Surplus/(Deficit)	(\$268.814)	(\$163.617)	\$105.196	39.1	\$0.000	\$0.000	(\$0.000)	(100.0)	(\$268.813)	(\$163.617)	\$105.196	39.1

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

Note: For monthly reporting purposes only, the 12-month allocation reflects an adjustment to farebox projections captured in Volume 1 of the 2020 July Financial Plan

MTA BUS COMPANY
July Financial Plan - 2020 Mid -Year Forecast
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
 (\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reims	August 2020				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Farebox Revenue	NR	\$ (4.068)	(76.6)	Lower ridership, service reduction and rear door boarding and no fare collection policy due to COVID-19 pandemic. Fare collection resumed on August 31st.	\$ (5.286)	(9.0)	Lower ridership and service reduction and rear door boarding and no fare collection policy, due to COVID-19		
Other Operating Revenue	NR	\$ 4.729	23.2	Favorable CARES Act reimbursement, recoveries from other insurance, and advertising revenue, offset by lower Student and Senior fare reimbursement due to COVID-19	\$ 7.695	2.3	Favorable CARES Act reimbursement, recoveries from other insurance, offset by lower Student and Senior fare reimbursement due to COVID-19 and lower advertising revenue		
Capital and Other Reimbursements	R	\$ 0.181	*	(a)	\$ (0.019)	(0.5)	Timing of expense and vacancies		
Total Revenue Variance		\$ 0.842	3.2		\$ 2.390	0.6			
Payroll	NR	\$ (1.861)	(8.1)	Primarily due to higher vacation payments, retro payments and lower attrition.	\$ (5.847)	(3.0)	Primarily due to the timing of prior period interagency payments, higher vacation payment, higher cash out of sick and personal time, retro payment and lower attrition		
Overtime	NR	\$ (0.293)	(3.8)	Primarily due to programmatic maintenance due to COVID-19 bus disinfections, safety procedures, as well as vacancy/absentee coverage requirements partially offset by lower unscheduled service	\$ 1.314	2.5	Lower unscheduled service due to traffic and service reductions, partially offset by programmatic maintenance due to COVID-19 bus disinfections, safety procedures, and overage/campaign work, as well as vacancy/absentee coverage requirements.		
Health and Welfare (including OPEB)	NR	\$ 2.243	27.6	Timing of Expenses	\$ 6.409	8.9	Timing of Expenses		
Pension	NR	\$ 1.110	17.7	Timing of Expenses	\$ 3.713	8.4	Timing of expenses		
Other Fringe Benefits	NR	\$ 0.793	12.3	Timing of interagency billing and Worker Compensation expenses.	\$ 4.426	9.3	Timing of interagency billing and Worker Compensation expenses.		
Reimbursable Overhead	NR	\$ 0.194	*	(a)	\$ 0.378	56.4	Timing of expense		
Electric Power	NR	\$ 0.003	1.7	(a)	\$ 0.077	1.7	Timing of expense		
Fuel	NR	\$ (0.084)	(6.4)	(a)	\$ 0.145	1.4	Lower usage due to COVID-19 service reduction and lower rates		
Insurance	NR	\$ 0.181	32.6	Timing of expenses	\$ 0.548	15.5	Timing of expenses		
Claims	NR	\$ 0.204	3.3	Timing of expenses	\$ 0.989	2.0	Timing of expenses		
Maintenance and Other Operating Contracts	NR	\$ 2.287	49.3	Mainly the timing of facility maintenance, security, Bus Technology, farebox maintenance, janitorial and COVID-19 expenses	\$ 6.181	25.4	Mainly the timing of facility maintenance, security, Bus Technology, farebox maintenance, janitorial and COVID-19 expenses		
Professional Service Contracts	NR	\$ 2.885	58.2	Timing of interagency billing, Bus Technology and New Fare System (OMNY)	\$ 8.901	33.9	Timing of interagency billing, Bus Technology and New Fare System (OMNY)		
Materials & Supplies	NR	\$ 1.349	23.8	Lower usage of general maintenance material and construction material due to the COVID-19 pandemic service reduction as well as timing of COVID-19 expenses	\$ 6.676	20.9	Lower usage of general maintenance material and construction material due to the COVID-19 pandemic service reduction and the timing of Radio Equipment expenses as well as COVID-19 cleaning expenses		
Other Business Expense	NR	\$ 0.316	64.9	Favorable Automatic Fare Collection (AFC) fees due to non-fare collection, favorable Print and Stationery Supplies, and timing of Mobility tax and Other Misc. expenses	\$ 0.971	38.1	Timing of Automatic Fare Collection (AFC) fees, mobility tax and other Misc. expenses		
Depreciation	NR	\$ 0.995	20.4	Timing of asset replacement	\$ 3.259	9.5	Timing of asset replacement		
Other Post Employment Benefits	NR	\$ 14.044	100.0	(a)	\$ 42.982	100.0			
GASB 68 Pension Adjustment	NR	\$ 7.138	100.0	(a)	\$ 21.845	100.0			
Environmental Remediation	NR	\$ -	-		\$ (0.179)	-			
Payroll	R	\$ (0.280)	(a)		\$ (0.500)	(28.9)			
Overtime	R	\$ -	*	(a)	\$ -	*			
Health and Welfare	R	\$ 0.178	100.0		\$ 0.543	100.0			
Pension	R	\$ -	.	Timing of charges	\$ -	.			
Other Fringe Benefits	R	\$ -	.		\$ 0.001	9.4			
Reimbursable Overhead	R	\$ (0.236)	*		\$ (0.507)	*			
Professional Service Contracts	R	\$ -	.	(a)	\$ -	.			
Maintenance and Other Operating Contracts	R	\$ 0.034	*	(a)	\$ 0.104	*	Timing of charges		
Materials & Supplies	R	\$ 0.124	*	(a)	\$ 0.378	*	Timing of charges		
Total Expense Variance		\$ 31.321	30.7		\$ 102.807	15.5			
Net Variance		\$ 32.162	42.4		\$ 105.197	39.1			

(a) - Variance less than 5%

MTA BUS COMPANY
July Financial Plan - 2020 Mid -Year Forecast
CASH RECEIPTS AND EXPENDITURES

(\$ in millions)

	August 2020				Year-To-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
Variance			Percent	Variance			Percent	
Receipts								
Farebox Revenue	\$5.312	\$ 1.363	(\$3.949)	(74.3)	\$63.729	\$ 57.678	(\$6.051)	(9.5)
Other Operating Revenue	20.184	25.988	5.804	28.8	334.261	344.806	10.545	3.2
Capital and Other Reimbursements	1.295	0.307	(0.988)	(76.3)	5.657	3.454	(2.203)	(38.9)
Total Receipts	\$26.792	\$27.658	\$0.866	3.2	\$403.647	\$405.937	\$2.291	0.6
Expenditures								
<i>Labor:</i>								
Payroll	\$20.855	\$22.362	(\$1.507)	(7.2)	\$200.772	\$206.667	(\$5.895)	(2.9)
Overtime	7.705	7.998	(0.293)	(3.8)	52.254	50.939	1.314	2.5
Health and Welfare	7.272	8.136	(0.864)	(11.9)	51.466	60.357	(8.891)	(17.3)
OPEB Current Payment	2.425	0.059	2.366	97.6	15.191	15.914	(0.723)	(4.8)
Pensions	6.327	5.171	1.156	18.3	44.268	40.418	3.850	8.7
Other Fringe Benefits	4.395	2.954	1.441	32.8	38.843	31.517	7.326	18.9
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	0.000	-	0.000	100.0	0.000	-	0.000	100.0
Total Labor Expenditures	\$48.979	\$46.680	\$2.299	4.7	\$402.792	\$405.811	(\$3.019)	(0.7)
<i>Non-Labor:</i>								
Electric Power	\$0.138	\$0.154	(\$0.016)	(11.8)	\$1.069	\$1.049	\$0.019	1.8
Fuel	1.052	1.436	(0.384)	(36.5)	10.306	11.032	(0.725)	(7.0)
Insurance	1.095	0.000	1.095	100.0	3.351	-	3.351	100.0
Claims	1.516	1.435	0.081	5.3	29.887	31.319	(1.431)	(4.8)
Maintenance and Other Operating Contracts	5.186	3.569	1.617	31.2	29.996	23.145	6.851	22.8
Professional Service Contracts	7.559	1.648	5.911	78.2	31.838	13.208	18.630	58.5
Materials & Supplies	6.455	4.518	1.937	30.0	36.895	27.668	9.227	25.0
Other Business Expenses	0.517	0.171	0.346	67.0	2.679	1.611	1.069	39.9
Total Non-Labor Expenditures	\$23.516	\$12.931	\$10.585	45.0	\$146.021	\$109.033	\$36.989	25.3
Total Expenditures	\$72.495	\$59.611	\$12.884	17.8	\$548.813	\$514.844	\$33.970	6.2
Operating Cash Surplus/(Deficit)	(\$45.704)	(\$31.953)	\$13.751	30.1	(\$145.168)	(\$108.906)	\$36.261	25.0

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
July Financial Plan - 2020 Mid -Year Forecast
EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS
(\$ in millions)

	August 2020			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
Operating Receipts or Disbursements	\$	%		\$	%	
Farebox Revenue	\$ (3.949)	(74.3)	Lower ridership, service reduction and rear door boarding and no fare collection policy due to COVID-19 pandemic. Fare collection resumed on August 31st.	\$ (6.051)	(9.5)	Lower ridership, service reduction and rear door boarding and no fare collection policy due to COVID-19 pandemic. Fare collection resumed on August 31st.
Other Operating Revenue	5.804	28.8	Favorable CARES Act reimbursement, recoveries from other insurance, and advertising revenue, offset by lower Student and Senior fare reimbursement due to COVID-19	10.545	3.2	Favorable CARES Act reimbursement, recoveries from other insurance, and advertising revenue, offset by lower Student and Senior fare reimbursement due to COVID-19
Capital and Other Reimbursements	(0.988)	(76.3)	Timing of reimbursement receipts	(2.203)	(38.9)	Timing of reimbursement receipts
Total Receipts	\$ 0.867	3.2		\$ 2.291	0.6	
Payroll	\$ (1.507)	(7.2)	Primarily due to higher vacation payments, retro payments and lower attrition.	\$ (5.895)	(2.9)	Primarily due to the timing of prior period interagency payments, higher vacation payment, higher cash out of sick and personal time, retro payment and lower attrition
Overtime	(0.293)	(3.8)	Primarily due to programmatic maintenance due to COVID-19 bus disinfections, safety procedures, as well as vacancy/absentee coverage requirements partially offset by lower unscheduled service	1.314	2.5	Lower unscheduled service due to traffic and service reductions, partially offset by programmatic maintenance due to COVID-19 bus disinfections, safety procedures, and overage/campaign work, as well as vacancy/absentee coverage requirements.
Health and Welfare (including OPEB)	1.502	15.5	Timing of Expenses	(9.614)	(14.4)	Prior period payments of high prescription coverage and medical hospitalization expenses.
Pension	1.156	18.3	Timing of Expenses	3.850	8.7	Timing of Expenses
Other Fringe Benefits	1.441	32.8	Timing of payments	7.326	18.9	Timing of payments
GASB	-	(a)		-	(a)	
Electric Power	(0.016)	(11.8)	(a)	0.019	1.8	(a)
Fuel	(0.384)	(36.5)	Prior period expenses	(0.725)	(7.0)	Prior period expenses
Insurance	1.095	100.0	Timing of payments	3.351	100.0	Timing of payments
Claims	0.081	5.3	(a)	(1.431)	(4.8)	Higher expenses
Maintenance and Other Operating Contracts	1.617	31.2	Mainly the timing of facility maintenance, security, Bus Technology, farebox maintenance, janitorial and COVID-19 expenses	6.851	22.8	Mainly the timing of facility maintenance, security, Bus Technology, farebox maintenance, janitorial and COVID-19 expenses
Professional Service Contracts	5.911	78.2	Timing of interagency billing, Bus Technology and New Fare System/(OMNY)	18.630	58.5	Timing of interagency billing, Bus Technology and New Fare System/(OMNY)
Materials & Supplies	1.937	30.0	Lower usage of general maintenance material and construction material due to the COVID-19 pandemic service reduction as well as timing of COVID-19 expenses	9.227	25.0	Lower general maintenance material, COVID-19 service reduction and the timing of radio equipment expenses.
Other Business Expenditure	0.346	67.0	Favorable Automatic Fare Collection (AFC) fees due to non-fare collection, favorable Print and Stationery Supplies, and timing of Mobility tax and Other Misc. expenses	1.069	39.9	Favorable Automatic Fare Collection (AFC) fees due to non-fare collection, favorable Print and Stationery Supplies, and timing of Mobility tax and Other Misc. expenses
Total Expenditures	\$ 12.885	17.8		\$ 33.972	6.2	
Net Cash Variance	\$ 13.751	30.1		\$ 36.261	25.0	

(a) - Variance less than 5%

MTA BUS COMPANY
July Financial Plan - 2020 Mid -Year Forecast
CASH CONVERSION (CASH FLOW ADJUSTMENTS)

(\$ in millions)

	August 2020				Year-To-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.000	0.119	\$0.119	-	\$4.965	\$4.200	(\$0.765)	(15.4)
Other Operating Revenue	(0.183)	0.892	1.075	*	0.718	3.569	2.851	*
Capital and Other Reimbursements	0.816	(0.354)	(1.169)	*	2.070	(0.113)	(2.184)	*
Total Receipts	\$0.633	\$0.657	\$0.025	3.9	\$7.754	\$7.655	(\$0.098)	(1.3)
Expenditures								
<i>Labor:</i>								
Payroll	\$2.160	\$2.792	\$0.632	29.3	(\$1.376)	(\$0.924)	\$0.452	32.9
Overtime	-	(0.000)	(0.000)	-	(0.001)	(0.001)	(0.000)	(16.0)
Health and Welfare	(0.799)	(2.295)	(1.496)	*	3.251	(10.961)	(14.212)	*
OPEB Current Payment	(0.578)	(0.000)	0.578	99.9	2.355	0.000	(2.354)	(100.0)
Pensions	(0.046)	0.000	0.046	*	(0.139)	(0.002)	0.137	98.5
Other Fringe Benefits	2.074	2.723	0.649	31.3	8.609	11.509	2.900	33.7
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.042)	-	0.042	100.0	0.172	0.302	0.130	75.4
Total Labor Expenditures	\$2.768	\$3.219	\$0.451	16.3	\$12.871	(\$0.077)	(\$12.948)	*
<i>Non-Labor:</i>								
Electric Power	\$0.019	(\$0.000)	(\$0.019)	*	(\$0.077)	(\$0.134)	(\$0.057)	(74.7)
Fuel	0.279	(0.022)	(0.301)	*	0.288	(0.583)	(0.871)	*
Insurance	(0.538)	0.376	0.914	*	0.193	2.996	2.803	*
Claims	4.688	4.565	(0.123)	(2.6)	19.102	16.681	(2.421)	(12.7)
Maintenance and Other Operating Contracts	(0.512)	(1.216)	(0.704)	*	(5.527)	(4.961)	0.566	10.2
Professional Service Contracts	(2.606)	0.420	3.026	*	(5.592)	4.137	9.729	*
Materials & Supplies	(0.667)	(0.202)	0.465	69.7	(4.543)	(2.370)	2.173	47.8
Other Business Expenditures	(0.030)	0.000	0.030	*	(0.129)	(0.032)	0.097	75.2
Total Non-Labor Expenditures	\$0.633	\$3.922	\$3.289	*	\$3.715	\$15.733	\$12.018	*
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$4.033	\$7.798	\$3.765	93.3	\$24.339	\$23.312	(\$1.028)	(4.2)
Depreciation Adjustment	4.880	3.884	(0.996)	(20.4)	34.478	31.218	(3.260)	(9.5)
GASB 75 OPEB Expense Adjustment	14.044	-	(14.044)	(100.0)	42.982	-	(42.982)	(100.0)
GASB 68 Pension Adjustment	7.138	-	(7.138)	(100.0)	21.845	-	(21.845)	(100.0)
Environmental Remediation	-	-	-	-	-	0.179	0.179	-
Total Expenses/Expenditures	\$ 30.094	\$ 11.682	\$ (18.412)	(61.2)	\$ 123.644	\$ 54.709	(\$68.936)	(55.8)
Total Cash Conversion Adjustments	\$30.094	\$11.682	(\$18.412)	(61.2)	\$123.644	\$54.709	(\$68.936)	(55.8)

NOTE: Totals may not add due to rounding

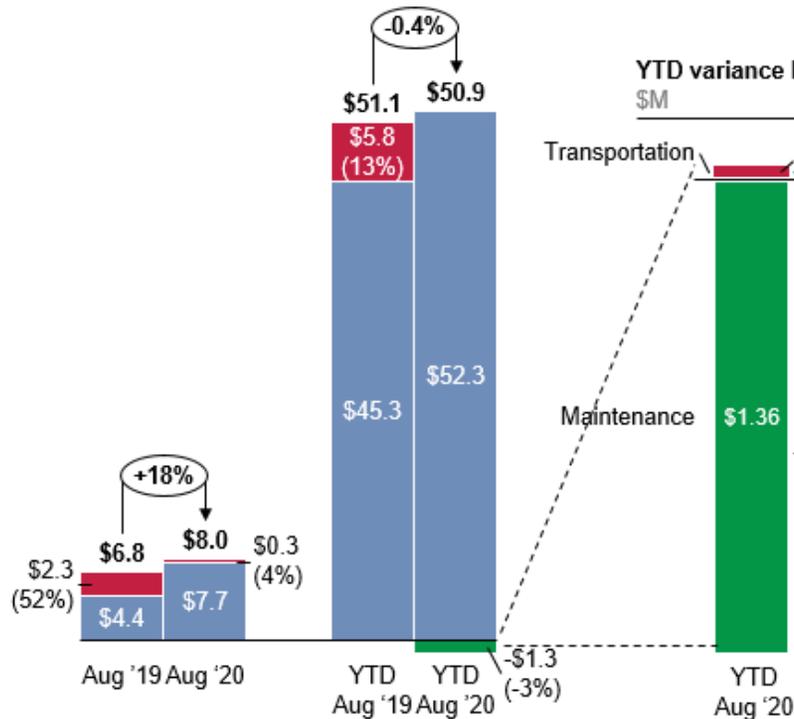
MTA Bus – Non-Reimbursable Overtime Variance

Aug 2020 and YTD forecast vs. variance

\$M

- Favorable
- Unfavorable
- Budget

Annual Forecast
Adopted: \$65M
Forecast: \$85M

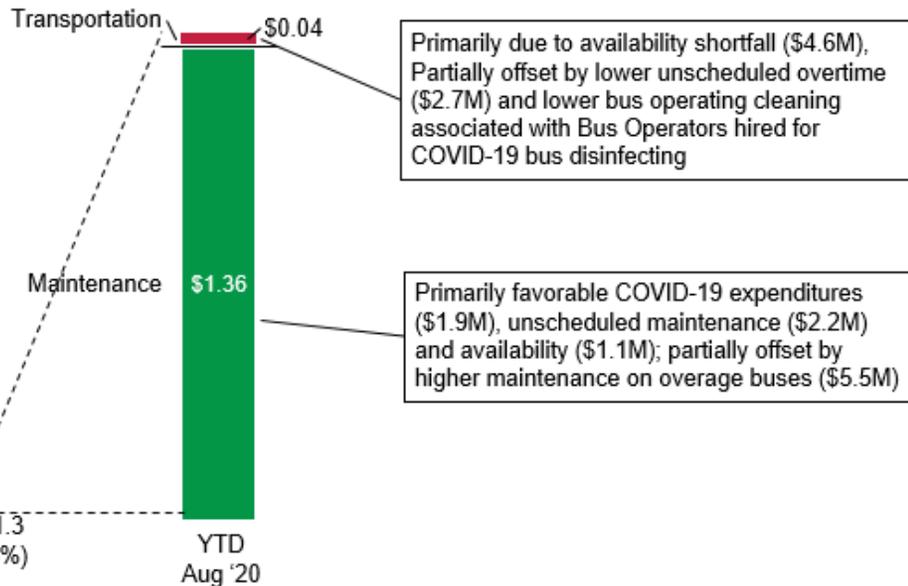


Overview

- Aug 2020 YTD decrease of \$ 0.3M or 0.04% compared to Aug YTD 2019
- Aug 2020 is 4% over Forecast; Aug YTD is 3% under Forecast

YTD variance by division

\$M



Source: Midyear Forecast, GL actuals for actual overtime spending.
Note: MTABC 2019 and 2020 Aug Reimbursable Forecast and Actual OT is \$0K.

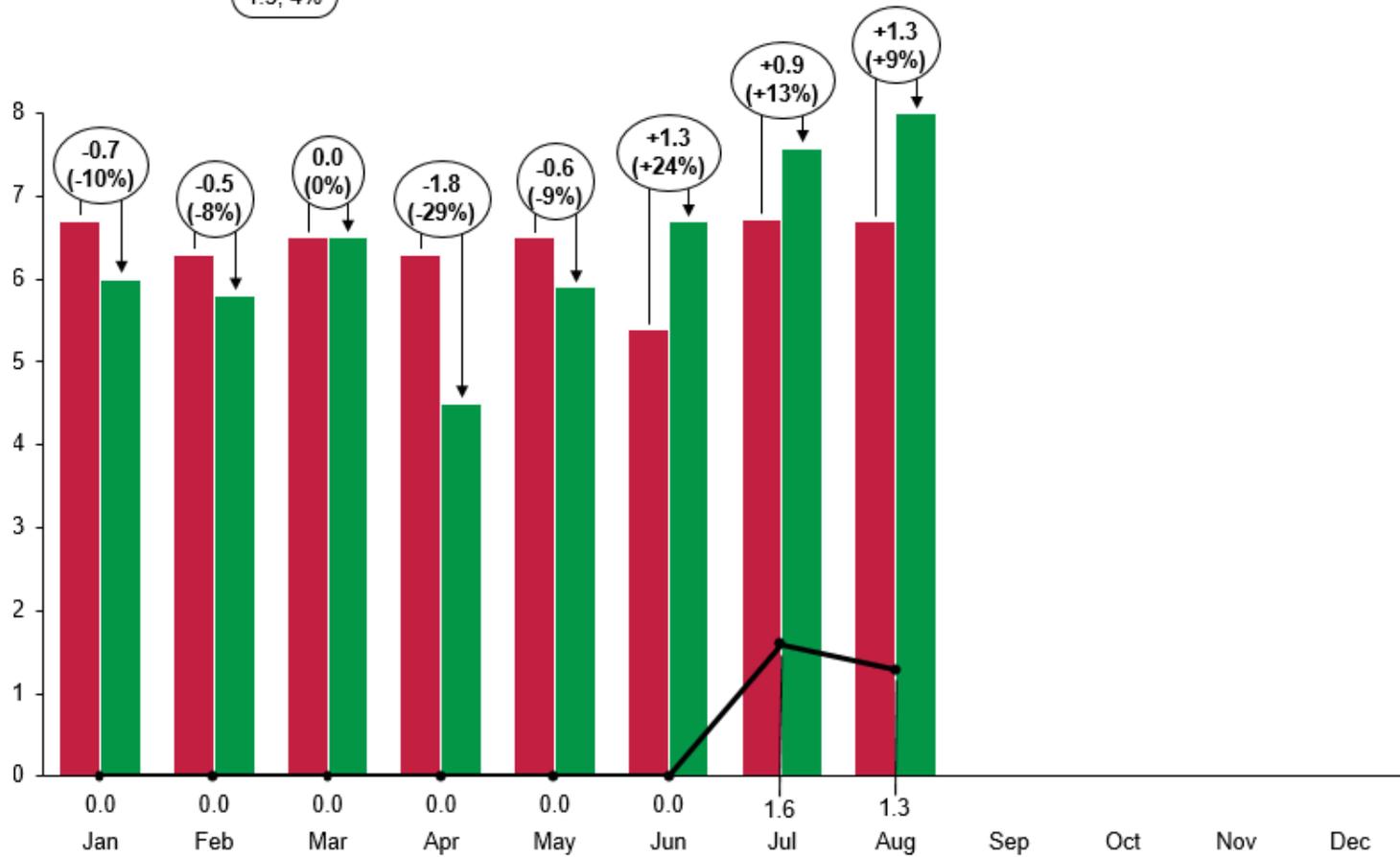
MTA Bus 2020 Overtime Spend M/(L) than 2019 Overtime Spend

Monthly non-reimbursable overtime difference, 2020 vs. 2019

\$M, % Change

■ 2019 ■ 2020 — 2020 YTD Forecast Variance

Cumulative Total: 1.3, 4%



MTA BUS COMPANY
JULY FINANCIAL PLAN - 2020 MID - YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE / REIMBURSABLE AND FULL-TIME EQUIVALENTS
AUGUST 2020

FUNCTION/DEPARTMENT	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	2	1	
Human Resources	17	14	3	
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	-	-	-	
Law	20	18	2	
Corporate Communications	-	-	-	
Labor Relations	-	-	-	
Strategic Office	19	18	1	
Non-Departmental	3	-	3	
Total Administration	113	100	13	Vacancies
Operations				
Buses	2,328	2,285	43	Excess Bus Operators
Office of the Executive VP	6	4	2	
Safety & Training	68	38	30	Bus Operator training
Road Operations	141	129	12	
Transportation Support	25	21	4	
Operations Planning	34	32	2	
Revenue Control	6	6	-	
Total Operations	2,608	2,515	93	
Maintenance				
Buses	731	725	6	
Maintenance Support/CMF	230	231	(1)	
Facilities	83	75	8	
Supply Logistics	104	96	8	
Total Maintenance	1,148	1,127	21	
Capital Program Management	35	23	12	
Total Engineering/Capital	35	23	12	Vacancies mainly Managers
Security	13	12	1	
Total Public Safety	13	12	1	
Total Positions	3,917	3,777	140	
Non-Reimbursable	3,879	3,743	136	
Reimbursable	38	34	4	
Total Full-Time	3,899	3,763	136	
Total Full-Time Equivalents	18	14	4	

MTA BUS COMPANY
JULY FINANCIAL PLAN 2020 MID - YEAR FORECAST
TOTAL FULL - TIME POSITIONS AND FTE'S BY FUNCTION AND OCCUPATION
AUGUST 2020

FUNCTION/OCCUPATIONAL GROUP	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	46	40	6	
Professional, Technical, Clerical	64	60	4	
Operational Hourlies	3	-	3	
Total Administration	113	100	13	Vacancies
Operations				
Managers/Supervisors	319	297	22	
Professional, Technical, Clerical	45	46	(1)	
Operational Hourlies	2,244	2,172	72	
Total Operations	2,608	2,515	93	Excess Bus Operators
Maintenance				
Managers/Supervisors	241	241	-	
Professional, Technical, Clerical	34	35	(1)	
Operational Hourlies	873	851	22	
Total Maintenance	1,148	1,127	21	
Engineering/Capital				
Managers/Supervisors	21	12	9	
Professional, Technical, Clerical	14	11	3	
Operational Hourlies	-	-	-	
Total Engineering/Capital	35	23	12	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	596	39	
Professional, Technical, Clerical	162	158	4	
Operational Hourlies	3,120	3,023	97	
Total Baseline Positions	3,917	3,777	140	

MTA BUS COMPANY
July Financial Plan - 2020 Mid -Year Forecast
Utilization
(In millions)

	<u>August 2020</u>			<u>Year-to-date as of August 2020</u>		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<u>Farebox Revenue</u>						
Fixed Route	\$5.312	\$1.244	(\$4.068)	\$58.764	\$53.478	(\$5.286)
Total Farebox Revenue	\$5.312	\$1.244	(\$4.068)	\$58.764	\$53.478	(\$5.286)
<u>Ridership</u>						
Fixed Route	2.659	0.381	(2.278)	29.813	25.908	(3.905)
Total Ridership	2.659	0.381	(2.278)	29.813	25.908	(3.905)

Note: For monthly reporting purposes only, the 12-month allocation reflects the utilization impact of an adjustment to farebox revenue projections captured in Volume 1 of the 2020 July Financial Plan

Preliminary July 2020 Monthly Report: New York City Transit

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

Summary of Preliminary Financial Results

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

- July 2020 New York City Transit ridership of 33.5 million was 5.2 million (18.4 percent) above forecast, of which subway ridership of 32.5 million was 11.4 million (54.2 percent) above forecast, and bus ridership of 0.6 million was 6.3 million (92.1 percent) under forecast.
- July 2020 farebox revenue of \$90.3 million was \$35.6 million (65.1 percent) above forecast.
- Other revenue underran forecast in July by \$162.5 million (27.5 percent), primarily due to shortfalls in CARES Act funding.

July 2020 operating expenses of \$743.6 million were \$26.6 million (3.4 percent) less than forecast.

- Labor expenses were lower by \$19.9 million (3.3 percent), due largely to lower health & welfare/OPEB current expenses, which together were under forecast by \$16.3 million (12.7 percent).
- Non-labor expenses were favorable by \$6.6 million (3.8 percent), due mostly to lower maintenance and other operating contract expenses \$11.4 million (27.9 percent), partly offset by overruns in power \$4.0 million (17.0 percent), and fuel \$1.3 million (29.5 percent).

Preliminary financial results for July 2020 are presented in the table below and compared to the forecast.

Preliminary Financial Results Compared to Fcst						
Category (\$ in millions)	Jul Results		Fcst \$	Jul Year-to-Date Results		
	Variance Fav(UnFav) \$	%		Prelim Actual \$	Variance Fav(UnFav) \$	%
Total Farebox Revenue	35.6	65.1	1,219.0	1,264.1	45.1	3.7
Nonreimb. Exp. before Dep./OPEB	26.6	3.4	(5,197.1)	(5,001.8)	195.3	3.8
Net Cash Deficit*	(83.8)	1,069.8	(902.3)	(693.8)	208.5	23.1

*Excludes Subsidies and Debt Service

July 2020 farebox revenue of \$90.3 million was \$36 million (65.1 percent) above forecast. Subway revenue was \$52.3 million (124.9 percent) above forecast, bus revenue was \$10 million (82.4 percent) under forecast, and paratransit revenue was \$0.3 million (100 percent) under forecast. Accrued fare media liability was \$6M below budget due to an adjustment to reduce the liability consistent with current farebox revenue results.

Total ridership in July 2020 of 33.5 million was 5.2 million (18.4 percent) above forecast. Average weekday ridership in July 2020 was 1.2 million (82.3 percent) below July 2019.

Non-reimbursable expenses before depreciation, GASB 75 OPEB and GASB 68 pension Adjustment, were below forecast in July by \$26.6 million (3.4 percent).

Labor expenses underran forecast by a net \$19.9 million (3.3 percent), including favorable results in health & welfare/OPEB current expenses, which were under forecast by a net \$16.3 million (12.7 percent). Payroll was also under by \$5.5 million (1.8 percent), with partial offset in overtime expenses that were unfavorable by \$1.5 million (2.7 percent).

Non-labor expenses were favorable by \$6.6 million (3.8 percent), due mostly to lower maintenance and other operating contract expenses \$11.4 million (27.9 percent), partly offset by overruns in power \$4.0 million (17.0 percent), and fuel \$1.3 million (29.5 percent).

Year-to-date, non-reimbursable expenses were lower than forecast by \$195.3 million (3.8 percent), of which labor expenses underran by a net \$69.1 million (1.7 percent). Health and welfare/OPEB current expenses were favorable by \$114.6 million (13.1 percent), and overtime expenses underran by \$35.3 million (10.5 percent). COVID-19 death benefit accruals resulted in overruns in pension of \$55.5 million (9.2 percent) in addition to reimbursable overhead credits, which were unfavorable by \$16.9 million (13.3 percent). Non-labor expenses were favorable by a net \$126.2 million (11.0 percent), including significant underruns in nearly every category: electric power \$11.9 million (8.0 percent), fuel \$9.6 million (18.7 percent), paratransit service contract expenses \$24.8 million (11.7 percent), maintenance and operating contracts \$31.7 million (15.5 percent), professional service contracts \$13.0 million (12.7 percent), materials & supplies \$23.2 million (11.4 percent), and other business expense \$12.0 million (23.7 percent).

Financial Results

Farebox Revenue

July 2020 Farebox Revenue - (\$ in millions)								
	Jul		Favorable(Unfavorable)		Jul Year-to-Date		Favorable(Unfavorable)	
	Forecast	Prelim Actual	Amount	Percent	Forecast	Prelim Actual	Amount	Percent
Subway	41.9	94.1	52.3	124.9%	959.5	1,014.7	55.2	5.8%
NYCT Bus	12.1	2.2	(10.0)	(82.4%)	220.2	210.4	(9.8)	(4.5%)
Paratransit	0.3	0.0	(0.3)	(100.0%)	6.0	5.7	(0.3)	(5.0%)
Subtotal	54.3	96.3	42.0	77.3%	1,185.7	1,230.8	45.1	3.8%
Fare Media Liability	0.4	(6.0)	(6.4)	106.0%	33.2	33.2	0.0	0.0%
Total - NYCT	54.7	90.3	35.6	65.2%	1,219.0	1,264.1	45.1	3.7%

Note: Total may not add due to rounding

Average Fare

July Non-Student Average Fare - (in \$)				
	NYC Transit		Change	
	2019	Prelim 2020	Amount	Percent
Subway	2.218	2.900	0.681	30.7%
Local Bus	1.741	2.283	0.542	31.1%
Subway & Local Bus	2.102	2.894	0.792	37.7%
Express Bus	5.807	6.127	0.320	5.5%
Total	2.120	2.917	0.797	37.6%

The non-student average fare increased by 38 percent from the prior year. This is due to the significant 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. The temporary cessation of fare collection on local buses has also contributed to increasing the average fare.

Non-reimbursable Expenses

Non-reimbursable expenses, before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment, were under budget in the month of July by \$26.6 million (3.4 percent).

Labor expenses underran forecast by a net \$19.9 million (3.3 percent):

- Health & welfare/OPEB current expenses together were under forecast by a net \$16.3 million (12.7 percent) due to prescription drug contract rebates and vacancy savings
- Payroll expenses were lower than forecast by \$5.5 million (1.8 percent), reflecting vacancies
- Reimbursable OH credits were unfavorable by \$2.2 million (11.9 percent), due primarily to a major reduction in capital project support requirements

Non-labor expenses were favorable by \$6.6 million (3.8 percent):

- Electric power expenses were over by \$4.0 million (17.0 percent), due to restored service consumption and unfavorable timing of expenses
- Fuel expenses overran by \$1.3 million (29.5 percent), due to restored service consumption and unfavorable timing of expenses.
- Maintenance and other operating contract expenses were lower by \$11.4 million (27.9 percent), primarily resulting from SAP initiative underruns due to COVID-19 constraints
- Professional service contract expenses were favorable by \$2.6 million (15.7 percent), mainly due to bond issuance charge underruns

Year to date, non-reimbursable expenses before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment were lower than forecast by \$195.3 million (3.8 percent).

Labor expenses were lower than forecast by a net \$69.1 million (1.7 percent):

- Health and welfare/OPEB current expenses underran by \$114.6 million (13.1 percent), resulting from favorable rates due to prescription drug contract rebates and vacancy savings
- Overtime expenses underran by \$35.3 million (10.5 percent), reflecting reduced service requirements, prioritized inspection and maintenance and tightened management controls
- Pension expenses were higher by \$55.5 million (9.2 percent), due mainly to timing of COVID-19 death benefit accruals.
- Reimbursable overhead credits were unfavorable by \$16.9 million (13.3 percent), due primarily to a major reduction in capital project support requirements.

Non-labor expenses were favorable by a net \$126.2 million (11.0 percent):

- Electric power expenses were less than forecast by \$11.9 million (8.0 percent) largely due to lower consumption resulting from reduced service levels in prior months and lower prices.
- Fuel expenses were lower by \$9.6 million (18.7 percent), largely due to lower consumption resulting from reduced service levels in prior months and lower prices.
- Paratransit service contract expenses were favorable by \$24.8 million (11.7 percent), largely due to reduced trips.

- Maintenance and other operating contract expenses underran by \$31.7 million (15.5 percent), primarily due to deferral of the station deep cleaning and other SAP initiatives due to COVID-19 constraints.
- Professional Services expenses were favorable by \$13.0 million (12.7 percent), due to underruns in IT service, outside services, and bond issuance charges.
- Materials and supplies expenses underran by \$23.2 million (11.4 percent), largely due to reduced maintenance activity resulting from COVID-19.
- Other business expenses were lower by \$12.0 million (23.7 percent), due to reduced MetroCard transaction fees from lower ridership.

Depreciation expenses year-to-date were higher than forecast by \$71.5 million (6.4 percent).

GASB #75 OPEB Expense Adjustment reported an unfavorable variance to forecast of \$83.4 million.

GASB 68 Pension Adjustment was slightly unfavorable to the forecast by \$0.6 million.

Ridership Results

July 2020 Ridership vs. Forecast - (in millions)								
	Jul				Jul Year-to-Date			
	Forecast	Prelim Actual	More(Less)		Forecast	Prelim Actual	More(Less)	
			Amount	Percent			Amount	Percent
Subway	21.0	32.5	11.4	54.4%	402.1	426.5	24.4	6.1%
NYCT Bus	6.8	0.6	(6.3)	(91.9%)	125.2	115.9	(9.3)	(7.4%)
Paratransit	0.5	0.5	0.1	12.0%	4.0	4.0	0.0	0.4%
Total - NYCT	28.3	33.5	5.2	18.4%	531.3	546.4	15.1	2.8%

Note: Total may not add due to rounding

July 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	5,279	1,199	(4,080)	-77.3%	5,167	1,346	(3,821)	-74.0%	
NYCT Local Bus*	1,655	12	(1,643)	-99.3%	2,015	12	(2,003)	-99.4%	
NYCT Local Bus (APC estimation)**	1,655	964	(691)	-41.7%	2,015	1,354	(661)	-32.8%	
NYCT Express Bus*	39	10	(29)	-74.4%	12	5	(7)	-58.3%	
NYCT Express Bus (APC estimation)**	39	10	(29)	-74.6%	14	4	(10)	-67.9%	
Paratransit	32	20	(12)	-38.6%	38	19	(19)	-50.1%	
TOTAL NYCT	7,005	1,241	(5,764)	-82.3%	7,232	1,382	(5,850)	-80.9%	
TOTAL NYCT with APC estimation**	7,005	2,193	(4,812)	-68.7%	7,234	2,724	(4,510)	-62.3%	
12-Month Rolling Average									
Subway	5,455	3,669	(1,786)	-32.7%	5,422	3,771	(1,651)	-30.5%	
NYCT Local Bus	1,741	1,077	(664)	-38.1%	1,945	1,230	(715)	-36.8%	
NYCT Express Bus	40	27	(13)	-32.5%	13	10	(3)	-23.1%	
Paratransit	33	27	(6)	-18.1%	41	31	(10)	-23.4%	
TOTAL NYCT	7,269	4,800	(2,469)	-34.0%	7,421	5,042	(2,379)	-32.1%	

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

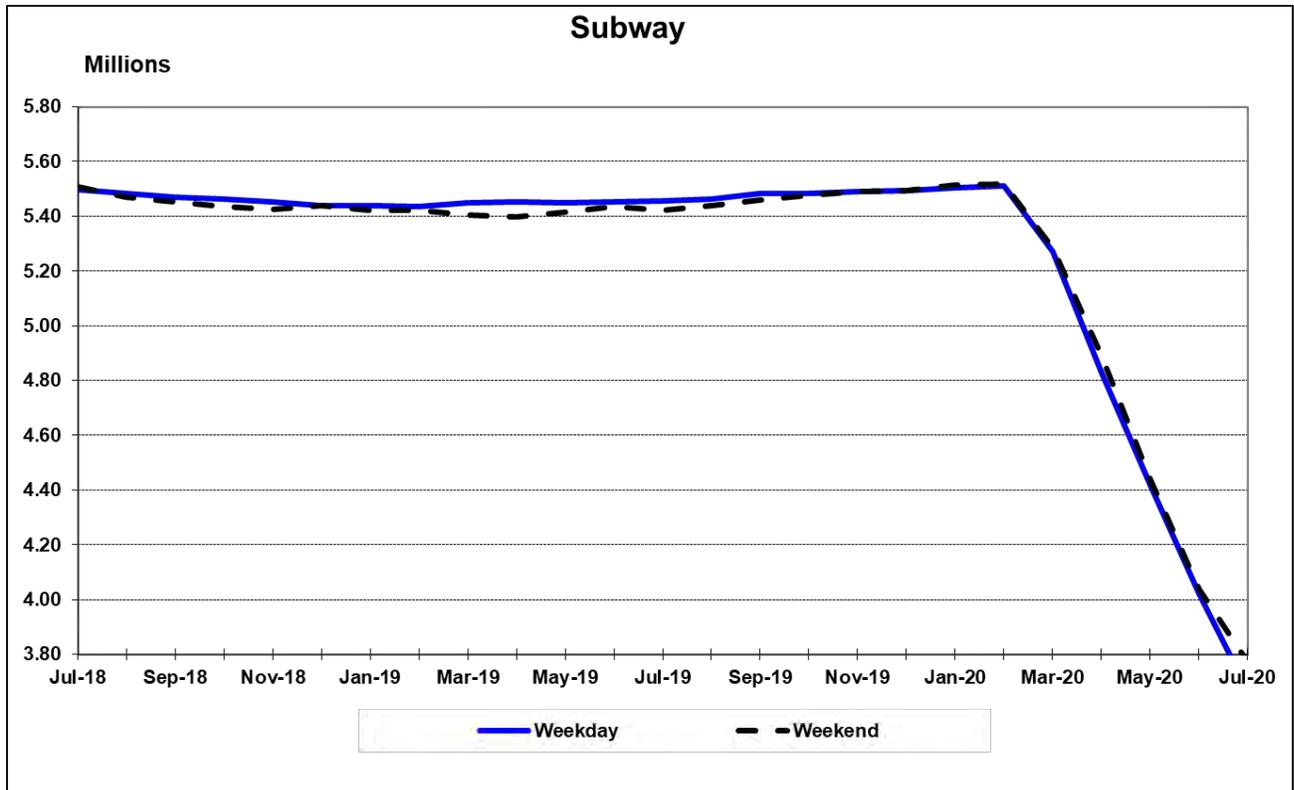
* Regular NYCT paid bus ridership registered in bus farebox.

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

- July 2020 subway ridership was 54.4 percent favorable to forecast and bus ridership was 91.9 percent unfavorable. Subway ridership exceeded the McKinsey projection for July and bus ridership underran due to the temporary cessation of fare collection on local bus routes.
- Average weekday ridership compared with the previous year was down 77% on subway. But the same measure for bus, using the estimate of actual bus riders riding for free based on APC sample counts, was down just 42%. The subway is more impacted by the reduction in employment based trips and COVID-19 related safety concerns.

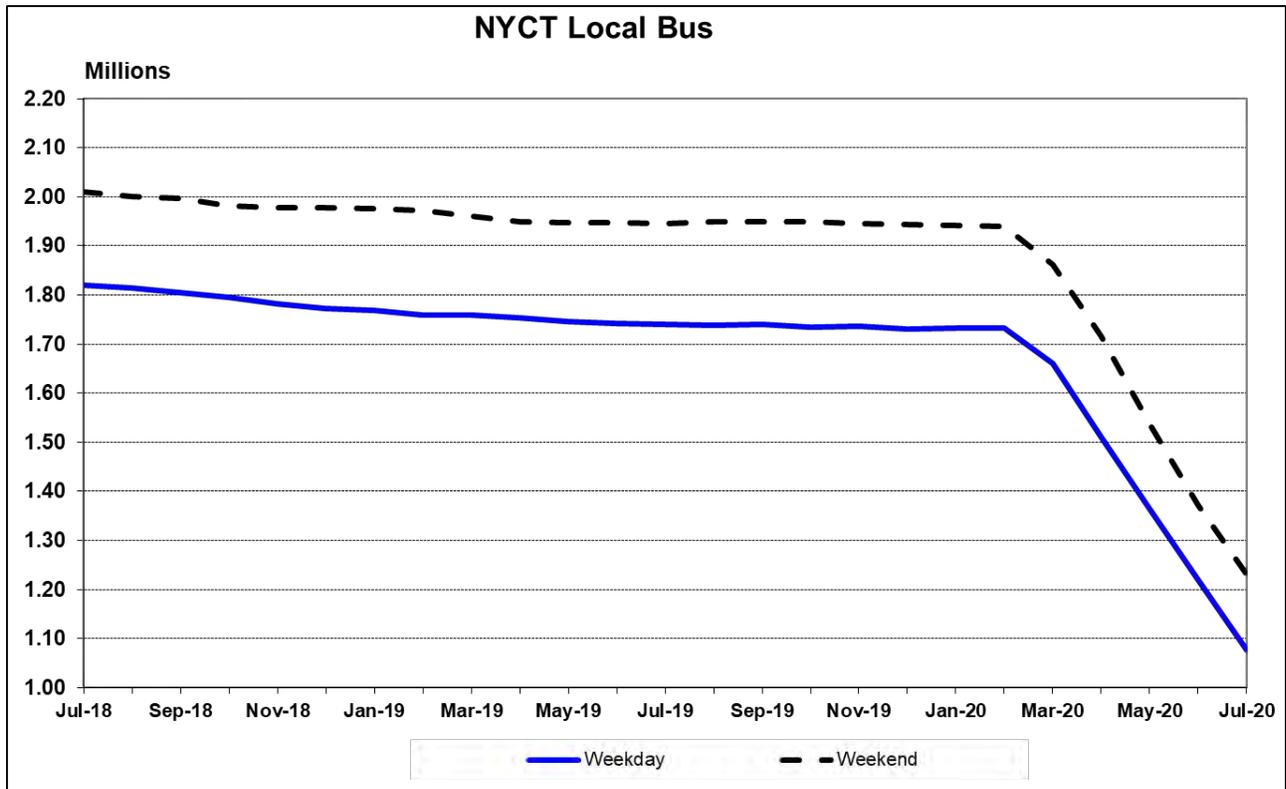
Average Weekday and Weekend Ridership

12-Month Rolling Averages



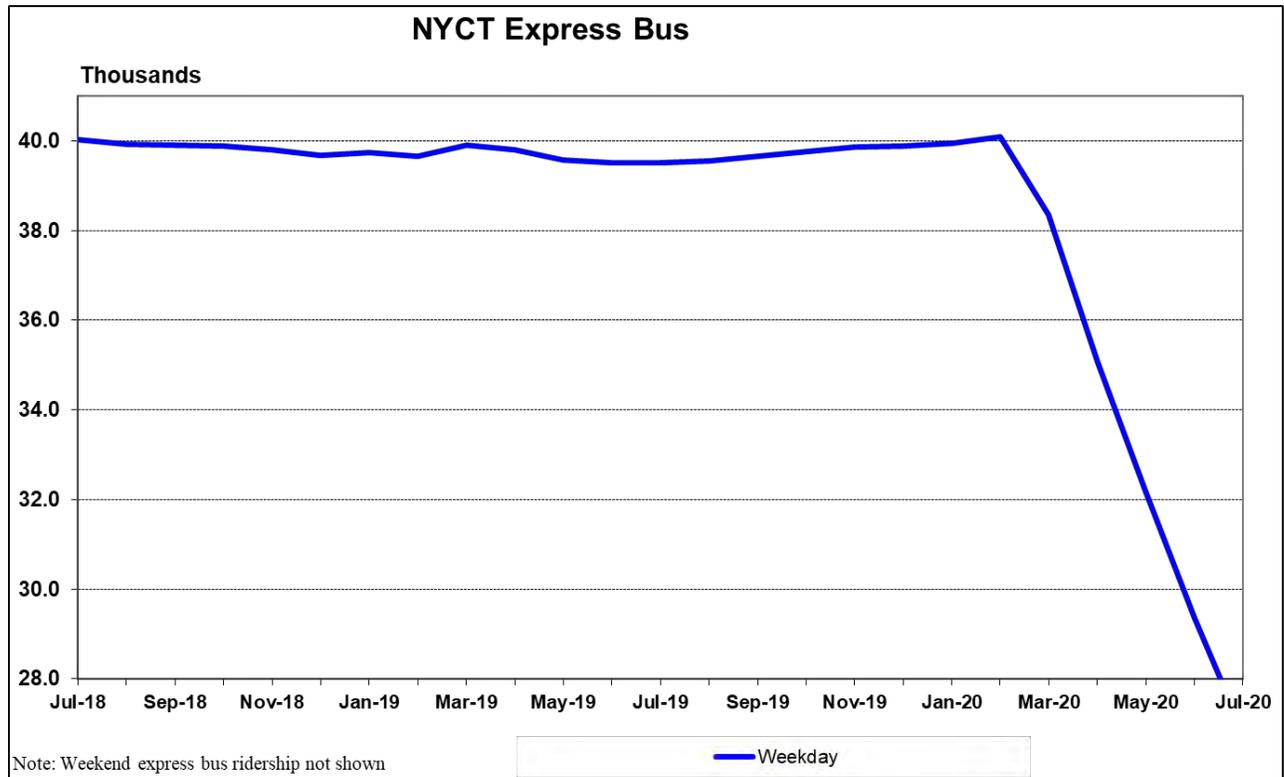
- Average weekday subway ridership was flat in 2016 and began to decline in 2017. Since 2019, average weekday ridership has continued to increase over the year. The drastic declines in March – July 2020 were due to COVID-19 travel limitations.
- Average weekend ridership decreased from 2015 to 2016, 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 – July 2020 were due to COVID-19 travel limitations.

12-Month Rolling Averages



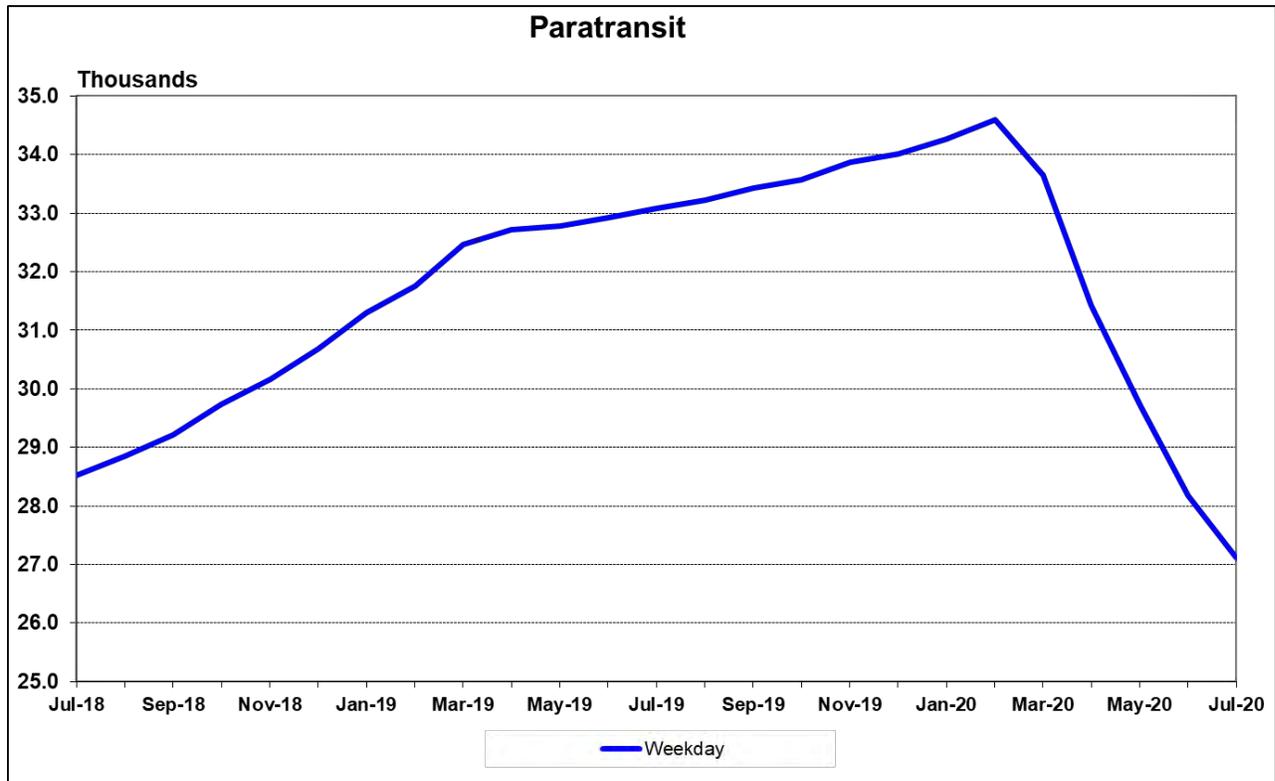
- The long-term downward trend in bus ridership accelerated in March 2017 and continued in 2019 and early 2020 at a slower pace. The drastic declines in March – July 2020 were due to COVID-19 travel limitations and local bus ridership impacts of the rear-door-only boarding policy.

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 – July 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 – July 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. Paratransit was the least impacted, down 38.6 percent on weekdays and 50.1 percent on weekends compared to the prior year. Subway average weekday ridership in July was 1,199, increased by 32 percent compared to June 2020, indicating the steady turnaround from the bottom in April in this crisis. A large portion of bus ridership was not counted, as the local buses did not register riders due to the rear-door-only boarding.

Ridership on Transit Services in the New York Area (thousands)						
Transit Service	Jul-19	Prelim Jul-20	Percent Change	Rolling Avg Prior Year	Rolling Avg Current Year	12-Month Rolling Average Percent Change
Average Weekday						
Subway	5,279	1,199	-77.3%	5,455	3,669	-32.7%
NYCT Local Bus	1,655	12	-99.3%	1,741	1,077	-38.1%
NYCT Express Bus	39	10	-74.4%	40	27	-32.5%
Paratransit	32	20	-38.6%	33	27	-18.1%
SIR	14	3	-81.6%	16	11	-33.8%
MTA Local Bus	350	1	-99.6%	363	225	-37.9%
MTA Express Bus	28	9	-67.8%	28	19	-31.0%
LIRR	317	60	-81.1%	316	204	-35.4%
Metro-North	283	47	-83.4%	284	183	-35.6%
PATH	288	47	-83.7%	283	186	-34.3%
Average Weekend						
Subway	5,167	1,346	-74.0%	5,422	3,771	-30.5%
NYCT Local Bus	2,015	12	-99.4%	1,945	1,230	-36.8%
NYCT Express Bus	12	5	-58.3%	13	10	-23.1%
Paratransit	38	19	-50.1%	41	31	-23.4%
SIR	6	1	-77.4%	7	2	-76.4%
MTA Local Bus	408	2	-99.4%	387	245	-36.8%
MTA Express Bus	12	5	-59.4%	12	9	-23.4%
LIRR	232	65	-72.0%	210	142	-32.4%
Metro-North	261	60	-77.0%	245	162	-33.9%
PATH	180	52	-71.1%	187	125	-33.2%

Note: Percentages are based on unrounded data.

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

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent
			Variance				Variance					
Revenue												
Farebox Revenue:												
Subway	\$41.889	\$94.149	\$52.260	-	\$0.000	\$0.000	-	-	\$41.889	\$94.149	\$52.260	-
Bus	\$12.132	\$2.166	(9.966)	(82.1)	\$0.000	\$0.000	-	-	\$12.132	\$2.166	(9.966)	(82.1)
Paratransit	\$0.309	\$0.008	(0.302)	(97.5)	\$0.000	\$0.000	-	-	\$0.309	\$0.008	(0.302)	(97.5)
Fare Liability	\$0.358	(6.004)	(6.363)	-	\$0.000	\$0.000	-	-	\$0.358	(6.004)	(6.363)	-
Farebox Revenue	\$54.689	\$90.319	\$35.629	65.1	\$0.000	\$0.000	-	-	\$54.689	\$90.319	\$35.629	65.1
Fare Reimbursement	\$6.330	\$7.064	\$0.734	11.6	\$0.000	\$0.000	-	-	\$6.330	\$7.064	\$0.734	11.6
Paratransit Reimbursement	\$18.680	\$12.852	(5.828)	(31.2)	\$0.000	\$0.000	-	-	\$18.680	\$12.852	(5.828)	(31.2)
Other Operating Revenue	\$608.235	\$450.831	(157.404)	(25.9)	\$0.000	\$0.000	-	-	\$608.235	\$450.831	(157.404)	(25.9)
Other Revenue	\$633.244	\$470.747	(162.498)	(25.7)	\$0.000	\$0.000	-	-	\$633.244	\$470.747	(162.498)	(25.7)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$94.581	\$85.659	(8.922)	(9.4)	\$94.581	\$85.659	(8.922)	(9.4)
Total Revenue	\$687.934	\$561.065	(126.868)	(18.4)	\$94.581	\$85.659	(8.922)	(9.4)	\$782.515	\$646.724	(135.790)	(17.4)
Expenses												
Labor :												
Payroll	\$299.876	\$294.375	\$5.501	1.8	\$38.352	\$34.899	\$3.452	9.0	\$338.228	\$329.274	\$8.953	2.6
Overtime	\$54.635	\$56.095	(1.460)	(2.7)	\$9.236	\$8.359	\$0.877	9.5	\$63.871	\$64.454	(0.583)	(0.9)
Total Salaries & Wages	\$354.511	\$350.470	\$4.041	1.1	\$47.588	\$43.258	\$4.330	9.1	\$402.099	\$393.728	\$8.371	2.1
Health and Welfare	\$82.650	\$46.682	\$35.968	43.5	\$1.783	\$1.761	\$0.022	1.2	\$84.433	\$48.443	\$35.990	42.6
OPEB Current Payment	\$45.804	\$65.440	(19.635)	(42.9)	\$1.063	\$0.944	\$0.119	11.2	\$46.868	\$66.384	(19.516)	(41.6)
Pensions	\$85.836	\$83.556	\$2.279	2.7	\$1.978	\$2.391	(0.413)	(20.9)	\$87.814	\$85.948	\$1.866	2.1
Other Fringe Benefits	\$46.293	\$46.806	(0.513)	(1.1)	\$14.858	\$13.702	\$1.157	7.8	\$61.151	\$60.508	\$0.644	1.1
Total Fringe Benefits	\$260.583	\$242.484	\$18.099	6.9	\$19.683	\$18.798	\$0.884	4.5	\$280.266	\$261.282	\$18.984	6.8
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(18.652)	(16.435)	(2.217)	(11.9)	\$18.652	\$16.435	\$2.217	11.9	\$0.000	\$0.000	\$0.000	91.1
Labor	\$596.441	\$576.518	\$19.923	3.3	\$85.923	\$78.492	\$7.431	8.6	\$682.364	\$655.010	\$27.354	4.0
Non-Labor :												
Electric Power	\$23.467	\$27.447	(3.980)	(17.0)	\$0.020	\$0.018	\$0.002	10.9	\$23.487	\$27.466	(3.978)	(16.9)
Fuel	\$4.316	\$5.589	(1.273)	(29.5)	\$0.000	\$0.000	\$0.000	-	\$4.316	\$5.589	(1.273)	(29.5)
Insurance	\$6.158	\$6.186	(0.028)	(0.5)	\$0.000	\$0.000	\$0.000	-	\$6.158	\$6.186	(0.028)	(0.5)
Claims	\$19.095	\$19.095	\$0.000	0.0	\$0.000	\$0.000	-	-	\$19.095	\$19.095	\$0.000	0.0
Paratransit Service Contracts	\$25.192	\$26.084	(0.892)	(3.5)	\$0.000	\$0.000	\$0.000	-	\$25.192	\$26.084	(0.892)	(3.5)
Maintenance and Other Operating Contracts	\$40.706	\$29.356	\$11.350	27.9	\$3.253	\$1.871	\$1.381	42.5	\$43.958	\$31.227	\$12.731	29.0
Professional Service Contracts	\$16.751	\$14.128	\$2.623	15.7	\$0.896	\$2.757	(1.861)	-	\$17.647	\$16.885	\$0.762	4.3
Materials & Supplies	\$30.735	\$30.351	\$0.384	1.3	\$4.334	\$7.338	(3.004)	(69.3)	\$35.069	\$37.689	(2.620)	(7.5)
Other Business Expenses	\$7.292	\$8.848	(1.556)	(21.3)	\$0.156	(4.817)	\$4.972	-	\$7.447	\$4.031	\$3.416	45.9
Non-Labor	\$173.711	\$167.083	\$6.628	3.8	\$8.658	\$7.167	\$1.491	17.2	\$182.369	\$174.251	\$8.119	4.5
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$770.152	\$743.602	\$26.551	3.4	\$94.581	\$85.659	\$8.922	9.4	\$864.733	\$829.261	\$35.473	4.1
Depreciation	\$160.672	\$170.693	(10.021)	(6.2)	\$0.000	\$0.000	-	-	\$160.672	\$170.693	(10.021)	(6.2)
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	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$930.824	\$914.295	\$16.529	1.8	\$94.581	\$85.659	\$8.922	9.4	\$1,025.405	\$999.954	\$25.451	2.5
OPERATING SURPLUS/DEFICIT	(242.891)	(353.230)	(110.339)	(45.4)	\$0.000	\$0.000	\$0.000	-	(242.891)	(353.230)	(110.339)	(45.4)

Note: 1) Totals may not add due to rounding

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

3) For monthly reporting purposes only, the 12-month allocation reflects an adjustment to farebox and toll revenue projections captured in Volume 1 of the 2020 July Financial Plan

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

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent
			Variance				Variance					
Revenue												
Farebox Revenue:												
Subway	\$959,528	\$1,014,696	\$55,168	5.7	\$0,000	\$0,000	-	-	\$959,528	\$1,014,696	\$55,168	5.7
Bus	\$220,220	\$210,422	(9,798)	(4.4)	\$0,000	\$0,000	-	-	\$220,220	\$210,422	(9,798)	(4.4)
Paratransit	\$6,000	\$5,699	(0,300)	(5.0)	\$0,000	\$0,000	-	-	\$6,000	\$5,699	(0,300)	(5.0)
Fare Liability	\$33,246	\$33,248	\$0,002	0.0	\$0,000	\$0,000	-	-	\$33,246	\$33,248	\$0,002	0.0
Farebox Revenue	\$1,218,994	\$1,264,065	\$45,071	3.7	\$0,000	\$0,000	-	-	\$1,218,994	\$1,264,065	\$45,071	3.7
Fare Reimbursement	\$52,366	\$53,834	\$1,468	2.8	\$0,000	\$0,000	-	-	\$52,366	\$53,834	\$1,468	2.8
Paratransit Reimbursement	\$98,775	\$84,846	(13,929)	(14.1)	\$0,000	\$0,000	-	-	\$98,775	\$84,846	(13,929)	(14.1)
Other Operating Revenue	\$2,784,304	\$2,615,548	(168,756)	(6.1)	\$0,000	\$0,000	-	-	\$2,784,304	\$2,615,548	(168,756)	(6.1)
Other Revenue	\$2,935,445	\$2,754,228	(181,217)	(6.2)	\$0,000	\$0,000	-	-	\$2,935,445	\$2,754,228	(181,217)	(6.2)
Capital and Other Reimbursements	\$0,000	\$0,000	-	-	\$651,041	\$591,359	(59,682)	(9.2)	\$651,041	\$591,359	(59,682)	(9.2)
Total Revenue	\$4,154,439	\$4,018,293	(136,146)	(3.3)	\$651,041	\$591,359	(59,682)	(9.2)	\$4,805,480	\$4,609,652	(195,828)	(4.1)
Expenses												
Labor :												
Payroll	\$2,040,060	\$2,044,448	(4,388)	(0.2)	\$250,883	\$234,726	\$16,157	6.4	\$2,290,943	\$2,279,174	\$11,769	0.5
Overtime	\$336,578	\$301,293	\$35,285	10.5	\$69,624	\$57,805	\$11,820	17.0	\$406,203	\$359,098	\$47,105	11.6
Total Salaries & Wages	\$2,376,639	\$2,345,741	\$30,898	1.3	\$320,507	\$292,531	\$27,976	8.7	\$2,697,146	\$2,638,272	\$58,874	2.2
Health and Welfare	\$565,779	\$517,598	\$48,181	8.5	\$12,049	\$13,051	(1,002)	(8.3)	\$577,827	\$530,649	\$47,179	8.2
OPEB Current Payment	\$310,942	\$244,531	\$66,411	21.4	\$7,319	\$6,554	\$0,764	10.4	\$318,261	\$251,085	\$67,175	21.1
Pensions	\$602,427	\$657,943	(55,516)	(9.2)	\$24,555	\$24,936	(0,381)	(1.6)	\$626,982	\$682,879	(55,897)	(8.9)
Other Fringe Benefits	\$316,871	\$320,825	(3,954)	(1.2)	\$101,068	\$92,168	\$8,899	8.8	\$417,939	\$412,993	\$4,946	1.2
Total Fringe Benefits	\$1,796,019	\$1,740,896	\$55,123	3.1	\$144,990	\$136,709	\$8,281	5.7	\$1,941,009	\$1,877,606	\$63,403	3.3
Contribution to GASB Fund	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Reimbursable Overhead	(127,088)	(110,177)	(16,912)	(13.3)	\$127,088	\$110,177	\$16,912	13.3	\$0,000	\$0,000	\$0,000	17.8
Labor	\$4,045,569	\$3,976,461	\$69,108	1.7	\$592,586	\$539,417	\$53,169	9.0	\$4,638,155	\$4,515,878	\$122,277	2.6
Non-Labor :												
Electric Power	\$149,627	\$137,707	\$11,919	8.0	\$0,147	\$0,155	(0,007)	(4.9)	\$149,774	\$137,862	\$11,912	8.0
Fuel	\$51,204	\$41,643	\$9,561	18.7	\$0,017	\$0,000	\$0,017	-	\$51,221	\$41,643	\$9,578	18.7
Insurance	\$43,717	\$43,740	(0,023)	(0.1)	\$0,000	\$0,000	\$0,000	-	\$43,717	\$43,740	(0,023)	(0.1)
Claims	\$133,666	\$133,666	\$0,000	0.0	\$0,000	\$0,000	-	-	\$133,666	\$133,666	\$0,000	0.0
Paratransit Service Contracts	\$212,185	\$187,399	\$24,785	11.7	\$0,000	\$0,000	\$0,000	-	\$212,185	\$187,399	\$24,785	11.7
Maintenance and Other Operating Contracts	\$204,613	\$172,907	\$31,707	15.5	\$23,282	\$19,884	\$3,398	14.6	\$227,895	\$192,790	\$35,105	15.4
Professional Service Contracts	\$102,239	\$89,212	\$13,027	12.7	\$6,501	\$14,405	(7,904)	-	\$108,739	\$103,616	\$5,123	4.7
Materials & Supplies	\$203,666	\$180,472	\$23,193	11.4	\$29,794	\$22,033	\$7,761	26.0	\$233,460	\$202,505	\$30,954	13.3
Other Business Expenses	\$50,611	\$38,615	\$11,995	23.7	(1,286)	(4,533)	\$3,248	-	\$49,325	\$34,082	\$15,243	30.9
Non-Labor	\$1,151,527	\$1,025,362	\$126,165	11.0	\$58,455	\$51,943	\$6,513	11.1	\$1,209,982	\$1,077,305	\$132,678	11.0
Other Expense Adjustments:												
Other	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Other Expense Adjustments	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Total Expenses before Depreciation and OPEB	\$5,197,096	\$5,001,823	\$195,273	3.8	\$651,041	\$591,359	\$59,682	9.2	\$5,848,137	\$5,593,182	\$254,955	4.4
Depreciation	\$1,124,703	\$1,196,246	(71,543)	(6.4)	\$0,000	\$0,000	-	-	\$1,124,703	\$1,196,246	(71,543)	(6.4)
GASB 75 OPEB Expense Adjustment	(22,529)	\$60,864	(83,392)	-	\$0,000	\$0,000	-	-	(22,529)	\$60,864	(83,392)	-
GASB 68 Pension Adjustment	(3,697)	(3,107)	(0,590)	(16.0)	\$0,000	\$0,000	-	-	(3,697)	(3,107)	(0,590)	(16.0)
Environmental Remediation	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Total Expenses	\$6,295,574	\$6,255,825	\$39,749	0.6	\$651,041	\$591,359	\$59,682	9.2	\$6,946,614	\$6,847,184	\$99,430	1.4
OPERATING SURPLUS/DEFICIT	(2,141,135)	(2,237,532)	(96,397)	(4.5)	\$0,000	\$0,000	\$0,000	-	(2,141,135)	(2,237,532)	(96,397)	(4.5)

Note: 1) Totals may not add due to rounding

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

3) For monthly reporting purposes only, the 12-month allocation reflects an adjustment to farebox and toll revenue projections captured in Volume 1 of the 2020 July Financial Plan

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2020 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
JULY 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
		\$	%		\$	%	
Farebox Revenue	NR	35.6	65.1	Paid subway ridership exceeded McKinsey projections offset by rear-door boarding policy on buses with elimination of cash collection	45.1	3.7	Paid subway ridership exceeded McKinsey projections offset by rear-door boarding policy on buses with elimination of cash collection
Other Operating Revenue	NR	(162.5)	(25.7)	Mostly underrun of CARES Act funding and Paratransit underrun	(181.2)	(6.2)	Mostly underrun of CARES Act funding and Paratransit underrun
Payroll	NR	5.5	1.8	Primarily due to vacancies.	(4.4)	(0.2)	Primarily due to reimbursable project underruns hitting operating and unbudgeted holiday and, partially offset by vacancies
Overtime	NR	(1.5)	(2.7)	Primarily reflects backfill of vacancies	35.3	10.5	Due largely to reduced service requirements, and tightened management controls
Health & Welfare (including OPEB current payment)	NR	16.3	12.7	Favorable rates due to prescription drug contract rebates and vacancy savings	114.6	13.1	Favorable rates due to prescription drug contract rebates and vacancy savings
Pension	NR	2.3	2.7	Due to timing of Covid-19 death benefit charges largely offset by pension expense timing	(55.5)	(9.2)	Due to \$58M Covid-19 death benefit accrual and unfavorable pension expense timing
Other Fringe Benefits	NR	(0.5)	(1.1)		(4.0)	(1.2)	Mainly due to a major reduction in capital project support requirements partly offset by FICA underruns due to vacancies.
Reimbursable Overhead	NR	(2.2)	(11.9)	Mainly due to a major reduction in capital project support requirements	(16.9)	(13.3)	Mainly due to a major reduction in capital project support requirements
Electric Power	NR	(4.0)	(17.0)	Due to restored service consumption and unfavorable non-traction timing of expenses	11.9	8.0	Due to lower consumption due to reduced service levels in prior months
Fuel	NR	(1.3)	(29.5)	Due to increased consumption with restored regular summer service	9.6	18.7	Primarily lower consumption due to essential service levels in prior months
Paratransit Service Contracts	NR	(0.9)	(3.5)		24.8	11.7	Largely due to reduced trips
Maintenance and Other Operating Contracts	NR	11.4	27.9	Primarily SAP initiative underrun due to COVID-19 constraints	31.7	15.5	Primarily SAP initiative underrun due to COVID-19 constraints
Professional Service Contracts	NR	2.6	15.7	Mainly bond issuance charge underrun	13.0	12.7	Mainly underruns in IT service, outside services, and bond issuance charges
Materials & Supplies	NR	0.4	1.3		23.2	11.4	Reflects reduced maintenance activity due to COVID-19
Other Business	NR	(1.6)	(21.3)	Undercharge to Capital Engineering of FB OH largely offset by lower metrocard transaction fees due to lower ridership	12.0	23.7	Mainly reflecting lower metrocard transaction fees due to lower ridership

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2020 Mid_Year
Cash Receipts and Expenditures
Jul FY20
(\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$54.689	\$93.445	\$38.756	70.9	\$1,219.194	\$1,313.241	\$94.047	7.7
Fare Reimbursement	\$0.000	\$0.000	\$0.000	-	\$20.079	\$0.000	(20.079)	-
Paratransit Reimbursement	\$64.071	\$13.620	(50.451)	(78.7)	\$168.648	\$117.614	(51.034)	(30.3)
Other Operating Revenue	\$603.243	\$448.017	(155.226)	(25.7)	\$2,726.698	\$2,565.573	(161.125)	(5.9)
Other Revenue	\$667.315	\$461.637	(205.678)	(30.8)	\$2,915.425	\$2,683.187	(232.238)	(8.0)
Capital and Other Reimbursements	\$94.581	\$95.871	\$1.290	1.4	\$651.271	\$554.407	(96.864)	(14.9)
Total Revenue	\$816.585	\$650.953	(165.632)	(20.3)	\$4,785.890	\$4,550.835	(235.055)	(4.9)
Expenditures								
Labor :								
Payroll	\$308.939	\$297.673	\$11.265	3.6	\$2,282.561	\$2,267.897	\$14.664	0.6
Overtime	\$63.871	\$64.454	(0.583)	(0.9)	\$406.203	\$359.098	\$47.105	11.6
Total Salaries & Wages	\$372.810	\$362.127	\$10.683	2.9	\$2,688.764	\$2,626.995	\$61.769	2.3
Health and Welfare	\$84.433	\$69.273	\$15.160	18.0	\$578.033	\$507.369	\$70.665	12.2
OPEB Current Payment	\$46.868	\$66.384	(19.516)	(41.6)	\$318.261	\$251.085	\$67.175	21.1
Pensions	\$87.814	\$85.968	\$1.846	2.1	\$626.982	\$624.633	\$2.349	0.4
Other Fringe Benefits	\$43.256	\$19.725	\$23.531	54.4	\$307.516	\$218.559	\$88.957	28.9
Total Fringe Benefits	\$262.370	\$241.350	\$21.020	8.0	\$1,830.793	\$1,601.646	\$229.147	12.5
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	-
Labor	\$635.180	\$603.477	\$31.703	5.0	\$4,519.557	\$4,228.641	\$290.916	6.4
Non-Labor :								
Electric Power	\$23.487	\$22.446	\$1.041	4.4	\$158.787	\$143.607	\$15.180	9.6
Fuel	\$4.316	\$4.950	(0.634)	(14.7)	\$51.221	\$44.019	\$7.202	14.1
Insurance	\$6.636	(1.573)	\$8.209	-	\$47.663	\$40.301	\$7.362	15.4
Claims	\$13.847	\$5.905	\$7.942	57.4	\$74.632	\$58.513	\$16.119	21.6
Paratransit Service Contracts	\$25.192	\$19.489	\$5.703	22.6	\$210.685	\$205.277	\$5.408	2.6
Maintenance and Other Operating Contracts	\$43.958	\$28.149	\$15.809	36.0	\$232.774	\$174.439	\$58.335	25.1
Professional Service Contracts	\$15.397	\$5.340	\$10.057	65.3	\$111.883	\$97.181	\$14.702	13.1
Materials & Supplies	\$34.527	\$35.794	(1.267)	(3.7)	\$231.668	\$218.004	\$13.664	5.9
Other Business Expenses	\$7.447	\$4.152	\$3.295	44.2	\$49.325	\$34.682	\$14.643	29.7
Non-Labor	\$174.807	\$124.652	\$50.155	28.7	\$1,168.638	\$1,016.023	\$152.615	13.1
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$809.987	\$728.129	\$81.858	10.1	\$5,688.194	\$5,244.664	\$443.530	7.8
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	\$809.987	\$728.129	\$81.858	10.1	\$5,688.194	\$5,244.664	\$443.530	7.8
Net Surplus/(Deficit)	\$6.597	(77.176)	(83.773)	-	(902.305)	(693.829)	\$208.476	23.1

Note: 1) Totals may not add due to rounding

2) For monthly reporting purposes only, the 12-month allocation reflects an adjustment to farebox and toll revenue projections captured in Volume 1 of the 2020 July Financial Plan

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2020 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN THE ADOPTED BUDGET AND ACTUAL CASH BASIS
Jul FY20
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	38.8	70.9	Mainly favorable paid Subway ridership relative to McKinsey projection	94.0	7.7	Mainly favorable paid Subway ridership relative to McKinsey projection
Other Operating Receipts	(205.7)	(30.8)	Reflects underruns in CARES Act funding and Paratransit reimbursement	(232.2)	(8.0)	Reflects underruns in CARES Act funding and Paratransit reimbursement
Capital and Other Reimbursements	1.3	1.4		(96.9)	(14.9)	Reflects constrained project charging and corresponding reimbursement underrun
Payroll	11.3	3.6	Due primarily to vacancies	14.7	0.6	Due primarily to vacancies
Overtime	(0.6)	(0.9)		47.1	11.6	Due to reduced service and capital support requirements, and tightened management controls in prior months
Health & Welfare/OPEB Current	(4.4)	(3.3)	Unfavorable timing of payments	137.8	15.4	Favorable timing of backlog prescription drug rebates and vacancy savings
Pension	1.8	2.1	Favorable timing of payments	2.3	0.4	Favorable timing of payments
Other Fringe Benefits	23.5	54.4	Reflects deferral of FICA payroll tax expenditure under CARES Act.	89.0	28.9	Reflects deferral of FICA payroll tax expenditure under CARES Act.
Electric Power	1.0	4.4	Favorable timing of payments	15.2	9.6	Reflects lower consumption due to reduced service levels in prior months
Fuel	(0.6)	(14.7)	Due to increased consumption of restored regular summer service in July	7.2	14.1	Due to lower consumption from reduced service levels in prior months
Insurance	8.2	-	Favorable timing of insurance payments	7.4	15.4	Favorable timing of insurance payments
Claims	7.9	57.4	Largely the favorable timing of payments	16.1	21.6	Largely the favorable timing of payments
Paratransit Service Contracts	5.7	22.6	Largely due to reduced trips	5.4	2.6	Largely due to reduced trips
Maintenance and Other Operating Contracts	15.8	36.0	Primarily SAP initiative underrun due to COVID-19 constraints	58.3	25.1	Primarily SAP initiative underrun due to COVID-19 constraints
Professional Service Contracts	10.1	65.3	Favorable timing of payments and underruns in IT service and bond issuance charges	14.7	13.1	Mainly underruns in IT service, outside services, and bond issuance charges
Materials & Supplies	(1.3)	(3.7)	Unfavorable timing of payments	13.7	5.9	Reflects reduced maintenance activity due to COVID-19
Other Business	3.3	44.2	Due to lower metrocard transaction fees	14.6	29.7	Due to lower metrocard transaction fees

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2020 Mid_Year
Cash Conversion (Cash Flow Adjustments)
 Jul FY20
 (\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	\$0.000	\$3.126	\$3.126	-	\$0.200	\$49.176	\$48.976	-
Fare Reimbursement	(6.330)	(7.064)	(0.734)	(11.6)	(32.287)	(53.834)	(21.547)	(66.7)
Paratransit Reimbursement	\$45.391	\$0.768	(44.623)	(98.3)	\$69.873	\$32.768	(37.105)	(53.1)
Other Operating Revenue	(4.991)	(2.814)	\$2.177	43.6	(57.606)	(49.975)	\$7.631	13.2
Other Revenue	\$34.070	(9.110)	(43.180)	-	(20.020)	(71.041)	(51.021)	-
Capital and Other Reimbursements	\$0.000	\$10.212	\$10.212	-	\$0.230	(36.952)	(37.182)	-
Total Revenue	\$34.070	\$4.229	(29.841)	(87.6)	(19.590)	(58.817)	(39.227)	-
Expenses								
Labor :								
Payroll	\$29.289	\$31.601	\$2.312	7.9	\$8.382	\$11.277	\$2.895	34.5
Overtime	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Salaries & Wages	\$29.289	\$31.601	\$2.312	7.9	\$8.382	\$11.277	\$2.895	34.5
Health and Welfare	\$0.000	(20.830)	(20.830)	-	(0.206)	\$23.280	\$23.486	-
OPEB Current Payment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Pensions	\$0.000	(0.020)	(0.020)	-	\$0.000	\$58.246	\$58.246	-
Other Fringe Benefits	\$17.895	\$40.783	\$22.887	-	\$110.422	\$194.434	\$84.012	76.1
Total Fringe Benefits	\$17.895	\$19.932	\$2.037	11.4	\$110.216	\$275.960	\$165.743	-
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	\$47.184	\$51.533	\$4.349	9.2	\$118.598	\$287.237	\$168.638	-
Non-Labor :								
Electric Power	\$0.000	\$5.020	\$5.020	-	(9.013)	(5.745)	\$3.267	36.3
Fuel	\$0.000	\$0.639	\$0.639	-	\$0.000	(2.376)	(2.376)	-
Insurance	(0.478)	\$7.759	\$8.237	-	(3.946)	\$3.439	\$7.385	-
Claims	\$5.248	\$13.190	\$7.942	-	\$59.034	\$75.153	\$16.119	27.3
Paratransit Service Contracts	\$0.000	\$6.595	\$6.595	-	\$1.500	(17.878)	(19.378)	-
Maintenance and Other Operating Contracts	\$0.000	\$3.078	\$3.078	-	(4.879)	\$18.351	\$23.230	-
Professional Service Contracts	\$2.250	\$11.545	\$9.295	-	(3.144)	\$6.435	\$9.579	-
Materials & Supplies	\$0.542	\$1.895	\$1.353	-	\$1.792	(15.499)	(17.290)	-
Other Business Expenses	\$0.000	(0.121)	(0.121)	-	\$0.000	(0.600)	(0.600)	-
Non-Labor	\$7.562	\$49.599	\$42.037	-	\$41.344	\$61.282	\$19.937	48.2
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	\$54.746	\$101.132	\$46.386	84.7	\$159.943	\$348.518	\$188.576	-
Depreciation	\$160.672	\$170.693	\$10.021	6.2	\$1,124.703	\$1,196.246	\$71.543	6.4
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	\$0.000	-	(22.529)	\$60.864	\$83.392	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	(3.697)	(3.107)	\$0.590	16.0
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$215.418	\$271.825	\$56.407	26.2	\$1,258.420	\$1,602.520	\$344.100	27.3
Total Cash Conversion Adjustments	\$249.488	\$276.054	\$26.566	10.6	\$1,238.830	\$1,543.703	\$304.873	24.6

Note: 1) Totals may not add due to rounding

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

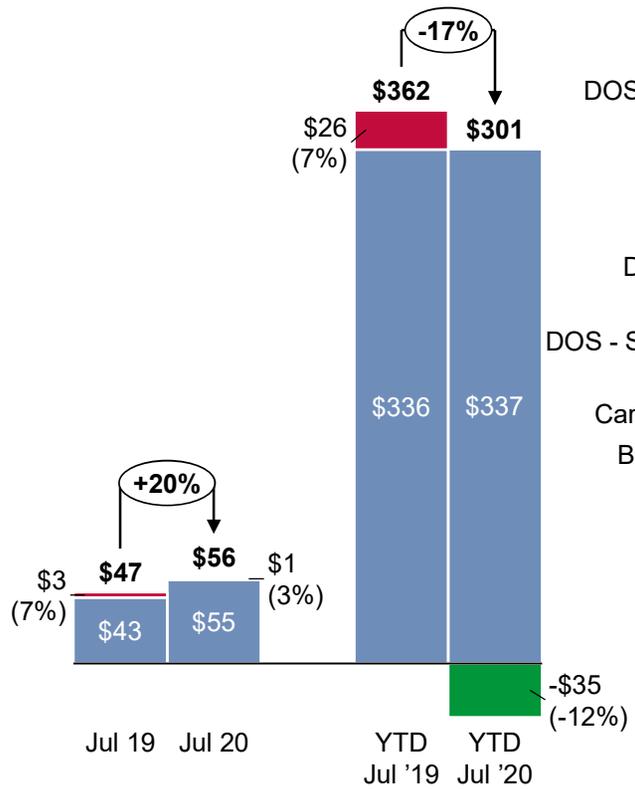
3) For monthly reporting purposes only, the 12-month allocation reflects an adjustment to farebox and toll revenue projections captured in Volume 1 of the 2020 July Financial Plan

NYCT – Non-Reimbursable Overtime Variance

July 2020 and YTD forecast vs. variance \$M

- Variance - Unfavorable
- Variance - Favorable
- Budget

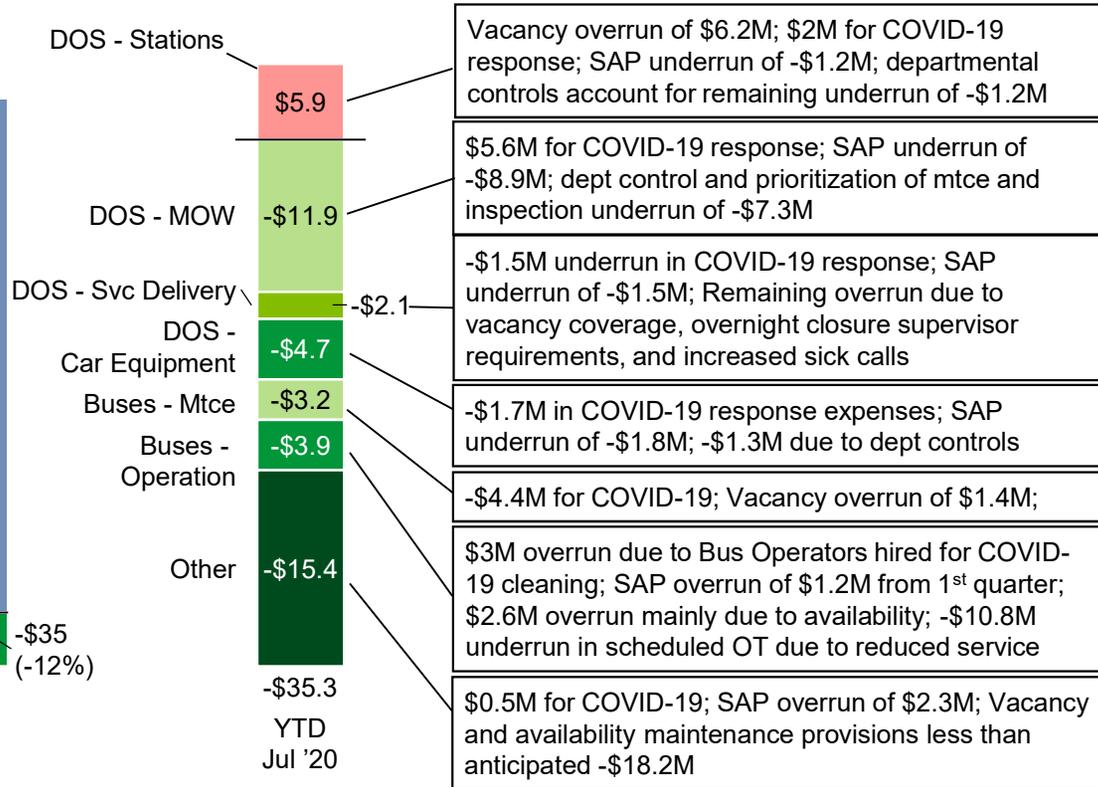
Annual Budget
 Adopted: \$508M
 Forecast: \$603M



Overview

- Overall decrease of \$61M or 17% compared to July YTD 2019
- \$35M or 12% below 2020 YTD budget
- Subways -\$12M underrun: \$4M for COVID-19 response; \$6M for Vacancy coverage; -\$13M SAP; -\$1M scheduled overtime; -\$8M staffing constraints/departmental controls/prioritization of maintenance
- Buses -\$7M underrun: -\$1M for COVID-19 response; \$1M SAP from 1st quarter; -\$11M scheduled overtime; \$4M other maintenance

YTD variance by division \$M



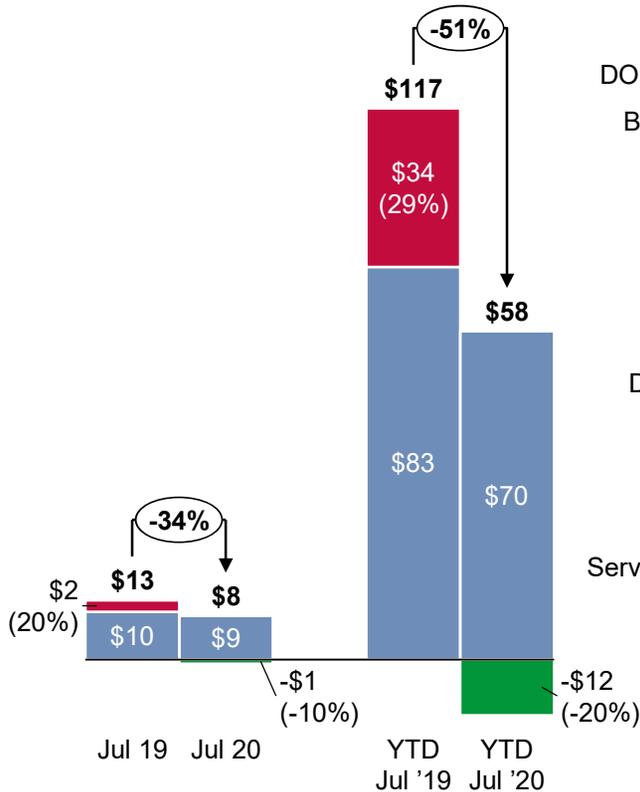
Source: Forecast budget. GL actuals for actual overtime spending.

NYCT – Reimbursable Overtime Variance

July 2020 and YTD forecast vs. variance \$M

- Variance - Unfavorable
- Variance - Favorable
- Budget

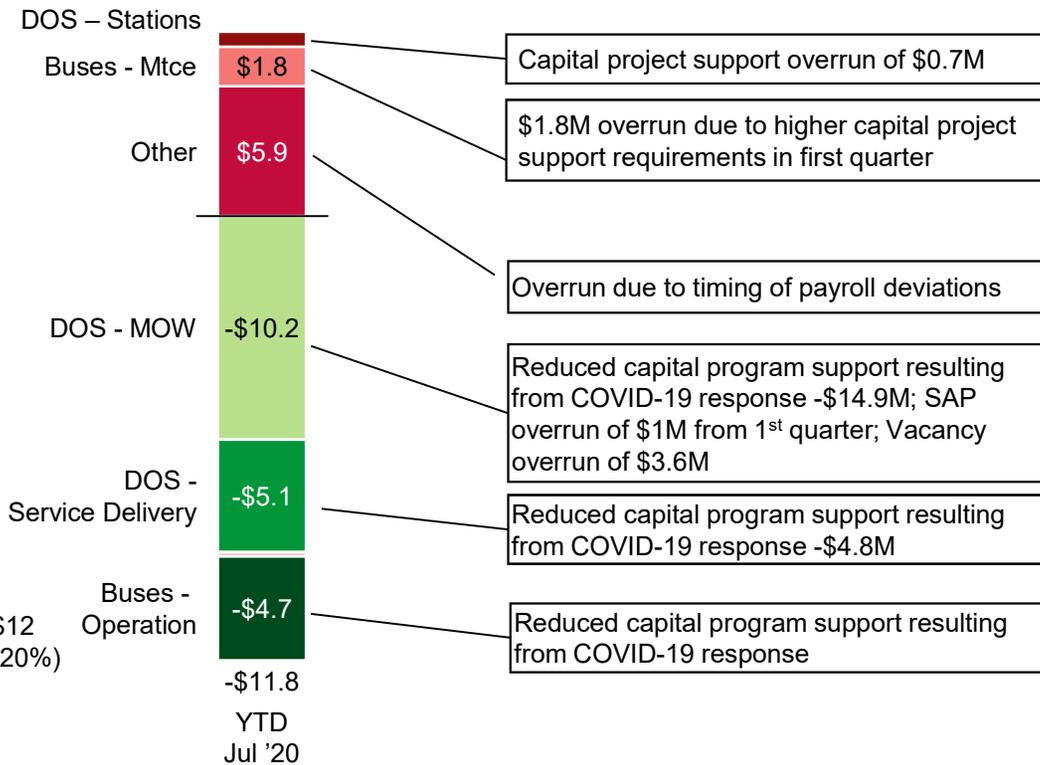
Annual Budget
 Adopted: \$130M
 Forecast: \$123M



Overview

- Overall decrease of \$59M or 51% compared to July YTD 2019
- \$12M or 20% below 2020 YTD budget
- Subways -\$14.5M underrun: \$3.6M for vacancies, -\$20M due to lower capital project support requirements; \$1M overrun for SAP
- Buses -\$2.9M underrun: lower capital project support requirements

YTD variance by division \$M



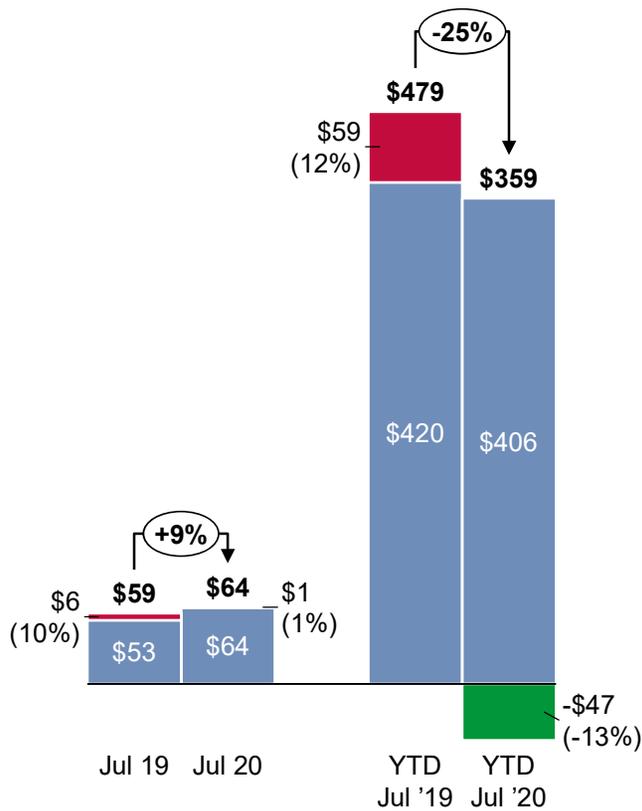
Source: Forecast budget. GL actuals for actual overtime spending.

NYCT – Total Overtime Variance

July 2020 and YTD forecast vs. variance \$M

- Variance - Unfavorable
- Variance - Favorable
- Budget

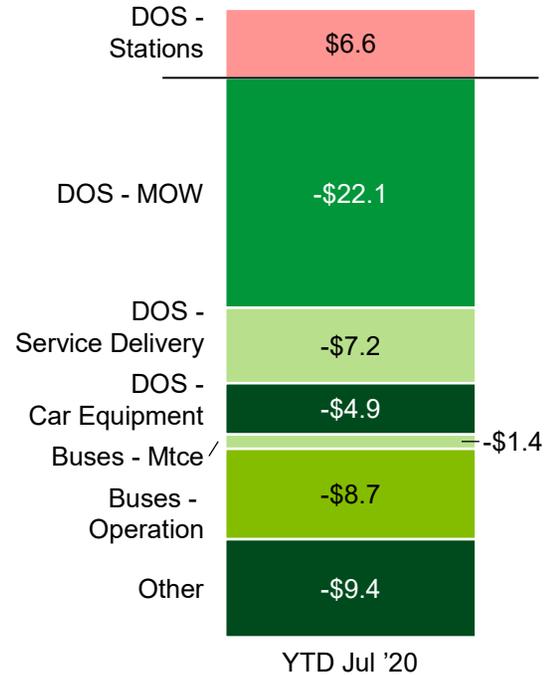
Annual Budget
 Adopted: \$638M
 Forecast: \$726M



Overview

- Overall decrease of \$120M or 25% compared to July YTD 2019
- \$47M or 13% below 2020 YTD budget

YTD variance by division \$M



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

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

	<u>Mid Year</u>	<u>Actual</u>	<u>Variance</u> <u>Fav./(Unfav)</u>	<u>Explanation</u>
<u>Administration:</u>				
Office of the President	25	24	1	
Law	281	237	44	
Office of the EVP	13	10	3	
Human Resources	218	193	25	
Office of Management and Budget	41	32	9	
Capital Planning and Budget	37	26	11	
Strategy & Customer Experience	187	183	4	
Non-Departmental	1	0	1	
Labor Relations	84	77	7	
Office of People & Business Transformation	18	14	4	
Materiel	235	209	26	
Controller	114	102	12	
Total Administration	1,254	1,107	147	
<u>Operations:</u>				
Subways Service Delivery	8,232	7,878	354	Vacancies mainly due to Supv and RVO titles.
Subways Operations Support/Admin	405	420	(15)	
Subways Stations	2,621	2,442	179	Vacancies mainly due to Station Agents.
Subtotal Subways	11,258	10,740	518	
Buses	10,976	10,644	332	Vacancies mainly due to Supt and Bus Operators.
Paratransit	214	183	31	
Operations Planning	388	345	43	
Revenue Control	640	575	65	Vacancies mainly due to Mgr, PTE and Hourlies.
Non-Departmental	-	-	0	
Total Operations	23,476	22,487	989	
<u>Maintenance:</u>				
Subways Operations Support/Admin	123	85	38	
Subways Engineering	358	311	47	
Subways Car Equipment	4,954	4,800	154	Vacancies mainly due to Road Car Inspectors and Car Inspectors.
Subways Infrastructure	1,881	1,892	(11)	
Subways Elevators & Escalators	476	458	18	
Subways Stations	3,495	3,271	224	Vacancies mainly due to Supv, and Hourlies.
Subways Track	3,165	2,892	273	Vacancies mainly due to Supt, TEM, PDM, and Trackworkers.
Subways Power	686	642	44	
Subways Signals	1,720	1,648	72	Vacancies mainly due to MS Signals and Signal Mtrs.
Subways Electronic Maintenance	1,620	1,502	118	Vacancies mainly due to EEMs.
Subtotal Subways	18,478	17,501	977	
Buses	3,487	3,406	81	Vacancies mainly due to Hourlies.
Supply Logistics	548	533	15	
System Safety	93	81	12	
Non-Departmental	(115)	-	(115)	
Total Maintenance	22,491	21,521	970	
<u>Engineering:</u>				
Capital Program Management	1,450	1,169	281	Vacancies mainly due to Mgrs and PTEs
Total Engineering/Capital	1,450	1,169	281	
<u>Public Safety:</u>				
Security	657	616	41	
Total Public Safety	657	616	41	
Total Positions	49,328	46,900	2,428	
Non-Reimbursable	44,209	43,303	906	
Reimbursable	5,119	3,597	1,522	
Total Full-Time	49,137	46,774	2,363	
Total Full-Time Equivalents	191	126	65	

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

FUNCTION/OCCUPATION	Mid Year	Actual	Variance Fav./(Unfav)	Explanation
<u>Administration:</u>				
Managers/Supervisors	438	378	60	
Professional, Technical, Clerical	784	698	86	
Operational Hourlies	32	31	1	
Total Administration	1,254	1,107	147	
<u>Operations:</u>				
Managers/Supervisors	2,824	2,590	234	
Professional, Technical, Clerical	580	501	79	
Operational Hourlies	20,072	19,396	676	
Total Operations	23,476	22,487	989	
<u>Maintenance:</u>				
Managers/Supervisors	3,996	3,799	197	
Professional, Technical, Clerical	1,073	852	221	
Operational Hourlies	17,422	16,870	552	
Total Maintenance	22,491	21,521	970	
<u>Engineering/Capital:</u>				
Managers/Supervisors	364	287	77	
Professional, Technical, Clerical	1,084	880	204	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,450	1,169	281	
<u>Public Safety:</u>				
Managers/Supervisors	270	252	18	
Professional, Technical, Clerical	41	32	9	
Operational Hourlies	346	332	14	
Total Public Safety	657	616	41	
<u>Total Positions:</u>				
Managers/Supervisors	7,892	7,306	586	
Professional, Technical, Clerical	3,562	2,963	599	
Operational Hourlies	37,874	36,631	1243	
Total Positions	49,328	46,900	2,428	

Preliminary July 2020 Report: Staten Island Railway

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

Summary of Preliminary Financial Results

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

- July 2020 Staten Island Railway ridership of 62,291 was 11,320 rides (22.2 percent) above forecast. Average weekday ridership of 2,534 was 11,223 rides (81.6 percent) lower than July 2019.
- Farebox revenue of \$0.134 million was \$0.044 million (48.7 percent) above forecast. The overrun was due to favorable ridership and higher average fare.
- Other revenue exceeded forecast in July by \$0.440 million (10.4 percent), primarily due to receipt of CARES Act funding.
- Operating expenses were under forecast by \$2.967 million (47.6 percent).
 - Labor expenses were less than forecast by \$2.087 million (44.8 percent).
 - Non-labor expenses in total were less than forecast by \$0.880 million (55.8 percent).

STATEN ISLAND RAILWAY FINANCIAL AND RIDERSHIP REPORT

July 2020

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

July 2020 Staten Island Railway ridership of 62,291 was 11,320 rides (22.2 percent) above forecast. Average weekday ridership of 2,534 was 11,223 rides (81.6 percent) lower than July 2019. Average weekday ridership for the twelve months ending July 2020 was 10,548, which is 5,374 rides (33.8 percent) lower than the twelve months ending July 2019.

Farebox revenue of \$0.1 million was \$0.044 million (48.7 percent) above forecast. The overrun was due to favorable ridership and higher average fare.

Operating revenue of \$4.7 million exceeded forecast by \$0.4 million (10.4 percent) due to CARES Act funding of \$3.8 million.

Non-reimbursable expenses in July, before depreciation, GASB 75 OPEB Expense Adjustment and GASB 68 Pension Adjustment, were under forecast by \$3.0 million (47.6 percent).

- Labor expenses were less than forecast by \$2.1 million (44.8 percent). Health and welfare and OPEB current expenses together underran the forecast by \$1.2 million (over 100 percent), due mostly to favorable rates due to prescription drug contract rebates and vacancy savings. Payroll and overtime both came in under forecast due to vacancies.
- Non-labor expenses in total were less than forecast by \$0.9 million (55.8 percent), of which Professional Services underran the forecast by \$0.1 million due to the impact of COVID-19 on the progress of some projects. Maintenance contract expenses were favorable by \$0.4 million (90.8 percent), resulting from favorable timing of maintenance expenses due to COVID-19. Electric power also underran by \$0.1 million (30.8 percent), due to reduced rates and service usage driven by COVID-19.

Year-to-date expenses were below forecast by \$3.9 million (11.2 percent), including underruns in labor expenses of \$3.1 million (10.8 percent), which were driven by several account underruns, primarily health & welfare/OPEB current expenses of \$1.5 million (29.0%) and overtime expenses of \$0.2 million (16.6 percent). Non-labor expenses were also below forecast by \$0.8 million (12.7 percent), due primarily to favorable results in maintenance contract expenses of \$0.5 million (56.4 percent) and other business expense underruns of \$0.3 million (60.8 percent).

Depreciation expenses of \$6.3 million year-to-date were below forecast by \$0.3 million (4.9 percent). GASB #75 OPEB Expense Adjustment entries of \$0.05 million resulted in favorable timing variance of \$0.2 million.

The **operating cash deficit** (excluding subsidies) reported through July year-to-date was \$4.6 million, \$2.1 million (31.2 percent) favorable to forecast.

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

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue:												
Farebox Revenue	\$0.090	\$0.134	\$0.044	48.7	\$0.000	\$0.000	-	-	\$0.090	\$0.134	\$0.044	48.7
Other Revenue	\$4.233	\$4.673	\$0.440	10.4	\$0.000	\$0.000	-	-	\$4.233	\$4.673	\$0.440	10.4
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.805	\$0.625	(0.180)	(22.3)	\$0.805	\$0.625	(0.180)	(22.3)
Total Revenue	\$4.323	\$4.807	\$0.484	11.2	\$0.805	\$0.625	(0.180)	(22.3)	\$5.128	\$5.432	\$0.304	5.9
Expenses												
Labor :												
Payroll	\$2.274	\$2.031	\$0.243	10.7	\$0.514	\$0.102	\$0.411	80.1	\$2.787	\$2.133	\$0.654	23.5
Overtime	\$0.313	\$0.095	\$0.218	69.6	\$0.031	\$0.219	(0.188)	-	\$0.344	\$0.314	\$0.030	8.7
Total Salaries & Wages	\$2.587	\$2.126	\$0.461	17.8	\$0.545	\$0.321	\$0.223	41.0	\$3.131	\$2.447	\$0.684	21.8
Health and Welfare	\$0.730	(0.214)	\$0.944	-	\$0.000	\$0.000	\$0.000	-	\$0.730	(0.214)	\$0.944	-
OPEB Current Payment	\$0.249	\$0.034	\$0.214	86.2	\$0.000	\$0.000	\$0.000	-	\$0.249	\$0.034	\$0.214	86.2
Pensions	\$0.737	\$0.604	\$0.133	18.0	\$0.000	\$0.000	\$0.000	-	\$0.737	\$0.604	\$0.133	18.0
Other Fringe Benefits	\$0.430	\$0.321	\$0.110	25.5	\$0.184	\$0.000	\$0.184	-	\$0.615	\$0.321	\$0.294	47.8
Total Fringe Benefits	\$2.146	\$0.745	\$1.401	65.3	\$0.184	\$0.000	\$0.184	-	\$2.330	\$0.745	\$1.585	68.0
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.076)	(0.301)	\$0.225	-	\$0.076	\$0.301	(0.225)	-	\$0.000	\$0.000	\$0.000	-
Labor	\$4.656	\$2.570	\$2.087	44.8	\$0.805	\$0.623	\$0.182	22.6	\$5.461	\$3.192	\$2.269	41.5
Non-Labor :												
Electric Power	\$0.325	\$0.225	\$0.100	30.8	\$0.000	\$0.000	\$0.000	-	\$0.325	\$0.225	\$0.100	30.8
Fuel	\$0.018	\$0.013	\$0.005	26.3	\$0.000	\$0.000	-	-	\$0.018	\$0.013	\$0.005	26.3
Insurance	\$0.084	\$0.040	\$0.045	52.9	\$0.000	\$0.000	-	-	\$0.084	\$0.040	\$0.045	52.9
Claims	\$0.083	\$0.080	\$0.003	3.0	\$0.000	\$0.000	-	-	\$0.083	\$0.080	\$0.003	3.0
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$0.430	\$0.040	\$0.390	90.8	\$0.000	\$0.000	-	-	\$0.430	\$0.040	\$0.390	90.8
Professional Service Contracts	\$0.088	\$0.005	\$0.083	94.0	\$0.000	\$0.002	(0.002)	-	\$0.088	\$0.007	\$0.081	91.6
Materials & Supplies	\$0.286	\$0.267	\$0.018	6.5	\$0.000	\$0.000	\$0.000	-	\$0.286	\$0.268	\$0.018	6.4
Other Business Expenses	\$0.265	\$0.028	\$0.237	89.5	\$0.000	\$0.000	-	-	\$0.265	\$0.028	\$0.237	89.5
Non-Labor	\$1.579	\$0.698	\$0.880	55.8	\$0.000	\$0.002	(0.002)	-	\$1.579	\$0.701	\$0.878	55.6
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$6.235	\$3.268	\$2.967	47.6	\$0.805	\$0.625	\$0.180	22.3	\$7.040	\$3.893	\$3.147	44.7
Depreciation	\$1.067	\$0.901	\$0.166	15.5	\$0.000	\$0.000	-	-	\$1.067	\$0.901	\$0.166	15.5
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$7.302	\$4.169	\$3.133	42.9	\$0.805	\$0.625	\$0.180	22.3	\$8.107	\$4.794	\$3.313	40.9
OPERATING SURPLUS/DEFICIT	(2.979)	\$0.638	\$3.617	-	\$0.000	\$0.000	\$0.000	-	(2.979)	\$0.638	\$3.617	-

Note: 1) Totals may not add due to rounding

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

3) For monthly reporting purposes only, the 12-month allocation reflects an adjustment to farebox and toll revenue projections captured in Volume 1 of the 2020 July Financial Plan

MTA STATEN ISLAND RAILWAY
 Jul - 2020 Mid_Year
 Accrual Statement of Operations By Category
 Year-To-Date - Jul 2020
 (\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent
			Variance				Variance				Variance	
Revenue												
Farebox Revenue:												
Farebox Revenue	\$1.601	\$1.645	\$0.044	2.7	\$0.000	\$0.000	-	-	\$1.601	\$1.645	\$0.044	2.7
Other Revenue	\$22.687	\$22.716	\$0.029	0.1	\$0.000	\$0.000	-	-	\$22.687	\$22.716	\$0.029	0.1
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$3.771	\$3.221	(0.549)	(14.6)	\$3.771	\$3.221	(0.549)	(14.6)
Total Revenue	\$24.289	\$24.361	\$0.073	0.3	\$3.771	\$3.221	(0.549)	(14.6)	\$28.060	\$27.583	(0.477)	(1.7)
Expenses												
Labor :												
Payroll	\$15.066	\$15.113	(0.047)	(0.3)	\$1.344	\$0.481	\$0.863	64.2	\$16.410	\$15.594	\$0.816	5.0
Overtime	\$1.263	\$1.054	\$0.209	16.6	\$0.745	\$1.064	(0.320)	(42.9)	\$2.008	\$2.118	(0.111)	(5.5)
Total Salaries & Wages	\$16.329	\$16.167	\$0.162	1.0	\$2.089	\$1.545	\$0.543	26.0	\$18.418	\$17.712	\$0.705	3.8
Health and Welfare	\$3.722	\$2.555	\$1.168	31.4	\$0.000	\$0.000	\$0.000	-	\$3.722	\$2.555	\$1.168	31.4
OPEB Current Payment	\$1.480	\$1.137	\$0.342	23.1	\$0.001	\$0.001	\$0.000	6.7	\$1.481	\$1.139	\$0.342	23.1
Pensions	\$5.156	\$4.228	\$0.928	18.0	\$0.000	\$0.000	\$0.000	-	\$5.156	\$4.228	\$0.928	18.0
Other Fringe Benefits	\$2.949	\$2.813	\$0.137	4.6	\$0.370	\$0.000	\$0.370	-	\$3.319	\$2.813	\$0.507	15.3
Total Fringe Benefits	\$13.307	\$10.732	\$2.575	19.3	\$0.371	\$0.001	\$0.370	-	\$13.678	\$10.734	\$2.944	21.5
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(1.081)	(1.442)	\$0.361	33.4	\$1.082	\$1.443	(0.361)	(33.4)	\$0.001	\$0.001	\$0.000	(19.7)
Labor	\$28.555	\$25.457	\$3.098	10.8	\$3.541	\$2.990	\$0.552	15.6	\$32.096	\$28.447	\$3.650	11.4
Non-Labor :												
Electric Power	\$2.032	\$1.714	\$0.318	15.6	\$0.005	\$0.005	\$0.000	0.0	\$2.037	\$1.719	\$0.318	15.6
Fuel	\$0.178	\$0.139	\$0.038	21.6	\$0.000	\$0.000	-	-	\$0.178	\$0.139	\$0.038	21.6
Insurance	\$0.590	\$0.554	\$0.036	6.1	\$0.000	\$0.000	-	-	\$0.590	\$0.554	\$0.036	6.1
Claims	\$0.578	\$0.560	\$0.018	3.0	\$0.000	\$0.000	-	-	\$0.578	\$0.560	\$0.018	3.0
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$0.963	\$0.419	\$0.543	56.4	\$0.000	\$0.000	-	-	\$0.963	\$0.419	\$0.543	56.4
Professional Service Contracts	\$0.400	\$0.832	(0.432)	-	\$0.009	\$0.011	(0.002)	(23.5)	\$0.408	\$0.843	(0.434)	-
Materials & Supplies	\$1.234	\$1.200	\$0.034	2.8	\$0.215	\$0.216	\$0.000	(0.1)	\$1.450	\$1.415	\$0.034	2.4
Other Business Expenses	\$0.424	\$0.166	\$0.257	60.8	\$0.000	\$0.000	-	-	\$0.424	\$0.166	\$0.257	60.8
Non-Labor	\$6.397	\$5.585	\$0.812	12.7	\$0.230	\$0.232	(0.002)	(1.0)	\$6.627	\$5.817	\$0.810	12.2
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	\$34.952	\$31.042	\$3.910	11.2	\$3.771	\$3.221	\$0.549	14.6	\$38.723	\$34.264	\$4.460	11.5
Depreciation	\$6.665	\$6.336	\$0.329	4.9	\$0.000	\$0.000	-	-	\$6.665	\$6.336	\$0.329	4.9
GASB 75 OPEB Expense Adjustment	\$0.239	\$0.045	\$0.194	81.2	\$0.000	\$0.000	-	-	\$0.239	\$0.045	\$0.194	81.2
GASB 68 Pension Adjustment	(0.050)	(0.118)	\$0.068	-	\$0.000	\$0.000	-	-	(0.050)	(0.118)	\$0.068	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$41.806	\$37.306	\$4.501	10.8	\$3.771	\$3.221	\$0.549	14.6	\$45.577	\$40.527	\$5.050	11.1
OPERATING SURPLUS/DEFICIT	(17.518)	(12.945)	\$4.573	26.1	\$0.000	\$0.000	\$0.000	-	(17.518)	(12.945)	\$4.573	26.1

Note: 1) Totals may not add due to rounding

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

3) For monthly reporting purposes only, the 12-month allocation reflects an adjustment to farebox and toll revenue projections captured in Volume 1 of the 2020 July Financial Plan

**MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN- 2020 FORECAST BUDGET
EXPLANATION OF VARIANCES BETWEEN JULY 2020 RESULTS AND THE JULY FINANCIAL PLAN
July 2020
(\$ in millions)-Accrual Basis**

<u>Generic Revenue or Expense Category</u>	<u>Non Reimb. or Reimb.</u>	<u>MONTH</u>			<u>YEAR-TO-DATE</u>		
		<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>	<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>
		<u>\$</u>	<u>%</u>		<u>\$</u>	<u>%</u>	
Farebox Revenue	Non Reimb.	0.044	48.7	Favorable ridership and higher average fare	0.044	2.7	Favorable ridership and higher average fare
Other Revenue	Non Reimb.	0.440	10.4	Favorable due to CARES Act funding	0.029	0.1	Favorable due to CARES Act funding
Payroll	Non Reimb.	0.243	10.7	Favorable due to vacancies	(0.047)	(0.3)	Unfavorable due to underruns in reimbursable payroll partially offset by vacancy savings
Overtime	Non Reimb.	0.218	69.6	Favorable due to less backfill of vacancies	0.209	16.6	Favorable due to less backfill of vacancies
Health and Welfare (including OPEB current payment)	Non Reimb.	1.158	118.3	Favorable rates due to prescription drug contract rebates and vacancy savings	1.510	29.0	Favorable rates due to prescription drug contract rebates and vacancy savings
Pension	Non Reimb.	0.133	18.0	Favorable timing of expenses	0.928	18.0	Favorable timing of expenses
Other Fringe Benefits	Non Reimb.	0.110	25.5	Favorable accrual for Workers Compensation	0.137	4.6	Favorable accrual for Workers Compensation
Reimbursable Overhead	Non Reimb.	0.225	-	Favorable overhead credits from RMB project work	0.361	33.4	Favorable overhead credits from RMB project work
Electric Power	Non Reimb.	0.100	30.8	Favorable due to reduced service usage due to COVID-19 and lower rates	0.318	15.6	Favorable due to reduced service usage due to COVID-19 and lower rates
Maintenance & Other Operating Contracts	Non Reimb.	0.390	90.8	Favorable timing of maintenance work postponed due to COVID-19	0.543	56.4	Favorable timing of maintenance work postponed due to COVID-19
Professional Service Contracts	Non Reimb.	0.083	94.0	Favorable timing as a result of the impact of COVID-19 on progress of some projects such as bridge inspections	(0.432)	-	Unfavorable timing of contracts partially offset by the impact of COVID-19 on progress of some projects
Materials and Supplies	Non Reimb.	0.018	6.5	Favorable timing as a result of the impact of COVID-19	0.034	2.8	Favorable timing of maintenance work postponed due to COVID-19
Payroll	Reimb.	0.411	80.1	Favorable due to vacancies and constrained project work caused by COVID-19	0.863	64.2	Favorable due to vacancies and constrained project work caused by COVID-19
Overtime	Reimb.	(0.188)	-	Unfavorable due to vacancies and timing of project work requirements budgeted on straight time but performed on OT	(0.320)	(42.9)	Unfavorable due to vacancies and timing of project work requirements budgeted on straight time but performed on OT
Materials and Supplies	Reimb.	-	-		-	(0.100)	Draw down of project materials

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2020 Mid_Year
Cash Receipts and Expenditures
Jul FY20
(\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.090	\$0.076	(0.014)	(16.1)	\$1.601	\$1.969	\$0.368	23.0
Other Revenue	\$4.620	\$4.670	\$0.051	1.1	\$23.617	\$23.284	(0.333)	(1.4)
Capital and Other Reimbursements	\$0.805	\$0.521	(0.284)	(35.2)	\$3.770	\$3.348	(0.422)	(11.2)
Total Revenue	\$5.515	\$5.267	(0.247)	(4.5)	\$28.988	\$28.601	(0.387)	(1.3)
Expenditures								
Labor :								
Payroll	\$2.367	\$1.799	\$0.568	24.0	\$15.066	\$14.503	\$0.563	3.7
Overtime	\$0.344	\$0.288	\$0.056	16.2	\$2.024	\$1.904	\$0.120	5.9
Total Salaries & Wages	\$2.711	\$2.087	\$0.624	23.0	\$17.090	\$16.407	\$0.683	4.0
Health and Welfare	\$0.730	\$1.095	(0.365)	(50.0)	\$3.723	\$4.395	(0.672)	(18.1)
OPEB Current Payment	\$0.474	\$0.098	\$0.375	79.2	\$1.414	\$0.657	\$0.757	53.6
Pensions	\$0.737	\$0.604	\$0.133	18.0	\$5.156	\$4.228	\$0.928	18.0
Other Fringe Benefits	\$0.306	\$0.159	\$0.147	48.1	\$1.865	\$1.667	\$0.198	10.6
Total Fringe Benefits	\$2.246	\$1.956	\$0.290	12.9	\$12.158	\$10.947	\$1.211	10.0
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$4.957	\$4.043	\$0.914	18.4	\$29.247	\$27.354	\$1.894	6.5
Non-Labor :								
Electric Power	\$0.325	\$0.208	\$0.117	36.0	\$2.037	\$1.834	\$0.203	10.0
Fuel	\$0.018	\$0.018	\$0.000	1.3	\$0.178	\$0.175	\$0.003	1.5
Insurance	\$0.084	\$0.337	(0.253)	-	\$0.590	\$0.671	(0.080)	(13.6)
Claims	\$0.003	\$0.000	\$0.003	-	\$0.018	\$0.000	\$0.018	-
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.430	\$0.036	\$0.393	91.6	\$0.963	\$0.303	\$0.660	68.5
Professional Service Contracts	\$0.088	\$0.235	(0.147)	-	\$0.408	\$0.454	(0.046)	(11.2)
Materials & Supplies	\$0.215	\$0.773	(0.558)	-	\$1.805	\$2.348	(0.542)	(30.1)
Other Business Expenses	\$0.265	\$0.008	\$0.257	97.2	\$0.423	\$0.062	\$0.361	85.4
Non-Labor	\$1.428	\$1.615	(0.187)	(13.1)	\$6.422	\$5.846	\$0.576	9.0
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$6.385	\$5.658	\$0.727	11.4	\$35.670	\$33.200	\$2.470	6.9
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	\$6.385	\$5.658	\$0.726	11.4	\$35.670	\$33.200	\$2.470	6.9
Net Surplus/(Deficit)	(0.870)	(0.391)	\$0.479	55.1	(6.681)	(4.598)	\$2.083	31.2

Note: 1) Totals may not add due to rounding

2) For monthly reporting purposes only, the 12-month allocation reflects an adjustment to farebox and toll revenue projections captured in Volume 1 of the 2020 July Financial Plan

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2020 FORECAST BUDGET
EXPLANATION OF VARIANCES BETWEEN JULY 2020 AND JULY FINANCIAL PLAN CASH BASIS
July 2020
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	(0.014)	(16.1)	Primarily due to receipts timing lag	0.368	23.0	Favorable ridership and higher average fare
Other Revenue	0.051	1.1	Primarily due to receipt of CARES Act funding	(0.333)	(1.4)	Primarily due to underrun in fare reimbursement
Capital and Other Reimbursements	(0.284)	(35.2)	Timing of reimbursements	(0.422)	(11.2)	Unfavorable timing of reimbursements due to project work constrained due to COVID-19
Payroll	0.568	24.0	Timing of payments	0.563	3.7	Favorable due to vacancies and timing of project work
Overtime	0.056	16.2	Timing of payments	0.120	5.9	Favorable timing of project requirements
Health and Welfare (including OPEB current payment)	0.010	0.8	Timing of payments	0.085	1.7	Favorable timing of interagency payments and vacancies
Other Fringe Benefits	0.147	48.1	Deferral of payroll expenditure (FICA) under CARES Act as well as vacancies	0.198	10.6	Deferral of payroll expenditure (FICA) under CARES Act as well as vacancies
Electric Power	0.117	36.0	Favorable due to reduced service usage due to COVID-19 and lower rates	0.203	10.0	Favorable due to reduced service usage due to COVID-19 and lower rates
Maintenance Contracts	0.393	91.6	Favorable timing of maintenance work postponed due to COVID-19	0.660	68.5	Favorable timing of maintenance work postponed due to COVID-19
Professional Services Contracts	(0.147)	-	Timing of contract costs due to COVID-19	(0.046)	(11.2)	Timing of contract costs due to COVID-19
Materials & Supplies	(0.558)	-	Timing of payments	(0.542)	(30.1)	Mainly unfavorable timing

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2020 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Jul FY20
(\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid Year	Actual	Favorable (Unfavorable)		Forecast Mid Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	\$0.000	(0.058)	(0.058)	-	\$0.000	\$0.323	\$0.324	-
Other Revenue	\$0.387	(0.003)	(0.389)	-	\$0.930	\$0.568	(0.361)	(38.9)
Capital and Other Reimbursements	\$0.000	(0.104)	(0.104)	-	(0.001)	\$0.127	\$0.127	-
Total Revenue	\$0.387	(0.165)	(0.552)	-	\$0.929	\$1.019	\$0.090	9.7
Expenses								
Labor :								
Payroll	\$0.420	\$0.334	(0.086)	(20.4)	\$1.344	\$1.091	(0.253)	(18.8)
Overtime	\$0.000	\$0.026	\$0.026	-	(0.017)	\$0.214	\$0.231	-
Total Salaries & Wages	\$0.420	\$0.360	(0.060)	(14.3)	\$1.328	\$1.305	(0.022)	(1.7)
Health and Welfare	\$0.000	(1.309)	(1.309)	-	\$0.000	(1.840)	(1.840)	-
OPEB Current Payment	(0.225)	(0.064)	\$0.161	71.5	\$0.067	\$0.482	\$0.415	-
Pensions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Other Fringe Benefits	\$0.309	\$0.162	(0.147)	(47.5)	\$1.454	\$1.145	(0.308)	(21.2)
Total Fringe Benefits	\$0.084	(1.211)	(1.295)	-	\$1.520	(0.213)	(1.734)	-
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	\$0.001	\$0.001	-
Labor	\$0.504	(0.851)	(1.355)	-	\$2.848	\$1.093	(1.755)	(61.6)
Non-Labor :								
Electric Power	\$0.000	\$0.017	\$0.017	-	\$0.000	(0.115)	(0.115)	-
Fuel	\$0.000	(0.004)	(0.004)	-	\$0.000	(0.036)	(0.036)	-
Insurance	\$0.000	(0.297)	(0.297)	-	\$0.000	(0.116)	(0.116)	-
Claims	\$0.080	\$0.080	\$0.000	0.0	\$0.560	\$0.560	\$0.000	0.0
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.000	\$0.004	\$0.004	-	\$0.000	\$0.116	\$0.116	-
Professional Service Contracts	\$0.000	(0.228)	(0.228)	-	\$0.000	\$0.389	\$0.389	-
Materials & Supplies	\$0.071	(0.506)	(0.577)	-	(0.356)	(0.932)	(0.577)	-
Other Business Expenses	\$0.000	\$0.020	\$0.020	-	\$0.000	\$0.104	\$0.104	-
Non-Labor	\$0.151	(0.915)	(1.066)	-	\$0.205	(0.029)	(0.234)	-
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$0.655	(1.765)	(2.420)	-	\$3.053	\$1.064	(1.989)	(65.1)
Depreciation	\$1.067	\$0.901	(0.166)	(15.5)	\$6.665	\$6.336	(0.329)	(4.9)
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.238	\$0.045	(0.193)	(81.1)
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	(0.050)	(0.118)	(0.068)	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$1.722	(0.864)	(2.586)	-	\$9.907	\$7.327	(2.579)	(26.0)
Total Cash Conversion Adjustments	\$2.109	(1.029)	(3.138)	-	\$10.835	\$8.346	(2.489)	(23.0)

Note: 1) Totals may not add due to rounding

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

3) For monthly reporting purposes only, the 12-month allocation reflects an adjustment to farebox and toll revenue projections captured in Volume 1 of the 2020 July Financial Plan

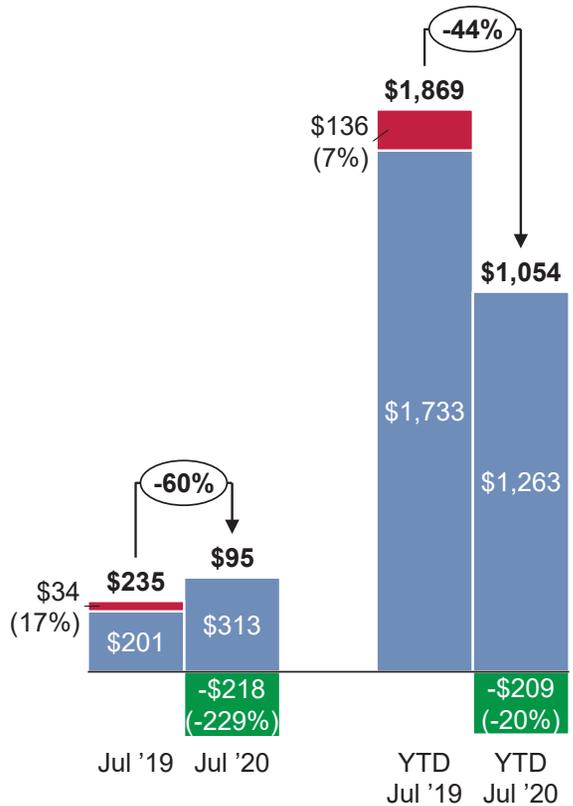
SIRTOA – Non-Reimbursable Overtime Variance

July 2020 and YTD forecast vs. variance

\$K

- Variance - Unfavorable
- Variance - Favorable
- Budget

Annual budget
 Adopted: \$2,709K
 Forecast: \$3,774

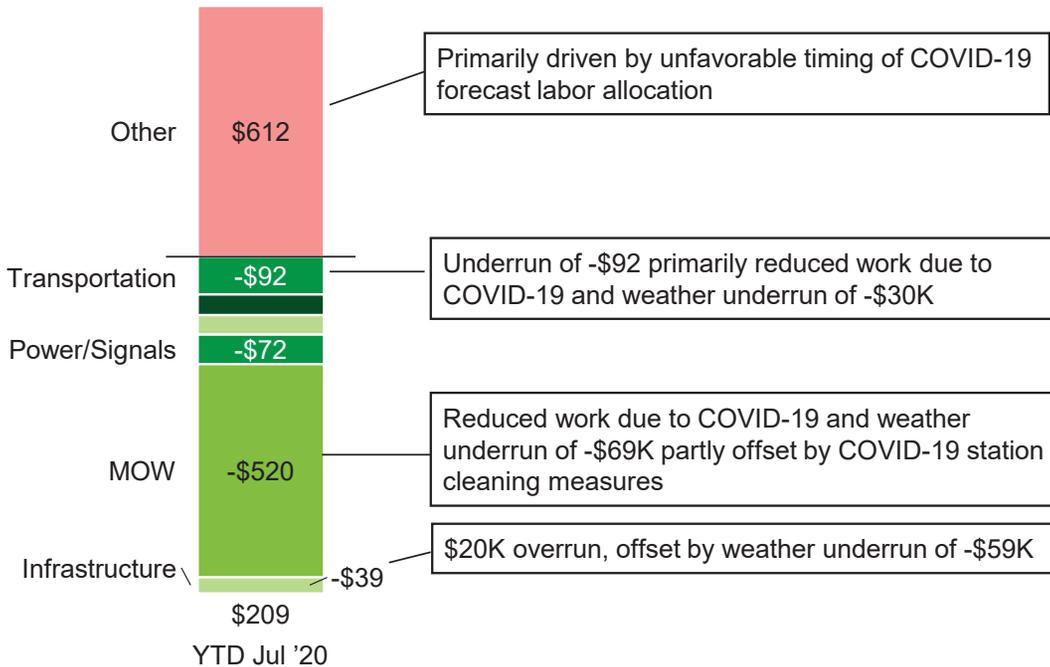


Overview

- Overall decrease of \$816K or 44% compared to July YTD 2019
- \$209K or 20% below 2020 YTD budget
- Maintenance -\$729K underrun: -\$203K weather underrun; remaining underrun due to work reduction from COVID-19 partly offset by COVID-19 cleaning
- Service -\$92K underrun: -\$30K weather underrun; remaining underrun due to reduced work related to Covid-19 response

YTD variance by division

\$K



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

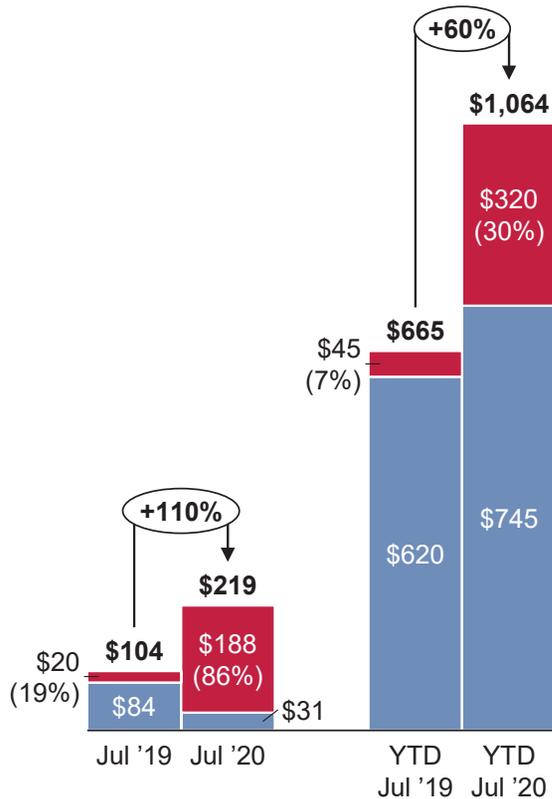
SIRTOA – Reimbursable Overtime Variance

July 2020 and YTD forecast vs. variance

\$K

- Variance - Unfavorable
- Variance - Favorable
- Budget

Annual budget
 Adopted: \$900K
 Forecast: \$900K

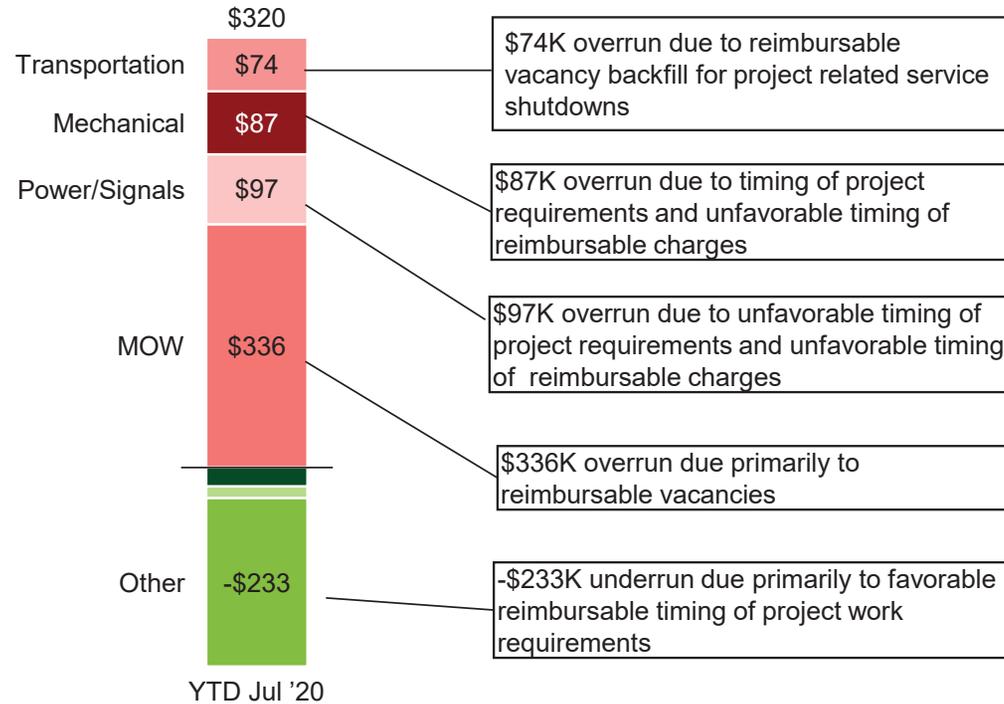


Overview

- Overall increase of \$399K or 60% compared to July YTD 2019
- \$320K or 30% above 2020 YTD budget
- Maintenance \$478K overrun: due primarily to reimbursable vacancy backfill for project work requirements
- Service \$74K overrun: due primarily to reimbursable vacancy backfill for project related service shut-downs

YTD variance by division

\$K



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

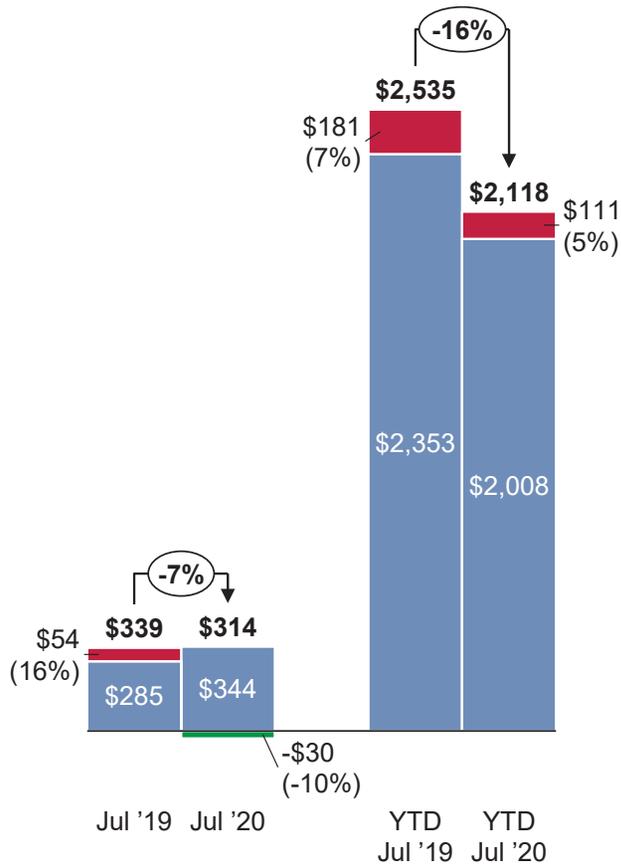
SIRTOA – Total Overtime Variance

July 2020 and YTD forecast vs. variance

\$K

- Variance - Unfavorable
- Variance - Favorable
- Budget

Annual budget
 Adopted: \$3,609K
 Forecast: \$4,674



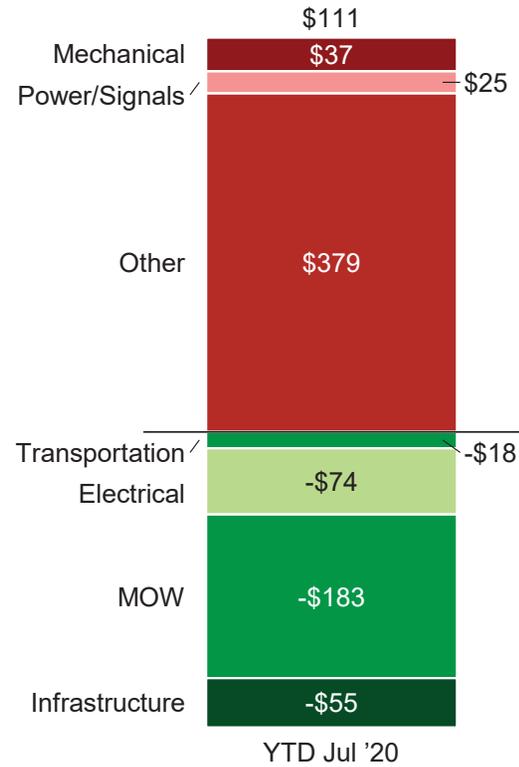
Source: Forecast budget. GL actuals for actual overtime spending.

Overview

- Overall decrease of \$417K or 16% compared to July YTD 2019
- \$111K or 5% above 2020 YTD budget

YTD variance by division

\$K



**MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
July 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	130	115	15	
Total Operations	130	115	15	
Maintenance				
Mechanical	53	52	1	
Electronics/Electrical	15	19	(4)	
Power/Signals	32	28	4	
Maintenance of Way	83	76	7	
Infrastructure	26	26	0	
Total Maintenance	209	201	8	
Engineering/Capital				
Capital Project Support	16	9	7	
Total Engineering Capital	16	9	7	
Total Positions	383	345	38	
Non-Reimbursable	334	275	59	
Reimbursable	49	70	(21)	
Total Full-Time	383	345	38	
Total Full-Time-Equivalents	0	0	0	

**MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
July 2020**

	<u>Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) 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	116	107	9	
Total Operations	130	115	15	
Maintenance				
Managers/Supervisors	17	25	(8)	
Professional, Technical, Clerical	6	7	(1)	
Operational Hourlies	186	169	17	
Total Maintenance	209	201	8	
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	45	2	
Professional, Technical, Clerical	25	18	7	
Operational Hourlies	311	282	29	
Total Positions	383	345	38	

Preliminary July 2020 Report: Bus Company

The purpose of this report is to provide the preliminary July 2020 financial results on an accrual basis. The accrual basis is presented on a non-reimbursable account basis. These results are compared to the Mid-Year Forecast.

Summary of Preliminary Financial Results

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

July 2020 Bus Company ridership of 0.3 million was 1.1 million (80.7 percent) below Forecast.

- Farebox revenue of \$1.4 million was \$1.4 million (49.2 percent) below Forecast.
- Operating expenses of \$65.7 million were \$13.6 million (17.1 percent) below Forecast.
 - Labor expenses were below Forecast by \$5.5 million (10.1 percent), including overrun in Payroll expenses of \$1.2 million (5.2 percent). Overtime expenses were lower than Forecast by \$0.5 million (6.3 percent). Pension expenses were lower than Forecast by \$1.4 million (21.6 percent). Other Fringe Benefits expenses were lower than Forecast by \$2.4 (35.8 percent).
 - Non-labor expenses were lower than Forecast by \$8.1 million (32.2 percent), Professional Service Contracts were lower than Forecast by \$2.6 million (49.9 percent), Materials and Supplies expenses were favorable by \$2.6 million (43.2 percent), and Maintenance and Other Operating Contracts expenses were lower than Forecast by \$2.0 million (41.0 percent). Claims expenses were slightly lower than Forecast by \$0.5 million (7.9 percent).

MTA BUS FINANCIAL AND RIDERSHIP REPORT July 2020

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Mid-Year Forecast

Operating Revenue was \$66.6 million in July, \$0.4 million (0.7 percent) greater than the Forecast, caused primarily by the CARES Act Reimbursement. Farebox Revenue underrun of \$1.4 million (49.2 percent), resulting from lower ridership due to the COVID-19 pandemic, the Governor's stay-at-home mandate for nonessential workers and rear-door-only boarding and free-from-charge policy.

Total MTA Bus ridership was 0.3 million in July 2020, 1.1 million riders (80.7 percent) below Forecast due to the COVID-19 pandemic and the Governor's stay-at-home mandate for nonessential workers. July 2020 average weekday ridership decrease by 0.4 million (97.2 percent) from July 2019. Average weekday ridership for the twelve months ending July 2020 decreased by 0.1 million (37.7 percent) from the twelve months ending July 2019. As stated above, 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 \$69.6 million in July, \$37.1 million (34.8 percent) favorable to Forecast.

- Labor expenses were below Forecast by \$5.5 million (10.1 percent), including overrun in Payroll expenses of \$1.2 million (5.2 percent), primarily due to higher vacation payments, retro payments and lower attrition. Overtime expenses were lower than Forecast by \$0.5 million (6.3 percent), primarily due to lower unschedule service partially offset by programmatic maintenance due to COVID-19 bus disinfections, safety procedures, as well as vacancy/absentee coverage requirements. Health and Welfare (including OPEB) expenses were lower than Forecast by \$2.3 million (25.5 percent), mainly due to timing of expenses. Pension expenses were lower than Forecast by \$1.4 million (21.6 percent), mainly due to timing of expenses. Other Fringe Benefits expenses were lower than Forecast by \$2.4 (35.8 percent), mainly due to timing of interagency billing, and Worker Compensation expenses.
- Non-labor expenses were lower than Forecast by \$8.1 million (32.2 percent). Professional Service Contracts were lower than Forecast by \$2.6 million (49.9 percent), due to timing of interagency billing and Bus Technology. Materials and Supplies expenses were favorable by \$2.6 million (43.2 percent), due to lower general maintenance material resulting from COVID-19 service reductions and the timing of radio equipment expenses, and Maintenance and Other Operating Contracts expenses were lower than Forecast by \$2.0 million (41.0 percent), mainly due the timing of facility maintenance, and Bus Technology. Claims expenses were slightly lower than Forecast by \$0.5 million (7.9 percent), due to timing of expenses.

Depreciation expenses of \$3.9 million were favorable to Forecast by \$1.2 million (24.2 percent). No expenses nor credits were recorded in July regarding GASB 68 Pension Adjustment, and GASB 75 OPEB Expense adjustment.

The **operating cash deficit** (excluding subsidies) was \$8.4 million, \$11.8 million favorable to the Forecast, primarily due to the CARES Act Reimbursement.

MTA BUS COMPANY
July Financial Plan - 2020 Mid Year Forecast
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
July 2020
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$2.842	\$1.445	(\$1.397)	(49.2)	\$0.000	\$0.000	\$0.000	-	\$2.842	\$1.445	(\$1.397)	(49.2)
Other Operating Income	63.274	\$65.115	1.841	2.9	-	-	-	-	63.274	65.115	1.841	2.9
Capital and Other Reimbursements	-	-	-	-	0.504	0.307	(0.197)	(39.1)	0.504	0.307	(0.197)	(39.1)
Total Revenue	\$66.116	\$66.561	\$0.445	0.7	\$0.504	\$0.307	(\$0.197)	(39.1)	\$66.620	\$66.868	\$0.248	0.4
Expenses												
<i>Labor:</i>												
Payroll	\$24.038	\$25.283	(\$1.244)	(5.2)	\$0.138	\$0.191	(\$0.052)	(37.4)	\$24.177	\$25.473	(\$1.297)	(5.4)
Overtime	8.095	7.583	0.511	6.3	-	-	-	-	8.095	7.583	0.511	6.3
Health and Welfare	6.613	5.392	1.221	18.5	0.187	-	0.187	100.0	6.800	5.392	1.408	20.7
OPEB Current Payment	1.940	0.891	1.049	54.1	-	-	-	-	1.940	0.891	1.049	54.1
Pensions	6.598	5.171	1.427	21.6	-	-	-	-	6.598	5.171	1.427	21.6
Other Fringe Benefits	6.797	4.363	2.434	35.8	-	-	-	-	6.797	4.363	2.434	35.8
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.058)	(0.117)	0.059	*	0.014	0.117	(0.103)	*	(0.044)	-	(0.045)	*
Total Labor Expenses	\$54.023	\$48.566	\$5.457	10.1	\$0.339	\$0.307	\$0.031	9.0	\$54.362	\$48.874	\$5.488	10.1
<i>Non-Labor:</i>												
Electric Power	\$0.165	\$0.133	\$0.032	19.2	\$0.000	\$0.000	\$0.000	-	\$0.165	\$0.133	\$0.032	19.2
Fuel	1.398	1.546	(0.149)	(10.7)	-	-	-	-	1.398	1.546	(0.149)	(10.7)
Insurance	0.584	0.376	0.208	35.7	-	-	-	-	0.584	0.376	0.208	35.7
Claims	6.518	6.000	0.518	7.9	-	-	-	-	6.518	6.000	0.518	7.9
Maintenance and Other Operating Contracts	4.874	2.874	2.000	41.0	0.036	-	0.036	100.0	4.910	2.874	2.035	41.4
Professional Service Contracts	5.203	2.606	2.597	49.9	-	-	-	-	5.203	2.606	2.597	49.9
Materials & Supplies	5.950	3.377	2.573	43.2	0.130	-	0.130	100.0	6.080	3.377	2.703	44.5
Other Business Expense	0.512	0.188	0.323	63.1	-	-	-	-	0.512	0.188	0.323	63.1
Total Non-Labor Expenses	\$25.203	\$17.101	\$8.103	32.2	\$0.165	\$0.000	\$0.165	100.0	\$25.369	\$17.101	\$8.268	32.6
Total Expenses before Non-Cash Liability Adjs.	\$79.227	\$65.667	\$13.560	17.1	\$0.504	\$0.307	\$0.197	39.1	\$79.731	\$65.974	\$13.757	17.3
Depreciation	\$5.126	\$3.884	\$1.242	24.2	\$0.000	\$0.000	\$0.000	-	\$5.126	\$3.884	\$1.242	24.2
GASB 75 OPEB Expense Adjustment	\$14.753	\$0.000	\$14.753	100.0	\$0.000	\$0.000	\$0.000	-	\$14.753	-	\$14.753	100.0
GASB 68 Pension Adjustment	7.498	-	7.498	100.0	-	-	-	-	7.498	-	7.498	100.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$106.604	\$69.551	\$37.053	34.8	\$0.504	\$0.307	\$0.197	39.1	\$107.108	\$69.859	\$37.249	34.8
Net Surplus/(Deficit)	(\$40.488)	(\$2.990)	\$37.497	92.6	\$0.000	\$0.000	(\$0.000)	(100.0)	(\$40.487)	(\$2.990)	\$37.497	92.6

NOTE: Totals may not add due to rounding

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

MTA BUS COMPANY
July Financial Plan - 2020 Mid Year Forecast
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
July 2020 Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	\$53.452	\$52.234	(\$1.218)	(2.3)	\$0.000	\$0.000	\$0.000	-	\$53.452	\$52.234	(\$1.218)	(2.3)
Other Operating Income	313.176	316.141	2.966	0.9	-	-	-	-	313.176	316.141	2.966	0.9
Capital and Other Reimbursements	-	-	-	-	3.106	2.906	(0.200)	(6.4)	3.106	2.906	(0.200)	(6.4)
Total Revenue	\$366.628	\$368.375	\$1.747	0.5	\$3.106	\$2.906	(\$0.200)	(6.4)	\$369.734	\$371.281	\$1.547	0.4
Expenses												
<i>Labor:</i>												
Payroll	\$174.782	\$178.769	(3.986)	(2.3)	\$1.600	\$1.820	(\$0.220)	(13.7)	\$176.382	\$180.589	(\$4.206)	(2.4)
Overtime	44.557	42.950	1.607	3.6	(0.009)	(0.009)	-	0.0	44.548	42.940	1.607	3.6
Health and Welfare	47.878	43.554	4.323	9.0	0.366	-	0.366	100.0	48.244	43.555	4.689	9.7
OPEB Current Payment	15.698	15.854	(0.156)	(1.0)	-	-	-	-	15.698	15.854	(0.156)	(1.0)
Pensions	37.848	35.245	2.603	6.9	-	-	-	-	37.848	35.245	2.603	6.9
Other Fringe Benefits	40.989	37.355	3.633	8.9	(0.006)	(0.007)	0.001	9.375	40.982	37.349	3.633	8.9
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.616)	(0.800)	0.184	29.8	0.831	1.102	(0.271)	(32.7)	0.214	0.303	(0.087)	(40.4)
Total Labor Expenses	\$361.136	\$352.928	\$8.207	2.3	\$2.781	\$2.906	(\$0.125)	(4.5)	\$363.917	\$355.835	\$8.082	2.2
<i>Non-Labor:</i>												
Electric Power	\$0.835	\$0.761	\$0.074	8.9	\$0.000	\$0.000	\$0.000	-	\$0.835	\$0.761	\$0.074	8.9
Fuel	9.264	9.035	0.228	2.5	-	-	-	-	9.264	9.035	0.228	2.5
Insurance	2.987	2.620	0.368	12.3	-	-	-	-	2.987	2.620	0.368	12.3
Claims	42.785	42.000	0.785	1.8	-	-	-	-	42.785	42.000	0.785	1.8
Maintenance and Other Operating Contracts	19.725	15.832	3.894	19.7	0.070	-	0.070	100.0	19.795	15.832	3.964	20.0
Professional Service Contracts	21.293	15.278	6.016	28.3	-	-	-	-	21.293	15.278	6.016	28.3
Materials & Supplies	26.310	20.983	5.327	20.2	0.255	-	0.255	100.0	26.564	20.983	5.582	21.0
Other Business Expense	2.063	1.408	0.655	31.8	-	-	-	-	2.063	1.408	0.655	31.8
Total Non-Labor Expenses	\$125.262	\$107.916	\$17.347	13.8	\$0.324	\$0.000	\$0.324	100.0	\$125.587	\$107.916	\$17.671	14.1
Total Expenses before Non-Cash Liability	\$486.398	\$460.844	\$25.554	5.3	\$3.106	\$2.906	\$0.200	6.4	\$489.504	\$463.750	\$25.754	5.3
Depreciation	\$29.598	27.334	\$2.264	7.6	\$0.000	\$0.000	\$0.000	-	\$29.598	\$27.334	\$2.264	7.6
GASB 75 OPEB Expense Adjustment	\$28.939	\$0.000	\$28.939	100.0	\$0.000	\$0.000	\$0.000	-	28.939	-	28.939	100.0
GASB 68 Pension Adjustment	14.708	-	14.708	100.0	-	-	-	-	14.708	-	14.708	100.0
Environmental Remediation	-	0.179	(0.179)	-	-	-	-	-	-	0.179	(0.179)	-
Total Expenses	\$559.642	\$488.357	\$71.285	12.7	\$3.106	\$2.906	\$0.200	6.4	\$562.748	\$491.264	\$71.485	12.7
Net Surplus/(Deficit)	(\$193.015)	(\$119.983)	\$73.032	37.8	\$0.000	\$0.000	(\$0.000)	*	(\$193.014)	(\$119.983)	\$73.032	37.8

0

NOTE: Totals may not add due to rounding

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

MTA BUS COMPANY
July Financial Plan - 2020 Mid Year Forecast
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reims	July 2020				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
		\$	%		\$	%			
Farebox Revenue	NR	\$ (1.397)	(49.2)	Lower ridership due to COVID-19	\$ (1.218)	(2.3)	Lower ridership and service reduction and rear door boarding due to COVID-19		
Other Operating Revenue	NR	\$ 1.841	2.9	CARES Act reimbursement, recoveries from other insurance, offset by lower Student and Senior fare reimbursement due to COVID-19 and lower advertising revenue	\$ 2.966	0.9	CARES Act reimbursement, recoveries from other insurance, offset by lower Student and Senior fare reimbursement due to COVID-19 and lower advertising revenue		
Capital and Other Reimbursements	R	\$ (0.197)	*	(a)	\$ (0.200)	(6.4)	Timing of expense and vacancies		
Total Revenue Variance		\$ 0.247	0.4		\$ 1.548	0.4			
Payroll	NR	\$ (1.244)	(5.2)	Primarily due to higher vacation payments, retro payments and lower attrition.	\$ (3.986)	(2.3)	Primarily due to the timing of prior period interagency payments, higher vacation payment, higher cash out of sick and personal time, retro payment and lower attrition		
Overtime	NR	\$ 0.511	6.3	Lower unscheduled service partially offset by programmatic maintenance due to COVID-19 bus disinfections, safety procedures, as well as vacancy/absentee coverage requirements.	\$ 1.607	3.6	Lower unscheduled service due to traffic and service reductions, partially offset by programmatic maintenance due to COVID-19 bus disinfections, safety procedures, and overage/campaign work, as well as vacancy/absentee coverage requirements.		
Health and Welfare (including OPEB)	NR	\$ 2.271	26.5	Timing of Expenses	\$ 4.167	6.6	Timing of Expenses		
Pension	NR	\$ 1.427	21.6	Timing of Expenses	\$ 2.603	6.9	Timing of expenses		
Other Fringe Benefits	NR	\$ 2.434	35.8	Timing of interagency billing and Worker Compensation expenses.	\$ 3.633	8.9	Timing of interagency billing and Worker Compensation		
Reimbursable Overhead	NR	\$ 0.059	*	(a)	\$ 0.184	29.8	Timing of expense		
Electric Power	NR	\$ 0.032	19.2	Timing of expense	\$ 0.074	19.2	Timing of expense		
Fuel	NR	\$ (0.149)	(10.7)	Prior period CNG expenses partially offset by lower rates	\$ 0.228	2.5	Lower usage due to COVID-19 service reduction and lower rates		
Insurance	NR	\$ 0.208	35.7	Timing of expenses	\$ 0.368	12.3	Timing of expenses		
Claims	NR	\$ 0.518	7.9	Timing of expenses	\$ 0.785	1.8	Timing of expenses		
Maintenance and Other Operating Contracts	NR	\$ 2.000	41.0	Mainly the timing of facility maintenance, security and Bus Technology expenses	\$ 3.894	19.7	Mainly the timing of facility maintenance, security and Bus Technology expenses		
Professional Service Contracts	NR	\$ 2.597	49.9	Timing of interagency billing and Bus Technology	\$ 6.016	28.3	Timing of interagency billing and Bus Technology		
Materials & Supplies	NR	\$ 2.573	43.2	Lower general maintenance material usage due to COVID-19 service reduction and the timing of radio equipment expenses.	\$ 5.327	20.2	Lower general maintenance material usage due to COVID-19 service reduction and the timing of radio equipment expenses.		
Other Business Expense	NR	\$ 0.323	63.1	Timing of Automatic Fare Collection (AFC) fees, mobility tax and other Misc. expenses	\$ 0.655	31.8	Timing of Automatic Fare Collection (AFC) fees, mobility tax and other Misc. expenses		
Depreciation	NR	\$ 1.242	24.2	Timing of asset replacement	\$ 2.264	7.6	Timing of asset replacement		
Other Post Employment Benefits	NR	\$ 14.753	100.0	(a)	\$ 28.939	100.0			
GASB 68 Pension Adjustment	NR	\$ 7.498	100.0	(a)	\$ 14.708	100.0			
Environmental Remediation	NR	\$ -	-	Non cash item	\$ (0.179)	-			
Payroll	R	\$ (0.052)	(37.4)	(a)	\$ (0.220)	(13.7)			
Overtime	R	\$ -	*	(a)	\$ -	*			
Health and Welfare	R	\$ 0.187	100.0		\$ 0.366	100.0			
Pension	R	\$ -	*	Timing of charges	\$ -	*			
Other Fringe Benefits	R	\$ -	*		\$ 0.001	9.4			
Reimbursable Overhead	R	\$ (0.103)	*		\$ (0.271)	*			
Professional Service Contracts	R	\$ -	*	(a)	\$ -	*			
Maintenance and Other Operating Contracts	R	\$ 0.036	*	(a)	\$ 0.070	*	Timing of charges		
Materials & Supplies	R	\$ 0.130	*	(a)	\$ 0.255	*	Timing of charges		
Total Expense Variance		\$ 37.249	34.8		\$ 71.487	12.7			
Net Variance		\$ 37.496	92.6		\$ 73.035	37.8			

(a) - Variance less than 5%

MTA BUS COMPANY
July Financial Plan - 2020 Mid Year Forecast
CASH RECEIPTS AND EXPENDITURES

(\$ in millions)

	July 2020				Year-To-Date			
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
			Favorable (Unfavorable)				Favorable (Unfavorable)	
Receipts								
Farebox Revenue	\$2.842	\$ 1.368	(\$1.474)	(51.9)	\$58.417	\$ 56.315	(\$2.102)	(3.6)
Other Operating Revenue	63.082	64.973	1.891	3.0	314.077	318.818	4.741	1.5
Capital and Other Reimbursements	1.361	0.481	(0.880)	(64.6)	4.361	3.146	(1.215)	(27.9)
Total Receipts	\$67.285	\$66.822	(\$0.463)	(0.7)	\$376.855	\$378.279	\$1.424	0.4
Expenditures								
<i>Labor:</i>								
Payroll	\$31.283	\$34.466	(\$3.183)	(10.2)	\$179.917	\$184.304	(\$4.387)	(2.4)
Overtime	8.095	7.583	0.512	6.3	44.548	42.941	1.607	3.6
Health and Welfare	7.639	14.270	(6.631)	(86.8)	44.194	52.221	(8.027)	(18.2)
OPEB Current Payment	2.548	0.891	1.657	65.0	12.765	15.854	(3.089)	(24.2)
Pensions	6.647	5.171	1.476	22.2	37.941	35.247	2.694	7.1
Other Fringe Benefits	6.592	3.097	3.495	53.0	34.449	28.563	5.886	17.1
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	0.000	-	0.000	100.0	0.000	-	0.000	100.0
Total Labor Expenditures	\$62.803	\$65.478	(\$2.675)	(4.3)	\$353.813	\$359.130	(\$5.317)	(1.5)
<i>Non-Labor:</i>								
Electric Power	\$0.145	\$0.133	\$0.012	8.4	\$0.931	\$0.895	\$0.035	3.8
Fuel	1.105	1.615	(0.510)	(46.2)	9.255	9.596	(0.341)	(3.7)
Insurance	1.150	0.000	1.150	100.0	2.256	-	2.256	100.0
Claims	1.593	0.797	0.796	50.0	28.371	29.884	(1.513)	(5.3)
Maintenance and Other Operating Contracts	5.447	2.926	2.521	46.3	24.810	19.575	5.235	21.1
Professional Service Contracts	7.941	0.591	7.350	92.6	24.279	11.560	12.719	52.4
Materials & Supplies	6.781	3.525	3.256	48.0	30.441	23.151	7.290	23.9
Other Business Expenses	0.543	0.140	0.403	74.2	2.163	1.440	0.723	33.5
Total Non-Labor Expenditures	\$24.704	\$9.727	\$14.977	60.6	\$122.505	\$96.102	\$26.403	21.6
Total Expenditures	\$87.507	\$75.205	\$12.302	14.1	\$476.318	\$455.232	\$21.086	4.4
Operating Cash Surplus/(Deficit)	(\$20.222)	(\$8.383)	\$11.839	58.5	(\$99.464)	(\$76.953)	\$22.510	22.6

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
July Financial Plan - 2020 Mid Year Forecast
EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS
(\$ in millions)

	July 2020			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
Operating Receipts or Disbursements	\$	%		\$	%	
Farebox Revenue	\$ (1.474)	(51.9)	Lower ridership due to COVID-19	\$ (2.102)	(3.6)	Lower ridership due to COVID-19
Other Operating Revenue	1.891	3.0	CARES Act reimbursement, recovers from other insurance, offset by lower Student and Senior fare reimbursement due to COVID-19 and lower advertising revenue	4.741	1.5	CARES Act reimbursement, recovers from other insurance, offset by lower Student and Senior fare reimbursement due to COVID-19 and lower advertising revenue
Capital and Other Reimbursements	(0.880)	(64.6)	Timing of reimbursement receipts	(1.215)	(27.9)	Timing of reimbursement receipts
Total Receipts	\$ (0.463)	(0.7)		\$ 1.424	0.4	
Payroll	\$ (3.183)	(10.2)	Primarily due to higher vacation payments, retro payments and lower attrition.	\$ (4.387)	(2.4)	Primarily due to the timing of prior period interagency payments, higher vacation payment, higher cash out of sick and personal time, retro payment and lower attrition
Overtime	0.512	6.3	Lower unscheduled service partially offset by programmatic maintenance due to COVID-19 bus disinfections, safety procedures, as well as vacancy/absentee coverage requirements.	1.607	3.6	Lower unscheduled service due to traffic and service reductions, partially offset by programmatic maintenance due to COVID-19 bus disinfections, safety procedures, and overage/campaign work, as well as vacancy/absentee coverage requirements.
Health and Welfare (including OPEB)	(4.974)	(48.8)	Prior period payments of high prescription coverage and medical hospitalization expenses.	(11.116)	(19.5)	Prior period payments of high prescription coverage and medical hospitalization expenses.
Pension	1.476	22.2	Timing of Expenses	2.694	7.1	(a)
Other Fringe Benefits	3.495	53.0	Timing of payments	5.886	17.1	Timing of payments
GASB	-	-	(a)	-	-	(a)
Electric Power	0.012	8.4	(a)	0.035	3.8	(a)
Fuel	(0.510)	(46.2)	Prior period CNG expenses partially offset by lower rates	(0.341)	(3.7)	Prior period CNG expenses partially offset by lower rates
Insurance	1.150	100.0	Timing of payments	2.256	100.0	Timing of payments
Claims	0.796	50.0	Higher payments	(1.513)	(5.3)	Higher expenses
Maintenance and Other Operating Contracts	2.521	46.3	Mainly the timing of facility maintenance, security and Bus Technology expenses	5.235	21.1	Mainly the timing of facility maintenance, security and Bus Technology expenses
Professional Service Contracts	7.350	92.6	Timing of interagency billing and Bus Technology	12.719	52.4	Timing of interagency billing and Bus Technology
Materials & Supplies	3.256	48.0	Lower general maintenance material usage due to COVID-19 service reduction and the timing of radio equipment expenses.	7.290	23.9	Lower general maintenance material, COVID-19 service reduction and the timing of radio equipment expenses.
Other Business Expenditure	0.403	74.2	Timing of Automatic Fare Collection (AFC) fees, mobility tax and other Misc. expenses	0.723	33.5	Timing of Automatic Fare Collection (AFC) fees, mobility tax and other Misc. expenses
Total Expenditures	\$ 12.302	14.1		\$ 21.087	4.4	
Net Cash Variance	\$ 11.839	58.5		\$ 22.510	22.6	

(a) - Variance less than 5%

MTA BUS COMPANY
July Financial Plan - 2020 Mid Year Forecast
CASH CONVERSION (CASH FLOW ADJUSTMENTS)

(\$ in millions)

	July 2020				Year-To-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$0.000	(0.077)	(\$0.077)	-	\$4.965	\$4.081	(\$0.884)	(17.8)
Other Operating Revenue	(0.192)	(0.142)	0.050	26.2	0.901	2.677	1.776	*
Capital and Other Reimbursements	0.857	0.174	(0.682)	(79.7)	1.255	0.240	(1.015)	(80.9)
Total Receipts	\$0.665	(\$0.045)	(\$0.709)	*	\$7.121	\$6.998	(\$0.123)	(1.7)
Expenditures								
<i>Labor:</i>								
Payroll	(\$7.106)	(\$8.993)	(\$1.888)	(26.6)	(\$3.535)	(\$3.715)	(\$0.180)	(5.1)
Overtime	-	(0.000)	(0.000)	-	(0.000)	(0.001)	(0.001)	*
Health and Welfare	(0.840)	(8.878)	(8.039)	*	4.050	(8.666)	(12.716)	*
OPEB Current Payment	(0.608)	0.000	0.608	*	2.933	(0.000)	(2.934)	*
Pensions	(0.049)	0.000	0.049	*	(0.093)	(0.002)	0.091	97.7
Other Fringe Benefits	0.205	1.266	1.061	*	6.533	8.786	2.252	34.5
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.044)	-	0.044	100.0	0.214	0.303	0.089	41.3
Total Labor Expenditures	(\$8.441)	(\$16.606)	(\$8.164)	(96.7)	\$10.103	(\$3.296)	(\$13.399)	*
<i>Non-Labor:</i>								
Electric Power	\$0.020	\$0.000	(\$0.020)	(98.2)	(\$0.096)	(\$0.134)	(\$0.039)	(40.2)
Fuel	0.293	(0.069)	(0.362)	*	0.009	(0.561)	(0.570)	*
Insurance	(0.566)	0.376	0.942	*	0.732	2.620	1.888	*
Claims	4.925	5.203	0.278	5.6	14.414	12.116	(2.298)	(15.9)
Maintenance and Other Operating Contracts	(0.538)	(0.052)	0.486	90.3	(5.015)	(3.743)	1.271	25.4
Professional Service Contracts	(2.738)	2.015	4.753	*	(2.986)	3.718	6.704	*
Materials & Supplies	(0.701)	(0.148)	0.553	78.9	(3.876)	(2.168)	1.709	44.1
Other Business Expenditures	(0.031)	0.048	0.079	*	(0.099)	(0.032)	0.067	67.6
Total Non-Labor Expenditures	\$0.665	\$7.374	\$6.709	*	\$3.082	\$11.815	\$8.733	*
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	(\$7.112)	(\$9.277)	(\$2.165)	(30.4)	\$20.306	\$15.517	(\$4.789)	(23.6)
Depreciation Adjustment	5.126	3.884	(1.242)	(24.2)	29.598	27.334	(2.264)	(7.6)
GASB 75 OPEB Expense Adjustment	14.753	-	(14.753)	(100.0)	28.939	-	(28.939)	(100.0)
GASB 68 Pension Adjustment	7.498	-	(7.498)	(100.0)	14.708	-	(14.708)	(100.0)
Environmental Remediation	-	-	-	-	-	0.179	0.179	-
Total Expenses/Expenditures	\$ 20.265	\$ (5.393)	\$ (25.658)	*	\$ 93.550	\$ 43.030	(\$50.520)	(54.0)
Total Cash Conversion Adjustments	\$20.265	(\$5.393)	(\$25.658)	*	\$93.550	\$43.030	(\$50.520)	(54.0)

NOTE: Totals may not add due to rounding

MTA Bus – Non-Reimbursable Overtime Variance

July 2020 and YTD budget vs. variance

\$M

- Favorable
- Unfavorable
- Budget

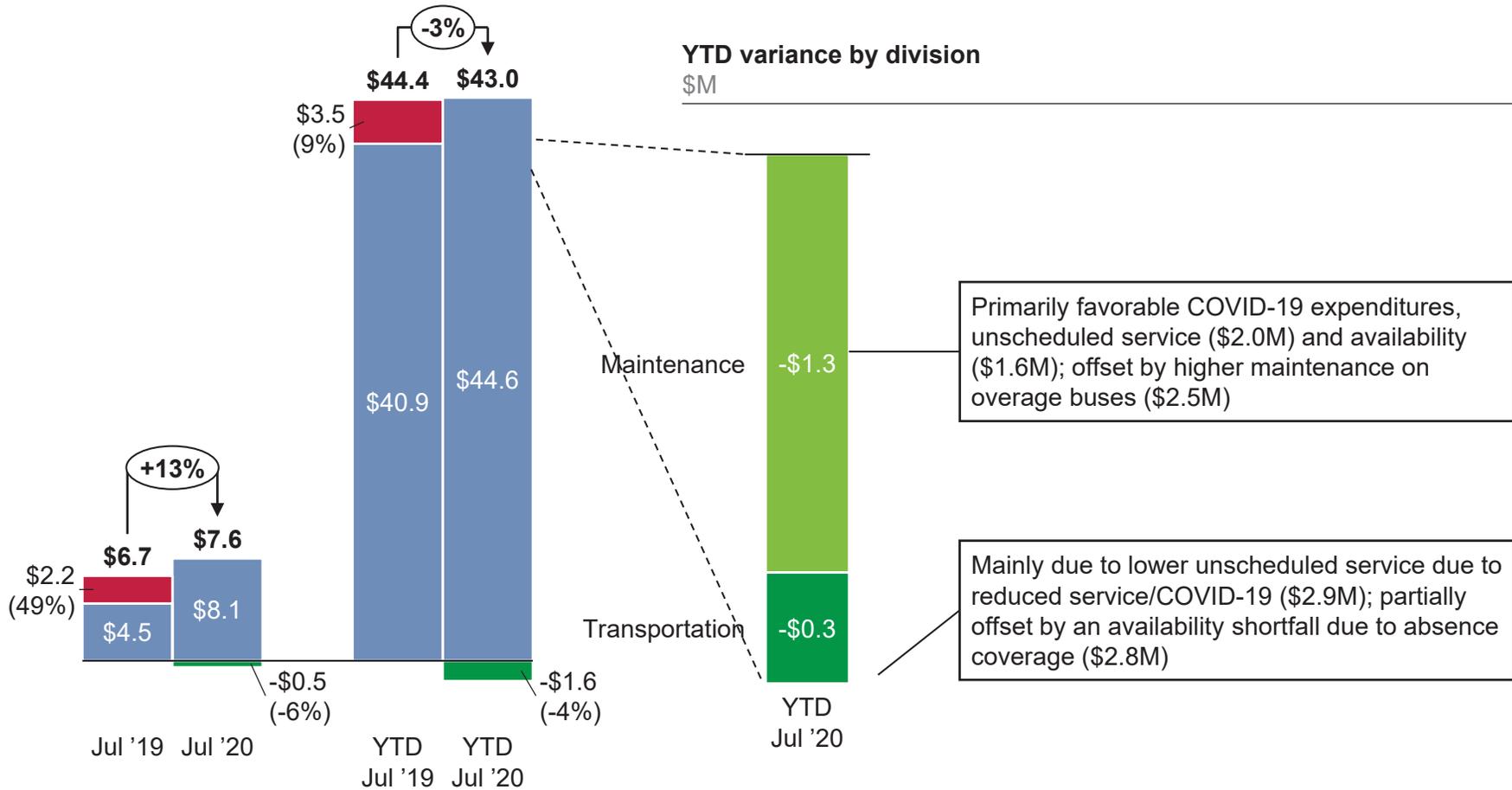
Annual Budget
Adopted: \$65M
Forecast: \$85M

Overview

- July 2020 YTD decrease of \$1.4M or 3% compared to July YTD 2019
- July 2020 is 6% under budget; July YTD is 4% under budget

YTD variance by division

\$M



Source: Midyear budget. GL actuals for actual overtime spending.
Note: MTABC 2019 and 2020 July Reimbursable Budget and Actual OT is \$0K.

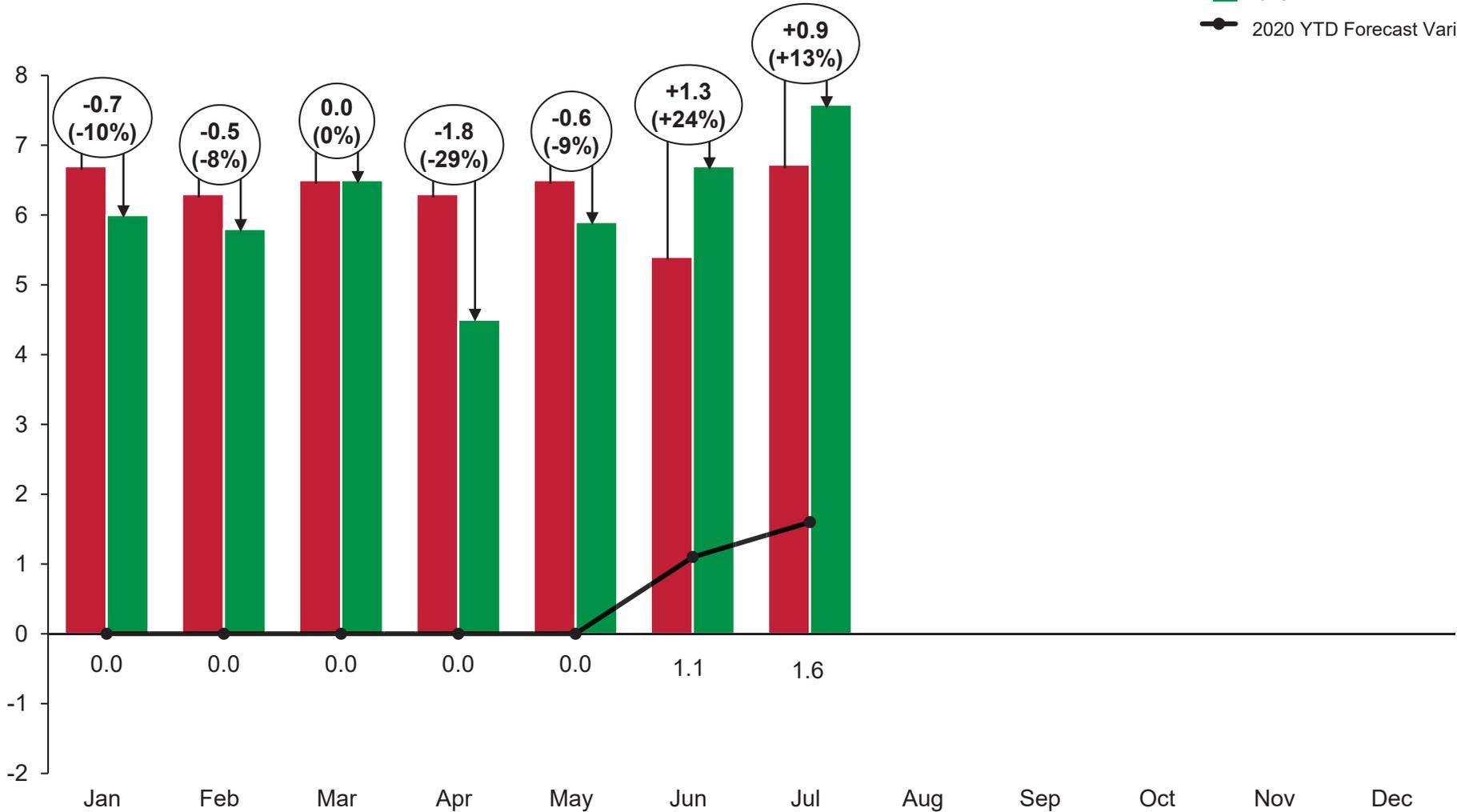
MTA Bus 2020 Overtime Spend M/(L) than 2019 Overtime Spend

Monthly non-reimbursable overtime difference, 2020 vs. 2019

\$M, % Change

Cumulative Total: 1.6, 4%

■ 2019
■ 2020
● 2020 YTD Forecast Variance



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MTA BUS COMPANY
JULY FINANCIAL PLAN - 2020 MID - YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE / REIMBURSABLE AND FULL-TIME EQUIVALENTS
JULY 2020

FUNCTION/DEPARTMENT	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	2	1	
Human Resources	17	15	2	
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	-	-	-	
Law	20	19	1	
Corporate Communications	-	-	-	
Labor Relations	-	-	-	
Strategic Office	19	18	1	
Non-Departmental	3	-	3	
Total Administration	113	102	11	Vacancies
Operations				
Buses	2,328	2,332	(4)	Excess Bus Operators
Office of the Executive VP	6	5	1	
Safety & Training	68	37	31	Bus Operator training
Road Operations	141	130	11	
Transportation Support	25	21	4	
Operations Planning	34	32	2	
Revenue Control	6	6	-	
Total Operations	2,608	2,563	46	
Maintenance				
Buses	731	726	5	
Maintenance Support/CMF	230	233	(3)	
Facilities	83	75	8	
Supply Logistics	104	96	8	
Total Maintenance	1,148	1,130	18	
Capital Program Management	35	22	13	
Total Engineering/Capital	35	22	13	Vacancies mainly Managers
Security	13	12	1	
Total Public Safety	13	12	1	
Total Positions	3,917	3,829	89	
Non-Reimbursable	3,879	3,796	84	
Reimbursable	38	33	5	
Total Full-Time	3,899	3,815	85	
Total Full-Time Equivalents	18	14	4	

MTA BUS COMPANY
JULY FINANCIAL PLAN 2020 MID - YEAR FORECAST
TOTAL FULL - TIME POSITIONS AND FTE'S BY FUNCTION AND OCCUPATION
JULY 2020

FUNCTION/OCCUPATIONAL GROUP	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	46	41	5	
Professional, Technical, Clerical	64	61	3	
Operational Hourlies	3	-	3	
Total Administration	113	102	11	Vacancies
Operations				
Managers/Supervisors	319	299	20	
Professional, Technical, Clerical	45	46	(1)	
Operational Hourlies	2,244	2,218	27	
Total Operations	2,608	2,563	46	Excess Bus Operators
Maintenance				
Managers/Supervisors	241	244	(3)	
Professional, Technical, Clerical	34	34	-	
Operational Hourlies	873	852	21	
Total Maintenance	1,148	1,130	18	
Engineering/Capital				
Managers/Supervisors	21	11	10	
Professional, Technical, Clerical	14	11	3	
Operational Hourlies	-	-	-	
Total Engineering/Capital	35	22	13	Vacancies mainly Managers
Public Safety				
Managers/Supervisors	8	6	2	
Professional, Technical, Clerical	5	6	(1)	
Operational Hourlies	-	-	-	
Total Public Safety	13	12	1	
Total Baseline Positions				
Managers/Supervisors	635	601	34	
Professional, Technical, Clerical	162	158	4	
Operational Hourlies	3,120	3,070	51	
Total Baseline Positions	3,917	3,829	89	

MTA BUS COMPANY
July Financial Plan - 2020 Mid Year Forecast
Utilization
(In millions)

	<u>July 2020</u>			<u>Year-to-date as of July 2020</u>		
	<u>Mid Year Forecast</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>	<u>Mid Year Forecast</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
<u>Farebox Revenue</u>						
Fixed Route	\$2.842	\$1.445	(\$1.397)	\$53.452	\$52.234	(\$1.218)
Total Farebox Revenue	\$2.842	\$1.445	(\$1.397)	\$53.452	\$52.234	(\$1.218)
<u>Ridership</u>						
Fixed Route	1.410	0.272	(1.138)	27.153	25.460	(1.693)
Total Ridership	1.410	0.272	(1.138)	27.153	25.460	(1.693)



Capital Program

Alok Saha, Acting Senior Vice President

September 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 September 2020 is listed below:

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

	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Construction Awards	\$3,579.2	\$2,250.5	63
Substantial Completions	\$1,273.5	\$909.5	71

In July 2020, \$346.1 million in Transit projects were awarded, including the Rutgers Tube restoration for \$144.5 million and Archer Avenue Line Direct Fixation (type VIIM) track and power improvements for \$42 million.

In August 2020, \$620.4 million in Transit projects were awarded, including two ADA accessibility projects on the Jerome Avenue, White Plains Road, and Concourse Lines in the Bronx for \$160.4 million, the purchase of 25 hybrid locomotives for \$257.9 million, life cycle replacement of signal components for \$150.7 million.

Additionally, mainline track and switch projects were awarded in both July and August totaling \$160.0 million.

Also in July 2020, \$47.1 million in Transit projects were completed, including development of new Select Bus Service (SBS) routes for \$24.6 million.

In August 2020, \$196.5 million in Transit projects were completed, including overcoating from 72 Street to 104 Street on the Flushing Line for \$59.7 million, an ADA accessibility project at 86th Street on the 4th Avenue line for \$33.2 million, and a flooding mitigation project at 11 fan plant locations systemwide for \$28.1 million. Additionally, mainline track and switch projects were completed in both months totaling \$62.6 million.

Capital Program Status September 2020

In July 2020, \$346.1 million in Transit projects were awarded, including the Rutgers Tube restoration for \$144.5 million. Superstorm Sandy inundated the Rutgers Tube with salt water and damaged a variety of critical assets. This project will repair those assets, which include signal equipment, power and communications cable, track, pump rooms, fan plant equipment, tunnel lighting. This project will also provide various resiliency improvements at its two pump rooms to prevent future damage from flooding during another significant storm event. Lastly, the broader tube initiative will advance core program projects that replace mainline track in the tube unaffected by Superstorm Sandy, provide cellular service technology upgrades and repair or replace platform components at East Broadway station on the 6th Avenue Line.

Also in July, Direct Fixation (type VIIM) track and power improvement projects for the Archer Avenue Line were awarded for \$42 million. The line will receive Direct Fixation (type VIIM) track replacement from Sutphin to Parsons, which includes replacing components such as rubber rail seats, the epoxy-sand plinths that hold the rubber rail seats, lag bolts and remediating water conditions that corrode the base of the rail. Direct Fixation track replacement will also be coordinated with 84C contact rail and negative side feeder replacement on the line.

In August 2020, \$620.4 million in Transit projects were awarded, including two ADA accessibility projects on the Jerome Avenue, White Plains Road, and Concourse Lines in the Bronx for \$160.4 million. The stations are 149th Street-Grand Concourse Complex on the Jerome Avenue, White Plains Road Lines and Tremont Avenue on the Concourse Line. 149th Street-Grand Concourse Complex will be made accessible through the installation of three elevators and stair, fare array, platform control area modifications. Tremont Avenue will be made accessible through the installation of three elevators with modifications to stairs, boarding areas and station layout in the vicinity of the new elevators.

Transit also awarded the purchase of 25 hybrid locomotives for \$257.9 million in August. These diesel-battery hybrid locomotives will be added to the work equipment fleet that are used to pull flat cars, crane cars, hopper cars and other non-self-propelled work cars to and from work sites. There is also an option to purchase up to an additional 45 locomotives if needed.

Furthermore, life cycle replacement of signal components was awarded in August for \$150.7 million. Speed enforcement equipment will be replaced at East 177th Street and Hunts Point Interlockings on the Pelham Line, Metro Tech Interlocking on the Broadway Line, Essex Street Interlocking on the Jamaica Line, and Atlantic Avenue Interlocking on the Eastern Parkway Line. Phase 1 of replacing the code systems with currency technology will commence on sections of the Jamaica, Myrtle Avenue Line, Brighton and Broadway Lines. Existing code cables on the 7th Avenue Line will also be replaced with new armored fiber optic cables with the necessary equipment. These signal component replacements will all provide improved safety and system reliability systemwide.

Lastly, mainline track and switch projects were awarded in both July and August totaling \$160.0 million. The 6th Avenue will receive track replacement, which includes replacing equipment and materials such as signals, contact rails and ballast. Lines that will receive switch replacement are the White Plains Road, Pelham and 4th Avenue. and Switch replacement work includes replacement of existing turnouts, track switches, switch valves, connecting rails, contact rails, ties, ballast and signal cables. Continuous Welded Rail (CWR) will also be installed on various

lines systemwide to reduce the number of broken rails in subway tracks and improve the condition of track equipment. Supporting services for system-wide track projects was also awarded, which provides maintenance work was performed system-wide where required to eliminate various structural defects in the track system.

Transit completed projects totaling \$47.1 million in July 2020, including development of new Select Bus Service (SBS) routes for \$24.6 million. High bus ridership corridors were identified throughout New York City and investments were made in off-board fare collection installation, and automatic vehicle location and transit signal priority technology. For this phase of the SBS initiative, SBS stops were established for the Q44-SBS route in Queens and the Bronx and the B46-SBS route in Brooklyn.

In August 2020, \$196.5 million in Transit projects were completed, including overcoating from 72 Street to 104 Street on the Flushing Line for \$59.7 million. The project involved preparing the steel surface of the line structure by removing all existing paint and repainting within the project limits. Select steel repair of the line structure was also addressed.

Transit also completed an ADA accessibility project at 86th Street on the 4th Avenue line for \$33.2 million in August. The station will be made accessible by installing two ADA elevators, an additional street stair and reconstruction of two existing stairs.

Furthermore, Transit completed a flooding mitigation project at 11 fan plant locations systemwide for \$28.1 million. The project included furnishing and installing mechanical closure devices (MCDs) under ventilation gratings at the fan plants in vulnerable flooding locations in order to protect critical equipment from storm events. The fan plants that received flooding resiliency improvements include Avenue D (#5111), Stone St N/B (#5118), Stone St S/B (#5119), Rutgers Slip (#6375), Nott Av Shaft, (#6404), Jackson Ave (#6406), 54 Av / Vernon Blvd (#6418), 2 St and 50 Av Shaft #4 (#7204), South Ferry (#7207), Old Slip (#7229), and Battery Place and Greenwich St (#7238).

Additionally, mainline track and switch projects were completed in both months totaling \$62.6 million. The Eastern Parkway, Lenox-White Plains Road and Jamaica Lines received track replacement, which includes replacing equipment and materials such as signals, contact rails and ballast. The Sea Beach Line received switch replacement, which includes replacement of existing turnouts, track switches, switch valves, connecting rails, contact rails, ties, ballast and signal cables.

CAPITAL PROJECT MILESTONE SUMMARY 2020

(Through August 31, 2020)

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

August

Construction Awards	238.4	8	620.4	10	260.3	125.0
Substantial Completions	117.3	5	196.5	10	167.5	200.0

2020 Year-To-Date

Construction Awards	3,579.2	8	2,250.5	70	62.9	875.0
Substantial Completions	1,273.5	5	909.5	69	71.4	1,380.0

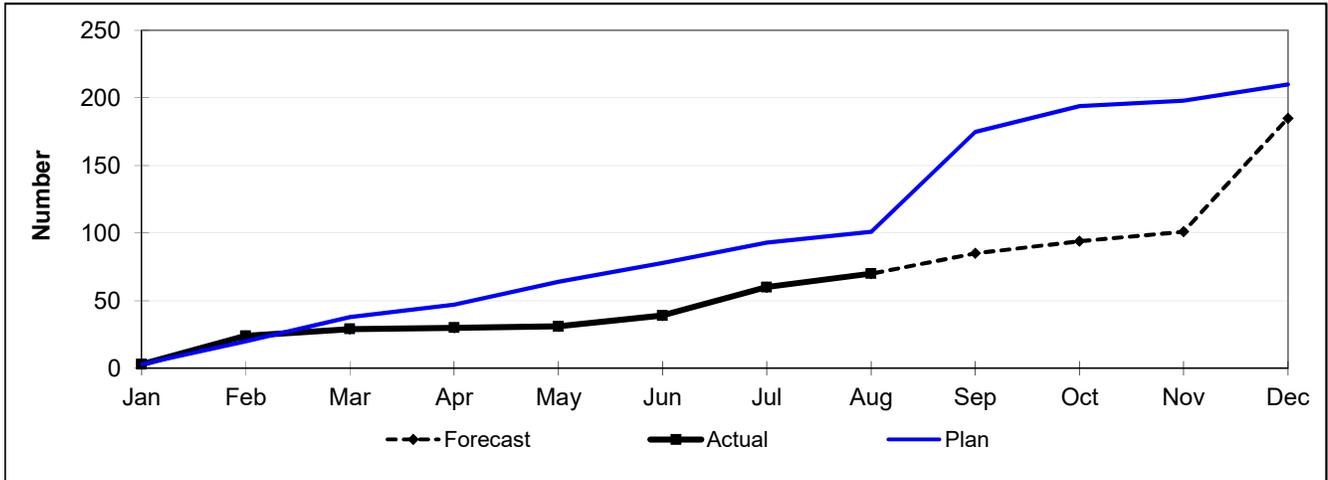
2020 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Construction Awards	8,482.9	210	6,684.7	185	78.8	88.1
Substantial Completions	2,890.2	174	2,886.2	173	99.9	99.4

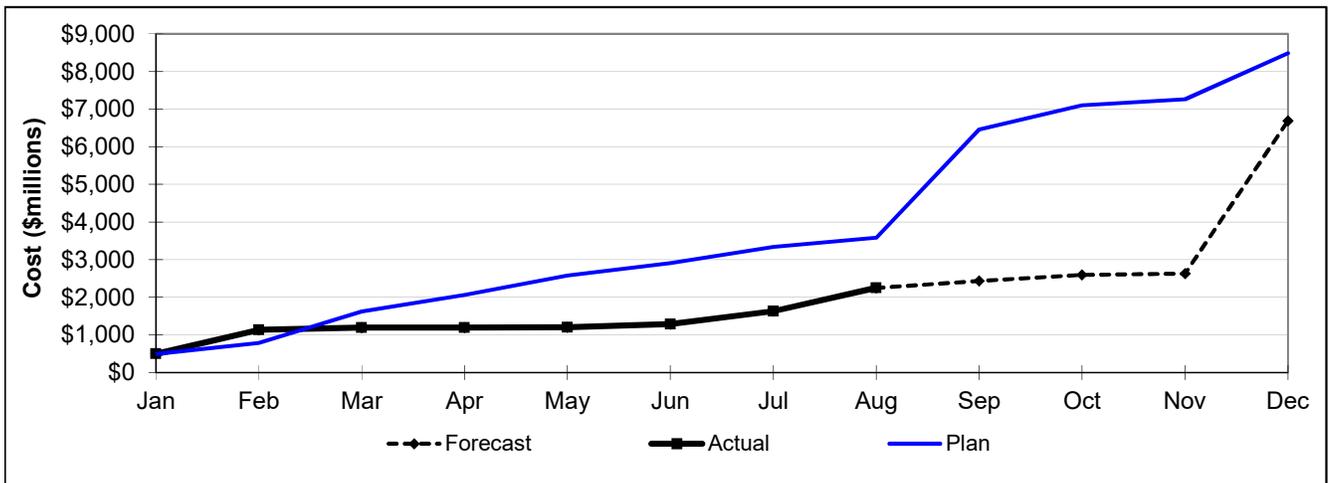
Totals do not include contingency, emergency funds and miscellaneous reserves; performance percentages include early accomplishments.

2020 Awards Charts

As of August 2020



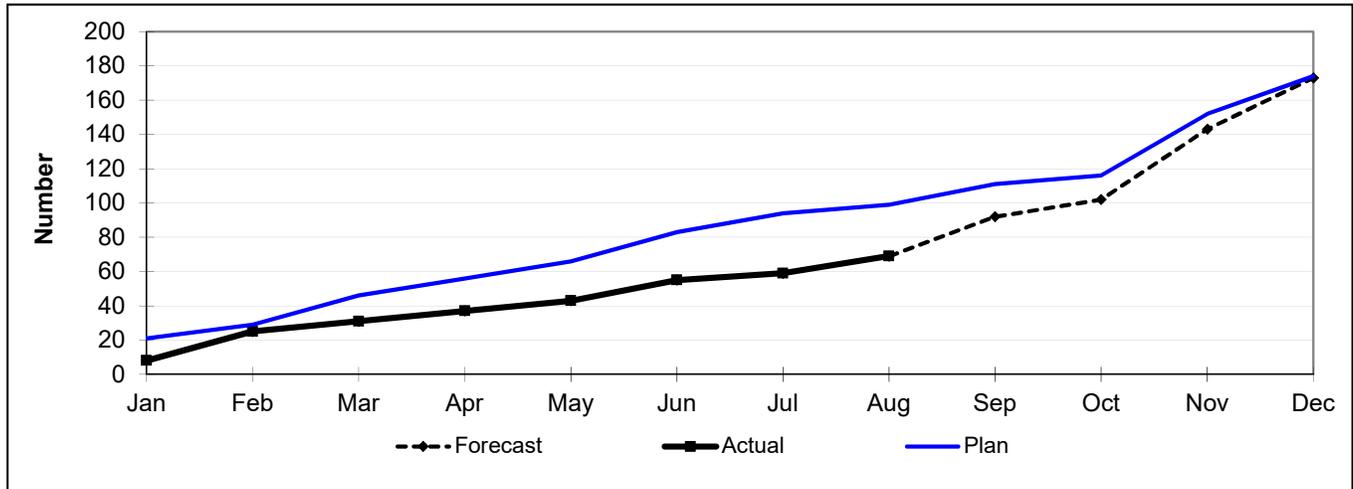
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast									15	9	7	84
Actual	3	21	5	1	1	8	21	10				
Plan	3	17	18	9	17	14	15	8	74	19	4	12
Cummulative												
Forecast									85	94	101	185
Actual	3	24	29	30	31	39	60	70				
Plan	3	20	38	47	64	78	93	101	175	194	198	210



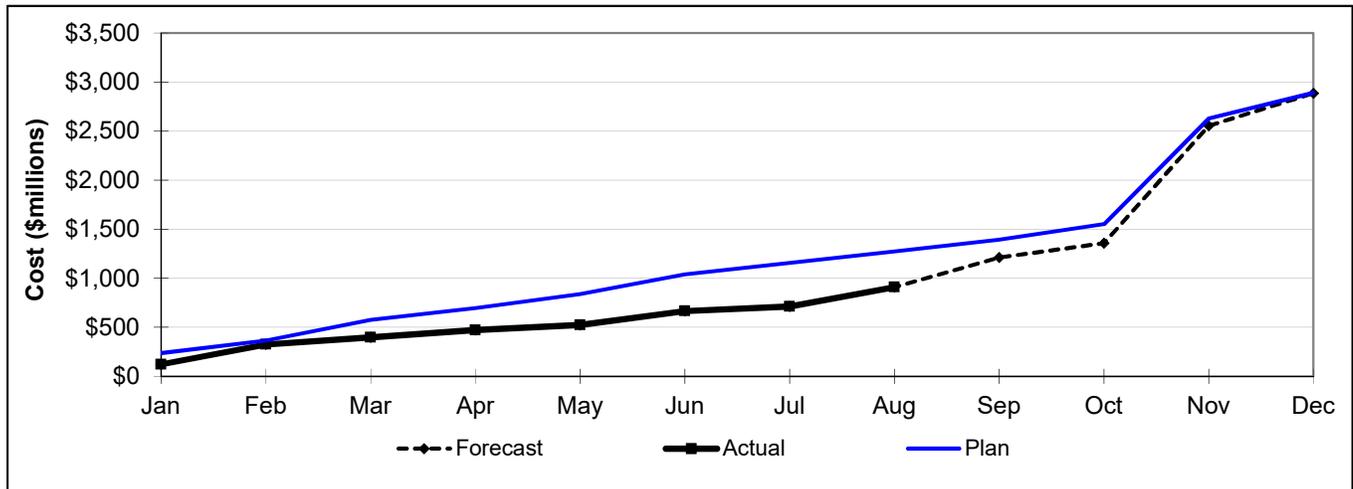
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast									180.1	162.8	33.8	4,057.5
Actual	493.1	641.2	55.1	2.8	5.0	86.8	346.1	620.4				
Plan	493.1	291.9	833.0	444.8	514.9	331.3	432.0	238.4	2,876.6	646.8	159.4	1,220.9
Cummulative												
Forecast									2,430.6	2,593.4	2,627.2	6,684.7
Actual	493.1	1,134.3	1,189.4	1,192.1	1,197.1	1,284.0	1,630.1	2,250.5				
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 August 2020



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast									23	10	41	30
Actual	8	17	6	6	6	12	4	10				
Plan	21	8	17	10	10	17	11	5	12	5	36	22
Cummulative												
Forecast									92	102	143	173
Actual	8	25	31	37	43	55	59	69				
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									302.7	145.7	1,198.0	330.4
Actual	122.2	205.2	70.7	73.3	54.4	140.2	47.1	196.5				
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									1,212.2	1,357.9	2,555.9	2,886.3
Actual	122.2	327.4	398.1	471.4	525.7	665.9	713.0	909.5				
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



Procurement and Supply Chain

Louis A. Montanti, Acting Senior Vice President

PROCUREMENTS

The Procurement Agenda this month includes 2 actions for a proposed expenditure of \$20.9M.

Subject Request for Authorization to Award Various Procurements					
Department Procurement & Supply Chain – NYCT					
Department Head Name Louis A. Montanti					
Department Head Signature					
Project Manager Name Rose Davis					
Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	9/23/20			
2	Board	9/23/20			

September 21, 2020			
Department			
Department Head Name			
Department Head Signature			
Internal Approvals			
	Approval		Approval
	President NYCT	X	Pres. MTA Bus/SVP DOB
X	SVP Operations Support	X	Subways
X	Capital Prog. Management	X	Diversity/Civil Rights
	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:

Schedules Requiring Majority Vote:

Schedule I:	Modification to Purchase and Public Work Contracts	1	\$	4.8 M
	• Seon Design (USA) Corp.		\$	4.8 M
	SUBTOTAL	1	\$	4.8 M

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

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

Schedules Requiring Majority Vote:

Schedule I: Modifications to Purchase and Public Works Contracts	1	\$ 16.1 M
	SUBTOTAL	\$ 16.1 M
	TOTAL	\$ 20.9 M

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

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

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

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.

Item Number: 1

Vendor Name (Location) Seon Design (USA) Corp (Bellingham, Washington)
Description Bus Camera Security System
Contract Term (including Options, if any) February 15, 2011–September 30, 2020
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept./Div., Dept./Div. Head Name: Department of Buses, Craig Cipriano

Contract Number C-52097A	AWO/Mod. # 14
Original Amount:	\$ 9,748,256
Option Amount:	\$ 22,642,618
Total Amount:	\$ 32,390,873
Prior Modifications:	\$ 7,429,494
Prior Budgetary Increases:	\$ 678,475
Current Amount:	\$ 40,498,843
This Request:	\$ 4,836,909
% of This Request to Current Amount:	11.9%
% of Modifications (including This Request) to Original Amount:	125.5%

Discussion:

This modification is for the extension of maintenance services for buses and depots equipped with Bus Camera Security Systems (“BCSS”) for an additional 15 months in the estimated total amount of \$4,836,909. The BCSS allows video images to be captured on buses and then wirelessly uploaded along with a system health report from the buses to depot servers during the refueling process for use in managing data and ensuring proper operation of the onboard equipment.

Contract C52097 was awarded to UTC Fire & Security (“UTCFS”) under an Immediate Operating Need for the provision and installation of its MobileView BCSS, consisting of cameras and mobile digital video recorders, on an estimated quantity of 426 buses as well as software and hardware for nine depots, with an option for an additional 1,150 buses and corresponding depots. A total of 1,612 buses and 28 depots have been retrofit with BCSS through this contract. As of August 5, 2020, NYC Transit and MTA Bus Company have received 2,493 new bus deliveries with MobileView BCSS pre-installed, bringing the total number of buses equipped with BCSS to 4,158 (4,105 from Seon Design [USA] Corp. [“Seon”] and 53 from Apollo Video Technology [“Apollo”]). During new bus procurements, original equipment manufacturers have the option of offering preapproved BCSS systems from Seon and Apollo. The Department of Buses (“DOB”) reviews each proposal and chooses the option that provides the best value while meeting all current requirements.

Using an informal competitive method, three companies participated in tests to determine performance acceptability: NICE Systems, Inc. (“NICE”); UTCFS; and March Networks (“March”). Negotiations with each commenced while the tests were underway. Technical ratings on the performance of the respective systems showed that UTCFS’s performance far exceeded that of March and NICE. This process allowed the Authority to ultimately select a superior product at a competitive price from UTCFS.

This contract was assigned to Seon after it officially acquired MobileView from UTCFS on November 30, 2017; Contract C52097 was renamed C52097A as a result.

This modification will extend the contract through December 31, 2021; this extension will allow for the continued provision of maintenance services for all buses and depots currently equipped with MobileView BCSS as well as diagnostic and video data management services, while allowing time to determine the long-term strategy for maintenance. Additionally, this modification will provide for the replacement and/or upgrade of BCSS components on an as-needed basis in order to ensure compatibility with the existing DOB Wi-Fi infrastructure. Additional funding in the amount of \$4,836,909 will be added to the contract in order to cover the expected expenditures to be incurred over the 15-month period.

Seon’s initial proposal for this 15-month period was in the amount of \$6,726,565. Through negotiations, Procurement, DOB, and Seon were able to modify the Scope of Work and identify efficiencies. This resulted in a final price proposal of \$4,836,909 which was 28.1 percent below Seon’s initial proposal. The final proposal was reviewed by NYC Transit’s Cost Price Analysis Unit and was determined to be fair and reasonable. Procurement and DOB concur with this determination.

Schedule I: Modifications to Purchase and Public Work Contracts



Item 2

Vendor Name (Location) Harsco Metro Rail, LLC (Charlotte, North Carolina)
Description Purchase of 65 R252 Flatcars
Contract Term (including Options, if any) June 11, 2018–December 22, 2023
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept./Div., Dept./Div. Head Name: Department of Subways, Frank Jezycki (Acting)

Contract Number R34252	AWO/Mod. #: 2
Original Amount:	\$ 40,362,487
Prior Modifications	\$ 0
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 40,362,487
This request:	\$ 16,053,396
% of This Request to Current Amount:	39.8%
% of Modifications (including This Request) to Original Amount:	39.8%

Discussion:

This modification is for the exercise of an option to purchase 27 R252 flatcars and related non-car items such as spare parts, technical documentation, and training for NYC Transit Department of Subways from Harsco Metro Rail, LLC (“Harsco”) in the estimated amount of \$16,053,396.

A flatcar, which consists of a frame (a steel structure with a deck) mounted on a pair of trucks (a chassis with two axles, each axle having two wheels), is designed to handle and transport track maintenance machinery and other heavy equipment, materials, and supplies throughout the NYC Transit system. Flatcars are used to support work at various NYC Transit jobsite locations.

On June 11, 2018, Contract R34252 was awarded to Harsco Metro Rail, LLC (“Harsco”) for the purchase of 65 flatcars in the amount of \$40,362,487 as a result of a competitive Request for Proposal under an Immediate Operating Need and was later ratified by the Board in September 2019. The contract included two options: Option A for 27 flatcars and Option B for 62 flatcars, for which subsequent Board approvals would be sought. This action is to exercise Option A. Option pricing is subject to a price adjustment based on a price index formula set forth in the contract. To date, there has been one modification of this contract, which was a no-cost clarification of the contract language.

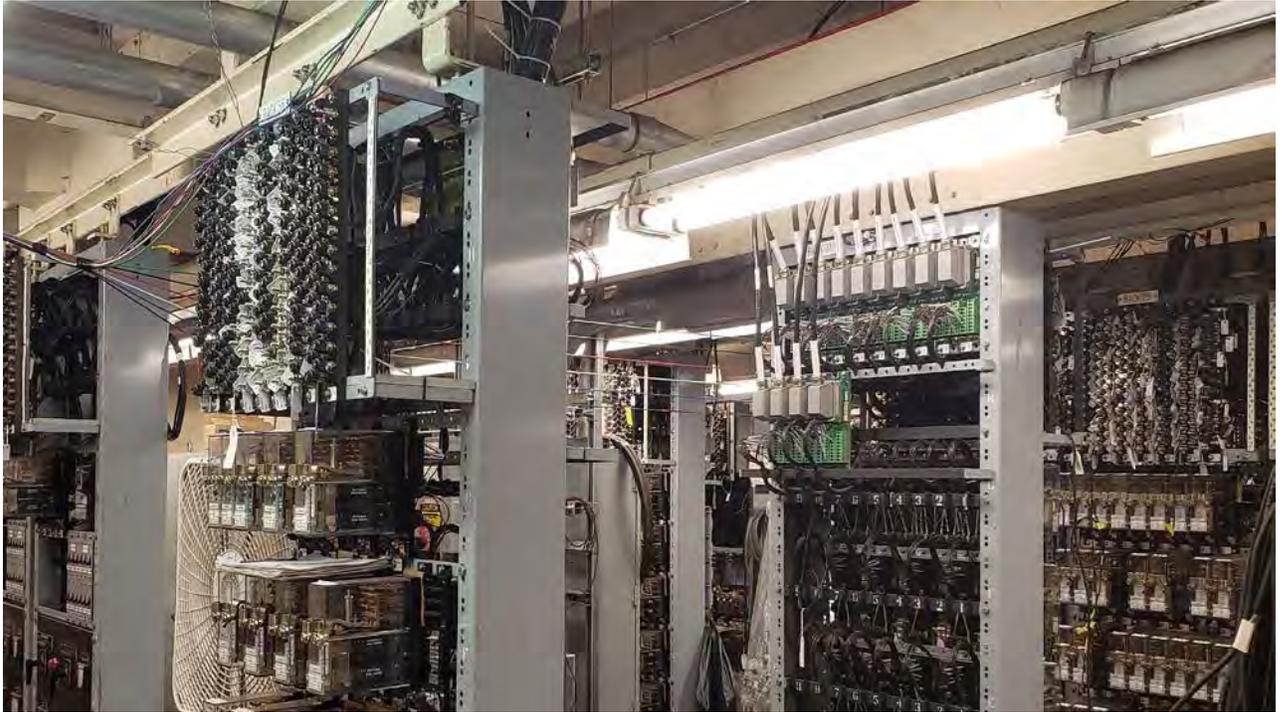
The base quantity of 65 flatcars was originally scheduled for delivery from June 2019 to December 2021 with incentives for early delivery to further accelerate Harsco’s delivery schedule. Harsco was able to accelerate the delivery of the base quantity of 65 flatcars by 16 months (the 65th flatcar was delivered in August 2020). Option A, for 27 flatcars, was originally scheduled for delivery between January 2022 and February 2023, and the option had to be exercised in January 2021 in order to maintain continuous production. In view of the accelerated delivery of the base order, Option A needed to be exercised in July 2020 to maintain that continuous production. However, as it was agreed that this procurement would be deferred and rescheduled for the September 2020 Board, there will be a minimal gap of two months in the production schedule for which the deliveries of the option order flatcars will commence in December 2020 with the last flatcar to be delivered in August 2021.

A market survey was conducted to verify the current market conditions to ascertain if these flatcars could be supplied by any other flatcar manufacturer at a better price and with a shorter delivery schedule. However, of the companies contacted for the market survey, those with experience building new flatcars were unable to provide both a better delivery schedule and more competitive pricing than Harsco’s.

Procurement and NYC Transit’s Cost Price Analysis Unit reviewed the total price of \$16,053,396 for Option A and requested a price concession from Harsco. However, Harsco advised that the offered price was the most aggressive price and no further price reduction could be provided at this time. Because the base price was established in a competitive environment and was adjusted in accordance with the formula contained in the contract, the price is deemed to be fair and reasonable.

Contracts

Stephen Plochochi, Senior Vice President, Contracts



The above photo depicts the 36th St. Relay Room which was constructed as part of the Communications-Based Train Control System contract for the Queens Boulevard Line. This equipment is utilized to monitor and control the switches and signal equipment of the 36th Street interlocking portion of the Queens Boulevard Line.

PROCUREMENTS

The Procurement Agenda this month includes two procurement actions for a proposed expenditure of \$8.1M

Staff Summary

Subject Request for Authorization to Award Various Procurement Actions					
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	9/23/2020	X		
2	Board	9/23/2020	X		

Date: September 14, 2020			
Internal Approvals			
	Approval		Approval
2	 Executive Vice President & General Counsel	3	 President
1	 Deputy Chief Development Officer, Development		

PURPOSE

To obtain the approval of the Board to award various procurement actions and, to inform the New York Transit and Bus Committee of these procurement actions.

DISCUSSION

MTA Construction & Development Company proposes to award Competitive Procurements in the following category:

MTA Construction and Development Company proposes to award Ratifications in the following category:

Schedules Requiring Majority Vote

K. Ratification of Completed Procurement Actions	2	\$ 8,100,000
TOTAL	2	\$ 8,100,000

Budget Impact:

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

Recommendation:

The procurement actions be approved as proposed. (The items are 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.

SEPTEMBER 2020

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

(Staff Summaries required for items requiring Board Approval)

- | | | |
|---|--------------------|--------------------------------------|
| 1. Scalamandre – Gramercy JV
Contract No. A-37124.16 | \$6,400,000 | <u>Staff Summary Attached</u> |
|---|--------------------|--------------------------------------|

MTA Construction and Development requests the Board ratify a retroactive modification to the contract for accessibility upgrades at the Avenue H Station, located along the Brighton line in Brooklyn.

- | | | |
|--|--------------------|--------------------------------------|
| 2. L.K. Comstock & Co. Inc.
Contract No. S-48005.69 | \$1,700,000 | <u>Staff Summary Attached</u> |
|--|--------------------|--------------------------------------|

MTA Construction and Development requests the Board ratify a retroactive modification for the acceleration of work associated with the installation of the Data Communications System (“DCS”) equipment and Communications-Based Train Control (“CBTC”) equipment to ensure completion by July 31, 2020 and October 31, 2020 respectively.

Schedule K - Ratification of Completed Procurement Actions

Staff Summary

Item Number: 1

Vendor Name (Location) Scalamandre – Gramericy JV (Freeport, New York)
Description Installation of Three Elevators at 59th St. Station on 4th Ave. Line "B" Division (BMT), Borough of Brooklyn
Contract Term (including Options, if any) November 19, 2018–January 21, 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 checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept./Div., Dept./Div. Head Name: Delivery/Mark Roche

Contract Number A-37124	AWO/Mod. #s 16
Original Amount:	\$ 34,247,000
Prior Modifications:	\$ 4,231,630
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 38,478,630
This Request:	
Modification Cost	\$ 6,150,000
Incentive Cost	\$ 250,000
Total Cost	\$ 6,400,000
% of This Request to Current Amt.:	16.6%
% of Modifications (including This Request) to Original Amount:	31.0%

Discussion:

This retroactive modification is for accessibility upgrades at the Avenue H Station, located along the Brighton line in Brooklyn.

The base contract provides for the installation of three new elevators at the 59th Street station along the 4th Avenue line, B division (BMT), in the borough of Brooklyn. The work includes (1) furnishing and installing one street-to-mezzanine ADA-compliant elevator and two mezzanine-to-platform ADA-compliant elevators; (2) reconfiguration of two street stairs and two platform stairs, and rehabilitation of two street stairs and two platform stairs; (3) expansion of the north mezzanine; (4) reconfiguring the fare control area; (5) constructing a new elevator machine room, electrical panel room, ADA-compliant toilet facilities, and cleaner’s room; and (6) providing new ADA compliant sidewalk curb cuts.

The Avenue H Station accessibility upgrade work includes (1) furnishing and installing a new ADA-compliant customer ramp with a new control house providing access from the street level to the northbound platform; (2) reconfiguring and reconstructing the support columns and existing stair canopy to accommodate the landing for the new control house; (3) upgrading the existing underpass, platform boarding area, and existing control house entryway to current ADA standards; and (4) furnishing and installing new and upgraded Closed-Circuit Television Cameras (CCTV), intercoms, speaker phones, and fire alarm system.

The Avenue H Station ADA accessibility work was originally intended as a separate contract. By advancing the Avenue H work through the issuance of a modification to contract A-37124, MTA C&D will accelerate customer access to a fully ADA-compliant station. In comparison to a separate contract award, advancing this work as a modification to an existing contract will permit this work to start over 3 months earlier, taking advantage of current low ridership levels, thereby minimizing inconvenience to the public. Scalamandre-Gramericy J.V. is a skilled contractor currently mobilized in Brooklyn working on ADA accessibility, and is capable of expediting completion of this work.

The contractor submitted its revised proposal in the amount of \$6,681,945. Negotiations resulted in the agreed-upon lump-sum price of \$6,150,000, which is considered to be fair and reasonable. This modification also includes a negotiated time extension of 94 excusable and non-impactable working days for the completion of the Avenue H ADA accessibility work, extending the contract Substantial Completion date from January 21, 2021, to June 2, 2021. Existing dates and obligations associated with the 59th Street Station work remain unchanged.

In addition to the direct costs, this modification also provides for an incentive payment of up to \$250,000 for achieving substantial completion prior to June 2, 2021. The incentive is scaled and provides a maximum payment of \$2,500 per day for achieving substantial completion 100 days early.

Schedule K - Ratification of Completed Procurement Actions

Staff Summary

Item Number: 2

Vendor Name (Location) L.K. Comstock & Co. Inc. (New York, NY)
Description Installation of CBTC on Queens Boulevard Line
Contract Term (including Options, if any) December 22, 2016 – July 21, 2022
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 checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept./Div., Dept./Div. Head Name: Delivery/Mark Roche

Contract Number S-48005	AWO/Mod. #s 69
Original Amount:	\$ 223,300,000
Prior Modifications:	\$ 4,303,810
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 227,603,810
This Request:	
Modification Cost	\$ 1,300,000
Incentive Cost	\$ 400,000
Total Cost	\$ 1,700,000
% of This Request to Current Amt.:	.75%
% of Modifications (including This Request) to Original Amount:	2.7%

Discussion:

This retroactive modification is for the acceleration of work associated with the installation of the Data Communications System (“DCS”) equipment and Communications-Based Train Control (“CBTC”) equipment to ensure completion by July 31, 2020 and October 31, 2020 respectively.

This 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 (“LKC”) for the wayside installation of the CBTC system as well as installation of the DCS. To demonstrate interoperability and integration between the two previously approved CBTC systems on a revenue line, supplier contracts were awarded to both Siemens Industry (S-48004-1) and, to a much lesser extent, Thales Transport and Security, Inc. (S-48004-2), to provide carborne and wayside equipment. Siemens also provides the DCS equipment.

Under this contract, LKC is responsible for the installation of DCS and CBTC equipment in several Central Instrument Rooms (“CIR”) and Relay Rooms, including all associated cable and wiring required for power and connectivity. As a result of delays to a predecessor contract for signal system modernization at 71st-Continental & Kew Gardens interlocking, LKC’s access to the CIRs and Relay Rooms was limited, resulting in delays to the LKC contract and potentially to the implementation of CBTC on the QBL line.

This modification provides for premium time labor, additional supervision and additional Safety Supervisor and Signaller coverage required to accelerate the installation of DCS and CBTC equipment in order mitigate prior delays and avoid potential schedule impacts to the system testing to be performed by Siemens. This acceleration ensured the start of testing by Siemens of the DCS by August 1, 2020 and will ensure the start of CBTC testing by November 1, 2020 in order to implement CBTC on the QBL line on-time. The Contractor was directed to begin implementing this acceleration on June 15, 2020.

The contractor submitted a cost proposal of \$2,468,040. Negotiations resulted in the agreed upon lump sum price of \$1,300,000 which has been determined to be fair and reasonable.

This agreement includes a completion incentive of \$200,000 for completion of the DCS by July 31, 2020, which was accomplished, and an additional \$200,000 for completion of CBTC installation by October 31, 2020. The incentive payments are contingent upon completion of all identified work by the established milestone completion dates. If the dates are not met, the contractor will not receive any portion of the incentive payments. In addition, this modification includes disincentives for the late completion of the newly established milestones.

In connection with a previous contract awarded to L.K. Comstock & Company (“Comstock”), Comstock was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel in February 2016. No new SAI has been found relating to Comstock and Comstock has been found to be responsible.



Standard Follow-Up Report: Transit Adjudication Bureau, 2nd Quarter 2020

The purpose of this quarterly report is to update the Transit Committee on Transit Adjudication Bureau (TAB) activities and outcomes, as reflected by several Key Indicators.

TAB is the statutory administrative tribunal that receives, processes, adjudicates and pursues collection of civil penalties arising from the tens of thousands of civil summonses that are issued each year for violations of the Transit Rules of Conduct.

This quarterly reporting on TAB activities and outcomes commenced in 1992. The report provides the Committee with metrics, covering the most recently completed quarter, for the following Key Indicators:

- Number of TAB violations received by TAB
- Number and dollar amount of payments TAB received
- TAB revenues and expenses for the quarter
- Number of cases adjudicated

David Farber

Vice President and General Counsel, NYC Transit Law Department
General Counsel, MTA Bus Company

Transit Adjudication Bureau, Second Quarter 2020

The following is a comparison of the key indicators for the second quarter of 2020 as compared to the same period in 2019.

- TAB violations issued in the second quarter of 2020 (Q2 2020) decreased by 97.3%, from 41,993 in 2019 to 1,117 in 2020.
- TAB received 9,509 payments in Q2 2020, a 69.7% decrease from the 31,404 received in Q2 2019. Direct payments decreased by 88.4% (from 23,114 to 2,686) compared to the second quarter of 2019. The number of second quarter payments received from state tax refunds decreased from 8,290 in 2019 to 6,823 in 2020.
- Total revenue for Q2 2020 was 61.3% lower than in 2019 (\$1,350,954 versus \$3,493,932). Receipts from direct payments in Q2 2020 decreased by 87.9% (\$264,058 compared to \$2,189,072 in 2019). Receipts from state tax refunds for Q2 2020 relating to outstanding judgments from prior years totaled \$1,090,208, representing an 16.5% decrease from Q2 2019 state tax refund receipts of \$1,306,396.
- TAB revenue for Q2 2020 exceeded expenses by \$926,704. This compared to a margin of \$2,296,120 for Q2 2019. Second quarter expenses decreased by 64.6% relative to 2019 (\$424,250 compared to \$1,197,812).

For further information, see the Key Indicators Chart on the following page.

<http://www.mta.info/nyct/TransitAdjudicationBureau.html>

**MTA New York City Transit
Transit Adjudication Bureau
Key Indicators
Second Quarter 2020**

ANNUAL TOTALS				
Indicator	2nd Qtr 2020	2nd Qtr 2019	Y-T-D 2020	Y-T-D 2019
Issuance Data				
Violations Issued*	1,117	41,993	43,295	84,658
Payment Data				
Number of Payments	9,509	31,404	43,634	68,980
Regular	2,686	23,114	24,530	47,105
State Tax Refund**	6,823	8,290	19,104	21,875
Amount Paid	\$1,354,266	\$3,495,468	\$5,553,019	\$8,060,575
Regular	\$264,058	\$2,189,072	\$2,340,844	\$4,435,621
State Tax Refund	\$1,090,208	\$1,306,396	\$3,212,175	\$3,624,954
Average Payment	\$142.42	\$111.31	\$127.26	\$116.85
Yield per NOV	\$1,212.41	\$83.24	\$128.26	\$95.21
Revenue/Expense Data				
Revenue	\$1,350,954	\$3,493,932	\$5,550,410	\$8,121,617
Expenses*	\$424,250	\$1,197,812	\$1,500,644	\$2,364,348
Adjudications				
Total Cases Adjudicated	10	5,547	4,132	11,408

Note: Due to the COVID-19 pandemic, the Transit Adjudication Bureau office was closed to the public March 17, 2020 – July 31, 2020.

* Y-T-D 2020 reflects an updated count of violations issued and March expenses not previously recorded on the Q1 2020 Board report.

** State Tax Refund data is now being reported based on the bank deposit date and not the NYS Department of Taxation reported offset date.

New York City Transit NYCT

EEO Report – 2nd Quarter 2020

September 23, 2020



Executive Summary

■ EEO

*Due to the COVID-19 pandemic, all scheduled outreach events were cancelled from mid-March through the entire second quarter, with the exception of the usage of free social media postings.

As of **June 30, 2020**, NYCT workforce included 50,127 total employees. This represents a 3% decrease from the second quarter 2019 (2Q19).

- Females represent 19% (9,373) of our workforce and remained constant when compared to 2Q19 due to the separation of a larger number of male employees compared to female employees.
- Females were hired above their current representation possibly due to past recruitment outreach efforts targeting females.
- Minorities represent 79% (39,627) of our workforce, an increase of 1% when compared to the percentage in 2Q19. This may be due to separations resulting in a 6% reduction in the non-minority workforce population compared to a 2% reduction in the minority workforce population.
- Minorities were hired above their current representation possibly due to no hiring restrictions in the critical operating titles that were filled.



Executive Summary

NYCT conducted a **utilization analysis*** of females and minorities in its workforce as of June 30, 2020. Based on the analysis, the underrepresentation for females and minorities occurred in the following EEO categories:

Females:

- Officials and Administrators – Whites
- Professionals – Whites
- Technicians –Asians and Whites
- Protective Services – Asians and Whites
- Paraprofessionals – Whites
- Administrative Support – Hispanics, Asians and Whites
- Skilled Craft– Blacks, Hispanics, Asians and Whites
- Service Maintenance – Hispanic, Asians and Whites

Minorities:

- Technicians –Asians
- Protective Services –Asians
- Administrative Support – Hispanics, Asians
- Skilled Craft– Blacks, Hispanics and Asians
- Service Maintenance – Hispanic, Asians



*The utilization analysis compares the percentages of females and minorities employed in each job group to 80 percent of the females and minorities available within the relevant labor market.

Executive Summary

■ Diversity Initiatives to increase representation

■ Initiatives taken to address underrepresented females and minorities

- **Females** – NYC Transit recruitment disseminated Monthly Notices of Examination (NOE) and Job Vacancy Notices (JVN) to *Empowering Women*, a Transit Employee Group (TEG), colleges and universities, the NYS Department of Labor and Women In Need (Buses).
- **Minorities** – Various TEGs moderated virtual panel discussions, such as “*Dynamic Dialogues: Asian Communities During COVID-19 & Changing Culture of Face Masks & Wellness*” for employee development and support while EEO & Diversity (EEO&D) hosted powerful MTA-wide webinars, such as “*Racial Injustice & Crucial Conversations*”, to challenge and engage employees. Additionally, the Transit Diversity Advisory Council established regular virtual sessions to encourage employees to stay safe, positive and connected in the new COVID-19 environment.

■ Initiatives to increase representation of veterans and persons with disabilities

- **Veterans** – NYC Transit Recruitment continues to work closely with the MTA Director of Veteran’s Recruitment to disseminate NOE’s and JVN’s which are also shared with the *Veteran’s* TEG.
- **Persons with Disabilities** - In recognition of the American Disabilities Act’s 30th anniversary, a collaborative effort with MTA Board member(s), the Senior Advisor for System-wide Accessibility, EEO&D, Human Resources, Business Service Center and the *Abilities* TEG is re-igniting a campaign to encourage employees to update personal information, including the voluntary self-identification of disability status.



NYCT

Workforce

as of June 30, 2020



Definitions of EEO Job Categories

Officials & Administrators

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.

Professionals

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

Technicians

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

Protective Services

Occupations in which workers are entrusted with public safety, security and protection from destructive forces.

Paraprofessionals

Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.

Administrative Support

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

Skilled Craft

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

Service Maintenance

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.



NYCT Workforce

JOB CATEGORY	TOTAL ¹		Minorities		WHITES		BLACKS		HISPANICS		ASIANS		AI/AN*		NHOPI**		2+ RACES		VETERANS		PWD***	
	#	%	#	%	#	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	2,290		1402	61%	888	39%	705	31%	267	12%	306	13%	8	0%	2	0%	114	5%	96	4%	35	2%
F	540	24%	400	17%	140	6%	267	12%	50	2%	57	2%	0	0%	0	0%	26	1%	6	6%	10	29%
M	1,750	76%	1002	44%	748	33%	438	19%	217	9%	249	11%	8	0%	2	0%	88	4%	90	94%	25	71%
Professionals	2,517		1841	73%	676	27%	791	31%	258	10%	673	27%	4	0%	0	0%	115	5%	28	1%	38	2%
F	972	39%	789	31%	183	7%	423	17%	125	5%	186	7%	2	0%	0	0%	53	2%	7	25%	18	47%
M	1,545	61%	1052	42%	493	20%	368	15%	133	5%	487	19%	2	0%	0	0%	62	2%	21	75%	20	53%
Technicians	161		118	73%	43	27%	68	42%	18	11%	24	15%	0	0%	0	0%	8	5%	4	2%	3	2%
F	59	37%	47	29%	12	7%	35	22%	7	4%	4	2%	0	0%	0	0%	1	1%	0	0%	1	33%
M	102	63%	71	44%	31	19%	33	20%	11	7%	20	12%	0	0%	0	0%	7	4%	4	100%	2	67%
Protective Services	879		737	84%	142	16%	425	48%	233	27%	54	6%	0	0%	1	0%	24	3%	59	7%	0	0%
F	143	16%	133	15%	10	1%	99	11%	27	3%	1	0%	0	0%	0	0%	6	1%	7	12%	0	0%
M	736	84%	604	69%	132	15%	326	37%	206	23%	53	6%	0	0%	1	0%	18	2%	52	88%	0	0%
Paraprofessionals	54		49	91%	5	9%	29	54%	12	22%	5	9%	0	0%	0	0%	3	6%	0	0%	0	0%
F	34	63%	32	59%	2	4%	18	33%	9	17%	3	6%	0	0%	0	0%	2	4%	0	0%	0	0%
M	20	37%	17	31%	3	6%	11	20%	3	6%	2	4%	0	0%	0	0%	1	2%	0	0%	0	0%
Administrative Support	4,226		3820	90%	406	10%	2,327	55%	554	13%	802	19%	12	0%	3	0%	122	3%	39	1%	17	0%
F	2,027	48%	1920	45%	107	3%	1,460	35%	260	6%	129	3%	7	0%	2	0%	62	1%	12	31%	9	53%
M	2,199	52%	1900	45%	299	7%	867	21%	294	7%	673	16%	5	0%	1	0%	60	1%	27	69%	8	47%
Skilled Craft	19,070		13270	70%	5,800	30%	7,148	37%	2,564	13%	2,904	15%	57	0%	7	0%	590	3%	345	2%	20	0%
F	1,047	5%	987	5%	60	0%	774	4%	146	1%	29	0%	4	0%	0	0%	34	0%	14	4%	1	5%
M	18,023	95%	12283	64%	5,740	30%	6,374	33%	2,418	13%	2,875	15%	53	0%	7	0%	556	3%	331	96%	19	95%
Service Maintenance	20,930		18390	88%	2,540	12%	11,774	56%	4,778	23%	1,283	6%	37	0%	4	0%	514	2%	293	1%	13	0%
F	4,551	22%	4381	21%	170	1%	3,345	16%	859	4%	65	0%	6	0%	1	0%	105	1%	23	8%	0	0%
M	16,379	78%	14009	67%	2,370	11%	8,429	40%	3,919	19%	1,218	6%	31	0%	3	0%	409	2%	270	92%	13	100%
Total	50,127		39,627	79%	10,500	21%	23,267	46%	8,684	17%	6,051	12%	118	0%	17	0%	1,490	3%	864	2%	126	0%

*American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

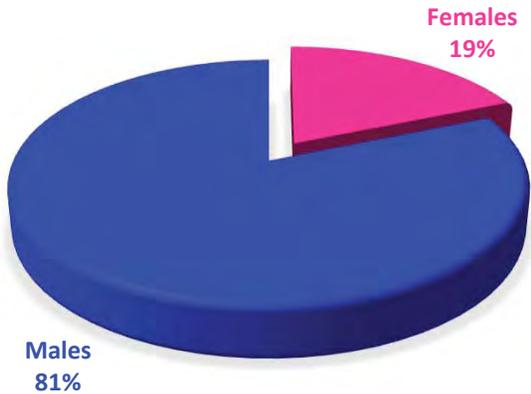
*** Headcount indicates employees who self-identify as persons with disabilities

Note: All percentages have been rounded to the nearest whole number;

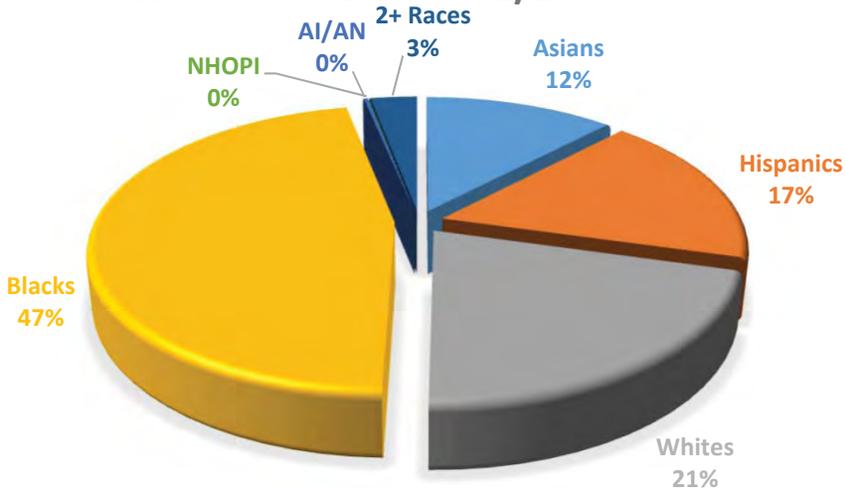


NYCT Workforce

WORKFORCE BY GENDER



WORKFORCE BY RACE/ETHNICITY



NYCT workforce consists of 50,127 employees

- ❑ 18.70% females, 79.05% minorities, 1.72% veterans and 0.25% persons with disabilities
- ❑ The percentage of females **remained constant** when compared to 2Q19
- ❑ The percentage of minorities **has increased by 1%** as it relates to race and ethnicity when compared to 2Q19.



Underutilization Analysis Overview

A utilization analysis was conducted to determine whether there is underutilization of females and minorities in NYCT's workforce. This analysis compared **January 1, 2020** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market. Underutilization exists if the percentage of females or minorities in a job category is less than 80% of their expected estimated availability.

The following chart provides: (1) the female and minority workforce percentages for this agency; (2) 80% of the females and minorities available for work based on the 2010 Census by job category; and (3) the bold/shaded areas indicate whether or not the estimated availability percentages were met for females and minorities within each of the job categories.



NYCT Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN		NHOPI		2+ RACES		WHITES	
		Est Avail	Actual %												
Officials & Administrators	F	6%	12%	2%	2%	1%	2%	0%	0%	0%	0%	0%	1%	9%	6%
	M	15%	19%	8%	10%	8%	11%	0%	0%	0%	0%	1%	4%		
Professionals	F	6%	17%	4%	5%	4%	7%	0%	0%	0%	0%	0%	2%	19%	7%
	M	7%	15%	5%	5%	8%	19%	0%	0%	0%	0%	1%	2%		
Technicians	F	3%	21%	5%	4%	4%	2%	0%	0%	0%	0%	0%	1%	19%	7%
	M	6%	21%	5%	7%	6%	12%	0%	0%	0%	0%	0%	4%		
Protective Services	F	8%	11%	3%	3%	1%	0%	0%	0%	0%	0%	0%	1%	3%	1%
	M	26%	37%	15%	23%	3%	6%	0%	0%	0%	0%	0%	2%		
Paraprofessionals	F	5%	33%	5%	16%	2%	5%	0%	0%	0%	0%	0%	4%	16%	4%
	M	2%	20%	1%	5%	1%	4%	0%	0%	0%	0%	0%	2%		
Administrative Support	F	15%	35%	16%	6%	7%	3%	0%	0%	0%	0%	0%	1%	16%	3%
	M	6%	21%	8%	7%	4%	16%	0%	0%	0%	0%	0%	1%		
Skilled Craft	F	4%	4%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
	M	20%	33%	17%	13%	8%	15%	0%	0%	0%	0%	1%	3%		
Service Maintenance	F	5%	16%	9%	4%	2%	0%	0%	0%	0%	0%	0%	0%	3%	1%
	M	16%	40%	28%	19%	4%	6%	0%	0%	0%	0%	0%	2%		

*American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

Note: Pursuant to FTA Circular 4704.1A, EEO requirements and guideline, *white males* have been excluded from the underutilization analysis. The shaded areas represent underutilization.



NYCT

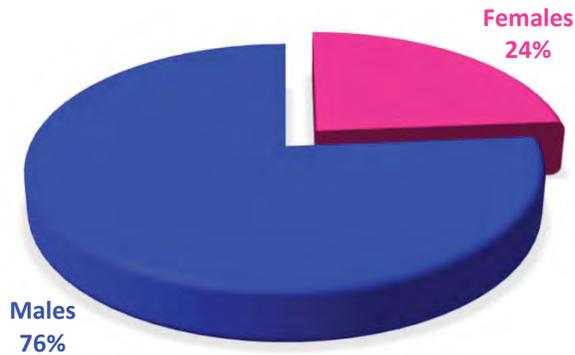
New Hires and Veterans

January 1, 2020 – June 30, 2020

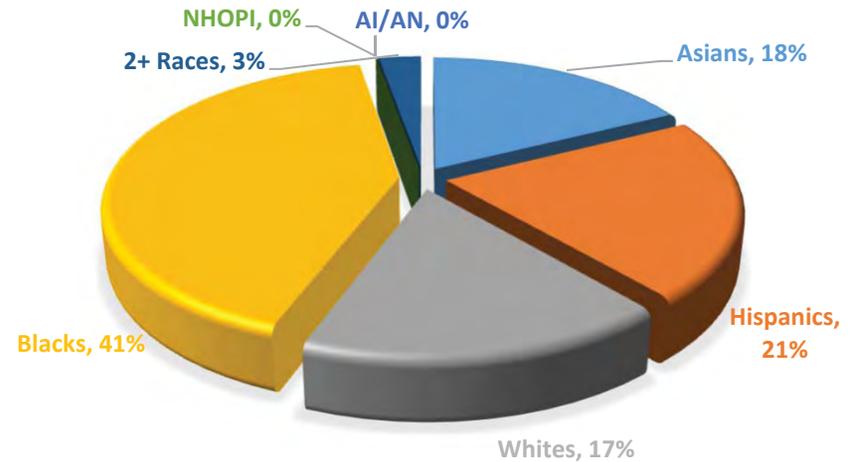


NYCT New Hires and Veterans

NEW HIRES BY GENDER



NEW HIRES BY RACE/ETHNICITY



- We added 574 employees including 11 veterans and 2 persons with disabilities
- ❑ 23.69% females of which 0.00% were female veterans and 0.74% were female persons with disabilities.
 - ❑ Female hires were above their current representation in the workforce
 - ❑ 82.93% minorities of which 1.89% were minority veterans and 0.42% were minority persons with disabilities.
 - ❑ The share of Minority hires was greater than their current representation in the workforce



NYCT

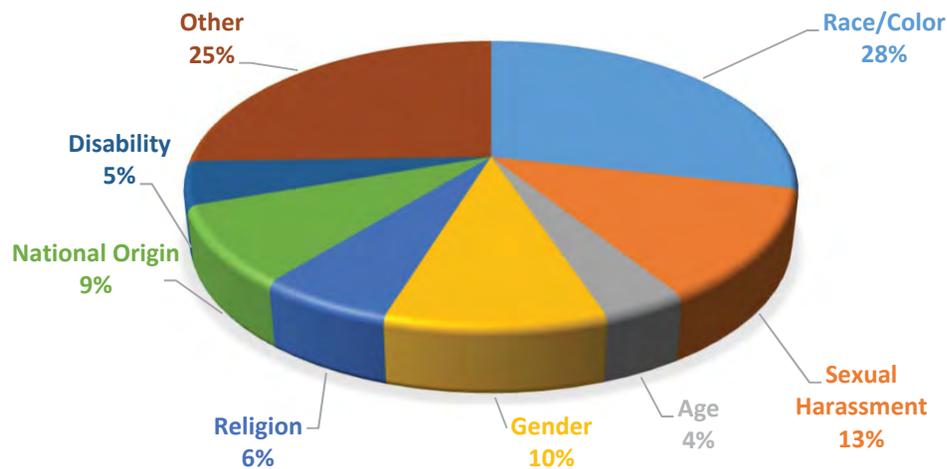
Complaints and Lawsuits

January 1, 2020 – June 30, 2020

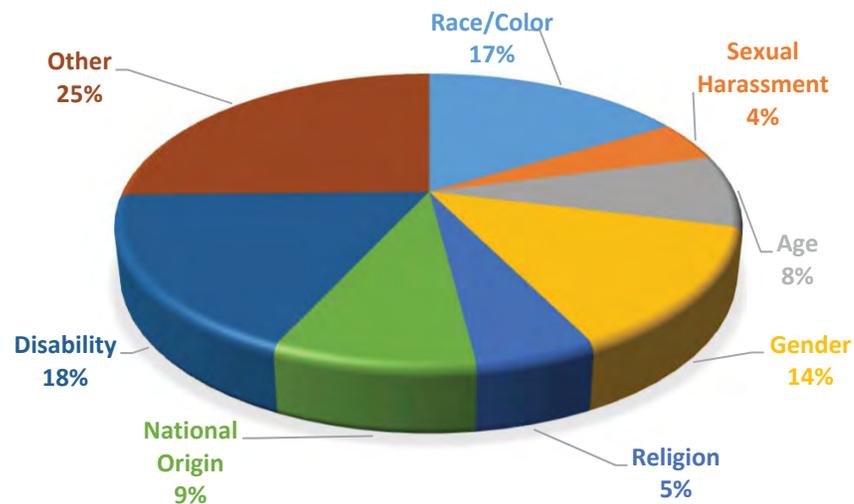


NYCT Internal/External EEO Complaints and Lawsuits

INTERNAL EEO COMPLAINTS



EXTERNAL EEO COMPLAINTS



NYCT handled **223** EEO complaints, citing **488** separate allegations, and **67** lawsuits

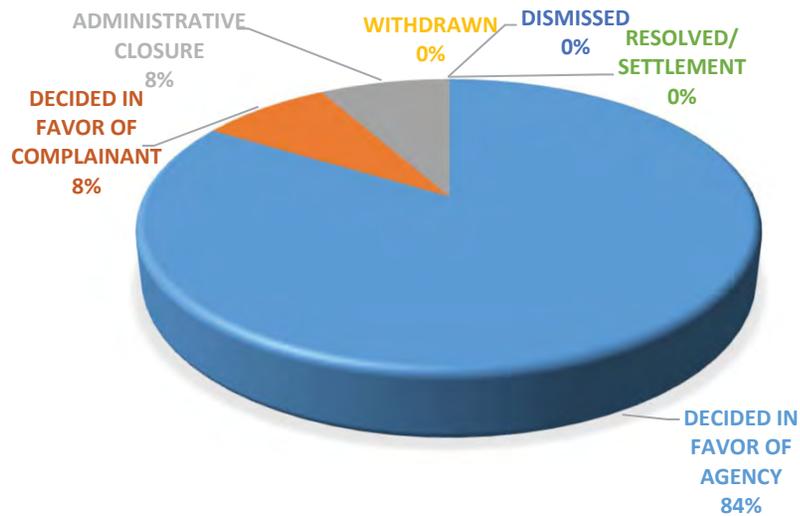
- 111 internal complaints
- 112 external complaints
- The most frequently cited basis internally was race/color and externally was disability

These charts includes all pending matters as of the date of the report; including matters filed prior to the reporting period. "Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.).

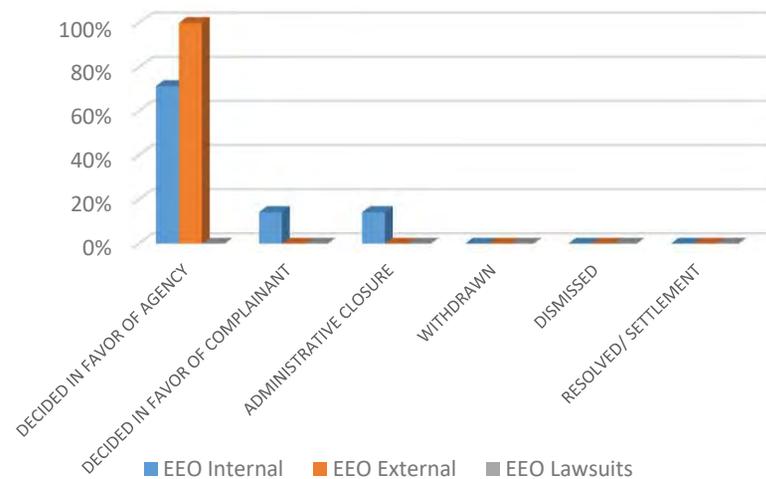


NYCT EEO Complaints and Lawsuits Dispositions

OVERALL EEO COMPLAINTS AND LAWSUITS DISPOSITIONS



EEO COMPLAINTS AND LAWSUITS DISPOSITIONS

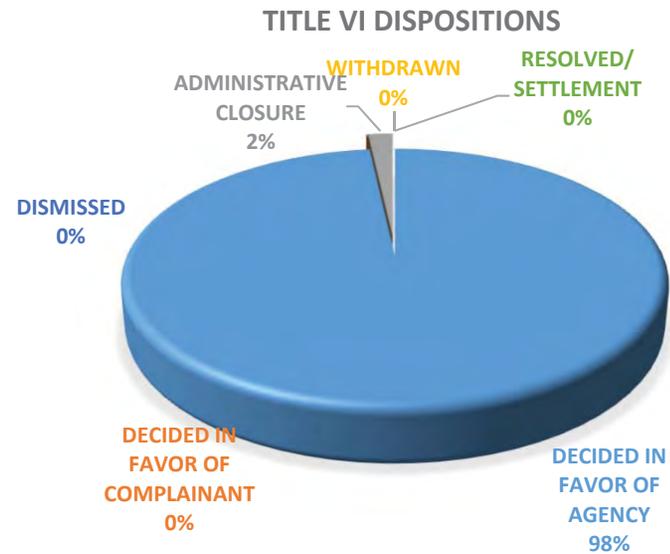
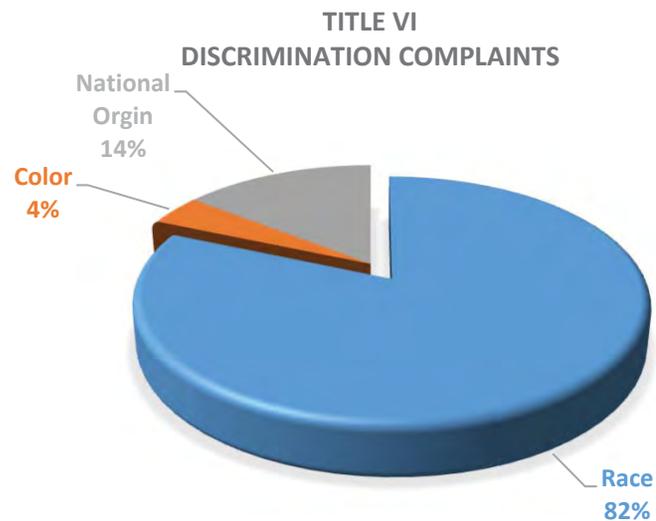


NYCT disposed **48** EEO complaints and **no** EEO lawsuits

- 84% complaints decided in favor of the agency
- 8% complaints decided in favor of the complainant
- 8% complaints were administrative closures



NYCT Title VI Discrimination Complaints, Lawsuits and Dispositions



NYCT handled **89** Title VI complaints, citing **97** separate allegations and no Title VI lawsuits. Agency disposed of **57** complaints and no lawsuits

- ❑ **98%** complaints/lawsuits decided in favor of the agency
- ❑ **2%** complaints/lawsuits were administrative closures
- ❑ **0%** complaints/lawsuits were resolved/settled
- ❑ **0%** complaints/lawsuits decided in favor of the complainant



MTA Bus Company MTABC

EEO Report – 2nd Quarter 2020

September 23, 2020



Executive Summary

■ EEO

As of **June 30, 2020**, MTA Bus's workforce included 4,063 total employees. This represents a decrease of 112 employees from the second quarter 2019 (2Q19) workforce.

- Females representation of 13% (518) is unchanged when compared to 2Q19.
- Females were hired above their current representation.
- Minorities representation of 80% (3,268) increased 1% when compared to 2Q19.
- Minorities were hired above their current representation.



Executive Summary

MTA Bus Company conducted a **utilization analysis*** of females and minorities in its workforce as of June 30, 2020. Based on the analysis, underrepresentation for females and minorities occurred in the following EEO categories:

Females:

- Officials/Administrators - Whites
- Professionals – Whites
- Technicians – Whites
- Protective Services – Blacks and Asians
- Administrative Support – Whites
- Skilled Craft– Blacks, Hispanics, and Whites
- Service Maintenance – Hispanics and Whites

Minorities:

- Protective Services – Blacks and Asians
- Administrative Support – Blacks and Hispanics
- Skilled Craft– Blacks and Hispanics
- Service Maintenance – Hispanics

*The utilization analysis compares the percentages of females and minorities employed in each job group to 80 percent of the females and minorities available within the relevant labor market.



Executive Summary

■ Diversity Initiatives to increasing representation

The novel coronavirus continues to impair our ability to conduct normal outreach activities that support our diversity efforts. Many MTA Bus diversity initiatives have been cancelled or rescheduled. However, MTA Bus was able to participate in the following career fairs through June of 2020:

- NYS DOL Career Fair
- NYS DOL Kingsbrook Medical Center Career Fair
- CUNY Virtual Career Fair
- Viscardi Center Career Workshops

In addition to these events, MTA Bus participated in the following virtual recruiting sessions:

- Going Remote: Best Practices for HR & Recruitment
- Vision Chats by Johns Hopkins University: Jobs, Internships, and College Recruiting in a COVID-19 Economy
- St. John's University Virtual Career Fair

Finally, MTA Bus connected with partners such as Forte Foundation to post resume based opportunities. The mission of Forte is to launch women into successful careers by providing access to business education and professional development.



MTABC

Workforce
as of June 30, 2020



Definitions of EEO Job Categories

Officials & Administrators

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.

Professionals

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

Technicians

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

Protective Services

Occupations in which workers are entrusted with public safety, security and protection from destructive forces.

Paraprofessionals

Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.

Administrative Support

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

Skilled Craft

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

Service Maintenance

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.



MTABC Workforce

JOB CATEGORY	TOTAL		Minorities		Est	WHITES		Est	BLACKS		Est	HISPANICS		Est	ASIANS		Est	AI/AN*		Est	NHOPI**		Est	2+ RACES		Est	VETERANS		PWD***	
	#	%	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	#	%
Officials & Administrators	233		136	58%		97	42%		60	26%		32	14%		29	12%		0	0%		0	0%		15	6%		11	5%	7	3%
F	55	24%	43	18%	15%	12	5%	5%	24	10%	2%	6	3%	2%	8	3%	0%	0	0%	0%	0	0%	1%	5	2%	1%	0	0%	0	0%
M	178	76%	93	40%	36%	85	36%	6%	36	15%	6%	26	11%	5%	21	9%	0%	0	0%	0%	0	0%	2%	10	4%	1%	11	100%	7	100%
Professionals	122		95	78%		27	22%		36	30%		19	16%		32	26%		0	0%		0	0%		8	7%		4	3%	4	3%
F	56	46%	48	39%	15%	8	7%	7%	20	16%	5%	14	11%	4%	11	9%	0%	0	0%	0%	0	0%	1%	3	2%	2%	3	75%	2	50%
M	66	54%	47	39%	30%	19	16%	5%	16	13%	4%	5	4%	7%	21	17%	0%	0	0%	0%	0	0%	1%	5	4%	1%	1	25%	2	50%
Technicians	13		5	38%		8	62%		1	8%		2	15%		1	8%		0	0%		0	0%		1	8%		0	0%	0	0%
F	7	54%	3	23%	32%	4	31%	5%	1	8%	11%	2	15%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0	0%
M	6	46%	2	15%	21%	4	31%	0%	0	0%	0%	0	0%	5%	1	8%	0%	0	0%	0%	0	0%	5%	1	8%	5%	0	0%	0	0%
Protective Services	6		5	83%		1	17%		3	50%		2	33%		0	0%		0	0%		0	0%		0	0%		0	0%	0	0%
F	2	33%	1	17%	3%	1	17%	9%	0	0%	4%	1	17%	1%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0	0%
M	4	67%	4	67%	17%	0	0%	27%	3	50%	16%	1	17%	4%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	13%	0	0%	0	0%
Paraprofessionals	0		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%	0	0%
F	0	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0	0%
M	0	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0	0%
Administrative Support	92		67	73%		25	27%		30	33%		11	12%		15	16%		0	0%		0	0%		11	12%		2	2%	3	3%
F	28	30%	25	27%	6%	3	3%	7%	12	13%	5%	8	9%	1%	2	2%	0%	0	0%	0%	0	0%	1%	3	3%	2%	1	50%	2	67%
M	64	70%	42	46%	16%	22	24%	21%	18	20%	9%	3	3%	8%	13	14%	0%	0	0%	0%	0	0%	5%	8	9%	5%	1	50%	1	33%
Skilled Craft	709		488	69%		221	31%		241	34%		108	15%		83	12%		2	0%		7	1%		47	7%		13	2%	3	0%
F	3	0%	2	0%	1%	1	0%	1%	2	0%	1%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	1	8%	0	0%
M	706	100%	486	69%	25%	220	31%	25%	239	34%	12%	108	15%	9%	83	12%	0%	2	0%	1%	7	1%	5%	47	7%	4%	12	92%	3	100%
Service Maintenance	2,888		2472	86%		416	14%		1,460	51%		692	24%		200	7%		8	0%		4	0%		108	4%		28	1%	0	0%
F	367	13%	346	12%	5%	21	1%	7%	234	8%	5%	98	3%	0%	3	0%	0%	1	0%	0%	0	0%	0%	10	0%	0%	1	4%	0	0%
M	2,521	87%	2126	74%	14%	395	14%	28%	1,226	42%	16%	594	21%	4%	197	7%	0%	7	0%	0%	4	0%	2%	98	3%	1%	27	96%	0	0%
Total	4,063		3,268	80%		795	20%		1,831	45%		866	21%		360	9%		10	0%		11	0%		190	5%		58	1%	17	0%

* American Indian/Alaskan Native

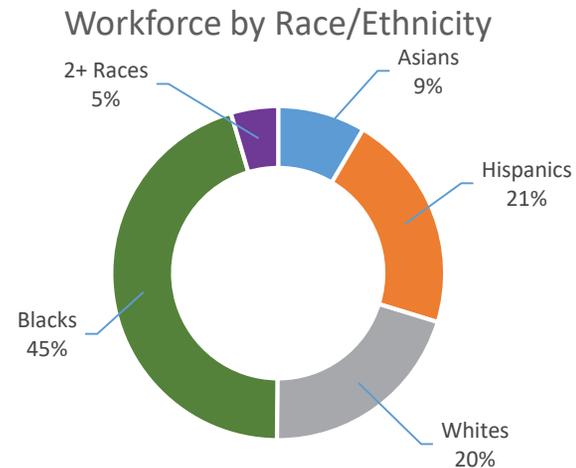
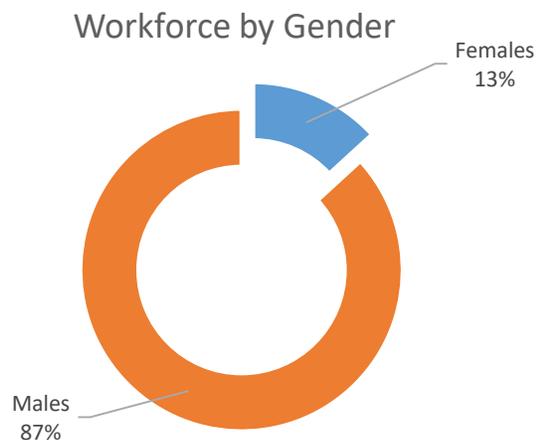
**Native Hawaiian Other Pacific Islander

*** Persons with Disabilities



Note: All percentages have been rounded up to the nearest whole number.

MTABC Workforce



MTABC workforce consists of 4,063 employees

- ❑ 13% females, 80% minorities, and 1% veterans.
- ❑ The percentage of females employed was unchanged when compared to 2Q19.
- ❑ The percentage of minorities has increased by 1% as it relates to race and ethnicity when compared to 2Q19.



Underutilization Analysis Overview

A utilization analysis was conducted to determine whether there is underutilization of females and minorities in its workforce. This analysis consists of comparing **June 30, 2020** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market. Underutilization exists if the percentage of females or minorities in a job category is less than 80 percent of their expected estimated availability.

The following chart provide shaded/bolded areas that represent below 80 percent of the Census availability or underutilization: (1) the female and minority workforce percentages for this agency; (2) 80 percent of the females and minorities available for work based on the 2010 Census by job category; and (3) whether or not the estimated availability percentages were met for females and minorities within each of the job categories.



MTABC Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN*		NHOPI**		2+ RACES		WHITES	
		Est Avail	Actual %												
Officials & Administrators	F	5%	10%	2%	3%	2%	3%	0%	0%	0%	0%	1%	2%	15%	5%
	M	6%	15%	6%	11%	5%	9%	0%	0%	0%	0%	2%	4%		
Professionals	F	7%	16%	5%	11%	4%	9%	0%	0%	0%	0%	1%	2%	15%	7%
	M	5%	13%	4%	4%	7%	17%	0%	0%	0%	0%	1%	4%		
Technicians	F	5%	8%	11%	15%	0%	0%	0%	0%	0%	0%	0%	0%	32%	31%
	M	0%	0%	0%	0%	5%	8%	0%	0%	0%	0%	5%	8%		
Protective Services	F	9%	0%	4%	17%	1%	0%	0%	0%	0%	0%	0%	0%	3%	17%
	M	27%	50%	16%	17%	4%	0%	0%	0%	0%	0%	0%	0%		
Paraprofessionals	F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	M	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Administrative Support	F	7%	13%	5%	9%	1%	2%	0%	0%	0%	0%	1%	3%	6%	3%
	M	21%	20%	9%	3%	8%	14%	0%	0%	0%	0%	5%	9%		
Skilled Craft	F	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
	M	25%	34%	12%	15%	9%	12%	0%	0%	1%	1%	5%	7%		
Service Maintenance	F	7%	8%	5%	3%	0%	0%	0%	0%	0%	0%	0%	0%	5%	1%
	M	28%	42%	16%	21%	4%	7%	0%	0%	0%	0%	2%	3%		

*American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

Note: Pursuant to FTA Circular 4704.1A, EEO requirements and guideline, *white males* have been excluded from the underutilization analysis. The shaded areas represent underutilization.



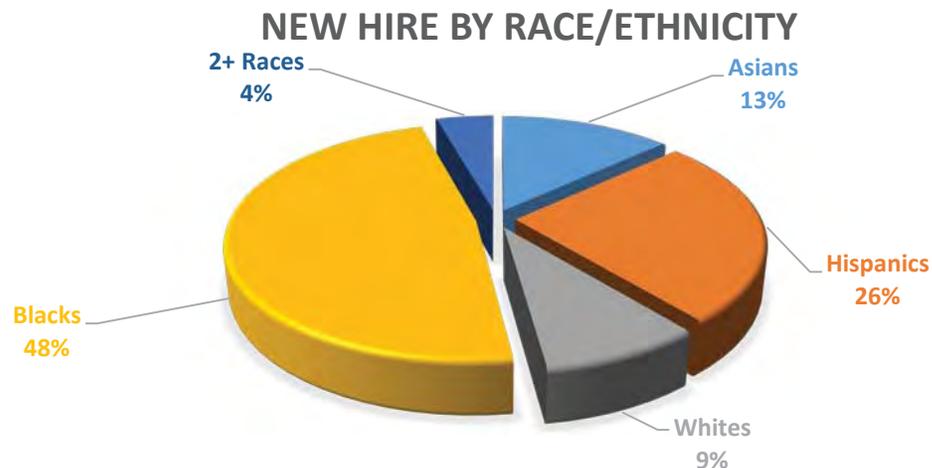
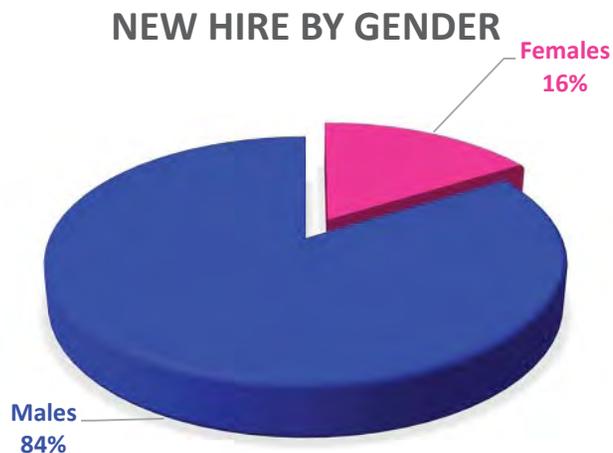
MTABC

New Hires and Veterans

January 1, 2020 – June 30, 2020



MTABC New Hires and Veterans



We hired 136 employees including 2 veterans

- ❑ 16% females of which 0% were female veterans.
- ❑ Female hires exceeded their current representation in the workforce.
- ❑ 91% minorities of which 1% were minority veterans.
- ❑ Minorities hires exceeded their current representation in the workforce.



MTABC

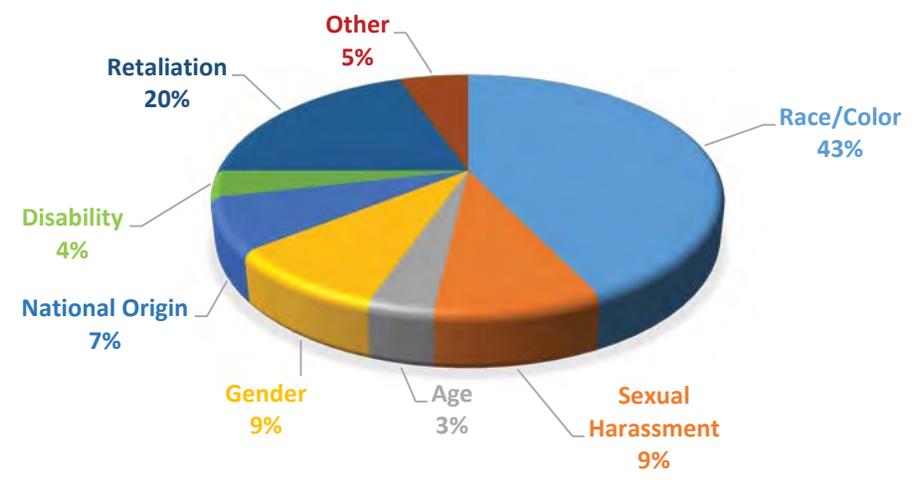
Complaints and Lawsuits

January 1, 2020 – June 30, 2020

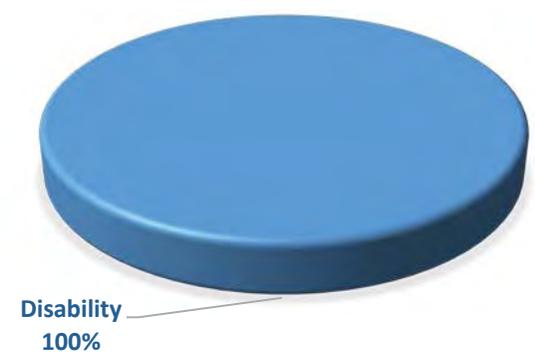


MTABC Internal/External EEO Complaints and Lawsuits

INTERNAL EEO COMPLAINTS



EXTERNAL EEO COMPLAINTS



MTABC handled 41 EEO complaints, citing 58 separate allegations, and 4 lawsuits.

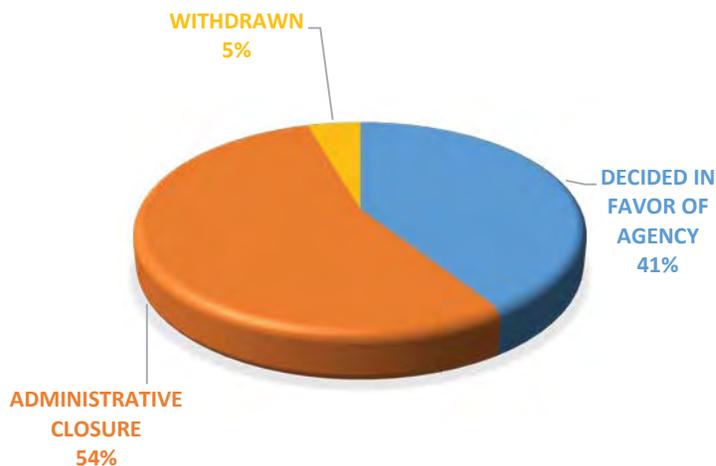
- ❑ 39 handled internal complaints.
- ❑ 2 handled external complaints.
- ❑ The most frequently cited basis internally was race/color and externally was disability.



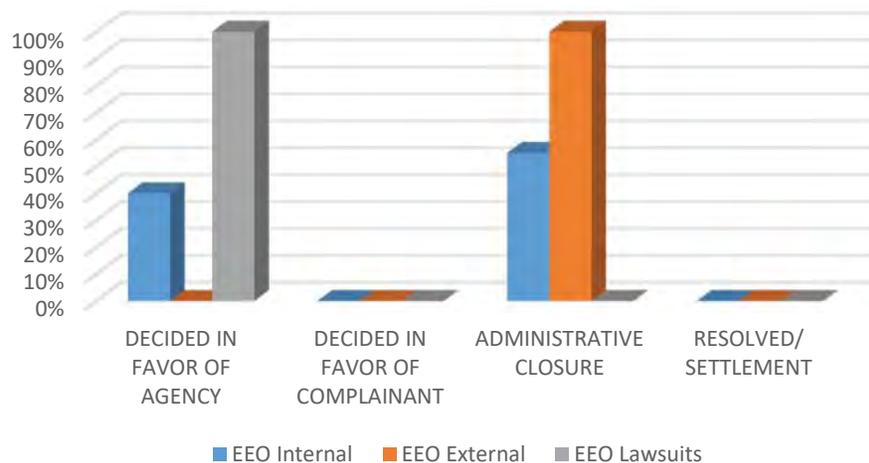
These charts include all pending matters as of the date of the report, including matters filed prior to the reporting period. "Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e., Sexual Orientation, Military status, or Marital Status etc.).

MTABC EEO Complaints and Lawsuits Dispositions

OVERALL EEO COMPLAINTS AND LAWSUITS DISPOSITIONS



EEO COMPLAINTS AND LAWSUITS DISPOSITIONS

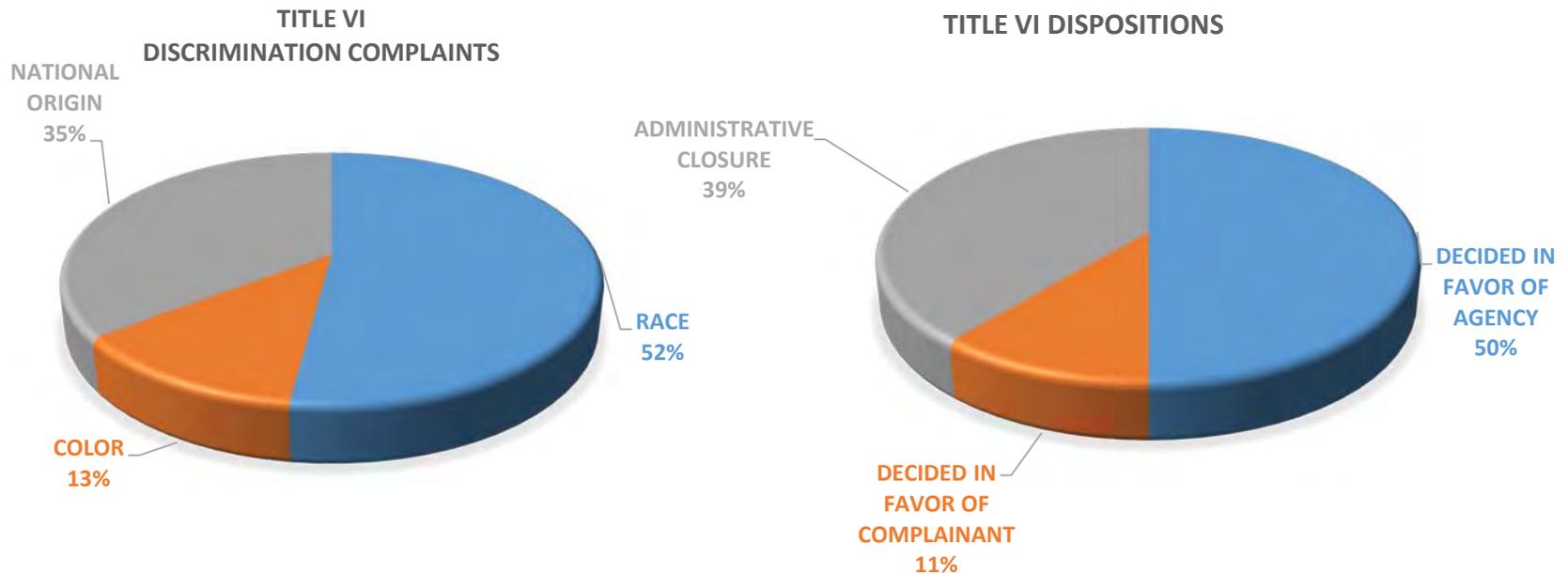


MTABC disposed 20 internal EEO complaints and 2 external EEO complaints.

- 41% complaints decided in favor of the agency.
- 54% complaints were administratively closed.
- 5% complaints were withdrawn.



MTABC Title VI Discrimination Complaints, Lawsuits and Dispositions



MTABC handled 46 Title VI complaints, citing 48 separate allegations and no Title VI lawsuits. MTABC disposed 18 complaints.

- ❑ 50% complaints/lawsuits decided in favor of the agency.
- ❑ 39% complaints/lawsuits were administrative closures.
- ❑ 11% complaints/lawsuits decided in favor of the complainant.





Standard Follow-Up Report: NYCT 2020 Mid-Year Forecast Monthly Allocation

Monthly allocation of MTA New York City Transit's 2020 Mid-Year Forecast, including revenues/receipts, expenses/expenditures, ridership and positions.

Jaibala Patel
Chief Financial Officer

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2020 Mid-Year Forecast
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable													
Operating Revenue													
<i>Farebox Revenue</i>													
Subway	\$295.679	\$277.170	\$185.612	\$42.954	\$45.508	\$70.716	\$41.889	\$73.801	\$108.541	\$64.856	\$60.371	\$60.644	\$1,327.740
Bus	76.461	73.388	54.291	1.530	0.915	1.503	12.132	21.546	30.975	17.930	16.247	16.229	323.149
Paratransit	2.037	1.979	1.408	0.173	0.058	0.035	0.309	0.563	0.786	0.458	0.418	0.430	8.655
Fare Media Liability	<u>6.542</u>	<u>6.542</u>	<u>6.542</u>	<u>6.542</u>	<u>6.542</u>	<u>0.179</u>	<u>0.358</u>	<u>0.657</u>	<u>0.955</u>	<u>0.537</u>	<u>0.537</u>	<u>0.537</u>	<u>36.470</u>
Farebox Revenue	\$380.719	\$359.079	\$247.853	\$51.199	\$53.022	\$72.433	\$54.689	\$96.567	\$141.257	\$83.781	\$77.574	\$77.841	\$1,696.014
<i>Other Operating Revenue</i>													
Fare Reimbursement	7.611	7.033	9.176	7.491	8.395	6.330	6.330	6.330	6.330	6.330	6.330	6.330	84.016
Paratransit Reimbursement	16.789	16.143	15.242	9.462	3.779	18.680	18.680	18.680	18.680	18.680	18.680	18.680	192.174
Other	<u>12.511</u>	<u>13.777</u>	<u>14.808</u>	<u>26.572</u>	<u>1,490.346</u>	<u>618.056</u>	<u>608.235</u>	<u>193.411</u>	<u>8.231</u>	<u>8.149</u>	<u>8.149</u>	<u>8.374</u>	<u>3,010.619</u>
Other Operating Revenue	\$36.911	\$36.953	\$39.226	\$43.524	\$1,502.521	\$643.065	\$633.244	\$218.420	\$33.240	\$33.159	\$33.159	\$33.384	\$3,286.809
Total Revenues	\$417.630	\$396.032	\$287.079	\$94.723	\$1,555.543	\$715.498	\$687.934	\$314.988	\$174.498	\$116.941	\$110.733	\$111.225	\$4,982.823
Operating Expenses													
Labor:													
Payroll	\$308.681	\$275.660	\$300.929	\$271.989	\$299.617	\$283.310	\$299.876	\$292.731	\$291.884	\$285.475	\$316.130	\$318.837	\$3,545.117
Overtime	<u>38.063</u>	<u>47.598</u>	<u>49.777</u>	<u>24.187</u>	<u>33.051</u>	<u>89.268</u>	<u>54.635</u>	<u>54.784</u>	<u>54.285</u>	<u>47.318</u>	<u>53.458</u>	<u>56.460</u>	<u>602.884</u>
Total Salaries & Wages	\$346.744	\$323.257	\$350.706	\$296.175	\$332.668	\$372.578	\$354.511	\$347.516	\$346.170	\$332.793	\$369.588	\$375.297	\$4,148.001
Health and Welfare	73.443	77.030	86.562	99.785	95.631	50.677	82.650	83.203	82.707	82.555	82.443	95.326	992.013
OPEB Current Payments	30.172	58.482	38.834	59.084	50.099	28.469	45.804	45.804	45.804	45.804	45.804	45.907	540.067
Pension	86.301	86.240	92.234	86.865	86.240	78.710	85.836	85.836	85.836	85.836	85.836	86.706	1,032.475
Other Fringe Benefits	<u>47.770</u>	<u>45.538</u>	<u>47.579</u>	<u>41.555</u>	<u>43.345</u>	<u>44.793</u>	<u>46.293</u>	<u>46.092</u>	<u>45.793</u>	<u>40.484</u>	<u>48.023</u>	<u>47.985</u>	<u>545.248</u>
Total Fringe Benefits	\$237.685	\$267.290	\$265.209	\$287.289	\$275.315	\$202.649	\$260.583	\$260.935	\$260.140	\$254.679	\$262.106	\$275.924	\$3,109.803
Reimbursable Overhead	(13.052)	(14.948)	(13.815)	(16.530)	(23.092)	(26.999)	(18.652)	(17.913)	(18.042)	(30.800)	(17.354)	(18.028)	(229.226)
Total Labor Expenses	\$571.377	\$575.599	\$602.099	\$566.935	\$584.890	\$548.228	\$596.441	\$590.538	\$588.268	\$556.672	\$614.340	\$633.193	\$7,028.579
Non-Labor:													
Electric Power	\$28.985	\$19.180	\$14.427	\$22.610	\$13.651	\$27.307	\$23.467	\$22.641	\$20.688	\$22.309	\$21.818	\$20.592	\$257.675
Fuel	9.920	7.313	7.222	4.301	4.162	13.971	4.316	4.086	3.814	3.934	4.305	4.252	71.595
Insurance	6.289	6.289	6.177	6.177	6.178	6.449	6.158	6.158	6.158	6.158	6.239	6.245	74.674
Claims	19.095	19.095	19.095	19.095	19.095	19.095	19.095	19.095	19.095	19.095	19.095	19.095	229.142
Paratransit Service Contracts	39.047	35.899	30.242	18.967	18.718	44.120	25.192	27.070	28.416	32.590	31.741	33.336	365.339
Maintenance and Other Operating Contracts	22.587	18.685	20.902	24.976	22.919	53.839	40.706	40.397	37.702	40.276	40.264	45.703	408.955
Professional Services Contracts	15.461	6.764	13.952	10.701	15.213	23.396	16.751	14.318	14.548	16.875	14.582	16.989	179.552
Materials and Supplies	33.083	26.706	28.061	14.776	15.530	54.775	30.735	31.028	30.653	31.315	31.698	31.833	360.193
Other Business Expenses	6.500	7.054	5.350	3.604	1.997	18.813	7.292	7.323	7.650	7.229	7.268	7.403	87.484
Total Non-Labor Expenses	\$180.967	\$146.984	\$145.428	\$125.208	\$117.464	\$261.765	\$173.711	\$172.117	\$168.724	\$179.781	\$177.011	\$185.448	\$2,034.609
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000											
Total Expenses	\$752.344	\$722.583	\$747.528	\$692.142	\$702.354	\$809.994	\$770.152	\$762.655	\$756.992	\$736.453	\$791.351	\$818.641	\$9,063.188
Depreciation	\$167.625	\$167.625	\$177.707	\$170.863	\$170.845	\$109.367	\$160.672	\$160.672	\$160.672	\$160.672	\$160.672	\$160.672	\$1,928.062
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	(11,264)	0.000	0.000	(11,264)	0.000	0.000	(11,264)	0.000	0.000	1,379.593	1,345.800
GASB 68 Pension Expense Adjustment	0.000	0.000	(3,064)	0.000	0.000	(0,633)	0.000	0.000	(1,849)	0.000	0.000	(297,625)	(303,171)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Non-Cash Liability Adjs.	\$919.969	\$890.208	\$910.906	\$863.005	\$873.199	\$907.463	\$930.824	\$923.326	\$904.551	\$897.125	\$952.023	\$2,061.281	\$12,033.879
Net Surplus/(Deficit)	(\$502.339)	(\$494.176)	(\$623.827)	(\$768.282)	\$682.345	(\$191.965)	(\$242.891)	(\$608.339)	(\$730.053)	(\$780.184)	(\$841.290)	(\$1,950.056)	(\$7,051.056)

Note: For monthly reporting purposes only, the 12-month allocation reflects an adjustment to farebox and toll revenue projections captured in Volume 1 of the 2020 July Financial Plan.

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2020 Mid-Year Forecast
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Reimbursable													
Operating Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	82.906	78.009	77.046	95.701	110.635	112.163	94.581	90.499	93.171	126.112	87.717	91.526	1,140.066
Total Revenues	\$82.906	\$78.009	\$77.046	\$95.701	\$110.635	\$112.163	\$94.581	\$90.499	\$93.171	\$126.112	\$87.717	\$91.526	\$1,140.066
Operating Expenses													
Labor:													
Payroll	\$31.934	\$31.532	\$32.334	\$34.730	\$40.476	\$41.526	\$38.352	\$35.163	\$34.988	\$45.637	\$33.965	\$35.660	\$436.295
Overtime	7.051	8.754	8.519	9.149	10.355	16.561	9.236	9.276	9.234	16.425	9.195	9.249	123.003
Total Salaries & Wages	\$38.985	\$40.285	\$40.853	\$43.879	\$50.831	\$58.086	\$47.588	\$44.439	\$44.221	\$62.062	\$43.160	\$44.909	\$559.298
Health and Welfare	1.944	1.978	1.878	2.464	1.237	0.766	1.783	1.783	1.783	1.783	1.783	1.849	21.030
OPEB Current Payments	0.923	0.971	0.930	1.023	0.814	1.597	1.063	1.063	1.063	1.063	1.063	1.063	12.636
Pension	3.567	3.567	3.567	3.567	3.567	4.743	1.978	1.978	1.978	1.978	1.978	2.197	34.664
Other Fringe Benefits	12.698	12.265	12.211	14.411	16.112	18.512	14.858	14.151	14.188	19.853	13.702	14.299	177.262
Total Fringe Benefits	\$19.131	\$18.780	\$18.585	\$21.464	\$21.730	\$25.617	\$19.683	\$18.976	\$19.013	\$24.678	\$18.527	\$19.408	\$245.592
Reimbursable Overhead	13.052	14.948	13.815	16.530	23.092	26.999	18.652	17.913	18.042	30.800	17.354	18.028	229.226
Total Labor Expenses	\$71.168	\$74.014	\$73.253	\$81.873	\$95.653	\$110.702	\$85.923	\$81.328	\$81.276	\$117.539	\$79.041	\$82.346	\$1,034.115
Non-Labor:													
Electric Power	\$0.025	\$0.024	\$0.025	\$0.028	\$0.021	\$0.002	\$0.020	\$0.021	\$0.020	\$0.021	\$0.020	\$0.021	\$0.252
Fuel	0.000	0.000	0.000	0.000	0.000	0.016	0.000	0.000	0.000	0.000	0.000	0.000	0.017
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	4.236	2.101	2.538	2.689	3.130	5.335	3.253	3.384	6.205	3.253	3.400	3.307	42.832
Professional Services Contracts	3.847	(0.382)	0.597	1.585	4.142	(4.184)	0.896	0.896	1.120	0.729	0.954	0.954	10.929
Materials and Supplies	2.763	1.698	0.301	9.389	7.558	3.752	4.334	4.714	4.382	4.414	4.370	4.727	52.402
Other Business Expenses	0.867	0.553	0.331	0.137	0.131	(3.460)	0.156	0.155	0.168	0.156	0.156	0.170	(0.482)
Total Non-Labor Expenses	\$11.738	\$3.996	\$3.792	\$13.828	\$14.982	\$1.461	\$8.658	\$9.171	\$11.895	\$8.573	\$8.676	\$9.180	\$105.950
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$82.906	\$78.009	\$77.046	\$95.701	\$110.635	\$112.163	\$94.581	\$90.499	\$93.171	\$126.112	\$87.717	\$91.526	\$1,140.066
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2020 Mid-Year Forecast
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable / Reimbursable													
Operating Revenue													
<i>Farebox Revenue</i>													
Subway	\$295.679	\$277.170	\$185.612	\$42.954	\$45.508	\$70.716	\$41.889	\$73.801	\$108.541	\$64.856	\$60.371	\$60.644	\$1,327.740
Bus	76.461	73.388	54.291	1.530	0.915	1.503	12.132	21.546	30.975	17.930	16.247	16.229	323.149
Paratransit	2.037	1.979	1.408	0.173	0.058	0.035	0.309	0.563	0.786	0.458	0.418	0.430	8.655
Fare Media Liability	<u>6.542</u>	<u>6.542</u>	<u>6.542</u>	<u>6.542</u>	<u>6.542</u>	<u>0.179</u>	<u>0.358</u>	<u>0.657</u>	<u>0.955</u>	<u>0.537</u>	<u>0.537</u>	<u>0.537</u>	<u>36.470</u>
Farebox Revenue	\$380.719	\$359.079	\$247.853	\$51.199	\$53.022	\$72.433	\$54.689	\$96.567	\$141.257	\$83.781	\$77.574	\$77.841	\$1,696.014
<i>Other Operating Revenue</i>													
Fare Reimbursement	7.611	7.033	9.176	7.491	8.395	6.330	6.330	6.330	6.330	6.330	6.330	6.330	84.016
Paratransit Reimbursement	16.789	16.143	15.242	9.462	3.779	18.680	18.680	18.680	18.680	18.680	18.680	18.680	192.174
Other	<u>12.511</u>	<u>13.777</u>	<u>14.808</u>	<u>26.572</u>	<u>1,490.346</u>	<u>618.056</u>	<u>608.235</u>	<u>193.411</u>	<u>8.231</u>	<u>8.149</u>	<u>8.149</u>	<u>8.374</u>	<u>3,010.619</u>
Other Operating Revenue	\$36.911	\$36.953	\$39.226	\$43.524	\$1,502.521	\$643.065	\$633.244	\$218.420	\$33.240	\$33.159	\$33.159	\$33.384	\$3,286.809
Capital and Other Reimbursements	82.906	78.009	77.046	95.701	110.635	112.163	94.581	90.499	93.171	126.112	87.717	91.526	1,140.066
Total Revenues	\$500.536	\$474.041	\$364.124	\$190.424	\$1,666.178	\$827.661	\$782.515	\$405.487	\$267.669	\$243.053	\$198.450	\$202.751	\$6,122.888
Operating Expenses													
Labor:													
Payroll	\$340.615	\$307.192	\$333.262	\$306.719	\$340.092	\$324.836	\$338.228	\$327.895	\$326.872	\$331.111	\$350.094	\$354.497	\$3,981.413
Overtime	<u>45.114</u>	<u>56.351</u>	<u>58.296</u>	<u>33.336</u>	<u>43.406</u>	<u>105.829</u>	<u>63.871</u>	<u>64.060</u>	<u>63.519</u>	<u>63.743</u>	<u>62.653</u>	<u>65.710</u>	<u>725.887</u>
Total Salaries & Wages	\$385.729	\$363.543	\$391.558	\$340.054	\$383.498	\$430.665	\$402.099	\$391.955	\$390.391	\$394.854	\$412.748	\$420.206	\$4,707.300
Health and Welfare	75.387	79.008	88.440	102.249	96.868	51.443	84.433	84.986	84.490	84.338	84.226	97.175	1,013.043
OPEB Current Payments	31.094	59.452	39.763	60.106	50.912	30.065	46.868	46.868	46.868	46.868	46.868	46.971	552.703
Pension	89.868	89.807	95.801	90.432	89.807	83.453	87.814	87.814	87.814	87.814	87.814	88.903	1,067.139
Other Fringe Benefits	<u>60.468</u>	<u>57.803</u>	<u>59.790</u>	<u>55.966</u>	<u>59.457</u>	<u>63.305</u>	<u>61.151</u>	<u>60.243</u>	<u>59.981</u>	<u>60.337</u>	<u>61.725</u>	<u>62.284</u>	<u>722.510</u>
Total Fringe Benefits	\$256.816	\$286.070	\$283.794	\$308.753	\$297.044	\$228.266	\$280.266	\$279.911	\$279.153	\$279.357	\$280.633	\$295.332	\$3,355.395
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$642.545	\$649.612	\$675.353	\$648.807	\$680.543	\$658.931	\$682.364	\$671.866	\$669.544	\$674.211	\$693.381	\$715.539	\$8,062.695
Non-Labor:													
Electric Power	\$29.010	\$19.204	\$14.453	\$22.638	\$13.672	\$27.310	\$23.487	\$22.662	\$20.709	\$22.330	\$21.838	\$20.614	\$257.927
Fuel	9.921	7.313	7.222	4.301	4.162	13.987	4.316	4.086	3.814	3.934	4.305	4.252	71.612
Insurance	6.289	6.289	6.177	6.177	6.178	6.449	6.158	6.158	6.158	6.158	6.239	6.245	74.674
Claims	19.095	19.095	19.095	19.095	19.095	19.095	19.095	19.095	19.095	19.095	19.095	19.095	229.142
Paratransit Service Contracts	39.047	35.899	30.242	18.967	18.718	44.120	25.192	27.070	28.416	32.590	31.741	33.336	365.339
Maintenance and Other Operating Contracts	26.822	20.786	23.440	27.666	26.049	59.174	43.958	43.782	43.908	43.528	43.665	49.010	451.787
Professional Services Contracts	19.308	6.382	14.549	12.286	19.356	19.212	17.647	15.214	15.668	17.604	15.312	17.944	190.480
Materials and Supplies	35.845	28.404	28.362	24.165	23.088	58.527	35.069	35.742	35.034	35.730	36.069	36.560	412.594
Other Business Expenses	7.367	7.607	5.681	3.741	2.128	15.353	7.447	7.479	7.818	7.385	7.424	7.572	87.003
Total Non-Labor Expenses	\$192.705	\$150.980	\$149.220	\$139.036	\$132.446	\$263.226	\$182.369	\$181.288	\$180.619	\$188.354	\$185.687	\$194.628	\$2,140.559
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000											
Total Expenses	\$835.250	\$800.592	\$824.573	\$787.843	\$812.989	\$922.157	\$864.733	\$853.153	\$850.163	\$862.565	\$879.068	\$910.167	\$10,203.254
Depreciation	\$167.625	\$167.625	\$177.707	\$170.863	\$170.845	\$109.367	\$160.672	\$160.672	\$160.672	\$160.672	\$160.672	\$160.672	\$1,928.062
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	(11.264)	0.000	0.000	(11.264)	0.000	0.000	(11.264)	0.000	0.000	1,379.593	1,345.800
GASB 68 Pension Expense Adjustment	0.000	0.000	(3.064)	0.000	0.000	(0.633)	0.000	0.000	(1.849)	0.000	0.000	(297.625)	(303.171)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Non-Cash Liability Adjs.	\$1,002.875	\$968.217	\$987.952	\$958.706	\$983.834	\$1,019.626	\$1,025.405	\$1,013.825	\$997.722	\$1,023.237	\$1,039.740	\$2,152.807	\$13,173.945
Net Surplus/(Deficit)	(\$502.339)	(\$494.176)	(\$623.827)	(\$768.282)	\$682.345	(\$191.965)	(\$242.891)	(\$608.339)	(\$730.053)	(\$780.184)	(\$841.290)	(\$1,950.056)	(\$7,051.056)

Note: For monthly reporting purposes only, the 12-month allocation reflects an adjustment to farebox and toll revenue projections captured in Volume 1 of the 2020 July Financial Plan.

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2020 Mid-Year Forecast
Cash Receipts and Expenditures
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Receipts and Expenditures													
Receipts													
Farebox Revenue	\$420.561	\$336.525	\$253.907	\$65.609	\$67.538	\$20.365	\$54.689	\$96.567	\$141.257	\$83.781	\$77.574	\$77.841	\$1,696.214
<i>Other Operating Revenue:</i>													
Fare Reimbursement	0.000	0.000	0.000	0.000	0.000	20.079	0.000	6.313	0.000	0.000	6.313	21.312	54.016
Paratransit Reimbursement	42.984	53.489	2.459	3.408	0.902	1.335	64.071	1.335	1.335	1.335	1.335	64.071	238.060
Other	3.348	2.782	2.208	14.044	1,488.008	613.064	603.243	188.420	3.240	3.158	3.158	17.040	2,941.714
Other Operating Revenue	\$46.332	\$56.271	\$4.667	\$17.452	\$1,488.910	\$634.478	\$667.315	\$196.068	\$4.575	\$4.493	\$10.806	\$102.423	\$3,233.790
Capital and Other Reimbursements	109.176	87.531	63.723	70.268	53.829	172.163	94.581	90.499	93.171	126.112	92.717	153.192	1,206.961
Total Receipts	\$576.069	\$480.327	\$322.296	\$153.329	\$1,610.277	\$827.006	\$816.585	\$383.134	\$239.003	\$214.387	\$181.097	\$333.456	\$6,136.966
Expenditures													
Labor:													
Payroll	\$309.113	\$285.452	\$291.302	\$493.215	\$300.818	\$293.723	\$308.939	\$285.388	\$316.972	\$440.280	\$320.754	\$336.427	\$3,982.384
Overtime	45.114	56.351	58.296	33.336	43.406	105.829	63.871	64.060	63.519	63.743	62.653	65.710	725.887
Total Salaries and Wages	\$354.227	\$341.803	\$349.598	\$526.550	\$344.224	\$399.552	\$372.810	\$349.448	\$380.491	\$504.023	\$383.408	\$402.137	\$4,708.271
Health and Welfare	88.442	55.202	93.527	84.719	61.573	110.138	84.433	84.986	84.490	84.338	84.226	88.470	1,004.545
OPEB Current Payments	31.094	59.452	39.763	60.106	50.912	30.065	46.868	46.868	46.868	46.868	46.868	46.971	552.703
Pension	89.838	89.791	89.881	90.078	89.834	89.746	87.814	87.814	87.814	87.814	87.814	88.903	1,067.139
Other Fringe Benefits	15.093	60.303	45.467	39.139	20.800	83.460	43.256	41.350	42.091	54.353	43.826	45.186	534.323
Total Fringe Benefits	\$224.466	\$264.748	\$268.638	\$274.042	\$223.119	\$313.409	\$262.370	\$261.018	\$261.263	\$273.373	\$262.733	\$269.530	\$3,158.709
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$578.693	\$606.550	\$618.237	\$800.592	\$567.344	\$712.961	\$635.180	\$610.465	\$641.754	\$777.396	\$646.141	\$671.667	\$7,866.980
Non-Labor:													
Electric Power	\$23.870	\$23.482	\$22.289	\$20.682	\$14.936	\$30.040	\$23.487	\$22.662	\$23.439	\$22.330	\$21.838	\$19.793	\$268.849
Fuel	10.113	7.523	7.951	5.076	4.526	11.717	4.316	4.086	3.814	3.934	4.305	4.252	71.612
Insurance	4.100	16.421	3.232	9.714	0.105	7.455	6.636	(8.062)	13.233	0.000	0.000	23.274	76.107
Claims	11.879	10.961	3.032	16.714	4.351	13.847	13.847	13.847	13.847	13.847	13.847	13.847	143.867
Paratransit Service Contracts	39.686	33.465	46.107	35.100	15.033	16.102	25.192	27.070	27.916	32.590	31.741	33.336	363.339
Maintenance and Other Operating Contracts	24.566	16.794	19.696	30.787	22.471	74.502	43.958	43.782	43.908	43.528	43.665	49.010	456.666
Professional Services Contracts	18.490	15.044	10.300	12.538	17.519	22.596	15.397	15.214	15.668	15.354	15.312	17.944	191.374
Materials and Supplies	30.460	31.746	37.639	32.155	29.071	36.070	34.527	32.201	31.493	32.188	32.527	36.018	396.094
Other Business Expenses	7.161	7.179	6.386	3.250	2.577	15.324	7.447	7.479	7.818	7.385	7.424	7.572	87.003
Total Non-Labor Expenditures	\$170.326	\$162.616	\$156.631	\$166.016	\$110.589	\$227.652	\$174.807	\$158.278	\$181.135	\$171.156	\$170.658	\$205.047	\$2,054.912
Other Expenditure Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$749.019	\$769.166	\$774.868	\$966.608	\$677.933	\$940.613	\$809.987	\$768.743	\$822.889	\$948.552	\$816.800	\$876.713	\$9,921.892
Net Cash Balance	(\$172.950)	(\$288.839)	(\$452.572)	(\$813.280)	\$932.345	(\$113.607)	\$6.597	(\$385.610)	(\$583.887)	(\$734.165)	(\$635.703)	(\$543.257)	(\$3,784.927)

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2020 Mid-Year Forecast
Cash Conversion (Cash Flow Adjustments)
 Favorable/(Unfavorable)
 (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Flow Adjustments													
Receipts													
Farebox Revenue	\$39.842	(\$22.554)	\$6.054	\$14.410	\$14.516	(\$52.068)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.200
<i>Other Operating Revenue:</i>													
Fare Reimbursement	(7.611)	(7.033)	(9.176)	(7.491)	(8.395)	13.749	(6.330)	(0.017)	(6.330)	(6.330)	(0.017)	14.982	(30.000)
Paratransit Reimbursement	26.195	37.196	(13.259)	(6.054)	(5.382)	(17.220)	45.516	(17.220)	(17.220)	(17.220)	(17.220)	45.516	43.627
Other	(9.163)	(10.845)	(12.124)	(12.527)	0.167	(5.116)	(5.116)	(5.116)	(5.116)	(5.116)	(5.116)	8.541	(66.646)
Other Operating Revenue	\$9.421	\$19.318	(\$34.559)	(\$26.072)	(\$13.611)	(\$8.587)	\$34.070	(\$22.353)	(\$28.666)	(\$28.666)	(\$22.353)	\$69.039	(\$53.019)
Capital and Other Reimbursements	26.270	9.522	(13.323)	(25.433)	(56.806)	60.000	0.000	0.000	0.000	0.000	5.000	61.666	66.896
Total Receipts	\$75.533	\$6.286	(\$41.828)	(\$37.095)	(\$55.901)	(\$0.655)	\$34.070	(\$22.353)	(\$28.666)	(\$28.666)	(\$17.353)	\$130.705	\$14.077
Expenditures													
<i>Labor:</i>													
Payroll	\$31.502	\$21.740	\$41.960	(\$186.496)	\$39.274	\$31.113	\$29.289	\$42.507	\$9.900	(\$109.169)	\$29.340	\$18.069	(\$0.971)
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Salaries and Wages	\$31.502	\$21.740	\$41.960	(\$186.496)	\$39.274	\$31.113	\$29.289	\$42.507	\$9.900	(\$109.169)	\$29.340	\$18.069	(\$0.971)
Health and Welfare	(13.055)	23.806	(5.087)	17.530	35.295	(58.695)	0.000	0.000	0.000	0.000	0.000	8.704	8.498
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.030	0.016	5.920	0.354	(0.027)	(6.293)	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	45.375	(2.500)	14.323	16.827	38.657	(20.155)	17.895	18.893	17.890	5.984	17.899	17.098	188.187
Total Fringe Benefits	\$32.350	\$21.322	\$15.156	\$34.711	\$73.925	(\$85.143)	\$17.895	\$18.893	\$17.890	\$5.984	\$17.899	\$25.803	\$196.686
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$63.852	\$43.062	\$57.116	(\$151.785)	\$113.199	(\$54.030)	\$47.184	\$61.400	\$27.789	(\$103.185)	\$47.239	\$43.872	\$195.714
<i>Non-Labor:</i>													
Electric Power	\$5.140	(\$4.278)	(\$7.836)	\$1.956	(\$1.264)	(\$2.731)	\$0.000	\$0.000	(\$2.731)	\$0.000	\$0.000	\$0.821	(\$10.922)
Fuel	(0.192)	(0.210)	(0.729)	(0.775)	(0.364)	2.270	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	2.189	(10.132)	2.945	(3.537)	6.073	(1.006)	(0.478)	14.220	(7.075)	6.158	6.239	(17.029)	(1.433)
Claims	7.216	8.134	16.063	2.381	14.744	5.248	5.248	5.248	5.248	5.248	5.248	5.248	85.275
Paratransit Service Contracts	(0.639)	2.434	(15.865)	(16.133)	3.685	28.018	0.000	0.000	0.500	0.000	0.000	0.000	2.000
Maintenance and Other Operating Contracts	2.256	3.992	3.744	(3.121)	3.578	(15.328)	0.000	0.000	0.000	0.000	0.000	0.000	(4.879)
Professional Services Contracts	0.818	(8.662)	4.249	(0.252)	1.837	(3.384)	2.250	0.000	0.000	2.250	0.000	0.000	(0.894)
Materials and Supplies	5.385	(3.342)	(9.277)	(7.990)	(5.983)	22.457	0.542	3.542	3.542	3.542	3.542	0.542	16.500
Other Business Expenses	0.206	0.428	(0.705)	0.491	(0.449)	0.029	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$22.379	(\$11.636)	(\$7.411)	(\$26.980)	\$21.857	\$35.574	\$7.562	\$23.010	(\$0.516)	\$17.198	\$15.029	(\$10.418)	\$85.647
<i>Other Expenditure Adjustments:</i>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$86.231	\$31.426	\$49.705	(\$178.765)	\$135.056	(\$18.456)	\$54.746	\$84.410	\$27.274	(\$85.987)	\$62.268	\$33.454	\$281.361
Total Cash Conversion before Non-Cash Liability Adjs.	\$161.764	\$37.712	\$7.877	(\$215.860)	\$79.155	(\$19.111)	\$88.816	\$62.057	(\$1.392)	(\$114.653)	\$44.915	\$164.159	\$295.439
Depreciation	\$167.625	\$167.625	\$177.707	\$170.863	\$170.845	\$109.367	\$160.672	\$160.672	\$160.672	\$160.672	\$160.672	\$160.672	\$1,928.062
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	(11.264)	0.000	0.000	(11.264)	0.000	0.000	(11.264)	0.000	0.000	1,379.593	1,345.800
GASB 68 Pension Expense Adjustment	0.000	0.000	(3.064)	0.000	0.000	(0.633)	0.000	0.000	(1.849)	0.000	0.000	(297.625)	(303.171)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$329.389	\$205.337	\$171.256	(\$44.998)	\$250.000	\$78.358	\$249.488	\$222.729	\$146.166	\$46.019	\$205.587	\$1,406.798	\$3,266.130

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2020 Mid-Year Forecast
Ridership and Traffic Volume (Utilization)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>RIDERSHIP</u>													
Subway	138.388	130.847	73.748	11.802	15.314	10.993	21.030	37.170	56.030	34.453	31.301	30.974	592.050
Bus	44.890	43.115	26.195	0.408	0.319	3.472	6.840	12.185	18.337	11.040	9.680	9.514	185.995
Paratransit	0.956	0.956	0.656	0.223	0.283	0.420	0.466	0.511	0.537	0.628	0.616	0.650	6.901
Total Ridership	184.234	174.918	100.599	12.433	15.917	14.885	28.336	49.866	74.905	46.120	41.597	41.138	784.947
<u>FAREBOX REVENUE</u> (Excluding fare media liability)													
Subway	\$295.679	\$277.170	\$185.612	\$42.954	\$45.508	\$70.716	\$41.889	\$73.801	\$108.541	\$64.856	\$60.371	\$60.644	\$1,327.740
Bus	76.461	73.388	54.291	1.530	0.915	1.503	12.132	21.546	30.975	17.930	16.247	16.229	323.149
Paratransit	2.037	1.979	1.408	0.173	0.058	0.035	0.309	0.563	0.786	0.458	0.418	0.430	8.655
Total Farebox Revenue	\$374.177	\$352.537	\$241.311	\$44.657	\$46.481	\$72.254	\$54.331	\$95.911	\$140.302	\$83.244	\$77.036	\$77.303	\$1,659.545

Note: For monthly reporting purposes only, the 12-month allocation reflects the utilization impact of an adjustment to farebox and toll projections captured in Volume 1 of the 2020 July Financial Plan.

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2020 Mid-Year Forecast
Non-Reimbursable - Reimbursable Positions By Function and Department
Full-Time Positions and Full-Time Equivalents

Function/Department	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration:												
Office of the President	25	24	25	25	25	25	25	25	25	25	25	25
Law	260	260	253	253	248	281	281	281	281	281	281	281
Office of the EVP	12	11	12	11	11	13	13	13	13	13	13	14
Human Resources	211	203	201	198	195	218	218	218	218	218	218	218
Office of Management and Budget	34	32	32	32	32	41	41	41	41	41	41	41
Capital Planning and Budget	28	28	27	27	26	37	37	37	37	37	37	37
Strategy & Customer Experience	188	188	188	187	184	187	187	187	187	187	187	187
Non-Departmental	-	-	-	-	-	1	1	1	1	1	1	-
Labor Relations	80	79	79	78	77	84	84	84	84	84	84	84
Office of People & Business Transformation	14	14	14	14	14	18	18	18	18	18	18	18
Materiel	217	216	215	211	211	235	235	235	235	235	235	235
Controller	105	104	103	103	103	114	114	114	114	114	114	114
Total Administration	1,174	1,159	1,149	1,139	1,126	1,254						
Operations:												
Subways Service Delivery	8,472	8,344	8,280	8,179	8,156	8,165	8,232	8,232	8,211	8,202	8,143	8,207
Subways Operations Support/Admin	429	423	428	429	425	405	405	405	405	405	405	406
Subways Stations	2,530	2,544	2,539	2,563	2,542	2,621	2,621	2,621	2,621	2,603	2,603	2,603
SubTotal Subways	11,431	11,311	11,247	11,171	11,123	11,191	11,258	11,258	11,237	11,210	11,151	11,216
Buses	11,013	10,976	11,035	10,922	10,888	11,038	10,976	10,976	11,055	11,008	11,008	11,046
Paratransit	184	184	184	185	184	214	214	214	214	214	214	214
Operations Planning	350	344	346	347	347	390	388	387	386	386	386	386
Revenue Control	596	585	585	585	583	640	640	640	640	640	640	641
Non-Departmental	-	-	-	-	-	-	-	-	-	-	-	-
Total Operations	23,574	23,400	23,397	23,210	23,125	23,473	23,476	23,475	23,532	23,458	23,399	23,503
Maintenance:												
Subways Operations Support/Admin	97	96	94	90	87	123	123	123	123	123	123	119
Subways Engineering	317	315	318	317	313	362	358	358	358	358	358	358
Subways Car Equipment	4,941	4,911	4,936	4,902	4,893	4,954	4,954	4,954	4,954	4,954	4,946	4,946
Subways Infrastructure	1,950	1,942	1,940	1,924	1,915	1,881	1,881	1,881	1,881	1,881	1,881	1,881
Subways Elevators & Escalators	477	480	480	475	475	476	476	476	476	476	476	476
Subways Stations	3,438	3,396	3,408	3,431	3,378	3,495	3,495	3,495	3,495	3,483	3,483	3,476
Subways Track	3,015	2,981	2,969	2,965	2,974	3,165	3,165	3,164	3,164	3,164	3,164	3,164
Subways Power	680	674	673	665	662	686	686	686	686	686	686	686
Subways Signals	1,712	1,696	1,689	1,686	1,679	1,720	1,720	1,698	1,698	1,698	1,698	1,698
Subways Electronic Maintenance	1,556	1,546	1,539	1,530	1,526	1,620	1,620	1,620	1,620	1,620	1,620	1,620
Subtotal Subways	18,183	18,037	18,046	17,985	17,902	18,482	18,478	18,455	18,455	18,443	18,435	18,424
Buses	3,525	3,488	3,480	3,464	3,442	3,485	3,487	3,487	3,487	3,487	3,487	3,488
Supply Logistics	554	546	546	545	539	548	548	548	548	548	548	548
System Safety	83	82	81	81	81	93	93	93	93	93	93	93
Non-Departmental	-	2	2	-	-	(115)	(115)	(115)	(115)	(115)	(115)	(116)
Total Maintenance	22,345	22,155	22,155	22,075	21,964	22,493	22,491	22,468	22,468	22,456	22,448	22,437

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2020 Mid-Year Forecast
Non-Reimbursable - Reimbursable Positions By Function and Department
Full-Time Positions and Full-Time Equivalents

Function/Department	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<u>Engineering:</u>												
Capital Program Management	1,218	1,203	1,194	1,186	1,179	1,450	1,450	1,450	1,450	1,450	1,450	1,450
Total Engineering/Capital	1,218	1,203	1,194	1,186	1,179	1,450						
<u>Public Safety:</u>												
Security	637	632	635	630	632	657	657	652	652	652	652	652
Total Public Safety	637	632	635	630	632	657	657	652	652	652	652	652
Total Positions	48,948	48,549	48,530	48,240	48,026	49,327	49,328	49,299	49,356	49,270	49,203	49,296
Non-Reimbursable	45,045	44,204	44,343	44,560	44,511	44,185	44,209	44,208	44,287	44,210	44,163	44,233
Reimbursable	3,903	4,345	4,187	3,680	3,515	5,142	5,119	5,091	5,069	5,060	5,040	5,063
Total Full-Time	48,791	48,397	48,382	48,096	47,888	49,136	49,137	49,108	49,165	49,079	49,012	49,106
Total Full-Time Equivalents	157	152	148	144	138	191	191	191	191	191	191	190

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2020 Mid-Year Forecast
Total Positions by Function and Occupation

FUNCTION / OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	397	389	392	387	384	438	438	438	438	438	438	438
Professional/Technical/Clerical	745	738	725	719	710	784	784	784	784	784	784	784
Operational Hourlies	32	32	32	33	32	32	32	32	32	32	32	32
Total Administration Headcount	1,174	1,159	1,149	1,139	1,126	1,254						
Operations												
Managers/Supervisors	2,721	2,696	2,694	2,667	2,640	2,821	2,824	2,824	2,823	2,823	2,823	2,818
Professional/Technical/Clerical	506	505	505	502	501	581	580	579	579	579	579	579
Operational Hourlies	20,347	20,199	20,198	20,041	19,984	20,071	20,072	20,072	20,130	20,056	19,997	20,106
Total Operations Headcount	23,574	23,400	23,397	23,210	23,125	23,473	23,476	23,475	23,532	23,458	23,399	23,503
Maintenance												
Managers/Supervisors	3,963	3,947	3,936	3,903	3,868	3,996	3,996	3,991	3,991	3,991	3,990	3,976
Professional/Technical/Clerical	894	887	878	871	863	1,077	1,073	1,073	1,073	1,073	1,073	1,068
Operational Hourlies	17,488	17,321	17,341	17,301	17,233	17,420	17,422	17,404	17,404	17,392	17,385	17,393
Total Maintenance Headcount	22,345	22,155	22,155	22,075	21,964	22,493	22,491	22,468	22,468	22,456	22,448	22,437
Engineering / Capital												
Managers/Supervisors	300	297	295	293	291	364	364	364	364	364	364	364
Professional/Technical/Clerical	916	904	897	891	886	1,084	1,084	1,084	1,084	1,084	1,084	1,084
Operational Hourlies	2	2	2	2	2	2	2	2	2	2	2	2
Total Engineering Headcount	1,218	1,203	1,194	1,186	1,179	1,450						
Public Safety												
Managers/Supervisors	253	254	255	256	256	270	270	270	270	270	270	270
Professional, Technical, Clerical	33	32	32	32	32	41	41	41	41	41	41	41
Operational Hourlies	351	346	348	342	344	346	346	341	341	341	341	341
Total Public Safety Headcount	637	632	635	630	632	657	657	652	652	652	652	652
Total Positions												
Managers/Supervisors	7,634	7,583	7,572	7,506	7,439	7,889	7,892	7,887	7,886	7,886	7,885	7,866
Professional, Technical, Clerical	3,094	3,066	3,037	3,015	2,992	3,567	3,562	3,561	3,561	3,561	3,561	3,556
Operational Hourlies	38,220	37,900	37,921	37,719	37,595	37,871	37,874	37,851	37,909	37,823	37,757	37,874
Total Positions	48,948	48,549	48,530	48,240	48,026	49,327	49,328	49,299	49,356	49,270	49,203	49,296



Standard Follow-Up Report: SIR 2020 Mid-Year Forecast Monthly Allocation

Monthly allocation of MTA Staten Island Railway 2020 Mid-Year Forecast, including revenues/receipts, expenses/expenditures, ridership and positions.

Jaibala Patel
Chief Financial Officer

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2020 Mid-Year Forecast
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable													
Operating Revenue													
Farebox Revenue	\$0.508	\$0.466	\$0.329	\$0.058	\$0.056	\$0.095	\$0.090	\$0.160	\$0.224	\$0.133	\$0.112	\$0.117	\$2.347
Other Operating Revenue	0.320	0.257	0.173	0.063	13.409	4.232	4.233	1.467	0.335	0.194	0.194	0.107	24.984
Total Revenues	\$0.828	\$0.724	\$0.502	\$0.121	\$13.465	\$4.327	\$4.323	\$1.627	\$0.559	\$0.326	\$0.306	\$0.223	\$27.331
Operating Expenses													
Labor:													
Payroll	\$2.172	\$1.936	\$2.599	\$1.944	\$1.954	\$2.188	\$2.274	\$2.173	\$2.184	\$2.191	\$2.453	\$2.267	\$26.333
Overtime	0.174	0.117	0.146	0.065	0.182	0.266	0.313	0.318	0.554	0.557	0.544	0.538	3.774
Health and Welfare	0.141	0.136	0.884	0.533	0.566	0.732	0.730	0.730	0.730	0.730	0.730	0.733	7.376
OPEB Current Payments	0.158	0.100	0.221	0.197	0.307	0.249	0.249	0.249	0.249	0.249	0.249	0.249	2.723
Pension	0.604	0.604	0.604	0.604	0.604	1.399	0.737	0.736	0.737	0.737	0.736	0.737	8.838
Other Fringe Benefits	0.405	0.271	0.613	0.302	0.326	0.602	0.430	0.427	0.431	0.420	0.447	0.425	5.099
Reimbursable Overhead	(0.179)	(0.220)	(0.159)	(0.228)	(0.142)	(0.077)	(0.076)	(0.074)	(0.075)	(0.080)	(0.069)	0.474	(0.903)
Total Labor Expenses	\$3.475	\$2.944	\$4.908	\$3.417	\$3.796	\$5.359	\$4.656	\$4.559	\$4.809	\$4.803	\$5.090	\$5.423	\$53.238
Non-Labor:													
Electric Power	\$0.331	\$0.362	\$0.269	\$0.267	\$0.029	\$0.448	\$0.325	\$0.325	\$0.448	\$0.325	\$0.325	\$0.448	\$3.904
Fuel	0.036	0.034	0.001	0.020	0.024	0.047	0.018	0.018	0.018	0.018	0.021	0.026	0.279
Insurance	0.063	0.190	0.069	0.069	0.022	0.093	0.084	0.084	0.084	0.084	0.084	0.084	1.012
Claims	0.041	0.119	0.080	0.080	0.080	0.095	0.083	0.083	0.083	0.083	0.083	0.083	0.990
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.067	0.113	0.022	0.083	0.047	0.201	0.430	0.400	0.558	0.548	0.548	0.548	3.565
Professional Services Contracts	0.012	0.009	0.179	0.010	0.014	0.088	0.088	0.088	0.168	0.168	0.168	0.168	1.159
Materials and Supplies	0.266	0.262	0.031	0.118	0.084	0.188	0.286	0.286	0.473	0.548	0.473	0.473	3.486
Other Business Expenses	0.067	0.020	(0.029)	0.024	0.016	0.061	0.265	0.265	0.317	0.317	0.317	0.317	1.955
Total Non-Labor Expenses	\$0.883	\$1.108	\$0.620	\$0.671	\$0.315	\$1.221	\$1.579	\$1.549	\$2.148	\$2.090	\$2.019	\$2.146	\$16.350
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$4.359	\$4.052	\$5.529	\$4.087	\$4.111	\$6.580	\$6.235	\$6.107	\$6.957	\$6.893	\$7.109	\$7.569	\$69.588
Depreciation	\$0.906	\$0.906	\$0.910	\$0.904	\$0.904	\$1.067	\$1.067	\$1.067	\$1.067	\$1.067	\$1.067	\$1.067	\$12.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.119	0.000	0.000	0.119	0.000	0.000	0.119	0.000	0.000	7.142	7.500
GASB 68 Pension Expense Adjustment	0.000	0.000	(0.118)	0.000	0.000	0.068	0.000	0.000	(0.025)	0.000	0.000	(0.025)	(0.100)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Non-Cash Liability Adjs.	\$5.265	\$4.959	\$6.441	\$4.991	\$5.015	\$7.834	\$7.302	\$7.174	\$8.118	\$7.960	\$8.176	\$15.753	\$88.988
Net Surplus/(Deficit)	(\$4.437)	(\$4.235)	(\$5.939)	(\$4.870)	\$8.450	(\$3.507)	(\$2.979)	(\$5.547)	(\$7.559)	(\$7.634)	(\$7.870)	(\$15.530)	(\$61.657)

Note: For monthly reporting purposes only, the 12-month allocation reflects an adjustment to farebox and toll revenue projections captured in Volume 1 of the 2020 July Financial Plan.

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2020 Mid-Year Forecast
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Reimbursable													
Operating Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.372	0.527	0.401	0.483	0.374	0.808	0.805	0.793	0.798	0.825	0.767	0.032	6.985
Total Revenues	\$0.372	\$0.527	\$0.401	\$0.483	\$0.374	\$0.808	\$0.805	\$0.793	\$0.798	\$0.825	\$0.767	\$0.032	\$6.985
Operating Expenses													
Labor:													
Payroll	\$0.049	\$0.055	\$0.027	\$0.127	\$0.056	\$0.516	\$0.514	\$0.507	\$0.509	\$0.525	\$0.492	\$0.520	\$3.897
Overtime	0.142	0.181	0.143	0.117	0.101	0.030	0.031	0.031	0.031	0.031	0.031	0.031	0.900
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.001)	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.185	0.184	0.181	0.183	0.189	0.175	0.187	1.285
Reimbursable Overhead	0.179	0.220	0.160	0.228	0.142	0.077	0.076	0.074	0.075	0.080	0.069	(0.475)	0.903
Total Labor Expenses	\$0.370	\$0.456	\$0.330	\$0.472	\$0.299	\$0.808	\$0.805	\$0.793	\$0.798	\$0.825	\$0.767	\$0.262	\$6.985
Non-Labor:													
Electric Power	\$0.000	\$0.001	\$0.000	\$0.000	\$0.004	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.005)	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.002	0.001	0.005	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.009)	0.000
Materials and Supplies	0.000	0.069	0.066	0.010	0.070	0.000	0.000	0.000	0.000	0.000	0.000	(0.215)	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.002	\$0.071	\$0.071	\$0.011	\$0.075	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.230)	\$0.000
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000											
Total Expenses	\$0.372	\$0.527	\$0.401	\$0.483	\$0.374	\$0.808	\$0.805	\$0.793	\$0.798	\$0.825	\$0.767	\$0.032	\$6.985
Net Surplus/(Deficit)	\$0.000	\$0.000											

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2020 Mid-Year Forecast
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable / Reimbursable													
Operating Revenue													
Farebox Revenue	\$0.508	\$0.466	\$0.329	\$0.058	\$0.056	\$0.095	\$0.090	\$0.160	\$0.224	\$0.133	\$0.112	\$0.117	\$2.347
Other Operating Revenue	0.320	0.257	0.173	0.063	13.409	4.232	4.233	1.467	0.335	0.194	0.194	0.107	24.984
Capital and Other Reimbursements	0.372	0.527	0.401	0.483	0.374	0.808	0.805	0.793	0.798	0.825	0.767	0.032	6.985
Total Revenues	\$1.200	\$1.251	\$0.903	\$0.604	\$13.839	\$5.135	\$5.128	\$2.420	\$1.357	\$1.151	\$1.073	\$0.255	\$34.316
Operating Expenses													
Labor:													
Payroll	\$2.221	\$1.992	\$2.626	\$2.071	\$2.010	\$2.704	\$2.787	\$2.679	\$2.693	\$2.716	\$2.945	\$2.787	\$30.230
Overtime	0.316	0.297	0.289	0.181	0.283	0.297	0.344	0.349	0.585	0.588	0.575	0.569	4.674
Health and Welfare	0.141	0.136	0.884	0.533	0.566	0.732	0.730	0.730	0.730	0.730	0.730	0.733	7.376
OPEB Current Payments	0.158	0.100	0.221	0.197	0.307	0.249	0.249	0.249	0.249	0.249	0.249	0.247	2.723
Pension	0.604	0.604	0.604	0.604	0.604	1.399	0.737	0.736	0.737	0.737	0.736	0.737	8.838
Other Fringe Benefits	0.405	0.271	0.613	0.302	0.326	0.787	0.615	0.608	0.613	0.609	0.622	0.612	6.383
Reimbursable Overhead	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.001)	0.000
Total Labor Expenses	\$3.845	\$3.401	\$5.238	\$3.889	\$4.095	\$6.167	\$5.461	\$5.351	\$5.607	\$5.628	\$5.857	\$5.685	\$60.224
Non-Labor:													
Electric Power	\$0.331	\$0.363	\$0.269	\$0.267	\$0.034	\$0.448	\$0.325	\$0.325	\$0.448	\$0.325	\$0.325	\$0.443	\$3.904
Fuel	0.036	0.034	0.001	0.020	0.024	0.047	0.018	0.018	0.018	0.018	0.021	0.026	0.279
Insurance	0.063	0.190	0.069	0.069	0.022	0.093	0.084	0.084	0.084	0.084	0.084	0.084	1.012
Claims	0.041	0.119	0.080	0.080	0.080	0.095	0.083	0.083	0.083	0.083	0.083	0.083	0.990
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.067	0.113	0.022	0.083	0.047	0.201	0.430	0.400	0.558	0.548	0.548	0.548	3.565
Professional Services Contracts	0.014	0.009	0.184	0.011	0.014	0.088	0.088	0.088	0.168	0.168	0.168	0.159	1.159
Materials and Supplies	0.266	0.331	0.097	0.128	0.154	0.188	0.286	0.286	0.473	0.548	0.473	0.257	3.486
Other Business Expenses	0.067	0.020	(0.029)	0.024	0.016	0.061	0.265	0.265	0.317	0.317	0.317	0.317	1.955
Total Non-Labor Expenses	\$0.885	\$1.179	\$0.692	\$0.681	\$0.390	\$1.221	\$1.579	\$1.549	\$2.148	\$2.090	\$2.019	\$1.917	\$16.350
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$4.730	\$4.579	\$5.930	\$4.570	\$4.486	\$7.388	\$7.040	\$6.900	\$7.755	\$7.718	\$7.876	\$7.601	\$76.574
Depreciation	\$0.906	\$0.906	\$0.910	\$0.904	\$0.904	\$1.067	\$1.067	\$1.067	\$1.067	\$1.067	\$1.067	\$1.067	\$12.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.119	0.000	0.000	0.119	0.000	0.000	0.119	0.000	0.000	7.142	7.500
GASB 68 Pension Expense Adjustment	0.000	0.000	(0.118)	0.000	0.000	0.068	0.000	0.000	(0.025)	0.000	0.000	(0.025)	(0.100)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Non-Cash Liability Adjs.	\$5.637	\$5.486	\$6.842	\$5.474	\$5.390	\$8.642	\$8.107	\$7.967	\$8.916	\$8.785	\$8.943	\$15.785	\$95.974
Net Surplus/(Deficit)	(\$4.437)	(\$4.235)	(\$5.939)	(\$4.870)	\$8.450	(\$3.507)	(\$2.979)	(\$5.547)	(\$7.559)	(\$7.634)	(\$7.870)	(\$15.530)	(\$61.657)

Note: For monthly reporting purposes only, the 12-month allocation reflects an adjustment to farebox and toll revenue projections captured in Volume 1 of the 2020 July Financial Plan.

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2020 Mid-Year Forecast
Cash Receipts and Expenditures
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Receipts and Expenditures													
Receipts													
Farebox Revenue	\$0.476	\$0.531	\$0.452	\$0.279	\$0.108	(\$0.335)	\$0.090	\$0.160	\$0.224	\$0.133	\$0.112	\$0.117	\$2.347
Other Operating Revenue	0.081	0.077	0.070	0.060	13.409	5.301	4.620	1.272	0.053	0.063	0.033	(0.054)	24.984
Capital and Other Reimbursements	0.344	0.174	0.690	0.361	0.537	0.859	0.805	0.793	0.798	0.825	0.767	0.032	6.985
Total Receipts	\$0.901	\$0.782	\$1.212	\$0.700	\$14.053	\$5.825	\$5.515	\$2.225	\$1.074	\$1.021	\$0.912	\$0.095	\$34.316
Expenditures													
Labor:													
Payroll	\$2.050	\$1.944	\$1.872	\$2.577	\$1.995	\$2.259	\$2.367	\$2.259	\$2.348	\$3.352	\$2.600	\$6.970	\$32.595
Overtime	0.250	0.437	0.219	0.177	0.233	0.364	0.344	0.349	0.585	0.588	0.575	0.569	4.691
Health and Welfare	0.721	0.535	0.149	0.489	0.559	0.540	0.730	0.730	0.730	0.730	0.730	0.733	7.376
OPEB Current Payments	0.134	0.046	0.029	0.117	0.141	0.474	0.474	0.249	0.249	0.249	0.249	0.314	2.723
Pension	0.604	0.604	0.604	0.604	0.604	1.399	0.737	0.737	0.737	0.737	0.737	0.737	8.838
Other Fringe Benefits	0.225	0.195	0.360	0.281	0.162	0.337	0.306	0.299	0.310	0.314	0.318	1.295	4.401
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$3.984	\$3.761	\$3.232	\$4.246	\$3.695	\$5.373	\$4.957	\$4.622	\$4.958	\$5.969	\$5.209	\$10.618	\$60.624
Non-Labor:													
Electric Power	\$0.331	\$0.347	\$0.306	\$0.286	\$0.160	\$0.281	\$0.325	\$0.325	\$0.448	\$0.325	\$0.325	\$0.443	\$3.904
Fuel	0.044	0.034	0.022	0.025	0.026	0.011	0.018	0.018	0.018	0.018	0.021	0.026	0.279
Insurance	0.111	0.000	0.154	0.029	0.030	0.182	0.084	0.084	0.084	0.084	0.084	0.084	1.012
Claims	0.000	0.000	0.000	0.000	0.000	0.015	0.003	0.003	0.003	0.003	0.003	0.463	0.490
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.023	0.031	0.096	0.051	0.039	0.294	0.430	0.400	0.558	0.548	0.548	0.548	3.565
Professional Services Contracts	0.033	0.036	0.028	0.073	0.022	0.127	0.088	0.088	0.168	0.168	0.168	0.159	1.159
Materials and Supplies	0.512	0.107	(0.049)	0.774	0.130	0.116	0.215	0.215	0.402	0.477	0.402	0.186	3.487
Other Business Expenses	0.010	0.010	0.008	0.009	0.007	0.115	0.265	0.265	0.317	0.317	0.317	0.317	1.955
Total Non-Labor Expenditures	\$1.065	\$0.564	\$0.565	\$1.246	\$0.414	\$1.140	\$1.428	\$1.398	\$1.997	\$1.940	\$1.868	\$2.225	\$15.851
Other Expenditure Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$5.049	\$4.325	\$3.797	\$5.492	\$4.109	\$6.514	\$6.385	\$6.020	\$6.956	\$7.908	\$7.077	\$12.844	\$76.475
Net Cash Balance	(\$4.147)	(\$3.543)	(\$2.585)	(\$4.792)	\$9.944	(\$0.689)	(\$0.870)	(\$3.795)	(\$5.882)	(\$6.887)	(\$6.165)	(\$12.749)	(\$42.159)

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2020 Mid-Year Forecast
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Flow Adjustments													
Receipts													
Farebox Revenue	(\$0.031)	\$0.065	\$0.123	\$0.222	\$0.051	(\$0.430)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	(0.240)	(0.181)	(0.102)	(0.003)	0.000	1.069	0.387	(0.195)	(0.283)	(0.130)	(0.160)	(0.160)	0.000
Capital and Other Reimbursements	(0.027)	(0.353)	0.288	(0.122)	0.163	0.051	0.000	0.000	0.000	0.000	0.000	0.000	(0.001)
Total Receipts	(\$0.298)	(\$0.469)	\$0.309	\$0.096	\$0.214	\$0.690	\$0.387	(\$0.195)	(\$0.283)	(\$0.130)	(\$0.160)	(\$0.160)	(\$0.001)
Expenditures													
Labor:													
Payroll	\$0.170	\$0.047	\$0.753	(\$0.506)	\$0.015	\$0.444	\$0.420	\$0.420	\$0.345	(\$0.636)	\$0.345	(\$4.183)	(\$2.365)
Overtime	0.066	(0.140)	0.071	0.004	0.050	(0.067)	0.000	0.000	0.000	0.000	0.000	0.000	(0.017)
Health and Welfare	(0.580)	(0.398)	0.735	0.044	0.007	0.192	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.024	0.055	0.193	0.080	0.165	(0.225)	(0.225)	0.000	0.000	0.000	0.000	(0.067)	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.180	0.077	0.254	0.021	0.163	0.450	0.309	0.309	0.303	0.295	0.303	(0.683)	1.982
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.001	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.001)	0.000
Total Labor Expenditures	(\$0.139)	(\$0.360)	\$2.006	(\$0.357)	\$0.400	\$0.794	\$0.504	\$0.729	\$0.648	(\$0.341)	\$0.648	(\$4.934)	(\$0.400)
Non-Labor:													
Electric Power	\$0.000	\$0.016	(\$0.037)	(\$0.020)	(\$0.126)	\$0.167	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	(0.008)	0.000	(0.021)	(0.005)	(0.002)	0.036	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	(0.048)	0.190	(0.086)	0.040	(0.007)	(0.089)	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.041	0.119	0.080	0.080	0.080	0.080	0.080	0.080	0.080	0.080	0.080	(0.380)	0.500
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.044	0.083	(0.074)	0.033	0.008	(0.093)	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	(0.020)	(0.027)	0.156	(0.062)	(0.008)	(0.039)	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	(0.246)	0.224	0.146	(0.646)	0.024	0.072	0.071	0.071	0.071	0.071	0.071	0.071	(0.001)
Other Business Expenses	0.057	0.010	(0.037)	0.015	0.008	(0.054)	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	(\$0.180)	\$0.615	\$0.127	(\$0.565)	(\$0.024)	\$0.080	\$0.151	\$0.151	\$0.151	\$0.151	\$0.151	(\$0.309)	\$0.499
Other Expenditure Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	(\$0.319)	\$0.254	\$2.133	(\$0.922)	\$0.377	\$0.875	\$0.655	\$0.880	\$0.799	(\$0.190)	\$0.799	(\$5.243)	\$0.099
Total Cash Conversion before Non-Cash Liability Adjs.	(\$0.617)	(\$0.215)	\$2.442	(\$0.825)	\$0.591	\$1.564	\$1.042	\$0.685	\$0.516	(\$0.320)	\$0.639	(\$5.403)	\$0.098
Depreciation	\$0.906	\$0.906	\$0.910	\$0.904	\$0.904	\$1.067	\$1.067	\$1.067	\$1.067	\$1.067	\$1.067	\$1.067	\$12.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.119	0.000	0.000	0.119	0.000	0.000	0.119	0.000	0.000	7.142	7.499
GASB 68 Pension Expense Adjustment	0.000	0.000	(0.118)	0.000	0.000	0.068	0.000	0.000	(0.025)	0.000	0.000	(0.025)	(0.100)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$0.290	\$0.692	\$3.354	\$0.079	\$1.495	\$2.818	\$2.109	\$1.752	\$1.677	\$0.747	\$1.706	\$2.781	\$19.498

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2020 Mid-Year Forecast
Ridership and Traffic Volume (Utilization)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>RIDERSHIP</u>													
Fixed Route	0.364	0.320	0.201	0.020	0.023	0.027	0.051	0.090	0.148	0.089	0.075	0.078	1.485
Total Ridership	0.364	0.320	0.201	0.020	0.023	0.027	0.051	0.090	0.148	0.089	0.075	0.078	1.485
<u>FAREBOX REVENUE</u>													
Fixed Route Farebox Revenue	\$0.508	\$0.466	\$0.329	\$0.058	\$0.056	\$0.095	\$0.090	\$0.160	\$0.224	\$0.133	\$0.112	\$0.117	\$2.347
Total Farebox Revenue	\$0.508	\$0.466	\$0.329	\$0.058	\$0.056	\$0.095	\$0.090	\$0.160	\$0.224	\$0.133	\$0.112	\$0.117	\$2.347

Note: For monthly reporting purposes only, the 12-month allocation reflects the utilization impact of an adjustment to farebox and toll projections captured in Volume 1 of the 2020 July Financial Plan.

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2020 Mid-Year Forecast
Total Positions by Function and Occupation

FUNCTION / OCCUPATION	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration											
Managers/Supervisors	10	10	10	10	16	16	16	16	16	16	16
Professional/Technical/Clerical	10	10	10	10	12	12	12	12	12	12	12
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0
Total Administration Headcount	20	20	20	20	28						
Operations											
Managers/Supervisors	7	7	7	7	11	11	11	11	11	11	11
Professional/Technical/Clerical	1	1	1	1	3	3	3	3	3	3	3
Operational Hourlies	114	114	113	110	117	116	116	116	116	116	116
Total Operations Headcount	122	122	121	118	131	130	130	130	130	130	130
Maintenance											
Managers/Supervisors	26	27	26	25	17	17	17	17	17	17	17
Professional/Technical/Clerical	7	7	7	7	6	6	6	6	6	6	6
Operational Hourlies	176	176	174	172	186	186	186	186	186	186	186
Total Maintenance Headcount	209	210	207	204	209						
Engineering / Capital											
Managers/Supervisors	3	3	3	3	3	3	3	3	3	3	3
Professional/Technical/Clerical	0	0	0	0	4	4	4	4	4	4	4
Operational Hourlies	6	6	6	6	9	9	9	9	9	9	9
Total Engineering Headcount	9	9	9	9	16						
Public Safety											
Managers/Supervisors	0	0	0	0	0	0	0	0	0	0	0
Professional, Technical, Clerical	0	0	0	0	0	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0
Total Public Safety Headcount	0										
Total Positions											
Managers/Supervisors	46	47	46	45	47	47	47	47	47	47	47
Professional, Technical, Clerical	18	18	18	18	25	25	25	25	25	25	25
Operational Hourlies	296	296	293	288	312	311	311	311	311	311	311
Total Positions	360	361	357	351	384	383	383	383	383	383	383



Standard Follow-Up Report: MTA Bus Company 2020 Mid-Year Forecast Monthly Allocation

Monthly allocation of MTA Bus Company's 2020 Mid-Year Forecast, including revenues/receipts, expenses/expenditures, ridership and positions.

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

MTA BUS COMPANY
July Financial Plan - 2020 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	\$ 17.334	\$ 16.612	\$ 14.478	\$ 0.537	\$ 0.590	1.059	2.842	5.312	7.407	4.397	4.085	4.307	\$78.960
Other Operating Revenue	1.380	1.261	1.121	0.287	183.190	62.663	63.274	20.367	1.962	2.001	1.903	2.014	341.422
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue	\$18.714	\$17.873	\$15.599	\$0.824	\$183.780	\$63.721	\$66.116	\$25.679	\$9.368	\$6.398	\$5.988	\$6.321	\$420.381
Operating Expenses													
Labor:													
Payroll	\$ 26.989	\$ 24.185	\$ 25.246	\$ 24.796	\$ 26.414	23.11	24.04	22.88	23.11	23.58	22.42	24.04	\$290.814
Overtime	6.005	5.755	6.481	4.489	5.948	7.783	8.095	7.706	7.783	7.939	7.550	9.015	84.549
Health and Welfare	7.202	7.013	5.218	7.145	8.328	6.359	6.613	6.295	6.359	6.486	6.168	6.613	79.801
OPEB Current Payment	2.005	1.901	3.948	2.171	1.867	1.865	1.940	1.847	1.865	1.903	1.809	1.940	25.062
Pensions	4.981	4.981	4.981	4.981	4.981	6.345	6.598	6.281	6.345	6.472	6.154	6.598	69.699
Other Fringe Benefits	4.948	5.854	5.281	5.705	5.869	6.535	6.797	6.470	6.535	6.666	6.339	6.797	73.795
Reimbursable Overhead	(0.001)	(0.149)	0.013	0.001	(0.366)	(0.056)	(0.058)	(0.055)	(0.056)	(0.057)	(0.054)	(0.058)	(0.897)
Total Labor Expenses	\$52.129	\$49.540	\$51.168	\$49.288	\$53.041	\$51.946	\$54.023	\$51.426	\$51.946	\$52.985	\$50.387	\$54.944	\$622.823
Non-Labor:													
Electric Power	\$ 0.135	\$ 0.006	\$ 0.136	\$ 0.120	\$ 0.115	\$ 0.158	\$ 0.165	\$ 0.157	\$ 0.158	\$ 0.161	\$ 0.154	\$ 0.165	\$1.630
Fuel	1.634	1.537	1.785	0.838	0.728	1.344	1.398	1.331	1.344	1.371	1.304	1.398	16.010
Insurance	0.374	0.374	0.374	0.374	0.345	0.562	0.584	0.556	0.562	0.573	0.545	0.584	5.809
Claims	6.000	6.000	6.000	6.000	6.000	6.267	6.518	6.204	6.267	6.392	6.079	6.518	74.245
Paratransit Service Contracts	-	-	-	-	-	0.000	0.000	0.000	0.000	0.000	0.000	0.000	-
Maintenance and Other Operating Contracts	2.209	1.512	1.343	2.403	2.698	4.686	4.874	4.640	4.686	4.780	4.546	4.874	43.251
Professional Service Contracts	1.859	1.952	2.285	2.575	2.416	5.003	5.203	4.953	5.003	5.103	4.853	5.203	46.408
Materials & Supplies	3.210	3.723	3.569	1.691	2.445	5.721	5.950	5.664	5.721	5.836	5.550	5.950	55.031
Other Business Expenses	0.292	0.275	0.232	0.140	0.121	0.492	0.512	0.487	0.492	0.502	0.477	0.512	4.533
Total Non-Labor Expenses	\$15.713	\$15.379	\$15.724	\$14.141	\$14.868	\$24.234	\$25.203	\$23.992	\$24.234	\$24.719	\$23.507	\$25.203	\$246.917
Total Expenses before Non-Cash Liability Adjs.	\$67.842	\$64.919	\$66.892	\$63.429	\$67.909	\$76.180	\$79.227	\$75.418	\$76.180	\$77.703	\$73.894	\$80.147	\$869.740
Depreciation	\$ 3.428	\$ 3.428	\$ 4.532	\$ 3.796	\$ 4.359	4.929	5.126	4.880	4.929	5.027	4.781	5.126	\$ 54.341
OPEB Liability Adjustment	-	-	-	-	-	-	-	-	-	-	-	-	-
GASB 75 Pension Expense Adjustment	-	-	-	-	-	14.186	14.753	14.044	14.186	14.469	13.760	14.753	100.150
GASB 68 Pension Expense Adjustment	-	-	-	-	-	7.210	7.498	7.138	7.210	7.354	6.993	7.498	50.900
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$71.270	\$68.347	\$71.424	\$67.225	\$72.268	\$102.504	\$106.604	\$101.479	\$102.504	\$104.554	\$99.429	\$107.524	\$1,075.131
Net Surplus/(Deficit)	(\$52.556)	(\$50.474)	(\$55.825)	(\$66.401)	\$111.512	(\$38.782)	(\$40.488)	(\$75.800)	(\$93.136)	(\$98.156)	(\$93.441)	(\$101.203)	(\$654.749)

Note: For monthly reporting purposes only, the 12-month allocation reflects an adjustment to farebox projections captured in Volume 1 of the 2020 July Financial Plan

MTA BUS COMPANY
July Financial Plan - 2020 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue						-	-	-	-	-	-	-	\$0.000
Other Operating Revenue													-
Capital and Other Reimbursements	0.531	0.644	(0.029)	(0.002)	0.973	0.485	0.504	0.480	0.485	0.495	0.471	0.517	5.554
Total Revenue	\$0.531	\$0.644	(\$0.029)	(\$0.002)	\$0.973	\$0.485	\$0.504	\$0.480	\$0.485	\$0.495	\$0.471	\$0.517	\$5.554
Expenses													
Labor:													
Payroll	\$0.325	\$0.397	\$0.000	\$0.000	\$0.607	\$0.133	\$0.138	\$0.132	\$0.133	\$0.136	\$0.129	\$0.138	\$2.268
Overtime	-	-	(0.009)	-	-	-	-	-	-	-	-	0.009	-
Health and Welfare	-	-	-	-	-	0.179	0.187	0.178	0.179	0.183	0.174	0.186	1.266
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Fringe Benefits	-	-	(0.006)	-	-	-	-	-	-	-	-	0.006	-
Reimbursable Overhead	0.205	0.247	(0.013)	(0.001)	0.366	0.013	0.014	0.013	0.013	0.014	0.013	0.014	0.897
Total Labor Expenses	\$0.530	\$0.644	(\$0.029)	(\$0.001)	\$0.973	\$0.326	\$0.339	\$0.322	\$0.326	\$0.332	\$0.316	\$0.353	\$4.431
Non-Labor:													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-	-	-	-	-	-	-
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	0.034	0.036	0.034	0.034	0.035	0.033	0.035	0.242
Professional Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	0.125	0.130	0.124	0.125	0.127	0.121	0.130	0.881
Other Business Expenses	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.159	\$0.165	\$0.157	\$0.159	\$0.162	\$0.154	\$0.165	\$1.123
Total Expenses before Depreciation	\$0.530	\$0.644	(\$0.029)	(\$0.001)	\$0.973	\$0.485	\$0.504	\$0.480	\$0.485	\$0.494	\$0.470	\$0.518	\$5.554
Depreciation													-
Total Expenses	\$0.530	\$0.644	(\$0.029)	(\$0.001)	\$0.973	\$0.485	\$0.504	\$0.480	\$0.485	\$0.494	\$0.470	\$0.518	\$5.554
Net Surplus/(Deficit)	\$0.001	\$0.000	(\$0.000)	(\$0.001)	\$0.000	(\$0.000)							

MTA BUS COMPANY
July Financial Plan - 2020 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$17.334	\$16.612	\$14.478	\$0.537	\$0.590	\$1.059	\$2.842	\$5.312	\$7.407	\$4.397	\$4.085	\$4.307	\$78.960
Other Operating Revenue	1.380	1.261	1.121	0.287	183.190	62.663	63.274	20.367	1.962	2.001	1.903	2.014	341.422
Capital and Other Reimbursements	0.531	0.644	(0.029)	(0.002)	0.973	0.485	0.504	0.480	0.485	0.495	0.471	0.517	5.554
Total Revenue	\$19.245	\$18.517	\$15.570	\$0.822	\$184.753	\$64.206	\$66.620	\$26.159	\$9.853	\$6.892	\$6.459	\$6.838	\$425.936
Expenses													
Labor:													
Payroll	\$27.314	\$24.582	\$25.246	\$24.796	\$27.021	\$23.247	\$24.177	\$23.014	\$23.247	\$23.712	\$22.549	\$24.176	\$293.082
Overtime	6.005	5.755	6.472	4.489	5.948	7.783	8.095	7.706	7.783	7.939	7.550	9.024	84.549
Health and Welfare	7.202	7.013	5.218	7.145	8.328	6.538	6.800	6.473	6.538	6.669	6.342	6.800	81.067
OPEB Current Payment	2.005	1.901	3.948	2.171	1.867	1.865	1.940	1.847	1.865	1.903	1.809	1.940	25.062
Pensions	4.981	4.981	4.981	4.981	4.981	6.345	6.598	6.281	6.345	6.472	6.154	6.598	69.699
Other Fringe Benefits	4.948	5.854	5.275	5.705	5.869	6.535	6.797	6.470	6.535	6.666	6.339	6.803	73.795
Reimbursable Overhead	0.204	0.098	(0.000)	-	-	(0.043)	(0.044)	(0.042)	(0.043)	(0.044)	(0.041)	(0.044)	0.000
Total Labor Expenses	\$52.659	\$50.184	\$51.139	\$49.287	\$54.014	\$52.271	\$54.362	\$51.749	\$52.271	\$53.317	\$50.703	\$55.297	\$627.253
Non-Labor:													
Electric Power	\$0.135	\$0.006	\$0.136	\$0.120	\$0.115	\$0.158	\$0.165	\$0.157	\$0.158	\$0.161	\$0.154	\$0.165	\$1.630
Fuel	\$1.634	\$1.537	1.785	0.838	0.728	1.344	1.398	1.331	1.344	1.371	1.304	1.398	16.010
Insurance	0.374	0.374	0.374	0.374	0.345	0.562	0.584	0.556	0.562	0.573	0.545	0.584	5.809
Claims	6.000	6.000	6.000	6.000	6.000	6.267	6.518	6.204	6.267	6.392	6.079	6.518	74.245
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2.209	1.512	1.343	2.403	2.698	4.721	4.910	4.674	4.721	4.815	4.579	4.909	43.493
Professional Service Contracts	1.859	1.952	2.285	2.575	2.416	5.003	5.203	4.953	5.003	5.103	4.853	5.203	46.408
Materials & Supplies	3.210	3.723	3.569	1.691	2.445	5.846	6.080	5.788	5.846	5.963	5.671	6.080	55.912
Other Business Expenses	0.292	0.275	0.232	0.140	0.121	0.492	0.512	0.487	0.492	0.502	0.477	0.512	4.533
Total Non-Labor Expenses	\$15.713	\$15.379	\$15.724	\$14.141	\$14.868	\$24.393	\$25.369	\$24.149	\$24.393	\$24.881	\$23.661	\$25.368	\$248.040
Total Expenses before Non-Cash Liability Adjs.	\$68.372	\$65.563	\$66.863	\$63.428	\$68.882	\$76.664	\$79.731	\$75.898	\$76.664	\$78.198	\$74.364	\$80.665	\$875.294
Depreciation	\$3.428	\$3.428	\$4.532	\$3.796	\$4.359	\$4.929	\$5.126	\$4.880	\$4.929	\$5.027	\$4.781	\$5.126	\$54.341
OPEB Liability Adjustment	-	-	-	-	-	-	-	-	-	-	-	-	-
GASB 75 Pension Expense Adjustment	-	-	-	-	-	14.186	14.753	14.044	14.186	14.469	13.760	14.753	100.150
GASB 68 Pension Expense Adjustment	-	-	-	-	-	7.210	7.498	7.138	7.210	7.354	6.993	7.498	50.900
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$71.800	\$68.991	\$71.395	\$67.224	\$73.241	\$102.988	\$107.108	\$101.959	\$102.988	\$105.048	\$99.899	\$108.042	\$1,080.685
Net Surplus/(Deficit)	(\$2.555)	(\$0.474)	(\$5.825)	(\$66.402)	\$111.512	(\$38.782)	(\$40.488)	(\$75.799)	(\$93.135)	(\$98.156)	(\$93.440)	(\$101.204)	(\$654.750)

Note: For monthly reporting purposes only, the 12-month allocation reflects an adjustment to farebox projections captured in Volume 1 of the 2020 July Financial Plan

MTA BUS COMPANY
July Financial Plan - 2020 Mid-Year Forecast
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$15,279	\$18,983	\$14,731	\$0,481	\$5,042	1,059	2,842	5,312	7,407	3,397	3,085	1,342	78,960
Other Operating Revenue	3,855	0,230	1,245	0,139	183,048	62,478	63,082	20,184	1,777	1,812	1,724	1,848	341,422
Capital and Other Reimbursements	0,518	0,530	0,644	-	-	1,309	1,361	1,295	1,309	1,335	1,269	1,361	10,930
Total Receipts	\$19,652	\$19,743	\$16,619	\$0,620	\$188,090	\$64,845	\$67,285	\$26,792	\$10,492	\$6,544	\$6,078	\$4,551	\$431,312
Expenditures													
Labor:													
Payroll	\$33,255	\$24,859	\$18,642	\$23,868	\$27,153	\$20,855	\$31,283	\$20,855	\$20,855	\$20,855	\$20,855	\$31,283	\$294,620
Overtime	6,006	5,755	6,472	4,489	5,948	7,783	8,095	7,706	7,783	7,939	7,550	9,024	84,549
Health and Welfare	7,368	7,489	7,114	1,428	5,810	7,345	7,639	7,272	7,345	7,492	7,125	7,639	81,068
OPEB Current Payment	2,006	1,902	1,992	-	1,867	2,450	2,548	2,425	2,450	2,499	2,376	2,548	25,062
Pensions	4,981	4,981	4,981	4,981	4,981	6,391	6,647	6,327	6,391	6,519	6,199	6,647	70,025
Other Fringe Benefits	4,980	6,277	1,944	3,985	6,276	\$4,394	\$6,592	\$4,394	\$4,394	\$4,394	\$4,394	\$6,592	58,618
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	0,00	0,00	0,00	0,00	0,00	0,00	0,00	0,000
Total Labor Expenditures	\$58,596	\$51,263	\$41,144	\$38,751	\$52,035	\$49,219	\$62,803	\$48,980	\$49,219	\$49,699	\$48,500	\$63,732	\$613,942
Non-Labor:													
Electric Power	\$0,135	\$0,141	\$0,136	\$0,120	\$0,115	\$0,139	\$0,145	\$0,138	\$0,139	\$0,142	\$0,135	\$0,145	\$1,630
Fuel	2,034	1,543	1,879	0,902	0,730	1,062	1,105	1,052	1,062	1,084	1,030	1,105	14,587
Insurance	-	-	-	-	-	1,106	1,150	1,095	1,106	1,128	1,073	1,150	7,807
Claims	4,874	0,853	(2,791)	21,732	0,578	1,532	1,593	1,516	1,532	1,562	1,486	1,593	36,059
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	3,640	2,476	2,418	1,953	3,638	5,238	5,447	5,186	5,238	5,343	5,081	5,447	51,104
Professional Service Contracts	1,316	2,019	0,900	1,438	3,030	7,635	7,941	7,559	7,635	7,788	7,406	7,941	62,608
Materials & Supplies	3,518	3,878	3,419	4,133	2,192	6,520	6,781	6,455	6,520	6,650	6,324	6,781	63,170
Other Business Expenses	0,317	0,279	0,257	0,144	0,101	0,522	0,543	0,517	0,522	0,532	0,506	0,543	4,783
Total Non-Labor Expenditures	\$15,833	\$11,190	\$6,219	\$30,422	\$10,383	\$23,754	\$24,704	\$23,516	\$23,754	\$24,229	\$23,041	\$24,704	\$241,748
Total Expenditures	\$74,429	\$62,453	\$47,364	\$69,173	\$62,418	\$72,973	\$87,507	\$72,496	\$72,973	\$73,927	\$71,541	\$88,436	\$855,690
Net Cash Deficit	(\$54,777)	(\$42,710)	(\$30,744)	(\$68,553)	\$125,672	(\$8,128)	(\$20,222)	(\$45,704)	(\$62,481)	(\$67,384)	(\$65,463)	(\$83,885)	(\$424,378)

MTA BUS COMPANY
July Financial Plan - 2020 Mid-Year Forecast
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	(\$2.055)	\$2.370	\$0.253	(\$0.056)	\$4.452	\$0.000	\$0.000	\$0.000	\$0.000	(\$1.000)	(\$1.000)	(\$2.965)	(\$0.000)
Other Operating Revenue	2.475	(1.031)	0.124	(0.148)	(0.142)	(0.185)	(0.192)	(0.183)	(0.185)	(0.188)	(0.179)	(0.166)	(0.000)
Capital and Other Reimbursements	(0.013)	(0.114)	0.673	0.002	(0.973)	0.824	0.857	0.816	0.824	0.840	0.799	0.844	5.376
Total Receipts	\$0.407	\$1.226	\$1.050	(\$0.202)	\$3.337	\$0.639	\$0.665	\$0.633	\$0.639	(\$0.348)	(\$0.380)	(\$2.287)	\$5.376
Expenditures													
Labor:													
Payroll	(\$5.941)	(\$0.277)	\$6.604	\$0.928	(\$0.132)	\$2.392	(\$7.106)	\$2.159	\$2.392	\$2.857	\$1.694	(\$7.107)	(\$1.538)
Overtime	(0.001)	0.000	-	-	-	-	-	-	-	-	-	-	(0.000)
Health and Welfare	(0.166)	(0.476)	(1.896)	5.717	2.518	(0.807)	(0.839)	(0.799)	(0.807)	(0.823)	(0.783)	(0.840)	(0.001)
OPEB Current Payment	(0.001)	(0.001)	1.956	2.171	0.000	(0.584)	(0.608)	(0.578)	(0.584)	(0.596)	(0.567)	(0.608)	0.000
Pensions	0.000	0.000	0.000	0.000	0.000	(0.046)	(0.048)	(0.046)	(0.046)	(0.047)	(0.045)	(0.048)	(0.326)
Other Fringe Benefits	(0.032)	(0.423)	3.331	1.720	(0.407)	2.141	0.205	2.075	2.141	2.271	1.945	0.211	15.177
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	0.204	0.098	(0.000)	-	-	(0.043)	(0.044)	(0.042)	(0.043)	(0.044)	(0.041)	(0.044)	0.000
Total Labor Expenditures	(\$5.937)	(\$1.079)	\$9.995	\$10.536	\$1.979	\$3.052	(\$8.441)	\$2.769	\$3.052	\$3.618	\$2.203	(\$8.435)	\$13.311
Non-Labor:													
Electric Power	\$0.000	(\$0.135)	(\$0.000)	(\$0.000)	(\$0.000)	\$0.019	\$0.020	\$0.019	\$0.019	\$0.019	\$0.019	\$0.020	\$0.000
Fuel	(0.400)	(0.006)	(0.094)	(0.064)	(0.002)	0.282	0.293	0.279	0.282	0.287	0.273	0.293	1.423
Insurance	0.374	0.374	0.374	0.374	0.345	(0.544)	(0.566)	(0.538)	(0.544)	(0.555)	(0.527)	(0.566)	(1.998)
Claims	1.126	5.147	8.791	(15.732)	5.422	4.735	4.925	4.688	4.735	4.830	4.593	4.925	38.186
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	(1.431)	(0.964)	(1.075)	0.450	(0.940)	(0.517)	(0.538)	(0.512)	(0.517)	(0.527)	(0.502)	(0.538)	(7.611)
Professional Service Contracts	0.543	(0.067)	1.385	1.137	(0.614)	(2.632)	(2.738)	(2.606)	(2.632)	(2.685)	(2.553)	(2.738)	(16.200)
Materials & Supplies	(0.308)	(0.155)	0.150	(2.442)	0.253	(0.674)	(0.701)	(0.667)	(0.674)	(0.687)	(0.653)	(0.701)	(7.258)
Other Business Expenditures	(0.025)	(0.004)	(0.025)	(0.004)	0.020	(0.030)	(0.031)	(0.030)	(0.030)	(0.031)	(0.029)	(0.031)	(0.250)
Total Non-Labor Expenditures	(\$0.120)	\$4.189	\$9.505	(\$16.281)	\$4.485	\$0.639	\$0.665	\$0.633	\$0.639	\$0.652	\$0.620	\$0.665	\$6.292
Total Cash Conversion Adjustments before Non-Cash Liability Adis.	(\$5.650)	\$4.336	\$20.549	(\$5.947)	\$9.801	\$4.330	(\$7.111)	\$4.035	\$4.330	\$3.922	\$2.443	(\$10.058)	\$24.979
Depreciation	\$3.428	\$3.428	\$4.532	\$3.796	\$4.359	\$4.929	\$5.126	\$4.880	\$4.929	\$5.027	\$4.781	\$5.126	\$54.341
OPEB Liability Adjustment	-	-	-	-	-	-	-	-	-	-	-	-	-
GASB 75 Pension Expense Adjustment	-	-	-	-	-	14.186	14.753	14.044	14.186	14.469	13.760	14.753	100.150
GASB 68 Pension Expense Adjustment	-	-	-	-	-	7.210	7.498	7.138	7.210	7.354	6.993	7.498	50.900
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Cash Conversion Adjustments	(\$2.222)	\$7.764	\$25.081	(\$2.151)	\$14.160	\$30.654	\$20.266	\$30.095	\$30.654	\$30.772	\$27.977	\$17.319	\$230.370

MTA BUS COMPANY
July Financial Plan - 2020 Mid-Year Forecast
Ridership/(Utilization)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>RIDERSHIP</u>													
Fixed Route	9.746	9.275	5.734	0.113	0.119	0.755	1.410	2.659	3.922	2.388	2.205	2.172	40.499
Baseline Total Ridership	9.746	9.275	5.734	0.113	0.119	0.755	1.410	2.659	3.922	2.388	2.205	2.172	40.499
<u>FAREBOX REVENUE</u>													
Fixed Route	17.334	16.612	14.478	0.537	0.590	1.059	2.842	5.312	7.407	4.397	4.085	4.307	78.960
Baseline Total Revenue	\$17.334	\$16.612	\$14.478	\$0.537	\$0.590	\$1.059	\$2.842	\$5.312	\$7.407	\$4.397	\$4.085	\$4.307	\$78.960

Note: For monthly reporting purposes only, the 12-month allocation reflects the utilization impact of an adjustment to farebox revenue projections captured in Volume 1 of the 2020 July Financial Plan

MTA BUS COMPANY
July Financial Plan - 2020 Mid-Year Forecast
Total Positions by Function and Occupation

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	46	46	46	46	46	46	46	46	46	46	46	46
Professional, Technical, Clerical	64	64	64	64	64	64	64	64	64	64	64	64
Operational Hourlies	3	3	3	3	3	3	3	3	3	3	3	3
Total Administration	113											
Operations												
Managers/Supervisors	319	319	319	319	319	319	319	319	319	319	319	319
Professional, Technical, Clerical	45	45	45	45	45	45	45	45	45	45	45	45
Operational Hourlies	2,244	2,244	2,244	2,244	2,244	2,244	2,244	2,244	2,244	2,244	2,244	2,244
Total Operations	2,608											
Maintenance												
Managers/Supervisors	241	241	241	241	241	241	241	241	241	241	241	241
Professional, Technical, Clerical	34	34	34	34	34	34	34	34	37	37	37	37
Operational Hourlies	873	873	873	873	873	873	873	873	873	873	873	873
Total Maintenance	1,148	1,151	1,151	1,151	1,151							
Engineering/Capital												
Managers/Supervisors	21	21	21	21	21	21	21	21	21	21	21	21
Professional, Technical, Clerical	14	14	14	14	14	14	14	14	14	14	14	14
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Engineering/Capital	35											
Public Safety												
Managers/Supervisors	8	8	8	8	8	8	8	8	8	8	8	8
Professional, Technical, Clerical	5	5	5	5	5	5	5	5	5	5	5	5
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Public Safety	13											
Total Baseline Positions												
Managers/Supervisors	635	635	635	635	635	635	635	635	635	635	635	635
Professional, Technical, Clerical	162	162	162	162	162	162	162	162	165	165	165	165
Operational Hourlies	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120	3,120
Total Baseline Positions	3,917	3,920	3,920	3,920	3,920							



New York City Transit

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