

# **New York City Transit and Bus Committee Meeting**

**Monday, 6/22/2026**

**Time TBD**

## **1. New York City Transit Committee Materials**

### **a. Key Performance Metrics**

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## **2. Legacy Items**

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### **a. Work Plan & Meeting Minutes**

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# NEW YORK CITY TRANSIT KEY PERFORMANCE METRICS

June 2026

[mta.info](http://mta.info)





**This performance metrics document was prepared for the June 2026  
New York City Transit & Bus Committee meeting.**

2 Broadway • New York, NY 10004  
June 22, 2026

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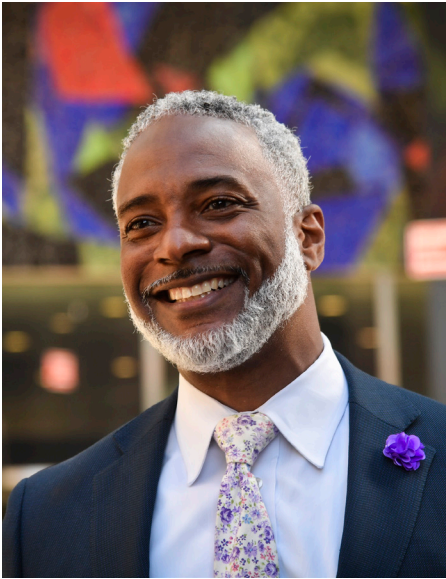
Visit [new.mta.info/transparency/board-and-committee-meetings/](https://new.mta.info/transparency/board-and-committee-meetings/) or scan the QR code for Board action staff summaries, administrative items, and information items.



Visit [metrics.mta.info](https://metrics.mta.info) or scan the QR code to access a comprehensive dashboard of New York City Transit metrics.



# MESSAGE FROM THE PRESIDENT



**Demetrius Crichlow**  
President  
New York City Transit

## President's Message

I'm not sure if anyone here has been watching the news lately, but in case you haven't heard, there is plenty happening in New York City this summer. New York City is enjoying a historic championship win following an incredible playoff series by the Knicks! The World Cup is well underway, and our nation will be celebrating its 250th anniversary next month.

What a remarkable time to be a New Yorker. Sometimes you have to just sit back and reflect on the idea that you are living through history. For the rest of our lives, people will be asking, "Where were you when the Knicks won the championship?". It's been so great to see how this city has responded to their run. All New Yorkers know the critical role Transit plays every day in New York City. It holds a special place here, so of course, we had to play a special role in supporting the Knicks.

The subway is an iconic part of the landscape of this city, but even I can't believe how popular our re-painted station rail, the K-Rail, at 34th Street has been. I was there a few weeks ago, and we even witnessed a wedding photoshoot in front of the stairs. Thank you to the Subways team for going above and beyond to get that done. Not to be completely outdone, the Buses team updated signage on the front of buses to read "Let's Go Knicks!" on every M34 bus going down 34th Street for the duration of the finals.

Earlier this month, the team held a Transit Talk at 74th Street, where our Marketing and Customer teams were able to hand out custom MTA/Knicks signage to riders. I take uniform policies seriously, but in order to ensure employees could partake in the fun, even I had to bend the rules a little. For the duration of the finals celebrations, Transit employees, including station agents, station cleaners, train operators and conductors, and bus operators could show their pride and wear Knicks caps while on the job.

I want all the employees who participated in this to understand that they played a role in making this moment memorable for New Yorkers. Whether that is by wearing a Knicks hat, repainting the station overnight, changing the bus signs, or even just doing their everyday job of helping customers at stations or operating trains and buses, their actions brought a lot of joy to this city. They made this time a special one for New Yorkers, and the memories they helped create will last a lifetime. I'm so grateful and proud that we could all be a part of it.



# MESSAGE FROM THE PRESIDENT

But this is New York City, so sometimes we get to go global too. We are so excited for all the international energy here in New York for the World Cup. This tournament is bringing people from all over the globe to New York City to see the world's best soccer talent, and we're showing them why New York City Transit is the best system on the planet.

This tournament is a little different than the NBA Finals, since it lasts for over a month. Because of that, the team made service enhancements to accommodate everyone. Many of our initiatives focus around Penn Station, since that is how many travelers are getting to NYNJ Stadium. We've increased scheduled **C** service during the tournament and made more **1** train service available post-match. We're also making more service available on the **7** and the **F**, to make sure fans going to the many Fan Fests around the City can enjoy the games. We know this tournament will bring lots of fans from all over the world to our system for the first time. In order to assist visitors, our Stations team has re-deployed Customer Service staff, and our partners at MTA Headquarters have organized a Customer Ambassador Program. This has been a tremendous group effort, and so far it looks like it has been paying dividends.

On the bus and Paratransit side, game days pose unique issues to the system. Each game day is a Gridlock Alert day, where several roads in Manhattan, like 42nd Street, are dedicated bus lanes for FIFA shuttle buses and our Transit buses. Customers should continue to plan ahead, as several bus stops may be moved and routes may be altered to accommodate the road changes.

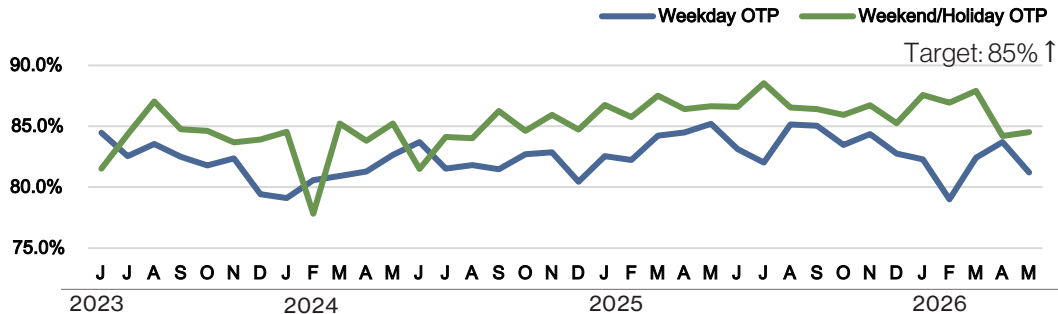
Even in the midst of all these exciting special events, we cannot forget the Fourth of July and New York's annual summertime traditions. We'll be providing enhanced service on the subway to accommodate the Macy's Fourth of July fireworks display. And with beach season upon us I'm thrilled to say we now have R211s running full-time on the Rockaway Shuttle. I'd also like to remind riders that the Rockaway shuttle is extended all summer long up to Rockaway Blvd, with full-length trains, making it even easier for all New Yorkers to reach the beach and enjoy everything the Rockaway community has to offer. Riders should also stay tuned to hear how we're marking America's 250th year with special celebrations in the transit system.

In a year marked by historic events, from extreme cold and massive snowstorms, June certainly delivered its own set of moments to not forget. And through it all, I'm proud of this incredible team for continuing to deliver safe, efficient, and reliable service through it all.

# SERVICE PERFORMANCE

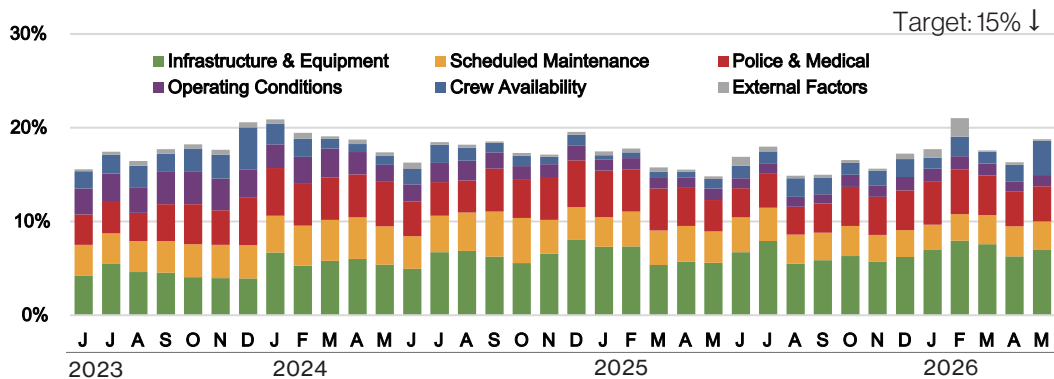
## Subway On-Time Performance

The share of trains that arrived at terminal locations within five minutes of their scheduled arrival time. Trips that are cancelled or skip a stop en-route are considered not on-time.



## Subway Delays

The share of trains that arrived at terminal locations more than five minutes late, did not operate, or that skipped any planned station stops



## Data Review

Weekday Subway performance was below target in May, reflecting ongoing operational challenges that we are actively working to address. On-Time Performance (OTP) for weekdays fell 2.5 points from April to 81.2%, while Customer Journey Time Performance (CJTP) declined 1.2 points to 84.2%. Both metrics were also below May 2025's record-breaking results. Year-to-date (YTD) weekday OTP through May stands at 81.8%, 1.9 points below the same period last year, reflecting both the impacts of severe winter weather earlier in 2026 and more recent workforce-related challenges. Weekend OTP improved slightly from April, rising 0.3 points to 84.5%, but remained below both its 85% target and May 2025's 86.6% result. YTD weekend OTP through May is 86.2%, just below the 86.6% achieved during the same period in 2025.

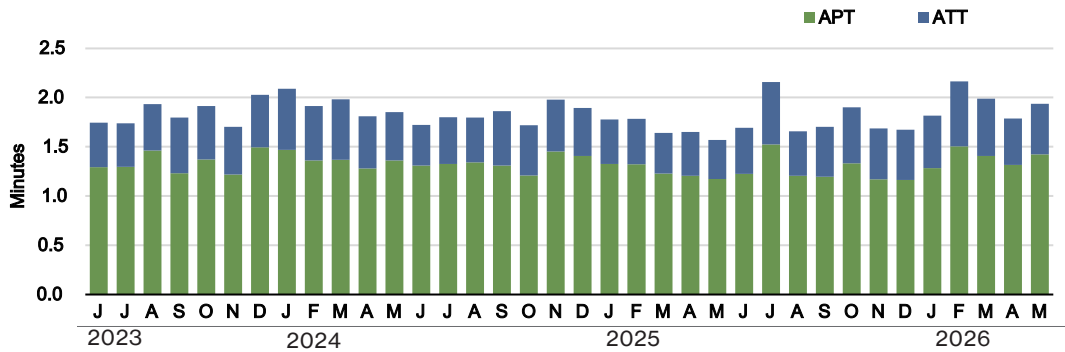
The significant driver of May's performance were lower crew availability and a series of unusually disruptive incidents. A confluence of factors during the spring resulted in fewer available operating crews than anticipated, affecting service delivery on both weekdays and weekends. There were also several major signal and customer -struck-by-train incidents that were particularly disruptive due to the time of day and lines affected. While recent schedule improvements have delivered benefits on several lines, Subways remains committed to reducing the number of incidents and ensuring we respond rapidly when they do occur.



# SERVICE PERFORMANCE

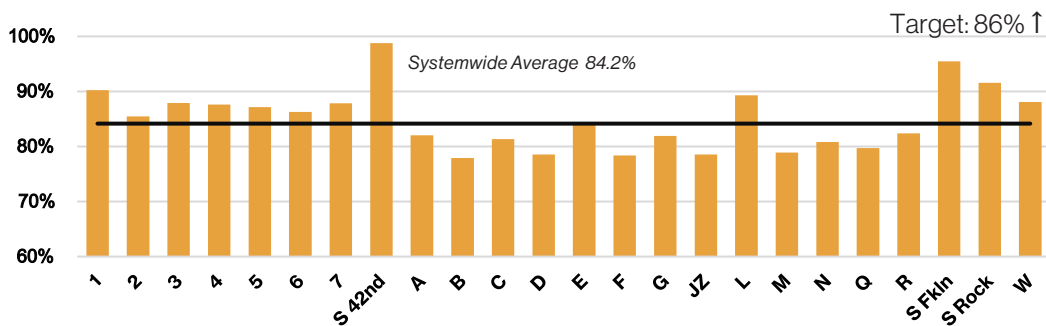
## Subway Additional Platform Time + Additional Train Time

APT: The average time that customers spend waiting at a station beyond their scheduled wait time  
 ATT: The average time that customers spend onboard a train beyond their scheduled travel time



## Customer Journey Time Performance

The share of customer trips with a total travel time within 5 minutes of the scheduled time



## Moving Forward

Subways is taking action to improve reliability and move performance toward its 85% OTP target. Strategic schedule revisions were implemented in mid-May on 13 lines to better align scheduled service with operating conditions. We will closely monitor their impacts in the coming months and continue identifying opportunities for targeted schedule improvements where data indicates they can improve service.

Addressing crew availability remains a top priority. We have expanded training capacity, accelerated hiring and onboarding efforts, and are implementing operational measures to strengthen workforce availability and improve service delivery. These actions are expected to increase staffing levels throughout the summer and support more reliable operations.

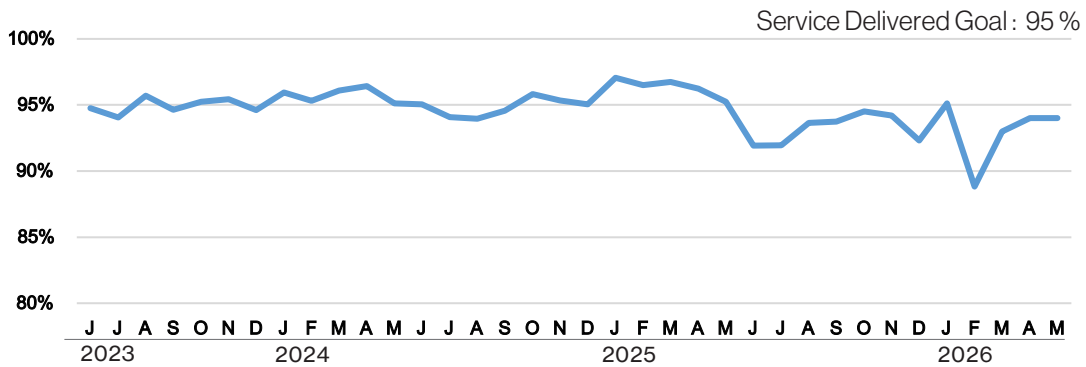
Subways is also preparing for upcoming seasonal and special event demands. Enhanced Rockaway Park Shuttle service began over Memorial Day weekend and will operate through Labor Day to better serve customers traveling to the Rockaways. In addition, we have finalized extensive preparations for the FIFA World Cup, which is expected to bring over a million additional visitors to the region this summer. Following more than a year of cross-agency planning, we are ready to provide enhanced measures that support both tournament travel and the daily transportation needs of New Yorkers.



# SERVICE PERFORMANCE

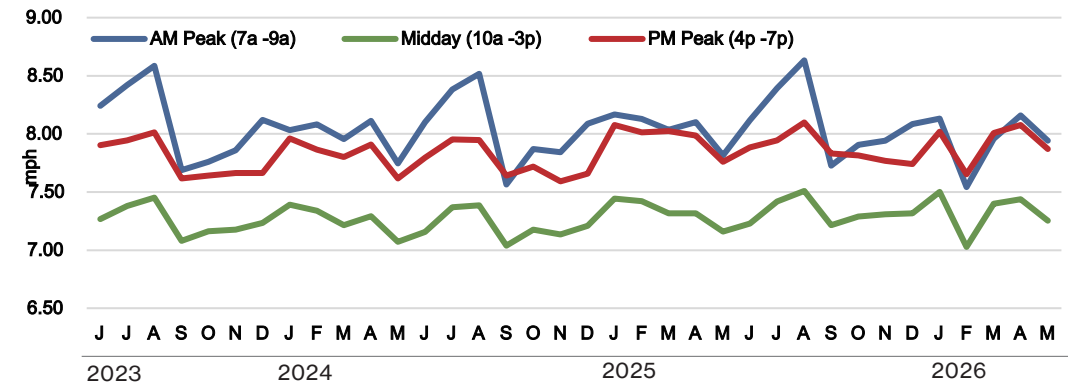
## Bus Service Delivered

The share of scheduled buses that are actually provided at the peak load point during peak hours



## Bus Speeds, by Time of Day

The average speed of all NYCT & MTA buses



## Data Review

Bus performance in May 2026 remained generally stronger than both May 2025 and the 12-month average, although results declined relative to April, reflecting expected seasonal pressures and availability challenges

Service Delivered was 93.2%, down 1.2 percentage points month-over-month but up 1.1 percentage points year-over-year. Year-to-date performance remained 2 points below the 95% target. Customer Journey Time Performance (CJTP) was 66.8%, down 4.6 points from April. While the month-over-month decline was notable, it was less severe than the average 5.4 point decrease typically experienced in May over the past three years. CJTP also improved 1.3 points year-over-year, indicating continued progress relative to 2025. Bus speeds averaged 8.2 mph, a 1.2 percent decrease from April but 1.2 percent higher than May 2025.

The month-over-month decline reflects typical seasonal factors, including increased road construction, higher travel demand, and rising congestion. Despite these pressures, performance remained above May 2025 levels across key metrics, reflecting continued year-over-year improvement.

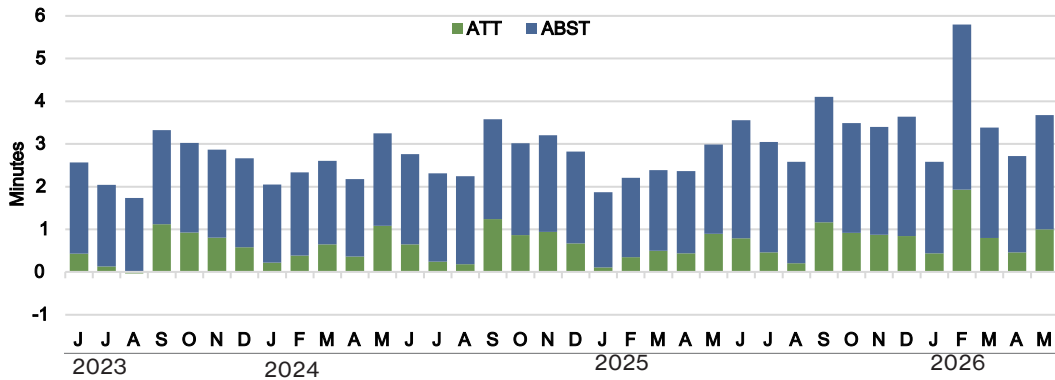


# SERVICE PERFORMANCE

## Additional Bus Stop Time + Additional Travel Time

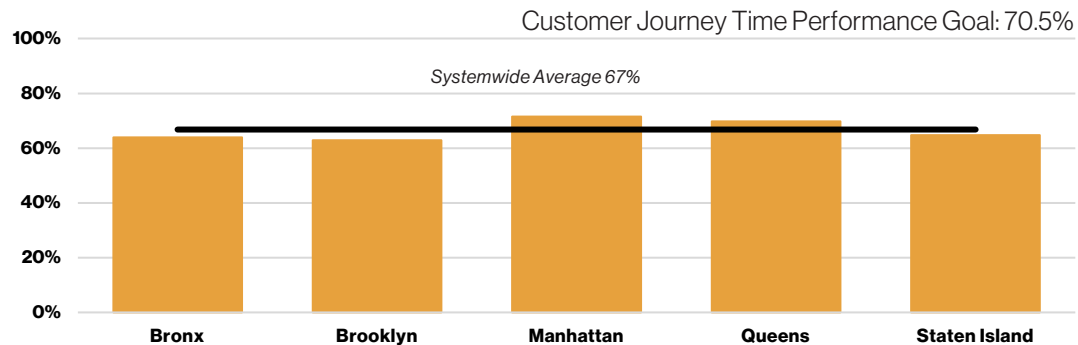
ABST: The average time that customers spend waiting at a stop beyond their scheduled wait time

ATT: The average time customers spend onboard a bus beyond their scheduled travel time



## Bus Customer Journey Time Performance

The share of customer trips with a total travel time within 5 minutes of the scheduled time



## Moving Forward

Ensuring strong bus priority enforcement remains critical to improving performance and attracting customers back to the network. This month marks the two-year milestone of the Automated Camera Enforcement (ACE) program. Across the program, results show sustained behavioral change following implementation. After the first year of enforcement on each route, repeat violations have declined as driver behavior stabilizes. Bus stop obstruction has also decreased significantly, supporting safer curbside boarding and improving accessibility for customers. With the recent activation on the Q8, a total of 63 bus routes are now covered across all five boroughs, benefiting more than one million daily riders. The program continues to support safer streets, more reliable service, and improved access to transit, helping ensure customers reach their destinations safely and on time.

These improvements in reliability and street operations are important as demand increases. Buses is supporting major upcoming citywide events and transportation initiatives that increase travel demand, congestion, street closures, and traffic disruptions. Through real-time monitoring at the Bus Command Center, rapid service adjustments, strategic resource deployment, and field supervision at critical locations, Buses serves as the MTA's most flexible transportation resource, maintaining mobility, minimizing customer impacts, and ensuring safe and efficient service delivery.

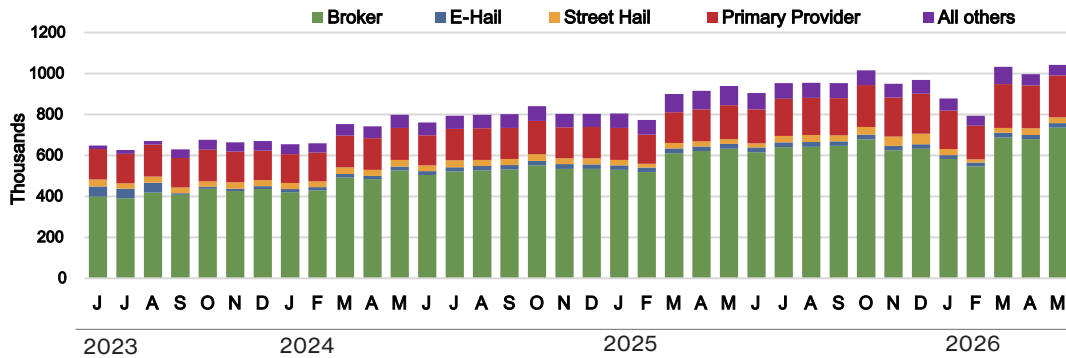


# SERVICE PERFORMANCE

## Paratransit Trips, by Type of Provider

The number of paratransit trips, by type of service

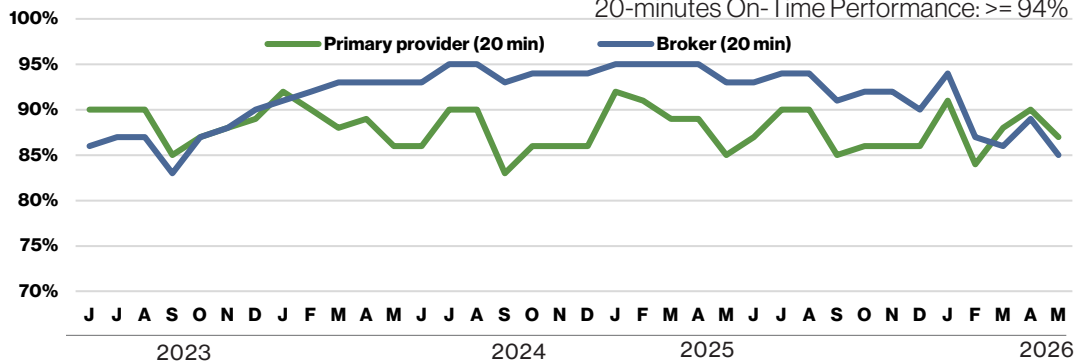
Paratransit Trip 3.0 Per 1000 Trips



## Paratransit On-Time Performance

The share of paratransit customers who are picked up within 20 minutes of schedule

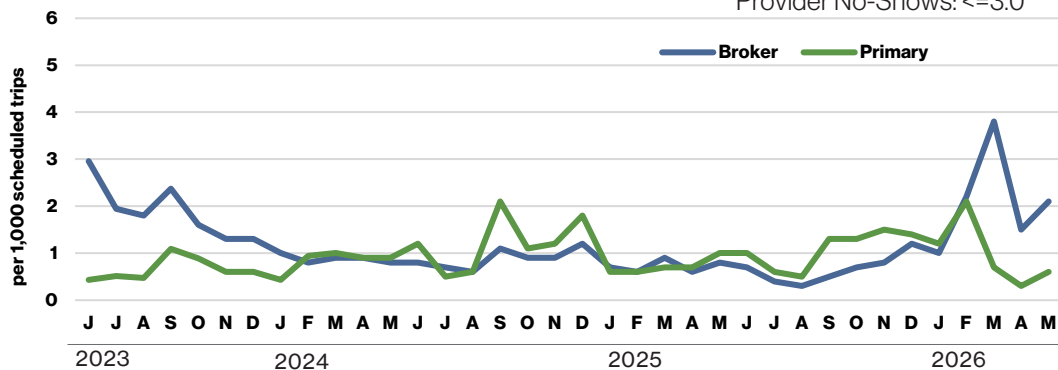
20-minutes On-Time Performance:  $\geq 94\%$



## Paratransit Provider No-Shows

The share of providers that do not arrive at the pick-up location within 30 minutes of the promised time and the trip is not provided

Provider No-Shows:  $\leq 3.0$



# SERVICE PERFORMANCE

## Data Review

May 2026 marked another significant milestone for Paratransit, with record-setting ridership and trip volumes. In May, we served nearly 1.47 million riders across 1.04 million completed trips—a ridership increase of almost 5% compared to April 2026 and 11% compared to May 2025.

For on-time performance, primary carriers completed just over 95% of trips within the 30-minute pickup window, while broker services completed 93% within the same window. Primary carrier on-time performance declined by 1% compared to April 2026 but improved by more than 2% compared to May 2025. Broker service on-time performance declined by 2.2% compared to April 2026. Average speed declined by about 4% compared to April, a trend consistent with the past year. The decline in on-road speed, coupled with significant trip volume increases, contributed to the decline in OTP.

The May 2026 no-show rate was 0.60 per 1,000 trips for primary service and 2.1 per 1,000 trips for broker service, both well below our goal of 3 per 1,000 despite record-high trip volume and challenging on-street conditions. The Paratransit team remains focused on maintaining our high level of service reliability as our ridership continues to grow.

In May 2026, 88% of all calls were answered, a decrease of 5% compared to April 2026 as call volume increased and on-street challenges drove more same-day calls. The average answer speed increased by 49 seconds compared to April 2026 but remained well under 3 minutes for the month. We are monitoring these trends closely and continue to implement measures to improve responsiveness and encourage customers to use the MY AAR app for booking and tracking trips.

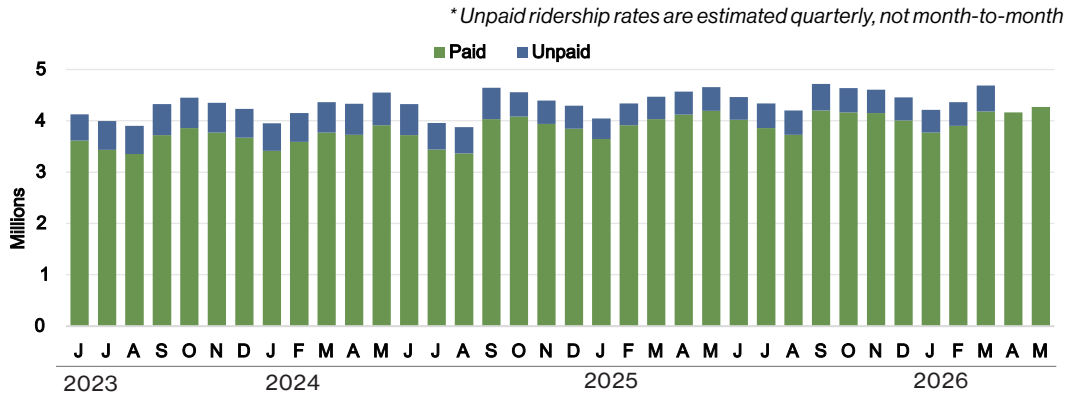
## Moving Forward

Our focus remains on our goal of maintaining strong performance as ridership grows. Guided by our daily customer feedback and monthly Pulse survey results, we continue working to address the issues most important to our customers, including increasing on-time performance, addressing issues on the day of service more effectively, and maintaining consistent call center performance.

# RIDERSHIP

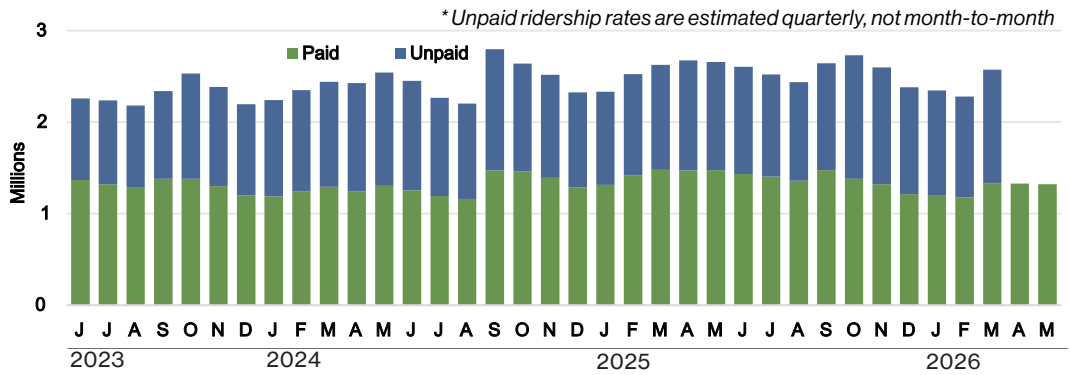
## Subway Ridership

The number of paying subway & SIR customers, and estimated number of non-paying customers, on an average weekday



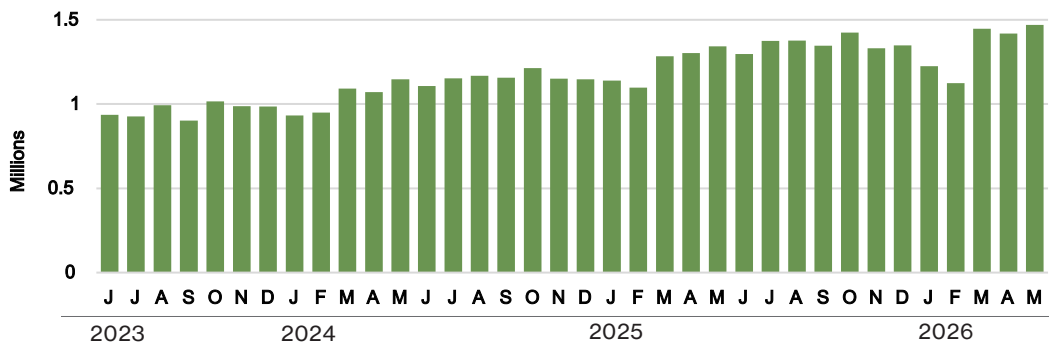
## Bus Ridership

The number of paying bus (NYCT and MTA) customers, and estimated number of non-paying customers, on an average weekday



## Paratransit Ridership

The total of AAR clients, PCAs, and guests taking Paratransit over the course of the month



## Data Review

As expected, May weekday subway paid ridership reached a post-pandemic high, with 4.27 million, a 1.9% increase over May 2025. Core school-open midweek days averaged 4.39 million, up 2.3% year-over-year. Rainy weather, particularly over the Memorial Day weekend, led to modest growth rates on weekends as well, with YOY growth at only 1.3%. However, a new individual post-pandemic Saturday high was reached on May 16th with 3.24 million, 7% higher than the previous high achieved on April 18th, and the highest Saturday figure since the holiday shopping peaks in December 2019.

On bus, paid weekday ridership was 1.32 million, down 10.4% from last May, consistent with spring trends, and midweek days down 9.8%. Early estimates show total weekday ridership averaged 2.52 million.

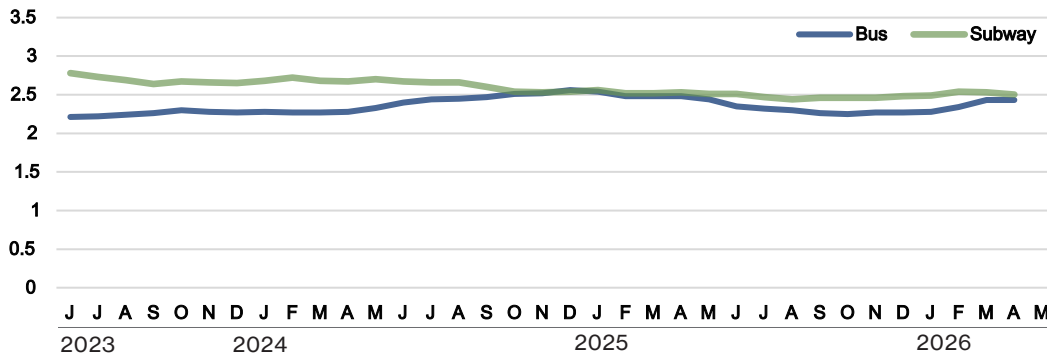
Paratransit service continued its strong upward trajectory in May 2026, with total trips reaching 1.04 million and total riders (customers, personal care attendants, and guests) reaching 1.47 million, surpassing the records set in March 2026 by 0.9% and 1.5%, respectively. This was a 9.4% increase from the 1.34 million recorded in May 2025. Average weekday ridership rose from 48,635 in May 2025 to 54,652 in May 2026, an increase of 12.4%, and a 3.5% rise over April 2026. Year-over-year average weekend ridership increased 6.5% from 33,225 to 35,379, and up 4.7% over April. A new single day high was recorded on Tuesday, May 5, with 58,672 riders.

# SAFETY AND SECURITY

## Customer Accident Rate

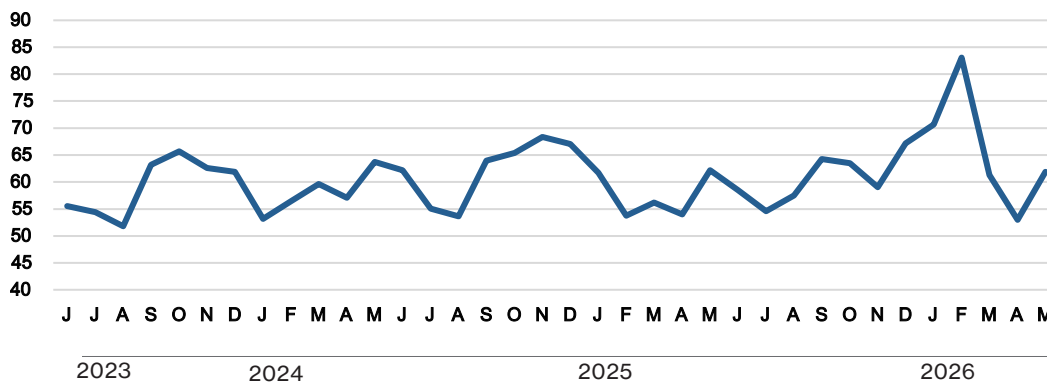
The number of reportable subway and bus customer accidents per million customers (12-month rolling average)

May 2026 data not yet available



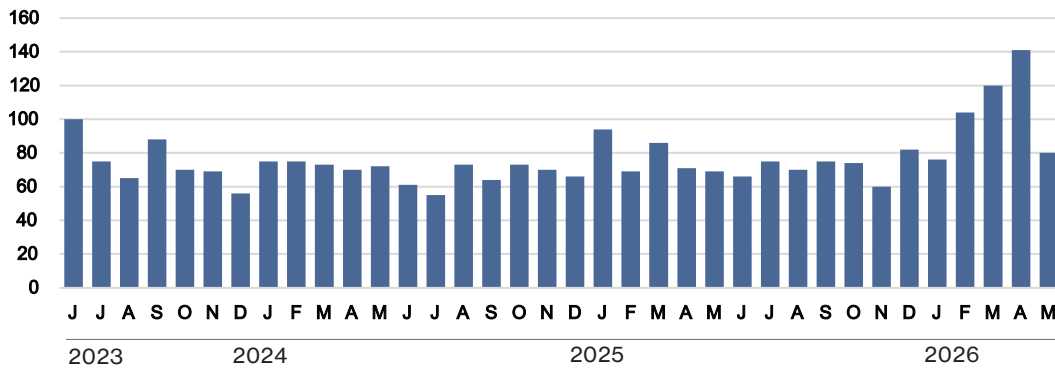
## Bus Collision Rate

The number of bus collisions per million miles



## Subway Fires

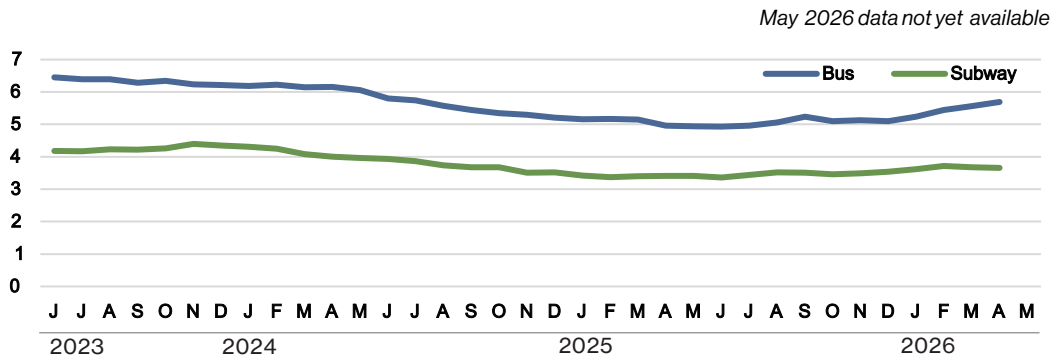
Total number of fires in the subway, including right-of-way, in stations and on trains



# SAFETY AND SECURITY

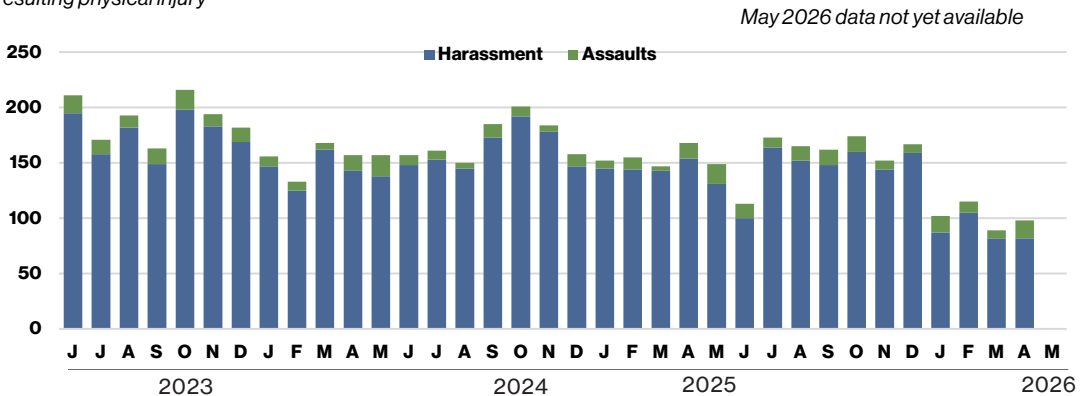
## Employee Lost Time Accident Rate

The number of reportable employee lost time accidents per 100 employees (12-month rolling average)



## Assaults and Harassments Against NYCT Employees

Note: Assault, under NYS penal law, requires physical injury. Harassment involves actions that annoy or alarm with no resulting physical injury



### Data Review

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

Bus Customer Accident Rates decreased while Bus Collision Rates increased when comparing these 12-month periods.

Employee Lost Time Accidents (LTAs) increased overall between periods as well.

- Overall NYCT had a +13.2% increase in LTA Rates compared to the previous period.
- Subways LTA Rate increased between periods by +7.3%.
- The combination of Overall NYCT with MTA Bus saw a +12.1% increase in LTA Rates.

Also, Subway Fires increased (851-> 1023, +20.2%) when comparing those same 12-month periods.





# SAFETY AND SECURITY

## Data Review

In May 2026, Major Felony Crime was up slightly month over month but down versus the equivalent month last year. Crimes per million riders was up slightly versus April 2026 but down versus May 2025. We expect to see slight variations in crime trends month over month and remain focused on longer-term declines in crimes on both a count and per-rider basis. We are encouraged to see that YTD crime is down 1%. This demonstrates how our collaborative efforts to combat crime patterns within our transit system have continued to show an effect year over year. We will continue to work with our law enforcement partners on quality-of-life and crime control initiatives and hope to see this downtrend continue throughout 2026.

As the primary policing agency in the NYCT subway system, the NYPD continues to enforce laws, rules, and regulations within the transit system. Their summons and arrest activity remains strong compared to pre-COVID levels, and we are encouraged by their commitment to ensure order and safety are maintained within the transit system. The MTA also continues to offer our support and partner with the NYPD to deploy internal resources like the MTAPD Transit Ops, Scout Teams (Daytime and Overnight), Eagle Teams, Guard Teams, and SERT Teams within the transit environment. We meet frequently and work collaboratively to address crime and quality-of-life conditions that are identified within the transit system.

## Moving Forward

Crime and disorder within our system are dynamic challenges and remain a foremost priority for the MTA. We will continue to advance our systemwide initiatives designed to enhance the security and safety of our employees, assets, and customers. The long-term outcomes of our initiatives have demonstrated that our proactive crime reduction, security, and safety programs are functioning well and are contributing to sustained declines in crime trends.

We are confident that our riders are also experiencing the benefits of these efforts. Customers are increasingly recognizing a positive shift in the culture of the subway system, as evidenced by improving safety scores in both the Pulse Survey and the Biannual Survey. We anticipate that the Spring Customers Count Survey will further reflect these encouraging developments in reported safety and security perceptions.

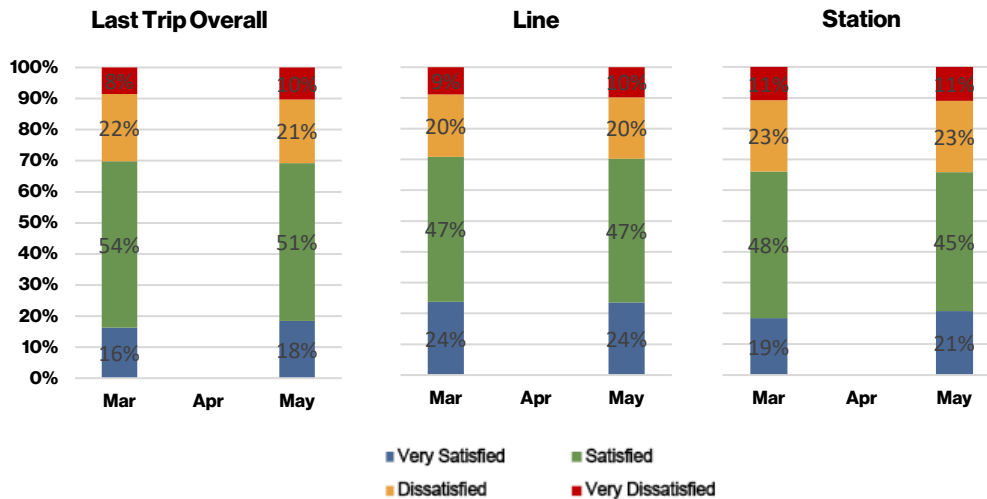
We will continue to move forward with determination and ensure that every safety and security milestone is met. As we build on this progress throughout the second quarter, we remain steadfast in our commitment to strengthening systemwide safety, reinforcing public confidence, and upholding the highest standards of security across the transit network. Our focus will remain on delivering measurable improvements that support a safe and reliable experience for all those who utilize our network each day.

# CUSTOMER SATISFACTION

## Monthly Pulse Survey Results - Subways

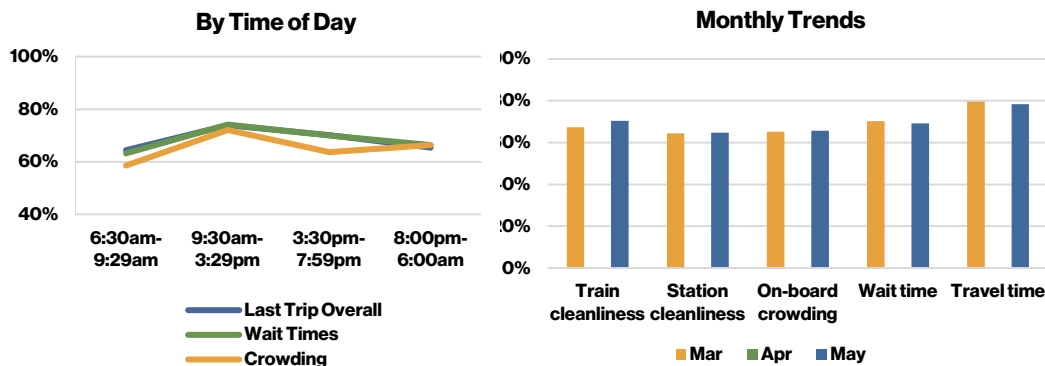
Note: Pulse survey was not conducted in April while the Customers Count Survey was in the field

### How satisfied are you with your last trip?



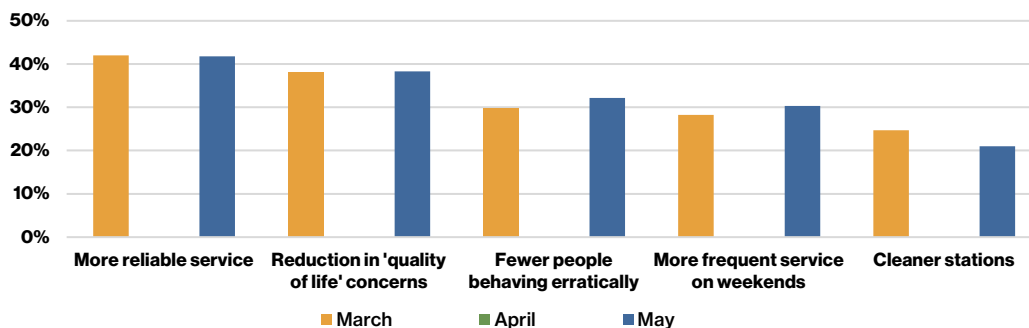
### How satisfied were you with each of the following on your last trip?

In the Subway "Time of Day" chart, the percentages for "Last Trip Overall" and "Wait Times" overlap. Because of this, the "Last Trip Overall" line appears behind the "Wait Times" line in the chart.



### What needs to improve to increase your satisfaction?

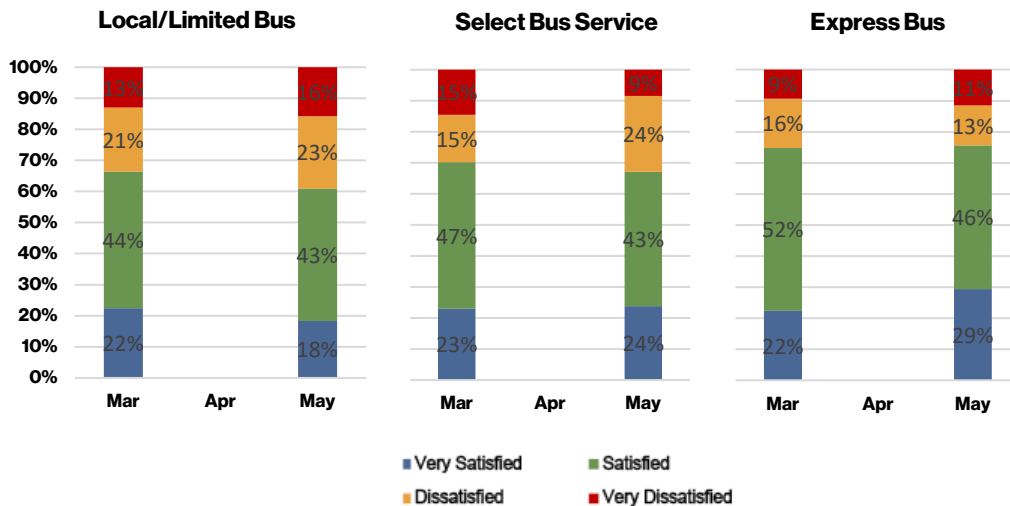
Percentage of respondents choosing each attribute (up to 3 allowed)



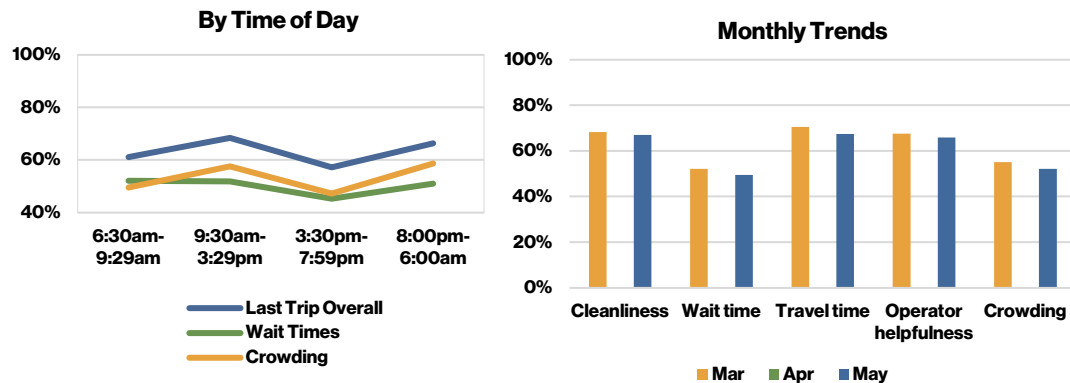
# CUSTOMER SATISFACTION

## Monthly Pulse Survey Results - Bus

How satisfied are you with your last trip?

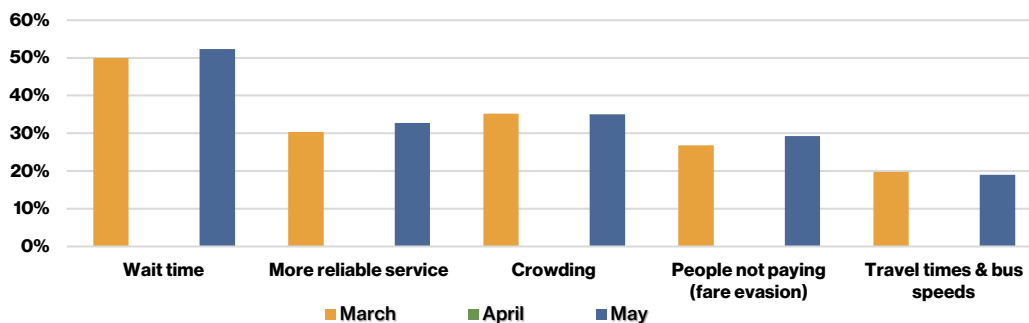


How satisfied were you with each of the following on your last trip?



What needs to improve to increase your satisfaction?

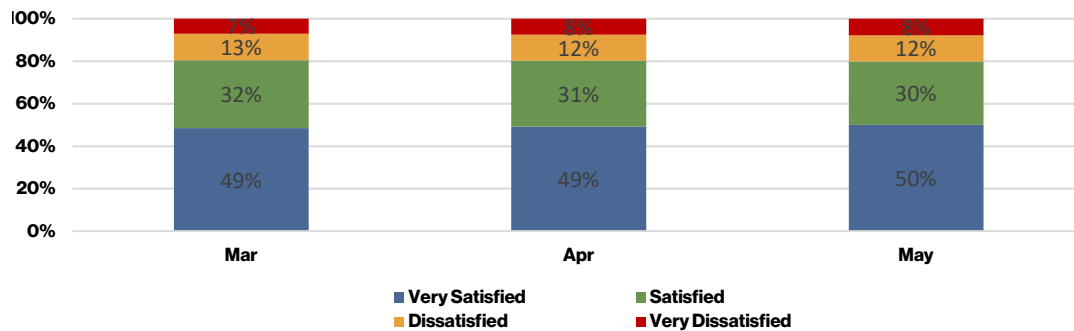
Percentage of respondents choosing each attribute (up to 3 allowed)



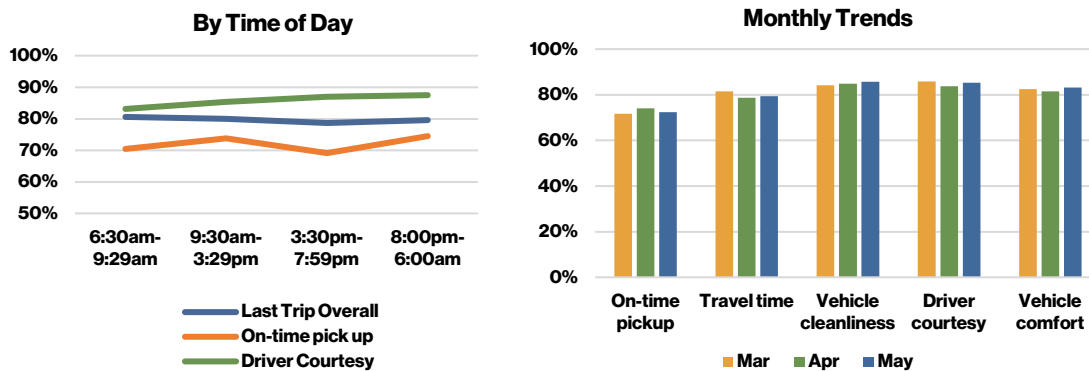
# CUSTOMER SATISFACTION

## Monthly Pulse Survey Results - Paratransit

### How satisfied are you with your last trip?

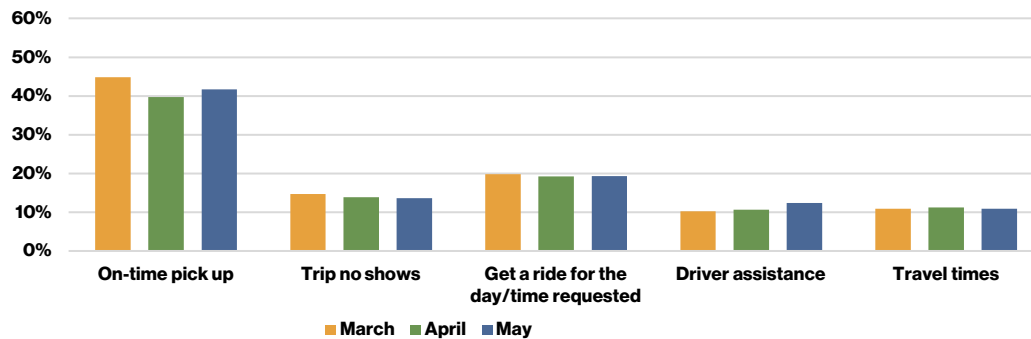


### How satisfied were you with each of the following on your last trip?



### What needs to improve to increase your satisfaction?

Percentage of respondents choosing each attribute (up to 3 allowed)



# CUSTOMER SATISFACTION

## Data Review

In May, 69% of subway customers were satisfied with their last subway trip, unchanged from March. Last trip overall line satisfaction is 70% and last trip overall station satisfaction (66%) are also unchanged from March. Overall, 69% of subway customers feel safe in the subway system, unchanged from March, but up from a year ago (65%). For their most recent trip, 75% felt safe in stations and 77% felt safe on trains. These numbers are steady compared to March. "More reliable service" (42%), unchanged from March, topped the list of what customers say needs to improve to increase their subway satisfaction. "Reduction in quality-of-life concerns" (38%) and "Fewer people behaving erratically in the system" (32%) are the next most frequently selected improvement factors.

In May, 64% of bus customers were satisfied with their last trip, down 4 points from March. Local/Ltd satisfaction is 61% (down 5), SBS is 67% (unchanged), and Express bus is 76% (unchanged). A decline this month among Bronx customers (down 11 to 53%) contributed to the overall decrease in last trip satisfaction; all other boroughs were stable compared to March. For Local/Ltd routes, satisfaction with 'Wait time' is down 4 points to 47% - largely driven by a 6-point decrease in the Brooklyn division (to 41%). Trips taken in the PM peak (3:30pm – 7:59pm) saw the largest drop in satisfaction of 9 points to 57%.

In May, 80% of Access-A-Ride customers were satisfied with their last trip, marking the third straight month at 80%. Satisfaction with 'On time pick up', the most important driver of satisfaction, is 72% and consistent with April. For broker trips, 'On time pick up' satisfaction decreased 4 points to 66%, while dedicated carrier trips remained steady at 75%. The only service attribute to shift this month is satisfaction with 'Driver ability to assist' up 3 points to 82% - this metric increased for broker trips (up 3 to 77%) but remains below dedicated carrier trips (88%).

## Making Two 7 Line Stations Accessible

7 line riders can look forward to major state-of-good-repair work at five stations in Queens. Two of these stations are undergoing critical work to ensure they are accessible for all. While this does require service suspensions over weekends, the team is utilizing the time that trains bypass 33 St – Rawson St and 46 St – Bliss St in Queens to make critical upgrades that all customers will be able to benefit from.

While elevators often get much of the credit for making stations accessible, there are other features, like the edge of platforms, that play key roles in ensuring all riders can safely utilize stations. Replacing the tactile platform edges is time-consuming work. Before new edges can be installed, the old ones must be removed by chipping them out piece by piece. The rubbing board is also a critical component. Rubbing boards are the wooden edges of the platform that, when worn down, can create gaps between the train and the platform, which creates challenges to accessibility, as they can be difficult for those using mobility devices to navigate. Over two weekends in May, on the Manhattan-bound side of the stations, crews repaired 1,700 feet of platform edges, in addition to replacing 600 deteriorated track ties and adding nine glass panels to the new elevator towers being built.

Now the team is turning their focus to the Flushing-side platform. In order to preserve service, the crew carefully installs temporary platforms above the local tracks so trains can run along the express tracks and still serve these stations. While this work calls for a shutdown of service between 74 St-Broadway and 34 St-Hudson Yard, the MTA is maximizing this time to piggyback 11 other projects off this outage, including track maintenance, plumbing, cable relocation, and painting. Through smart project management and hard work, by 2027, 33 St – Rawson St and 46 St – Bliss St will be accessible for all.



# CUSTOMERS AND COMMUNITIES

## SteMTA at P.S.398Q

On Friday May 8, the Government and Community Relations Team hosted an IBX (Interborough Express) focused 'SteMTA' workshop for students at The Hector Figueroa School in Woodside, Queens. MTA staff presented how STEM (Science, Technology, Engineering, and Math) is a cornerstone of design, construction, and development at the MTA, with a focus on the new light rail system introduced by the IBX.



## RF OMNY Catholic Charities BQ Woodhaven Older Adult Center

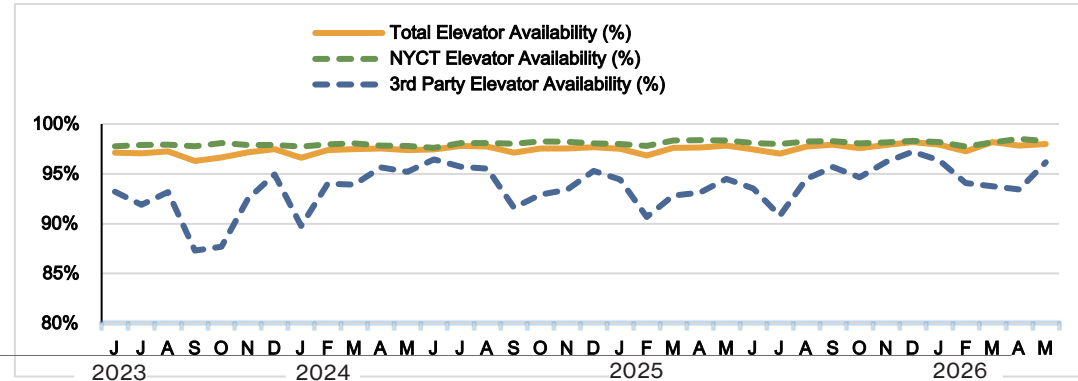
On Wednesday May 20, the Government and Community Relations team connected with Catholic Charities Brooklyn and Queens Woodhaven Older Adult Center to share resources that focused on Reduced Fare OMNY benefits available via Tap and Ride, Paratransit, and the upcoming discontinuation of coin acceptance on buses. The team also highlighted the customer service centers and mobile sales vans where individuals can receive in-person assistance with any OMNY or MetroCard issues and get answers to their questions.



# ACCESSIBILITY

## Elevator Availability

The share of time that elevators across the system are running and available for customer use



## Accessibility Update

We continue to use all possible avenues to reach our accessibility goals. Last month, the MTA and Columbia University announced a public-private partnership to add elevators to the 125 St **1** subway station. In addition to the installation of three elevators, the project will include widened escalators and state of good repair upgrades throughout the station. The project will be designed and constructed by the MTA, but made possible with \$33 million in funding from Columbia University. This partnership will improve accessibility and enhance the customer experience for both Columbia students and Harlemites. We continue to pursue all available methods towards accessibility, including Zoning for Accessibility.

This month the MTA's Advisory Committee for Transit Accessibility (ACTA) welcomed 10 new members as many members were term-limited after years of work helping the MTA innovate on accessibility. ACTA serves as a volunteer forum between the accessibility community and the MTA to work on a range of accessibility issues. Earlier this year, we put out a call for new committee members and received over 100 applications to join. The Committee hosts quarterly meetings open to the public and meets as a working group at other times. At the latest meeting, ACTA discussed planning capital projects like new elevators, the new Interborough Express (IBX), and upcoming Disability Pride Month celebrations this July.

Lastly, the MTA was honored to be named to the Forbes magazine "Accessibility 200" highlighting the top 200 organizations having the largest impact on people with disabilities. This is a tremendous honor and highlights how far the MTA has come in just the last few years.



# FINANCIAL RESULTS

## 2026 Operating Revenue & Expenses, January Year-to-Date

in \$ millions	New York City Transit			MTA Bus			Staten Island Rail		
	Budget	Actual	Variance	Budget	Actual	Variance	Budget	Actual	Variance
<b>Total non-reimbursable revenues</b>	<b>1,933.9</b>	<b>1,899.5</b>	<b>(34.5)</b>	<b>92.0</b>	<b>79.7</b>	<b>(12.3)</b>	<b>2.6</b>	<b>2.5</b>	<b>(0.1)</b>
Farebox revenues	1,584.9	1,551.9	(33.0)	83.8	73.0	(10.8)	1.6	1.5	(0.1)
Other revenues	349.0	347.6	(1.4)	8.2	6.8	(1.5)	1.0	1.0	-
<b>Total non-reimbursable expenses</b>	<b>4,588.0</b>	<b>4,540.7</b>	<b>47.4</b>	<b>416.2</b>	<b>407.7</b>	<b>8.4</b>	<b>37.8</b>	<b>35.4</b>	<b>2.4</b>
Labor expenses	3,381.0	3,335.2	45.9	314.8	304.5	10.3	26.5	28.1	(1.6)
Non-labor expenses	1,207.0	1,205.5	1.5	101.4	103.3	(1.9)	11.3	7.3	4.0
<b>Non-cash liabilities</b>	<b>1,034.2</b>	<b>984.4</b>	<b>49.8</b>	<b>30.4</b>	<b>34.7</b>	<b>(4.3)</b>	<b>7.3</b>	<b>13.4</b>	<b>(6.1)</b>
<b>Net surplus/ (deficit) - accrued</b>	<b>(3,688.3)</b>	<b>(3,625.6)</b>	<b>62.6</b>	<b>(354.6)</b>	<b>(362.7)</b>	<b>(8.1)</b>	<b>(42.4)</b>	<b>(46.2)</b>	<b>(3.8)</b>

## Staffing Levels *(Full-Time Equivalents)*

	New York City Transit			MTA Bus			Staten Island Rail		
	Budget	Actual	Variance	Budget	Actual	Variance	Budget	Actual	Variance
Non-Reimbursable	45,491	43,808	1,683	4,019	3,920	99	381	396	-15
Reimbursable	4,980	4,187	793	38	29	9	54	12	42
<b>Total Positions</b>	<b>50,471</b>	<b>47,995</b>	<b>2,476</b>	<b>4,057</b>	<b>3,949</b>	<b>108</b>	<b>435</b>	<b>408</b>	<b>27</b>

## Data Review

Farebox revenue was unfavorable to the Budget by \$33.0 million mainly due to lower than projected subway and bus paid ridership. Other Revenue was \$1.5 million unfavorable to the Budget mainly due to lower than projected paratransit reimbursement. Expenses were lower than the Budget by \$47.4 million. Labor expenses, including fringe benefits, were favorable by \$45.9 million driven largely by the timing of health & welfare and OPEB current payments. Non-labor expenses were favorable by \$1.5 million mainly due to favorable timing of paratransit service contracts and professional service contracts mainly offset by higher than projected consumption and price of fuel and unfavorable timing of maintenance and other operating contracts.

## Moving Forward

The Agency remains dedicated to filling vacancies, monitoring ridership trends, implementing cost-effective strategies for operational efficiencies, and prioritizing strict management of expenses, with a focus on overtime control.

## **Preparing For The World Cup**

The MTA is thrilled to welcome thousands of visitors to the region to enjoy all the World Cup has to offer this summer. To support getting these riders to the matches and fan zone events and New Yorkers to the places they need to go every day, New York City Transit has prepared an enhanced service and staffing plan.

## **Customer Service**

To aid travelers, the MTA has deployed customer ambassadors at major shuttle bus hubs, like Grand Central, Times Sq-42 St and 59 St Columbus Circle, to help guide riders to the street level, where they can connect to the stadium-bound bus service.

New York City Transit has increased staffing at high trafficked stations in Midtown including 34 St – Penn Station, Times Square – 42 St and Grand Central. Additional Stations personnel are also staffing stations located at fan zone events to facilitate wayfinding and crowd control.

New Yorkers and tourists alike should expect to see more customer service agents available to help riders access the system, provide directions and answer any other questions they may have. Managers and supervisors are also on hand to provide support. Together this team will provide customer service assistance including:

- Providing travel directions, wayfinding and transit information
- Assisting customers purchasing fare media at OMNY Vending Machines or tapping
- Directing customers out of the station to gain access to the designated queues for NJ Transit Rail system towards NY/NJ Stadium
- Managing and directing crowd control
- Assisting seniors and customers with disabilities
- Provide additional eyes and ears to report any unusual occurrences that occur within the system to law enforcement and emergency management partners.

Station cleaners also play a critical role in ensuring stations are clean and safe environments for riders. Their duties include emptying trash receptacles and managing garbage disposal throughout the station, as well as cleaning, sanitizing, and restocking public restrooms located at designated stations. Station cleaners will sweep, mop, and disinfect platforms, mezzanines, stairways and entrances, keeping station environments ready for riders.

## Subway Service

The New York City Transit has prepared additional service to meet demand on match days and for major events during the tournament. To get fans to and from shuttle buses and trains to the games, extra local service has been added on the **1**, **C** and **F** lines. **C** frequencies are increased all day on weekend match days between 10 a.m. to 10:30 p.m. In addition, **1**, **C** and **F** train service are increased for post-match travel to help move fans returning from matches. Lastly, to improve service from the free Fan Zone at the USTA Billie Jean King Tennis Center in Flushing, Transit is running extra post-event **7** train service for every evening Fan Zone event. This added service will reduce crowding and improve customer wait times.

Transit is also staffing key station locations with additional platform controllers who will manage safe and efficient flow of customers at platform level to prevent congestion and assist with train boarding to minimize delays. Additional Train Service Supervisors are in the field to monitor service conditions in real time and make adjustments to service as needed.

To ensure smooth travel, the MTA has also suspended all planned subway outages in and around Midtown Manhattan on match days

## Bus and Paratransit Service

Each match day at NYNJ Stadium is designated a Gridlock Alert Day. This congestion impacts travel times for Bus and Access-A-Ride customers as vehicles navigate city streets. While the most direct impacts are in Midtown Manhattan, as with all major events, customers should expect longer travel times citywide due to cascading traffic effects.

To manage traffic and support mass transit, the City of New York has implemented several temporary transportation measures on each match day:

- 42nd Street is a bus-only corridor from 1st to 12th Avenue.
- Sixth Avenue has dedicated its two eastern-most lanes as bus-only lanes from 42nd Street to 59th Street.
- Fifth Avenue is using its two existing bus lanes from 42nd Street to 59th Street.
- West 40th Street from 8th Ave to 11th Ave and West 41st Street from 8th Ave to 10th Ave are bus-only blocks.

# SPECIAL FEATURE

Access-A-Ride's dedicated vehicles are able to use these bus lanes. There is no vehicle traffic, including buses, permitted in the area immediately around Penn Station.

Depending on the day of week and time of matches, bus and paratransit riders may experience delays, reroutes, detours, and relocated stops on various bus routes. Additional buses are staged and ready to deploy to manage potential crowding conditions.

The Departments of Buses (DOB) and Paratransit will continue to monitor service and make adjustments to ensure riders get where they need to go. Both Departments are participating in meetings with MTA Emergency Management and other city agencies to review impacted locations, dates and times that may impact traffic and disrupt operations. New communication plans were implemented ahead of the tournament start, encouraging alternate travel on the affected dates when possible.

Paratransit continues to monitor trip bookings to identify customers who may be attending the event or traveling within the impacted area. Road supervisors will be monitoring the impacted area on match days, and additional floater vehicles are strategically deployed near major venues to reduce response times.

For the Department of Buses, all eight game days have expanded staffing to ensure comprehensive coverage of logistical operations. The staffing plan includes additional Bus Command Center Supervisory and Managerial coverage, Situation Room Activation, and additional Road Operations coverage. The DOB Situation Room will be activated five hours before each match and remain operational until three hours after the match concludes. The Bus Command Center continuously monitors appropriate staffing and service responses. For each match, Road Operations is deploying additional Surface Line Dispatchers at strategically selected locations throughout New York City to oversee bus detours, monitor service performance, including gaps and bunching and address customer-related concerns. Supplementary Road Service personnel will be assigned to manage all bus and equipment breakdowns. A designated manager will provide comprehensive oversight of the full deployment to ensure coordinated and effective operations.

The World Cup is one of the largest sporting events around the globe and New York City Transit is ready to deliver.



## **ABOUT THE METROPOLITAN TRANSPORTATION AUTHORITY & NEW YORK CITY TRANSIT**

The Metropolitan Transportation Authority is North America's largest transportation network, serving a population of 15.3 million people across a 5,000-square-mile travel area surrounding New York City through Long Island, southeastern New York State, and Connecticut.

New York City Transit and MTA Bus operate all subways and buses in New York City. Our 45,000 employees serve 4,500,000 passengers a day. We operate nearly 6,700 subway cars and 5,900 buses, and we maintain 472 subway stations, 640 miles of track, 27 bus depots and 70 shops and yards.

The MTA is governed by a 23-member Board of Directors, organized in eight committees. Members of the New York City Transit Committee include:

- Haeda Mihaltses, Chair
- Andrew Albert
- Samuel Chu
- Dan Garodnick
- David Jones
- Melva M. Miller
- John Ross "JR" Rizzo
- John Samuelsen
- Lisa Sorin



# New York City Transit

## Financial and Ridership Reports – May 2026

# Financial Report Highlights

## Year-to-Date Budget Performance Summary

- Total revenues of \$2,504.0 million were \$49.5 million (1.9%) lower than the Budget. Farebox revenue was lower by \$33.0 million (2.1%) with Subway farebox revenue lower by \$11.5 million (0.9%) and Bus farebox revenue lower by \$20.5 million (7.9%). Other operating revenue was lower by \$1.5 million (0.4%). Capital and other reimbursements were lower by \$15.1 million (2.4%) due to timing.
- Total paid ridership was 670.4 million which was lower than the Budget by 10.8 million (1.6%).
- Total expenses of \$6,129.6 million, including non-cash liabilities, were \$112.2 million (1.8%) lower than the Budget. Non-cash liabilities were \$49.8 million (4.8%) lower than the Budget mainly due to lower than projected depreciation expenses. Operating expenses were lower than the Budget by \$62.4 million (1.2%), attributed to labor cost underruns of \$79.3 million (2.0%) reflecting the favorable timing of OPEB current payments and drug rebate credits. Non-labor expense overruns of \$16.9 million (1.3%) are partially due to higher consumption and price related to power, as well as the timing of expenses.
- At the end of May, the total headcount was 47,995 which was 2,476 lower than the Budget of 50,471. Non-reimbursable positions were lower by 1,683 and Reimbursable positions were lower by 793.
- May YTD Non-Reimbursable operating results were favorable to the Budget by \$62.6 million (1.7%). Non-reimbursable revenues were \$34.5 million (1.8%) unfavorable primarily due to lower than projected Subway and Bus paid ridership and lower Paratransit reimbursement. Total non-reimbursable expenses, including non-cash liabilities, were favorable by \$97.1 million (1.7%), primarily due to lower labor costs related to the timing of health & welfare and OPEB current payments and lower than projected depreciation cost and lower non-labor costs mainly related lower paratransit service contracts and professional service contracts expenses, partially offset by higher than projected consumption and price for electric power and unfavorable timing of maintenance and other operating contracts.

## Year-to-Date Non-Reimbursable Revenues & Expenses vs Budget

*(\$ in Millions)*

	Bud	NYCT Actual	Variance
<b>Total Revenue</b>	<b>\$1,933.940</b>	<b>\$1,899.451</b>	<b>(\$34.490)</b>
Farebox Revenue	\$1,584.937	\$1,551.897	(\$33.040)
Other Revenue	\$349.003	\$347.553	(\$1.450)
<b>Total Expense</b>	<b>\$4,588.033</b>	<b>\$4,540.659</b>	<b>\$47.374</b>
Labor Expenses	\$3,381.039	\$3,335.159	\$45.880
Non-Labor Expenses	\$1,206.994	\$1,205.499	\$1.494
<b>Non-Cash Liabilities</b>	<b>\$1,034.182</b>	<b>\$984.417</b>	<b>\$49.765</b>
<b>Net Surplus/(Deficit) - Accrued</b>	<b>(\$3,688.273)</b>	<b>(\$3,625.625)</b>	<b>\$62.649</b>

## Revenues

- **Farebox Revenues** were \$33.0 million (2.1%) unfavorable mainly due to lower than projected Subway and Bus paid ridership. Total paid ridership was 670.4 million which was lower (1.2%) than 2025 and 1.6% lower than the Budget.
- **Other Operating Revenues** were \$1.5 million (0.4%) unfavorable due to lower than projected paratransit reimbursement (offset by lower paratransit expense), partially offset by higher real estate and FEMA loss recovery revenues.

## Expenses

### Labor Expenses: \$45.9 million 1.4% favorable

- **Payroll** was \$79.5 million (4.6%) favorable primarily due to vacancies.
- **Overtime** was \$116.8 million (53.7%) unfavorable primarily due to higher than projected absentee coverage needs and vacancies.
- **Health & Welfare and OPEB Current Payments** were \$82.7 million (9.5%) favorable primarily due to the timing of prescription rebate credits.
- **Pensions** was \$2.5 million (0.6%) unfavorable due to the timing of NYCERS expenses.
- **Other Fringe Benefits and Reimbursable overhead** were \$2.9 million (2.1%) favorable due to higher reimbursable overhead credit partially offset by higher FICA expense due to higher labor cost.

### Non-Labor Expenses: \$0.8 million (0.1%) favorable

- **Electric Power** was unfavorable by \$36.3 million (22.2%) due to higher than projected consumption and price.
- **Fuel** was unfavorable by \$1.9 million (3.0%) mainly due to higher than projected consumption, partially offset by price.
- **Insurance** was favorable by \$2.7 million (7.4%) mainly due to the timing.
- **Paratransit Service Contracts** was \$40.0 million (11.6%) favorable primarily due to lower trip volume and support costs.
- **Maintenance and Other Operating Contracts** was \$22.4 million (16.8%) unfavorable due to the timing of charges.
- **Professional Service Contracts** was \$15.8 million (11.9%) favorable due to the timing of charges.
- **Materials and Supplies** was \$0.2 million (0.1%) favorable mainly due to the timing of maintenance materials purchases.
- **Other Business Expenses** was \$3.6 million (8.8%) favorable due to the timing of charges.

- **Depreciation and other non-cash liabilities** was \$49.8 million (4.8%) favorable due to a lower than projected depreciation expense.

## **Staffing Levels**

- Total headcount at the end of May was 47,995, which was 2,476 lower than the Budget. The largest vacancies were in Subways/Bus Maintenance (1,184 positions) and Subways/Buses Operations (901 positions). There were significant vacancies in Construction and Development (348 positions) and other administrative functions (299 positions).

## **Overtime**

- Total overtime was \$127.4 million (44.4%) unfavorable. Non-reimbursable was \$116.8 million (53.7%) unfavorable and reimbursable was \$10.7 million (15.3%) unfavorable.
- Unfavorable non-reimbursable overtime was driven primarily by absentee coverage needs and vacancies, and severe weather conditions. Unfavorable reimbursable results were due to the timing of capital project activity.

## **Financial Metrics**

- The year-to-date May Farebox Operating Ratio was 35.0%, which was 0.3% lower than the Budget.
- The year-to-date May Cost per Passenger was \$6.77, higher than the Budget by \$0.02 per passenger, mainly due to higher than projected paid ridership.
- The year-to-date May Revenue per Passenger was \$2.37, lower than the Budget by \$0.01 lower.

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2026 Adopted**  
**Accrual Statement of Operations By Category**  
**Month - May 2026**  
(\$ in Millions)

6/8/2026 3:42 PM

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable(Unfavorable) Variance	Percent	Adopted Budget	Actual	Favorable(Unfavorable) Variance	Percent	Adopted Budget	Actual	Favorable(Unfavorable) Variance	Percent
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Subway	\$274.832	\$271.816	\$(3.016)	(1.1)	\$0.000	\$0.000	-	-	\$274.832	\$271.816	\$(3.016)	(1.1)
Bus	53.839	49.642	(4.197)	(7.8)	0.000	0.000	-	-	53.839	49.642	(4.197)	(7.8)
Paratransit	3.500	3.282	(0.217)	(6.2)	0.000	0.000	-	-	3.500	3.282	(0.217)	(6.2)
Fare Liability	2.671	2.671	0.000	0.0	0.000	0.000	-	-	2.671	2.671	0.000	0.0
<b>Farebox Revenue</b>	<b>\$334.842</b>	<b>\$327.411</b>	<b>\$(7.431)</b>	<b>(2.2)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$334.842</b>	<b>\$327.411</b>	<b>\$(7.431)</b>	<b>(2.2)</b>
Fare Reimbursement	\$7.001	\$7.602	\$0.601	8.6	\$0.000	\$0.000	-	-	\$7.001	\$7.602	\$0.601	8.6
Paratransit Reimbursement	42.183	36.092	(6.091)	(14.4)	0.000	0.000	-	-	42.183	36.092	(6.091)	(14.4)
Other Operating Revenue	15.846	25.662	9.816	61.9	0.000	0.000	-	-	15.846	25.662	9.816	61.9
<b>Other Revenue</b>	<b>\$65.030</b>	<b>\$69.356</b>	<b>\$4.326</b>	<b>6.7</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$65.030</b>	<b>\$69.356</b>	<b>\$4.326</b>	<b>6.7</b>
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$125.759	\$127.089	\$1.331	1.1	\$125.759	\$127.089	\$1.331	1.1
<b>Total Revenue</b>	<b>\$399.872</b>	<b>\$396.768</b>	<b>\$(3.105)</b>	<b>(0.8)</b>	<b>\$125.759</b>	<b>\$127.089</b>	<b>\$1.331</b>	<b>1.1</b>	<b>\$525.631</b>	<b>\$523.857</b>	<b>\$(1.774)</b>	<b>(0.3)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$350.849	\$342.951	\$7.897	2.3	\$48.687	\$38.884	\$9.803	20.1	\$399.536	\$381.836	\$17.700	4.4
Overtime	43.162	64.245	(21.082)	(48.8)	14.047	18.000	(3.953)	(28.1)	57.209	82.245	(25.036)	(43.8)
<b>Total Salaries &amp; Wages</b>	<b>\$394.011</b>	<b>\$407.196</b>	<b>\$(13.185)</b>	<b>(3.3)</b>	<b>\$62.734</b>	<b>\$56.884</b>	<b>\$5.850</b>	<b>9.3</b>	<b>\$456.745</b>	<b>\$464.080</b>	<b>\$(7.335)</b>	<b>(1.6)</b>
Health and Welfare	\$115.095	\$115.064	\$0.032	0.0	\$1.617	\$1.834	\$(0.217)	(13.4)	\$116.713	\$116.898	\$(0.186)	(0.2)
OPEB Current Payment	58.684	26.700	31.984	54.5	1.544	1.547	(0.003)	(0.2)	60.228	28.247	31.981	53.1
Pensions	90.036	89.657	0.379	0.4	3.176	2.735	0.441	13.9	93.212	92.392	0.820	0.9
Other Fringe Benefits	54.537	56.073	(1.535)	(2.8)	20.963	20.334	0.629	3.0	75.500	76.407	(0.907)	(1.2)
<b>Total Fringe Benefits</b>	<b>\$318.353</b>	<b>\$287.493</b>	<b>\$30.859</b>	<b>9.7</b>	<b>\$27.301</b>	<b>\$26.451</b>	<b>\$0.850</b>	<b>3.1</b>	<b>\$345.653</b>	<b>\$313.944</b>	<b>\$31.709</b>	<b>9.2</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(26.487)	(30.264)	3.777	14.3	26.487	30.264	(3.777)	(14.3)	0.000	0.000	0.000	-
<b>Labor</b>	<b>\$685.877</b>	<b>\$664.425</b>	<b>\$21.451</b>	<b>3.1</b>	<b>\$116.522</b>	<b>\$113.599</b>	<b>\$2.923</b>	<b>2.5</b>	<b>\$802.398</b>	<b>\$778.024</b>	<b>\$24.374</b>	<b>3.0</b>
<b>Non-Labor :</b>												
Electric Power	\$29.927	\$30.347	\$(0.421)	(1.4)	\$0.020	\$0.021	\$0.000	(2.3)	\$29.947	\$30.368	\$(0.421)	(1.4)
Fuel	10.396	14.931	(4.534)	(43.6)	0.017	0.001	0.016	95.6	10.413	14.931	(4.519)	(43.4)
Insurance	7.396	6.184	1.212	16.4	0.000	0.000	0.000	-	7.396	6.184	1.212	16.4
Claims	20.102	20.256	(0.154)	(0.8)	0.000	0.000	-	-	20.102	20.256	(0.154)	(0.8)
Paratransit Service Contracts	75.250	65.571	9.679	12.9	0.000	0.000	0.000	-	75.250	65.571	9.679	12.9
Maintenance and Other Operating Contracts	29.369	27.399	1.970	6.7	3.471	4.636	(1.166)	(33.6)	32.839	32.035	0.804	2.4
Professional Service Contracts	26.562	25.809	0.753	2.8	0.702	1.400	(0.698)	(99.5)	27.264	27.210	0.054	0.2
Materials & Supplies	34.126	34.141	(0.016)	0.0	4.906	7.104	(2.198)	(44.8)	39.032	41.246	(2.214)	(5.7)
Other Business Expenses	12.624	11.388	1.236	9.8	0.121	0.328	(0.206)	(170.3)	12.745	11.716	1.030	8.1
<b>Non-Labor</b>	<b>\$245.751</b>	<b>\$236.026</b>	<b>\$9.725</b>	<b>4.0</b>	<b>\$9.237</b>	<b>\$13.490</b>	<b>\$(4.253)</b>	<b>(46.0)</b>	<b>\$254.988</b>	<b>\$249.516</b>	<b>\$5.472</b>	<b>2.1</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$931.628</b>	<b>\$900.451</b>	<b>\$31.176</b>	<b>3.3</b>	<b>\$125.759</b>	<b>\$127.089</b>	<b>\$(1.331)</b>	<b>(1.1)</b>	<b>\$1,057.386</b>	<b>\$1,027.540</b>	<b>\$29.846</b>	<b>2.8</b>
Depreciation	\$203.083	\$193.057	\$10.026	4.9	\$0.000	\$0.000	-	-	\$203.083	\$193.057	\$10.026	4.9
GASB 49 Environmental Remediation	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	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	-	-	0.000	0.000	0.000	-
GASB 87 Lease Adjustment	2.583	1.323	1.261	48.8	0.000	0.000	-	-	2.583	1.323	1.261	48.8
GASB 94 PPP and APA	0.000	0.000	-	-	0.000	0.000	-	-	0.000	0.000	-	-
GASB 96 SBITA Adjustment	0.045	0.017	0.029	63.5	0.000	0.000	-	-	0.045	0.017	0.029	63.5
GASB 101 Compensated Absences	1.250	1.790	(0.540)	(43.2)	0.000	0.000	-	-	1.250	1.790	(0.540)	(43.2)
<b>Total Expenses</b>	<b>\$1,138.590</b>	<b>\$1,096.638</b>	<b>\$41.952</b>	<b>3.7</b>	<b>\$125.759</b>	<b>\$127.089</b>	<b>\$(1.331)</b>	<b>(1.1)</b>	<b>\$1,264.348</b>	<b>\$1,223.727</b>	<b>\$40.621</b>	<b>3.2</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>\$(738.717)</b>	<b>\$(699.870)</b>	<b>\$38.847</b>	<b>5.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$(738.717)</b>	<b>\$(699.870)</b>	<b>\$38.847</b>	<b>5.3</b>

Note1: Totals may not add due to rounding

Note: Results are based on the preliminary close of the general actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

DataSource: TRANSIT RPTNG  
Adopted. FinalFY26

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2026 Adopted**  
**Accrual Statement of Operations By Category**  
**Year-To-Date - May 2026**  
(\$ in Millions)

6/8/2026 3:42 PM

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable(Unfavorable) Variance	Percent	Adopted Budget	Actual	Favorable(Unfavorable) Variance	Percent	Adopted Budget	Actual	Favorable(Unfavorable) Variance	Percent
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Subway	\$1,295.286	\$1,283.775	\$(11.511)	(0.9)	\$0.000	\$0.000	-	-	\$1,295.286	\$1,283.775	\$(11.511)	(0.9)
Bus	260.853	240.316	(20.537)	(7.9)	0.000	0.000	-	-	260.853	240.316	(20.537)	(7.9)
Paratransit	15.443	14.451	(0.993)	(6.4)	0.000	0.000	-	-	15.443	14.451	(0.993)	(6.4)
Fare Liability	13.355	13.355	0.000	0.0	0.000	0.000	-	-	13.355	13.355	0.000	0.0
<b>Farebox Revenue</b>	<b>\$1,584.937</b>	<b>\$1,551.897</b>	<b>\$(33.040)</b>	<b>(2.1)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$1,584.937</b>	<b>\$1,551.897</b>	<b>\$(33.040)</b>	<b>(2.1)</b>
Fare Reimbursement	\$35.007	\$38.011	\$3.004	8.6	\$0.000	\$0.000	-	-	\$35.007	\$38.011	\$3.004	8.6
Paratransit Reimbursement	223.767	211.656	(12.112)	(5.4)	0.000	0.000	-	-	223.767	211.656	(12.112)	(5.4)
Other Operating Revenue	90.229	97.887	7.658	8.5	0.000	0.000	-	-	90.229	97.887	7.658	8.5
<b>Other Revenue</b>	<b>\$349.003</b>	<b>\$347.553</b>	<b>\$(1.450)</b>	<b>(0.4)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$349.003</b>	<b>\$347.553</b>	<b>\$(1.450)</b>	<b>(0.4)</b>
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$619.570	\$604.511	\$(15.059)	(2.4)	\$619.570	\$604.511	\$(15.059)	(2.4)
<b>Total Revenue</b>	<b>\$1,933.940</b>	<b>\$1,899.451</b>	<b>\$(34.490)</b>	<b>(1.8)</b>	<b>\$619.570</b>	<b>\$604.511</b>	<b>\$(15.059)</b>	<b>(2.4)</b>	<b>\$2,553.510</b>	<b>\$2,503.962</b>	<b>\$(49.548)</b>	<b>(1.9)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$1,710.132	\$1,630.608	\$79.525	4.7	\$240.139	\$191.171	\$48.968	20.4	\$1,950.272	\$1,821.778	\$128.493	6.6
Overtime	217.582	334.362	(116.780)	(53.7)	69.559	80.217	(10.659)	(15.3)	287.141	414.579	(127.439)	(44.4)
<b>Total Salaries &amp; Wages</b>	<b>\$1,927.715</b>	<b>\$1,964.970</b>	<b>\$(37.255)</b>	<b>(1.9)</b>	<b>\$309.698</b>	<b>\$271.388</b>	<b>\$38.310</b>	<b>12.4</b>	<b>\$2,237.412</b>	<b>\$2,236.358</b>	<b>\$1.055</b>	<b>0.0</b>
Health and Welfare	\$574.326	\$542.766	\$31.560	5.5	\$8.056	\$8.986	\$(0.930)	(11.5)	\$582.383	\$551.752	\$30.630	5.3
OPEB Current Payment	293.421	242.281	51.140	17.4	7.720	7.585	0.135	1.8	301.141	249.866	51.275	17.0
Pensions	445.823	448.297	(2.474)	(0.6)	15.882	13.676	2.206	13.9	461.706	461.974	(0.268)	(0.1)
Other Fringe Benefits	270.389	279.589	(9.200)	(3.4)	103.645	97.825	5.820	5.6	374.034	377.415	(3.380)	(0.9)
<b>Total Fringe Benefits</b>	<b>\$1,583.959</b>	<b>\$1,512.934</b>	<b>\$71.026</b>	<b>4.5</b>	<b>\$135.304</b>	<b>\$128.073</b>	<b>\$7.231</b>	<b>5.3</b>	<b>\$1,719.264</b>	<b>\$1,641.007</b>	<b>\$78.257</b>	<b>4.6</b>
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	(130.635)	(142.744)	12.109	9.3	130.635	142.744	(12.109)	(9.3)	0.000	0.000	0.000	-
<b>Labor</b>	<b>\$3,381.039</b>	<b>\$3,335.159</b>	<b>\$45.880</b>	<b>1.4</b>	<b>\$575.637</b>	<b>\$542.205</b>	<b>\$33.432</b>	<b>5.8</b>	<b>\$3,956.676</b>	<b>\$3,877.364</b>	<b>\$79.312</b>	<b>2.0</b>
<b>Non-Labor :</b>												
Electric Power	\$163.374	\$199.627	\$(36.253)	(22.2)	\$0.106	\$0.127	\$(0.021)	(19.7)	\$163.480	\$199.753	\$(36.274)	(22.2)
Fuel	64.746	66.692	(1.946)	(3.0)	0.083	0.265	(0.182)	(221.0)	64.828	66.957	(2.129)	(3.3)
Insurance	36.219	33.553	2.666	7.4	0.000	0.000	0.000	-	36.219	33.553	2.666	7.4
Claims	100.508	100.691	(0.183)	(0.2)	0.000	0.000	-	-	100.508	100.691	(0.183)	(0.2)
Paratransit Service Contracts	345.318	305.274	40.043	11.6	0.000	0.000	0.000	-	345.318	305.274	40.043	11.6
Maintenance and Other Operating Contracts	133.050	155.420	(22.370)	(16.8)	17.351	19.171	(1.820)	(10.5)	150.401	174.591	(24.190)	(16.1)
Professional Service Contracts	132.329	116.522	15.808	11.9	3.733	4.650	(0.917)	(24.6)	136.062	121.172	14.890	10.9
Materials & Supplies	170.654	170.478	0.176	0.1	24.440	36.668	(12.228)	(50.0)	195.094	207.146	(12.052)	(6.2)
Other Business Expenses	60.797	57.242	3.554	5.8	(1.780)	1.425	(3.205)	(180.1)	59.017	58.668	0.349	0.6
<b>Non-Labor</b>	<b>\$1,206.994</b>	<b>\$1,205.499</b>	<b>\$1.494</b>	<b>0.1</b>	<b>\$43.933</b>	<b>\$62.306</b>	<b>\$(18.373)</b>	<b>(41.8)</b>	<b>\$1,250.927</b>	<b>\$1,267.805</b>	<b>\$(16.879)</b>	<b>(1.3)</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$4,588.033</b>	<b>\$4,540.659</b>	<b>\$47.374</b>	<b>1.0</b>	<b>\$619.570</b>	<b>\$604.511</b>	<b>\$15.059</b>	<b>2.4</b>	<b>\$5,207.602</b>	<b>\$5,145.170</b>	<b>\$62.433</b>	<b>1.2</b>
Depreciation	\$1,015.417	\$966.199	\$49.218	4.8	\$0.000	\$0.000	-	-	\$1,015.417	\$966.199	\$49.218	4.8
GASB 49 Environmental Remediation	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	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	-	-	0.000	0.000	0.000	-
GASB 87 Lease Adjustment	12.917	9.182	3.735	28.9	0.000	0.000	-	-	12.917	9.182	3.735	28.9
GASB 94 PPP and APA	0.000	0.000	0.000	-	0.000	0.000	-	-	0.000	0.000	0.000	-
GASB 96 SBITA Adjustment	(0.402)	0.084	(0.486)	(120.8)	0.000	0.000	-	-	(0.402)	0.084	(0.486)	(120.8)
GASB 101 Compensated Absences	6.250	8.952	(2.702)	(43.2)	0.000	0.000	-	-	6.250	8.952	(2.702)	(43.2)
<b>Total Expenses</b>	<b>\$5,622.214</b>	<b>\$5,525.075</b>	<b>\$97.138</b>	<b>1.7</b>	<b>\$619.570</b>	<b>\$604.511</b>	<b>\$15.059</b>	<b>2.4</b>	<b>\$6,241.783</b>	<b>\$6,129.586</b>	<b>\$112.197</b>	<b>1.8</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>\$(3,688.273)</b>	<b>\$(3,625.625)</b>	<b>\$62.649</b>	<b>1.7</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$(3,688.273)</b>	<b>\$(3,625.625)</b>	<b>\$62.649</b>	<b>1.7</b>

Note1: Totals may not add due to rounding

Note: Results are based on the preliminary close of the general the subsequent month's YTD results.

DataSource: TRANSIT RPTNG  
Adopted. FinalFY26

**MTA NEW YORK CITY TRANSIT  
FEBRUARY FINANCIAL PLAN 2026  
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS  
MAY 2026  
(\$ in millions)**

<b>Generic Revenue or Expense Category</b>	Nonreimb or Reimb	<b>MONTH</b>			<b>YEAR TO DATE</b>		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	(7.4)	(2.2)	Primarily due to lower Subway and Bus paid ridership	(33.0)	(2.1)	Primarily due to lower Subway and Bus paid ridership
Other Operating Revenue	NR	4.3	6.7	Mainly higher real estate and FEMA loss recovery revenue	(1.5)	(0.4)	Mainly lower paratransit reimbursement
Payroll	NR	7.9	2.3	Primarily due to vacancies	79.5	4.7	Primarily due to vacancies
Overtime	NR	(21.1)	(48.8)	Mainly higher than projected absentee coverage needs	(116.8)	(53.7)	Mainly higher than projected absentee coverage needs
Health & Welfare (including OPEB current payment)	NR	32.0	18.4	Favorable timing of prescription rebate credits	82.7	9.5	Favorable timing of prescription rebate credits
Pension	NR	0.4	0.4	Mainly favorable timing of NYCERS pension charges	(2.5)	(0.6)	Mainly unfavorable timing of NYCERS pension charges
Other Fringe Benefits	NR	(1.5)	(2.8)	Mainly due to unfavorable timing of fringe benefit overhead credit	(9.2)	(3.4)	Mainly due to unfavorable timing of fringe benefit overhead credit
Reimbursable Overhead	NR	3.8	14.3	Mainly timing of fringe benefit overhead credits	12.1	9.3	Mainly timing of fringe benefit overhead credits
Electric Power	NR	(0.4)	(1.4)	Mainly due to higher than projected consumption and price	(36.3)	(22.2)	Mainly due to higher than projected consumption and price
Fuel	NR	(4.5)	(43.6)	Mainly due to higher than projected consumption and price	(1.9)	(3.0)	Mainly due to lower than projected consumption
Insurance	NR	1.2	16.4	Mainly favorable timing of charges	2.7	7.4	Mainly favorable timing of charges
Claims	NR	(0.2)	(0.8)	Minor variance	(0.2)	(0.2)	Minor variance
Paratransit Service Contracts	NR	9.7	12.9	Mainly due to lower trip volume and support cost charges	40.0	11.6	Mainly due to lower trip volume and support cost charges
Maintenance and Other Operating Contracts	NR	2.0	6.7	Reflecting favorable timing of charges	(22.4)	(16.8)	Reflecting unfavorable timing of charges
Professional Service Contracts	NR	0.8	2.8	Mainly favorable timing of professional contract expenses	15.8	11.9	Mainly favorable timing of professional contract expenses
Materials & Supplies	NR	(0.0)	0.0	Minor variance	0.2	0.1	Mainly favorable timing of material and supplies expenses
Other Business	NR	1.2	9.8	Mainly favorable timing of charges	3.6	5.8	Mainly favorable timing of charges

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2026 Adopted**  
**Cash Receipts and Expenditures**  
**MAY 2026**  
(\$ in Millions)

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	Month				Year-To-Date			
	Adopted	Actual	Favorable(Unfavorable)		Adopted	Actual	Favorable(Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
<b>Farebox Revenue</b>	<b>\$334.842</b>	<b>\$312.640</b>	<b>\$(22.202)</b>	<b>(6.6)</b>	<b>\$1,584.937</b>	<b>\$1,567.112</b>	<b>\$(17.825)</b>	<b>(1.1)</b>
Fare Reimbursement	\$6.313	\$6.313	\$0.000	0.0	\$6.313	\$6.313	\$0.000	0.0
Paratransit Reimbursement	42.183	33.625	(8.558)	(20.3)	223.767	226.205	2.438	1.100
Other Operating Revenue	15.846	14.048	(1.798)	(11.3)	90.229	69.525	(20.704)	(22.900)
<b>Other Revenue</b>	<b>\$64.342</b>	<b>\$53.986</b>	<b>\$(10.356)</b>	<b>(16.1)</b>	<b>\$320.309</b>	<b>\$302.043</b>	<b>\$(18.266)</b>	<b>(5.7)</b>
Capital and Other Reimbursements	\$125.759	\$78.704	\$(47.055)	(37.4)	\$619.570	\$669.577	\$50.007	8.100
<b>Total Revenue</b>	<b>\$524.942</b>	<b>\$445.330</b>	<b>\$(79.612)</b>	<b>(15.2)</b>	<b>\$2,524.816</b>	<b>\$2,538.732</b>	<b>\$13.916</b>	<b>0.6</b>
<b>Expenditures</b>								
<b>Labor :</b>								
Payroll	\$357.387	\$328.177	\$29.210	8.2	\$1,739.606	\$1,646.048	\$93.558	5.400
Overtime	57.209	82.245	(25.036)	(43.8)	287.141	414.579	(127.439)	(44.400)
<b>Total Salaries &amp; Wages</b>	<b>\$414.597</b>	<b>\$410.422</b>	<b>\$4.175</b>	<b>1.0</b>	<b>\$2,026.746</b>	<b>\$2,060.627</b>	<b>\$(33.881)</b>	<b>(1.7)</b>
Health and Welfare	\$116.713	\$94.358	\$22.354	19.2	\$582.383	\$532.049	\$50.334	8.600
OPEB Current Payment	60.228	28.247	31.981	53.1	301.141	250.000	51.141	17.000
Pensions	93.212	92.383	0.829	0.9	461.706	461.909	(0.203)	0.0
Other Fringe Benefits	53.020	53.281	(0.261)	(0.5)	254.988	270.266	(15.278)	(6.000)
<b>Total Fringe Benefits</b>	<b>\$323.173</b>	<b>\$268.269</b>	<b>\$54.904</b>	<b>17.0</b>	<b>\$1,600.218</b>	<b>\$1,514.224</b>	<b>\$85.994</b>	<b>5.4</b>
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	-	-
<b>Labor</b>	<b>\$737.770</b>	<b>\$678.691</b>	<b>\$59.079</b>	<b>8.000</b>	<b>\$3,626.964</b>	<b>\$3,574.851</b>	<b>\$52.113</b>	<b>1.400</b>
<b>Non-Labor :</b>								
Electric Power	\$29.947	\$36.941	\$(6.994)	(23.4)	\$166.210	\$204.890	\$(38.680)	(23.300)
Fuel	10.413	15.315	(4.902)	(47.1)	64.828	69.865	(5.037)	(7.800)
Insurance	0.422	0.159	0.263	62.3	12.306	15.452	(3.146)	(25.600)
Claims	13.353	20.838	(7.485)	(56.1)	66.763	99.025	(32.262)	(48.300)
Paratransit Service Contracts	75.250	62.670	12.580	16.7	344.818	296.592	48.226	14.000
Maintenance and Other Operating Contracts	32.839	25.996	6.843	20.8	150.401	165.271	(14.870)	(9.900)
Professional Service Contracts	27.264	27.271	(0.007)	0.0	131.562	133.980	(2.418)	(1.800)
Materials & Supplies	39.240	41.049	(1.809)	(4.6)	196.136	206.156	(10.020)	(5.100)
Other Business Expenses	12.745	11.432	1.313	10.3	59.017	55.571	3.446	5.800
<b>Non-Labor</b>	<b>\$241.472</b>	<b>\$241.671</b>	<b>\$(0.199)</b>	<b>(0.1)</b>	<b>\$1,192.041</b>	<b>\$1,246.802</b>	<b>\$(54.761)</b>	<b>(4.6)</b>
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenditures before Depreciation and OPEB</b>	<b>\$979.242</b>	<b>\$920.362</b>	<b>\$58.880</b>	<b>6.0</b>	<b>\$4,819.005</b>	<b>\$4,821.653</b>	<b>\$(2.648)</b>	<b>(0.1)</b>
Depreciation	\$0.000	\$0.000	\$0.000	100.0	\$0.000	\$0.000	\$0.000	100.000
GASB 49 Environmental Remediation	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	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 87 Lease Adjustment	0.000	0.000	0.000	(100.0)	0.000	0.000	0.000	(100.000)
GASB 94 PPP and APA	0.000	0.000	-	-	0.000	0.000	-	-
GASB 96 SBITA Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 101 Compensated Absences	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Expenditures</b>	<b>\$979.242</b>	<b>\$920.362</b>	<b>\$58.880</b>	<b>6.0</b>	<b>\$4,819.005</b>	<b>\$4,821.653</b>	<b>\$(2.648)</b>	<b>(0.1)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$(454.300)</b>	<b>\$(475.032)</b>	<b>\$(20.732)</b>	<b>(4.6)</b>	<b>\$(2,294.189)</b>	<b>\$(2,282.921)</b>	<b>\$11.268</b>	<b>0.5</b>

Note: Totals may not add due to rounding  
Adopted. FinalFY26

**MTA NEW YORK CITY TRANSIT  
FEBRUARY FINANCIAL PLAN 2026  
EXPLANATION OF VARIANCES BETWEEN THE MID\_YEAR FORECAST AND ACTUAL CASH BASIS  
MAY 2026  
(\$ in millions)**

<b>Operating Receipts or Disbursements</b>	<b>MONTH</b>			<b>YEAR TO DATE</b>		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	(22.2)	(6.6)	Unfavorable timing of receipts	(17.8)	(1.1)	Unfavorable timing of receipts
Other Operating Receipts	(10.4)	(16.1)	Mainly unfavorable timing of paratransit reimbursements	(18.3)	(5.7)	Mainly unfavorable timing of paratransit reimbursements
Capital and Other Reimbursements	(47.1)	(37.4)	Unfavorable timing of reimbursements	50.0	8.1	Favorable timing of reimbursements
Payroll	29.2	8.2	Primarily due to vacancies	93.6	5.4	Primarily due to vacancies
Overtime	(25.0)	(43.8)	Mainly higher than projected absentee coverage needs	(127.4)	(44.4)	Mainly higher than projected absentee coverage needs and severe weather conditions
Health & Welfare/OPEB Current	54.3	30.7	Favorable timing of prescription rebate credits and claims payments	101.5	11.5	Favorable timing of prescription rebate credits and claims payments
Pension	0.8	0.9	Mainly unfavorable timing of NYCERS pension payments	(0.2)	0.0	Mainly unfavorable timing of NYCERS pension payments
Other Fringe Benefits	(0.3)	(0.5)	Mainly unfavorable timing of payments	(15.3)	(6.0)	Mainly unfavorable timing of payments
Electric Power	(7.0)	(23.4)	Mainly due to higher than projected consumption and price	(38.7)	(23.3)	Mainly due to higher than projected consumption and price
Fuel	(4.9)	(47.1)	Mainly due to higher than projected consumption and price	(5.0)	(7.8)	Mainly due to higher than projected consumption and price
Insurance	0.3	62.3	Mainly favorable timing of payments	(3.1)	(25.6)	Mainly unfavorable timing of payments
Claims	(7.5)	(56.1)	Mainly unfavorable timing of payments	(32.3)	(48.3)	Mainly unfavorable timing of payments
Paratransit Service Contracts	12.6	16.7	Mainly favorable timing of payments	48.2	14.0	Mainly favorable timing of payments
Maintenance and Other Operating Contracts	6.8	20.8	Mainly favorable timing of fleet and facilities maintenance requirements	(14.9)	(9.9)	Mainly unfavorable timing of fleet and facilities maintenance requirements
Professional Service Contracts	(0.0)	0.0	Minor variance	(2.4)	(1.8)	Mainly unfavorable timing of professional contract payments
Materials & Supplies	(1.8)	(4.6)	Mainly unfavorable timing of payments	(10.0)	(5.1)	Mainly unfavorable timing of payments
Other Business	1.3	10.3	Mainly favorable timing of payments	3.4	5.8	Mainly favorable timing of payments

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2026 Adopted**  
**Cash Conversion (Cash Flow Adjustments)**  
**MAY 2026**  
(\$ in Millions)

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	Month				Year-To-Date			
	Adopted	Actual	Favorable(Unfavorable) Variance	Percent	Adopted	Actual	Favorable(Unfavorable) Variance	Percent
<b>Revenue</b>								
<b>Farebox Revenue</b>	<b>\$0.000</b>	<b>\$(14.771)</b>	<b>\$(14.771)</b>	-	<b>\$0.00</b>	<b>\$15.215</b>	<b>\$15.215</b>	-
Fare Reimbursement	(0.688)	(1.289)	(0.601)	(87.3)	(28.694)	(31.698)	(3.004)	(10.5)
Paratransit Reimbursement	0.000	(2.467)	(2.467)	-	0.000	14.549	14.549	-
Other Operating Revenue	0.000	(11.614)	(11.614)	-	0.000	(28.362)	(28.362)	-
<b>Other Revenue</b>	<b>(0.688)</b>	<b>\$(15.370)</b>	<b>\$(14.682)</b>	-	<b>(28.694)</b>	<b>\$(45.510)</b>	<b>\$(16.817)</b>	<b>(58.6)</b>
Capital and Other Reimbursements	\$0.000	\$(48.385)	\$(48.385)	-	\$0.00	\$65.066	\$65.066	-
<b>Total Revenue</b>	<b>(0.688)</b>	<b>\$(78.527)</b>	<b>\$(77.839)</b>	-	<b>(28.694)</b>	<b>\$34.770</b>	<b>\$63.464</b>	<b>221.2</b>
<b>Expenses</b>								
<b>Labor :</b>								
Payroll	\$42.148	\$53.658	\$11.510	27.3	\$210.666	\$175.731	\$(34.935)	(16.6)
Overtime	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Salaries &amp; Wages</b>	<b>\$42.148</b>	<b>\$53.658</b>	<b>\$11.510</b>	<b>27.3</b>	<b>\$210.666</b>	<b>\$175.731</b>	<b>\$(34.935)</b>	<b>(16.6)</b>
Health and Welfare	\$0.000	\$22.540	\$22.540	-	\$0.000	\$19.704	\$19.704	-
OPEB Current Payment	0.000	0.000	0.000	-	0.000	(0.134)	(0.134)	-
Pensions	0.000	0.009	0.009	-	0.000	0.065	0.065	-
Other Fringe Benefits	22.480	23.126	0.646	2.9	119.046	107.149	(11.897)	(10.0)
<b>Total Fringe Benefits</b>	<b>\$22.480</b>	<b>\$45.675</b>	<b>\$23.195</b>	<b>103.2</b>	<b>\$119.046</b>	<b>\$126.783</b>	<b>\$7.737</b>	<b>6.5</b>
Contribution to GASB Fund	\$0.00	0.000	0.000	-	\$0.00	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Labor</b>	<b>\$64.629</b>	<b>\$99.333</b>	<b>\$34.705</b>	<b>53.7</b>	<b>\$329.712</b>	<b>\$302.513</b>	<b>\$(27.198)</b>	<b>(8.2)</b>
<b>Non-Labor :</b>								
Electric Power	\$0.000	\$(6.573)	\$(6.573)	-	\$(2.731)	\$(5.137)	\$(2.406)	(88.1)
Fuel	0.000	(0.384)	(0.384)	-	0.000	(2.908)	(2.908)	-
Insurance	6.975	6.025	(0.949)	(13.6)	23.913	18.101	(5.812)	(24.3)
Claims	6.749	(0.582)	(7.331)	(108.6)	33.745	1.666	(32.079)	(95.1)
Paratransit Service Contracts	0.000	2.901	2.901	-	0.500	8.682	8.182	-
Maintenance and Other Operating Contracts	0.000	6.039	6.039	-	0.000	9.320	9.320	-
Professional Service Contracts	0.000	(0.061)	(0.061)	-	4.500	(12.808)	(17.308)	(384.6)
Materials & Supplies	(0.208)	0.197	0.405	194.4	(1.042)	0.990	2.032	195.0
Other Business Expenses	0.000	0.284	0.284	-	0.000	3.097	3.097	-
<b>Non-Labor</b>	<b>\$13.515</b>	<b>\$7.845</b>	<b>\$(5.671)</b>	<b>(42.0)</b>	<b>\$58.885</b>	<b>\$21.003</b>	<b>\$(37.882)</b>	<b>(64.3)</b>
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$78.144</b>	<b>\$107.178</b>	<b>\$29.034</b>	<b>37.2</b>	<b>\$388.597</b>	<b>\$323.517</b>	<b>\$(65.080)</b>	<b>(16.7)</b>
Depreciation	\$203.083	\$193.057	\$(10.026)	(4.9)	\$1,015.417	\$966.199	\$(49.218)	(4.8)
GASB 49 Environmental Remediation	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	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 87 Lease Adjustment	2.583	1.323	(1.261)	(48.8)	12.917	9.182	(3.735)	(28.9)
GASB 94 PPP and APA	0.000	0.000	-	-	0.000	0.000	-	-
GASB 96 SBITA Adjustment	0.045	0.017	(0.029)	(63.5)	(0.402)	0.084	0.486	120.8
GASB 101 Compensated Absences	1.250	1.790	0.540	43.2	6.250	8.952	2.702	43.2
<b>Total Expenditures</b>	<b>\$285.106</b>	<b>\$303.365</b>	<b>\$18.259</b>	<b>6.4</b>	<b>\$1,422.778</b>	<b>\$1,307.933</b>	<b>\$(114.845)</b>	<b>(8.1)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$284.418</b>	<b>\$224.838</b>	<b>\$(59.579)</b>	<b>(20.9)</b>	<b>\$1,394.084</b>	<b>\$1,342.704</b>	<b>\$(51.381)</b>	<b>(3.7)</b>

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.

Adopted. FinalFY26

**MTA NEW YORK CITY TRANSIT  
FEBRUARY FINANCIAL PLAN 2026  
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT  
NON-REIMBURSABLE AND FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS  
MAY 2026**

	<u>Adopted</u>	<u>Actual</u>	<u>Variance</u> <u>Fav./(Unfav)</u>	<u>Explanation</u>
<b><u>Administration:</u></b>				
Office of the President	20	13	7	
Law	181	140	42	
Office of the Chief Admin	64	36	28	
Human Resources	121	60	61	
EEO	11	-	11	
Office of Management and Budget	33	8	25	
Strategy & Customer Experience	165	114	51	
Non-Departmental	(63)	-	(63)	
Labor Relations	89	38	51	
Office of People & Business Transformation	17	17	(0)	
Materiel	144	99	45	
Controller	109	68	41	
<b>Total Administration</b>	<b>890</b>	<b>591</b>	<b>299</b>	
<b><u>Operations:</u></b>				
Subways Service Delivery	9,076	8,581	495	
Subways Operations Support/Admin	450	426	24	
Subways Stations	2,337	2,247	90	
<b>SubTotal Subways</b>	<b>11,863</b>	<b>11,254</b>	<b>609</b>	
Buses	11,621	11,329	292	
Paratransit	196	187	9	
Operations Planning	370	297	73	
Revenue Control	476	443	33	
Non-Departmental	(62)	-	(62)	
<b>Total Operations</b>	<b>24,463</b>	<b>23,509</b>	<b>954</b>	
<b><u>Maintenance:</u></b>				
Subways Operations Support/Admin	170	172	(2)	
Subways Service Delivery	85	80	5	
Subways Engineering	382	352	30	
Subways Car Equipment	5,279	4,924	355	
Subways Infrastructure	1,334	1,217	116	
Subways Elevators & Escalators	436	376	59	
Subways Stations	2,609	2,555	53	
Subways Facilities	2,080	1,877	203	
Subways Track	2,648	2,612	36	
Subways Power	1,286	1,269	18	
Subways Signals	1,732	1,692	40	
Subways Electronic Maintenance	1,473	1,414	59	
<b>Subtotal Subways</b>	<b>19,512</b>	<b>18,540</b>	<b>973</b>	
Buses	3,546	3,335	211	
Supply Logistics	524	506	18	
System Safety	93	85	8	
OHS	75	60	15	
Non-Departmental	(410)	-	(410)	
<b>Total Maintenance</b>	<b>23,341</b>	<b>22,525</b>	<b>815</b>	
<b><u>Engineering</u></b>				
C & D	832	505	327	
C & D Support	81	60	21	
<b>Total Engineering/Capital</b>	<b>913</b>	<b>565</b>	<b>348</b>	
<b><u>Public Safety</u></b>				
Security	865	805	60	
<b>Total Public Safety</b>	<b>865</b>	<b>805</b>	<b>60</b>	
<b><u>Total Positions</u></b>				
	50,471	47,995	2,476	
NON_REIMB	45,491	43,808	1,683	
REIMBURSABLE	4,980	4,187	793	
Total Full-Time	50,313	47,874	2,439	

**MTA NEW YORK TRANSIT**  
**FEBRUARY FINANCIAL PLAN 2026**  
**TOTAL POSITIONS by FUNCTION and OCCUPATION**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
**MAY 2026**

FUNCTION/OCCUPATION	Adopted	Actual	Variance Fav./(Unfav)	Explanation
<b><u>Administration:</u></b>				
Managers/Supervisors	308	144	164	
Professional, Technical, Clerical	558	435	123	
Operational Hourlies	24	12	12	
<b>Total Administration</b>	<b>890</b>	<b>591</b>	<b>299</b>	
<b><u>Operations:</u></b>				
Managers/Supervisors	2,917	2,732	185	
Professional, Technical, Clerical	451	449	3	
Operational Hourlies	21,095	20,329	766	
<b>Total Operations</b>	<b>24,463</b>	<b>23,509</b>	<b>954</b>	
<b><u>Maintenance:</u></b>				
Managers/Supervisors	4,359	4,060	299	
Professional, Technical, Clerical	1,081	994	86	
Operational Hourlies	17,901	17,471	430	
<b>Total Maintenance</b>	<b>23,341</b>	<b>22,525</b>	<b>815</b>	
<b><u>Engineering/Capital:</u></b>				
Managers/Supervisors	349	277	72	
Professional, Technical, Clerical	562	287	275	
Operational Hourlies	2	1	1	
<b>Total Engineering/Capital</b>	<b>913</b>	<b>565</b>	<b>348</b>	
<b><u>Public Safety:</u></b>				
Managers/Supervisors	486	446	40	
Professional, Technical, Clerical	45	36	9	
Operational Hourlies	334	323	11	
<b>Total Public Safety</b>	<b>865</b>	<b>805</b>	<b>60</b>	
<b><u>Total Positions:</u></b>				
Managers/Supervisors	8,419	7,659	760	
Professional, Technical, Clerical	2,697	2,201	496	
Operational Hourlies	39,356	38,136	1,220	
<b>Total Positions</b>	<b>50,471</b>	<b>47,995</b>	<b>2,476</b>	

# Farebox Revenue Report Highlights

## Month of May

NYCT farebox revenue totaled \$327.4 million, which was \$7.4 million (2.2%) lower than the Budget.

- Subway farebox revenue was \$3.0 million (1.1%) lower than the Budget due to lower than projected paid ridership.
- NYCT Bus farebox revenue was \$4.2 million (7.8%) lower than the Budget due to lower than projected paid ridership.
- Paratransit farebox revenue was \$0.2 million (6.2%) lower than the Budget.

## Year-to-Date

NYCT farebox YTD revenue totaled \$1,551.9 million, which was \$33.0 million (2.1%) lower than the Budget.

- Subway farebox revenue was \$11.5 million (0.9%) lower than the Budget due to lower than projected paid ridership.
- NYCT Bus farebox revenue was \$20.5 million (7.9%) lower than the Budget due to lower than projected paid ridership.
- Paratransit farebox revenue was \$1.0 million (6.4%) lower than the Budget.

# May Charts

## Farebox Revenue

May 2026 Farebox Revenue - (\$ in millions)								
	May				May Year-to-Date			
	Budget	Prelim Actual	Favorable(Unfavorable)		Budget	Prelim Actual	Favorable(Unfavorable)	
			Amount	Percent			Amount	Percent
Subway	\$274.8	\$271.8	(\$3.0)	(1.1%)	\$1,295.3	\$1,283.8	(\$11.5)	(0.9%)
NYCT Bus	53.8	49.6	(4.2)	(7.8%)	260.9	240.3	(20.5)	(7.9%)
Paratransit	3.5	3.3	(0.20)	(6.2%)	15.4	14.5	(1.0)	(6.4%)
Subtotal	332.2	324.7	(7.4)	(2.2%)	1,571.6	1,538.5	(33.0)	(2.1%)
Fare Media Liability	2.7	2.7	0.0	0.0%	13.4	13.4	0.0	0.0%
<b>Total - NYCT</b>	<b>\$334.8</b>	<b>\$327.4</b>	<b>(\$7.4)</b>	<b>(2.2%)</b>	<b>\$1,584.9</b>	<b>\$1,551.9</b>	<b>(\$33.0)</b>	<b>(2.1%)</b>

Note: Totals may not add up due to rounding

## Ridership Results

May 2026 Ridership vs. Budget - (in millions)								
	May				May Year-to-Date			
	Budget	Prelim Actual	More(Less)		Budget	Prelim Actual	More(Less)	
			Amount	Percent			Amount	Percent
Subway	113.7	113.0	(0.8)	(0.7%)	535.8	533.1	(2.7)	(0.5%)
NYCT Bus	28.8	26.8	(2.0)	(6.8%)	138.3	130.6	(7.6)	(5.5%)
Paratransit	1.60	1.50	(0.2)	(10.3%)	7.2	6.7	(0.5)	(6.8%)
<b>Total - NYCT</b>	<b>144.2</b>	<b>141.3</b>	<b>(2.9)</b>	<b>(2.0%)</b>	<b>681.2</b>	<b>670.4</b>	<b>(10.8)</b>	<b>(1.6%)</b>

Note: Total may not add due to rounding

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2026 Adopted**  
**Ridership (Utilization) Actual to Budget**  
**May FY26**  
(# in Millions)

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	Month				Year-To-Date			
	Adopted	Actual	Favorable(Unfavorable)		Adopted	Actual	Favorable(Unfavorable)	
			Variance	Percent			Variance	Percent
<b><u>Ridership</u></b>								
Ridership - Subway	113.739	112.974	(0.764)	(0.7)	535.803	533.098	(2.706)	(0.5)
Ridership - Bus	28.788	26.827	(1.962)	(6.8)	138.260	130.647	(7.613)	(5.5)
<b>Subtotal</b>	<b>142.527</b>	<b>139.801</b>	<b>(2.726)</b>	<b>(1.9)</b>	<b>674.063</b>	<b>663.745</b>	<b>(10.318)</b>	<b>(1.5)</b>
Ridership - Paratransit	1.637	1.469	(0.169)	(10.3)	7.182	6.696	(0.486)	(6.8)
<b>Total Ridership</b>	<b>144.164</b>	<b>141.3</b>	<b>(2.895)</b>	<b>(2.0)</b>	<b>681.245</b>	<b>670.4</b>	<b>(10.804)</b>	<b>(1.6)</b>
<b>FareBox Revenue</b>								
Subway	\$274.832	\$271.816	\$(3.016)	(1.1)	\$1,295.286	\$1,283.775	\$(11.511)	(0.900)
Bus	\$53.839	\$49.642	\$(4.197)	(7.8)	\$260.853	\$240.316	\$(20.537)	(7.900)
<b>Subtotal</b>	<b>\$328.671</b>	<b>\$321.458</b>	<b>\$(7.213)</b>	<b>(2.2)</b>	<b>\$1,556.139</b>	<b>\$1,524.091</b>	<b>\$(32.048)</b>	<b>\$(2.100)</b>
Paratransit	\$3.500	\$3.282	\$(0.217)	(6.2)	\$15.443	\$14.451	\$(0.993)	(6.4)
<b>Farebox Revenue (excl. Fare Media Liab.)</b>	<b>\$332.171</b>	<b>\$324.740</b>	<b>\$(7.431)</b>	<b>(2.2)</b>	<b>\$1,571.582</b>	<b>\$1,538.542</b>	<b>\$(33.040)</b>	<b>(2.1)</b>
Fare Liability	\$2.671	\$2.671	\$0.000	0.0	\$13.355	\$13.355	\$0.000	0.0
<b>Total Farebox Revenue</b>	<b>\$334.842</b>	<b>\$327.411</b>	<b>\$(7.431)</b>	<b>(2.2)</b>	<b>\$1,584.937</b>	<b>\$1,551.897</b>	<b>\$(33.040)</b>	<b>(2.1)</b>

Note: Totals may not add due to rounding

Adopted. FinalFY26



**Financial and Ridership Reports – May 2026**

# Financial Report Highlights

## Year-to-Date Budget Performance Summary

- Total revenues of \$80.9 million were \$14.3 million (15.0%) unfavorable to the Adopted Budget. This unfavorable variance was primarily attributed to lower farebox revenue of \$10.8 million (12.9%), lower other operating income of \$1.5 million (17.8%) and lower capital and other reimbursements of \$2.0 million (63.3%).
- Total paid ridership of 34.7 million was 3.1 million (8.3%) lower than the Budget.
- Total expenses of \$443.6 million were \$6.2 million (1.4%) favorable to the Budget. Total expenses before Depreciation and OPEB of \$408.9 million were favorable to the Budget by \$10.5 million (2.5%) primarily due to underruns of \$12.4 million (3.9%) in labor costs partially offset by overrun of \$1.9 million (1.9%) in non-labor costs.
- At the end of May, the total headcount was 3,949, which was 108 lower than the Budget of 4,057. Non-reimbursable positions were 99 lower and Reimbursable positions were 9 lower than the Budget.
- May YTD non-reimbursable operating surplus was unfavorable to the Budget by \$8.1 million (2.3%). Non-reimbursable revenues through May were unfavorable by \$12.3 million (13.3%) to the Budget due to lower farebox revenue of \$10.8 million (12.9%) and lower other operating income of \$1.5 million (17.8%). Unfavorable farebox revenue was due to lower ridership and lower average fare. Total non-reimbursable expenses were favorable by \$4.1 million (0.9%) primarily due to lower labor costs partially offset by higher non-labor costs and depreciation. Favorable labor expenses were mainly attributed to lower health & welfare/OPEB and other fringe benefit costs partially offset by higher payroll, overtime, and pension costs.

## Year-to-Date Non-Reimbursable Revenues & Expenses vs Budget

*(\$ in Millions)*

	MTA Bus		
	Bud	Actual	Variance
<b>Total Revenue</b>	<b>\$92.003</b>	<b>\$79.747</b>	<b>(\$12.256)</b>
Farebox Revenue	\$83.755	\$72.966	(\$10.789)
Other Revenue	\$8.248	\$6.781	(\$1.467)
<b>Total Expense</b>	<b>\$416.167</b>	<b>\$407.738</b>	<b>\$8.430</b>
Labor Expenses	\$314.809	\$304.485	\$10.324
Non-Labor Expenses	\$101.359	\$103.253	(\$1.894)
<b>Non-Cash Liabilities</b>	<b>\$30.425</b>	<b>\$34.715</b>	<b>(\$4.290)</b>
<b>Net Surplus/(Deficit) - Accrued</b>	<b>(\$354.589)</b>	<b>(\$362.705)</b>	<b>(\$8.116)</b>

## Revenues

- **Farebox Revenues** were \$10.8 million (12.9%) unfavorable to the Budget primarily due to lower ridership and lower average fare. May YTD paid ridership of 34.7 million was 3.1 million (8.3%) lower than the Budget.
- **Other Operating Income** was \$1.5 million (17.8%) unfavorable to the Budget mainly due to lower advertising revenue, recoveries from other insurance partially offset by higher student fare assistance revenue and miscellaneous income.

## Expenses

### Labor Expenses: \$10.3 million (3.3%) favorable

- **Payroll** was \$1.9 million (1.3%) unfavorable primarily due to contract settlement and retroactive wage payments partially offset by vacancies.
- **Overtime** was \$1.3 million (3.1%) unfavorable primarily due to severe weather conditions, programmatic maintenance activities and vacancy-related coverage requirements.
- **Health & Welfare/OPEB Current Payments** were \$10.6 million (16.4%) favorable primarily due to the timing of medical and hospitalization expenses and lower OPEB costs.
- **Pensions** were essentially in line with the Budget.
- **Other Fringe Benefits** were \$2.6 million (7.3%) favorable primarily due to timing of inter-agency billings and lower payroll related expenses partially offset by higher worker's compensation.

### Non-Labor Expenses: \$1.9 million (1.9%) unfavorable

- **Electric Power** was essentially in line with the Budget.
- **Fuel** was \$4.2 million (34.4%) unfavorable primarily due to higher fuel prices and CNG usage partially offset by lower diesel consumption.
- **Insurance** was \$1.2 million (26.4%) favorable primarily due to timing of expenses.
- **Claims** were \$7.8 million (31.2%) unfavorable primarily due to higher premiums.
- **Maintenance and Other Operating Contracts** were \$3.9 million (24.3%) favorable mainly due to the timing of maintenance expenses.
- **Professional Service Contracts** were \$6.3 million (30.5%) favorable primarily due to the timing of on-board bus technology service contracts.
- **Materials and Supplies** were \$1.4 million (7.7%) unfavorable primarily due to inflation, the timing of maintenance expenses, and inventory write-offs.
- **Other Business Expense** was \$0.2 million (6.5%) favorable primarily due to timing.

**Depreciation and Other:** Non-cash liabilities overran by \$4.3 million (14.1%) mainly due to the timing of higher depreciation expense.

### **Staffing Levels**

- The total headcount at the end of May was 3,949 which was 108 lower than the Budget.
- The largest number of vacancies were in maintenance (93 positions).

### **Overtime**

- Overtime was \$1.3 million (3.1%) unfavorable primarily due to programmatic maintenance and severe weather conditions.

### **Financial Metrics**

- The May year-to-date Farebox Operating Ratio was 19.2%, which was unfavorable to the Budget by 2.2% primarily due to lower farebox revenue and lower average fare.
- The May year-to-date Cost per Passenger was \$11.76, which was unfavorable to the Budget by \$0.75 mainly due to lower than anticipated ridership.
- The May year-to-date Revenue per Passenger was \$2.26, which was lower than the Budget by \$0.10 primarily due to lower farebox revenue and ridership.

**MTA BUS COMPANY**  
February Financial Plan - 2026 Adopted  
Accrual Statement of Operations By Category  
Month - May 2026  
(\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$17.285	\$15.298	\$(1.987)	(11.5)	\$0.000	\$0.000	-	-	\$17.285	\$15.298	\$(1.987)	(11.5)
Other Revenue	\$1.653	\$1.558	\$(0.095)	(5.7)	\$0.000	\$0.000	-	-	\$1.653	\$1.558	\$(0.095)	(5.7)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.653	\$0.167	\$(0.486)	(74.4)	\$0.653	\$0.167	\$(0.486)	(74.4)
<b>Total Revenue</b>	<b>\$18.938</b>	<b>\$16.856</b>	<b>\$(2.082)</b>	<b>(11.0)</b>	<b>\$0.653</b>	<b>\$0.167</b>	<b>\$(0.486)</b>	<b>(74.4)</b>	<b>\$19.591</b>	<b>\$17.023</b>	<b>\$(2.568)</b>	<b>(13.1)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$29.602	\$29.118	\$0.485	1.6	\$0.410	\$0.093	\$0.317	77.2	\$30.012	\$29.211	\$0.801	2.7
Overtime	\$8.003	\$8.497	\$(0.494)	(6.2)	\$0.000	\$0.000	\$0.000	-	\$8.003	\$8.497	\$(0.494)	(6.2)
<b>Total Salaries &amp; Wages</b>	<b>\$37.606</b>	<b>\$37.615</b>	<b>\$(0.009)</b>	<b>0.0</b>	<b>\$0.410</b>	<b>\$0.094</b>	<b>\$0.316</b>	<b>77.2</b>	<b>\$38.016</b>	<b>\$37.708</b>	<b>\$0.307</b>	<b>0.8</b>
Health and Welfare	\$10.016	\$8.034	\$1.982	19.8	\$0.138	\$0.000	\$0.138	100.0	\$10.154	\$8.034	\$2.120	20.9
OPEB Current Payment	\$2.947	\$1.991	\$0.956	32.5	\$0.000	\$0.000	-	-	\$2.947	\$1.991	\$0.956	32.5
Pensions	\$5.992	\$6.018	\$(0.027)	(0.4)	\$0.000	\$0.000	-	-	\$5.992	\$6.018	\$(0.027)	(0.4)
Other Fringe Benefits	\$7.214	\$7.228	\$(0.015)	(0.2)	\$0.000	\$0.001	\$(0.001)	-	\$7.214	\$7.229	\$(0.015)	(0.2)
<b>Total Fringe Benefits</b>	<b>\$26.168</b>	<b>\$23.271</b>	<b>\$2.897</b>	<b>11.1</b>	<b>\$0.138</b>	<b>\$0.001</b>	<b>\$0.137</b>	<b>99.6</b>	<b>\$26.306</b>	<b>\$23.271</b>	<b>\$3.034</b>	<b>11.5</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	\$(0.105)	\$(0.076)	\$(0.029)	(27.8)	\$0.105	\$0.073	\$0.032	30.4	\$0.000	\$(0.003)	\$0.003	-
<b>Labor</b>	<b>\$63.668</b>	<b>\$60.809</b>	<b>\$2.859</b>	<b>4.5</b>	<b>\$0.653</b>	<b>\$0.167</b>	<b>\$0.486</b>	<b>74.4</b>	<b>\$64.321</b>	<b>\$60.977</b>	<b>\$3.345</b>	<b>5.2</b>
<b>Non-Labor :</b>												
Electric Power	\$0.217	\$0.195	\$0.022	10.1	\$0.000	\$0.000	-	-	\$0.217	\$0.195	\$0.022	10.1
Fuel	\$2.322	\$4.253	\$(1.931)	(83.2)	\$0.000	\$0.000	-	-	\$2.322	\$4.253	\$(1.931)	(83.2)
Insurance	\$0.931	\$0.574	\$0.356	38.3	\$0.000	\$0.000	-	-	\$0.931	\$0.574	\$0.356	38.3
Claims	\$5.010	\$6.570	\$(1.560)	(31.1)	\$0.000	\$0.000	-	-	\$5.010	\$6.570	\$(1.560)	(31.1)
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$3.202	\$2.080	\$1.123	35.1	\$0.000	\$0.000	-	-	\$3.202	\$2.080	\$1.123	35.1
Professional Service Contracts	\$4.100	\$3.452	\$0.648	15.8	\$0.000	\$0.000	-	-	\$4.100	\$3.452	\$0.648	15.8
Materials & Supplies	\$3.723	\$4.166	\$(0.444)	(11.9)	\$0.000	\$0.000	-	-	\$3.723	\$4.166	\$(0.444)	(11.9)
Other Business Expenses	\$0.640	\$0.552	\$0.088	13.7	\$0.000	\$0.000	-	-	\$0.640	\$0.552	\$0.088	13.7
<b>Non-Labor</b>	<b>\$20.145</b>	<b>\$21.843</b>	<b>\$(1.698)</b>	<b>(8.4)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$20.145</b>	<b>\$21.843</b>	<b>\$(1.698)</b>	<b>(8.4)</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$83.813</b>	<b>\$82.652</b>	<b>\$1.160</b>	<b>1.4</b>	<b>\$0.653</b>	<b>\$0.167</b>	<b>\$0.486</b>	<b>74.4</b>	<b>\$84.466</b>	<b>\$82.820</b>	<b>\$1.646</b>	<b>1.9</b>
Depreciation	\$5.992	\$7.983	\$(1.991)	(33.2)	\$0.000	\$0.000	-	-	\$5.992	\$7.983	\$(1.991)	(33.2)
GASB 49 Environmental Remediation	\$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	-	-
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 87 Lease Adjustment	\$0.000	\$0.000	\$0.000	210.1	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	210.1
GASB 94 PPP and APA	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 96 SBITA Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 101 Compensated Absences	\$0.095	\$0.035	\$0.060	63.2	\$0.000	\$0.000	-	-	\$0.095	\$0.035	\$0.060	63.2
<b>Total Expenses</b>	<b>\$89.899</b>	<b>\$90.670</b>	<b>\$(0.771)</b>	<b>(0.9)</b>	<b>\$0.653</b>	<b>\$0.167</b>	<b>\$0.486</b>	<b>74.4</b>	<b>\$90.553</b>	<b>\$90.838</b>	<b>\$(0.285)</b>	<b>(0.3)</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>\$(70.962)</b>	<b>\$(73.815)</b>	<b>\$(2.853)</b>	<b>(4.0)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$(70.962)</b>	<b>\$(73.815)</b>	<b>\$(2.853)</b>	<b>(4.0)</b>

Note: Totals may not add due to rounding

Note: Results are based on the preliminary close of the general actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

**MTA BUS COMPANY**  
February Financial Plan - 2026 Adopted  
Accrual Statement of Operations By Category  
Year-To-Date - May 2026  
(\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$83.755	\$72.966	\$(10.789)	(12.9)	\$0.000	\$0.000	-	-	\$83.755	\$72.966	\$(10.789)	(12.9)
Other Revenue	\$8.248	\$6.781	\$(1.467)	(17.8)	\$0.000	\$0.000	-	-	\$8.248	\$6.781	\$(1.467)	(17.8)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$3.218	\$1.182	\$(2.036)	(63.3)	\$3.218	\$1.182	\$(2.036)	(63.3)
<b>Total Revenue</b>	<b>\$92.003</b>	<b>\$79.747</b>	<b>\$(12.256)</b>	<b>(13.3)</b>	<b>\$3.218</b>	<b>\$1.182</b>	<b>\$(2.036)</b>	<b>(63.3)</b>	<b>\$95.221</b>	<b>\$80.930</b>	<b>\$(14.292)</b>	<b>(15.0)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$144.525	\$146.387	\$(1.862)	(1.3)	\$2.004	\$0.650	\$1.354	67.6	\$146.529	\$147.037	\$(0.508)	(0.3)
Overtime	\$40.176	\$41.432	\$(1.257)	(3.1)	\$0.000	\$0.001	\$(0.001)	-	\$40.176	\$41.433	\$(1.257)	(3.1)
<b>Total Salaries &amp; Wages</b>	<b>\$184.701</b>	<b>\$187.819</b>	<b>\$(3.118)</b>	<b>(1.7)</b>	<b>\$2.004</b>	<b>\$0.651</b>	<b>\$1.353</b>	<b>67.5</b>	<b>\$186.705</b>	<b>\$188.470</b>	<b>\$(1.765)</b>	<b>(0.9)</b>
Health and Welfare	\$49.977	\$40.883	\$9.094	18.2	\$0.688	\$0.000	\$0.688	100.0	\$50.665	\$40.883	\$9.782	19.3
OPEB Current Payment	\$14.704	\$13.208	\$1.496	10.2	\$0.000	\$0.000	-	-	\$14.704	\$13.208	\$1.496	10.2
Pensions	\$29.957	\$30.092	\$(0.135)	(0.5)	\$0.000	\$0.000	-	-	\$29.957	\$30.092	\$(0.135)	(0.5)
Other Fringe Benefits	\$35.996	\$33.363	\$2.633	7.3	\$0.000	\$0.002	\$(0.002)	-	\$35.996	\$33.364	\$2.631	7.3
<b>Total Fringe Benefits</b>	<b>\$130.634</b>	<b>\$117.546</b>	<b>\$13.088</b>	<b>10.0</b>	<b>\$0.688</b>	<b>\$0.002</b>	<b>\$0.687</b>	<b>99.8</b>	<b>\$131.322</b>	<b>\$117.547</b>	<b>\$13.775</b>	<b>10.5</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	\$(0.526)	\$(0.880)	\$0.354	67.3	\$0.526	\$0.530	\$(0.004)	(0.7)	\$0.000	\$(0.350)	\$0.350	-
<b>Labor</b>	<b>\$314.809</b>	<b>\$304.485</b>	<b>\$10.324</b>	<b>3.3</b>	<b>\$3.218</b>	<b>\$1.182</b>	<b>\$2.036</b>	<b>63.3</b>	<b>\$318.027</b>	<b>\$305.668</b>	<b>\$12.360</b>	<b>3.9</b>
<b>Non-Labor :</b>												
Electric Power	\$1.056	\$1.049	\$0.007	0.6	\$0.000	\$0.000	-	-	\$1.056	\$1.049	\$0.007	0.6
Fuel	\$12.272	\$16.496	\$(4.224)	(34.4)	\$0.000	\$0.000	-	-	\$12.272	\$16.496	\$(4.224)	(34.4)
Insurance	\$4.653	\$3.426	\$1.226	26.4	\$0.000	\$0.000	-	-	\$4.653	\$3.426	\$1.226	26.4
Claims	\$25.048	\$32.873	\$(7.825)	(31.2)	\$0.000	\$0.000	-	-	\$25.048	\$32.873	\$(7.825)	(31.2)
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$16.010	\$12.126	\$3.884	24.3	\$0.000	\$0.000	-	-	\$16.010	\$12.126	\$3.884	24.3
Professional Service Contracts	\$20.505	\$14.241	\$6.264	30.5	\$0.000	\$0.000	-	-	\$20.505	\$14.241	\$6.264	30.5
Materials & Supplies	\$18.615	\$20.049	\$(1.434)	(7.7)	\$0.000	\$0.000	-	-	\$18.615	\$20.049	\$(1.434)	(7.7)
Other Business Expenses	\$3.200	\$2.993	\$0.207	6.5	\$0.000	\$0.000	-	-	\$3.200	\$2.993	\$0.207	6.5
<b>Non-Labor</b>	<b>\$101.359</b>	<b>\$103.253</b>	<b>\$(1.894)</b>	<b>(1.9)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$101.359</b>	<b>\$103.253</b>	<b>\$(1.894)</b>	<b>(1.9)</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$416.167</b>	<b>\$407.738</b>	<b>\$8.430</b>	<b>2.0</b>	<b>\$3.218</b>	<b>\$1.182</b>	<b>\$2.036</b>	<b>63.3</b>	<b>\$419.386</b>	<b>\$408.920</b>	<b>\$10.466</b>	<b>2.5</b>
Depreciation	\$29.951	\$34.541	\$(4.590)	(15.3)	\$0.000	\$0.000	-	-	\$29.951	\$34.541	\$(4.590)	(15.3)
GASB 49 Environmental Remediation	\$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	-	-
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 87 Lease Adjustment	\$0.000	\$(0.001)	\$0.001	232.7	\$0.000	\$0.000	-	-	\$0.000	\$(0.001)	\$0.001	232.7
GASB 94 PPP and APA	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 96 SBITA Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 101 Compensated Absences	\$0.473	\$0.174	\$0.299	63.2	\$0.000	\$0.000	-	-	\$0.473	\$0.174	\$0.299	63.2
<b>Total Expenses</b>	<b>\$446.592</b>	<b>\$442.452</b>	<b>\$4.140</b>	<b>0.9</b>	<b>\$3.218</b>	<b>\$1.182</b>	<b>\$2.036</b>	<b>63.3</b>	<b>\$449.810</b>	<b>\$443.635</b>	<b>\$6.176</b>	<b>1.4</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>\$(354.589)</b>	<b>\$(362.705)</b>	<b>\$(8.116)</b>	<b>(2.3)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$(354.589)</b>	<b>\$(362.705)</b>	<b>\$(8.116)</b>	<b>(2.3)</b>

Note: Totals may not add due to rounding

Note: Results are based on the preliminary close of the general actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

**MTA BUS COMPANY**  
**February Financial Plan - 2026 Adopted Budget**  
**EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS**  
**MAY 2026**  
(\$ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH			YEAR TO DATE		
		Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	Non Reimb.	\$ (1.987)	(11.5)	Primarily due to lower ridership and lower average fare	\$ (10.789)	(12.9)	Primarily due to lower ridership and lower average fare
Other Operating Income	Non Reimb.	(0.095)	(5.7)	Minor variance	(1.467)	(17.8)	Primarily due to lower advertising revenue and insurance recoveries partially offset by higher student fare assistance revenue and miscellaneous income.
Capital and Other Reimbursements	Reimb.	(0.486)	(74.4)	Primarily due to the timing of reimbursable projects	(2.036)	(63.3)	Primarily due to the timing of reimbursable projects
Payroll	Non Reimb.	0.485	1.6	Primarily due to vacancies	(1.862)	(1.3)	Primarily due to contract settlement and retroactive wage payments partially offset by vacancies
Overtime	Non Reimb.	(0.494)	(6.2)	Primarily due to programmatic maintenance and vacancy coverage	(1.257)	(3.1)	Primarily due to severe weather conditions, programmatic maintenance and vacancy-related coverage requirements
Health and Welfare (including OPEB current payment)	Non Reimb.	2.938	22.7	Primarily due to the timing of medical and hospitalization expenses and lower OPEB costs.	10.590	16.4	Primarily due to the timing of medical and hospitalization expenses and lower OPEB costs.
Pension	Non Reimb.	(0.027)	(0.4)	Minor variance	(0.135)	(0.5)	Minor variance
Other Fringe Benefits	Non Reimb.	(0.015)	(0.2)	Minor variance	2.633	7.3	Primarily due to timing of inter-agency billings and lower payroll related expenses partially offset by higher worker's compensation
Reimbursable Overhead	Non Reimb.	(0.029)	(27.8)	Mainly higher inter-agency fringe benefit overhead	0.354	67.3	Mainly higher inter-agency fringe benefit overhead
Electric Power	Non Reimb.	0.022	10.1	Minor variance	0.007	0.6	Minor variance
Fuel	Non Reimb.	(1.931)	(83.2)	Primarily due to higher fuel prices partially offset by lower diesel consumption.	(4.224)	(34.4)	Primarily due to higher fuel prices and CNG usage partially offset by lower diesel consumption
Insurance	Non Reimb.	0.356	38.3	Mainly due to timing of expenses	1.226	26.4	Mainly due to timing of expenses
Claims	Non Reimb.	(1.560)	(31.1)	Mainly due to higher premiums	(7.825)	(31.2)	Mainly due to higher premiums
Maintenance and Other Operating Contracts	Non Reimb.	1.123	35.1	Mainly due to the timing of maintenance expenses	3.884	24.3	Mainly due to the timing of maintenance expenses
Professional Service Contracts	Non Reimb.	0.648	15.8	Primarily due to the timing of on-board bus technology service contracts	6.264	30.5	Primarily due to the timing of on-board bus technology service contracts
Materials & Supplies	Non Reimb.	(0.444)	(11.9)	Primarily due to inflation and the timing of maintenance expenses.	(1.434)	(7.7)	Primarily due to inflation, the timing of maintenance expenses, and inventory write-offs
Other Business Expense	Non Reimb.	0.088	13.7	Minor variance	0.207	6.5	Mainly due to the timing
Payroll	Reimb.	0.317	77.2	Timing of charges	1.354	67.6	Timing of charges
Overtime	Reimb.	-	-	Minor variance	(0.001)	-	Minor variance
Reimbursable Overhead	Reimb.	0.032	30.4	Minor variance	(0.004)	(0.7)	Minor variance

**MTA BUS COMPANY**  
**February Financial Plan - 2026 Adopted**  
**Cash Receipts and Expenditures**  
 May FY26  
 (\$ in Millions)

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	Month			Year-To-Date		
	Adopted	Actual	Favorable (Unfavorable) Variance	Adopted	Actual	Favorable (Unfavorable) Variance
<b>Receipts</b>						
Farebox Revenue	\$17,285	\$15,402	\$(1,882)	\$83,755	\$69,229	\$(14,526)
Other Revenue	\$1,653	\$1,137	\$(0,516)	\$8,248	\$9,248	\$1,000
Capital and Other Reimbursements	\$0,653	\$0,000	\$(0,653)	\$3,218	\$1,756	\$(1,462)
<b>Total Revenue</b>	<b>\$19,591</b>	<b>\$16,539</b>	<b>\$(3,052)</b>	<b>\$95,221</b>	<b>\$80,234</b>	<b>\$(14,988)</b>
<b>Expenditures</b>						
<b>Labor :</b>						
Payroll	\$28,047	\$29,706	\$(1,659)	\$154,256	\$163,062	\$(8,806)
Overtime	\$7,497	\$8,497	\$(1,000)	\$41,233	\$41,433	\$(200)
<b>Total Salaries &amp; Wages</b>	<b>\$35,544</b>	<b>\$38,203</b>	<b>\$(2,659)</b>	<b>\$195,489</b>	<b>\$204,495</b>	<b>\$(9,006)</b>
Health and Welfare	\$10,154	\$20,342	\$(10,189)	\$50,666	\$65,540	\$(14,875)
OP&B Current Payment	\$2,947	\$1,991	\$0,956	\$14,704	\$13,208	\$1,496
Pensions	\$5,933	\$6,018	\$(0,086)	\$29,603	\$30,092	\$(0,489)
Other Fringe Benefits	\$5,961	\$8,193	\$(2,232)	\$29,745	\$36,683	\$(6,938)
<b>Total Fringe Benefits</b>	<b>\$24,994</b>	<b>\$36,544</b>	<b>\$(11,550)</b>	<b>\$124,717</b>	<b>\$145,523</b>	<b>\$(20,806)</b>
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
<b>Labor</b>	<b>\$60,538</b>	<b>\$74,747</b>	<b>\$(14,209)</b>	<b>\$320,206</b>	<b>\$350,018</b>	<b>\$(29,812)</b>
<b>Non-Labor :</b>						
Electric Power	\$0,217	\$0,195	\$0,022	\$1,056	\$1,067	\$(0,011)
Fuel	\$2,322	\$3,620	\$(1,298)	\$12,272	\$16,907	\$(4,635)
Insurance	\$0,931	\$0,017	\$0,914	\$4,653	\$0,584	\$4,069
Claims	\$4,409	\$3,565	\$0,844	\$22,046	\$10,053	\$11,993
Paratransit Service Contracts	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Maintenance and Other Operating Contracts	\$3,119	\$4,582	\$(1,463)	\$15,563	\$13,570	\$1,993
Professional Service Contracts	\$3,986	\$2,976	\$1,011	\$19,892	\$28,360	\$(8,468)
Materials & Supplies	\$4,430	\$4,430	\$(0,745)	\$18,387	\$20,345	\$(1,958)
Other Business Expenses	\$0,640	\$0,597	\$0,043	\$3,200	\$2,786	\$0,413
<b>Non-Labor</b>	<b>\$19,309</b>	<b>\$19,981</b>	<b>\$(0,672)</b>	<b>\$97,068</b>	<b>\$93,673</b>	<b>\$3,395</b>
<b>Other Expense Adjustments:</b>						
Other	\$0,000	\$0,000	-	\$0,000	\$0,000	-
<b>Other Expense Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>
<b>Total Expenditures before Depreciation and OPEB</b>	<b>\$79,847</b>	<b>\$94,729</b>	<b>\$(14,881)</b>	<b>\$417,275</b>	<b>\$443,691</b>	<b>\$(26,417)</b>
Depreciation	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
GASB 49 Environmental Remediation	\$0,000	\$0,000	-	\$0,000	\$0,000	-
GASB 68 Pension Adjustment	\$0,000	\$0,000	-	\$0,000	\$0,000	-
GASB 75 OPEB Expense Adjustment	\$0,000	\$0,000	-	\$0,000	\$0,000	-
GASB 87 Lease Adjustment	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
GASB 94 PPP and APA	\$0,000	\$0,000	-	\$0,000	\$0,000	-
GASB 96 SBITA Adjustment	\$0,000	\$0,000	-	\$0,000	\$0,000	-
GASB 101 Compensated Absences	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
<b>Total Expenditures</b>	<b>\$79,847</b>	<b>\$94,729</b>	<b>\$(14,881)</b>	<b>\$417,275</b>	<b>\$443,691</b>	<b>\$(26,417)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$(60,256)</b>	<b>\$(78,189)</b>	<b>\$(17,933)</b>	<b>\$(322,053)</b>	<b>\$(363,458)</b>	<b>\$(41,404)</b>

Note: Totals may not add due to rounding

**MTA BUS COMPANY**  
**February Financial Plan - 2026 Adopted Budget**  
**EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS**  
**MAY 2026**  
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	\$ (1.882)	(10.9)	Primarily due to lower ridership and lower average fare	\$ (14.526)	(17.3)	Primarily due to lower ridership and lower average fare
Other Operating Revenue	(0.516)	(31.2)	Primarily due to lower advertising revenue, lower insurance recoveries and the timing of senior citizen fare assistance.	1.000	12.1	Primarily due to the timing of student fare reimbursement partially offset by lower advertising, insurance recoveries and timing of senior citizen fare assistance
Capital and Other Reimbursements	(0.653)	(100.0)	Mainly due to timing of reimbursements	(1.462)	(45.4)	Mainly due to timing of reimbursements
Payroll	(1.659)	(5.9)	Primarily due to retroactive wage and timing of interagency billing partially offset by vacancies	(8.806)	(5.7)	Primarily due to retroactive wage and timing of interagency billing partially offset by vacancies
Overtime	(1.000)	(13.3)	Primarily due to programmatic maintenance	(0.200)	(0.5)	Primarily due to programmatic maintenance and severe weather conditions
Health and Welfare (including OPEB current payment)	(9.233)	(70.5)	Primarily due to the timing of medical and hospitalization payment and OPEB	(13.379)	(20.5)	Primarily due to prior year medical and hospitalization payment
Pension	(0.086)	(1.4)	Minimum variance	(0.489)	(1.7)	Mainly due to higher expenses
Other Fringe Benefits	(2.232)	(37.4)	Mainly due to timing of inter-agency payments	(6.938)	(23.3)	Mainly due to higher worker's comp and payroll related expenses partially offset by vacancies
Electric Power	0.022	10.1	Minimum variance	(0.011)	(1.1)	Minimum variance
Fuel	(1.298)	(55.9)	Primarily due to higher fuel prices partially offset by lower diesel consumption.	(4.635)	(37.8)	Primarily due to higher fuel prices partially offset by lower diesel consumption.
Insurance	0.914	98.2	Mainly due to the timing of expenses	4.069	87.4	Mainly due to the timing of expenses
Claims	0.844	19.1	Mainly due to the timing of expenses	11.993	54.4	Mainly due to the timing of expenses
Maintenance and Other Operating Contracts	(1.463)	(46.9)	Mainly due to the timing of expenses	1.993	12.8	Mainly due to the timing of expenses
Professional Service Contracts	1.011	25.3	Primarily due to the timing of interagency billing partially offset by on-board bus technology service contracts	(8.468)	(42.6)	Primarily due to the timing of on-board bus technology service contracts
Materials & Supplies	(0.745)	(20.2)	Primarily due to higher materials and hardware expenses.	(1.958)	(10.6)	Primarily due to higher materials and hardware expenses.
Other Business Expenditure	0.043	6.7	Mainly due to the timing of expenses	0.413	12.9	Mainly due to the timing of expenses

**MTA BUS COMPANY**  
**February Financial Plan - 2026 Adopted**  
**Cash Conversion (Cash Flow Adjustments)**  
**May FY26**  
(\$ in Millions)

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Revenue</b>								
Farebox Revenue	\$0.000	\$0.105	\$0.105	-	\$0.000	\$(3.737)	\$(3.737)	-
Other Revenue	\$0.000	\$(0.421)	\$(0.421)	-	\$0.000	\$2.467	\$2.467	-
Capital and Other Reimbursements	\$0.000	\$(0.167)	\$(0.167)	-	\$0.000	\$0.574	\$0.574	-
<b>Total Revenue</b>	<b>\$0.000</b>	<b>\$(0.484)</b>	<b>\$(0.484)</b>	<b>-</b>	<b>\$0.000</b>	<b>\$(0.696)</b>	<b>\$(0.696)</b>	<b>-</b>
<b>Expenses</b>								
<b>Labor :</b>								
Payroll	\$1.966	\$(0.495)	\$(2.460)	(125.2)	\$(7.727)	\$(16.025)	\$(8.298)	(107.4)
Overtime	\$0.506	\$0.000	\$(0.506)	(100.0)	\$(1.058)	\$0.000	\$1.058	100.0
<b>Total Salaries &amp; Wages</b>	<b>\$2.472</b>	<b>\$(0.495)</b>	<b>\$(2.967)</b>	<b>(120.0)</b>	<b>\$(8.784)</b>	<b>\$(16.025)</b>	<b>\$(7.241)</b>	<b>(82.4)</b>
Health and Welfare	\$0.000	\$(12.309)	\$(12.309)	-	\$0.000	\$(24.657)	\$(24.657)	-
OPEB Current Payment	\$0.000	\$0.000	\$0.000	(100.0)	\$0.000	\$0.000	\$0.000	(100.0)
Pensions	\$0.059	\$0.000	\$(0.059)	(100.0)	\$0.354	\$0.000	\$(0.354)	(100.0)
Other Fringe Benefits	\$1.253	\$(0.964)	\$(2.217)	(176.9)	\$6.251	\$(3.319)	\$(9.569)	(153.1)
<b>Total Fringe Benefits</b>	<b>\$1.312</b>	<b>\$(13.273)</b>	<b>\$(14.584)</b>	<b>-</b>	<b>\$6.605</b>	<b>\$(27.976)</b>	<b>\$(34.580)</b>	<b>(523.6)</b>
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$(0.003)	\$(0.003)	-	\$0.000	\$(0.350)	\$(0.350)	-
<b>Labor</b>	<b>\$3.783</b>	<b>\$(13.770)</b>	<b>\$(17.554)</b>	<b>(464.0)</b>	<b>\$(2.179)</b>	<b>\$(44.351)</b>	<b>\$(42.171)</b>	<b>-</b>
<b>Non-Labor :</b>								
Electric Power	\$0.000	\$0.000	\$0.000	-	\$0.000	\$(0.018)	\$(0.018)	-
Fuel	\$0.000	\$0.633	\$0.633	-	\$0.000	\$(0.411)	\$(0.411)	-
Insurance	\$0.000	\$0.558	\$0.558	-	\$0.000	\$2.842	\$2.842	-
Claims	\$0.600	\$3.005	\$2.404	400.4	\$3.002	\$22.820	\$19.818	660.1
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.083	\$(2.502)	\$(2.585)	-	\$0.448	\$(1.444)	\$(1.892)	(422.6)
Professional Service Contracts	\$0.114	\$0.476	\$0.362	318.1	\$0.613	\$(14.119)	\$(14.732)	-
Materials & Supplies	\$0.038	\$(0.264)	\$(0.302)	(794.3)	\$0.228	\$(0.296)	\$(0.524)	(229.9)
Other Business Expenses	\$0.000	\$(0.045)	\$(0.045)	-	\$0.000	\$0.206	\$0.206	-
<b>Non-Labor</b>	<b>\$0.836</b>	<b>\$1.862</b>	<b>\$1.026</b>	<b>122.8</b>	<b>\$4.291</b>	<b>\$9.580</b>	<b>\$5.289</b>	<b>123.3</b>
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$4.619</b>	<b>\$(11.909)</b>	<b>\$(16.528)</b>	<b>(357.8)</b>	<b>\$2.111</b>	<b>\$(34.771)</b>	<b>\$(36.882)</b>	<b>-</b>
Depreciation	\$5.992	\$7.983	\$1.991	33.2	\$29.951	\$34.541	\$4.590	15.3
GASB 49 Environmental Remediation	\$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	-
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 87 Lease Adjustment	\$0.000	\$0.000	\$0.000	(210.1)	\$0.000	\$(0.001)	\$(0.001)	(232.7)
GASB 94 PPP and APA	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 96 SBITA Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 101 Compensated Absences	\$0.095	\$0.035	\$(0.060)	(63.2)	\$0.473	\$0.174	\$(0.299)	(63.2)
<b>Total Expenditures</b>	<b>\$10.706</b>	<b>\$(3.891)</b>	<b>\$(14.596)</b>	<b>(136.3)</b>	<b>\$32.536</b>	<b>\$(0.056)</b>	<b>\$(32.592)</b>	<b>(100.2)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$10.706</b>	<b>\$(4.375)</b>	<b>\$(15.080)</b>	<b>(140.9)</b>	<b>\$32.536</b>	<b>\$(0.752)</b>	<b>\$(33.288)</b>	<b>(102.3)</b>

Note: Totals may not add due to rounding

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

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2026**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
**MAY 2026**

<u>FUNCTION/DEPARTMENT</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
<b>Administration</b>			
Office of EVP	5	3	2
Human Resources	13	-	13
Office of Management and Budget	17	7	10
Material	15	4	11
Controller	19	12	7
Office of the President	8	3	5
System Safety Administration	-	-	-
Law	20	7	13
Strategic Office	27	26	1
Non-Departmental	-	-	-
<b>Total Administration</b>	<b>124</b>	<b>62</b>	<b>62</b>
<b>Operations</b>			
Buses	2,466	2,570	(104)
Office of the Executive VP	3	2	1
Safety & Training	70	47	23
Road Operations	134	120	14
Transportation Support	33	37	(4)
Operations Planning	33	24	9
Revenue Control	6	5	1
<b>Total Operations</b>	<b>2,745</b>	<b>2,805</b>	<b>(60)</b>
<b>Maintenance</b>			
Buses	731	686	45
Maintenance Support/CMF	227	212	15
Facilities	87	64	23
Supply Logistics	104	94	10
<b>Total Maintenance</b>	<b>1,149</b>	<b>1,056</b>	<b>93</b>
Capital Program Management	26	20	6
<b>Total Engineering/Capital</b>	<b>26</b>	<b>20</b>	<b>6</b>
Security	13	6	7
<b>Total Public Safety</b>	<b>13</b>	<b>6</b>	<b>7</b>
<b>Total Positions</b>	<b>4,057</b>	<b>3,949</b>	<b>108</b>
Non-Reimbursable	4,019	3,920	99
Reimbursable	38	29	9
<b>Total Full-Time</b>	<b>4,039</b>	<b>3,949</b>	<b>90</b>
Total Full-Time Equivalents	18	-	18

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2026**  
**TOTAL POSITIONS BY FUNCTION AND OCCUPATION**  
**TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
**MAY 2026**

<u>Function/Occupation</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
<b>Administration</b>			
Managers/Supervisors	54	22	32
Professional, Technical, Clerical	70	40	30
Operational Hourlies	0	0	-
<b>Total Administration</b>	<b>124</b>	<b>62</b>	<b>62</b>
<b>Operations</b>			
Managers/Supervisors	321	310	11
Professional, Technical, Clerical	45	38	7
Operational Hourlies	2,379	2,457	(78)
<b>Total Operations</b>	<b>2,745</b>	<b>2,805</b>	<b>(60)</b>
<b>Maintenance</b>			
Managers/Supervisors	251	230	21
Professional, Technical, Clerical	36	30	6
Operational Hourlies	862	796	66
<b>Total Maintenance</b>	<b>1,149</b>	<b>1,056</b>	<b>93</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	15	11	4
Professional, Technical, Clerical	11	9	2
Operational Hourlies	-	-	-
<b>Total Engineering/Capital</b>	<b>26</b>	<b>20</b>	<b>6</b>
<b>Public Safety</b>			
Managers/Supervisors	8	2	6
Professional, Technical, Clerical	5	4	1
Operational Hourlies	-	-	-
<b>Total Public Safety</b>	<b>13</b>	<b>6</b>	<b>7</b>
<b>Total Baseline Positions</b>			
Managers/Supervisors	649	575	74
Professional, Technical, Clerical	167	121	46
Operational Hourlies	3,241	3,253	(12)
<b>Total Baseline Positions</b>	<b>4,057</b>	<b>3,949</b>	<b>108</b>

# **Farebox Revenue Report Highlights**

## **Month of May**

MTABC May 2026 farebox revenue of \$15.3 million was \$2.0 million (11.5%) below the Budget primarily due to lower ridership and lower average fare.

## **Year-to-Date**

MTABC Year-to-Date farebox revenue was \$73.0 million which was \$10.8 million (12.9%) below the Budget due to lower ridership and lower average fare.

**MTA BUS COMPANY**  
**February Financial Plan - 2026 Adopted**  
**Ridership (Utilization) Actual to Budget**  
**May FY26**  
 (# in Millions)

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Ridership</b>								
Ridership - Bus	7.858	7.407	(0.451)	(5.7)	37.805	34.668	(3.137)	(8.3)
<b>Total Ridership</b>	<b>7.858</b>	<b>7.407</b>	<b>(0.451)</b>	<b>(5.7)</b>	<b>37.805</b>	<b>34.668</b>	<b>(3.137)</b>	<b>(8.3)</b>
<b>FareBox Revenue</b>								
Farebox Revenue	\$17.285	\$15.298	\$(1.987)	(11.5)	\$83.755	\$72.966	\$(10.789)	(12.9)
<b>Total Farebox Revenue</b>	<b>\$17.285</b>	<b>\$15.298</b>	<b>\$(1.987)</b>	<b>(11.5)</b>	<b>\$83.755</b>	<b>\$72.966</b>	<b>\$(10.789)</b>	<b>(12.9)</b>

Note: Totals may not add due to rounding



**Financial and Ridership Reports – May 2026**

# Financial Report Highlights

## Year-to-Date Budget Performance Summary

- Total revenues of \$4.105 million were \$1.697 million (29.3%) lower than the Adopted Budget. This unfavorable variance was primarily attributed to the timing of \$1.580 million of capital and other reimbursement.
- Total paid ridership was 0.984 million, 1.2% lower than the Budget.
- Total expenses of \$50.351 million including non-cash liabilities were \$2.110 million (4.4%) higher than the Budget. The primary driver of this unfavorable variance was primarily due to higher depreciation expense of \$5.936 million partially offset by lower non-labor expenses of \$4.018 million.
- At the end of May, the total headcount was 408, which was 27 positions lower than the Budget of 435. Non-reimbursable positions were 396, which was 15 positions higher than the Budget of 381, and reimbursable were under by 42 positions.
- May YTD non-reimbursable operating results were favorable to the Budget by \$2.389 million or 6.3%. Non-reimbursable revenues for May were \$0.117 million (4.5%) unfavorable to the Budget primarily due to lower farebox revenue of \$0.114 million (6.9%). Unfavorable farebox revenue was due to lower ridership. Total non-reimbursable expenses including non-cash liabilities were unfavorable by \$3.807 million (9.0%).

## Year-to-Date Non-Reimbursable Revenues & Expenses vs Budget

*(\$ in Millions)*

	SIR		
	Bud	Actual	Variance
<b>Total Revenue</b>	<b>\$2.617</b>	<b>\$2.500</b>	<b>(\$0.117)</b>
Farebox Revenue	\$1.645	\$1.532	(\$0.113)
Other Revenue	\$0.972	\$0.968	(\$0.004)
<b>Total Expense</b>	<b>\$37.764</b>	<b>\$35.375</b>	<b>(\$2.389)</b>
Labor Expenses	\$26.470	\$28.112	\$1.642
Non-Labor Expenses	\$11.294	\$7.263	(\$4.031)
<b>Non-Cash Liabilities</b>	<b>\$7.292</b>	<b>\$13.370</b>	<b>\$6.078</b>
<b>Net Surplus/(Deficit) - Accrued</b>	<b>(\$42.439)</b>	<b>(\$46.245)</b>	<b>(\$3.806)</b>

## Revenues

- **Farebox Revenue** variance was \$0.114 million (6.9%) unfavorable compared to the Budget due to lower ridership. Total paid ridership was 0.984 million, which was 1.2% lower than the Budget.
- **Other Operating Revenue** was unfavorable by \$0.004 million (0.4%) due to lower student fare reimbursement.

## Expenses

### Labor Expenses: \$1.642 million (6.2%) unfavorable

- **Payroll** was \$0.352 million (2.5%) unfavorable due to excess positions.
- **Overtime** was \$0.229 million (12.8%) unfavorable due to severe weather-related conditions.
- **Other Fringe Benefits** were \$1.060 million (over 100.0%) unfavorable due to timing of fringe benefit overhead.
- **Pension** were \$0.053 million (1.4%) unfavorable due to timing.
- **Health & Welfare incl. OPEB Current Payments** were \$0.0051 million (0.9%) favorable due to timing of H&W payments.

### Non-Labor Expenses: \$4.031 million (35.7%) favorable

- **Maintenance and Other Operating Contracts** were \$3.402 million (79.7%) favorable due to timing of non-rev facility roof replacement and Laser train lease.
- **Professional Services Contracts** were \$1.148 million (64.6%) favorable due to the timing of expenses for Cyber Security project.
- **Claims** were \$0.195 million (52.8%) favorable due to timing of expenses.
- **Electric Power** was \$0.642 million (22.3%) unfavorable due to price and higher than anticipated consumption.
- **Materials and Supplies** were \$0.063 million (9.0%) unfavorable due to timing of maintenance work.

**Depreciation and Other:** \$6.078 million (83.4%) which is unfavorable due to higher than anticipated depreciation expense.

## **Staffing Levels**

- Total headcount at the end of May was 408, which was 27 lower than the Budget.
- The largest number of vacancies were in Operations (24 positions).
- 88.9% of the vacancies were in the operational hourly category.

## **Overtime**

- Total overtime was \$0.190 million (8.7%) unfavorable. Non-reimbursable was \$0.229 million (12.8%) unfavorable and reimbursable was \$0.039 million (9.9%) favorable.
- Unfavorable non-reimbursable overtime was due to severe weather-related conditions.

## **Financial Metrics**

- The year-to-date May Farebox Operating Ratio was 5.9%, which is lower than the Budget by 0.1 percentage point mainly due to lower ridership.
- The year-to-date May Cost per Passenger was \$35.95, which is higher than the Budget by \$1.93 per passenger due to lower than anticipated ridership and average fares.
- The year-to-date May Revenue per Passenger was \$2.11, which is lower than the Budget by \$0.15 per passenger due to lower Farebox Revenue.

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2026 Adopted**  
**Accrual Statement of Operations By Category**  
**Month - May 2026**  
(\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$0.346	\$0.330	\$(0.016)	(4.7)	\$0.000	\$0.000	-	-	\$0.346	\$0.330	\$(0.016)	(4.7)
Other Revenue	\$0.194	\$0.255	\$0.060	31.0	\$0.000	\$0.000	-	-	\$0.194	\$0.255	\$0.060	31.0
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.637	\$0.383	\$(0.254)	(39.8)	\$0.637	\$0.383	\$(0.254)	(39.8)
<b>Total Revenue</b>	<b>\$0.541</b>	<b>\$0.585</b>	<b>\$0.044</b>	<b>8.1</b>	<b>\$0.637</b>	<b>\$0.383</b>	<b>\$(0.254)</b>	<b>(39.8)</b>	<b>\$1.177</b>	<b>\$0.968</b>	<b>\$(0.210)</b>	<b>(17.8)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$2.967	\$2.784	\$0.183	6.2	\$0.354	\$0.112	\$0.242	68.3	\$3.321	\$2.896	\$0.425	12.8
Overtime	\$0.290	\$0.154	\$0.136	46.9	\$0.080	\$0.102	\$(0.022)	(27.7)	\$0.370	\$0.256	\$0.114	30.8
<b>Total Salaries &amp; Wages</b>	<b>\$3.256</b>	<b>\$2.937</b>	<b>\$0.319</b>	<b>9.8</b>	<b>\$0.434</b>	<b>\$0.214</b>	<b>\$0.219</b>	<b>50.6</b>	<b>\$3.690</b>	<b>\$3.152</b>	<b>\$0.538</b>	<b>14.6</b>
Health and Welfare	\$0.895	\$0.905	\$(0.010)	(1.1)	\$0.000	\$0.000	-	-	\$0.895	\$0.905	\$(0.010)	(1.1)
OPEB Current Payment	\$0.275	\$0.109	\$0.166	60.2	\$0.000	\$0.000	-	-	\$0.275	\$0.109	\$0.166	60.2
Pensions	\$0.773	\$0.783	\$(0.011)	(1.4)	\$0.000	\$0.000	-	-	\$0.773	\$0.783	\$(0.011)	(1.4)
Other Fringe Benefits	\$0.170	\$0.233	\$(0.064)	(37.7)	\$0.203	\$0.166	\$0.037	18.2	\$0.372	\$0.399	\$(0.027)	(7.2)
<b>Total Fringe Benefits</b>	<b>\$2.112</b>	<b>\$2.031</b>	<b>\$0.081</b>	<b>3.8</b>	<b>\$0.203</b>	<b>\$0.166</b>	<b>\$0.037</b>	<b>18.2</b>	<b>\$2.315</b>	<b>\$2.196</b>	<b>\$0.118</b>	<b>5.1</b>
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	-	\$0.000	\$0.000	\$0.000	-
<b>Labor</b>	<b>\$5.368</b>	<b>\$4.968</b>	<b>\$0.400</b>	<b>7.5</b>	<b>\$0.637</b>	<b>\$0.380</b>	<b>\$0.256</b>	<b>40.3</b>	<b>\$6.005</b>	<b>\$5.348</b>	<b>\$0.656</b>	<b>10.9</b>
<b>Non-Labor :</b>												
Electric Power	\$0.577	\$0.062	\$0.515	89.3	\$0.000	\$0.000	-	-	\$0.577	\$0.062	\$0.515	89.3
Fuel	\$0.035	\$0.017	\$0.018	50.6	\$0.000	\$0.000	-	-	\$0.035	\$0.017	\$0.018	50.6
Insurance	\$0.893	\$0.042	\$0.851	95.3	\$0.000	\$0.000	-	-	\$0.893	\$0.042	\$0.851	95.3
Claims	\$0.074	\$0.035	\$0.039	52.8	\$0.000	\$0.000	-	-	\$0.074	\$0.035	\$0.039	52.8
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$1.124	\$0.354	\$0.770	68.5	\$0.000	\$0.000	-	-	\$1.124	\$0.354	\$0.770	68.5
Professional Service Contracts	\$0.355	\$0.203	\$0.152	42.9	\$0.000	\$0.003	\$(0.003)	-	\$0.355	\$0.206	\$0.150	42.1
Materials & Supplies	\$0.141	\$0.052	\$0.089	62.9	\$0.000	\$0.000	-	-	\$0.141	\$0.052	\$0.089	62.9
Other Business Expenses	\$0.036	\$0.036	\$0.000	0.4	\$0.000	\$0.000	-	-	\$0.036	\$0.036	\$0.000	0.4
<b>Non-Labor</b>	<b>\$3.235</b>	<b>\$0.801</b>	<b>\$2.434</b>	<b>75.2</b>	<b>\$0.000</b>	<b>\$0.003</b>	<b>\$(0.003)</b>	<b>-</b>	<b>\$3.235</b>	<b>\$0.804</b>	<b>\$2.431</b>	<b>75.2</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$8.603</b>	<b>\$5.769</b>	<b>\$2.834</b>	<b>32.9</b>	<b>\$0.637</b>	<b>\$0.383</b>	<b>\$0.254</b>	<b>39.8</b>	<b>\$9.239</b>	<b>\$6.152</b>	<b>\$3.087</b>	<b>33.4</b>
Depreciation	\$1.458	\$2.712	\$(1.253)	(86.0)	\$0.000	\$0.000	-	-	\$1.458	\$2.712	\$(1.253)	(86.0)
GASB 68 Pension Adjustment	\$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	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
GASB 87 Lease Adjustment	\$0.000	\$(0.002)	\$0.002	-	\$0.000	\$0.000	-	-	\$0.000	\$(0.002)	\$0.002	-
GASB 94 PPP/SCA	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 96 SBITA Adjustment	\$0.000	\$(0.024)	\$0.024	-	\$0.000	\$0.000	-	-	\$0.000	\$(0.024)	\$0.024	-
GASB 101 Compensated Absences	\$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	-	-
<b>Total Expenses</b>	<b>\$10.061</b>	<b>\$8.455</b>	<b>\$1.606</b>	<b>16.0</b>	<b>\$0.637</b>	<b>\$0.383</b>	<b>\$0.254</b>	<b>39.8</b>	<b>\$10.698</b>	<b>\$8.838</b>	<b>\$1.860</b>	<b>17.4</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>\$(9.520)</b>	<b>\$(7.870)</b>	<b>\$1.650</b>	<b>17.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$(9.520)</b>	<b>\$(7.870)</b>	<b>\$1.650</b>	<b>17.3</b>

Note: Totals may not add due to rounding

Note: Results are based on the preliminary close of the general actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2026 Adopted**  
**Accrual Statement of Operations By Category**  
**Year-To-Date - May 2026**  
(\$ in Millions)

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YTD 1900

	Nonreimbursable				Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$1.645	\$1.532	\$(0.114)	(6.9)	\$0.000	\$0.000	-	-	\$1.645	\$1.532	\$(0.114)	(6.9)
Other Revenue	\$0.972	\$0.968	\$(0.004)	(0.4)	\$0.000	\$0.000	-	-	\$0.972	\$0.968	\$(0.004)	(0.4)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$3.185	\$1.605	\$(1.580)	(49.6)	\$3.185	\$1.605	\$(1.580)	(49.6)
<b>Total Revenue</b>	<b>\$2.617</b>	<b>\$2.500</b>	<b>\$(0.117)</b>	<b>(4.5)</b>	<b>\$3.185</b>	<b>\$1.605</b>	<b>\$(1.580)</b>	<b>(49.6)</b>	<b>\$5.802</b>	<b>\$4.105</b>	<b>\$(1.697)</b>	<b>(29.3)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$14.125	\$14.477	\$(0.352)	(2.5)	\$1.779	\$0.561	\$1.218	68.5	\$15.904	\$15.038	\$0.866	5.4
Overtime	\$1.783	\$2.012	\$(0.229)	(12.8)	\$0.393	\$0.354	\$0.039	9.9	\$2.176	\$2.365	\$(0.190)	(8.7)
<b>Total Salaries &amp; Wages</b>	<b>\$15.908</b>	<b>\$16.489</b>	<b>\$(0.580)</b>	<b>(3.6)</b>	<b>\$2.171</b>	<b>\$0.915</b>	<b>\$1.256</b>	<b>57.9</b>	<b>\$18.079</b>	<b>\$17.404</b>	<b>\$0.676</b>	<b>3.7</b>
Health and Welfare	\$4.474	\$4.351	\$0.123	2.7	\$0.000	\$0.000	-	-	\$4.474	\$4.351	\$0.123	2.7
OPEB Current Payment	\$1.375	\$1.447	\$(0.072)	(5.2)	\$0.000	\$0.000	-	-	\$1.375	\$1.447	\$(0.072)	(5.2)
Pensions	\$3.863	\$3.915	\$(0.053)	(1.4)	\$0.000	\$0.000	-	-	\$3.863	\$3.915	\$(0.053)	(1.4)
Other Fringe Benefits	\$0.850	\$1.910	\$(1.060)	(124.7)	\$1.014	\$0.678	\$0.336	33.2	\$1.864	\$2.588	\$(0.723)	(38.8)
<b>Total Fringe Benefits</b>	<b>\$10.562</b>	<b>\$11.623</b>	<b>\$(1.062)</b>	<b>(10.1)</b>	<b>\$1.014</b>	<b>\$0.678</b>	<b>\$0.336</b>	<b>33.2</b>	<b>\$11.576</b>	<b>\$12.301</b>	<b>\$(0.725)</b>	<b>(6.3)</b>
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	-	\$0.000	\$0.000	\$0.000	-
<b>Labor</b>	<b>\$26.470</b>	<b>\$28.112</b>	<b>\$(1.642)</b>	<b>(6.2)</b>	<b>\$3.185</b>	<b>\$1.593</b>	<b>\$1.592</b>	<b>50.0</b>	<b>\$29.655</b>	<b>\$29.705</b>	<b>\$(0.049)</b>	<b>(0.2)</b>
<b>Non-Labor :</b>												
Electric Power	\$2.883	\$3.525	\$(0.642)	(22.3)	\$0.000	\$0.000	-	-	\$2.883	\$3.525	\$(0.642)	(22.3)
Fuel	\$0.173	\$0.188	\$(0.015)	(8.4)	\$0.000	\$0.000	-	-	\$0.173	\$0.188	\$(0.015)	(8.4)
Insurance	\$0.936	\$0.935	\$0.002	0.2	\$0.000	\$0.000	-	-	\$0.936	\$0.935	\$0.002	0.2
Claims	\$0.370	\$0.175	\$0.195	52.8	\$0.000	\$0.000	-	-	\$0.370	\$0.175	\$0.195	52.8
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$4.269	\$0.867	\$3.402	79.7	\$0.000	\$0.000	-	-	\$4.269	\$0.867	\$3.402	79.7
Professional Service Contracts	\$1.776	\$0.628	\$1.148	64.6	\$0.000	\$0.013	\$(0.013)	-	\$1.776	\$0.641	\$1.135	63.9
Materials & Supplies	\$0.704	\$0.768	\$(0.063)	(9.0)	\$0.000	\$0.000	-	-	\$0.704	\$0.768	\$(0.063)	(9.0)
Other Business Expenses	\$0.182	\$0.178	\$0.004	2.1	\$0.000	\$0.000	-	-	\$0.182	\$0.178	\$0.004	2.1
<b>Non-Labor</b>	<b>\$11.294</b>	<b>\$7.263</b>	<b>\$4.031</b>	<b>35.7</b>	<b>\$0.000</b>	<b>\$0.013</b>	<b>\$(0.013)</b>	<b>-</b>	<b>\$11.294</b>	<b>\$7.276</b>	<b>\$4.018</b>	<b>35.6</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$37.764</b>	<b>\$35.375</b>	<b>\$2.389</b>	<b>6.3</b>	<b>\$3.185</b>	<b>\$1.605</b>	<b>\$1.580</b>	<b>49.6</b>	<b>\$40.949</b>	<b>\$36.981</b>	<b>\$3.969</b>	<b>9.7</b>
Depreciation	\$7.292	\$13.227	\$(5.936)	(81.4)	\$0.000	\$0.000	-	-	\$7.292	\$13.227	\$(5.936)	(81.4)
GASB 68 Pension Adjustment	\$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	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
GASB 87 Lease Adjustment	\$0.000	\$0.100	\$(0.100)	-	\$0.000	\$0.000	-	-	\$0.000	\$0.100	\$(0.100)	-
GASB 94 PPP/SCA	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 96 SBITA Adjustment	\$0.000	\$0.043	\$(0.043)	-	\$0.000	\$0.000	-	-	\$0.000	\$0.043	\$(0.043)	-
GASB 101 Compensated Absences	\$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	-	-
<b>Total Expenses</b>	<b>\$45.056</b>	<b>\$48.746</b>	<b>\$(3.690)</b>	<b>(8.2)</b>	<b>\$3.185</b>	<b>\$1.605</b>	<b>\$1.580</b>	<b>49.6</b>	<b>\$48.241</b>	<b>\$50.351</b>	<b>\$(2.110)</b>	<b>(4.4)</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>\$(42.439)</b>	<b>\$(46.246)</b>	<b>\$(3.807)</b>	<b>(9.0)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$(42.439)</b>	<b>\$(46.246)</b>	<b>\$(3.807)</b>	<b>(9.0)</b>

Note: Totals may not add due to rounding

Note: Results are based on the preliminary close of the general actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

**MTA STATEN ISLAND RAILWAY**  
**FEBRUARY FINANCIAL PLAN - 2026 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN THE ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS**  
**MAY 2026**  
(\$ in millions)

<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.	(0.016)	(4.7)	Minor variance	(0.114)	(6.9)	Unfavorable primarily due to lower ridership
Other Revenue	Non Reimb.	0.060	31.0	Favorable due to timing of advertising revenue	(0.004)	(0.4)	Minor variance
Payroll	Non Reimb.	0.183	6.2	Favorable due to timing of Base pay	(0.352)	(2.5)	Unfavorable due to excess positions
Overtime	Non Reimb.	0.136	46.9	Unfavorable due to excess positions	(0.229)	(12.8)	Unfavorable due to severe weather related conditions
Health and Welfare (including OPEB current payment)	Non Reimb.	0.156	13.3	Favorable due to timing of OPEB payments	0.051	0.9	Favorable due to timing of H&W payments
Pension	Non Reimb.	(0.011)	(1.4)	Minor Variance	(0.053)	(1.4)	Primarily due to timing of pension contributions
Other Fringe Benefits	Non Reimb.	(0.064)	(37.7)	Primarily due to timing of fringe benefit	(1.060)	(124.7)	Primarily due to timing of fringe benefit
Electric Power	Non Reimb.	0.515	89.3	Favorable due to timing	(0.642)	(22.3)	Unfavorable due to price and higher than anticipated consumption
Fuel	Non Reimb.	0.018	50.6	Minor Variance	(0.015)	(8.4)	Minor Variance
Insurance	Non Reimb.	0.851	95.3	Favorable due to timing of expenses	0.002	0.2	Minor Variance
Claims	Non Reimb.	0.039	52.8	Favorable due to timing of expenses	0.195	52.8	Favorable due to timing of expenses
Maintenance & Other Operating Contracts	Non Reimb.	0.770	68.5	Favorable due to timing of non-rev facility roof replacement and Laser train lease	3.402	79.7	Favorable due to timing of non-rev facility roof replacement and Laser train lease
Professional Service Contracts	Non Reimb.	0.152	42.9	Favorable primarily due to the timing of expenses for Cyber Security project	1.148	64.6	Favorable primarily due to the timing of expenses for Cyber Security project
Materials and Supplies	Non Reimb.	0.089	62.9	Favorable primarily due to timing of maintenance work	(0.063)	(9.0)	Unfavorable primarily due to timing of maintenance work
Other Business Expenses	Non Reimb.	0.000	0.4	Minor Variance	0.004	2.1	Minor Variance
Payroll	Reimb.	0.242	68.3	Favorable due to vacancies	1.218	68.5	Favorable due to vacancies
Overtime	Reimb.	(0.022)	(27.7)	Unfavorable due to timing of reimbursable charges	0.039	9.9	Favorable due to timing of reimbursable charges
Other Fringe Benefits	Reimb.	0.037	18.2	Favorable due to timing of misc. fringe benefits adjustments	0.336	33.2	Favorable due to timing of misc. fringe benefits adjustments
Professional Service Contracts	Reimb.	(0.003)	-	Minor Variance	(0.013)	-	Minor Variance
Materials and Supplies	Reimb.	-	-	No variance	-	-	No variance

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2026 Adopted**  
**Cash Receipts and Expenditures**  
 May FY26  
 (\$ in Millions)

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$0.346	\$0.326	\$(0.020)	(5.9)	\$1.645	\$1.480	\$(0.166)	(10.1)
Other Revenue	\$(0.065)	\$0.104	\$0.169	259.4	\$1.414	\$1.146	\$(0.267)	(18.9)
Capital and Other Reimbursements	\$0.637	\$0.015	\$(0.621)	(97.6)	\$3.185	\$1.544	\$(1.642)	(51.5)
<b>Total Revenue</b>	<b>\$0.918</b>	<b>\$0.445</b>	<b>\$(0.472)</b>	<b>(51.5)</b>	<b>\$6.244</b>	<b>\$4.169</b>	<b>\$(2.074)</b>	<b>(33.2)</b>
<b>Expenditures</b>								
<b>Labor :</b>								
Payroll	\$3,321	\$2,894	\$0,426	12.8	\$15,904	\$13,350	\$2,554	16.1
Overtime	\$0,370	\$0,256	\$0,114	30.8	\$2,176	\$2,703	\$(0,527)	(24.2)
<b>Total Salaries &amp; Wages</b>	<b>\$3,690</b>	<b>\$3,150</b>	<b>\$0,540</b>	<b>14.6</b>	<b>\$18,079</b>	<b>\$16,052</b>	<b>\$2,027</b>	<b>11.2</b>
Health and Welfare	\$0,895	\$0,118	\$0,777	86.8	\$4,474	\$5,130	\$(0,656)	(14.7)
OPEB Current Payment	\$0,275	\$0,018	\$0,257	93.4	\$1,375	\$0,974	\$0,401	29.2
Pensions	\$0,773	\$0,783	\$(0,011)	(1.4)	\$3,863	\$3,915	\$(0,053)	(1.4)
Other Fringe Benefits	\$0,253	\$0,195	\$0,058	23.0	\$1,268	\$1,205	\$0,063	5.0
<b>Total Fringe Benefits</b>	<b>\$2,195</b>	<b>\$1,114</b>	<b>\$1,081</b>	<b>49.2</b>	<b>\$10,980</b>	<b>\$11,225</b>	<b>\$(0,245)</b>	<b>(2.2)</b>
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	-	-
<b>Labor</b>	<b>\$5,885</b>	<b>\$4,265</b>	<b>\$1,621</b>	<b>27.5</b>	<b>\$29,059</b>	<b>\$27,277</b>	<b>\$1,783</b>	<b>6.1</b>
<b>Non-Labor :</b>								
Electric Power	\$0,577	\$0,498	\$0,078	13.6	\$2,883	\$3,629	\$(0,746)	(25.9)
Fuel	\$0,035	\$0,017	\$0,017	49.9	\$0,173	\$0,243	\$(0,069)	(40.1)
Insurance	\$0,893	\$0,000	\$0,893	100.0	\$0,936	\$0,718	\$0,219	23.4
Claims	\$0,042	\$0,000	\$0,042	99.8	\$0,208	\$0,018	\$0,190	91.1
Paratransit Service Contracts	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Maintenance and Other Operating Contracts	\$1,124	\$0,040	\$1,084	96.4	\$4,269	\$1,112	\$3,157	73.9
Professional Service Contracts	\$0,355	\$0,056	\$0,299	84.3	\$1,776	\$2,698	\$(0,922)	(51.9)
Materials & Supplies	\$0,141	\$0,025	\$0,116	82.6	\$0,704	\$1,088	\$(0,384)	(54.5)
Other Business Expenses	\$0,036	\$0,026	\$0,011	30.0	\$0,182	\$6,734	\$(6,552)	-
<b>Non-Labor</b>	<b>\$3,202</b>	<b>\$0,662</b>	<b>\$2,540</b>	<b>79.3</b>	<b>\$11,133</b>	<b>\$16,241</b>	<b>\$(5,108)</b>	<b>(45.9)</b>
<b>Other Expense Adjustments:</b>								
Other	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
<b>Other Expense Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>-</b>
<b>Total Expenditures before Depreciation and OPEB</b>	<b>\$9,088</b>	<b>\$4,926</b>	<b>\$4,161</b>	<b>45.8</b>	<b>\$40,192</b>	<b>\$43,517</b>	<b>\$(3,325)</b>	<b>(8.3)</b>
Depreciation	\$0,000	\$0,000	\$0,000	100.0	\$0,000	\$0,000	\$0,000	100.0
GASB 68 Pension Adjustment	\$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 87 Lease Adjustment	\$0,000	\$0,000	\$0,000	(100.0)	\$0,000	\$0,000	\$0,000	(100.0)
GASB 94 PPP/SCA	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
GASB 96 SBITA Adjustment	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
GASB 101 Compensated Absences	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Environmental Remediation	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
<b>Total Expenditures</b>	<b>\$9,088</b>	<b>\$4,926</b>	<b>\$4,161</b>	<b>45.8</b>	<b>\$40,192</b>	<b>\$43,517</b>	<b>\$(3,325)</b>	<b>(8.3)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$(8,170)</b>	<b>\$(4,481)</b>	<b>\$3,689</b>	<b>45.2</b>	<b>\$(33,948)</b>	<b>\$(39,348)</b>	<b>\$(5,400)</b>	<b>(15.9)</b>

Note: Totals may not add due to rounding

**MTA STATEN ISLAND RAILWAY**  
**FEBRUARY FINANCIAL PLAN - 2026 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN THE ADOPTED BUDGET AND ACTUAL CASH BASIS**  
**MAY 2026**  
(\$ in millions)

<b>Operating Receipts or Disbursements</b>	<b>MONTH</b>			<b>YEAR TO DATE</b>		
	<b>Favorable/ (Unfavorable) Variance</b>		<b>Reason for Variance</b>	<b>Favorable/ (Unfavorable) Variance</b>		<b>Reason for Variance</b>
	<b>\$</b>	<b>%</b>		<b>\$</b>	<b>%</b>	
Farebox Receipts	(0.020)	(5.9)	Minor variance	(0.166)	(10.1)	Unfavorable primarily due to lower ridership
Other Revenue	0.169	259.4	Favorable due to timing of advertising revenue	(0.267)	(18.9)	Unfavorable due to lower student fare reimbursement
Capital and Other Reimbursements	(0.621)	(97.6)	Timing of reimbursements	(1.642)	(51.5)	Timing of reimbursements
Payroll	0.426	12.8	Favorable due to timing of payments	2.554	16.1	Favorable due to timing of payments
Overtime	0.114	30.8	Due to the timing of reimbursable charges	(0.527)	(24.2)	Due to the timing of reimbursable charges
Health and Welfare (including OPEB current payment)	1.034	88.4	Timing of payments	(0.255)	(4.4)	Timing of payments
Other Fringe Benefits	0.058	23.0	Primarily due to timing of fringe benefit	0.063	5.0	Minor variance
Electric Power	0.078	13.6	Favorable due to price and higher than anticipated consumption	(0.746)	(25.9)	Unfavorable due to price and higher than anticipated consumption
Maintenance Contracts	1.084	96.4	Favorable due to timing of non-rev facility roof replacement	3.157	73.9	Favorable due to timing of non-rev facility roof replacement
Professional Services Contracts	0.299	84.3	Favorable primarily due to the timing of expenses for Cyber Security project	(0.922)	(51.9)	Unfavorable due to the timing of expenses
Materials & Supplies	0.116	82.6	Favorable primarily due to timing of maintenance work	(0.384)	(54.5)	Unfavorable primarily due to timing of maintenance work
Other Business	0.011	30.0	Favorable due to timing of service contracts	(6.552)	-	Unfavorable due to timing of service contracts

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2026 Adopted**  
**Cash Conversion (Cash Flow Adjustments)**  
**May FY26**  
(\$ in Millions)

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Revenue</b>								
Farebox Revenue	\$0.000	\$(0.004)	\$(0.004)	-	\$0.000	\$(0.052)	\$(0.052)	-
Other Revenue	\$(0.260)	\$(0.150)	\$0.109	42.0	\$0.442	\$0.178	\$(0.264)	(59.7)
Capital and Other Reimbursements	\$0.000	\$(0.368)	\$(0.368)	-	\$0.000	\$(0.062)	\$(0.062)	-
<b>Total Revenue</b>	<b>\$(0.260)</b>	<b>\$(0.522)</b>	<b>\$(0.263)</b>	<b>(101.2)</b>	<b>\$0.442</b>	<b>\$0.065</b>	<b>\$(0.377)</b>	<b>(85.4)</b>
<b>Expenses</b>								
<b>Labor :</b>								
Payroll	\$0.000	\$0.002	\$0.002	-	\$0.000	\$1.689	\$1.689	-
Overtime	\$0.000	\$0.000	\$0.000	-	\$0.000	\$(0.337)	\$(0.337)	-
<b>Total Salaries &amp; Wages</b>	<b>\$0.000</b>	<b>\$0.002</b>	<b>\$0.002</b>	<b>-</b>	<b>\$0.000</b>	<b>\$1.351</b>	<b>\$1.351</b>	<b>-</b>
Health and Welfare	\$0.000	\$0.787	\$0.787	-	\$0.000	\$(0.778)	\$(0.778)	-
OPEB Current Payment	\$0.000	\$0.091	\$0.091	-	\$0.000	\$0.473	\$0.473	-
Pensions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Other Fringe Benefits	\$0.119	\$0.204	\$0.085	71.3	\$0.596	\$1.382	\$0.786	131.9
<b>Total Fringe Benefits</b>	<b>\$0.119</b>	<b>\$1.082</b>	<b>\$0.963</b>	<b>807.7</b>	<b>\$0.596</b>	<b>\$1.077</b>	<b>\$0.481</b>	<b>80.6</b>
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	-
<b>Labor</b>	<b>\$0.119</b>	<b>\$1.084</b>	<b>\$0.964</b>	<b>809.0</b>	<b>\$0.596</b>	<b>\$2.428</b>	<b>\$1.832</b>	<b>307.4</b>
<b>Non-Labor :</b>								
Electric Power	\$0.000	\$(0.437)	\$(0.437)	-	\$0.000	\$(0.105)	\$(0.105)	-
Fuel	\$0.000	\$0.000	\$0.000	-	\$0.000	\$(0.055)	\$(0.055)	-
Insurance	\$0.000	\$0.042	\$0.042	-	\$0.000	\$0.217	\$0.217	-
Claims	\$0.032	\$0.035	\$0.003	7.9	\$0.161	\$0.156	\$(0.005)	(3.3)
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.000	\$0.314	\$0.314	-	\$0.000	\$(0.245)	\$(0.245)	-
Professional Service Contracts	\$0.000	\$0.150	\$0.150	-	\$0.000	\$(2.057)	\$(2.057)	-
Materials & Supplies	\$0.000	\$0.028	\$0.028	-	\$0.000	\$(0.321)	\$(0.321)	-
Other Business Expenses	\$0.000	\$0.011	\$0.011	-	\$0.000	\$(6.555)	\$(6.555)	-
<b>Non-Labor</b>	<b>\$0.032</b>	<b>\$0.142</b>	<b>\$0.109</b>	<b>338.9</b>	<b>\$0.161</b>	<b>\$(8.965)</b>	<b>\$(9.126)</b>	<b>-</b>
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$0.151</b>	<b>\$1.225</b>	<b>\$1.074</b>	<b>708.8</b>	<b>\$0.757</b>	<b>\$(6.537)</b>	<b>\$(7.294)</b>	<b>(963.0)</b>
Depreciation	\$1.458	\$2.712	\$1.253	86.0	\$7.292	\$13.227	\$5.936	81.4
GASB 68 Pension Adjustment	\$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 87 Lease Adjustment	\$0.000	\$(0.002)	\$(0.002)	-	\$0.000	\$0.100	\$0.100	-
GASB 94 PPP/SCA	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 96 SBITA Adjustment	\$0.000	\$(0.024)	\$(0.024)	-	\$0.000	\$0.043	\$0.043	-
GASB 101 Compensated Absences	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Expenditures</b>	<b>\$1.610</b>	<b>\$3.911</b>	<b>\$2.301</b>	<b>143.0</b>	<b>\$8.049</b>	<b>\$6.833</b>	<b>\$(1.216)</b>	<b>(15.1)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$1.350</b>	<b>\$3.389</b>	<b>\$2.039</b>	<b>151.0</b>	<b>\$8.491</b>	<b>\$6.898</b>	<b>\$(1.593)</b>	<b>(18.8)</b>

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 STATEN ISLAND RAILWAY  
 FEBRUARY FINANCIAL PLAN 2026  
 TOTAL POSITIONS BY FUNCTION AND DEPARTMENT  
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS  
 MAY 2026**

<u>Function/Departments</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
<b>Administration</b>			
Executive	8	6	2
General Office	20	22	(2)
Purchasing/Stores	4	4	0
<b>Total Administration</b>	<b>32</b>	<b>32</b>	<b>0</b>
<b>Operations</b>			
Transportation	157	149	8
<b>Total Operations</b>	<b>157</b>	<b>149</b>	<b>8</b>
<b>Maintenance</b>			
Mechanical	61	61	0
Electronics/Electrical	25	26	(1)
Power/Signals	33	32	1
Maintenance of Way	92	73	19
Infrastructure	29	28	1
<b>Total Maintenance</b>	<b>240</b>	<b>220</b>	<b>20</b>
<b>Engineering/Capital</b>			
Capital Project Support	6	7	(1)
<b>Total Engineering Capital</b>	<b>6</b>	<b>7</b>	<b>(1)</b>
<b>Total Positions</b>	<b>435</b>	<b>408</b>	<b>27</b>
Non-Reimbursable	381	396	(15)
Reimbursable	54	12	42
Total Full-Time	435	405	30
Total Full-Time-Equivalents	0	3	(3)

FinalFY26

**MTA STATEN ISLAND RAILWAY  
FEBRUARY FINANCIAL PLAN 2026  
TOTAL POSITIONS BY FUNCTION AND OCCUPATION  
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS  
MAY 2026**

<u>Function/Occupation</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
<b>Administration</b>			
Managers/Supervisors	16	14	2
Professional, Technical, Clerical	8	10	(2)
Operational Hourlies	8	8	0
<b>Total Administration</b>	<b>32</b>	<b>32</b>	<b>0</b>
<b>Operations</b>			
Managers/Supervisors	27	21	6
Professional, Technical, Clerical	6	9	(3)
Operational Hourlies	124	119	5
<b>Total Operations</b>	<b>157</b>	<b>149</b>	<b>8</b>
<b>Maintenance</b>			
Managers/Supervisors	33	32	1
Professional, Technical, Clerical	9	9	0
Operational Hourlies	198	179	19
<b>Total Maintenance</b>	<b>240</b>	<b>220</b>	<b>20</b>
<b>Engineering/Capital</b>			
Managers/Supervisors	4	5	(1)
Professional, Technical, Clerical	2	2	0
Operational Hourlies	0	0	-
<b>Total Engineering/Capital</b>	<b>6</b>	<b>7</b>	<b>(1)</b>
<b>Total Positions</b>			
Managers/Supervisors	80	72	8
Professional, Technical, Clerical	25	30	(5)
Operational Hourlies	330	306	24
<b>Total Positions</b>	<b>435</b>	<b>408</b>	<b>27</b>

# Farebox Revenue Report Highlights

## **Month of May**

SIR farebox revenue totaled \$0.330 million in May 2026 which was \$0.016 million (4.7%) lower than the Budget.

## **Year-to-Date**

SIR year-to-date May 2026 farebox revenue totaled \$1.532 million which was \$0.114 million (6.9%) lower than the Budget.

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2026 Adopted**  
**Ridership (Utilization) Actual to Budget**  
**May FY26**  
 (# in Millions)

6/08/2026 07:36 AM

	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Ridership</b>								
Ridership - Subway	0.212	0.209	(0.002)	(1.1)	0.996	0.984	(0.012)	(1.2)
<b>Total Ridership</b>	<b>0.212</b>	<b>0.209</b>	<b>(0.002)</b>	<b>(1.1)</b>	<b>0.996</b>	<b>0.984</b>	<b>(0.012)</b>	<b>(1.2)</b>
<b>FareBox Revenue</b>								
Farebox Revenue	\$0.346	\$0.330	\$(0.016)	(4.7)	\$1.645	\$1.532	\$(0.114)	(6.9)
<b>Total Farebox Revenue</b>	<b>\$0.346</b>	<b>\$0.330</b>	<b>\$(0.016)</b>	<b>(4.7)</b>	<b>\$1.645</b>	<b>\$1.532</b>	<b>\$(0.114)</b>	<b>(6.9)</b>

Note: Totals may not add due to rounding

# 2026 WORK PLAN

## Agenda Items

### January 2026

Approval of 2026 NYCT Committee Work Plan Preliminary  
Review of NYCT 2025 Operating Results Preliminary  
Review of SIR 2025 Operating Results Preliminary Review  
of MTA Bus 2025 Operating Results

### February 2026

NYCT Adopted Budget & Financial Plan 2026-2029  
SIR Adopted Budget & Financial Plan 2026-2029  
MTA Bus Adopted Budget & Financial Plan 2026-2029  
ADA Compliance Report  
NYCT and MTA Bus EEO & Diversity 2025 Year-End  
Report

### March 2026

No Items

### April 2026

No Items

### May 2026

Final Review of NYCT 2025 Operating Results  
Final Review of SIR 2025 Operating Results  
Final Review of MTA Bus 2025 Operating Results  
NYCT and MTA Bus EEO & Diversity 2025 Year-End  
Report

### June 2026

NYCT and MTA Bus EEO & Diversity Report, 1st Qtr, 2026

### July 2026

No Items

### August 2026

No Meetings Held



# 2025 WORK PLAN

## **Agenda Items (cont.)**

### **September 2026**

Public comment/Committee Review of Budget  
2026 NYCT Mid-Year Forecast Monthly Allocation  
2026 SIR Mid-Year Forecast Monthly Allocation  
2026 MTA Bus Mid-Year Forecast Monthly Allocation NYCT  
and MTA Bus EEO & Diversity Report, 2nd Qtr, 2026

### **October 2026**

2027 Preliminary NYCT Budget (Public Comment)  
2027 Preliminary SIR Budget (Public Comment)  
2027 Preliminary MTA Bus Budget (Public Comment)

### **November 2026**

Charter for Transit Committee

### **December 2026**

NYCT 2027 Budget & 2027-2030 Financial Plan Adoption  
SIR 2026 Budget & 2027-2030 Financial Plan Adoption MTA  
Bus 2026 Budget & 2027-2030 Financial Plan Adoption  
NYCT and MTA Bus EEO & Diversity Report, 3rd Qtr, 2026  
Approval of 2027 NYCT Committee Work Plan



**Joint Minutes of the Metropolitan Transportation Authority, the New York City Transit Authority, the Manhattan and Bronx Surface Transit Operating Authority, the Staten Island Rapid Transit Operating Authority, the Metropolitan Suburban Bus Authority, the Triborough Bridge and Tunnel Authority, the Long Island Rail Road Company, Metro-North Commuter Railroad Company, MTA Construction and Development Company, the MTA Bus Company, Grand Central Madison Operating Company, and the First Mutual Transportation Assurance Company**

**Joint Meeting of the Triborough Bridges & Tunnel Authority, the Long Island Rail Road, Metro North, Capital Program and New York City Transit, Audit, Corporate Governance and Finance Committees and the MTA Board**

**Meeting Minutes**

**Wednesday, May 20, 2026**

**9:00 AM**

**2 Broadway**

**New York, New York**

**The following Board Members were present:**

Hon. Janno Lieber, Chair & CEO

Hon. Samuel Chu

Hon. Haeda B. Mihaltses

Hon. Melva M. Miller

Hon. Lisa Sorin

Hon. Dr. John-Ross Rizzo

Hon. Daniel Garodnick

Hon. David Jones

Hon. Marc Herbst

Hon. Blanca P. López

Hon. Neal Zuckerman

Hon. Michael Fleischer

Hon. James O'Donnell

**The following alternate non-voting members were present:**

Hon. Andrew Albert

Hon. Gerard Bringmann

Hon. Randolph Glucksman

Hon. Christopher Leathers

Hon. Edward Valente

**The following Board Members were not present:**

Hon. John Samuelsen

Hon. David Mack

Paige Graves, General Counsel, John McCarthy, Chief of External Relations & Policy, Jai Patel, Chief Financial Officer, Anita Miller, Chief Labor and Employee Relations Officer, Justin Vonashek, Metro-North President, Robert Free, LIRR President, Catherine Sheridan, TBTA President, Demetrius Crichlow, New York City Transit President, Jamie Torres-Springer, MTA C&D President, Shanifah Rieara, Senior Advisor for Communications and Policy/Chief Customer Officer, Juliette Michaelson, Chief of Staff & Strategic Planning, Sergio Paneque, Chief Procurement Officer, Monica Murray, Auditor General, Jim McGovern, MTA Deputy Chief from the Comptroller's Office, Lamond Kearse, Chief Compliance Officer, Rafail Portnoy, Chief Technology Officer, and Michael Kemper, Chief Security Officer, also attended this meeting.

Chair Lieber called to order the May joint meeting of the MTA Board and Committees (TBTA, Joint Railroad, New York City Transit, Capital Program, Audit, Corporate Governance, and Finance Committees).

A safety announcement was made.

## **1. PUBLIC SPEAKERS**

The following people spoke, either virtually or in-person. The moderator reminded public speakers of the rules of conduct and the two-minute speaking limit. The moderator advised that the public comment will be recorded, published to the MTA website, and available for MTA Board Members' review.

The following public speakers commented (\*live virtual comments):

Jason Anthony, LIRR ADA Task Force  
Betsy Plum, Riders Alliance  
Jeremiah Gonzalez, Riders Alliance  
Christopher Greif\*, NYCTRC & ACTA LIRR ADA Task Force  
Oliver Chessler, private citizen  
Jesse Figueroa\*, ADA Accessibility  
Miriam Fisher\*, Independent  
Abrahan Cruz\*, Riders Alliance  
Lisa Daglian, PCAC  
Michael Acevedo, private citizen  
Solomon Blecher, Riders Alliance  
Alexis Foote, Riders Alliance  
Iris Kelly, Disabled in Action  
Mike Howard, private citizen  
Andy Chen, private citizen  
Renee Rizzo\*, private citizen  
Aleta Dupree\*, Team Folds  
Parker Singleton, private citizen

Robert Fouche, private citizen  
Constance Lesold, Eastern Parkway Environmental Alliance  
Michael Ring, Disabled in Action

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

## **2. CHAIR'S REMARKS**

Chair Lieber thanked those participating in the meeting.

Chair Lieber reported that the MTA and the Long Island Rail Road (LIRR) reached a labor agreement that enabled the restoration of full LIRR service. He thanked Governor Hochul for leadership throughout the negotiations and recognized MTA staff, labor relations personnel, and employees across the agency who supported the negotiation process and implemented temporary transportation alternatives during the service disruption. He also acknowledged LIRR customers who experienced uncertainty and inconvenience during the labor disruption.

Chair Lieber discussed the recent electrical fire at Penn Station that temporarily affected rail operations and noted the importance of Grand Central Madison in maintaining service continuity during the incident.

Chair Lieber provided an update on federal funding matters, including the receipt of COVID-related reimbursements, progress on federal funding for the Second Avenue Subway Phase 2 project, and the release of previously delayed federal accessibility grant funding. He thanked federal partners, including Senator Gillibrand, for their support.

Chair Lieber highlighted recent accessibility milestones, including the opening of a new accessible ramp at Harlem–148 Street Station and the announcement of a public-private partnership with Columbia University to make the 116 Street–Columbia University station accessible.

Chair Lieber also discussed ongoing bus service improvements, including the expansion of Automated Camera Enforcement (ACE) technology and continued collaboration between the MTA and New York City Department of Transportation on initiatives to improve bus service and reliability throughout the city.

## **3. JOINT LONG ISLAND RAILROAD AND METRO-NORTH RAILROAD COMMITTEE**

### **a. Long Island Rail Road**

Long Island Rail Road President Rob Free thanked Governor Hochul, Chair Lieber, MTA leadership, labor representatives, and LIRR employees for their efforts to restore service following the recent work stoppage. He noted that service was restored in phases, with full

service resuming approximately 16 hours after employees returned to work. He also recognized employees who continued working throughout the stoppage to maintain the safety and readiness of the railroad.

Mr. Free provided an update on the May 14 electrical fire in an East River Tunnel that temporarily disrupted service into and out of Penn Station. He reported that service was diverted to Grand Central Madison and Atlantic Terminal, no trains were stranded, and the incident highlighted the operational flexibility and redundancy provided by Grand Central Madison.

Other topics Mr. Free discussed included monthly performance metrics, including ridership and on-time performance; expanded summer service to the East End; preparations for the U.S. Open at Shinnecock Hills; and ongoing station improvements through the Station Spruce Up Program, including recent work at Kew Gardens Station.

Chair Lieber then recognized Board Member Christopher M. Leathers for remarks.

Board Member Leathers recognized the professionalism, sacrifice, and commitment of SMART members and other railroad employees during the recent work stoppage. He stated that employees worked to support the resumption of service and emphasized the role union employees played in restoring railroad operations. Board Member Leathers further stated that many employees faced criticism and public scrutiny during the labor dispute despite not being responsible for it, while continuing to fulfill their professional responsibilities and uphold principles of labor solidarity.

Following the remarks, General Counsel Paige Graves confirmed that a quorum of Board members remained present. Chair Lieber then called upon Metro-North Railroad President Justin Vonashek to continue the agency presentations.

b. **Metro-North Railroad**

Metro-North President Justin Vonashek (“President Vonashek”) stated that April on-time-performance reached 98.1 percent, with year-to-date on-time-performance at 96.8 percent. Ridership for April totaled 6.4 million rides, 86.2 percent of April 2019 levels, a 3.6 percent increase from March, and a 6.2 percent increase over April of the previous year. Weekend discretionary ridership remained strong, 14% higher than March and 10% higher than April 2025, and on May 19 Metro-North achieved its highest single-day ridership since the pandemic at 260,000 riders.

President Vonashek reported that the rolling 12-month reportable customer injury rate improved to 1.41 per 1 million customers, down from 1.44 versus the previous month and 1.50 versus the previous 12-month rolling period. The rolling 12-month employee lost time injury rate was 1.95 per 200,000 working hours, down from 1.98.

President Vonashek reported that on May 1 he joined Connecticut Governor Ned Lamont, U.S. Senator Richard Blumenthal, U.S. Representative Rosa DeLauro, CT DOT Commissioner Garrett Eucalitto, and several local elected officials at the Derby-Shelton Station to announce the start of construction on four Waterbury Branch stations: Derby-Shelton, Ansonia, Beacon Falls, and Seymour. He noted that since 2019, ridership on the Waterbury Line has grown dramatically, with each station reaching nearly 150 percent of pre-pandemic levels and Derby-Shelton exceeding 200 percent. The upgrades will significantly transform the stations, including installation of new 350-foot platforms to allow full train boarding, along with covered canopies, enclosed wind screens, real-time arrival information, ticket vending machines, improved lighting, and clear wayfinding signage. All stations will be fully ADA accessible with enhanced pedestrian access and improved passenger flow. President Vonashek also reported that, to accommodate the construction work, Waterbury Branch train service will be replaced by bus service beginning July 20 and continuing for approximately ten months. Riders are advised to check the TrainTime app and mta.info for updated service information.

#### **4. NEW YORK CITY TRANSIT COMMITTEE**

Demetrius Crichlow, President, NYCT, delivered the President's Report.

President Crichlow commended the dedicated efforts of employees who worked behind the scenes to maintain service during the LIRR strike. He highlighted NYCT's analysis of operational data, which enabled teams to identify optimal connection points for riders and deploy shuttle buses in key Queens locations. He noted that extra staff and paratransit services helped ensure that a complex operation was successfully established in a short timeframe. President Crichlow reported that Paratransit set a new monthly record in March, completing over one million trips. He noted that Paratransit achieved an all-time high of 40,000 average completed weekday trips in April. President Crichlow reported that in 2026, there were 12 days with 50,000 scheduled trips, including a new record of 51,610 scheduled trips on Tuesday, May 5th. He said that current ridership levels are nearly 50% above pre-COVID peaks, reflecting increased confidence and reliance by riders. He commended the work of the Paratransit team.

President Crichlow reminded New Yorkers that public transit remains the best way to reach the beach on Memorial Day Weekend, including using the Rockaway Shuttle, the Q35 to Jacob Riis, and Bx12 to Orchard Beach. He also noted ongoing upgrades at Beach 105th Station and discussed the extensive preparations required for seasonal service enhancements. President Crichlow spoke about preparing for the challenges of summer. He stated that NYCT would be increasing the ability to fight flooding in tunnels by adding two new pump trains and continuing to rehab power Substations to ensure reliable power during high heat. President Crichlow described the agency's efforts to keep bus riders cool and comfortable during hot weather, highlighting systemwide improvements to maintenance practices like an enhanced quality control policy. He noted that, in response to customer feedback, Staten Island received particular focus: teams conducted winter A/C unit inspections and, beginning in June 2025, implemented strengthened preventative maintenance measures, realigned the fleet, increased accountability and advanced targeted seasonal preparation initiatives.

President Crichlow spoke about the service enhancements introduced in January to improve reliability for the 1.2 million daily riders on the 2, 3, 4, and 5 lines. He noted that these improvements will deliver more consistent service for riders, aligning schedules more closely with ridership patterns, improving reliability and providing more even headways. He said that these adjustments reflect NYCT’s ongoing use of detailed ridership and operational data to optimize service.

President Crichlow reported on subway performance metrics for April, highlighting gains in both weekday and weekend on-time performance and improvements in weekday customer journey time. He noted that overall performance had returned to levels last seen in the fourth quarter of 2025. He specifically highlighted the A line as one of the best performing and most improved lines, achieving 87.9 percentage points following the implementation of a more precise, data driven schedule last fall. He said that despite extensive weekend capital and construction work—which requires complex service changes—the system continues to deliver strong weekend on-time performance.

President Crichlow reported on Paratransit performance metrics, noting that April weekday 30 minute on-time pickup performance was 95.4%, up from 93.2% from last month, with weekend performance holding steady at 96.3%. He reminded riders that the Bus Time website has been updated to include features such as saved favorites and route customization options. President Crichlow talked about the Paratransit ridership trends and expressed pride in maintaining performance reliability as ridership continues to grow.

President Crichlow delivered the April ridership report, noting a modest year-over-year increase in paid ridership. He reported that average weekday subway ridership reached 4.16 million and that in May, the system achieved a post-pandemic milestone: for the first time, all three midday weeks surpassed 4.5 million riders. President Crichlow reported that weekend ridership also continued to show strong growth, reaching 2.9 million. He stated that on the bus system, weekday paid ridership totaled 1.33 million and Paratransit ridership likewise continued its post-pandemic climb.

i. **NYCT Procurement:**

Upon a motion duly made and seconded, the Board approved the following procurements:

- I. Expedited Change Order Procedure for the R268 Train Procurement The first procurement item requested Board authorization to use the expedited change order procedure developed pursuant to the All-Agency Contract Procurement Guidelines for all change orders under the R34268 Train Procurement with Kawasaki Rail Car, Inc.
- II. Clean Diesel Bus Procurement The second procurement item requested Board authorization of a contract award for the purchase of 92 over-the-road express clean diesel buses as well as related items such as spare parts, special tools and equipment, technical documentation and training, in the total estimated amount of \$120,821,133.

Refer to the staff summaries and documentation filed with the records of this meeting, and the video recording of the meeting, produced by the MTA and maintained in MTA records for details on the approved items.

ii. **Safety and Security Report:**

Steven Mauriello, Deputy Chief, Transit, NYPD, delivered the Safety and Security Report.

Deputy Chief Mauriello reported that there were 176 crimes last month, representing a 2.9% increase compared to the previous April. He said the increase was attributed primarily to a rise in grand larcenies and to a lesser extent felony assaults. He reported that overall crime levels remain approximately even with last year, which were at a historic low. Deputy Chief Mauriello emphasized the Transit Bureau's ongoing commitment to the safety and security of the system and noted that crime-reduction strategies will continue to be adjusted as needed.

Deputy Chief Mauriello highlighted the work of the Transit Bureau's Six-Wire Teams. He stated that the Transit Bureau has dedicated personnel to monitor 311 calls and MTA cameras associated with the six wires in order to identify live incidents in the field and dispatch resources more efficiently. He said that prior to this initiative, such calls were received and triaged centrally, a process that often required significant time. Deputy Chief Mauriello reported that over the past year, this dedicated monitoring has resulted in faster officer response and improved outcomes, including an approximately eight-minute reduction in response times to quality-of-life incidents. He emphasized that this improvement benefits both employees and riders.

**5. TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE**

Cathy Sheridan, President, TBTA, delivered the President's Report.

In 2025, the Hugh L. Carey Tunnel was designated as a Civil Engineering Landmark by the American Society of Civil Engineers (ASCE). In culmination of the 75th anniversary of the tunnel, officials from ASCE joined TBTA and MTA C&D recently for the official dedication of the landmark plaque at the Manhattan ventilation building.

Installed in 2017 as part of TBTA's long-term flood mitigation program, annual flood door testing at the Hugh L. Carey and Queens Midtown Tunnels started in April and continues through May during overnight low-volume traffic periods.

On May 7th at Grand Central Terminal's Vanderbilt Hall, TBTA leadership presented its annual Employee Recognition Awards for exemplary service. And in April, TBTA was one of 16 recipients nationwide of the Engineering Excellence Honor Award from the American Council of Engineering Companies for the Central Business District Tolling Program, which brings the total number of awards thus far to eight.

TBTA welcomed a new class of 40 Level One Maintainers who graduated on May 8th having completed a multi-disciplinary training regimen that includes safety protocols in roadway and electrical work; commercial vehicle driving; OSHA-30 hour training; forklift operations; firefighting, wrecker and aerial truck safety; incident command; and administrative duties.

TBTA recently marked the national observance of Police Week and Peace Officer Memorial Day by gathering at the Hugh L. Carey Tunnel to remember fallen officers and honor current Members of Service.

President Sheridan stated there are no procurements.

Responding to Commissioner Glucksman's question as to whether there was an increase in bridge traffic during the LIRR strike, President Sheridan stated that there was an insignificant increase at the Queens-Midtown Tunnel from the same time period of the prior week.

## **6. CAPITAL PROGRAM COMMITTEE**

### CPC Work Plan

There were no changes to the work plan.

### President's Report

Jamie Torres-Springer, President, MTA Construction & Development (C&D) began by highlighting recent intensive construction activity on the Flushing Line in Queens, including a major weekend outage during which 30 crews and 13 work trains were deployed simultaneously. Mr. Torres-Springer emphasized that the work represents a coordinated effort to address long-standing infrastructure needs on one of the system's busiest lines. The project includes the reconstruction of six century-old, elevated stations suffering from significant structural deterioration while simultaneously advancing accessibility improvements at two additional stations. He noted that the MTA's coordinated approach allows multiple projects to be completed during the same service outage, avoiding the need for future disruptions that would have been required under previous project delivery practices. He also reported that New York City Transit forces took advantage of the outage to complete substantial track work in Manhattan.

Mr. Torres-Springer briefly referenced the recently announced accessibility improvements at the 148th Street station, noting that the project's ramp-based design would improve accessibility while avoiding the reliability issues associated with elevators. He stated that the approach generated approximately \$37 million in savings, which can now be redirected toward accessibility improvements at other stations. He further reported that the station platform is

currently in poor condition and that interim measures are being implemented to maintain safety while a broader platform rehabilitation project is advanced in conjunction with the accessibility work.

Turning to Mets-Willets Point, Mr. Torres-Springer advised the Board that a forthcoming action item would authorize funding for station improvement design work to be undertaken by Queens Future, the developer of the proposed gaming facility at the site. He reminded members that the developer has committed to making the Mets-Willets Point 7 Line station fully ADA accessible as part of its development proposal. In addition to accessibility improvements, the MTA is coordinating state-of-good-repair work at the station to ensure that future rehabilitation needs are addressed concurrently, thereby avoiding additional disruptions after accessibility work is completed. He explained that the design funding action represents the first step toward implementing those coordinated improvements.

Mr. Torres-Springer then highlighted recent investments benefiting LIRR riders. He noted that Grand Central Madison, which opened in 2023, has quickly become the destination for more than 40 percent of weekday Long Island Rail Road (LIRR) commuters. He observed that the facility proved particularly valuable during recent service disruptions affecting Penn Station, allowing riders to continue traveling into Manhattan despite the outage. He also cited the completion of the new 33rd Street Concourse at Penn Station, which doubled both the width and height of the passenger circulation space and established a model for delivering meaningful customer improvements while minimizing service disruptions. Additional accomplishments included completion of the LIRR Third Track project on time and on budget, enabling a 40 percent increase in service, as well as the completion of twelve ADA accessibility projects across the railroad since 2020. He also referenced ongoing investments to improve capacity through Jamaica Station and broader state-of-good-repair initiatives.

Mr. Torres-Springer reported that full reopening of the twelve-car platforms at Babylon Station had been achieved ahead of the summer travel season. The rehabilitation of the 62-year-old station was strategically phased to rebuild half of the platform during each winter construction season, allowing the work to be completed ahead of schedule and without significant impacts to peak summer ridership. Looking ahead, he noted that the 2025-2029 Capital Plan includes approximately \$6 billion in LIRR investments, including new railcars, bridge and viaduct rehabilitation projects, and additional state-of-good-repair initiatives. He also highlighted the Governor's commitment of \$50 million to support improvements at Jamaica Station, noting that outreach efforts have begun to gather customer feedback regarding station redesign concepts, including improvements to signage, wayfinding, vertical circulation, and connections among the LIRR, AirTrain, and subway services.

During Board discussion, Board Member Mihaltses sought clarification regarding the Mets-Willets Point station project and asked whether the action before the Board pertained only to the 7 Line station or also included the LIRR station. Mr. Torres-Springer confirmed that the current action addressed only the 7 Line station. In response to a follow-up question regarding accessibility improvements at the LIRR station, he stated that while the railroad maintains an ADA accessibility program, sufficient funding is not currently available to fully advance accessibility improvements at that location, although future partnership opportunities may emerge.

Board Member Zuckerman raised concerns regarding the condition of the pedestrian overpass, commonly known as the Passerelle, connecting the Mets-Willets Point station area to Flushing Meadows-Corona Park. Noting the large number of visitors who use the structure during events such as the Queens 10K, he asked if the ongoing station improvements would address the condition of the bridge. Chair Lieber clarified that the structure is not owned by the MTA. Mr. Torres-Springer explained that the Passerelle is owned and maintained by New York City and that discussions have begun with City Hall regarding its future reconstruction. He noted that the structure is functionally important because it connects Roosevelt Avenue, Citi Field, Flushing Meadows-Corona Park, and the LIRR station, and that it also contains MTA infrastructure, including critical utility cables. While acknowledging that funding constraints make it difficult to address every need simultaneously, he stated that the MTA is working closely with City Hall and remains open to pursuing coordinated improvements as opportunities arise.

Concluding the discussion, Chair Lieber referenced the recently completed Penn Station concourse improvements and noted that the facility's programmable lighting system has been used to support various civic and community initiatives. He noted that the concourse had recently been illuminated in orange and blue in support of the New York Knicks, joking that the team's success during that period might have benefited from some positive energy generated by the MTA's contribution.

### Capital Procurement Actions

Evan Eisland, Executive Vice President and General Counsel, C&D, presented four procurement items and one action item to the Capital Program Committee. The procurement items are:

1. Award of a publicly advertised and competitively solicited contract with RCC/GCCOM A Joint Venture LLC (Contract No. 6532) for design-build services for the replacement of three bridges on Long Island Rail Road's Montauk Branch;

2. Ratification of a modification to a contract with In House Group, Inc. (Contract No 1000197600) for the replacement of additional sidewalk and the construction of additional retaining wall at Metro North's Hastings-on-Hudson station;
3. Ratification of a modification to a contract with Turner & Townsend, Inc. (Contract No. CS00017C) to continue to support the development of processes, policies, procedures and manuals for the delivery of the MTA's Capital Program through February 26, 2027; and,
4. Ratification of a modification to a contract with S&P Construction Management, Inc. (Contract No. RKC-2302) for various civil, mechanical and electrical work at the RFK Fleet Garage and to extend the Substantial Completion date by 12 months to April 22, 2027;

The action item is:

5. Approval to enter into a Design Agreement with Queens Future, LLC to provide for state of good repair inspection and design services at the Mets-Willets Point Station on the IRT Flushing Line.

Chair Lieber asked for clarification on the agreement with Queens Future and Mr. Eisland explained that Queens Future would be retaining the engineering firm STV to prepare a coordinated design that will include the ADA work and station improvements that Queens Future has agreed to perform as well as the additional state of good repair work that the MTA requires with each entity paying for its own part of the design. Mr. Torres-Springer then explained that the processes, policies, procedures and manuals addressed in the third procurement item will help C&D to better monitor and control budget, schedules, and risk.

Board Member Garodnick presented the Capital Program Procurement and Action items:

Board member Mihaltses recused herself from the third procurement item with Turner & Townsend, Inc. and from the action item.

Refer to the staff summaries and documentation filed with the records of this meeting for the details of these items, and refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for Board members' and C&D representatives' comments.

## **7. COMMITTEE ON FINANCE AND ANNUAL FMTAC MEETING**

For details of the presentation given by Jai Patel, Chief Financial Officer, please refer to the video recording of the meeting produced by the MTA and maintained in MTA records available on the MTA website.

Ms. Patel presented the 2026 Annual Report for First Mutual Transportation Assurance Company (FMTAC), MTA's wholly owned pure captive insurance company.

Ms. Patel gave a brief overview of the preliminary April 2026 year-to-date financial performance. Ms. Patel reported that:

- MTA's operating results were very favorable to the adopted budget by approximately \$196 million.
- Operating revenue was modestly unfavorable by \$27 million.
- Operating expenses were essentially on budget through April, as it was slightly favorable by about \$26 million.
- Debt service expenses were favorable by \$11 million.
- Capital subsidies were favorable by \$111 million.

Ms. Patel presented two action items. The first was the annual investment report and investment guidelines. The second was the Long Island Railroad tariff change seeking Board approval to issue a prorated refund to Long Island Railroad May 2026 monthly customer ticket holders for each of the days that service was suspended due to the strike and temporarily wave the standard \$10 administrative fee.

Ms. Patel presented four information items, which were: the annual billings to local governments for station maintenance costs; the annual pension and retirement report; the financial statements for the fourth quarter of 2025; and information for New York City Transit on the R68 subway cars.

Chair Lieber commented on the refunds to the Long Island Railroad customers.

i. Procurement

Sergio Paneque, Chief Procurement Officer, presented one MTA Headquarters item: to award a competitively negotiated personal services contract to ABC Engineering of New York for independent engineering assessments of MTA railway highway grade crossings. Refer to the staff summary and documentation filed with the records of this meeting for the details of this item, and refer to the video recording of the meeting, produced by the MTA and maintained in MTA records.

ii. Real Estate Actions

David Florio, Chief Real Estate Transactions and Operations Officer, presented three Real Estate action items.

The first was an Administrative item regarding Eminent Domain Procedure Law Determinations and Findings for the acquisition of property interests for the New York City Transit's Nostrand Avenue ADA Project in Brooklyn, NY.

The two other items were transactional items. The first was for New York City Transit, which was a lease with Mohamed Almerdaie for retail space at 1498 Sheepshead Bay Road in Brooklyn, NY. The second was for Metro North, which was for the acquisition of property from New York State Department of Transportation along Bruckner Boulevard in the Bronx, NY in support of the Penn Station Access Project.

Refer to the staff summary and documentation filed with the records of this meeting for the details of these items, and refer to the video recording of the meeting, produced by the MTA and maintained in MTA records.

## **8. CORPORATE GOVERNANCE COMMITTEE**

- i. Review and Approval of the MTA All-Agency General Contract Procurement Guidelines and All-Agency Service Contract Procurement Guidelines

Mr. Kearsé informed the Committee that there is one action item, Section 2879 of the Public Authorities Law requires the Board to annually review and approve the MTA All-Agency General Contract Procurement Guidelines and All-Agency Service Contract Procurement Guidelines. Mr. Kearsé informed the Board that there are no recommended changes at this time.

- ii. Review of the MTA All-Agency Code of Ethics and Board Member Code of Ethics

Mr. Kearsé advised the Committee Public Authorities Law also requires that the Board annually reviews the Code of Ethics for Employees and Board Members to ensure that the MTA maintains the highest ethical standards. The Board Member Code of Ethics is celebrating its 20<sup>th</sup> anniversary which has been serving the MTA well for all those years. Mr. Kearsé advised the Committee that there were no recommended changes at this time to the MTA All-Agency or Board Member Code of Ethics.

- iii. Review and Approve Mission Statement, Measures and Performance Indicators Report

Mr. Kearsé advised the Committee that each year this Committee must review the MTA Mission Statement, Measures and Performance Report. Mr. Kearsé advised the Committee that the report

was reviewed by the Finance Committee back on March 23, 2026, therefore it does not need to be voted on at this time.

iv. Review of the MTA Whistleblower Policy

Mr. Kearsse advised the Committee that each year this Committee must review the MTA Whistleblower Policy. Mr. Kearsse advised the Committee that there were no recommended changes at this time.

v. Review and Approve MTA Policies in Connection with Provisions of Public Authorities Law

Mr. Kearsse informed the Committee that Public Authorities Law Section 2824 requires that the Board adopt certain policies. The Committee was advised that there are no policies requiring Board approval at this time.

## **9. AUDIT COMMITTEE**

To see a summary of the meeting and the actions taken by the Audit Committee, please refer to the video recording of the meeting, produced by the MTA and maintained in MTA records available on the MTA website.

Jim McGovern, MTA Deputy Chief from the Comptroller's Office, briefed the committee on management's review of the 2025 MTA consolidated financial statements. He began noting that the MTA is comprised of 10 reporting entities, eight of which undergo separate audits and therefore have their own distinct materiality thresholds. The MTA's Consolidated Financial Statements, are prepared in conformity with Generally Accepted Accounting Principles in the United States (referred to as GAAP) using accounting standards established by the Government Accounting Standards Board (referred to as GASB) and includes six sections: MD&A (Managements' Discussion & Analysis), the basic financial statements, the notes to the financial statements, required supplementary information, supplementary information and additional supplementary information. The Notes to the Financial Statements include an additional note this year for compensated absences. McGovern reviewed new GASB accounting standards effective in 2025 and beyond, including GASB Statement No. 102 (Certain Risk Disclosures), which enhances financial reporting through disclosures of risks related to concentrations (lack of diversity in resource inflows and outflows) and constraints affecting financial operations (limitations imposed by external parties or internal governance). He noted that, for the MTA, a primary concentration risk is its reliance on New York State subsidies to fund operating expenses. McGovern referenced a slide summarizing the Consolidated Statement of Net Position, noting it provides a higher-level view than the audited financial statements. For 2025, the MTA reported \$130 billion in total assets and deferred outflows, \$102 billion in liabilities and deferred inflows, and a net position of \$28 billion. Compared with the prior year, cash and investments increased by \$6.6 billion, primarily due to bond proceeds related to real estate transfer trust and payroll mobility tax bonds, federal preventive maintenance grants, the CRZ loan, and the one-time casino license fee. Capital assets

increased due to continued investment across asset classes, while deferred outflows changes are mainly from actuarial assumption changes, particularly higher interest rate assumptions. On the liability side, long-term debt increased primarily due to the issuance of real estate transfer tax revenue bonds, PMT bonds, and subordinated bond anticipation notes (BANs) in 2025. OPEB liabilities decreased mainly due to updated actuarial assumptions, including higher interest rate assumptions. Net pension liabilities also declined, driven by actuarial valuation changes and gains in plan asset fair values. Deferred inflows of resources increased primarily due to \$0.3 billion from leases and \$0.3 billion related to pensions and OPEB resulting from actuarial assumption changes. McGovern then referenced two informational slides with bar charts showing assets and liabilities by agency, as well as the percentage distribution of capital assets and liabilities. With respect to the MTA's Income Statement for 2025, there is a reported operating deficit of \$11.6 billion. Subsidies and tax revenues increased, driven primarily by higher payroll mobility tax revenues, the one-time casino license fee, and increased federal preventive maintenance grant reimbursements. McGovern referenced a slide listing all the footnotes accompanying the financial statements and highlighted new Footnote 16, related to GASB Statement No. 102, previously discussed. He concluded by thanking his department, including Lisa Tan, for their contributions to financial reporting, as well as Deloitte for their technical support and strong working relationship. MTA Chief Financial Officer Jia Patel reminded the Board/Committee that certain revenue increases, including PMT bonds and casino license fees, were already incorporated into the budget. The additional PMT revenues support the capital budget for the \$68 billion capital program, while casino license fees were included in the financial plan but were received in December 2025 rather than 2026.

Kostas Makrakis, Managing Director, Deloitte, briefed (remotely) the Committee on the results of their review of the 2025 MTA Consolidated Year End Financial Statements. In his opening remarks, he stated that they have prepared the following comments to assist the Audit Committee in fulfilling their obligation to oversee the financial reporting and disclosure process for which management of the MTA and each of the seven agencies are responsible. It is the responsibility of Deloitte to express an opinion on whether the MTA's and each of its agency's financial statements and the supplementary information are presented fairly, in all material respects, in accordance with accounting principles generally accepted in the U.S. Deloitte is currently in the process of finalizing the audit of the MTA's consolidated financial statements, as well as the stand-alone financial statements of its seven agencies, 2025 and they expect to issue its audit opinions within the next couple of weeks. The audits are conducted in accordance with generally accepted auditing practices in the United States and in accordance with auditing standards issued by the Government Accountability Office. During the year, the MTA adopted GASB 102, which requires certain risk disclosures. In addition, the TBTA standalone financial statements included new disclosures related to the Congestion Relief Tolling Program, providing greater transparency into the program's financial position, performance, and operational implementation. This segment disclosure information was subject to audit procedures. With respect to significant accounting estimates, the MTA financial statements include pensions and other post-employment benefits, as well as estimated liabilities arising from personal injury claims. No errors, uncorrected misstatements, or disclosure items passed were identified during the audits at either the MTA group or agency level. There were no disagreements with management, and Deloitte had unrestricted access to MTA senior management throughout the audits. Consistent with prior years, Deloitte will include an emphasis-of-matter paragraph in the audit opinion. This does not constitute

a qualification, and a clean audit opinion will still be issued. The paragraph is intended to draw users' attention to MTA's continued reliance on significant subsidies and material transactions with the City of New York, the State of New York, the State of Connecticut, and economically sensitive tax revenues. As of this date, Deloitte has not identified any material weaknesses or significant deficiencies in internal control over financial reporting. Management Letter comments are expected to be issued within 30 days following issuance of the audit opinion. The Single Audit Report is expected to be issued during the second week of July, and the National Transit Database agreed-upon procedures report is expected by the end of June. Lastly, Makrakis expressed appreciation to the MTA management team for its exceptional cooperation, transparency, and understanding throughout the audit of the nation's largest transportation authority.

Kostas Makrakis, Managing Director, briefed the Committee on Deloitte's review of the MTA's compliance with investment guidelines. Deloitte reported that nothing came to its attention indicating noncompliance with the MTA's investment guidelines, the New York State Comptroller's investment guidelines, or the New York State Public Authorities Law. The report is intended solely for the use of the Authority's Board of Directors and management, and the Office of the New York State Comptroller.

Lamond Kears, MTA Chief Compliance Officer, briefed the Committee on the quarterly status of open and past-due audit recommendations previously accepted by the agencies. Kears noted that open recommendations are being continuously monitored and that the responsible agencies and departments have been contacted regarding outstanding items. He further stated that no critical issues have been identified at this time.

Rafail Portnoy, Chief Technology Officer, updated the Board/Committee on recent MTA IT activities and accomplishments. He highlighted the department's transformation to an operational model that aligns technology resources directly with business units and operating agencies, improving the speed, reliability, and efficiency of solution delivery while reducing reliance on external consultants. He also noted that the department reduced its vacancy rate from approximately 15–18% to 5–6%, strengthening operational stability and internal expertise. Portnoy highlighted several recent initiatives, including the in-house development of the fare evasion enforcement program (E-Citation) in partnership with NYC Transit and the MTA Police Department; successful implementation of recent railroad fare changes and new vending machine technology in coordination with both railroads; rollout of new onboard ticket validation devices at Metro-North Railroad; and continued development of the new MTA Transit app using in-house resources at a lower cost and with faster delivery timelines. Chair Janno Lieber commended the IT department's work, particularly the modernization of fare enforcement technology, noting its operational benefits and positive impact on efficiency and customer service.

Upon motion duly made and seconded, the Committee voted to convene an executive session to discuss proposed, pending, or current litigation in accordance with NYS Public Officers Law 105.1d. The MTA General Counsel along with select agency General Counsels attended the executive committee session.

#### Audit Committee Action Items

Upon motion duly made and seconded, the Board voted to approve the following:

- (i) MTA Consolidated Year-End 2025 Financial Statements
- (ii) Investment Compliance Report

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

## **10. EXECUTIVE SESSION**

Upon motion duly made and seconded, the Board voted to convene an executive session in accordance with Section 105(1)(d) of the New York State Public Officers Law to discuss proposed, pending, or current litigation. Thereafter, upon motion duly made and seconded, the Board voted to resume proceedings in public session.

## **11. BOARD ACTIONS**

### **a. JOINT RAILROAD COMMITTEE**

Board Member Blanca Lopez reported that the Joint Railroad Committee did not have any items for Board approval.

### **b. NEW YORK CITY TRANSIT COMMITTEE**

Board Member Haeda B. Mihaltses reported that the Transit Committee has two items requiring Board approval.

- Expedited Change Order Procedure for the R268 Train Procurement
- Clean Diesel Bus Procurement

Upon motion duly made and seconded, the Board approved these items.

Refer to the staff summaries and documentation filed with the records of this meeting, and the video recording of the meeting, produced by the MTA and maintained in MTA records for details on the approved items.

### **c. TRIBOROUGH BRIDGE AND TUNNEL AUTHORITY COMMITTEE**

Board Member Sammy Chu reported that the Triborough Bridge and Tunnel Authority Committee did not have any items for Board approval.

d. **CAPITAL PROGRAM COMMITTEE**

Board Member Dan Garodnick reported that the Capital Program Committee has five items this month requiring Board approval.

1. Design-Build Services for Replacement of East End Bridges
2. Installation of Bike Racks at 14 Metro-North Stations and Sidewalk Reconstructions at Hastings-on-Hudson
3. Delivery Program & Project Controls Consultant
4. RFK Fleet Garage Exit Corridor Repairs on Randall's Island
5. Approval to Enter into a Design Agreement

Upon a motion duly made and seconded, the Board voted to approve all five items. Board Member Haeda Mihaltses recused herself and did not participate in the consideration or vote on item #3 - Delivery Program & Project Controls Consultant and item #5 - Approval to Enter into a Design Agreement.

Refer to the staff summaries and documentation filed with the records of this meeting, and the video recording of the meeting, produced by the MTA and maintained in MTA records for details on the approved items.

e. **COMMITTEE ON FINANCE / FMTAC**

Board Member Neal Zuckerman reported the following items for Board approval:

- MTA-HQ Personal Service Contracts
- Engineering Assessment of MTA Railway-Highway Grade Crossings
- Real Estate Matters
- Lease Agreement
- Acquisition of Property Along Bruckner Boulevard in Support of the Penn Station Access Project
- 2025 Annual Investment Report
- FMTAC Cybersecurity Certification of Materials
- Refund Policy for LIRR Monthly Tickets During the LIRR Strike

Upon motion duly made and seconded, the Board approved these items.

Refer to the staff summaries and documentation filed with the records of this meeting, and the video recording of the meeting, produced by the MTA and maintained in MTA records for details on the approved items.

f. **CORPORATE GOVERNANCE COMMITTEE**

Board Member Marc Herbst reported that the Corporate Governance Committee has one item for approval.

- All Agency General Contract Procurement Guidelines and All Agency Service Contract Procurement Guidelines

Upon motion duly made and seconded, the Board approved this item.

Refer to the staff summary and documentation filed with the records of this meeting, and the video recording of the meeting, produced by the MTA and maintained in MTA records for details on the approved item.

g. **AUDIT COMMITTEE**

Board Member David Jones reported that the Audit Committee has two matters for Board approval.

- MTA Consolidated Year End 2025 Financial Statements
- Investment Compliance Report

Upon a motion duly made and seconded, the Board voted to approve both items.

Refer to the staff summaries and documentation filed with the records of this meeting, and the video recording of the meeting, produced by the MTA and maintained in MTA records for details on the approved items.

**12. MINUTES**

Upon motion duly made and seconded, the Board approved the minutes of the regular Board meeting held on April 29, 2026, and the minutes of the Committees held on April 27, 2026, as distributed.

**13. ADJOURNMENT**

Upon motion duly made and seconded, the Board voted to adjourn the meeting at approximately 12:49 A.M.



Police Department  
City of New York

**MTA Report**

**CRIME STATISTICS MAY**

	2026	2025	Diff	% Change
MURDER	1	0	1	***. *%
RAPE	1	0	1	***. *%
ROBBERY	32	31	1	3.2%
FELASSAULT	67	59	8	13.6%
BURGLARY	1	0	1	***. *%
GL	86	110	-24	-21.8%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>188</u></b>	<b><u>200</u></b>	<b><u>-12</u></b>	<b><u>-6.0%</u></b>

**CRIME STATISTICS JANUARY THRU MAY**

	2026	2025	Diff	% Change
MURDER	4	1	3	300.0%
RAPE	2	5	-3	-60.0%
ROBBERY	185	160	25	15.6%
FELASSAULT	273	273	0	0.0%
BURGLARY	6	6	0	0.0%
GL	436	470	-34	-7.2%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>906</u></b>	<b><u>915</u></b>	<b><u>-9</u></b>	<b><u>-1.0%</u></b>

**FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION**  
**- FOR NYPD INTERNAL USE ONLY -**



Police Department  
City of New York

**MTA Report**

MAY ACTIVITY

	2026	2025	Diff	% Change
Total Arrests	2652	2848	-196	-6.9%
TOS Arrests	1085	1245	-160	-12.9%
Total Summons	20320	18385	1935	10.5%
TOS TABs	9160	12173	-3013	-24.8%
TOS C-Summ	210	157	53	33.8%

JANUARY THRU MAY ACTIVITY

	2026	2025	Diff	% Change
Total Arrests	13987	14497	-510	-3.5%
TOS Arrests	5790	6709	-919	-13.7%
Total Summons	96864	77790	19074	24.5%
TOS TABs	46305	51810	-5505	-10.6%
TOS C-Summ	1126	814	312	38.3%

**FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION**

**- FOR NYPD INTERNAL USE ONLY -**



Police Department  
City of New York

## REPORT

January - May

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
<i>Murder</i>	1	1	1	1	0	0	0	0	0	0	1	0	0	1	3	4	4	4	4	1	4
<i>Rape</i>	3	0	2	0	0	1	4	3	5	0	0	1	0	2	2	2	5	3	2	5	2
<i>Robbery</i>	403	306	317	292	310	301	368	251	187	195	202	169	195	190	283	168	259	223	180	160	185
<i>Assault</i>	81	83	78	71	92	92	73	76	78	101	130	145	135	161	152	223	257	240	222	273	273
<i>Burglary</i>	1	0	4	0	2	0	11	7	7	6	10	10	4	3	13	3	3	6	6	6	6
<i>GL</i>	528	503	523	480	455	560	687	640	628	640	629	687	629	599	472	223	451	449	492	470	436
<i>TOTAL MAJOR FELONIES</i>	1017	893	925	844	859	954	1143	977	905	942	972	1012	963	956	925	623	979	925	906	915	906
<i>Major Fel Per Day</i>	11.30	9.92	10.16	9.38	9.54	10.60	12.56	10.86	10.06	10.47	10.68	11.24	10.70	10.62	10.16	6.92	10.88	10.28	9.96	10.17	10.07

# **New York City Transit Procurements**

**Sergio Paneque**, Chief Procurement Officer – Procurement Operations

## PROCUREMENTS

The Procurement Agenda this month includes 6 actions for a proposed estimated expenditure of \$514.4M.

<b>Subject</b> Request for Authorization to Award Various Procurements					
<b>Department</b> MTA Procurement					
<b>Department Head Name</b> Sergio Paneque					
<b>Department Head Signature</b> <i>Sergio Paneque</i>					
<b>Project Manager Name</b> Rose Davis					
<b>Board Action</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	Committee	06/22/26			
2	Board	06/24/26			

June 18, 2026			
<b>Department</b>			
<b>Department Head Name</b>			
<b>Department Head Signature</b>			
<b>Internal Approvals</b>			
	<b>Approval</b>		<b>Approval</b>
	President NYCT	X	Buses
X	CFO	X	Paratransit
X	Law	X	Diversity/Civil Rights
<b>Internal Approvals (cont.)</b>			
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>

**PURPOSE**

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

**DISCUSSION**

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

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

<u>Procurements Requiring Two-Thirds Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	1	\$ TBD M
<u>Schedules Requiring Majority Vote:</u>		
Schedule F: Personal Service Contracts	1	\$ 165.6 M
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	4	\$ 348.8 M
<b>SUBTOTAL</b>	<b>6</b>	<b>\$ 514.4 M</b>

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

<b>TOTAL</b>	<b>6</b>	<b>\$ 514.4 M</b>
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**COMPETITIVE BIDDING REQUIREMENTS:** The procurement actions in Schedules A, B, C and D are subject to the competitive bidding requirements of PAL 1209 or 1265-a relating to contracts for the purchase of goods or public work. Procurement actions in the remaining Schedules are not subject to these requirements.

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

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

## **BOARD RESOLUTION**

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

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

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

NOW, the Board resolves as follows:

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

**JUNE 2026**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Two-Thirds Vote:**

**B. Competitive Requests for Proposals (Solicitations of Purchase and Public Work Contracts)**  
(Staff Summaries required for items estimated to be greater than \$1,000,000.)

- |    |   |                              |                                      |
|----|---|------------------------------|--------------------------------------|
| 1. | <b>RFP Authorizing Resolution</b><br><b>Contract Term TBD</b><br><b>Contract # Various</b>                                    | <b>Cost to be determined</b> | <b><i>Staff Summary Attached</i></b> |
|    | Issue various competitive Request for Proposals for the procurement of up to 1,488 buses for NYC Transit and MTA Bus Company. |                              |                                      |

**Procurements Requiring Majority Vote:**

**F. Personal Service Contracts**  
(Staff Summaries required for items estimated to be greater than \$1,000,000.)

- |    |  |                      |                                      |
|----|--|----------------------|--------------------------------------|
| 2. | <b>The Goodyear Tire and Rubber Co.</b><br><b>Seven Years</b><br><b>Contract # RFP 518921</b>                    | <b>\$165,619,375</b> | <b><i>Staff Summary Attached</i></b> |
|    | Contract award to furnish, lease, and service bus tires for NYC Transit Department of Buses and MTA Bus Company. |                      |                                      |

**H. Modification to Personal & Miscellaneous Service Contracts Awarded as Contracts for Services**  
(Staff Summaries required for items estimated to be greater than \$1,000,000.)

- |    |   |                      |                                      |
|----|---|----------------------|--------------------------------------|
| 3. | <b>ARRO Inc.</b>  | <b>\$37,263,998</b>  | <b><i>Staff Summary Attached</i></b> |
| 4. | <b>CTG Ltd.</b>   | <b>\$211,345,907</b> | ↓                                    |
| 5. | <b>Sentry</b>   | <b>\$93,715,864</b>  | ↓                                    |
| 6. | <b>Islander</b>   | <b>\$6,481,719</b>   | ↓                                    |
|    | <b>Contract Terms: Each one year</b><br><b>Contract #s 6%28441.7 / 6%28439.12 / 6%28440.9 / 6%23299.6</b><br>Contract awards for the provision of Broker Car Service for Paratransit Access-A-Ride;<br>Modification to extend each contract by one year and increase funding. |                      |                                      |

<b>Item Number</b> 1			
<b>Department</b> MTA Procurement, Sergio Paneque, CPO			
<b>Internal Approvals</b>			
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>
1 X	Procurement	6 X	President
2 X	Law		
3 X	CFO		
4 X	Buses/MTAB		
5 X	OPS		

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b> RFP Authorizing Resolution	<b>Contract Nos.</b> Various
<b>Descriptions</b> Purchase of up to 1,488 buses (1,245 for NYC Transit and 243 for MTA Bus Company) through multiple solicitations	
<b>Total Amount</b> TBD	
<b>Contract Term (including Options, if any)</b> TBD	
<b>Option(s) included in Total Amt?</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Renewal?</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

**Purpose**

To request that the Board declare competitive bidding impractical or inappropriate for the procurement of up to 1,488 buses for NYC Transit and MTA Bus Company (“MTABC”) and that it is in the public interest to issue competitive Request for Proposals (“RFP”) pursuant to New York State Public Authorities Law, Section 1209, subdivision 9(g) for NYC Transit and New York State Public Authorities Law, Section 1265-a, subdivision 4(g) for MTABC.

**Discussion**

The Public Authorities Law, Section 1209, subdivision 9(g) and Section 1265-a, subdivision 4(g) permit NYC Transit and MTABC respectively, to use the competitive RFP process in lieu of competitive bidding to award contracts based on a formal evaluation of characteristics such as quality, delivery, and cost against stated selection criteria. NYC Transit and MTABC are desirous of utilizing such a procedure with respect to the procurement of 1,488 buses (1,245 and 243 buses respectively) remaining in the approved 2025–2029 Capital Plan. These buses will replace aging buses that have reached the end of their 12-year service life and will be operated throughout the five boroughs.

The approved 2025–2029 Capital Plan for NYC Transit and MTABC included 2,504 buses, of which 471 have already been ordered and 545 are anticipated to be acquired through an option on an existing contract. NYC Transit will conduct procurements for the remaining 1,488 buses.

Utilizing the RFP process will allow NYC Transit to select the proposals that offer the best overall value through negotiations and evaluation based on criteria that reflect the critical needs of each agency. Upon completion of each RFP process, NYC Transit will obtain Board approval for the actual contract awards.

NYC Transit will utilize different selection criteria for each contract based on the funding source; locally funded contracts will include a preference for New York State Content as an evaluative criterion while federally funded contracts will not, as the Federal Transit Administration strictly prohibits the use of geographic preference in the selection process.

By utilizing the RFP process for the acquisition of buses, NYC Transit will be able to (1) weigh factors such as overall project price and overall quality of proposer and product including delivery; (2) negotiate specific contract terms, such as warranty and payment terms; (3) negotiate technical matters as deemed appropriate; and (4) include any other factors that NYC Transit and/or MTABC deem relevant to their operations; and (5) potentially split awards in such a manner as deemed to be in the public interest provided that the terms and conditions offered by the proposers are commercially reasonable and the proposers’ Best and Final Offers (“BAFOs”) are deemed to be within a reasonable competitive range.

## **Alternative**

Issue competitive Invitations for Bid. Not recommended given the complexity of these procurements and the advantages offered by the RFP process.

## **Impact on Funding**

The 1,488 buses are part of the approved 2025–2029 Capital Program. Award of each contract will be subject to funding availability.

## **Recommendation**

That the Board declare competitive bidding impractical or inappropriate for the procurement of up to 1,488 buses for NYC Transit and MTABC and that it is in the public interest to issue competitive RFPs pursuant to New York State Public Authorities Law, Section 1209, subdivision 9(g) for NYC Transit and New York State Public Authorities Law, Section 1265-a, subdivision 4(g) for MTABC.

<b>Item Number</b> 2			
<b>Department, Department Head Name:</b> Procurement & Supply Chain, Sergio Paneque			
<b>Internal Approvals</b>			
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>
1 X	Procurement	6 X	President
2 X	Law		
3 X	DDCR		
4 X	Buses		
5 X	CFO		

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b> The Goodyear Tire and Rubber Co.	<b>Contract No.</b> RFP 518921
<b>Description</b> Lease, Furnish and Service of Bus Tires for Department of Buses (DOB) and MTABC	
<b>Total Amount: \$165,619,375</b>	
\$124,214,531 (NYCT) \$41,404,844 (MTABC)	
<b>Contract Term (including Options, if any)</b> 7 Years	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A	
<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

**Purpose**

To request that the Board approve the award of a competitive personal service contract to The Goodyear Tire and Rubber Company (“Goodyear”) to furnish, lease, and service bus tires for New York City Transit Department of Buses (“DOB”) and MTA Bus Company (“MTABC”). The contract will be for a term of seven years; the total estimated amount is \$165,619,375. This estimate includes \$124,214,531 for the DOB portion, and \$41,404,844 for the MTABC portion.

**Discussion**

In order to support the safe and efficient operations of the revenue bus fleet, DOB and MTABC utilize a tire service program. This program involves two primary components, both to be performed by a single contractor: (1) the provision of tires on a lease basis, including inventory management and tire recycling; and (2) the provision of tire services including personnel and equipment at each bus facility to mount and dismount tires from wheel rims, inflate tires and perform monthly inspections of tread wear and inflation. DOB and MTABC personnel perform all wheel mounting/unmounting to/from buses. Also included in the contract are wheel painting, inter-facility transporting of tires, and a labor rate for overtime work performed as needed.

Tire leasing programs are the predominant model utilized by North America’s largest transit bus fleets. DOB and MTABC seek to lease rather than purchase tires to leverage industry expertise to maximize the performance of the tire over its life and maintain a consistent budget for revenue vehicle tires directly proportionate to actual bus mileage driven. Through this program, DOB and MTABC benefit from vendor-managed inventory, comprehensive monthly inspections performed by manufacturer trained and certified personnel, and vendor-managed recycling of the tires at the end of their useful life.

The Request for Proposals (“RFP”), issued on September 25, 2025, requires the contractor to provide: (1) tires on a lease basis with per-mile lease rates for high- and low-floor buses; (2) a monthly rate for the provision of embedded depot-based labor and equipment at 28 DOB and MTABC locations to service the tires; (3) a rate to paint wheel rims; (4) a rate for inter-facility transporting of tires; and (5) an hourly labor rate to provide service during overtime hours as needed. The contractor is required to recycle the tires at the end of their useful life. The contract is performance-based and includes incentives for exceeding mileage requirements and deductions for failing to meet those requirements. The evaluation criteria for this RFP listed in descending order of importance are as follows: Proposer’s Technical Qualifications, Overall Project Price and Other Relevant Matters.

The price schedule of the RFP included a fixed 39-month price for the tire lease, a fixed 12-month price for monthly service, and a fixed seven-year price for wheel painting and other tire services as defined above. On December 12, 2025, proposals were received from Goodyear and Bridgestone Americas Tire Operations, LLC (“Bridgestone”). Based on the recommendation of the Selection Committee (“SC”), both proposers were invited to oral presentations.

Oral Presentations focused on Goodyear and Bridgestone's technical ability to perform the contract; Goodyear demonstrated an in-depth understanding of the scope of work and technical specifications and proposed an experienced and skilled management team while the SC identified Bridgestone's staffing and start-up plan as a major concern which could negatively impact its ability to adequately support the scope and scale of this contract. Despite its concerns, the SC unanimously voted to invite both proposers for negotiations.

Negotiations were conducted with Goodyear and Bridgestone that centered the vendor's planned approach to the contract as well as pricing and deviations to the contract terms.

Best and Final Offers ("BAFOs") were received on May 4, 2026. Upon reviewing the BAFOs, the SC unanimously recommended award to Goodyear because it was found to be technically superior and its pricing compared favorably to DOB's estimate. It should be noted that after completing its review, the SC determined that Bridgestone was not technically qualified to perform the contract because it had not adequately addressed the concerns identified throughout the RFP process. The total value of contract award to Goodyear is estimated to be \$165,619,375, which is \$20,199,595.95 (10.9 percent) less than DOB's estimate of \$185,818,971. The award amount is based on an estimated annual escalation on the tire lease rate and labor after the first 39 months, an annual estimate for damaged tires, a three-year run out period and cost of wheel painting and other tire services as needed over the full seven-year term of the contract. Goodyear's BAFO proposal has been found fair and reasonable by the Cost Price Analysis Unit.

Goodyear has certified pursuant to EO 16 that it does not do business in Russia.

The contract awarded to Goodyear resulting from this procurement was evaluated to determine the necessity and appropriate scope, if any, of cybersecurity requirements, including any requirements under federal, state, and local law and regulations. Goodyear has certified compliance with the MTA's cybersecurity requirements.

### **M/W/DBE Information**

Based on the requirements set forth in the Scope of Work and a lack of subcontracting opportunities, MBE/WBE goals of zero percent were established for this contract.

### **Impact on Funding**

Funding for this contract is available under Account 710109, RC 3433, Job 985.

### **Alternatives**

None Recommended.

### **Recommendation**

It is recommended that the Board approve the award of a contract to Goodyear to furnish, lease and service bus tires for DOB and MTABC. The contract will be for a term of seven years in the total estimated amount of \$165,619,375; the estimate includes \$124,214,531 for the DOB portion and \$41,404,844 for the MTABC portion.

Item Number: 3-6

<b>Vendor Names (Locations)</b> ARRO Inc. (New York, New York) Corporate Transportation Group Ltd. (Brooklyn, New York) Fejost LLC d/b/a Sentry Management Solutions (Bronx, New York) Bel-Linda d/b/a Islander Transportation (Staten Island, New York)	
<b>Description:</b>  Broker Car Service for Paratransit Access-A-Ride	
<b>Contract Term (including Options, if any)</b>  3 Years (Base), plus 2 Years (Option)	
<b>Option(s) included in Total Amount?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Department:</b>  Department of Paratransit, Rachel Cohen, Senior VP	

<b>Contract Numbers</b>	<b>AWO/Mod. #s</b>
6%28441	7
6%28439	12
6%28440	9
6%23299	6
<b>Original Amount:</b>	
6%28441	\$ 158,411,532
6%28439	\$ 160,806,656
6%28440	\$ 162,360,366
6%23299	\$ 10,163,549
<b>Prior Modifications:</b>	
6%28441	\$ 5,332,719
6%28439	\$ 599,973,291
6%28440	\$ 18,413,489
6%23299	\$ 15,147,291
<b>Current Amount:</b>	
6%28441	\$ 163,744,251
6%28439	\$ 760,779,947
6%28440	\$ 180,773,855
6%23299	\$ 25,310,840
<b>This Request:</b>	
6%28441	\$ 37,263,998
6%28439	\$ 211,345,907
6%28440	\$ 93,715,864
6%23299	\$ 6,481,719
<b>% of This Request to Current Amount:</b>	
6%28441	23.0%
6%28439	28.0%
6%28440	52.0%
6%23299	26.0%

**Discussion:**

NYC Transit is seeking Board approval to extend the contract term of the following contracts: 6%28441 with ARRO Inc (“ARRO”), 6%28439 with Corporate Transportation Group Ltd. (“CTG”), 6%28440 with Fejost, LLC d/b/a Sentry Management Solutions (“Sentry”), and 6%23299 with Bel-Linda d/b/a Islander Transportation (“Islander”) for the provision of Broker Car Service for Paratransit Access-A-Ride (“AAR”) by one year (to July 31, 2027). Additional funding in the estimated amounts of \$37,263,998; \$211,345,907; \$93,715,864; and \$6,481,719 respectively, are required in the total estimated amount of \$348,807,488.

NYC Transit provides AAR service utilizing two different approaches: dedicated service and non-dedicated service. Dedicated service providers are known as Primary Carriers whose only business is to transport NYC Transit AAR customers using NYC Transit-owned vehicles. Non-dedicated service providers, such as Brokers, perform AAR service in concert with their existing operations. The use of non-dedicated services provides cost and operational benefits to NYC Transit in that Paratransit does not directly bear the total responsibility for maintenance and operating costs, as is the case with dedicated service. The Broker model is a fully Americans with Disabilities Act-compliant mode of paratransit transportation that utilizes contractor(s) to schedule and dispatch prearranged trips for AAR customers using the contractor’s own TLC-licensed taxi/for-hire vehicles and/or its non-dedicated subcontractor network of taxi and for-hire vehicles, including wheelchair accessible vehicles (“WAVs”).

This extension will allow for sufficient time to conduct the replacement competitive Request for Proposal (“RFP”) for Broker Car Service. It also aligns with the Department of Paratransit’s major technology platform upgrade, scheduled to go live in early 2027, ensuring that the new Broker contracts commence after the new system is in place, supporting a smooth transition. Further, the extension creates appropriate separation between the expiration of the Primary Carrier contracts in March 2027 and the future Broker contract expirations. Creating this buffer avoids the operational challenges that could result from switching AAR providers during the technology platform transition period.

Three of the Broker contracts—ARRO, CTG, and Sentry, referred to as the “all-borough” Broker contracts—were awarded via a competitive RFP conducted in 2021 with a base term of three years and an option term of an additional two years. They are in the final year of the option period which expires on July 31, 2026. The Staten Island Broker contract was awarded to Islander in 2019 under a separate competitive RFP which included a Class award exclusively for a Staten Island Broker. There are limited firms with a base location on Staten Island, and it can be both operationally challenging and cost prohibitive for non-dedicated providers located outside the borough to reliably complete Staten Island trips. Islander’s contract was modified, extending its term to expire coterminously with the all-borough Broker contracts. The upcoming replacement RFP will again include an exclusive Class award for a Staten Island Broker.

Pricing for Broker Car Service (including Staten Island) is structured to provide rates based on zone-to-zone combinations, defined by intra- and inter-borough zip codes throughout the five boroughs. The weighted average cost per trip (“WACPT”) of the all-borough contracts is currently \$34.73 and can potentially increase to \$45.80 if certain criteria are met which were added to these contracts in 2022 to address serious driver availability and operating issues that resulted from COVID. These incentives, when met, enable the contractors to continue to competitively attract a reliable driver workforce while maintaining performance as demand continues to increase. They have had a positive impact on AAR performance, effectively counteracting industry-wide competition for drivers and cost inflation pressures, which continue today. The current WACPT for the Islander contract is \$28.35; with this extension, incentives contingent upon meeting certain criteria will be added, which can potentially increase Islander’s WACPT to \$31.35.

MTA’s Cost/Price Analysis Unit determined that pricing for all four contracts is fair and reasonable, as each contractor is holding its current rates during the extension period. The analysis of pricing including incentives was found fair and reasonable.

The NYC Transit Controller’s Office performed an updated financial analysis on all four Contractors and found each to be financially qualified to perform the work.

Each of the four contractors has certified that it does not conduct business operations in Russia within the meaning of Executive Order No. 16.

All four contracts have been evaluated to determine the necessity and appropriate scope, if any, of cybersecurity requirements, including any requirements under federal, state, and local law and regulations. Any applicable cybersecurity requirements, to the extent required, have been included in the contract terms and conditions.



## **Service Changes: B25 Travel Path Revision in DUMBO, Brooklyn**

**Heather Ferguson**, Senior Vice President, Operations Planning

### **Background**

The B25 provides local bus service between Broadway Junction and DUMBO in Brooklyn via the neighborhoods of East New York, Bedford-Stuyvesant, Clinton Hill, Fort Greene, Downtown Brooklyn, and Brooklyn Heights. The NYC Department of Transportation will be implementing a bicycle-oriented Street Improvement Project (SIP) at the western terminus of the B25, which will impact the terminus and nearby streets. It will add protected bicycle lanes in the area impacting the last stop/layover/first stop on the south side of Front Street at York Street. In planning for this project, NYC DOT worked with NYC Transit to accommodate the B25 in the new street design to improve bus operations. The new street design enables the B25 travel path to be streamlined to avoid several existing problematic streets, which are streets that are narrow, have difficult turns, paved with cobblestones, and impacted by vehicle and pedestrian congestion on the current travel path.

### **Recommended Solution**

Revise the B25 travel path at the northern terminus in DUMBO to use the north side of Front Street between York Street and Dock Street as the terminal and layover. From its existing westbound travel path, the westbound B25 would turn right from northbound Cadman Plaza West onto Prospect Street, left onto Washington Street, left onto York Street, left onto Front Street, and then terminate on Front Street between York Street and Dock Street. The eastbound B25 to Broadway Junction travel path would be revised to turn left from westbound Front Street onto southbound Old Fulton Street, and then proceed to its existing travel path. Three bus stops would be discontinued and one bus stop added.

### **Impact on Funding**

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

### **Implementation Date**

Summer 2026; before the street geometry changes are implemented by NYC DOT.

# Staff Summary



<b>Subject</b>	B25 Travel Path Revision in DUMBO, Brooklyn
<b>Department</b>	Operations Planning
<b>Department Head Name</b>	Heather Ferguson
<b>Department Head Signature</b>	
<b>Project Manager Name</b>	Robert Lai

<b>Date</b>	June 4, 2026
<b>Vendor Name</b>	N/A
<b>Contract Number</b>	N/A
<b>Contract Manager Name</b>	N/A
<b>Table of Contents Ref #</b>	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	President		x		
2	NYCT/MTA Bus Committee			x	
3	Board			x	

Internal Approvals			
Order	Approval	Order	Approval
		4	Chief Customer Officer
7	President	3	General Counsel
6	CFO	2	Sr. Dir., External Relations
5	EVP, Buses	1	SVP, Ops Planning

## Purpose

The purpose of this staff summary is to obtain Presidential approval for, and to inform the New York City Transit and MTA Bus Committee of a recommendation to revise the travel path of the B25 local bus route in DUMBO, Brooklyn.

## Discussion

The B25 operates local bus service on weekdays, Saturdays and Sundays connecting Broadway Junction and DUMBO, primarily traveling along Fulton Street in Brooklyn via the neighborhoods of East New York, Bedford-Stuyvesant, Clinton Hill, Fort Greene, Downtown Brooklyn, and Brooklyn Heights. The B25 travels a one-way distance of approximately 6 miles, transporting an average of approximately 9,800 passengers per weekday, approximately 6,900 passengers per Saturday, and approximately 5,000 passengers per Sunday.

The NYC Department of Transportation (NYC DOT) will be implementing a bicycle-oriented Street Improvement Project (SIP) that includes several changes to the street geometry in and around the B25's western terminus in DUMBO. The project will impact the terminus and nearby streets. NYC DOT worked with NYC Transit to accommodate the B25 in the new street design to facilitate avoidance of several existing problematic streets, which are narrow, have difficult turns, paved with cobblestones and impacted by vehicle and pedestrian congestion on the current travel path.

In DUMBO, the westbound B25 currently travels northbound on Cadman Plaza West onto northbound Old Fulton Street turning right onto eastbound Front Street where there is a last stop/layover/first stop in

# Staff Summary



a pull-out on the south side of Front Street nearside of York Street. The B25 then turns around to eastbound service by continuing east on Front Street, turning left on Main Street, left on Water Street and left back to the regular route on southbound Old Fulton Street. Front Street east of York Street, Main Street, and Water Street are narrow, making the turns on and off Main Street difficult. Additionally, Main Street and Water Street are paved with cobblestones, and there is frequently vehicular congestion and high pedestrian activity on these narrow streets.

The NYC DOT project impacts the current B25 western terminus by adding a protected two-way bicycle lane in its last stop/layover/first stop along the south side of Front Street. Additionally, the project adds protected bicycle lanes in other street spaces nearby, including Front Street east of York Street and York Street between Washington Street and Front Street.

During the project planning process, NYC DOT worked with NYC Transit to mitigate impacts to the B25 and improve bus operations. The NYC DOT project will provide curb space to relocate the B25 terminus across the street on the north side of Front Street between York Street and Dock Street. To access this new terminus, the travel path of the westbound B25 would be revised to turn right from northbound Cadman Plaza West onto eastbound Prospect Street, left onto Washington Street, left onto York Street, and left onto Front Street, where it would make its last stop and layover on the northside of westbound Front Street between York Street and Dock Street. The NYC DOT project will incorporate daylighting to facilitate new turns. The eastbound travel path toward Broadway Junction would be revised to continue west on Front Street and then turn left onto southbound Old Fulton Street, and returning to its regular route. The overall travel path would be slightly reduced by 1,475 feet. See the attached map for the revisions to the travel path.

Under this revision, the B25 would remain on the wider Front Street, still serving the busy waterfront area while reducing the risk of being blocked and delayed. Secondly, the revision avoids the rough ride on the cobblestone roadways of Main Street and Water Street.

As part of this revision, three bus stops (one westbound stop and two eastbound stops) would be discontinued, used by a total of approximately 395 passengers per weekday (boarding + alighting) and a lesser number on weekends. One westbound bus stop would be added on Prospect Street at Washington Street. The closest bus stops would be approximately 400 to 750 feet away. See the table below.

**B25 Bus Stops Impacted, Nearest Alternate Bus Stops, Ridership and Distance to the nearest Bus Stops**

Direction	Discontinued Stop	Nearest Stop	Distance to Nearest Stop (ft)	Average Weekday Ridership
To Broadway Junction (EB)	Water St/Main St	Front St/York St	750	220
	Old Fulton St/Elizabeth Pl	Old Fulton St/Hicks St	400	110
To DUMBO (WB)	Old Fulton St/Prospect St	Prospect St/Washington St	435	65
<b>Grand Total</b>				<b>395</b>

## **Recommendation**

Revise the B25 travel path at the northern terminus in DUMBO to use the north curb of Front Street between York Street and Dock Street as the terminal and layover. From its existing westbound travel path, the westbound B25 would turn right from northbound Cadman Plaza West onto Prospect Street, left onto Washington Street, left onto York Street, left onto Front Street, and then terminate on Front Street between York Street and Dock Street. The eastbound B25 to Broadway Junction travel path would be revised to turn left from westbound Front Street onto southbound Old Fulton Street, and then proceed to its existing travel path. Three bus stops would be discontinued and one bus stop added.

## **Alternatives**

*Do nothing:* Foregoing this travel path revision would leave the B25 without a safe terminal/layover. The planned two-way bike lane on the south curb of Front Street would block the existing bus layover.

*Move the layover to a different street:* Options in this area are limited. Many streets are narrow, and alternate travel paths would add significant travel time and distance.

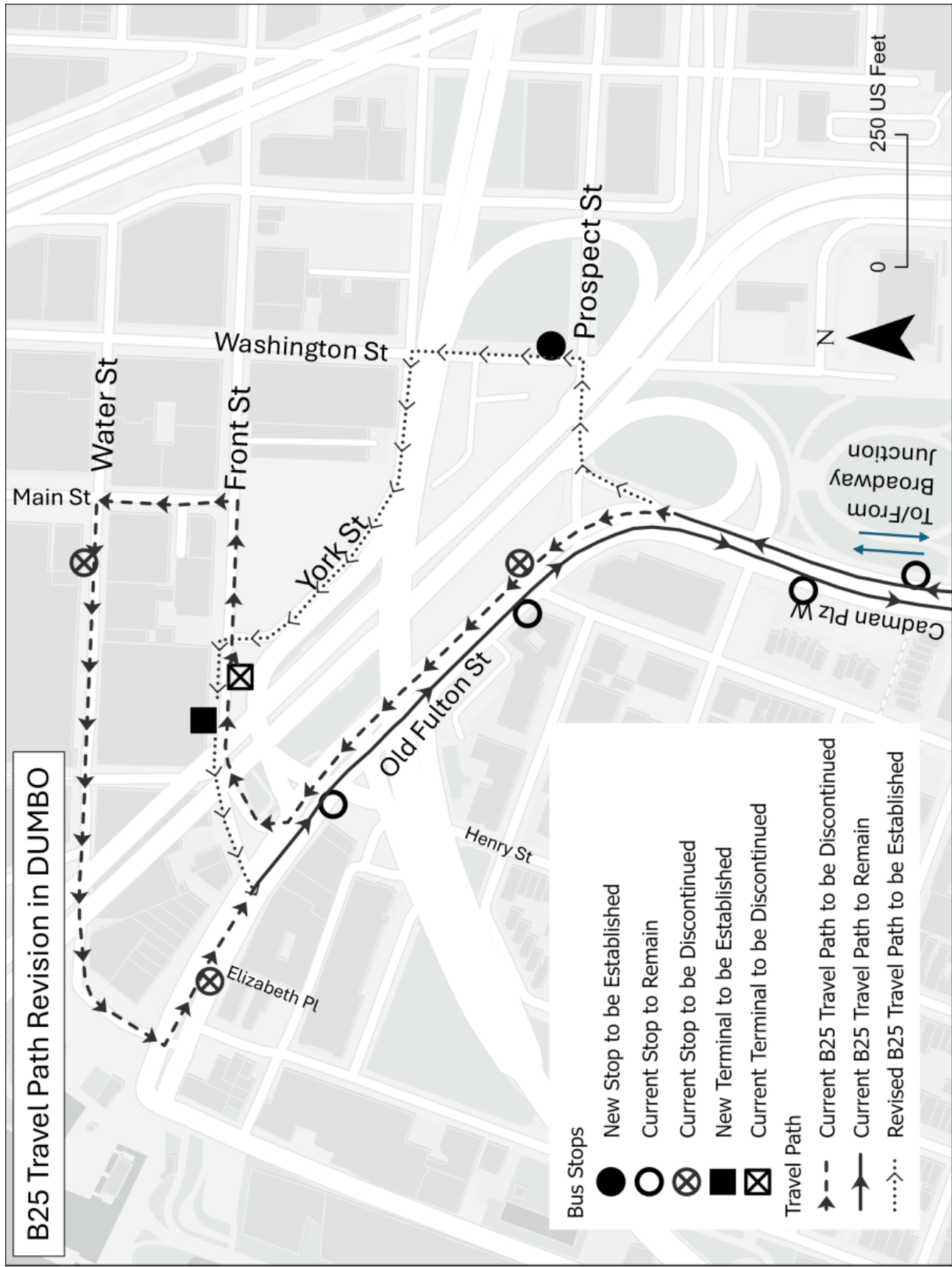
## **Impact on Funding**

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

## **Implementation Date**

Summer 2026; before the street geometry changes are implemented by NYC DOT.

# Staff Summary





## **Service Changes: Bx33 Travel Path Revision in Port Morris, Bronx**

**Heather Ferguson**, Senior Vice President, Operations Planning

### **Background**

The Bx33 provides local bus service between Harlem, Manhattan and Port Morris, Bronx via the neighborhood of Mott Haven in the South Bronx, primarily via 135th Street in Manhattan and 138th Street in the Bronx. In Port Morris, the Bx33 operates two ways on Walnut Avenue between East 138th Street and East 134th Street.

The NYC Department of Transportation (NYC DOT) will be converting Walnut Avenue into a one-way southbound street and convert parallel Locust Avenue into a one-way northbound street pair in the fall to improve safety and traffic flow. The one-way conversion of Walnut Avenue will not allow the Bx33 to travel on its existing path northbound on Walnut Avenue from East 132nd Street to East 138th Street.

### **Recommended Solution**

Revise the travel path of the Bx33 to travel northbound on Locust Avenue instead of Walnut Avenue in Port Morris to comply with the upcoming street and traffic flow changes by NYC DOT. The Port Morris terminus (last stop/layover/first stop) would be relocated to East 132nd Street between Walnut and Locust Avenues. The Harlem-bound Bx33 would then proceed east on East 132nd Street, north (left) on Locust Avenue, and then west (left) onto East 138th Street to continue the existing path. Additionally, the bus stop on Walnut Avenue at East 135th Street would be relocated to Locust Avenue.

### **Impact on Funding**

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

### **Implementation Date**

Fall 2026

# Staff Summary



<b>Subject</b>	Bx33 Travel Path Revision In Port Morris, Bronx
<b>Department</b>	Operations Planning
<b>Department Head Name</b>	Heather Ferguson
<b>Department Head Signature</b>	
<b>Project Manager Name</b>	Robert Lai

<b>Date</b>	June 4, 2026
<b>Vendor Name</b>	N/A
<b>Contract Number</b>	N/A
<b>Contract Manager Name</b>	N/A
<b>Table of Contents Ref #</b>	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	President		x		
2	NYCT/MTA Bus Committee			x	
3	Board			x	

Internal Approvals			
Order	Approval	Order	Approval
		4	Chief Customer Officer
7	President	3	General Counsel
6	CFO	2	Sr. Dir., External Relations
5	EVP, Buses	1	SVP, Ops Planning

## Purpose

The purpose of this staff summary is to obtain Presidential approval for, and to inform the New York City Transit and MTA Bus Committee of a recommendation to revise the travel path of the Bx33 local bus route in Port Morris, Bronx.

## Discussion

The Bx33 operates local bus service on weekdays, Saturdays and Sundays connecting Harlem, Manhattan and Port Morris, Bronx, primarily traveling along 135th Street in Manhattan and 138th Street in the Bronx via the neighborhood of Mott Haven. The Bx33 travels a one-way distance of approximately 5.8 miles, transporting approximately 2,100 passengers per weekday, approximately 1,000 passengers per Saturday, and approximately 500 passengers per Sunday.

In Port Morris, the Bx33 operates northbound and southbound on Walnut Avenue between East 138th Street and East 134th Street, with a terminal loop traveling west on East 134th Street, south on Willow Avenue, east on East 132nd Street, and north on Walnut Avenue to a last stop, layover, and first stop on Walnut Avenue between East 132nd and East 133rd Streets. Harlem-bound service then proceeds north on Walnut Avenue to East 138th Street.

The NYC Department of Transportation (NYC DOT) will be converting Walnut Avenue from two-way into a one-way southbound street and convert parallel Locust Avenue from two-way into a one-way northbound street to improve safety and traffic flow on these narrow streets. The current two-way traffic on these narrow streets, with many trucks parked on both sides of the road, prevents vehicles from

passing each other in the opposite directions simultaneously and creates a hazardous environment for pedestrians, bus riders, and cyclists.

To accommodate the one-way conversions of Walnut and Locust Avenues, the travel path of the Bx33 would be revised to travel south on Walnut Avenue and north on Locust Avenue. The Port Morris-bound Bx33 would be revised to terminate at a new last stop, layover and first Harlem-bound stop location on eastbound East 132nd Street between Walnut and Locust Avenues. The Harlem-bound route would then proceed east on East 132 Street, north (left) on Locust Avenue, and then west (left) onto East 138th Street to continue its regular path. The overall travel path would be increased slightly by approximately 855 feet, but travel time would remain unchanged as the one-way streets would improve travel, reduce obstructions, and reduce congestion. See the attached map.

Under this revision, two bus stops would be relocated that are used by a total of approximately 65 passengers (boarding + alighting) per weekday and less on weekends. The Walnut Avenue at East 133rd Street last stop/layover/first stop would be relocated, approximately 380 feet away to the far side of East 132nd Street at Walnut Avenue. The Harlem-bound bus stop on Walnut Avenue at East 135th Street is used by approximately 20 passengers per weekday, and would be relocated to Locust Avenue at East 135th Street, approximately 625 feet away.

## **Recommendation**

Revise the travel path of the Bx33 to travel northbound on Locust Avenue instead of Walnut Avenue in Port Morris to comply with the upcoming street and traffic flow changes by NYC DOT. The Port Morris terminus (last stop/layover/first stop) would be relocated to East 132nd Street between Walnut and Locust Avenues. The Harlem-bound Bx33 would then proceed east on East 132nd Street, north (left) on Locust Avenue, and then west (left) onto East 138th Street to continue the existing path. Additionally, the bus stop on Walnut Avenue at East 135th Street would be relocated to Locust Avenue.

## **Alternatives**

1. *Do nothing:* Retaining the current northbound travel path on Walnut Avenue while the street directions are converted to two-way would result in illegal northbound travel on a one-way street.
2. *Remove the section of the terminal loop that operates on Willow Avenue,* to prevent an increase in route mileage. This would mean having the route travel south on Walnut Avenue, east on E 132nd Street to the new terminal, and then north on Locust Avenue. However, this would mean no longer serving the stop on East 134th Street at Willow Avenue, which has the highest usage of bus stops in Port Morris aside from the stops on East 138th Street, with approximately 75 alightings per weekday.

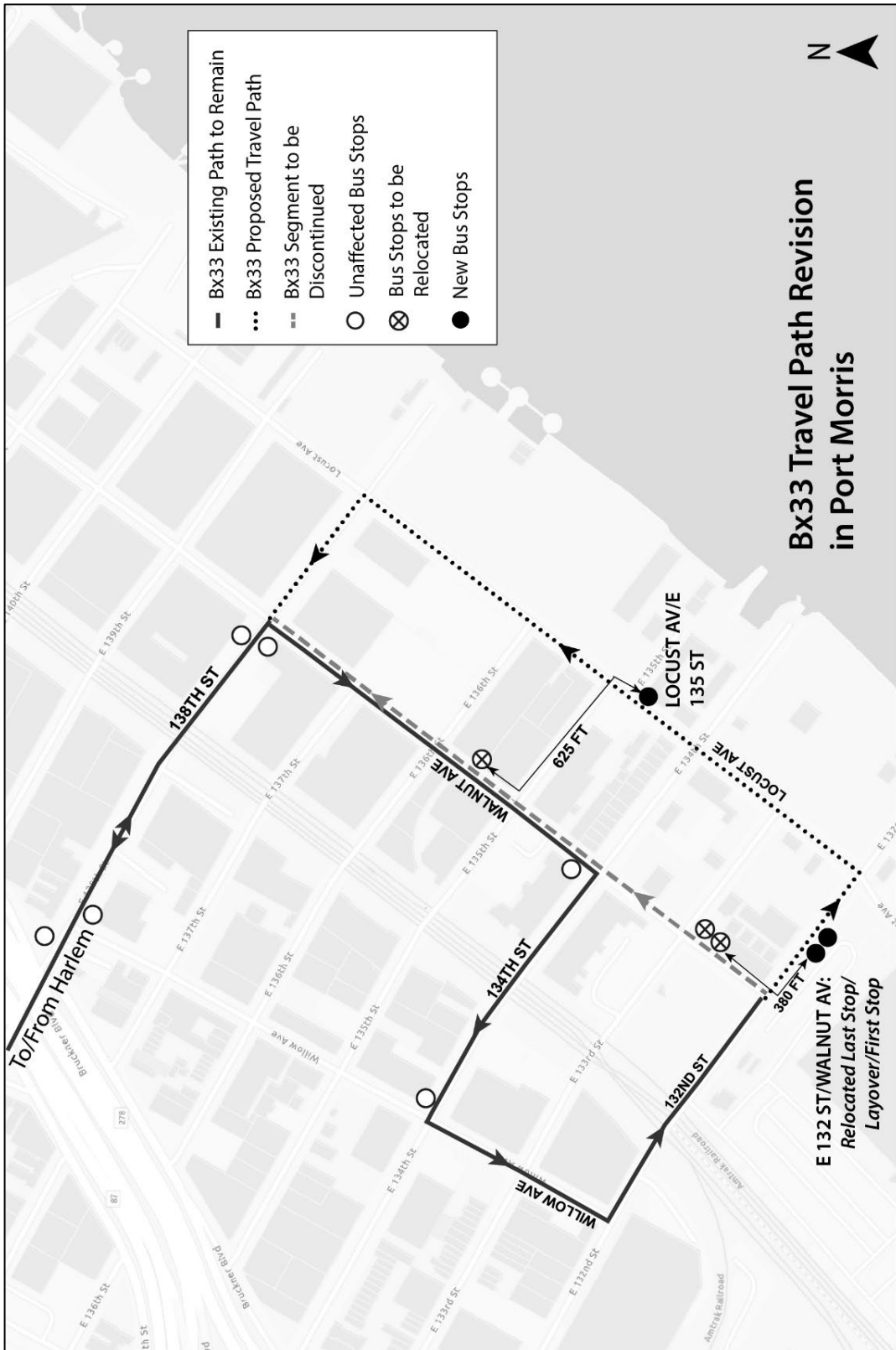
# Staff Summary

## Impact on Funding

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

## Implementation Date

Fall 2026.





## **Service Changes: QM15 Extension to Arverne, Queens**

**Heather Ferguson**, Senior Vice President, Operations Planning

### **Background**

QM15 operates express bus service on weekdays and Saturdays between Howard Beach, Queens and Midtown, Manhattan via the Queens neighborhoods of Lindenwood, Ozone Park, Richmond Hill, Glendale, and Rego Park via Cross Bay Boulevard and Woodhaven Boulevard. The communities of Howard Beach and the Rockaways have been requesting off-peak and Saturday express bus service.

During the A train service shut down from January to mid-May 2025 between Howard Beach and the Rockaways for construction, most QM15 trips were extended to Arverne in response to strong community requests. The extended trips were retained after A train service was restored so that ridership data could be reviewed. It was found that ridership on the extended portion of the QM15 has been strongest during the weekday evening and Saturday hours.

### **Recommended Solution**

Permanently extend the QM15 to Arverne from its current terminus in Howard Beach during the weekday evenings and Saturdays, adding eight bus stops in each direction on the extended trips. This would complement QM16 and QM17 weekday peak period service and are the time periods when ridership has been strongest, and when there is less A train service.

### **Impact on Funding**

The net result of this revision would be an increase in operating cost of approximately \$141,000 per year to the MTA Bus Company budget. The cost of the current QM15 extended service is \$162,000 annually, unbudgeted.

### **Implementation Date**

Fall 2026

# Staff Summary



<b>Subject</b>	QM15 Extension to Arverne, Queens
<b>Department</b>	Operations Planning
<b>Department Head Name</b>	Heather Ferguson
<b>Department Head Signature</b>	
<b>Project Manager Name</b>	Robert Lai

<b>Date</b>	June 4, 2026
<b>Vendor Name</b>	N/A
<b>Contract Number</b>	N/A
<b>Contract Manager Name</b>	N/A
<b>Table of Contents Ref #</b>	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	President		x		
2	NYCT/MTA Bus Committee			x	
3	Board			x	

Internal Approvals			
Order	Approval	Order	Approval
		4	Chief Customer Officer
7	President	3	General Counsel
6	CFO	2	Sr. Dir., External Relations
5	EVP, Buses	1	SVP, Ops Planning

## Purpose

The purpose of this staff summary is to obtain Presidential approval for, and to inform the New York City Transit and MTA Bus Committee of a recommendation to extend the QM15 to Arverne on weekday evenings and Saturdays.

## Discussion

The QM15 operates express bus service on weekdays and Saturdays connecting Howard Beach, Queens and Midtown, Manhattan via the Queens neighborhoods of Lindenwood, Ozone Park, Richmond Hill, Glendale, and Rego Park along Cross Bay Boulevard and Woodhaven Boulevard. The QM15 travels a one-way distance of approximately 14.8 miles, transporting an average of approximately 2,000 passengers per weekday and approximately 440 passengers per Saturday.

The QM16 and QM17 are express bus routes serving the Rockaway peninsula, and southern Howard Beach and Broad Channel along Cross Bay Boulevard. They operate only during the weekday peak periods in the peak direction. Once at Howard Beach (in the vicinity of the eastern terminus of the QM15), the QM16 and QM17 travel non-stop to and from Midtown Manhattan. The communities that are served by the QM16 and QM17 have been requesting off-peak and Saturday express bus service for some time.

In advance of construction work on the A train between January and May 2025 that suspended A train service between the Rockaways and Howard Beach, the community advocated for added express bus service, in addition to the free shuttle bus bridge and other mitigations, to make up for the temporary loss of subway service. In response to the community requests, most QM15 trips that were already traveling

# Staff Summary



to or from the bus depot in non-revenue service were adjusted to operate in service to and from Beach 54<sup>th</sup> Street in Arverne near the depot, which added about 13 minutes of scheduled travel time per trip and eight bus stops in each direction. Most trips in the weekday AM peak period after 7 AM, weekday middays, weekday PM peak, weekday evening; and on Saturdays were extended.

After A train service was restored in mid-May 2025, the extended QM15 service was retained so that ridership data could be reviewed to assess actual demand for the extended QM15. Ridership on the extended portion of the QM15 was, on average, relatively low during the A train suspension, but it was highest during the weekday evenings (8.7 riders per trip) and on Saturdays (3.5 riders per trip). After A train service was restored, ridership on the extended portion declined during all weekday peak periods, but not on Saturdays, where it remained unchanged. Ridership on the extended portion remained strongest on weekday evening trips (approximately 5.3 riders per trip) and Saturdays (approximately 3.5 riders per trip).

It is recommended to permanently retain the QM15 extension to Arverne of approximately 7.5 miles (this includes approximately 4.5 miles of non-stop running over Jamaica Bay and through Jamaica Bay Wildlife Refuge) on trips during weekday evenings (approximately 8:15 PM to 11:15 PM) and Saturdays (approximately 6:30 AM to 5:30 PM to Midtown and 12:40 PM to 7:40 PM to Arverne) when ridership levels on the extended portion of the route have been the strongest, and where there are fewer alternatives. The extended trips add eight bus stops in each direction. Retaining the QM15 extension during the weekday peak periods and weekday middays is not recommended, as there are robust alternatives:

- Weekday AM and PM peak periods:
  - The QM17 provides faster service on the extended portion of the QM15 as it runs non-stop between Howard Beach and Midtown Manhattan.
    - The QM16 also serves the same bus stops in southern Howard Beach and Broad Channel.
  - The A train runs approximately every 10 minutes in the Rockaways and Broad Channel.
- Weekday midday:
  - The A train runs approximately every 15 minutes in the Rockaways and Broad Channel.

A train service to Broad Channel and the Rockaways runs less frequently during weekday evenings and Saturdays, which makes the express bus a more attractive option to many riders. The A train operates approximately every 20 to 30 minutes on weekday evenings and approximately every 20 minutes on Saturdays. Also, in the later weekday evening hours, A train service operates local through Brooklyn, stopping at all local stops instead of running express as it does during the day.

In transitioning from the extended QM15 service plan that was implemented for the A train shutdown to a permanent weekday evening and Saturday extension, the schedule on the extension would be normalized. This includes:

- The extending the 8:15 PM weekday trip from Midtown to Arverne to fill a current gap between the last QM17 trip at 7 PM and the first extended QM15 trip at 9:15 PM.
- On Saturdays, all extended trips would run full length, to make up for the free shuttle connection that is currently being run on four trips to Manhattan between 10:25 AM and 1:25 PM.

# Staff Summary



## **Recommendation**

Permanently extend the QM15 to Arverne from its current terminus in Howard Beach during the weekday evenings and Saturdays, adding eight bus stops in each direction on the extended trips. This would complement QM16 and QM17 weekday peak period service and are the time periods when ridership has been strongest and when there is less A train service.

## **Alternatives**

*Do nothing:* Foregoing this extension would not respond to community requests for express bus service to Broad Channel and the Rockaways when the QM16 and QM17 do not operate.

*Extend the QM15 to Arverne on all trips:* This would be significantly more expensive. Customers have alternative options to and from Broad Channel and the Rockaways during weekday peak periods and weekday middays. The QM16 and QM17 provide peak period, peak direction express bus service for Broad Channel and the Rockaways, and the A train provides robust service on weekday middays. Alternatives become more limited during weekday evening and Saturday.

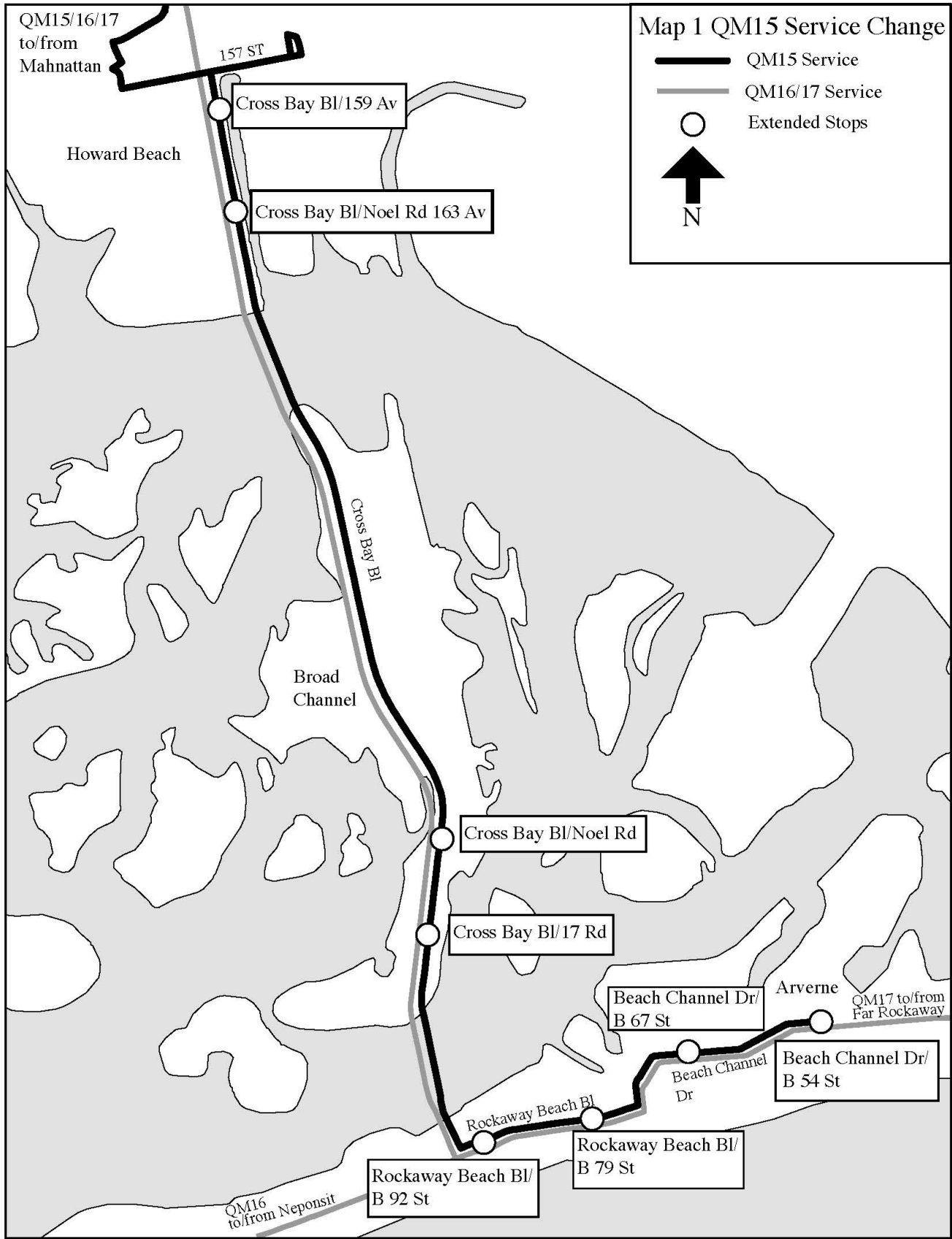
## **Impact on Funding**

The net result of this revision would be an increase in operating cost of approximately \$141,000 annually to the MTA Bus Company budget. The cost of the current QM15 extended service is \$162,000 annually, unbudgeted.

## **Implementation Date**

Fall 2026

# Staff Summary





# Metropolitan Transportation Authority: NYC Transit Diversity and Equal Opportunity 1<sup>st</sup> Quarter Progress Report

**June 22, 2026**





# NYC Transit Wide Workforce as of March 31, 2026

JOB CATEGORY	TOTAL		Minorities		2+ RACES		AI/AN*		ASIANS		BLACKS		HISPANICS		NHOPI**		WHITES		VETERANS		PWD***	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
<b>Officials &amp; Administrators</b>	<b>1,812</b>		1,301	72%	138	8%	2	0%	246	14%	612	34%	301	17%	2	0%	511	28%	49	3%	64	4%
F	424	23%	365	20%	19	1%	0	0%	43	2%	243	13%	60	3%	0	0%	59	3%	4	0%	23	1%
M	1,388	77%	936	52%	119	7%	2	0%	203	11%	369	20%	241	13%	2	0%	452	25%	45	2%	41	2%
<b>Professionals</b>	<b>1,123</b>		902	80%	90	8%	3	0%	321	29%	336	30%	151	13%	1	0%	221	20%	17	2%	44	4%
F	443	39%	394	35%	34	3%	2	0%	112	10%	187	17%	58	5%	1	0%	49	4%	1	0%	21	2%
M	680	61%	508	45%	56	5%	1	0%	209	19%	149	13%	93	8%	0	0%	172	15%	16	1%	23	2%
<b>Technicians</b>	<b>178</b>		146	82%	7	4%	0	0%	61	34%	50	28%	28	16%	0	0%	32	18%	2	1%	6	3%
F	17	10%	14	8%	0	0%	0	0%	4	2%	5	3%	5	3%	0	0%	3	2%	0	0%	1	1%
M	161	90%	132	74%	7	4%	0	0%	57	32%	45	25%	23	13%	0	0%	29	16%	2	1%	5	3%
<b>Protective Services</b>	<b>974</b>		867	89%	48	5%	0	0%	60	6%	512	53%	245	25%	2	0%	107	11%	37	4%	8	1%
F	221	23%	211	22%	22	2%	0	0%	3	0%	146	15%	40	4%	0	0%	10	1%	1	0%	3	0%
M	753	77%	656	67%	26	3%	0	0%	57	6%	366	38%	205	21%	2	0%	97	10%	36	4%	5	1%
<b>Paraprofessionals</b>	<b>14</b>		14	100%	1	7%	0	0%	0	0%	9	64%	4	29%	0	0%	0	0%	0	0%	0	0%
F	13	93%	13	93%	1	7%	0	0%	0	0%	8	57%	4	29%	0	0%	0	0%	0	0%	0	0%
M	1	7%	1	7%	0	0%	0	0%	0	0%	1	7%	0	0%	0	0%	0	0%	0	0%	0	0%
<b>Administrative Support</b>	<b>452</b>		409	90%	29	6%	0	0%	94	21%	216	48%	70	15%	0	0%	43	10%	2	0%	11	2%
F	274	61%	254	56%	21	5%	0	0%	41	9%	146	32%	46	10%	0	0%	20	4%	2	0%	10	2%
M	178	39%	155	34%	8	2%	0	0%	53	12%	70	15%	24	5%	0	0%	23	5%	0	0%	1	0%
<b>Skilled Craft</b>	<b>16,055</b>		11,798	73%	812	5%	97	1%	2,928	18%	5,578	35%	2,376	15%	7	0%	4,257	27%	204	1%	57	0%
F	569	4%	529	3%	27	0%	0	0%	44	0%	374	2%	83	1%	1	0%	40	0%	2	0%	6	0%
M	15,486	96%	11,269	70%	785	5%	97	1%	2,884	18%	5,204	32%	2,293	14%	6	0%	4,217	26%	202	1%	51	0%
<b>Service Maintenance</b>	<b>27,739</b>		25,307	91%	948	3%	79	0%	2,180	8%	15,781	57%	6,315	23%	4	0%	2,432	9%	318	1%	142	1%
F	7,679	28%	7,431	27%	250	1%	18	0%	204	1%	5,516	20%	1,441	5%	2	0%	248	1%	34	0%	51	0%
M	20,060	72%	17,876	64%	698	3%	61	0%	1,976	7%	10,265	37%	4,874	18%	2	0%	2,184	8%	284	1%	91	0%
<b>Total</b>	<b>48,347</b>		<b>40,744</b>	<b>84%</b>	<b>2,073</b>	<b>4%</b>	<b>181</b>	<b>0%</b>	<b>5,890</b>	<b>12%</b>	<b>23,094</b>	<b>48%</b>	<b>9,490</b>	<b>20%</b>	<b>16</b>	<b>0%</b>	<b>7,603</b>	<b>16%</b>	<b>629</b>	<b>1%</b>	<b>332</b>	<b>1%</b>

NOTE: Data may vary by +/- 4% due to variations in reporting methodology and/or external factors affecting the data collection process and have been rounded up to the nearest whole number.

\* American Indian/Alaskan Native  
 \*\* Native Hawaiian Other Pacific Islander  
 \*\*\* Persons With Disabilities

• F represents employees who self-identified as Females  
 • M represents employees who self-identified as Males

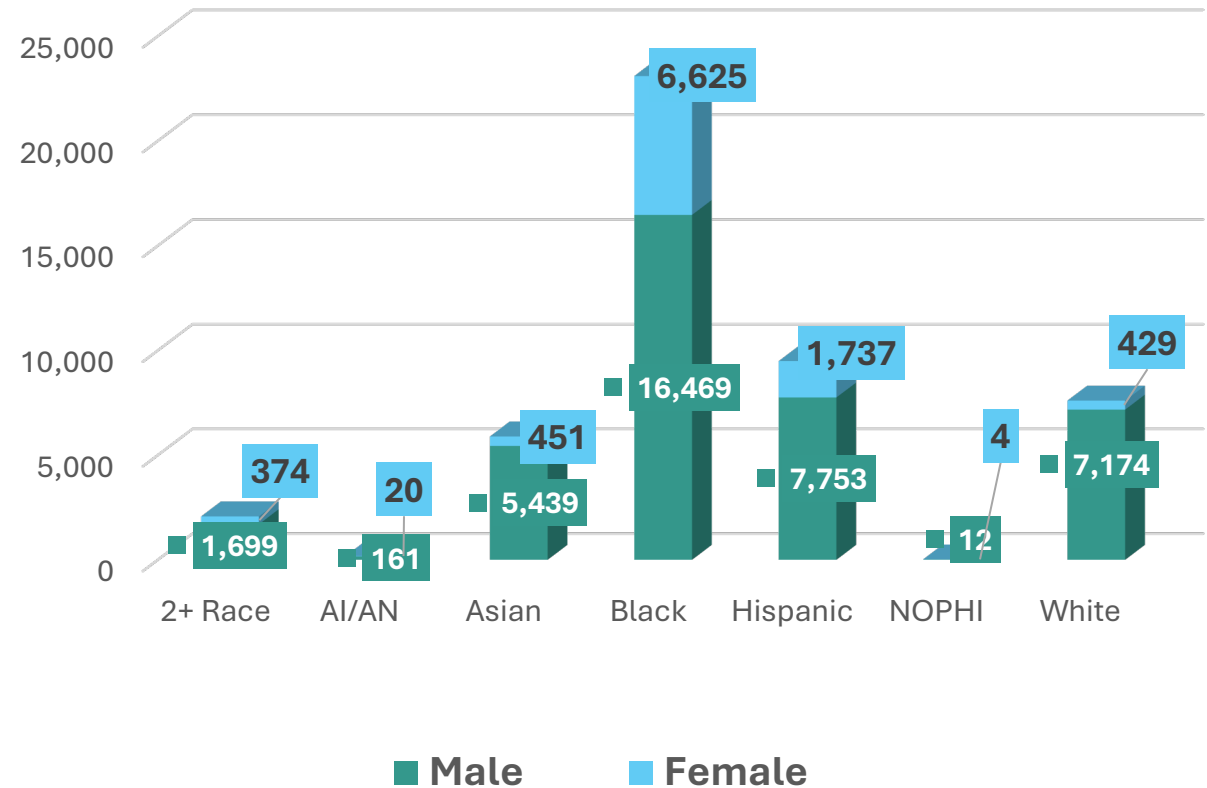


# NYC Transit Workforce: Q1

## 48,347 strong as of March 31, 2026

- **20% (9,640) self-identified as females**
- **84% (40,744) self-identified as minorities**
- **1% (629) are veterans\***
- **1% (332) self-identified as a person with a disability**

Workforce by Sex and Ethnicity



\* Veteran data reflects individuals verified as **Eligible Veterans** (honorable discharge, including Vietnam-era veterans) through the DD-214 verification process.

NOTE: Data may vary by +/- 4% due to variations in reporting methodology and/or external factors affecting the data collection process

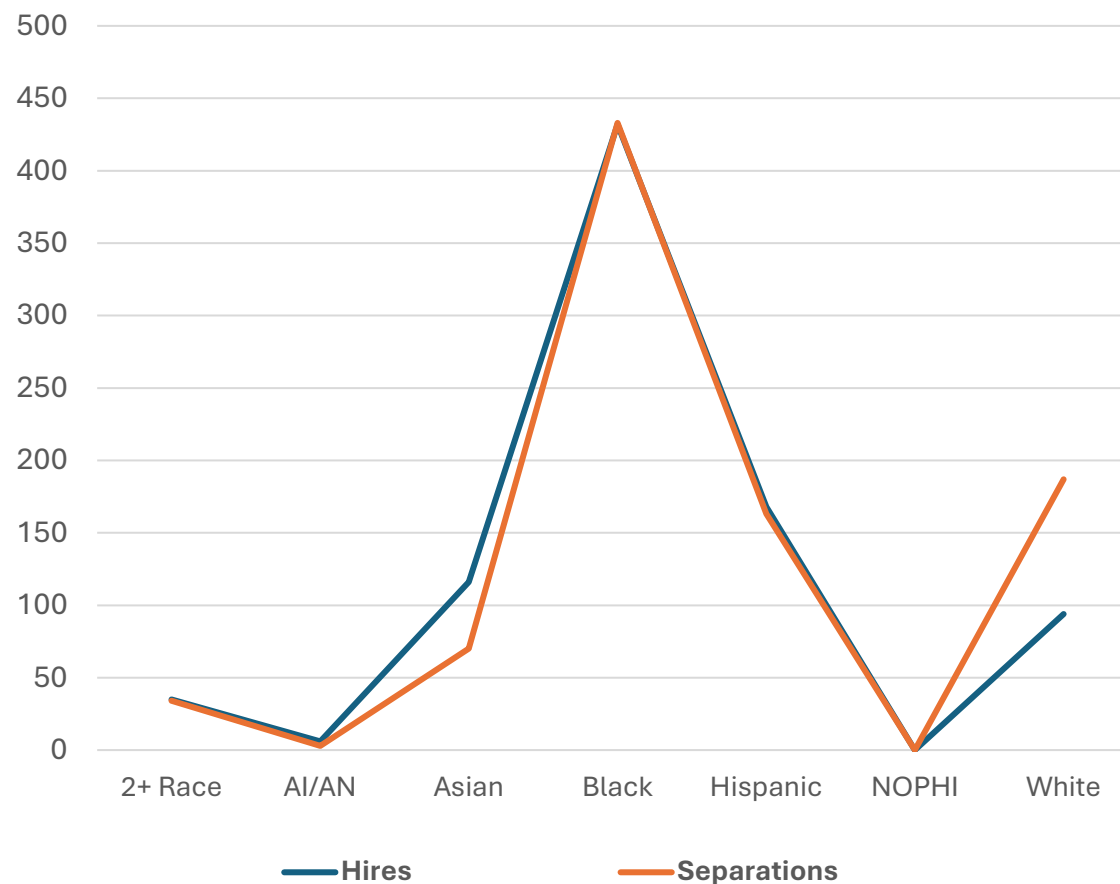


# NYCT Transit Workforce: Q1

Hires and Separations

January 1, 2026 – March 31, 2026

- **851** new hires and **890** separations
- Net increase of **8** self-identified female and a net decrease of **47** self-identified male employees
- Net decrease of **16** veterans and a net decrease of **7** self-identified individuals with a disability



*NOTE: Data may vary by +/- 4% due to variations in reporting methodology and/or external factors affecting the data collection process*

# All Agency Employee Resource Groups Quarterly Highlights – April - June

## MTA Strategic Priority – Elevate The Employee Experience

Employee Resource Groups (ERGs) are important pillars of the MTA and contribute to a culture of inclusion and belonging while making a positive impact on the MTA. Ultimately all initiatives and programs should serve and champion members, maximize available resources, align with the MTA strategic priorities as well as the ERG goals and objectives.



### **B.E.G.IN.: Leadership Conversation Series with MTA Presidents: Justin Vonashek, Metro-North – April 8, 2026**

B.E.G.I.N Dialogue Series: Leadership Conversations, feature interviews with MTA Presidents to give members and employees insight into each agency and their President. In April, they interviewed Justin Vonashek, President of Metro-North Railroad to learn about his professional journey, strategic priorities and his leadership philosophy.

### **All Generational: MNR Train Module Workshops – April 14, May 13 and June 17, 2026**

All Generational continued their Train Module Building workshop bringing together MTA employees from various crafts and agencies. Members collaborated to design and construct individual sections of an operational model railroad.



### **Young Professionals: Networking Hour - April 16, May 21 and June 18, 2026**

The Young Professionals ERG hosted their monthly networking hour at various locations near major MTA office hubs. These informal gatherings provided colleagues the opportunity to connect, build relationships, and gain a broader understanding of the various agencies.



# All Agency Employee Resource Groups Quarterly Highlights – April - June



## All Generational: Train Module Exhibition Take Your Child To Work Day - April 23, 2026

All Generational participated in the MTA's Take Your Child to Work Day held at 130 Livingston. They presented a Train Module Exhibition, showcasing completed model railroad sections, highlighting the collaborative work of employees across various crafts and agencies.



## Pride Express: Meet Ups – May 13 & June 10, 2026

Pride Express held meet ups in May and June to foster greater awareness, appreciation of LGBTQ's experiences and offer an opportunity for their members and allies to network.

## Veterans – Memorial Day Ceremony - May 21, 2026

The Veterans Employee Resource Group hosted a wreath-laying ceremony in the lobby of 2 Broadway to honor and remember the service and sacrifice of our nation's fallen heroes. This meaningful tribute provided employees with an opportunity to reflect, show gratitude, and stand in solidarity with the veteran community.

## Latinos & Friends Como Yo Program - May 26, 2026

Latinos & Friends hosted a four-week program which allowed employees to attend 60-minute virtual sessions designed to build beginner to intermediate level Spanish skills. The sessions were held twice weekly and facilitated by Spanish-speaking members of the group.



# All Agency Employee Resource Groups Quarterly Highlights – April - June



## Abilities: Mental Health Awareness - May 28, 2026

The Abilities Employee Resource Group hosted a Mental Health Awareness Month event focused on understanding the impact of stress and promoting overall well-being. During the event, participants explored common stressors and learn practical, healthy coping strategies to support their mental health. The session also highlighted the Employee Assistance Program (EAP) as a resource.

## TransportAsian: Asian American Pacific Islander Celebration - June 2, 2026

TransportAsian brought together diverse voices through an engaging panel discussion highlighting the experiences of the Asian American and Pacific Islander community at the MTA. They also had entertainment to showcase their cultural pride.

## Pride Express: West Village Historical Walking Tour - June 10, 2026

To celebrate Pride Month, Pride Express led and narrated a one-hour walking tour highlighting historic sites and landmarks that mark pivotal moments in LGBTQIA+ equality.



## Pride Express: NY Mets Pride Night - June 26, 2026

The Pride Express Employee Resource Group invited its members, allies, and all MTA employees to come together at Citi Field for NY Mets Pride Night, celebrating LGBTQ+ Pride and fostering community, inclusion, and connection.

## Pride Express: Pride March - June 28, 2026

Pride Express invited its members, allies, and all MTA employees to join them in the 2026 NYC Pride March in celebration of unity, diversity, and visibility. They walked proudly displaying their Pride Express banner alongside Transport Workers Union (TWU).





# Complaints and Lawsuits

January 1, 2026 – March 31, 2026

# Title VI and Related Discrimination Complaints



**29** Title VI and Related\*\* complaints were **filed**, citing **29** separate bases

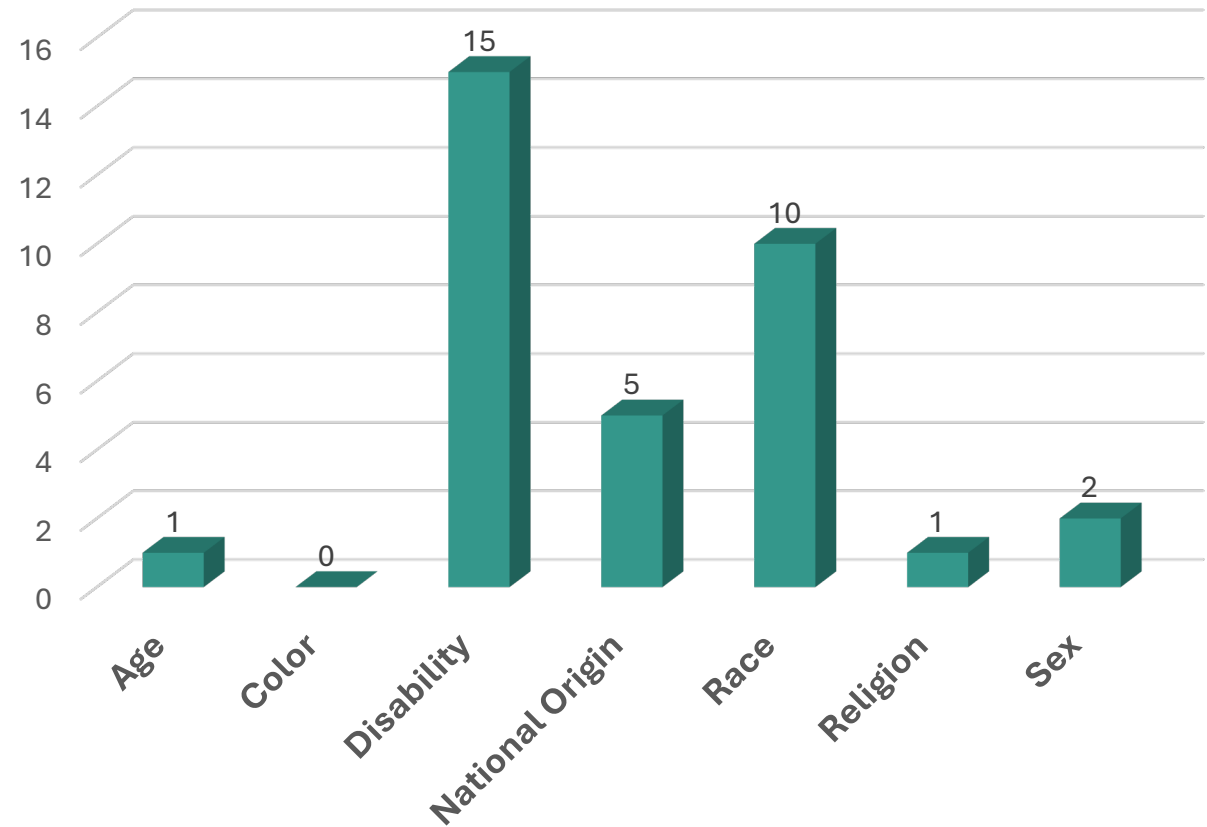


The most frequently cited basis was **Disability**



There were no Title VI **Lawsuits** filed

Title VI and Related Discrimination Complaints  
by Bases  
(January 1, 2026 – March 31, 2026)



Note: \*Formal complaints and lawsuits can be filed alleging multiple bases.

Note: \*\*Related Discrimination complaints are filed by customers based on age, disability, religion and sex.

# EO Employment Discrimination Complaints



**13** complaints were **filed** citing **22** separate bases

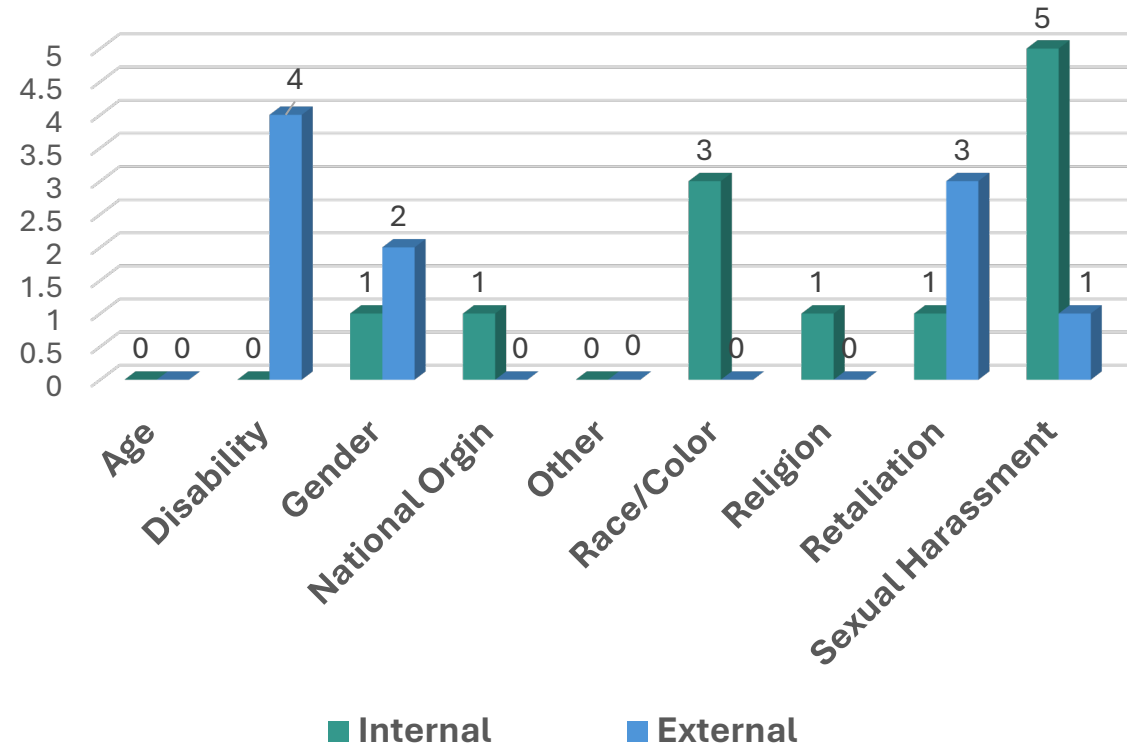


The most frequent singularly-cited\*\* basis was **Sexual Harassment**



There were **2 Lawsuits** filed

Internal and External Complaints  
by Bases  
(January 1, 2026 – March 31, 2026)



*Note: \*Formal complaints can be filed alleging multiple bases.*

*Note: \*\*Other consists of any of the remaining 12 legally protected bases not individually shown*

Additionally, numerous incoming matters were also handled during this time period. City Transit and Bus Committee Meeting 6/22/2026



# Metropolitan Transportation Authority: MTA BUS Diversity and Equal Opportunity 1st Quarter Progress Report

**June 22, 2026**





# MTABUS Workforce as of March 31, 2026

JOB CATEGORY	TOTAL		Minorities		2+ RACES		AI/AN*		ASIANS		BLACKS		HISPANICS		NHOPI**		WHITES		VETERANS		PWD***	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
<b>Officials &amp; Administrators</b>	<b>197</b>		139	71%	15	8%	0	0%	29	15%	56	28%	39	20%	0	0%	58	29%	4	2%	14	7%
F	45	23%	36	18%	5	3%	0	0%	5	3%	21	11%	5	3%	0	0%	9	5%	0	0%	2	1%
M	152	77%	103	52%	10	5%	0	0%	24	12%	35	18%	34	17%	0	0%	49	25%	4	2%	12	6%
<b>Professionals</b>	<b>73</b>		54	74%	7	10%	0	0%	15	21%	20	27%	12	16%	0	0%	19	26%	0	0%	3	4%
F	25	34%	22	30%	2	3%	0	0%	4	5%	9	12%	7	10%	0	0%	3	4%	0	0%	3	4%
M	48	66%	32	44%	5	7%	0	0%	11	15%	11	15%	5	7%	0	0%	16	22%	0	0%	0	0%
<b>Technicians</b>	<b>0</b>		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%
M	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
<b>Protective Services</b>	<b>5</b>		4	80%	0	0%	0	0%	0	0%	3	60%	1	20%	0	0%	1	20%	0	0%	0	0%
F	1	20%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	1	20%	0	0%	0	0%
M	4	80%	4	80%	0	0%	0	0%	0	0%	3	60%	1	20%	0	0%	0	0%	0	0%	0	0%
<b>Paraprofessionals</b>	<b>0</b>		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%
M	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
<b>Administrative Support</b>	<b>25</b>		23	92%	2	8%	0	0%	5	20%	9	36%	7	28%	0	0%	2	8%	0	0%	1	4%
F	17	68%	16	64%	1	4%	0	0%	5	20%	6	24%	4	16%	0	0%	1	4%	0	0%	1	4%
M	8	32%	7	28%	1	4%	0	0%	0	0%	3	12%	3	12%	0	0%	1	4%	0	0%	0	0%
<b>Skilled Craft</b>	<b>649</b>		506	78%	63	10%	6	1%	98	15%	229	35%	104	16%	6	1%	143	22%	8	1%	7	1%
F	2	0%	2	0%	0	0%	0	0%	0	0%	2	0%	0	0%	0	0%	0	0%	1	0%	0	0%
M	647	100%	504	78%	63	10%	6	1%	98	15%	227	35%	104	16%	6	1%	143	22%	7	1%	7	1%
<b>Service Maintenance</b>	<b>3,092</b>		2848	92%	145	5%	15	0%	248	8%	1,670	54%	768	25%	2	0%	244	8%	28	1%	11	0%
F	435	14%	421	14%	17	1%	2	0%	7	0%	278	9%	117	4%	0	0%	14	0%	2	0%	1	0%
M	2,657	86%	2427	78%	128	4%	13	0%	241	8%	1,392	45%	651	21%	2	0%	230	7%	26	1%	10	0%
<b>Total</b>	<b>4,041</b>		3,574	88%	232	6%	21	1%	395	10%	1,987	49%	931	23%	8	0%	467	12%	40	1%	36	1%

NOTE: Data may vary by +/- 4% due to variations in reporting methodology and/or external factors affecting the data collection process and have been rounded up to the nearest whole number.

\* American Indian/Alaskan Native  
 \*\* Native Hawaiian Other Pacific Islander  
 \*\*\* Persons With Disabilities

• F represent employees who Self-Identified as Females  
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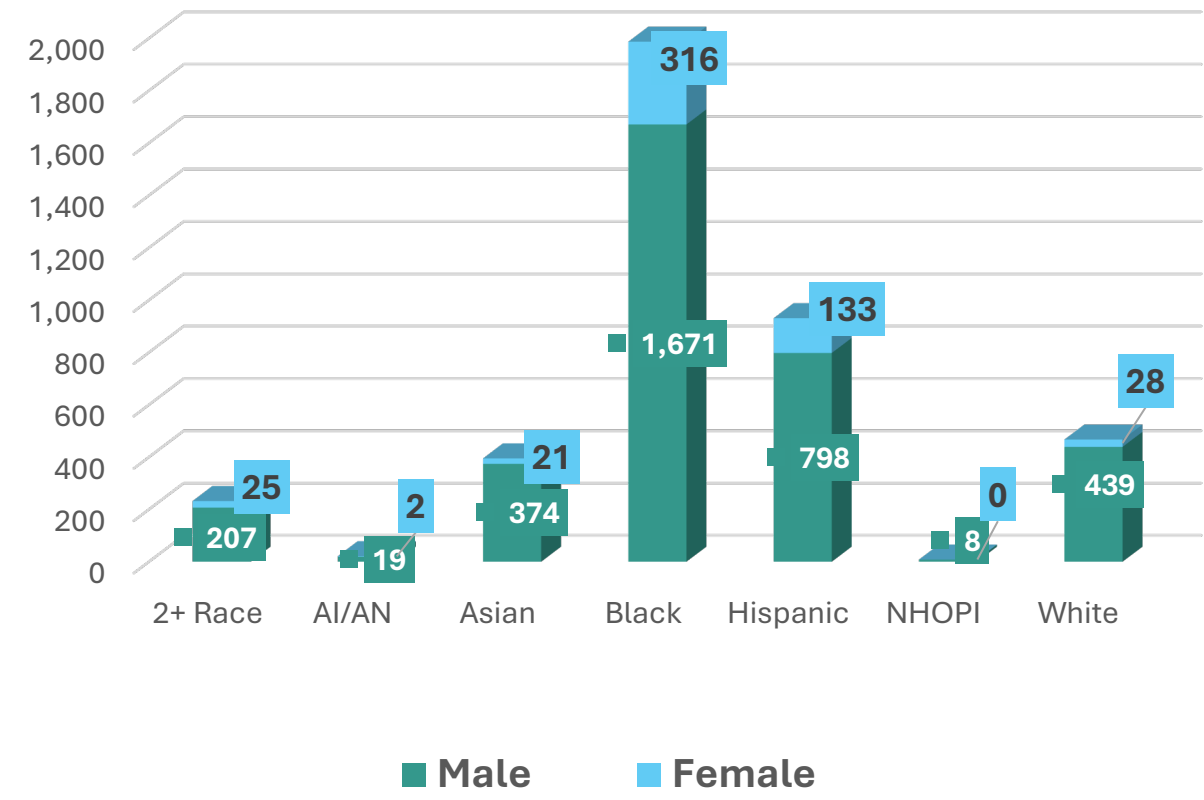


# MTABUS Workforce: Q1

## 4,041 strong as of March 31, 2026

- **13% (525)** self-identified as **females**
- **88% (3,574)** self-identified as **minorities**
- **1% (40)** are **veterans\***
- **1% (36)** self-identified as a **person with a disability**

Workforce by Sex and Ethnicity



\* Veteran data reflects individuals verified as **Eligible Veterans** (honorable discharge, including Vietnam-era veterans) through the DD-214 verification process.

NOTE: Data may vary by +/- 4% due to variations in reporting methodology and/or external factors affecting the data collection process

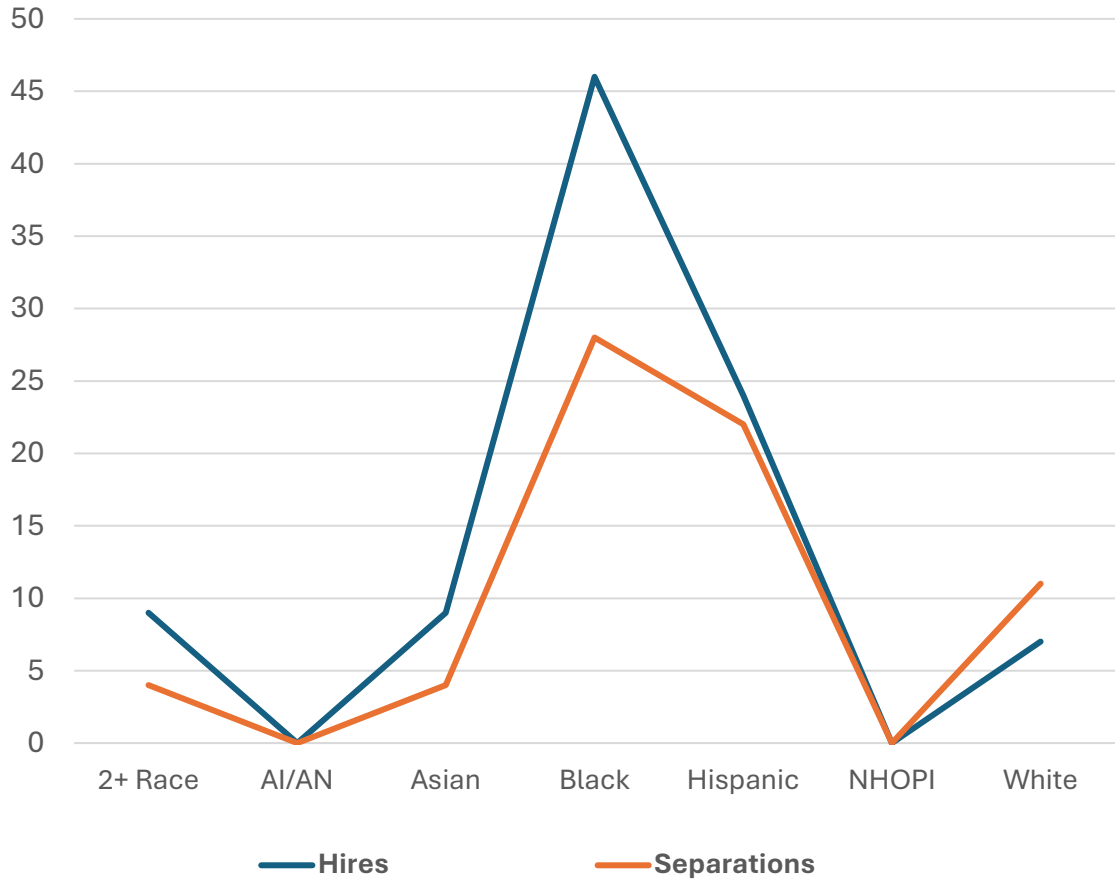




# MTABUS Workforce: Q1

*Hires and Separations  
January 1, 2026 – March 31, 2026*

- **95** new hires and **69** separations
- Net decrease of **3** self-identified female and net increase of **29** self-identified male employees
- Net decrease of **1** veteran and a net decrease of **1** self-identified individual with a disability



**NOTE:** Data may vary by +/- 4% due to variations in reporting methodology and/or external factors affecting the data collection process



# All Agency Employee Resource Groups Quarterly Highlights – April - June

## MTA Strategic Priority – Elevate The Employee Experience

Employee Resource Groups (ERGs) are important pillars of the MTA and contribute to a culture of inclusion and belonging while making a positive impact on the MTA. Ultimately all initiatives and programs should serve and champion members, maximize available resources, align with the MTA strategic priorities as well as the ERG goals and objectives.



### **B.E.G.IN.: Leadership Conversation Series with MTA Presidents: Justin Vonashek, Metro-North – April 8, 2026**

B.E.G.I.N Dialogue Series: Leadership Conversations, feature interviews with MTA Presidents to give members and employees insight into each agency and their President. In April, they interviewed Justin Vonashek, President of Metro-North Railroad to learn about his professional journey, strategic priorities and his leadership philosophy.

### **All Generational: MNR Train Module Workshops – April 14, May 13 and June 17, 2026**

All Generational continued their Train Module Building workshop bringing together MTA employees from various crafts and agencies. Members collaborated to design and construct individual sections of an operational model railroad.



### **Young Professionals: Networking Hour - April 16, May 21 and June 18, 2026**

The Young Professionals ERG hosted their monthly networking hour at various locations near major MTA office hubs. These informal gatherings provided colleagues the opportunity to connect, build relationships, and gain a broader understanding of the various agencies.



# All Agency Employee Resource Groups Quarterly Highlights – April - June



## All Generational: Train Module Exhibition Take Your Child To Work Day - April 23, 2026

All Generational participated in the MTA's Take Your Child to Work Day held at 130 Livingston. They presented a Train Module Exhibition, showcasing completed model railroad sections, highlighting the collaborative work of employees across various crafts and agencies.



## Pride Express: Meet Ups – May 13 & June 10, 2026

Pride Express held meet ups in May and June to foster greater awareness, appreciation of LGBTQ's experiences and offer an opportunity for their members and allies to network.

## Veterans – Memorial Day Ceremony - May 21, 2026

The Veterans Employee Resource Group hosted a wreath-laying ceremony in the lobby of 2 Broadway to honor and remember the service and sacrifice of our nation's fallen heroes. This meaningful tribute provided employees with an opportunity to reflect, show gratitude, and stand in solidarity with the veteran community.

## Latinos & Friends Como Yo Program - May 26, 2026

Latinos & Friends hosted a four-week program which allowed employees to attend 60-minute virtual sessions designed to build beginner to intermediate level Spanish skills. The sessions were held twice weekly and facilitated by Spanish-speaking members of the group.



# All Agency Employee Resource Groups Quarterly Highlights – April - June



## Abilities: Mental Health Awareness - May 28, 2026

The Abilities Employee Resource Group hosted a Mental Health Awareness Month event focused on understanding the impact of stress and promoting overall well-being. During the event, participants explored common stressors and learn practical, healthy coping strategies to support their mental health. The session also highlighted the Employee Assistance Program (EAP) as a resource.

## TransportAsian: Asian American Pacific Islander Celebration - June 2, 2026

TransportAsian brought together diverse voices through an engaging panel discussion highlighting the experiences of the Asian American and Pacific Islander community at the MTA. They also had entertainment to showcase their cultural pride.

## Pride Express: West Village Historical Walking Tour - June 10, 2026

To celebrate Pride Month, Pride Express led and narrated a one-hour walking tour highlighting historic sites and landmarks that mark pivotal moments in LGBTQIA+ equality.



## Pride Express: NY Mets Pride Night - June 26, 2026

The Pride Express Employee Resource Group invited its members, allies, and all MTA employees to come together at Citi Field for NY Mets Pride Night, celebrating LGBTQ+ Pride and fostering community, inclusion, and connection.

## Pride Express: Pride March - June 28, 2026

Pride Express invited its members, allies, and all MTA employees to join them in the 2026 NYC Pride March in celebration of unity, diversity, and visibility. They walked proudly displaying their Pride Express banner alongside Transport Workers Union (TWU).





# Complaints and Lawsuits

January 1, 2026 – March 31, 2026

# Title VI and Related Discrimination Complaints



**4** Title VI and Related\*\* complaints were **filed**, citing **6** separate bases

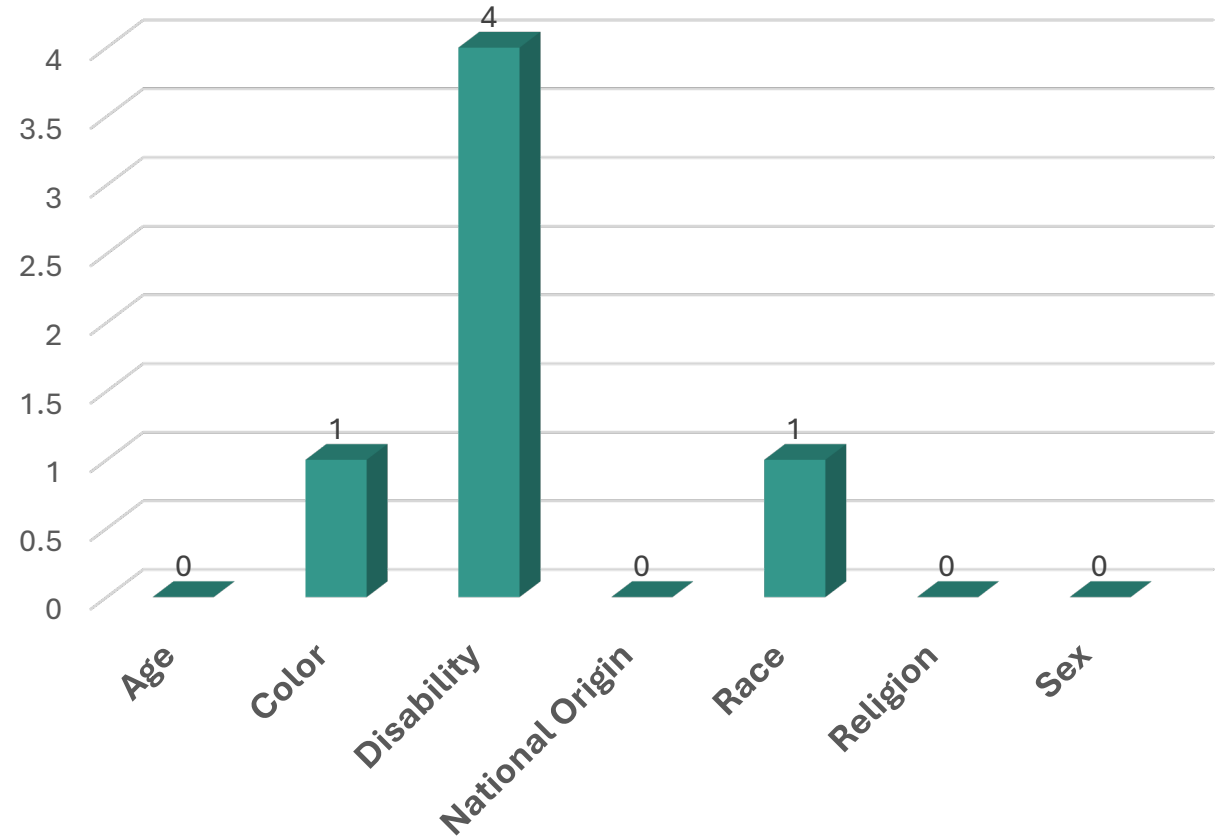


The most frequently cited basis was **Disability**



There were **no** Title VI **Lawsuits** filed

Title VI and Related Discrimination Complaints  
by Bases  
(January 1, 2026 – March 31, 2026)



*Note:* \*Formal complaints and lawsuits can be filed alleging multiple *bases*.

*Note:* \*\**Related Discrimination* complaints are filed by customers based on age, disability, religion and sex.

# EO Employment Discrimination Complaints



Internal and External Complaints  
by Bases  
(January 1, 2026 – March 31, 2026)



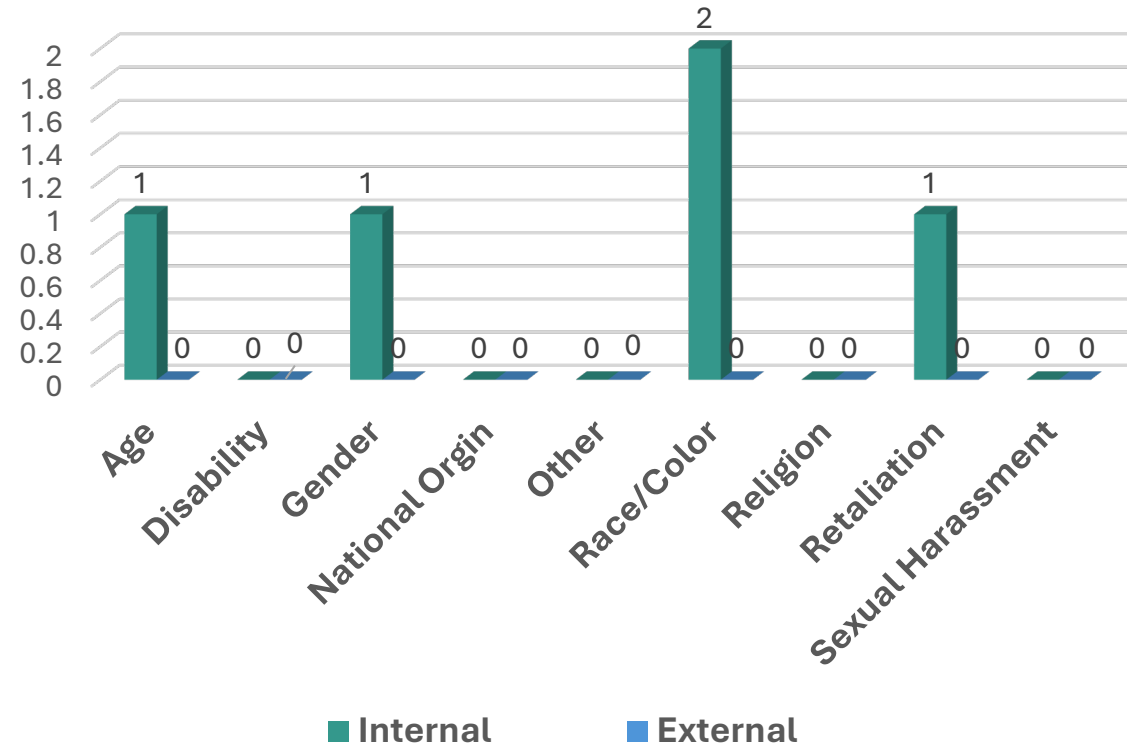
**2** complaints were **filed** citing **5** separate bases



The most frequently singularly-cited\*\* basis was **Race/ Color**



There were **no Lawsuits** filed



*Note: \*Formal complaints can be filed alleging multiple bases.*

*Note: \*\*Other consists of any of the remaining 12 legally protected bases not individually shown*

Additionally, numerous incoming matters were also handled during this time period.