New York City Transit and Bus Committee Meeting

Monday, 7/27/2026
11:15 AM - 12:30 PM ET

NEW YORK CITY TRANSIT
KEY PERFORMANCE METRICS

July 2026

mta.info


7265
7816
7816
7817
7817

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

2 Broadway • New York, NY 10004

July 27th, 2026

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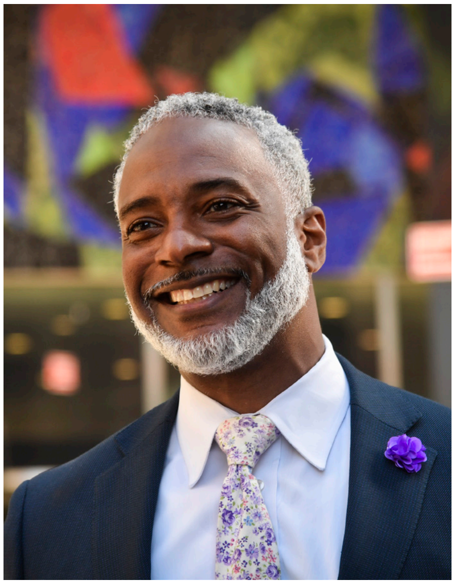
Visit new.mta.info/transparency/board-and-committee-meetings/ or scan the QR code for Board action staff summaries, administrative items, and information items.

Visit metrics.mta.info or scan the QR code to access a comprehensive dashboard of New York City Transit metrics.



Demetrius Crichlow
President
New York City Transit

President's Message

It's been a busy summer at New York City Transit. We successfully supported a major international event in the FIFA World Cup, and I can confidently say that this team delivered on a global stage. Throughout the tournament both soccer fans and everyday New Yorkers got where they need to go. But in New York City, that's just all in a day's work and it's on to the next challenge.

First, I want to commend our teams across Transit who responded to the extreme weather conditions we've had this month. The Transit team once again proved we are committed to delivering safe service for the riders who depend on it. These are the health care workers and the first responders who can't stay home. New York depends on them and they depend on us.

Through wildfire smoke, high temperatures, and flood waters, Transit teams have been out in the field making sure customers can get where they need to go safely and efficiently. Our teams across the departments put in serious effort before, during, and after any serious weather event to keep the system operating at full capacity. On the subway side for storms, Service Delivery pre-stages debris trains that will keep our tracks free of any unwanted material, like fallen trees. Maintenance of Way stages personnel at key locations to ensure tracks and signals remain in operation. The Stations Division conducts extra inspections of drains to ensure they are clear and letting water flow through the system.

Similarly, on the bus side, teams conduct extra inspections at depots to ensure drains flow properly. Any instances where buses have seen to have operated in flooding conditions will undergo further inspections. We also proactively move buses out of known flooding locations. And during extreme weather, Paratransit remains in close contact with customers and vendors to ensure riders are still getting where they need to go safely. And remember, many of these trips are to life-saving health care. Paratransit understands riders depend on the service and will always be committed to delivering for them.

Throughout all of this, we stay in close contact with our partners throughout the MTA and the City of New York to ensure information is being properly shared throughout any extreme weather condition.

Next, we can't get through the month of July without acknowledging Disability Pride Month. Each July we take time to recognize the work that advocates have put in for decades to make transit more accessible for all. We all know that when the IRT first opened for business in 1904, the designers were not thinking about how every New Yorker could have an equal opportunity to use their mode of choice. Thanks to the work of advocates, the MTA and our partners in State government have put their money where their mouth is. We have invested millions of dollars over the last several years to upgrade our stations to include more ramps, elevators, and additional accessibility features to ensure all riders can navigate the system safely, efficiently, and seamlessly.

94%
30-minute pick-up window

Our Paratransit team also continues to do incredible work ensuring customers are getting where they need to go whether that be jobs, health care, visiting family, friends or partaking in everything else this city has to offer. Access-A-Ride continues to deliver over one million trips a month while maintaining strong on-time performance by making 94% of pick-ups within the promised 30-minute window.

But nowhere is the promise of accessibility more prevalent these days than in the commitments we announced this month with Governor Hochul and Mayor Mamdani in the Next Stop: Fast Buses, Better Service plan. This plan takes a fresh look at the entire bus network – parts most people don't even think about – like seats at the bus stop or the work that happens at our depots. This plan will help us deliver on our commitment to accessibility in a big way. First, ACE. Automated Camera Enforcement isn't just about improving bus operations, it's also about accessibility. The Fast Buses plan calls for ACE to be expanded to 50 additional routes by 2027, prioritizing high-ridership and delay-prone corridors. Too often, bus stops become inaccessible because someone is double-parking on the curb space between the sidewalk and the bus. This program allows us to keep the curb clear and allow passengers to freely board our buses without having to navigate into traffic around a parked car.

50
additional ACE routes by 2027

Second is bus stop infrastructure. NYCT cares deeply about the safety and quality of the bus service we're providing and it's gratifying to see that same passion now reflected in our partners at NYCDOT. For their part the Fast Buses plan calls for improvements to bus stops including installing new bus shelters and seating. Crucially, the plan makes a commitment to upgrade 35 inaccessible bus stops in 2026, scaling to at least 50 per year from 2027 to 2029, and at least 65 per year thereafter.

2,500
new buses

Finally, there's our operations. Accessibility means that the bus shows up when we say it's going to show up. This plan solidifies our commitment to purchase 2,500 new buses to keep this system moving. It also highlights our investments in new technologies and schedule adjustments that will allow us to deliver a more predictable trip for our riders. The NYCT bus fleet has been 100% accessible since the early 1990's. I'm thrilled that, with the implementation of this plan, we will move toward delivering a 100% accessible bus network across this city.

We're also making some exciting moves on the Subways side this month with the introduction of R211 cars on the D line. These modern cars replace the 1980's R68s, and while I understand that there are some lifelong New Yorkers and nostalgic Transit enthusiasts who may be sad to see R68s go, I want to remind everyone that modern cars make a huge difference in your trips by providing faster, more reliable and comfortable rides. They feature amenities like additional accessible seating, brighter lights, better signage, wider doors, and security cameras. They also come equipped for communication-based-train control – the modern signaling system we're installing throughout the system. So, I'm thrilled that D train riders can now enjoy all the benefits these modern cars have to offer. Getting these cars into service is one of the many ways we can deliver safe and reliable service for New Yorkers who count on it

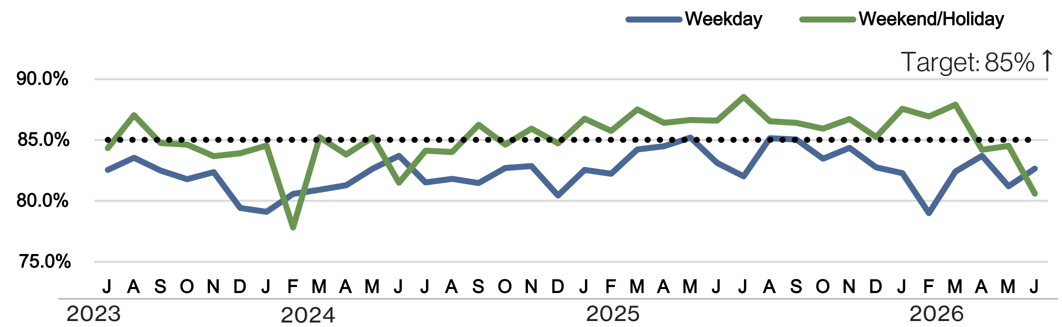
Not only was Transit able to make some exciting service announcements this month, but the team was also rewarded for their dedication to safety. I'm proud to say the ACE Program was recognized on an international stage recently, winning an International Association of Public Transport (UITP) award for operational excellence. NYCT also accepted two American Public Transportation Association (APTA) Gold Awards for the Laser Intrusion Detection Systems (LIDS) program and the Safety Hazard and Risk Prevention (SHARP) initiative. The LIDS program, a collaborative effort across NYCT, MTA Security and MTA Construction & Development, is a track intrusion prevention system that uses invisible laser barriers to detect trespassers and alert train operators and the MTA's Operational Control Center if a person or object crosses into a restricted area. The SHARP program was developed in-house as a way to preserve safety culture during significant staff transitions to ensure proper protocol is followed and identify the causes of procedural breakdowns to prevent them from being repeated. We're always appreciative when the organization is recognized for all the hard work that goes into keeping this system moving every day.

I'm proud of the work the team put in over the past month. We celebrated some hard earned wins and overcame tough challenges. But at New York City Transit, that's just a typical day to begin with.


CONEY ISLAND
D
R211A on the D
July 1, 2026
MTA

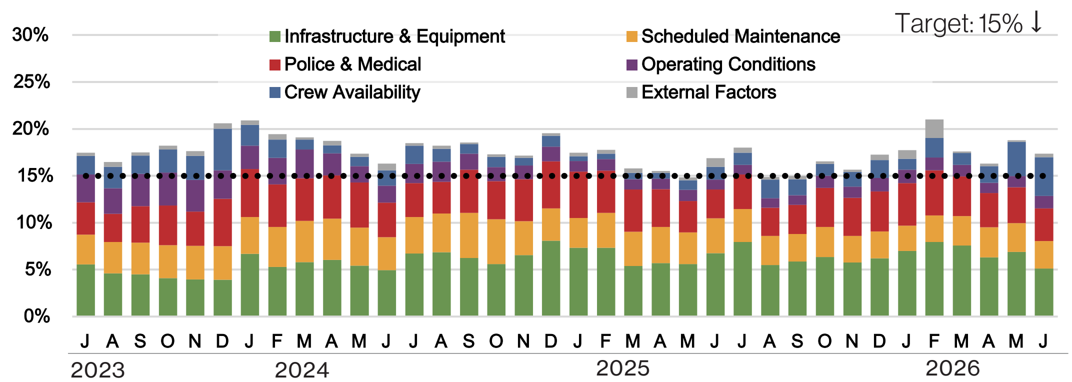
Subway On-Time Performance

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

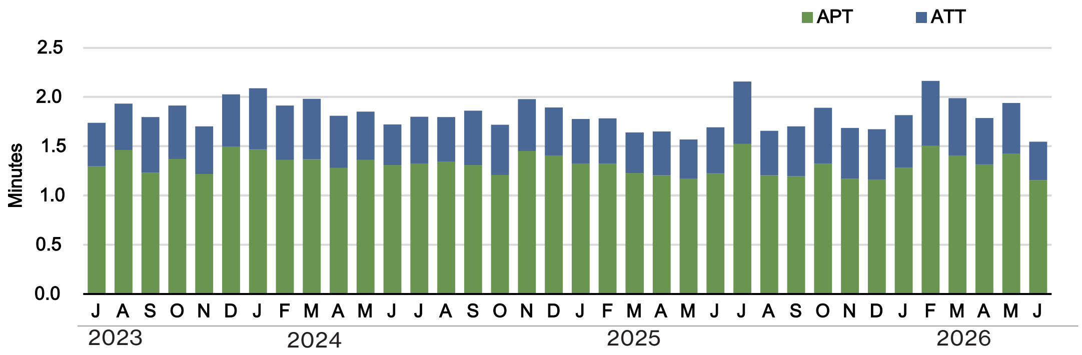
Weekday Subway performance improved in June, with On-Time Performance (OTP) increasing 1.4 points from May to 82.6%, bringing year-to-date (YTD) weekday OTP to 82.0%. Customer Journey Time Performance (CJTP) rose to 86.1%, tying the highest non-pandemic monthly result. YTD CJTP reached 84.8%. Weekend OTP declined to 80.6%, bringing YTD weekend OTP to 85.4%. Targets for both weekday and weekend OTP in 2026 are 85%, and 86% for CJTP.

Crew availability challenges from May continued into June for both weekdays and weekends. As additional crews came aboard mid-June – following efforts to increase class capacity earlier in the year – availability improved significantly. Several impactful service changes also contributed to lower-than-usual weekend OTP. At the same time, NYCT's continued improvements to weekday schedule design helped deliver more consistent service across several lines, supporting stronger CJTP even as OTP remained below target. While terminal OTP measures whether trains arrive on time at the end of the line, CJTP captures reliability throughout customers' trips, making it a more representative measure of the overall rider experience.

June was also an exceptionally busy month for the system, with Transit safely supporting the NBA Finals, the Knicks championship parade, FIFA Club World Cup matches, Pride celebrations, and other major events. On the day of the Knicks championship, the subway carried more than 3.16 million riders, including record overnight ridership.

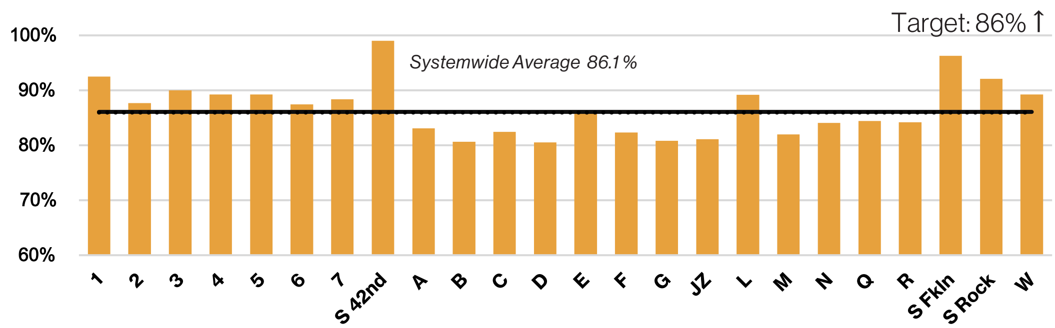
Subway Additional Platform Time + Additional Train Time

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



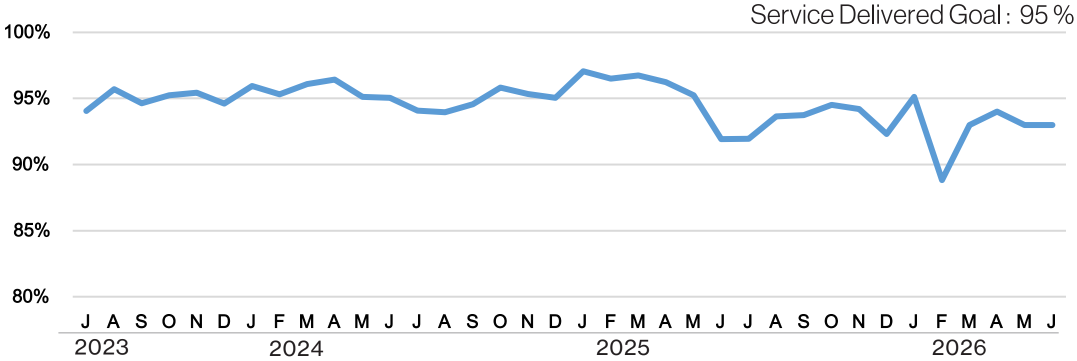
Moving Forward

Subways remains focused on improving reliability through targeted operational and scheduling initiatives. July marked the introduction of the R211 trains on the D Line, continuing the phased rollout of a new fleet that will support more reliable service and a better customer experience. Work to strengthen crew availability also continues, helping position the system for improved performance through the summer.

As we look toward the rest of summer, Subways is committed to delivering safe, dependable service for both New Yorkers and the millions of visitors traveling throughout our region.

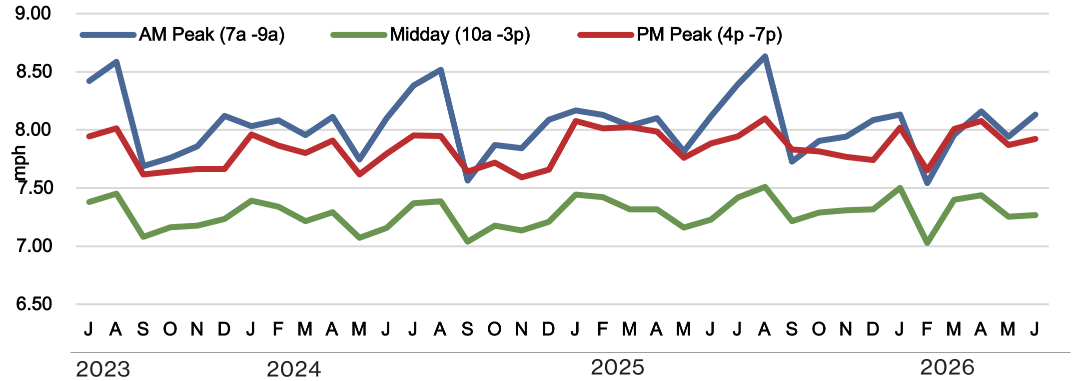
Bus Service Delivered

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

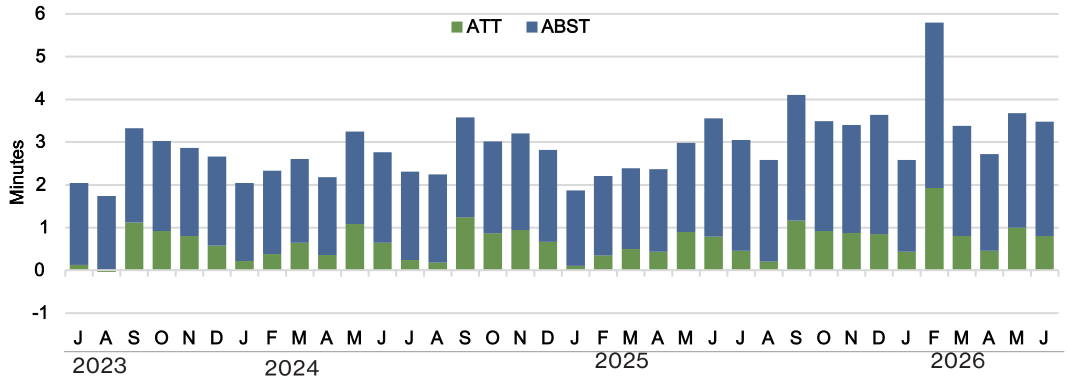
Bus performance in June 2026 remained stable or improved across all key metrics compared with May 2026, June 2025, and the 12-month average.

Service Delivered was at 93.5%, a slight increase from the previous month and 1.6 percentage points higher than June 2025. All boroughs showed year-over-year improvement except Brooklyn, which was down half a percentage point. Year-to-date performance is 1.9 percentage points below the 95% target. Route-level root cause analyses continue to inform targeted actions to improve performance.

Despite road construction and detour challenges, Customer Journey Time Performance (CJTP) remained stable at 68%, improving 1.2 percentage points from May 2026 and 0.5 percentage points year-over-year. While year-to-date CJTP is 2.9 percentage points below target, June's results demonstrate continued progress. Bus speeds held steady at 8.2 mph, consistent with both the previous month and June 2025.

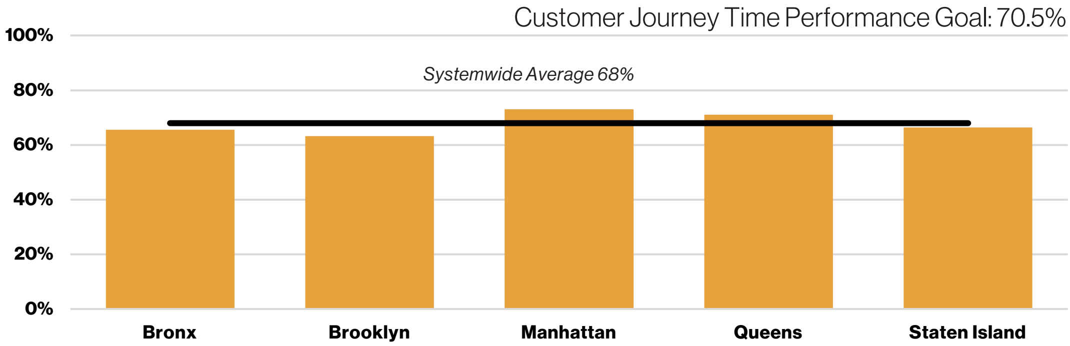
Additional Bus Stop Time + Additional Travel Time

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



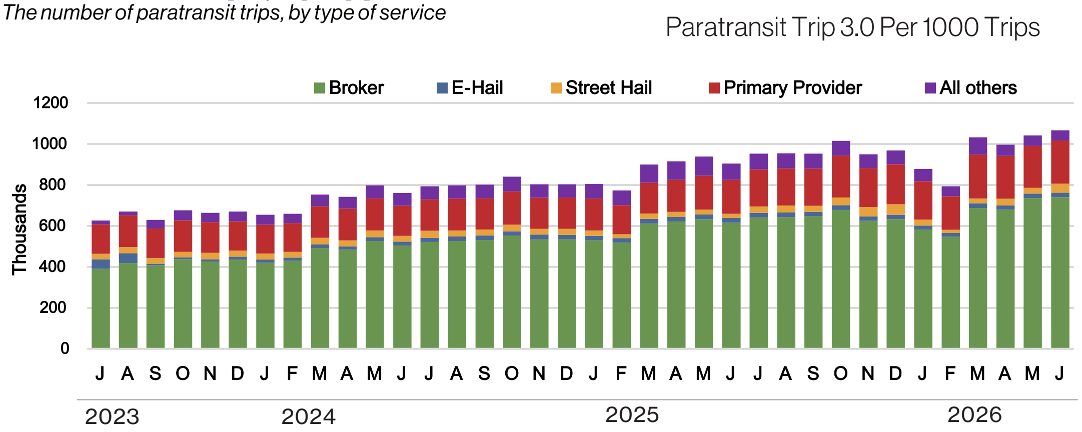
Moving Forward

The Fast Buses Plan reinforces the importance of close coordination between NYC DOT and the MTA to improve bus service. While the Department of Buses remains focused on delivering reliable service, many performance challenges are driven by street congestion. The plan's emphasis on bus priority, including traffic enforcement, helps keep buses moving and complements ongoing efforts to improve service. Continued collaboration with the City is essential to delivering faster, more reliable, and more accessible bus service.

A key component of the plan is the continued expansion of the Automated Camera Enforcement (ACE) program. The MTA continues to activate additional camera-equipped buses to strengthen bus priority. To date, 67 bus routes are enforced through ACE, including the recent additions of the B38, B103, BX11, and BX17. The program has significantly reduced bus stop obstructions, improving curb access, supporting safer boarding, and enhancing accessibility for all riders as we recognize Disability Pride Month and reaffirm our commitment to accessible transit.

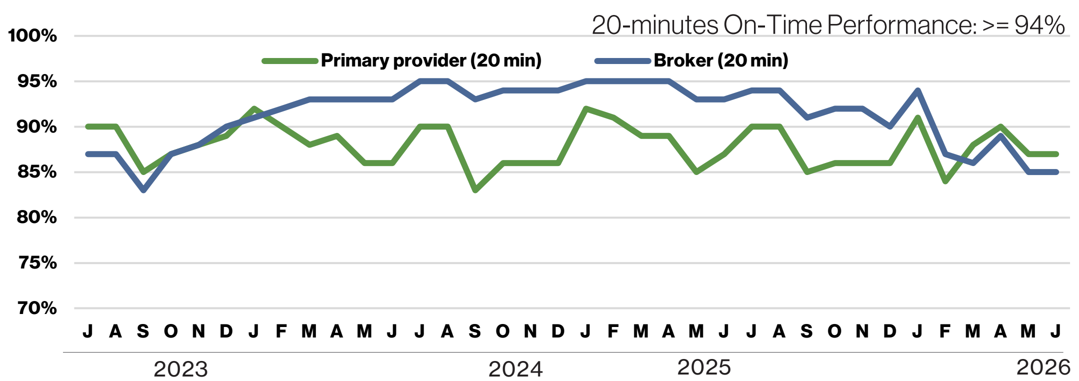
Paratransit Trips, by Type of Provider

The number of paratransit trips, by type of service



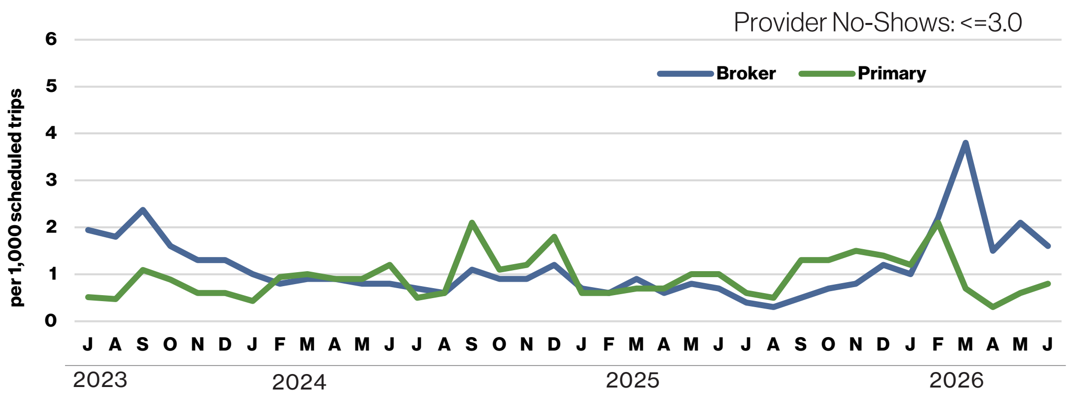
Paratransit On-Time Performance

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



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



Data Review

June 2026 was another record-setting month for Paratransit, with both trips and ridership reaching new highs. Total ridership was 1.5 million, an increase of 16% compared to June 2025, bringing the year-to-date total to more than 8 million riders served. Total trips rose by 18% when compared to June 2025, again topping 1 million completed trips this month, with a year-to-date total of 5.8 million.

On-time performance remained strong despite high trip volumes and an incredibly busy summer of events across New York City. Primary carrier service completed 94.8% of pickups within the 30-minute window from the promise time, exceeding the 94% goal and a modest improvement compared to June 2025. Broker service completed 93.5% of pickups within the 30-minute window, a decrease compared to the same month last year but a 0.5% improvement over May 2026.

The June 2026 no-show rate was 0.80 per 1,000 trips for primary service and 1.6 per 1,000 trips for broker service, both well below our goal of 3 per 1,000. The Paratransit team remains focused on maintaining our high level of service reliability as our ridership continues to grow.

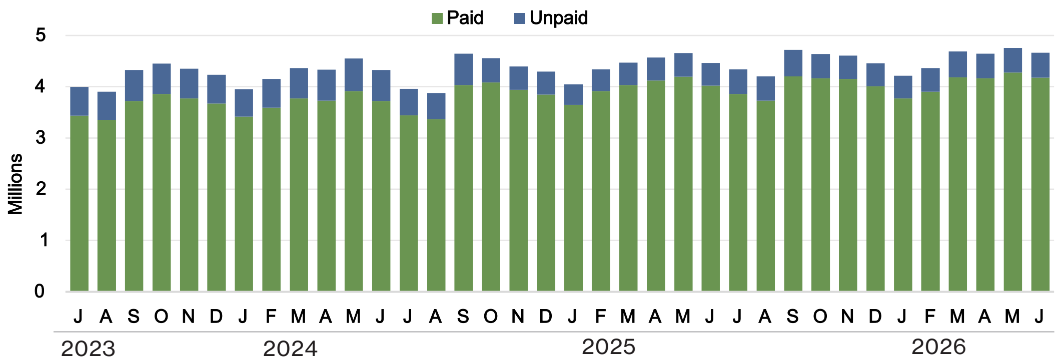
In June 2026, 93% of all calls were answered, a notable 5 percentage point increase compared to May 2026 and consistent with the same month last year. Average call answer speed improved significantly, decreasing by 35 seconds compared to May 2026. The improvement in call center performance, despite an increase in daily call volume, reflects the team's consistent focus on improved service, supported by staffing enhancements and technical upgrades, resulting in increased efficiency and improved service levels.

Moving Forward

Our focus remains on our goal of maintaining our performance as the ridership grows and finding ways to serve our customers more efficiently. Based on our daily customer feedback and monthly Pulse surveys, we continue working to address the issues most important to our customers, including increasing on-time performance, reducing provider no-shows, and reducing trip lengths.

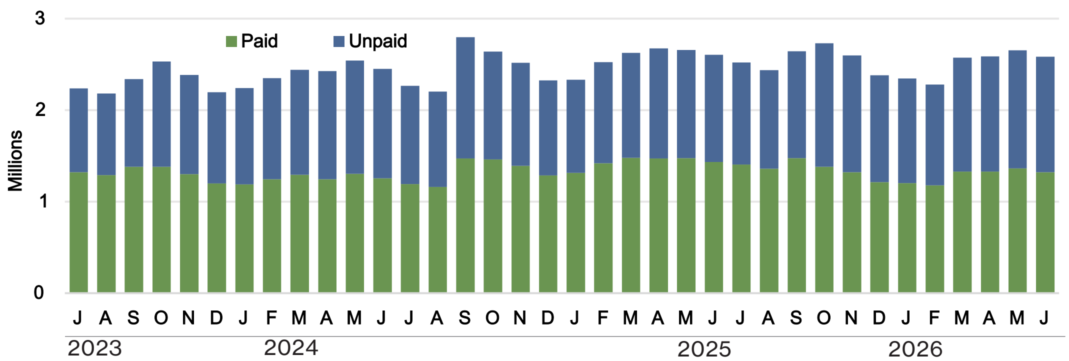
Subway Ridership

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



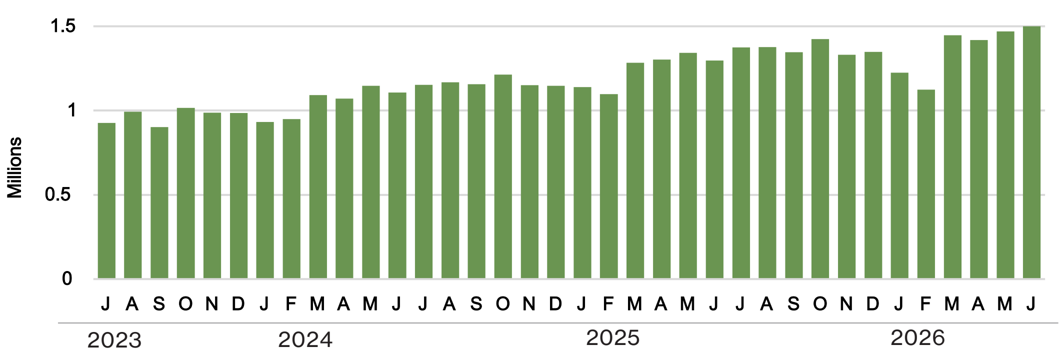
Bus Ridership

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

Average June weekday subway ridership came in at 4.18 million, a 3.9% YOY increase over June 2025, representing the highest monthly YOY growth in 2026 thus far. This is consistent with off-peak and non-work travel growing at slightly higher rates than work and school trips, as the school markets taper down and summer vacation season begins. At the same time, the core school-open midweek days averaged 4.39 million, a robust 5.6% growth over comparable days in 2025. Weekends showed strong growth, with average Saturdays and Sundays both posting post-COVID monthly highs—up 7.7% and 8.3%, respectively. Much of that was powered by a surge in ridership on the weekend of June 13th and June 14th, with the Knicks winning the NBA championship on the evening of the 13th. On that night, from 11pm to 3am, 472,000 riders entered the subway. That figure is higher than any other 11pm to 3am span going back to at least 2017—including all New Year's Eves in that time.

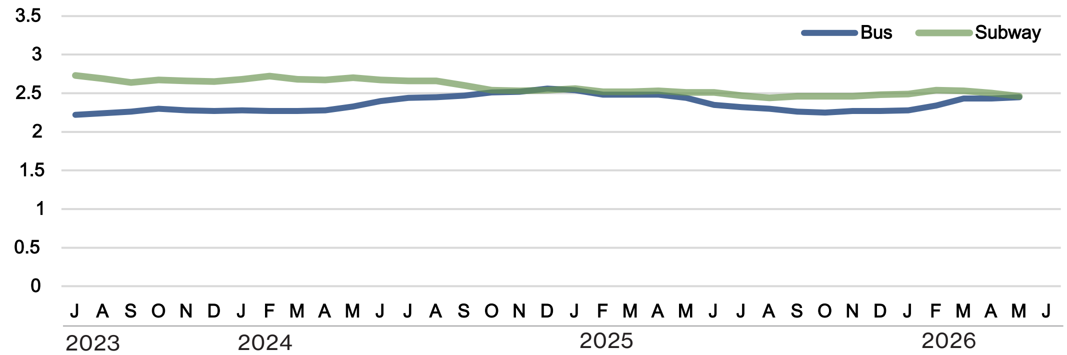
On the bus side, while the average paid weekday figure was down 7.7% from last June to 1.32 million, that represents the lowest monthly YOY decline observed to date in 2026. Total paid and unpaid bus ridership is estimated to have been flat.

Paratransit service continued its growth trajectory in June 2026, achieving record monthly trips and ridership for the second consecutive month, demonstrating the agency's continued success in meeting the increasing travel needs of paratransit customers. Building on May's historic performance, June established new all-time highs with 1.07 million completed trips and 1.50 million riders, representing month-over-month increases of 2.4% and 2.2%, respectively, despite June having one less calendar day than May, and 15.8% YOY. Average weekday ridership increased 13.6%, from 48,500 to 55,100, while average weekend ridership rose 16.8%, from 32,200 to 37,600

Customer Accident Rate

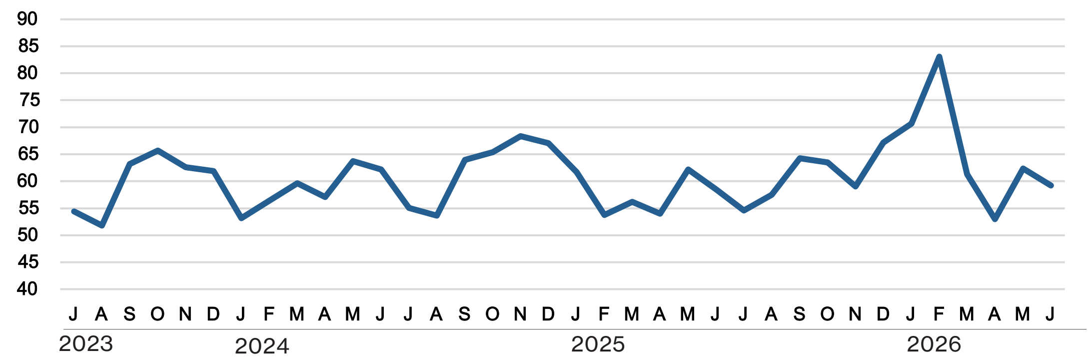
The number of reportable subway and bus customer accidents per million customers (12-month rolling average)

June 2026 data not yet available



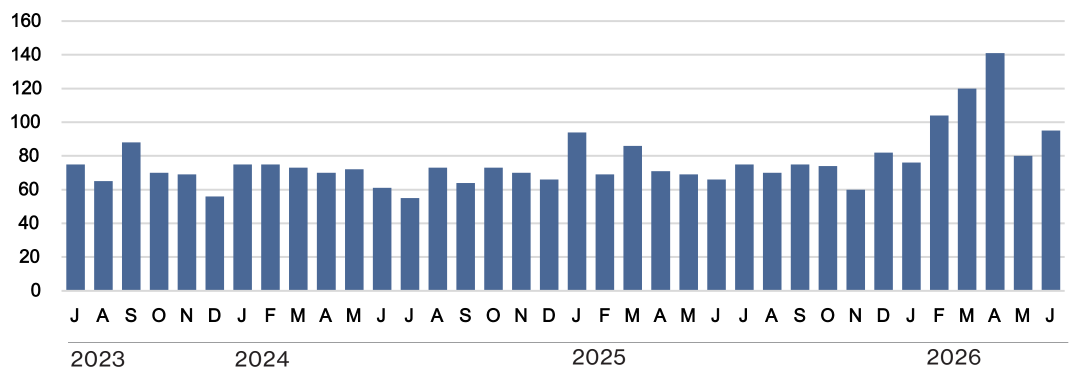
Bus Collision Rate

The number of bus collisions per million miles



Subway Fires

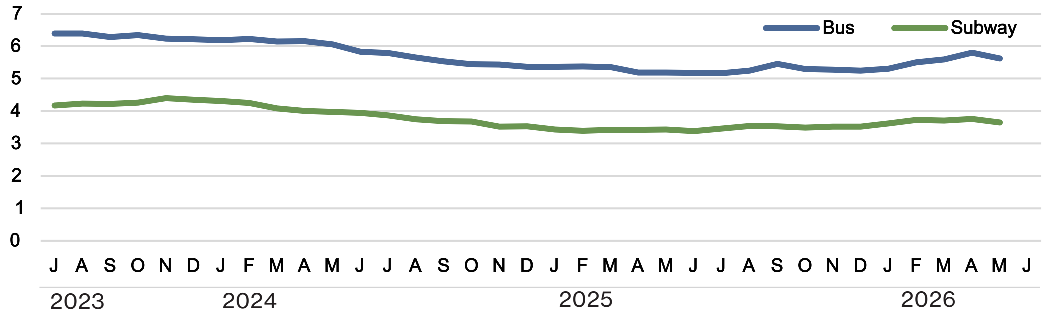
Total number of fires in the subway, including right-of-way, in stations and on trains



Employee Lost Time Accident Rate

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

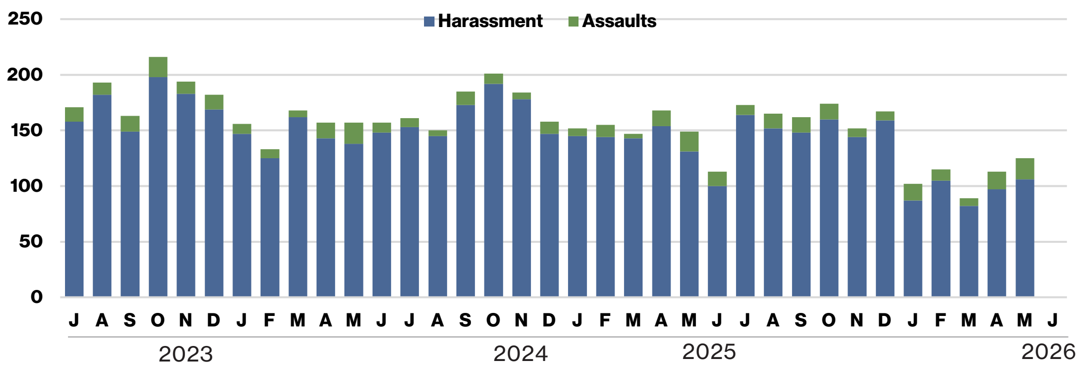
June 2026 data not yet available



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

June 2026 data not yet available



Data Review

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

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

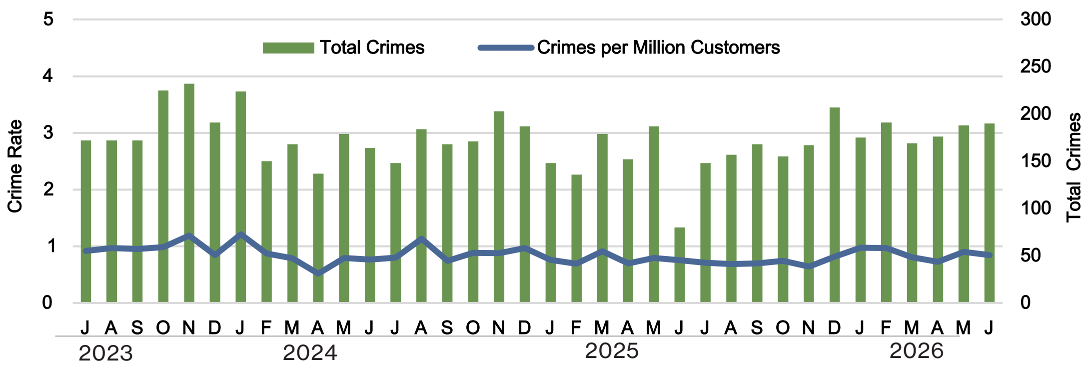
Employee Lost Time Accidents (LTAs) increased overall between periods as well.

- Overall NYCT had a +12.3% increase in LTA Rates compared to the previous period.
- Subways LTA Rate increased between periods by +6.3%. .
- The combination of Overall NYCT with MTA Bus saw a +8.5% increase in LTA Rates.

Also, Subway Fires increased (856 -> 1052, +22.9%) when comparing those same 12-month periods.

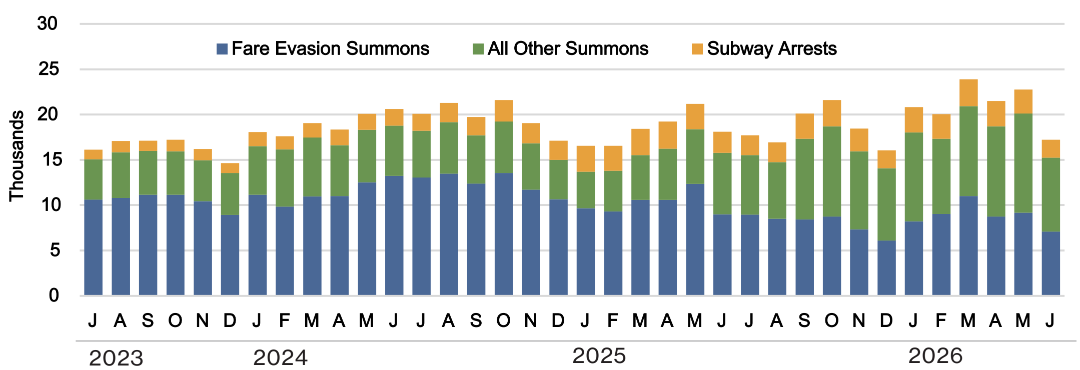
Major Crimes Against Subway Customers

The rate of all major felonies (murder, rape, robbery, felony assault, grand larceny) against subway customers



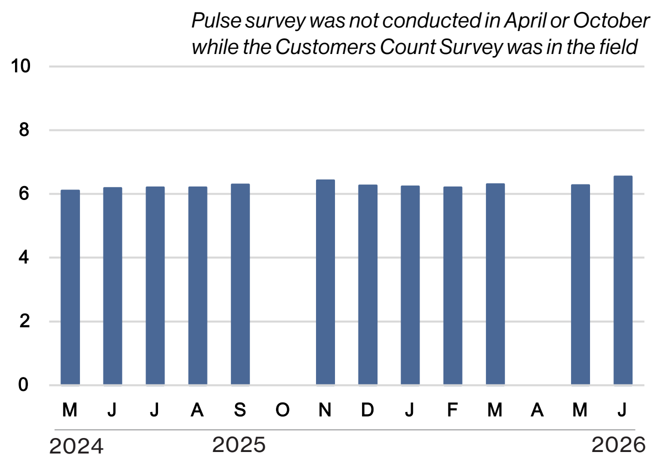
NYPD Summonses & Arrests

The number of summonses issued for fare evasion (TABs + criminal); number of summons issued for other infractions; and number of arrests made by NYPD

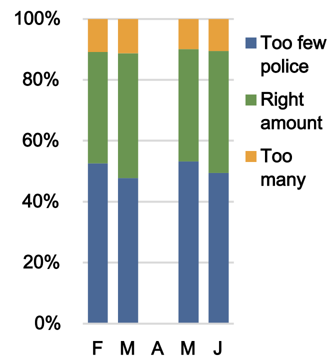


Perception of Safety and Police Presence

On a scale of 1-10, where 1 is very unsafe and 10 is very safe, how safe do you feel using the subway?



How do you feel about the number of uniformed police officers you've seen in the subway?



Data Review

In July 2026, Major Felony Crime was nearly flat versus June 2026 but down slightly versus the equivalent month last year. Crimes per million riders was nearly flat versus both June 2026 and July 2025. We are encouraged to see that crime has been fairly steady both year over year and month over month. We are encouraged to see that YTD crime is down nearly 1%. This demonstrates how our collaborative efforts to combat crime patterns within our transit system have continued to show 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 in Q3 and Q4 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.

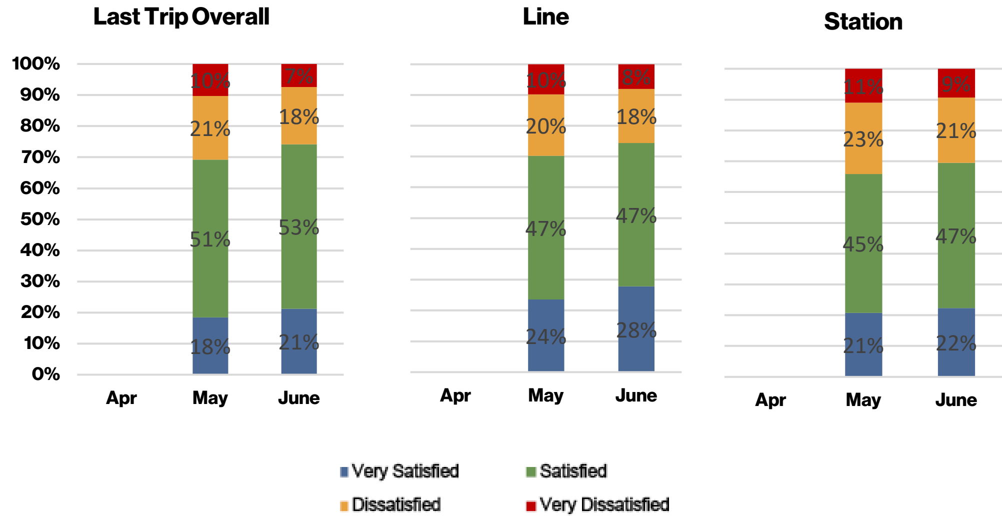
We are confident that our riders are also experiencing the benefits of these efforts. Customers are increasingly recognizing a positive shift in the culture of the subway system, as evidenced by improving safety scores in both the Pulse Survey and the Biannual Survey. We anticipate that the Spring Customers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

Monthly Pulse Survey Results - Subways

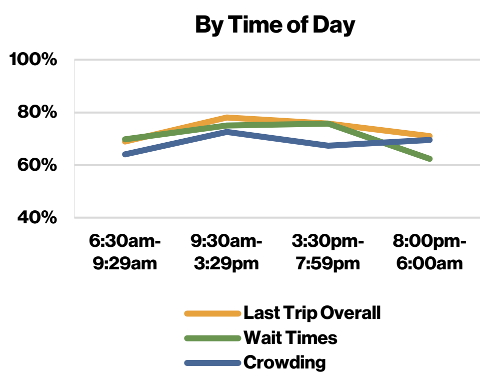
Note: Pulse survey was not conducted in April while the Customers Count Survey was in the field

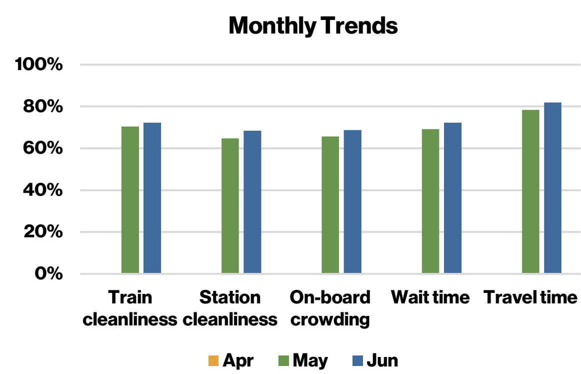
How satisfied are you with your last trip?



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

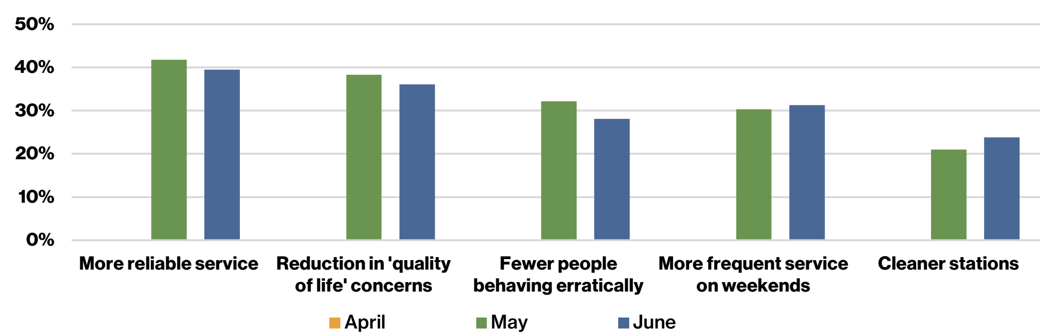
In the Subway "Time of Day" chart, the percentages for "Last Trip Overall" and "Wait Times" overlap. Because of this, the "Last Trip Overall" line appears behind the "Wait Times" line in the chart.





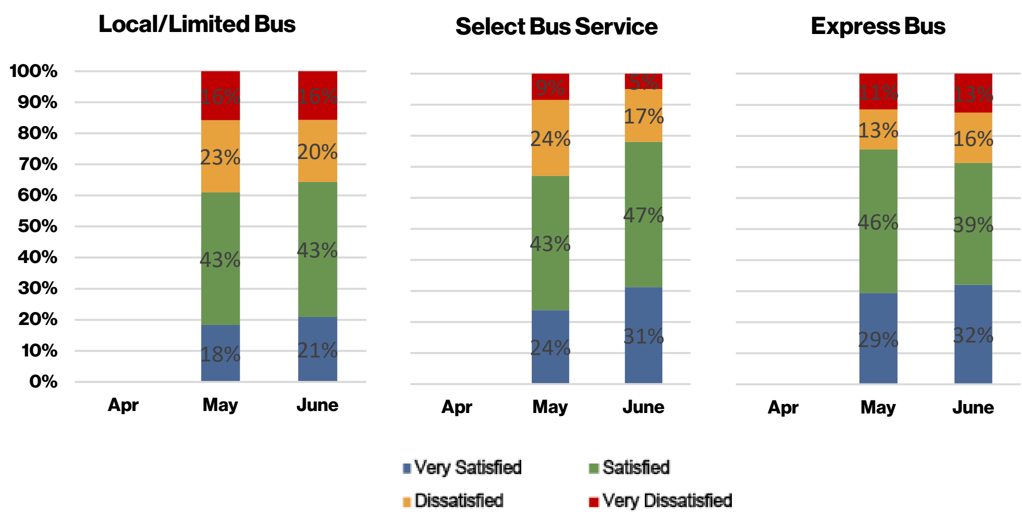
What needs to improve to increase your satisfaction?

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

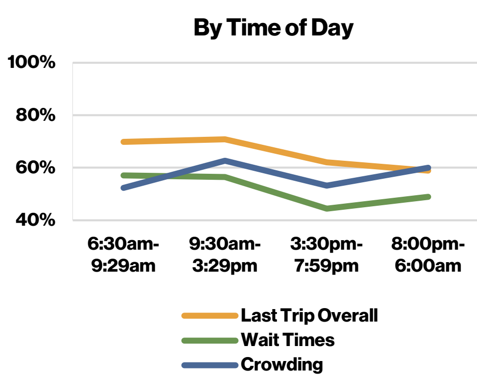


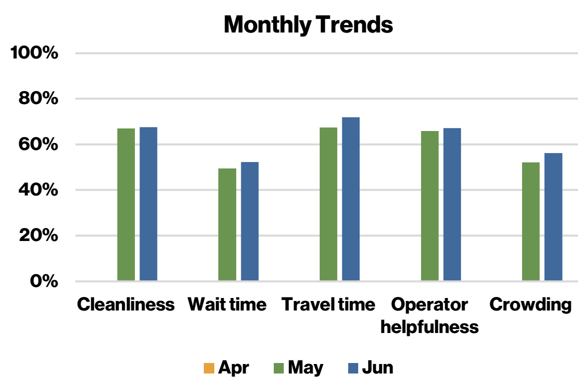
Monthly Pulse Survey Results - Bus

How satisfied are you with your last trip?



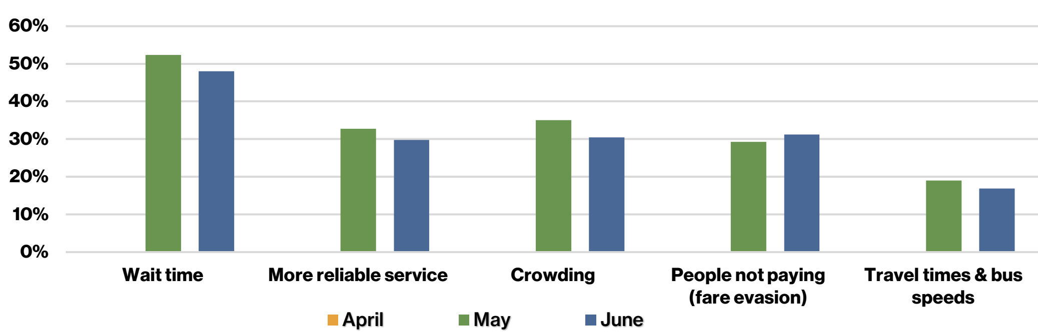
How satisfied were you with each of the following on your last trip?





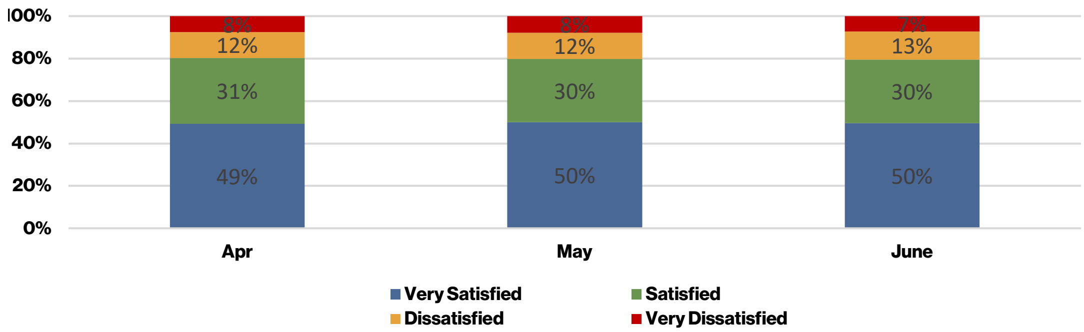
What needs to improve to increase your satisfaction?

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

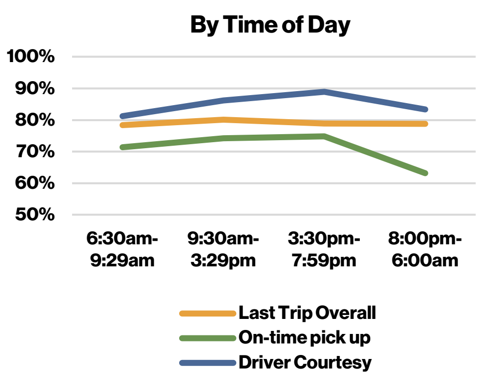


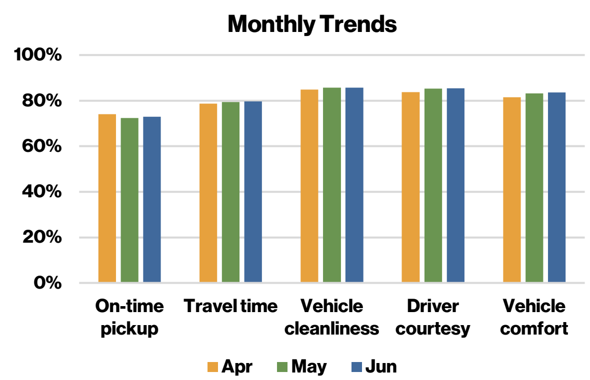
Monthly Pulse Survey Results - Paratransit

How satisfied are you with your last trip?



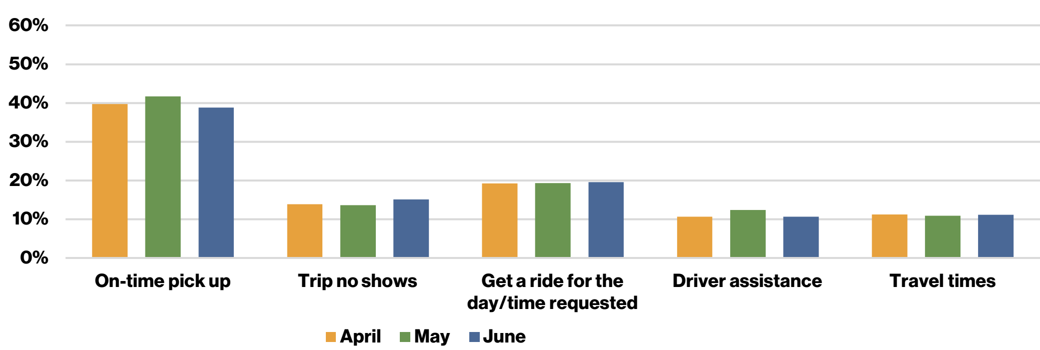
How satisfied were you with each of the following on your last trip?





What needs to improve to increase your satisfaction?

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



Data Review

In June, 74% of subway customers were satisfied with their last subway trip, up from 69% in May. Last trip overall line satisfaction is 74% (up 4 points), and last trip overall station satisfaction is 70% (up 4 points). Overall, 71% of subway customers feel safe in the subway system, up from 69%. For their most recent trip, 78% felt safe in stations, up from 75%, and 79% felt safe on trains, up from 77%. "More reliable service" (39%), unchanged from May, topped the list of what customers say needs to improve to increase their subway satisfaction. "Reduction in quality-of-life concerns" (36%) and "More frequent service on weekends" (31%) are the next most frequently selected improvement factors.

In June, 67% of bus customers were satisfied with their last trip, up 3 points from May. Local/Ltd satisfaction is 64% (unchanged), SBS is 78% (up 11), and Express bus is 71% (unchanged). When combining Local/Ltd/SBS, last trip satisfaction is 67% (up 5 points). Last trip satisfaction among Bronx customers rebounded this month, increasing 9 points to 62%, while all other boroughs are on par with May, with scores ranging from 65% to 73%. For Local/Ltd/SBS routes, satisfaction with 'Crowding' is up 4 points to 56%, while 'Travel times' satisfaction is up 5 points to 72%. Morning trips (6:30am-9:29am) saw the biggest increase in satisfaction of 9 points to 70%. During these hours, 'Wait time' satisfaction peaks at 57%.

In June, 80% of Access-A-Ride customers were satisfied with their last trip, marking the fourth straight month at 80%. Satisfaction with 'On time pick up', the most important driver of satisfaction, is 73% and consistent with May. By trip provider, 'On time pick up' satisfaction is 70% for broker trips and 75% for the dedicated carrier, both unchanged from last month. The only service attribute to shift this month is satisfaction with 'Driver ability to assist', down 3 points to 79%.

Zoning for Accessibility

To kick Disability Pride Month off, the Metropolitan Transportation Authority (MTA) marked an accessibility first in the transit system. Recently the MTA celebrated the first station to be made fully accessible under the Zoning for Accessibility (ZFA) model. ZFA is a partnership with the City of New York that leverages private development to deliver Americans with Disabilities Act (ADA) accessibility improvements at no cost to taxpayers.

57 St M Station in Midtown, Manhattan now features two elevators including one connecting the street to the mezzanine at the southwest corner of 56 St and Sixth Av and another elevator connecting the mezzanine to the island platform which serves both uptown and downtown trains.

The developer also financed the construction of a new control area and related station improvements. As part of the agreement, the MTA owns and will maintain the elevators, with an upfront maintenance payment provided by the developer to cover future maintenance costs. Through this project, the MTA is saving $43 million in construction and maintenance costs while the developer secured a zoning bonus of 53,029 square feet for its future development at 37- 45 West 57th St.

The 57 St station along Sixth Av sees an average weekday ridership of 8,600 riders and is served by both the M and F trains; the M during the weekday from 6:00 a.m. to 9:30 p.m. and by F trains during nights and weekends.

Since ZFA's adoption in October 2021, five ZFA bonus projects were approved—including two this month at Nevins St 2 4 and at 50 St 1 —and two have been completed. In the next year, the MTA will continue working with its private development partners to advance ZFA projects to expand accessibility throughout the transit system.

RF OMNY - Diana H Jones Older Adult Center

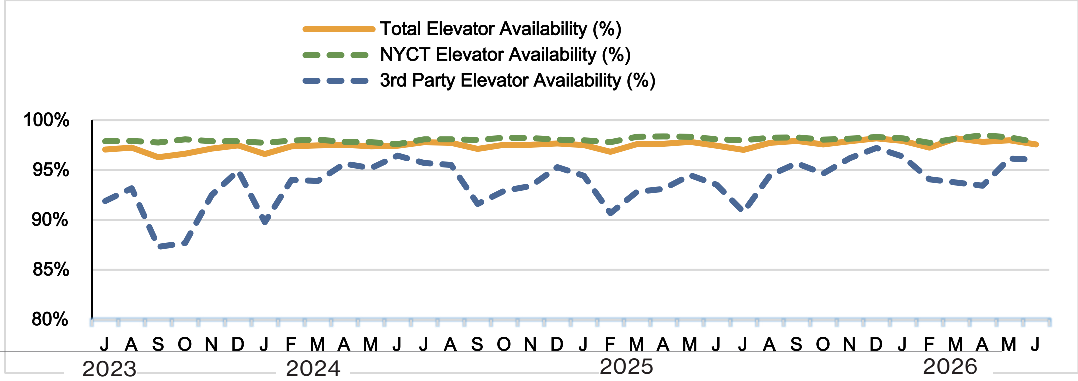
On Thursday June 4th , the Government and Community Relations team connected with the Diana H Jones Older Adult Center to share resources that focused on Reduced Fare OMNY benefits available via Tap and Ride, Paratransit, and the upcoming discontinuation of coin acceptance on buses. The team also highlighted 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

Maspeth High School Water Climate Action Day- IBX SteMTA

On Friday June 12, the Government and Community Relations Team hosted an IBX (Interborough Express) focused ‘SteMTA’ workshop for students at Maspeth High School in 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.

Elevator Availability

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



Accessibility Update

July marks Disability Pride Month and the 36th anniversary of the Americans with Disabilities Act (ADA), providing an opportunity to recognize progress made toward advancing accessibility across the MTA system and reaffirm the agency's ongoing commitment to delivering a more inclusive transit network.

Throughout the month, the MTA is participating in Disability Pride Month activities with riders, advocacy organizations, and community partners through station events, resource fairs, webinars, neighborhood accessibility walks, and other public engagement initiatives that highlight the importance of accessible public transportation.

Accessibility expansion continues through both traditional capital investments and innovative delivery models. In June, 57 St (M) became the first subway station to achieve full accessibility through the Zoning for Accessibility (ZFA) program and the second completed ZFA project following Queensboro Plaza (7/N/W). The MTA also announced new ZFA-funded accessibility projects at Nevins St (2/3/4/5) and 50 St (1), further expanding the pipeline of privately funded accessibility improvements that leverage development opportunities at no cost to taxpayers.

Systemwide accessibility milestones continue to advance. The subway network now includes 160 fully accessible stations, compared with 15 when the ADA was enacted. Since the beginning of 2026, five stations have achieved full accessibility: 57 St (M), Parkchester (6), Sheepshead Bay (B/Q), Harlem–148 St (3), and Rockaway Blvd (A). Accessibility improvements were also completed at the Babylon and Locust Manor Long Island Rail Road stations, expanding accessible travel options across the commuter rail network.

Maintaining the reliability of existing accessibility infrastructure remains a key priority. Year-to-date, the MTA has completed 15 elevator reconstruction projects, bringing the total to more than 100 reconstructed elevators since 2020. These investments are expected to improve long-term reliability, enhance safety, reduce service disruptions, and extend the useful life of critical accessibility assets.

The MTA remains on track to continue expanding accessibility through station upgrades, elevator and escalator modernization, and new accessibility initiatives. Together, these investments support the agency's long-term goal of providing a transit system that is increasingly accessible, reliable, and equitable for all riders.

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
Total non-reimbursable revenues	**2,330.7**	**2,291.6**	**(39.1)**	**111.1**	**96.6**	**(14.5)**	**3.1**	**3.1**	**(0.1)**
Farebox revenues	1,918.3	1,883.5	(34.7)	101.2	88.6	(12.6)	2.0	1.9	(0.1)
Other revenues	412.4	408.1	(4.3)	9.9	8.0	(1.9)	1.1	1.2	-
Total non-reimbursable expenses	**5,512.5**	**5,406.8**	**105.7**	**500.7**	**494.4**	**6.3**	**45.6**	**44.3**	**1.3**
Labor expenses	4,066.2	3,976.3	90.0	379.2	369.5	9.7	31.8	35.8	(4.1)
Non- labor expenses	1,446.3	1,430.5	15.8	121.5	124.9	(3.3)	13.8	8.5	5.3
Non-cash liabilities	**1,241.1**	**1,185.3**	**55.8**	**36.5**	**42.0**	**(5.4)**	**8.8**	**16.1**	**(7.4)**
Net surplus/ (deficit) - accrued	**(4,422.9)**	**(4,300.4)**	**122.5**	**(426.1)**	**(439.8)**	**(13.7)**	**(51.2)**	**(57.4)**	**(6.2)**

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	43,666	1,825	4,019	3,875	144	381	397	-16
Reimbursable	4,980	4,261	719	38	28	10	54	12	42
Total Positions	**50,471**	**47,927**	**2,544**	**4,057**	**3,903**	**154**	**435**	**409**	**26**

Data Review

Farebox revenue was unfavorable to the Budget by $34.7 million mainly due to lower than projected subway and bus paid ridership. Other Revenue was $4.3 million unfavorable to the Budget mainly due to lower than projected paratransit reimbursement. Expenses were lower than the Budget by $105.7 million. Labor expenses, including fringe benefits, were favorable by $89.9 million driven largely by the timing of pensions, health & welfare and OPEB current payments. Non-labor expenses were favorable by $15.8 million mainly due to favorable timing of paratransit service contracts and professional service contracts mainly offset by higher than projected consumption price of electric power 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.

Spring 2026 Customers Count Survey

Every six months, the MTA conducts a systemwide customer satisfaction survey, gathering feedback from more than 90,000 riders across Subways, Buses, LIRR, and Metro-North.

Launched in Spring 2022, the survey provides a consistent measure of customer sentiment and helps track how rider experience evolves as service improvements are implemented.

The goal of the survey is to solicit feedback from customers on their satisfaction levels and to identify changes compared to previous reporting periods. The survey also affords the MTA the opportunity to gain a deeper understanding about key drivers of customer satisfaction that influence customer behaviors as well as feedback on their satisfaction with service, our staff, cleanliness, security, and more.

The Spring 2026 biannual survey ran from April 13 through May 2, 2026 and received more than 92,000 subway line evaluations from over 49,000 subway customers. For buses, the Spring 2026 survey collected 45,341 evaluations from 25,807 local bus customers and 5,782 evaluations from 4,090 express bus customers. AAR is measured separately through a monthly Pulse Survey. The June 2026 Pulse Survey, conducted June 17–30, received 1,313 qualified responses.

Subways

Overall subway satisfaction rose to 63% in Spring 2026, continuing a steady climb from the low point of 47% in Spring 2024. Here are three takeaways:

Customers report strong satisfaction with core operational elements, indicating solid support for NYCT's targeted service improvements across key attributes.

Strong customer ratings for Service Reliability (62%) and Waiting Times (59%), along with steady high scores for Station Cleanliness (60%) and On-Board Cleanliness (57%), demonstrate meaningful progress across several key aspects of the customer experience over the past few study waves. Service Reliability is the number one driver of overall satisfaction; as service improves - customers are happier. Despite seasonal fluctuations, the long-term trend of satisfaction with On-Board Cleanliness has been positive, increasing from 48% in Spring 2023 to 57% in Spring 2026.

Customer satisfaction is highest on lines with significant capital upgrades, where more frequent service, safety and improved cleanliness consistently set these routes apart from the rest.

The 7, L, G and Q lines remain the top-rated routes. The L and 7 lead the system with 72% of customers satisfied. Their strong performance is largely attributable to CBTC-enabled frequent service and above average CJTP performance. Higher satisfaction on the G reflects last year's introduction of new subway cars which contributed to stronger On-Board Cleanliness scores. For both, the G and Q, high safety scores also contribute to the overall high rating.

Customer satisfaction continues to be driven by service performance, with crime concerns ranking second for the second wave in a row.

Historically, Safety from Crime and Harassment on board trains was the strongest driver of satisfaction. By Fall 2025, Service Reliability overtook Safety as the top driver, a trend that continued into Spring 2026. This shift suggests that customers' sense of safety in the subway system is improving and they are increasingly focused on the quality and reliability of service—an area the MTA is investing in.

Bus

Overall satisfaction among Local, Limited, and Select Bus customers rose 3 percentage points to 64%, matching the Spring 2025 score and remaining above 60% for the third consecutive study wave. Here are two key takeaways:

Staten Island local bus satisfaction shows the strongest regional recovery thanks to targeted NYCT intervention.

In response to service challenges last summer, the Bus team made significant investments to improve service delivery on Staten Island by increasing bus availability and adopting schedule updates. These efforts produced strong operating results, including record on-time performance and improved travel times. Staten Island's overall satisfaction rebound—from 55% in Spring 2025 to 67% in Spring 2026—reflects these targeted interventions.

Customers have largely adjusted to the Queens Bus Network Redesign and are especially supportive of Rush routes.

The redesign, implemented in summer 2025, initially reduced customer satisfaction due to removed stops and reconfigured routes. In Fall 2025, "Locations of Bus Stops" rose temporarily to the third most important driver of satisfaction. By Spring 2026, its importance declined again, and Queens satisfaction returned to pre-redesign levels, showing adaptation and acceptance among riders.

Rush routes have been especially well received since their introduction. The 25 Rush routes achieved a satisfaction score of 75%, consistently outperforming non-Rush routes (72%). Rush routes also receive higher customer ratings on every major performance measure, including Service Reliability, Waiting Times, and Travel Time.

Crowding is the only important attribute on which Rush and Non-Rush Routes perform similarly. On another hand, customers are rating the newly created Queens routes as less crowded, receiving a satisfaction score of 64% on Crowding compared with 58% for existing routes.

Access-A-Ride

Access-A-Ride maintains strong satisfaction levels despite record demand.

Access-A-Ride (AAR) maintains high customer satisfaction despite significant growth in demand. Since March 2026, AAR has exceeded one million trips every month—nearly double the monthly ridership recorded in February 2022. Even with this substantial increase in demand, AAR has maintained overall customer satisfaction scores above 70%, demonstrating its ability to deliver a consistently positive customer experience while serving record ridership.

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
- Janette Sadik-Khan, Vice Chair
- Andrew Albert
- Samuel Chu
- Dan Garodnick
- Melanie Hartzog
- David Jones
- Melva M. Miller
- John Ross "JR" Rizzo
- John Samuelsen

mta.info

New York City Transit Procurements

Sergio Paneque, Chief Procurement Officer – Procurement Operations

PROCUREMENTS

The Procurement Agenda this month includes 1 action for a proposed estimated expenditure of $554.8M.

Subject Request for Authorization to Award Various Procurements	July 23, 2026
Department MTA Procurement	**Department**
Department Head Name Sergio Paneque	**Department Head Name**
Department Head Signature Sergio Paneque	**Department Head Signature**
Project Manager Name Rose Davis	**Internal Approvals**

Board Action

Order	To	Date	Approval	Info	Other
1	Committee	7/27/26			
2	Board	7/29/26			

Internal Approvals

Order	Approval	Order	Approval
	President NYCT	X	Buses
X	CFO	X	Diversity/Civil Rights
X	Law		

Internal Approvals (cont.)

Order	Approval	Order	Approval	Order	Approval	Order	Approval

PURPOSE

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

DISCUSSION

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

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

Schedules Requiring Majority Vote:	# of Actions	$ Amount
Schedule I: Modifications to Purchase and Public Works Contracts	1	$ 554.8 M

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

TOTAL	1	$ 554.8 M

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

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

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

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

New York City Transit

JULY 2026

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

I. Modifications to Purchase and Public Work Contracts
(Staff Summaries required for items estimated to be greater than $1,000,000.)

1. **New Flyer of America, Inc.** **$554,746,353** *Staff Summary Attached*
192 Months from Notice of Award
Contract# B40706.3 / B40666-2.10 / B40715.2
Contract award for the purchase and delivery of NYC Transit buses; Three contract modifications to substitute 85 hybrids for 85 BEBs, add reliability demonstration requirements for BEBs, accelerate the delivery of existing hybrid and clean diesel bus orders, and exercise an option for the purchase of 425 low-floor 60-foot clean diesel buses on an expedited schedule.

Schedule I: Modifications to Purchase and Public Work Contracts New York City Transit

Item Number: 1

Vendor Name (Location)	**Contract Number**	**AWO/Mod. #**
New Flyer of America, Inc. (St. Cloud, Minnesota)	B40706 B40666-2 B40715	Mod 3 Mod 10 Mod 2

Original Description
Furnish and Deliver 205 low-floor battery-electric buses with up to 265 Option Buses
Furnish and Deliver 110 low-floor 40-foot diesel-electric hybrid buses with up to 558 Option Buses
Furnish and Deliver 224 low-floor 60-foot clean diesel buses with up to 446 Option Buses

Contract Term (including Options, if any)

192 months from Notice of Award (inclusive of delivery of the buses and provision of warranty support)

Option(s) included in Total Amount? ☒ Yes ☐ No ☐ n/a

Procurement Type ☒ Competitive ☐ Noncompetitive

Solicitation Type ☐ RFP ☐ Bid ☒ Other: Modifications

Funding Source

☐ Operating ☒ Capital ☒ Federal ☐ Other:

Requesting Department:
Department of Buses, Frank Farrell

Original Amount:		
B40706	$	286,150,222
B40666-2	$	86,555,608
B40715	$	266,751,238
Prior Modifications:		
B40706	$	386,030,323
B40666-2	$	507,104,593
B40715	$	20,706,509
Prior Budgetary Increases:	$	0
Current Amount:		
B40706	$	672,180,545
B40666-2	$	593,660,201
B40715	$	287,457,747
This Request:		
B40706	$	(3,196,439)
B40666-2	$	0
B40715	$	557,942,792
% of This Request to Current Amount:		
B40706		-0.48%
B40666-2		0%
B40715		194%
% of Modifications (including This Request) to Original Amount:		
B40706		134%
B40666-2		586%
B40715		217%

Discussion:

It is requested that the Board approve modifications to the following three contracts between NYC Transit and New Flyer of America, Inc. ("New Flyer"): Modification No. 3 to Contract B40706 will reduce the quantity of low-floor 40-foot battery-electric buses ("BEB") to be purchased under this contract by 85 and add 85 low-floor 40-foot diesel-electric-hybrid buses ("hybrid"), resulting in a net credit in the estimated amount of $3,196,439; Modification No. 10 to Contract B40666-2 will accelerate the delivery of hybrid buses previously awarded under this contract; and Modification No. 2 to Contract B40715 will exercise the option for the expedited purchase of 425 low-floor 6 foot clean diesel option buses, resulting in an increase in the estimated amount of $557,942,792.

New Flyer and its parent company NFI Group Inc. (NFI) have been reliable bus manufacturers for the MTA for many years. NYC Tran currently has three active contracts with New Flyer to manufacture new low-floor buses: Contract B40706 for 40-foot and 60-foot BEE Contract B40666-2 for 40-foot hybrid and clean diesel buses, and Contract B40715 for 60-foot clean diesel buses (collectively, t "Contracts"), as detailed below.

In general, New Flyer has met its obligations under the current contracts for hybrid and clean diesel buses. However, New Flyer has fac challenges meeting the BEB contract obligations. These challenges are not unique to New Flyer. The BEB industry and broader batte,y supply chain are only now beginning to mature quickly enough to support the explosive growth in demand for zero-emissions buses, driven by commitments like the MTA's to transition to a zero-emissions fleet by 2040.

The MTA determined that recent BEB performance data shows the technology may now be ready to support our requirements to deliver safe and reliable service. As explained in more detail below, making the proposed contract modifications now will position the MTA to obtain assurance that the BEBs can meet our performance requirements before issuing notice to proceed for a larger quantity. Additionally, these modifications enable the MTA to support the maturation of the BEB industry generally and New Flyer specifically, such that the MTA is able to achieve its sustainability goals while simultaneously reducing overall implementation costs, maintaining good service, and improving customer experience.

Contract B40706 (BEBs): is a federally funded contract that was awarded to New Flyer from a competitively solicited and negotiated Request for Proposal (RFP) for the purchase of up to 470 low-floor BEBs (380 40-foot and 90 60-foot) for NYC Transit and MTA Bus Company. Due to funding constraints, only 205 BEBs (187 40-foot and 18 60-foot) were awarded in the base contract on January 31, 2024 in the estimated amount of $286,150,222. The remaining 265 BEBs (193 40-foot and 72 60-foot) were awarded as options on November 27, 2024 in the estimated amount of $386,030,323 bringing the total estimated value of this contract to $672,180,545. These 470 BEBs were scheduled to be delivered beginning in Q3 2025 and concluding in Q2 2029. To date, only three have been delivered, while 30 more are expected to be delivered in Q3 2026 and the remaining 437 are on hold.

Contract B40666-2 (40-foot Hybrid Buses): is a locally funded contract that was awarded to New Flyer from a competitively solicited and negotiated RFP for the purchase of up to 275 low-floor 40-foot hybrid buses for NYC Transit. The original RFP resulted in a split award; New Flyer's portion was awarded on December 30, 2019 for 110 hybrid buses in the estimated amount of $86,555,608 with options to purchase up to 558 additional buses. All 558 option buses (245 hybrid and 313 clean diesel) were subsequently awarded bringing the total quantity of buses ordered under this contract to 668, of which 449 were delivered between Q2 2021 and Q3 2024. The remaining 219 (161 hybrid and 58 clean diesel) which were awarded in December 2025 are scheduled for delivery beginning in Q4 2026 and concluding in Q4 2028.

Contract B40715 (60-foot Clean Diesel Buses): is a locally funded contract that was awarded to New Flyer from a competitively solicited and negotiated RFP for the purchase of 245 low-floor 60-foot clean diesel buses for NYC Transit. Due to funding constraints, only 224 buses were awarded in the base contract on December 22, 2023 in the estimated amount of $266,751,238 with options to purchase up to 446 additional buses. Twenty-one of the option buses were awarded on June 27, 2025 in the estimated amount of $26,439,579 bringing the total quantity of buses ordered under this contract to 245; delivery of these buses began in Q4 2025 and is scheduled to conclude in Q2 2028.

MTA and NYCT staff have conducted extensive negotiations with New Flyer over the past few months to develop a multipronged approach to modify the existing Contracts with New Flyer. The Contracts will be concurrently modified to minimize further delays in procuring reliable buses by: (1) recovering and accelerating the delivery timeframe of existing bus orders; (2) establishing a 52-week Reliability Demonstration period for a fleet of 45 BEBs supported by robust performance KPIs and flexibility for the MTA to substitute hybrids and/or clean-diesel bus for BEBs during the 52-week pilot and beyond, as needed, and (3) exercising an option for additional 60-foot clean diesel buses.

<u>**Modifications that are the subject of this request are as follows:**</u>

Modification to Contract B40706 (BEBs) will reduce the total quantity of low-floor 40-foot BEBs to be purchased from 380 to 295 and add 85 low-floor 40-foot hybrid buses; approval was requested and received from the Federal Transit Administration to substitute hybrid buses in place of federally funded BEBs under this contract. New Flyer will deliver the 85 hybrid buses beginning in Q2 2028 and concluding in Q4 2028. Additionally, the delivery schedule for the remaining 352 BEBs (262 40-foot and 90 60-foot) will be postponed to until at least 2028 to allow NYC Transit and New Flyer to perform the Reliability Demonstration. New Flyer has agreed to maintain the existing price for the remaining 352 BEBs and forego any escalation. NYC Transit and New Flyer have agreed upon a set of criteria which must be met in order for NYC Transit to be obligated to purchase any of the remaining 352 BEBs; if those criteria are not met, hybrid and/or clean diesel buses may be substituted at NYC Transit's discretion. NYC Transit will seek Board approval if the decision is made to substitute hybrid and/or clean diesel buses for any of the remaining BEBs. The changes included in this B40706 Modification No. 3 will result ir net credit of $3,196,439.

Modification to Contract B40666-2 (40-foot Hybrid Buses) will update the delivery schedule to accelerate the delivery of 161 low-floor 40-foot hybrid buses which were awarded in December 2025. Delivery of these 161 buses will now be completed no later than Q2 2028 instead of Q4 2028.

Modification to Contract B40715 (60-foot Clean Diesel Buses) will allow for the purchase of 425 low-floor 60-foot clean diesel option buses to replace buses that are beyond their 12-year service life. This award will consist of 425 option buses in the estimated amount of $557,942,792 (an average unit price of $1,312,807 per bus). Additional requirements for diagnostic tools, manuals, training, and spare parts will be acquired via a subsequent contract modification. Pricing for these Option Buses is based on the unweighted unit price per bus obtained in the competitively solicited base contract to which an agreed upon adjustment formula has been applied. New Flyer will deliver these 425 buses starting in Q4 2027 and concluding in Q4 2030.

These contract modifications will include provisions for the payment of a portion of certain tariff costs associated with the buses delivered pursuant to these modifications. This is in consideration for contract terms favorable to the MTA and supports the best value for the MTA. The tariff costs cannot be determined at this time but are expected to be less than two percent of the overall modified Contracts' values.

Collectively, these modifications will position the MTA to achieve its near-term fleet replacement objectives and long-term sustainability goals. These modifications will also provide New Flyer with the commercial rationale to invest in its MTA production capacity with terr that secure favorable pricing for the MTA, new buses delivered on an accelerated schedule, and measurable performance standards for t BEBs.

Procurement, the Department of Buses, and NYC Transit's Cost-Price Analysis Unit have determined the final prices associated with these three modifications to be fair and reasonable.

These buses will be outfitted with new features including driver enclosure, OMNY, and Automated Camera Enforcement.

New Flyer has certified that pursuant to Executive Order No. 16, it is not conducting business in Russia.

The modifications resulting from this procurement 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. New Flyer has not committed to all of the MTA's cybersecurity requirements but has agreed to review its cybersecurity framework to continuously improve its cybersecurity protections throughout the term of these Contracts.

M/W/DBE Information

The MTA Department of Diversity and Civil Rights (DDCR) has established zero percent MWBE and zero percent SDVOB goals on Contracts B40666-2 and B40715 as historically, there has been limited M/WBE/SDVOB attainment due to lack of subcontracting availability.

Transit Vehicle Manufacturers (TVM) is a program whereby the Federal Transit Administration (FTA) pre-approves vehicle manufacturers to propose on federally funded vehicle procurements based on established guidelines to ensure Disadvantaged Business Enterprises (DBE) participation. As Contract B40706 is federally funded, TVM program applies. New Flyer has furnished its TVM Certification of Compliance with DBE Regulations in accordance with FTA guidelines.

Impact on Funding

The 85 low-floor 40-foot diesel-electric hybrid buses for NYC Transit will be using federal funds secured through an executed federal grant and associated local match in the MTA 2020–2024 Capital Program. The 425 low-floor 60-foot clean diesel option buses for NYC Tran will be funded with 100 percent MTA funds which have been approved in the MTA 2025–2029 Capital Program. No award shall be ma until WAR certificates have been secured.

Alternatives

There are no alternatives. There is no reason to believe that conducting another solicitation will result in a better outcome.

Recommendation

It is recommended that the Board approve the award of these three contract modifications (B40706 Modification No. 3, B40666-2 Modification No. 10 and B40715 Modification No. 2) to New Flyer of America, Inc. to substitute 85 hybrids for 85 BEBs, add reliability demonstration requirements for BEBs, accelerate the delivery of existing hybrid and clean diesel bus orders, and exercise an option for t purchase of 425 low-floor 60-foot clean diesel buses on an expedited schedule in the combined total estimated amount of $554,746,353.

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

March 2026

No Items

April 2026

NYCT and MTA Bus EEO & Diversity 2025 Year-End Report

May 2026

Final Review of NYCT 2025 Operating Results
Final Review of SIR 2025 Operating Results
Final Review of MTA Bus 2025 Operating Results

June 2026

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

July 2026

No Items

August 2026

No Meetings Held

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

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

Monday, June 22, 2026
10:45 a.m.
2 Broadway
New York, NY 10004

The following Committee Members attended the meeting:

Hon. Haeda Mihaltses
Hon. David Jones
Hon. Andrew Albert
Hon. Samuel Chu
Hon. Melva M. Miller
Hon. Melanie Hartzog
Hon. Daniel Garodnick

The following staff members attended in person or by videoconference:

Demetrius Crichlow, President, NYCT
William Amarosa, Executive Vice President, Subways, NYCT
Frank Farrell, Executive Vice President, NYCT Department of Buses and MTA Bus
Rachel Cohen, Senior Vice President, Paratransit, NYCT
Joseph Gulotta, Chief Transportation, Transit Bureau, NYPD
David Farber, General Counsel, NYCT and MTA Bus
Heather Ferguson, Senior Vice President, Operations Planning, NYCT
Sergio Paneque, Chief Procurement Officer, NYCT
Shanifah Rieara, Chief Customer Officer, NYCT

1. OPENING MEETING

Hon. Haeda Mihaltses called the June Committee Meeting to order.

A recorded audio public safety announcement was played.

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

2. PUBLIC SPEAKERS SESSION

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

The following public speakers commented:

Jason Anthony
Omar Vera
Iris Kelly
Jesse Figueroa
Constance Lesold
Andy Pollack
Brian Fritsch
David Kupferberg
Jean Ryan
Christopher Greif

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

3. APPROVAL OF MINUTES

Upon motion duly made and seconded, the Committee approved the Minutes of the Committee meeting held on May 20, 2026 with corrections.

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

4. APPROVAL OF WORK PLAN

President Crichlow stated that there were no changes to the work plan.

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

5. PRESIDENT'S REPORT

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

President Crichlow began by celebrating the recent Knicks championship win, highlighting the exceptional performance of NYCT in providing 329,000 rides on Sunday morning following the victory. He said that stations and buses were adorned to reflect Knicks pride, and employees were encouraged to wear appropriate Knicks gear, fostering a sense of unity and joy throughout the city. President Crichlow emphasized that NYCT employees played a pivotal role in making this memorable moment possible for New Yorkers by delivering reliable service.

President Crichlow addressed preparations for the upcoming World Cup tournament, noting that NYCT implemented several service adjustments, including increased frequency on the C line, added service on the 1, F, and 7 lines, and increased staff presence at the busiest stations. The public was reminded to stay alert for road closures and traffic delays during the tournament.

President Crichlow commended NYCT's outstanding service during July 4th celebrations. He noted that efforts included enhanced subway service and staffing to accommodate fireworks and viewing areas, the introduction of new trains for the Rockaway shuttle, and special messaging on buses to mark America's 250th anniversary.

William Amarosa, Senior Vice President, Subways, NYCT, delivered the Subways Report. He commended the subways teams for delivering reliable service during planned and unplanned events and highlighted preparations for the upcoming World Cup, noting that a robust team of customer ambassadors is ready to assist riders throughout the tournament.

SVP Amarosa presented key performance metrics for Subways: weekday on-time performance reached 81.2%, weekend on-time performance was 84.5%, and weekday customer journey time performance stood at 84.2%. He noted a dip in on-time performance attributed to disruptive incidents during rush hours but emphasized that customer journey time performance declined only half as much as on-time performance, reflecting effective disruption management and mitigation efforts by the Subways teams. SVP Amarosa reported that ongoing service management initiatives – including schedule revisions, the adoption of new tools by line managers to address service gaps, and the introduction of a new class of conductors – are further strengthening operations. He emphasized the Subways team's readiness for upcoming summer events.

Frank Farrell, Executive Vice President, Department of Buses, NYCT and MTA Bus, delivered the Buses Report, presenting key metrics including service delivered at 93.2%, customer journey time performance at 66.8%, and bus speed at 8.2 mph; he noted that targeted support on the road and real-time management, along with programs like the Automated Camera Enforcement, are enabling faster and more reliable trips for customers. He discussed the Bus team's efforts to meet the demands of hotter weather through preventative bus and fleet maintenance and emphasized the importance of maintaining right of ways to keep buses moving safely and flexibly with minimal disruption.

Rachel Cohen, Vice President, Paratransit, NYCT, delivered the Paratransit Report, presenting metrics including weekday on-time performance at 93.1%, weekend on-time performance at 95%, and over one million completed trips in May. She acknowledged a dip in on-time performance for May compared to April due to weather and special events impacting traffic, but highlighted her team's ongoing efforts to manage service and maintain strong systemwide indicators such as call center performance and no-shows.

Heather Ferguson, Senior Vice President, Operations Planning, delivered the Ridership Report, presenting metrics including: weekday ridership at 4.272 million for subways, up 1.9% compared to May of last year; 1.323 million for buses, a decrease from May of last year but consistent with recent spring trends; and 54,652 for paratransit, up 12.4% from the same time last year.

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

6. SAFETY AND SECURITY REPORT

Joseph Gulotta, Chief Transportation, Transit Bureau, NYPD, delivered the Safety and Security Report.

Chief Gulotta commended the extraordinary efforts of the NYPD and MTA teams in managing major events, including the Knicks championship and parade, which enabled two million people to celebrate safely – an achievement he noted was in the context of unprecedented conditions he has observed in his 35 years of service.

Chief Gulotta reported that last month saw 188 crimes in the subway system, a 6% decrease compared to the previous May, primarily due to fewer grand larcenies. He noted that year-over-year, major crimes decreased by 1%, marking one of the best records since NYPD began tracking these statistics. Chief Gulotta stated that police engagement included over 110,000 enforcement actions in the subway system, an increase of more than 18,000 from last year. He emphasized that both past and upcoming events require extensive coordination among law enforcement, transportation, and security partners across the region.

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

7. PROCUREMENT

Sergio Paneque, Chief Procurement Officer, NYCT delivered the procurement report. Chief Paneque discussed three action items for approval in the estimated amount of $514 million.

The first item was a request for the Board to declare competitive bidding inappropriate for the procurement of up to 1,488 buses for NYC Transit and MTA Bus Company.

The second item was a request for the Board to approve the award of a competitive personal service contract to The Goodyear Tire and Rubber Company to furnish, lease, and service bus tires for New York City Transit Department of Buses and MTA Bus Company.

The third item was a request for the Board to approve a one-year extension of contracts with ARRO Inc., Corporate Transportation Group Ltd., Fejost, LLC d/b/a Sentry Management Solutions and Bel-Linda d/b/a Islander Transportation, for the provision of Broker Car Service for Access-A-Ride, for an estimated total of 348.8 million.

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

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

8. ADJOURNMENT

Upon motion duly made and seconded, the Committee voted to adjourn the meeting.

Police Department
City of New York

MTA Report

CRIME STATISTICS JUNE

	2026	2025	Diff	% Change
MURDER	0	1	-1	-100.0%
RAPE	1	1	0	0.0%
ROBBERY	33	40	-7	-17.5%
FELASSAULT	60	44	16	36.4%
BURGLARY	2	1	1	100.0%
GL	93	107	-14	-13.1%
TOTAL MAJOR FELONIES	***189***	***194***	***-5***	***-2.6%***

CRIME STATISTICS JANUARY THRU JUNE

	2026	2025	Diff	% Change
MURDER	4	2	2	100.0%
RAPE	3	6	-3	-50.0%
ROBBERY	218	200	18	9.0%
FELASSAULT	337	317	20	6.3%
BURGLARY	8	7	1	14.3%
GL	532	577	-45	-7.8%
TOTAL MAJOR FELONIES	***1102***	***1109***	***-7***	***-0.6%***

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

Police Department
City of New York

REPORT

January - June

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Murder	1	2	2	1	0	0	0	1	1	0	1	0	0	1	3	5	4	6	6	2	4
Rape	3	0	2	0	0	2	6	3	5	0	0	1	0	2	4	2	6	4	3	6	3
Robbery	490	421	384	346	361	354	444	309	212	244	256	217	233	237	330	202	309	263	209	200	218
Assault	97	100	87	91	105	106	98	95	99	130	157	168	169	183	171	256	293	294	277	317	337
Burglary	1	0	4	0	2	0	18	15	7	7	10	12	4	3	16	3	3	7	7	7	8
GL	679	609	636	563	561	707	816	777	760	755	739	815	751	740	509	270	531	555	591	577	532
TOTAL MAJOR FELONIES	1271	1132	1115	1001	1029	1169	1382	1200	1084	1136	1163	1213	1157	1166	1033	738	1146	1129	1093	1109	1102
Major Fel Per Day	14.12	12.58	12.25	11.12	11.43	12.99	15.19	13.33	12.04	12.62	12.78	13.48	12.86	12.96	11.35	8.20	12.73	12.54	12.01	12.32	12.24

Financial and Ridership Reports – June 2026

Financial Report Highlights

Year-to-Date Budget Performance Summary

- Total revenues of $3,019.9 million were $54.3 million (1.8%) lower than the Budget. Farebox revenue was lower by $34.7 million (1.8%) with Subway farebox revenue lower by $10.6 million (0.7%) and Bus farebox revenue lower by $23.1 million (7.4%). Other operating revenue was lower by $4.3 million (1.1%). Capital and other reimbursements were lower by $15.2 million (2.0%) due to timing.
- Total paid ridership was 814.6 million which was lower than the Budget by 8.4 million (1.0%).
- Total expenses of $7,320.3 million, including non-cash liabilities, were $176.8 million (2.4%) lower than the Budget. Non-cash liabilities were $55.8 million (4.5%) lower than the Budget mainly due to lower than projected depreciation expenses. Operating expenses were lower than the Budget by $120.9 million (1.9%), attributed to labor cost underruns of $126.9 million (2.7%) reflecting the favorable timing of OPEB current payments, drug rebate credits and pensions. Non-labor expense overruns of $6.0 million (0.4%) are partially due to higher than projected electric power and fuel costs, as well as maintenance and other operating contracts, partially offset by favorable timing of expenses.
- At the end of June, the total headcount was 47,926 which was 2,545 lower than the Budget of 50,471. Non-reimbursable positions were lower by 1,826 and Reimbursable positions were lower by 719.
- June YTD Non-Reimbursable operating results were favorable to the Budget by $122.5 million (2.8%). Non-reimbursable revenues were $39.1 million (1.7%) unfavorable primarily due to lower than projected Subway and Bus paid ridership. Total non-reimbursable expenses, including non-cash liabilities, were favorable by $161.6 million (2.4%), primarily due to lower labor costs related to the timing of health & welfare, OPEB current payment, pensions, lower than projected depreciation cost and lower non-labor costs mainly related paratransit service contracts and professional service contracts expenses, partially offset by higher than projected electric power and fuel costs, as well as unfavorable timing of maintenance and other operating contracts.

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

($ in Millions)

	NYCT		
	Bud	Actual	Variance
Total Revenue	**$2,330.700**	**$2,291.647**	**($39.054)**
Farebox Revenue	$1,918.261	$1,883.546	($34.715)
Other Revenue	$412.439	$408.101	($4.338)
Total Expense	**$5,512.482**	**$5,406.764**	**$105.718**
Labor Expenses	$4,066.231	$3,976.281	$89.949
Non-Labor Expenses	$1,446.251	$1,430.483	$15.768
Non-Cash Liabilities	**$1,241.107**	**$1,185.269**	**$55.838**
Net Surplus/(Deficit) - Accrued	**($4,422.889)**	**($4,300.386)**	**$122.503**

Revenues

- **Farebox Revenues** were $34.7 million (1.8%) unfavorable mainly due to lower than projected Subway and Bus paid ridership. Total paid ridership was 814.6 million which was lower (0.3%) than 2025 and 1.0% lower than the Budget.

- **Other Operating Revenues** were $4.3 million (1.1%) unfavorable due to lower than projected paratransit reimbursement (offset by lower paratransit expense), partially offset by higher real estate revenues.

Expenses

Labor Expenses: $90.0 million 2.2% favorable

- **Payroll** was $96.6 million (4.7%) favorable primarily due to vacancies.
- **Overtime** was $141.5 million (54.3%) unfavorable primarily due to higher than projected absentee coverage needs and vacancies.
- **Health & Welfare and OPEB Current Payments** were $57.1 million (5.5%) favorable primarily due to the timing of prescription rebate credits.
- **Pensions** was $70.4 million (13.1%) favorable due to the timing of NYCERS expenses.
- **Other Fringe Benefits and Reimbursable overhead** were $7.3 million (4.3%) favorable due to higher reimbursable overhead credit partially offset by higher than projected worker's compensation expenses.

Non-Labor Expenses: $15.8 million (1.1%) favorable

- **Electric Power** was unfavorable by $36.7 million (19.3%) due to higher than projected consumption and price.
- **Fuel** was unfavorable by $7.7 million (10.3%) mainly due to higher than projected consumption, partially offset by price.
- **Insurance** was favorable by $3.8 million (8.8%) mainly due to timing.
- **Paratransit Service Contracts** was $45.9 million (11.0%) favorable primarily due to lower trip volume and support costs.
- **Maintenance and Other Operating Contracts** was $24.8 million (15.3%) unfavorable due to the timing of charges.
- **Professional Service Contracts** was $22.2 million (14.0%) favorable due to the timing of charges.
- **Materials and Supplies** was $9.3 million (4.5%) favorable mainly due to the timing of maintenance materials purchases.
- **Other Business Expenses** was $3.9 million (5.4%) favorable due to the timing of charges.

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

7/13/2026 03:53 PM

	Nonreimbursable				Reimbursable				Total			
	Adopted		Favorable(Unfavorable)		Adopted		Favorable(Unfavorable)		Adopted		Favorable(Unfavorable)	
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue:												
Subway	$273.792	$274.752	$0.960	0.4	$0.000	$0.000	-	-	$273.792	$274.752	$0.960	0.4
Bus	53.580	50.977	(2.602)	(4.9)	0.000	0.000	-	-	53.580	50.977	(2.602)	(4.9)
Paratransit	3.281	3.249	(0.033)	(1.0)	0.000	0.000	-	-	3.281	3.249	(0.033)	(1.0)
Fare Liability	2.671	2.671	0.000	0.0	0.000	0.000	-	-	2.671	2.671	0.000	0.0
Farebox Revenue	**$333.324**	**$331.649**	**$(1.675)**	**(0.5)**	**$0.000**	**$0.000**	**-**	**-**	**$333.324**	**$331.649**	**$(1.675)**	**(0.5)**
Fare Reimbursment	$7.001	$7.602	$0.601	8.6	$0.000	$0.000	-	-	$7.001	$7.602	$0.601	8.6
Paratransit Reimbursment	40.589	34.530	(6.059)	(14.9)	0.000	0.000	-	-	40.589	34.530	(6.059)	(14.9)
Other Operating Revenue	15.846	18.415	2.569	16.2	0.000	0.000	-	-	15.846	18.415	2.569	16.2
Other Revenue	**$63.436**	**$60.547**	**$(2.889)**	**(4.6)**	**$0.000**	**$0.000**	**-**	**-**	**$63.436**	**$60.547**	**$(2.889)**	**(4.6)**
Capital and Other Reimbursements	$0.000	$0.000	-	-	$123.868	$123.714	$(0.154)	(0.1)	$123.868	$123.714	$(0.154)	(0.1)
Total Revenue	**$396.760**	**$392.196**	**$(4.564)**	**(1.2)**	**$123.868**	**$123.714**	**$(0.154)**	**(0.1)**	**$520.628**	**$515.910**	**$(4.718)**	**(0.9)**
Expenses												
Labor :												
Payroll	$349.598	$332.527	$17.071	4.9	$47.421	$37.671	$9.750	20.6	$397.019	$370.198	$26.821	6.8
Overtime	43.053	67.756	(24.704)	(57.4)	14.064	18.975	(4.911)	(34.9)	57.117	86.732	(29.615)	(51.9)
Total Salaries & Wages	**$392.651**	**$400.283**	**$(7.633)**	**(1.9)**	**$61.485**	**$56.646**	**$4.839**	**7.9**	**$454.136**	**$456.930**	**$(2.794)**	**(0.6)**
Health and Welfare	$115.242	$114.808	$0.434	0.4	$1.617	$1.427	$0.190	11.7	$116.859	$116.236	$0.624	0.5
OPEB Current Payment	58.684	84.706	(26.021)	(44.3)	1.544	1.554	(0.010)	(0.7)	60.228	86.260	(26.032)	(43.2)
Pensions	89.804	16.914	72.890	81.2	3.176	0.469	2.708	85.2	92.981	17.383	75.598	81.3
Other Fringe Benefits	54.801	55.270	(0.469)	(0.9)	20.505	19.839	0.666	3.2	75.306	75.109	0.197	0.3
Total Fringe Benefits	**$318.531**	**$271.698**	**$46.833**	**14.7**	**$26.843**	**$23.290**	**$3.553**	**13.2**	**$345.374**	**$294.987**	**$50.387**	**14.6**
Contribution to GASB Fund	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Reimbursable Overhead	(25.990)	(30.859)	4.869	18.7	25.990	30.859	(4.869)	(18.7)	0.000	0.000	0.000	-
Labor	**$685.192**	**$641.122**	**$44.070**	**6.4**	**$114.318**	**$110.795**	**$3.523**	**3.1**	**$799.510**	**$751.917**	**$47.593**	6.0
Non-Labor :												
Electric Power	$26.527	$26.972	$(0.445)	(1.7)	$0.021	$0.017	$0.004	18.1	$26.548	$26.990	$(0.442)	(1.7)
Fuel	9.549	15.282	(5.733)	(60.0)	0.017	0.001	0.016	94.6	9.566	15.283	(5.717)	(59.8)
Insurance	7.407	6.225	1.182	16.0	0.000	0.000	0.000	-	7.407	6.225	1.182	16.0
Claims	20.102	20.102	0.000	0.0	0.000	0.000	-	-	20.102	20.102	0.000	0.0
Paratransit Service Contracts	72.740	66.866	5.873	8.1	0.000	0.000	0.000	-	72.740	66.866	5.873	8.1
Maintenance and Other Operating Contracts	29.809	32.286	(2.477)	(8.3)	3.470	4.126	(0.657)	(18.9)	33.279	36.412	(3.133)	(9.4)
Professional Service Contracts	26.572	20.172	6.400	24.1	0.926	1.321	(0.395)	(42.6)	27.499	21.493	6.005	21.8
Materials & Supplies	34.036	24.955	9.081	26.7	4.981	7.013	(2.032)	(40.8)	39.017	31.968	7.049	18.1
Other Business Expenses	12.515	12.123	0.392	3.1	0.135	0.439	(0.304)	(225.0)	12.650	12.562	0.088	0.7
Non-Labor	**$239.257**	**$224.983**	**$14.274**	**6.0**	**$9.550**	**$12.918**	**$(3.368)**	**(35.3)**	**$248.807**	**$237.902**	**$10.905**	4.4
Other Expense Adjustments:												
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	-
Total Expenses before Depreciation and OPEB	**$924.449**	**$866.105**	**$58.344**	**6.3**	**$123.868**	**$123.714**	**$0.154**	**0.1**	**$1,048.317**	**$989.819**	**$58.498**	5.6
Depreciation	$203.083	$195.162	$7.921	3.9	$0.000	$0.000	-	-	$203.083	$195.162	$7.921	3.9
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	3.891	(1.308)	(50.6)	0.000	0.000	-	-	2.583	3.891	(1.308)	(50.6)
GASB 94 PPP and APA	0.000	0.000	-	-	0.000	0.000	-	-	0.000	0.000	-	-
GASB 96 SBITA Adjustment	0.010	0.008	0.001	14.0	0.000	0.000	-	-	0.010	0.008	0.001	14.0
GASB 101 Compensated Absences	1.250	1.790	(0.540)	(43.2)	0.000	0.000	-	-	1.250	1.790	(0.540)	(43.2)
Total Expenses	**$1,131.375**	**$1,066.958**	**$64.418**	**5.7**	**$123.868**	**$123.714**	**$0.154**	**0.1**	**$1,255.244**	**$1,190.671**	**$64.572**	5.1
OPERATING SURPLUS/DEFICIT	**$(734.615)**	**$(674.761)**	**$59.854**	**8.1**	**$0.000**	**$0.000**	**$0.000**	**-**	**$(734.615)**	**$(674.761)**	**$59.854**	8.1

Notes: Totals may not add due to rounding.
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 YTD results. Financial results exclude Federal formula grant funding which was recorded as operating revenue that will be applied to PAYGO capital.

DataSource: TRANSIT RPTNG
Adopted. FinalFY26

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

7/13/2026 03:53 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
Revenue												
Farebox Revenue:												
Subway	$1,569.078	$1,558.527	$(10.551)	(0.7)	$0.000	$0.000	-	-	$1,569.078	$1,558.527	$(10.551)	(0.7)
Bus	314.432	291.293	(23.139)	(7.4)	0.000	0.000	-	-	314.432	291.293	(23.139)	(7.4)
Paratransit	18.724	17.699	(1.025)	(5.5)	0.000	0.000	-	-	18.724	17.699	(1.025)	(5.5)
Fare Liability	16.026	16.026	0.000	0.0	0.000	0.000	-	-	16.026	16.026	0.000	0.0
Farebox Revenue	**$1,918.261**	**$1,883.546**	**$(34.715)**	**(1.8)**	**$0.000**	**$0.000**	**-**	**-**	**$1,918.261**	**$1,883.546**	**$(34.715)**	(1.8)
Fare Reimbursment	$42.008	$45.613	$3.605	8.6	$0.000	$0.000	-	-	$42.008	$45.613	$3.605	8.6
Paratransit Reimbursment	264.356	246.186	(18.171)	(6.9)	0.000	0.000	-	-	264.356	246.186	(18.171)	(6.9)
Other Operating Revenue	106.074	116.302	10.227	9.6	0.000	0.000	-	-	106.074	116.302	10.227	9.6
Other Revenue	**$412.439**	**$408.101**	**$(4.338)**	**(1.1)**	**$0.000**	**$0.000**	**-**	**-**	**$412.439**	**$408.101**	**$(4.338)**	(1.1)
Capital and Other Reimbursements	$0.000	$0.000	-	-	$743.438	$728.225	$(15.213)	(2.0)	$743.438	$728.225	$(15.213)	(2.0)
Total Revenue	**$2,330.700**	**$2,291.647**	**$(39.054)**	**(1.7)**	**$743.438**	**$728.225**	**$(15.213)**	**(2.0)**	**$3,074.138**	**$3,019.872**	**$(54.267)**	(1.8)
Expenses												
Labor :												
Payroll	$2,059.731	$1,963.135	$96.596	4.7	$287.560	$228.842	$58.718	20.4	$2,347.291	$2,191.977	$155.314	6.6
Overtime	260.635	402.119	(141.484)	(54.3)	83.623	99.193	(15.570)	(18.6)	344.257	501.311	(157.054)	(45.6)
Total Salaries & Wages	**$2,320.365**	**$2,365.253**	**$(44.888)**	**(1.9)**	**$371.183**	**$328.034**	**$43.148**	**11.6**	**$2,691.548**	**$2,693.288**	**$(1.739)**	(0.1)
Health and Welfare	$689.568	$657.575	$31.994	4.6	$9.673	$10.413	$(0.740)	(7.6)	$699.242	$667.988	$31.254	4.5
OPEB Current Payment	352.105	326.987	25.118	7.1	9.264	9.139	0.125	1.3	361.369	336.126	25.243	7.0
Pensions	535.628	465.211	70.417	13.1	19.059	14.145	4.913	25.8	554.687	479.357	75.330	13.6
Other Fringe Benefits	325.189	334.859	(9.669)	(3.0)	124.151	117.665	6.486	5.2	449.340	452.523	(3.183)	(0.7)
Total Fringe Benefits	**$1,902.491**	**$1,784.632**	**$117.859**	**6.2**	**$162.147**	**$151.362**	**$10.784**	**6.7**	**$2,064.637**	**$1,935.994**	**$128.643**	6.2
Contribution to GASB Fund	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Reimbursable Overhead	(156.625)	(173.603)	16.978	10.8	156.625	173.603	(16.978)	(10.8)	0.000	0.000	0.000	-
Labor	**$4,066.231**	**$3,976.281**	**$89.949**	**2.2**	**$689.955**	**$653.000**	**$36.955**	**5.4**	**$4,756.186**	**$4,629.282**	**$126.904**	2.7
Non-Labor :												
Electric Power	$189.901	$226.599	$(36.698)	(19.3)	$0.127	$0.144	$(0.017)	(13.4)	$190.028	$226.743	$(36.715)	(19.3)
Fuel	74.295	81.974	(7.679)	(10.3)	0.099	0.266	(0.167)	(168.4)	74.394	82.240	(7.846)	(10.5)
Insurance	43.626	39.778	3.848	8.8	0.000	0.000	0.000	-	43.626	39.778	3.848	8.8
Claims	120.610	120.793	(0.183)	(0.2)	0.000	0.000	-	-	120.610	120.793	(0.183)	(0.2)
Paratransit Service Contracts	418.057	372.141	45.916	11.0	0.000	0.000	0.000	-	418.057	372.141	45.916	11.0
Maintenance and Other Operating Contracts	162.859	187.706	(24.847)	(15.3)	20.821	23.297	(2.476)	(11.9)	183.680	211.004	(27.323)	(14.9)
Professional Service Contracts	158.902	136.694	22.208	14.0	4.659	5.972	(1.312)	(28.2)	163.561	142.665	20.896	12.8
Materials & Supplies	204.691	195.433	9.257	4.5	29.421	43.681	(14.260)	(48.5)	234.111	239.114	(5.003)	(2.1)
Other Business Expenses	73.311	69.365	3.946	5.4	(1.645)	1.865	(3.509)	(213.4)	71.667	71.230	0.437	0.6
Non-Labor	**$1,446.251**	**$1,430.483**	**$15.768**	**1.1**	**$53.483**	**$75.224**	**$(21.742)**	**(40.7)**	**$1,499.734**	**$1,505.707**	**$(5.973)**	(0.4)
Other Expense Adjustments:												
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	-
Total Expenses before Depreciation and OPEB	**$5,512.482**	**$5,406.764**	**$105.718**	**1.9**	**$743.438**	**$728.225**	**$15.213**	**2.0**	**$6,255.920**	**$6,134.989**	**$120.931**	1.9
Depreciation	$1,218.500	$1,161.361	$57.139	4.7	$0.000	$0.000	-	-	$1,218.500	$1,161.361	$57.139	4.7
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	15.500	13.073	2.427	15.7	0.000	0.000	-	-	15.500	13.073	2.427	15.7
GASB 94 PPP and APA	0.000	0.000	-	-	0.000	0.000	-	-	0.000	0.000	-	-
GASB 96 SBITA Adjustment	(0.393)	0.092	(0.485)	(123.5)	0.000	0.000	-	-	(0.393)	0.092	(0.485)	(123.5)
GASB 101 Compensated Absences	7.500	10.743	(3.243)	(43.2)	0.000	0.000	-	-	7.500	10.743	(3.243)	(43.2)
Total Expenses	**$6,753.589**	**$6,592.033**	**$161.556**	**2.4**	**$743.438**	**$728.225**	**$15.213**	**2.0**	**$7,497.027**	**$7,320.257**	**$176.769**	2.4
OPERATING SURPLUS/DEFICIT	**$(4,422.889)**	**$(4,300.386)**	**$122.503**	**2.8**	**$0.000**	**$0.000**	**$0.000**	**-**	**$(4,422.889)**	**$(4,300.386)**	**$122.503**	2.8

Notes: Totals may not add due to rounding.
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 YTD results. Financial results exclude Federal formula grant funding which was recorded as operating revenue that will be applied to PAYGO capital.

DataSource: TRANSIT RPTNG
Adopted. FinalFY26

Table 3

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

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH Favorable (Unfavorable) Variance $	%	MONTH Reason for Variance	YEAR TO DATE Favorable (Unfavorable) Variance $	%	YEAR TO DATE Reason for Variance
Farebox Revenue	NR	(1.7)	(0.5)	Primarily due to lower Subway and Bus paid ridership	(34.7)	(1.8)	Primarily due to lower Subway and Bus paid ridership
Other Operating Revenue	NR	(2.9)	(4.6)	Mainly lower paratransit reimbursement	(4.3)	(1.1)	Mainly lower paratransit reimbursement
Payroll	NR	17.1	4.9	Primarily due to vacancies	96.6	4.7	Primarily due to vacancies
Overtime	NR	(24.7)	(57.4)	Mainly higher than projected absentee coverage needs	(141.5)	(54.3)	Mainly higher than projected absentee coverage needs
Health & Welfare (including OPEB current payment)	NR	(25.6)	(14.7)	Unfavorable timing of prescription rebate credits	57.1	5.5	Favorable timing of prescription rebate credits
Pension	NR	72.9	81.2	Mainly favorable timing of NYCERS pension charges	70.4	13.1	Mainly favorable timing of NYCERS pension charges
Other Fringe Benefits	NR	(0.5)	(0.9)	Mainly due to unfavorable timing of fringe benefit overhead credit	(9.7)	(3.0)	Mainly due to unfavorable timing of fringe benefit overhead credit
Reimbursable Overhead	NR	4.9	18.7	Mainly timing of fringe benefit overhead credits	17.0	10.8	Mainly timing of fringe benefit overhead credits
Electric Power	NR	(0.4)	(1.7)	Mainly due to higher than projected consumption and price	(36.7)	(19.3)	Mainly due to higher than projected consumption and price
Fuel	NR	(5.7)	(60.0)	Mainly due to higher than projected consumption	(7.7)	(10.3)	Mainly due to higher than projected consumption
Insurance	NR	1.2	16.0	Mainly favorable timing of charges	3.8	8.8	Mainly favorable timing of charges
Claims	NR	0.0	0.0	Minor variance	(0.2)	(0.2)	Minor variance
Paratransit Service Contracts	NR	5.9	8.1	Mainly due to lower trip volume and support cost charges	45.9	11.0	Mainly due to lower trip volume and support cost charges
Maintenance and Other Operating Contracts	NR	(2.5)	(8.3)	Reflecting unfavorable timing of charges	(24.8)	(15.3)	Reflecting unfavorable timing of charges
Professional Service Contracts	NR	6.4	24.1	Mainly favorable timing of professional contract expenses	22.2	14.0	Mainly favorable timing of professional contract expenses
Materials & Supplies	NR	9.1	26.7	Mainly favorable timing of material and supplies expenses	9.3	4.5	Mainly favorable timing of material and supplies expenses
Other Business	NR	0.4	3.1	Mainly favorable timing of charges	3.9	5.4	Mainly favorable timing of charges

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

7/13/2026 04:11 PM

	Month				Year-To-Date			
			Favorable(Unfavorable)				Favorable(Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
Receipts								
Farebox Revenue	**$333.324**	**$364.956**	**$31.632**	**9.5**	**$1,918.261**	**$1,932.068**	**$13.807**	**0.7**
Fare Reimbursment	$13.766	$64.300	$50.534	367.1	$20.079	$70.613	$50.534	251.7
Paratransit Reimbursment	40.589	36.124	(4.465)	(11.0)	264.356	262.329	(2.027)	(0.8)
Other Operating Revenue	15.846	17.536	1.690	10.7	106.074	87.061	(19.013)	(17.9)
Other Revenue	**$70.201**	**$117.960**	**$47.759**	**68.0**	**$390.510**	**$420.003**	**$29.493**	**7.6**
Capital and Other Reimbursements	$123.868	$64.666	$(59.202)	(47.8)	$743.438	$734.243	$(9.195)	(1.2)
Total Revenue	**$527.393**	**$547.582**	**$20.189**	**3.8**	**$3,052.209**	**$3,086.314**	**$34.105**	**1.1**
Expenditures								
Labor :								
Payroll	$355.509	$329.960	$25.549	7.2	$2,095.114	$1,976.008	$119.107	5.7
Overtime	57.117	86.732	(29.615)	(51.9)	344.257	501.311	(157.054)	(45.6)
Total Salaries & Wages	**$412.625**	**$416.692**	**$(4.067)**	**(1.0)**	**$2,439.372**	**$2,477.319**	**$(37.947)**	**(1.6)**
Health and Welfare	$116.859	$127.280	$(10.421)	(8.9)	$699.242	$659.329	$39.913	5.7
OPEB Current Payment	60.228	86.260	(26.032)	(43.2)	361.369	336.260	25.109	6.9
Pensions	92.981	17.364	75.617	81.3	554.687	479.273	75.414	13.6
Other Fringe Benefits	51.543	56.438	(4.895)	(9.5)	306.532	326.704	(20.172)	(6.6)
Total Fringe Benefits	**$321.612**	**$287.342**	**$34.270**	**10.7**	**$1,921.829**	**$1,801.566**	**$120.263**	**6.3**
Contribution to GASB Fund	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Reimbursable Overhead	0.000	0.000	-	-	0.000	0.000	-	-
Labor	**$734.237**	**$704.034**	**$30.203**	4.100	**$4,361.201**	**$4,278.885**	**$82.316**	1.900
Non-Labor :								
Electric Power	$29.279	$29.530	$(0.251)	(0.9)	$195.489	$234.420	$(38.931)	(19.9)
Fuel	9.566	16.387	(6.821)	(71.3)	74.394	86.252	(11.858)	(15.9)
Insurance	12.762	0.190	12.572	98.5	25.069	15.642	9.427	37.6
Claims	13.353	29.554	(16.201)	(121.3)	80.116	128.579	(48.463)	(60.5)
Paratransit Service Contracts	72.240	66.291	5.949	8.2	417.057	362.883	54.174	13.0
Maintenance and Other Operating Contracts	33.279	37.815	(4.536)	(13.6)	183.680	203.086	(19.406)	(10.6)
Professional Service Contracts	27.499	22.032	5.467	19.9	159.061	156.012	3.049	1.9
Materials & Supplies	38.226	44.208	(5.982)	(15.6)	234.361	250.364	(16.003)	(6.8)
Other Business Expenses	12.650	15.593	(2.943)	(23.3)	71.667	71.164	0.503	0.7
Non-Labor	**$248.853**	**$261.600**	**$(12.747)**	**(5.1)**	**$1,440.894**	**$1,508.402**	**$(67.508)**	**(4.7)**
Other Expense Adjustments:								
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**
Total Expenditures before Depreciation and OPEB	**$983.090**	**$965.634**	**$17.456**	**1.8**	**$5,802.095**	**$5,787.287**	**$14.808**	**0.3**
Depreciation	$0.000	$0.000	$0.000	100.0	$0.000	$0.000	$0.000	100.0
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	(100.0)
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	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenditures	**$983.090**	**$965.634**	**$17.456**	**1.8**	**$5,802.095**	**$5,787.287**	**$14.808**	**0.3**
Net Surplus/(Deficit)	**$(455.697)**	**$(418.052)**	**$37.645**	**8.3**	**$(2,749.886)**	**$(2,700.973)**	**$48.913**	**1.8**

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

Table 5

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN 2026
EXPLANATION OF VARIANCES BETWEEN THE MID_YEAR FORECAST AND ACTUAL CASH BASIS
JUN 2026
($ in millions)

	MONTH			YEAR TO DATE		
Operating Receipts or Disbursements	Favorable (Unfavorable) Variance $	%	Reason for Variance	Favorable (Unfavorable) Variance $	%	Reason for Variance
Farebox Receipts	31.6	9.5	Favorable timing of receipts	13.8	0.7	Favorable timing of receipts
Other Operating Receipts	47.8	68.0	Mainly favorable due to timing of student fare assistance reimbursement	29.5	7.6	Mainly favorable due to timing of student fare assistance reimbursement
Capital and Other Reimbursements	(59.2)	(47.8)	Unfavorable timing of reimbursements	(9.2)	(1.2)	Unfavorable timing of reimbursements
Payroll	25.5	7.2	Primarily due to vacancies	119.1	5.7	Primarily due to vacancies
Overtime	(29.6)	(51.9)	Mainly higher than projected absentee coverage needs	(157.1)	(45.6)	Mainly higher than projected absentee coverage needs and severe weather conditions
Health & Welfare/OPEB Current	(36.5)	(20.6)	Unfavorable timing of prescription rebate credits and claims payments	65.0	6.1	Favorable timing of prescription rebate credits and claims payments
Pension	75.6	81.3	Mainly favorable timing of NYCERS pension payments	75.4	13.6	Mainly favorable timing of NYCERS pension payments
Other Fringe Benefits	(4.9)	(9.5)	Mainly unfavorable timing of payments	(20.2)	(6.6)	Mainly unfavorable timing of payments
Electric Power	(0.3)	(0.9)	Mainly due to higher than projected consumption and price	(38.9)	(19.9)	Mainly due to higher than projected consumption and price
Fuel	(6.8)	(71.3)	Mainly due to higher than projected consumption	(11.9)	(15.9)	Mainly due to higher than projected consumption
Insurance	12.6	98.5	Mainly favorable timing of payments	9.4	37.6	Mainly favorable timing of payments
Claims	(16.2)	(121.3)	Mainly unfavorable timing of payments	(48.5)	(60.5)	Mainly unfavorable timing of payments
Paratransit Service Contracts	5.9	8.2	Mainly favorable timing of payments	54.2	13.0	Mainly favorable timing of payments
Maintenance and Other Operating Contracts	(4.5)	(13.6)	Mainly unfavorable timing of fleet and facilities maintenance requirements	(19.4)	(10.6)	Mainly unfavorable timing of fleet and facilities maintenance requirements
Professional Service Contracts	5.5	19.9	Mainly favorable timing of professional contract payments	3.0	1.9	Mainly favorable timing of professional contract payments
Materials & Supplies	(6.0)	(15.6)	Mainly unfavorable timing of payments	(16.0)	(6.8)	Mainly unfavorable timing of payments
Other Business	(2.9)	(23.3)	Mainly unfavorable timing of payments	0.5	0.7	Mainly favorable timing of payments

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MTA NEW YORK CITY TRANSIT
February Financial Plan - 2026 Adopted
Cash Conversion (Cash Flow Adjustments)
Jun-26
($ in Millions)

	Month				Year-To-Date			
			Favorable(Unfavorable)				Favorable(Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
Revenue								
Farebox Revenue	**$0.000**	**$33.307**	**$33.307**	**-**	**$0.000**	**$48.522**	**$48.522**	**-**
Fare Reimbursment	$6.765	$56.698	$49.933	738.1	($21.929)	$25.000	$46.929	214.0
Paratransit Reimbursment	0.000	1.594	1.594	-	0.000	16.143	16.143	-
Other Operating Revenue	0.000	(0.879)	(0.879)	-	0.000	(29.241)	(29.241)	-
Other Revenue	**$6.765**	**$57.413**	**$50.648**	**748.7**	**$(21.929)**	**$11.902**	**$33.831**	**154.3**
Capital and Other Reimbursements	0.000	$(59.048)	$(59.048)	-	0.000	$6.018	$6.018	-
Total Revenue	**$6.765**	**$31.672**	**$24.907**	**368.2**	**$(21.929)**	**$66.442**	**$88.371**	**403.0**
Expenses								
Labor :								
Payroll	$41.511	$40.238	($1.273)	(3.1)	$252.176	$215.969	$(36.208)	(14.4)
Overtime	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Salaries & Wages	**$41.511**	**$40.238**	**$(1.273)**	**(3.1)**	**$252.176**	**$215.969**	**$(36.208)**	**(14.4)**
Health and Welfare	$0.000	($11.044)	($11.044)	-	$0.000	$8.659	$8.659	-
OPEB Current Payment	0.000	0.000	0.000	-	0.000	(0.134)	(0.134)	-
Pensions	0.000	0.019	0.019	-	0.000	0.084	0.084	-
Other Fringe Benefits	23.762	18.671	(5.092)	(21.4)	142.808	125.819	(16.989)	(11.9)
Total Fringe Benefits	**$23.762**	**$7.645**	**$(16.117)**	**(67.8)**	**$142.808**	**$134.428**	**$(8.380)**	**(5.9)**
Contribution to GASB Fund	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Labor	**$65.273**	**$47.883**	**$(17.390)**	**(26.6)**	**$394.985**	**$350.397**	**$(44.588)**	**(11.3)**
Non-Labor :								
Electric Power	$(2.731)	$(2.540)	$0.190	7.0	$(5.461)	$(7.677)	$(2.216)	(40.6)
Fuel	0.000	(1.104)	(1.104)	-	0.000	(4.012)	(4.012)	-
Insurance	(5.356)	6.035	11.391	212.7	18.557	24.136	5.579	30.1
Claims	6.749	(9.452)	(16.201)	(240.1)	40.494	(7.786)	(48.280)	(119.2)
Paratransit Service Contracts	0.500	0.575	0.075	15.1	1.000	9.258	8.258	825.8
Maintenance and Other Operating Contracts	0.000	(1.403)	(1.403)	-	0.000	7.918	7.918	-
Professional Service Contracts	0.000	(0.539)	(0.539)	-	4.500	(13.347)	(17.847)	(396.6)
Materials & Supplies	0.792	(12.240)	(13.031)	-	(0.250)	(11.250)	(11.000)	-
Other Business Expenses	0.000	(3.031)	(3.031)	-	0.000	0.066	0.066	-
Non-Labor	**$(0.046)**	**$(23.698)**	**$(23.653)**	**-**	**$58.840**	**$(2.695)**	**$(61.535)**	**(104.6)**
Other Expense Adjustments:								
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**
Total Expenses before Depreciation and OPEB	**$65.227**	**$24.185**	**$(41.042)**	**(62.9)**	**$453.825**	**$347.702**	**$(106.123)**	**(23.4)**
Depreciation	$203.083	$195.162	($7.921)	(3.9)	$1,218.500	$1,161.361	($57.139)	(4.7)
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	3.891	1.308	50.6	15.5	13.073	(2.427)	(15.7)
GASB 94 PPP and APA	0.000	0.000	-	-	0.000	0.000	-	-
GASB 96 SBITA Adjustment	0.01	0.008	(0.001)	(14.0)	(0.393)	0.092	0.485	123.5
GASB 101 Compensated Absences	1.250	1.790	0.540	43.2	7.500	10.743	3.243	43.2
Total Expenditures	**$272.154**	**$225.037**	**$(47.117)**	**(17.3)**	**$1,694.932**	**$1,532.970**	**$(161.961)**	**(9.6)**
Total Cash Conversion Adjustments	**$278.919**	**$255.995**	**$(22.210)**	**(8.0)**	**$1,673.003**	**$1,599.413**	**$(73.590)**	**(4.4)**

Note: Totals may not add due to rounding

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

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
Jun-26

	Adopted	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Office of the President	20	12	8	
Law	181	141	41	
Office of the Chief Admin	64	36	28	
Human Resources	121	61	60	
EEO	11	-	11	
Office of Management and Budget	33	8	25	
Strategy & Customer Experience	165	113	52	
Non-Departmental	(63)	-	(63)	
Labor Relations	89	36	53	
Office of People & Business Transformation	17	17	(0)	
Materiel	144	94	50	
Controller	109	72	37	
Total Administration	**890**	**588**	**302**	
Operations:				
Subways Service Delivery	9,076	8,638	438	
Subways Operations Support/Admin	450	422	28	
Subways Stations	2,337	2,205	132	
SubTotal Subways	**11,863**	**11,265**	**598**	
Buses	11,621	11,403	218	
Paratransit	196	187	9	
Operations Planning	370	305	65	
Revenue Control	476	445	31	
Non-Departmental	(62)	-	(62)	
Total Operations	**24,463**	**23,604**	**859**	
Maintenance:				
Subways Operations Support/Admin	170	177	(6)	
Subways Service Delivery	85	80	5	
Subways Engineering	382	353	29	
Subways Car Equipment	5,279	4,928	350	
Subways Infrastructure	1,334	1,192	142	
Subways Elevators & Escalators	436	372	63	
Subways Stations	2,609	2,533	75	
Subways Facilities	2,080	1,891	189	
Subways Track	2,648	2,546	102	
Subways Power	1,286	1,250	36	
Subways Signals	1,732	1,681	51	
Subways Electronic Maintenance	1,473	1,410	63	
Subtotal Subways	**19,512**	**18,413**	**1,099**	
Buses	3,546	3,315	232	
Supply Logistics	524	505	19	
System Safety	93	85	8	
OHS	75	61	14	
Non-Departmental	(410)	-	(410)	
Total Maintenance	**23,341**	**22,379**	**962**	
Engineering				
C & D	832	500	332	
C & D Support	81	60	21	
Total Engineering/Capital	**913**	**560**	**353**	
Public Safety				
Security	865	796	69	
Total Public Safety	**865**	**796**	**69**	
Total Positions	50,471	47,926	2,545	
NON_REIMB	45,491	43,666	1,826	
REIMBURSABLE	4,980	4,261	719	
Total Full-Time	50,313	47,795	2,518	

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

FUNCTION/OCCUPATION	Adopted	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	308	139	169	
Professional,Technical,Clerical	558	437	121	
Operational Hourlies	24	12	12	
Total Administration	**890**	**588**	**302**	
Operations:				
Managers/Supervisors	2,917	2,738	179	
Professional,Technical,Clerical	451	446	5	
Operational Hourlies	21,095	20,420	674	
Total Operations	**24,463**	**23,604**	**859**	
Maintenance:				
Managers/Supervisors	4,359	4,110	249	
Professional,Technical,Clerical	1,081	1,005	76	
Operational Hourlies	17,901	17,264	637	
Total Maintenance	**23,341**	**22,379**	**962**	
Engineering/Capital:				
Managers/Supervisors	349	276	73	
Professional,Technical,Clerical	562	283	279	
Operational Hourlies	2	1	1	
Total Engineering/Capital	**913**	**560**	**353**	
Public Safety:				
Managers/Supervisors	486	437	49	
Professional,Technical,Clerical	45	36	9	
Operational Hourlies	334	323	11	
Total Public Safety	**865**	**796**	**69**	
Total Positions:				
Managers/Supervisors	8,419	7,700	719	
Professional,Technical,Clerical	2,697	2,206	491	
Operational Hourlies	39,356	38,020	1,335	
Total Positions	**50,471**	**47,926**	**2,545**	

- **Depreciation and other non-cash liabilities** was $55.8 million (4.5%) favorable due to a lower than projected depreciation expense.

Staffing Levels

- Total headcount at the end of June was 47,926, which was 2,545 lower than the Budget. The largest vacancies were in Subways/Bus Maintenance (1,331 positions) and Subways/Buses Operations (816 positions). There were significant vacancies in Construction and Development (353 positions) and other administrative functions (302 positions).

Overtime

- Total overtime was $157.1 million (45.6%) unfavorable. Non-reimbursable was $141.5 million (54.3%) unfavorable and reimbursable was $15.6 million (18.6%) 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 June Farebox Operating Ratio was 35.7%, which was 0.1% higher than the Budget.
- The year-to-date June Cost per Passenger was $6.64, lower than the Budget by $0.09 per passenger, mainly due to lower than projected paid ridership.
- The year-to-date June Revenue per Passenger was $2.37, lower than the Budget by $0.03 lower.

Farebox Revenue Report Highlights

Month of June

NYCT farebox revenue totaled $331.6 million, which was $1.7 million (0.5%) lower than the Budget.

- Subway farebox revenue was $1.0 million (0.4%) lower than the Budget due to lower than projected paid ridership.

- NYCT Bus farebox revenue was $2.6 million (4.9%) lower than the Budget due to lower than projected paid ridership.

- Paratransit farebox revenue was $0.03 million (1.0%) lower than the Budget.

Year-to-Date

NYCT farebox YTD revenue totaled $1,883.5 million, which was $34.7 million (1.8%) lower than the Budget.

- Subway farebox revenue was $10.6 million (0.7%) lower than the Budget due to lower than projected paid ridership.

- NYCT Bus farebox revenue was $23.1 million (7.4%) lower than the Budget due to lower than projected paid ridership.

- Paratransit farebox revenue was $1.0 million (5.5%) lower than the Budget.

June Charts

Farebox Revenue

June 2026 Farebox Revenue - ($ in millions)								
	June				June Year-to-Date			
			Favorable(Unfavorable)				Favorable(Unfavorable)	
	Budget	Prelim Actual	Amount	Percent	Budget	Prelim Actual	Amount	Percent
Subway	$273.8	$274.8	$1.0	0.4%	$1,569.1	$1,558.5	($10.6)	(0.7%)
NYCT Bus	53.6	51.0	(2.6)	(4.9%)	314.4	291.3	(23.1)	(7.4%)
Paratransit	3.3	3.2	0.03	(1.0%)	18.7	17.7	(1.0)	(5.5%)
Subtotal	330.7	329.0	(1.7)	(0.5%)	1,902.2	1,867.5	(34.7)	(1.8%)
Fare Media Liability	2.7	2.7	0.0	0.0%	16.0	16.0	0.0	0.0%
Total - NYCT	**$333.3**	**$331.6**	**($1.7)**	**(0.5%)**	**$1,918.3**	**$1,883.5**	**($34.7)**	**(1.8%)**

Note: Totals may not add up due to rounding

Ridership Results

June 2026 Ridership vs. Budget - (in millions)								
	June				June Year-to-Date			
			More(Less)				More(Less)	
	Budget	Prelim Actual	Amount	Percent	Budget	Prelim Actual	Amount	Percent
Subway	111.9	113.3	1.4	1.3%	647.7	646.5	(1.2)	(0.2%)
NYCT Bus	28.4	28.0	(0.4)	(1.5%)	166.7	159.9	(6.7)	(4.0%)
Paratransit	1.50	1.50	0.0	(2.7%)	8.7	8.2	(0.5)	(6.1%)
Total - NYCT	**141.8**	**142.8**	**1.0**	**0.7%**	**823.1**	**814.6**	**(8.4)**	**(1.0%)**

Note: Total may not add due to rounding

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

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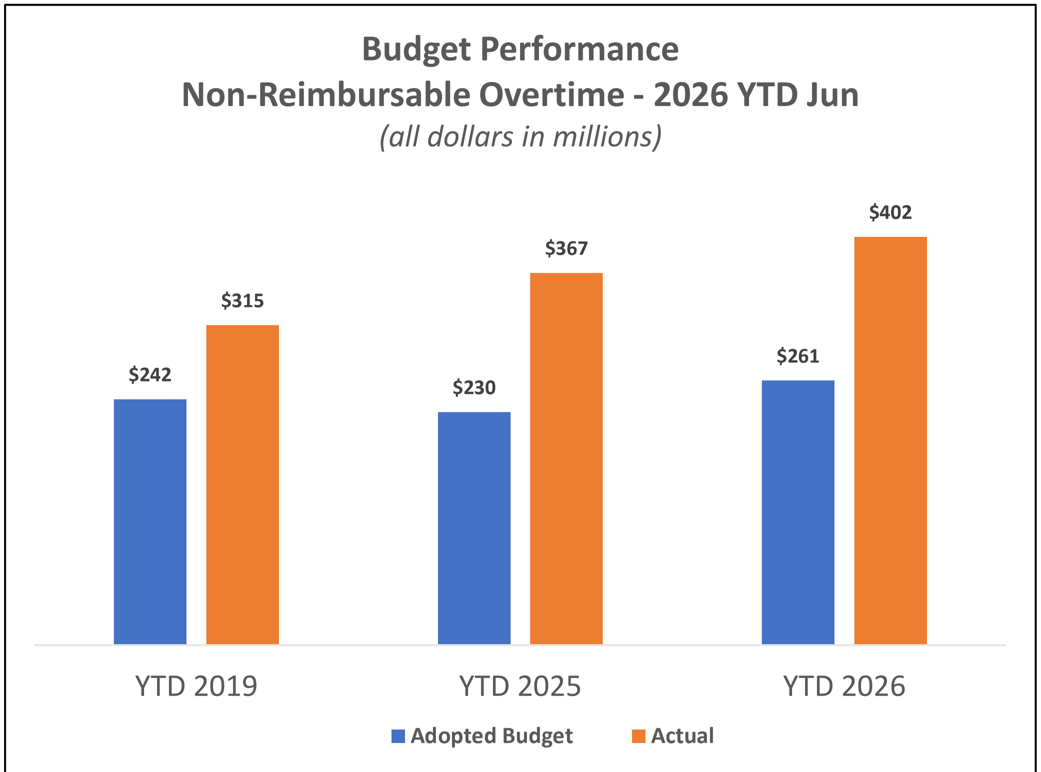
	Month				Year-To-Date			
			Favorable(Unfavorable)				Favorable(Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
Ridership								
Ridership - Subway	111.891	113.337	1.446	1.3	647.694	646.518	(1.176)	(0.2)
Ridership - Bus	28.412	27.987	(0.425)	(1.5)	166.671	159.926	(6.745)	(4.0)
Subtotal	**140.303**	**141.324**	**1.021**	**0.7**	**814.366**	**806.445**	**(7.921)**	**(1.0)**
Ridership - Paratransit	1.543	1.501	(0.042)	(2.7)	8.725	8.197	(0.528)	(6.1)
Total Ridership	**141.846**	**142.8**	**0.979**	**0.7**	**823.091**	**814.6**	**(8.449)**	**(1.0)**
FareBox Revenue								
Subway	$273.792	$274.752	$0.960	0.4	$1,569.078	$1,558.527	$(10.551)	(0.700)
Bus	53.580	50.977	(2.602)	(4.9)	314.432	291.293	(23.139)	(7.400)
Subtotal	**$327.372**	**$325.729**	**$(1.642)**	**(0.5)**	**$1,883.511**	**$1,849.821**	**$(33.690)**	**$(1.800)**
Paratransit	$3.281	$3.249	$(0.033)	(1.0)	$18.724	$17.699	$(1.025)	(5.5)
Farebox Revenue (excl. Fare Media Liab.)	**$330.653**	**$328.978**	**$(1.675)**	**(0.5)**	**$1,902.235**	**$1,867.520**	**$(34.715)**	**(1.8)**
Fare Liability	$2.671	$2.671	$0.000	0.0	$16.026	$16.026	$0.000	0.0
Total Farebox Revenue	**$333.324**	**$331.649**	**$(1.675)**	**(0.5)**	**$1,918.261**	**$1,883.546**	**$(34.715)**	**(1.8)**

Note: Totals may not add due to rounding

Adopted. FinalFY26

Overview

- Overall increase of $86.9M or 27.6 percent compared to YTD Jun 2019
- Overall increase of $35.4M or 9.7 percent compared to YTD Jun 2025
- $141.5M or 54.3 percent above YTD June 2026 Adopted Budget
- Subways $72.3M overrun: This is primarily due to severe weather response, absence coverage and vacancies.
- Buses $72.9M overrun: This is due to absence coverage, vacancies, service requirement and severe weather response.



Agency Detail

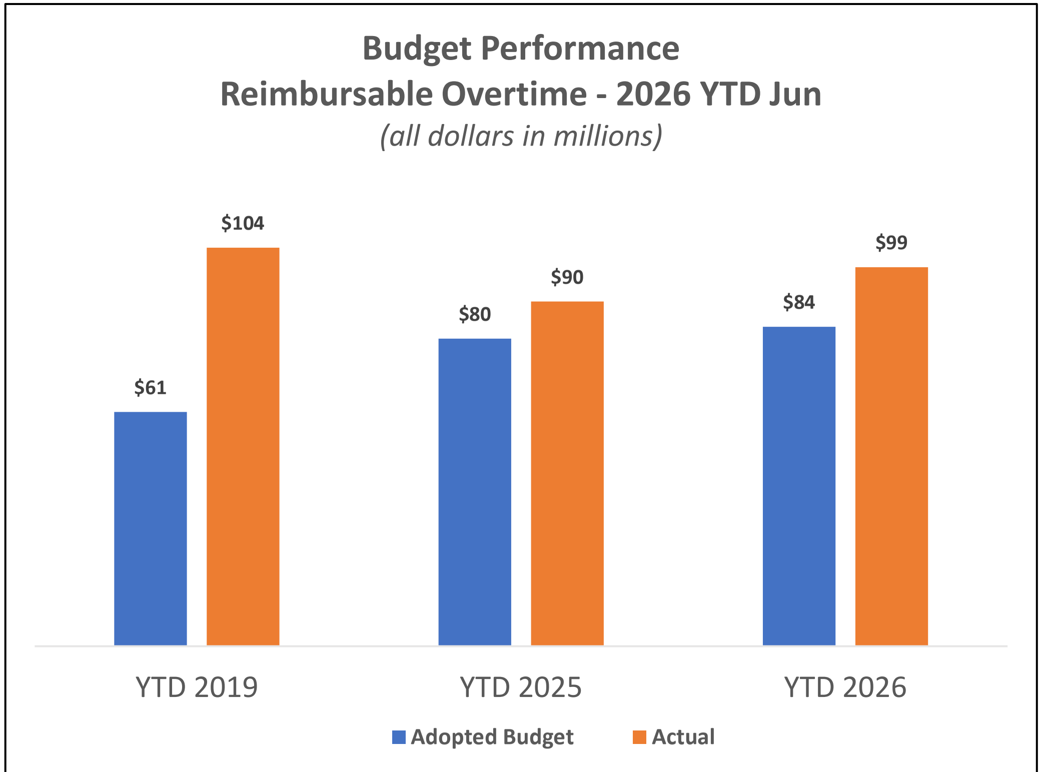
- **Subways**
  - Service Delivery overtime of $70.3M is 17.5% of the Jun 2026 YTD actuals; $24.2M unfavorable driven by absence coverage and vacancies.
  - Maintenance of Way overtime of $59.9M is 14.9% of the Jun 2026 YTD actuals; $28.5M unfavorable driven primarily by severe weather response, absence coverage and vacancies.
  - Stations overtime of $22.4M is 5.6% of the Jun 2026 YTD actuals; $6.0M unfavorable driven primarily by vacancies, severe weather response and absence coverage partially offset by maintenance requirements.
  - Car Equipment overtime of $20.8M is 5.2% of the Jun 2026 YTD actuals; $2.8M favorable driven primarily by lower absence coverage.
  - Facilities overtime of $24.6M is 6.1% of the Jun 2026 YTD actuals; $16.4 unfavorable driven primarily by severe weather response and absence coverage partially offset by maintenance requirements and vacancies.
- **Buses**
  - Buses service operations overtime of $130.3M is 32.4% of the Jun 2026 YTD actuals; $34.2M unfavorable driven primarily by absence coverage, vacancies and service requirements.
  - Buses maintenance overtime of $67.9M is 16.9% of the Jun 2026 YTD actuals; $38.8M unfavorable driven primarily by absence coverage, vacancies and severe weather response.

NEW YORK CITY TRANSIT

REIMBURSABLE OVERTIME

Overview

- Overall decrease of $5.1M or 4.9 percent compared to YTD Jun 2019
- Overall increase of $9.0M or 10.0 percent compared to YTD Jun 2025
- $15.6M or 18.6 percent above YTD Jun 2025 Adopted Budget
- Subways $14.1M overrun: This is primarily due to vacancies.
- Buses $3.6M overrun: This is due to absence coverage.



Agency Detail

- **Subways**
    - Maintenance of Way and Other Subways overtime of $49.2M is 49.6% of the Jun 2026 YTD actuals; $11.0M unfavorable driven by vacancy and absence coverage.
    - Service Delivery overtime of $25.3M is 25.5% of the Jun 2026 YTD actuals; $4.0M favorable driven by less absence coverage.
    - Facilities overtime of $7.7M is 7.7% of the Jun 2026 YTD actuals; $4.2M unfavorable driven by vacancies.
    - Stations overtime of $2.8M is 2.8% of the Jun 2026 YTD actuals.
    - Car Equipment overtime of $1.6M is 1.7% of the Jun 2026 YTD actuals.
- **Buses**
    - Buses service operations overtime of $6.3M is 6.3% of the Jun 2026 YTD actuals.
    - Buses maintenance overtime of $4.7M is 4.7% of the Jun 2026 YTD actuals; $3.7M unfavorable driven by absence coverage.

MTA Bus Company

Financial and Ridership Reports – June 2026

Financial Report Highlights

Year-to-Date Budget Performance Summary

- Total revenues of $98.1 million were $16.8 million (14.6%) unfavorable to the Adopted Budget. This unfavorable variance was primarily attributed to lower farebox revenue of $12.6 million (12.5%), lower other operating income of $1.9 million (19.2%) and lower capital and other reimbursements of $2.3 million (59.7%).
- Total paid ridership of 42.0 million was 3.6 million (7.8%) lower than the Budget.
- Total expenses of $537.9 million were $3.2 million (0.6%) favorable to the Budget. Total expenses before Depreciation and OPEB of $495.9 million were favorable to the Budget by $8.6 million (1.7%) primarily due to underruns of $12.0 million (3.1%) in labor costs partially offset by overrun of $3.3 million (2.8%) in non-labor costs.
- At the end of June, the total headcount was 3,903, which was 154 lower than the Budget of 4,057. Non-reimbursable positions were 144 lower and Reimbursable positions were 10 lower than the Budget.
- June YTD non-reimbursable operating surplus was unfavorable to the Budget by $13.7 million (3.2%). Non-reimbursable revenues through June were unfavorable by $14.5 million (13.1%) to the Budget due to lower farebox revenue of $12.6 million (12.5%) and lower other operating income of $1.9 million (19.2%). Unfavorable farebox revenue was due to lower ridership and lower average fare. Total non-reimbursable expenses were favorable by $0.9 million (0.2%) 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**
Total Revenue	**$111.100**	**$96.569**	**($14.532)**
Farebox Revenue	$101.183	$88.559	($12.624)
Other Revenue	$9.917	$8.010	($1.907)
Total Expense	**$500.665**	**$494.350**	**$6.315**
Labor Expenses	$379.151	$369.490	$9.661
Non-Labor Expenses	$121.514	$124.860	($3.347)
Non-Cash Liabilities	**$36.520**	**$41.968**	**($5.448)**
Net Surplus/(Deficit) - Accrued	**($426.084)**	**($439.750)**	**($13.666)**

Revenues

- **Farebox Revenues** were $12.6 million (12.5%) unfavorable to the Budget primarily due to lower ridership and lower average fare. June YTD paid ridership of 42.0 million was 3.6 million (7.8%) lower than the Budget.
- **Other Operating Income** was $1.9 million (19.2%) unfavorable to the Budget mainly due to lower advertising revenue, recoveries from other insurance, and other contract service revenue partially offset by higher student fare assistance revenue and miscellaneous income.

Expenses

Labor Expenses: $9.7 million (2.5%) favorable

- **Payroll** was $1.5 million (0.9%) unfavorable primarily due to contract settlement and retroactive wage payments partially offset by vacancies.
- **Overtime** was $1.7 million (3.5%) unfavorable primarily due to severe weather conditions, programmatic maintenance activities and vacancy-related coverage requirements.
- **Health & Welfare/OPEB Current Payments** were $9.4 million (12.1%) favorable primarily due to the timing of medical and hospitalization expenses and lower OPEB costs.
- **Pensions** were $0.2 million (0.4%) unfavorable due to higher pension-related expenses.
- **Other Fringe Benefits** were $2.9 million (6.7%) favorable primarily due to timing of inter-agency billings and lower payroll related expenses partially offset by higher worker's compensation.

Non-Labor Expenses: $3.3 million (2.8%) unfavorable

- **Electric Power** was essentially in line with the Budget.
- **Fuel** was $5.3 million (36.2%) unfavorable primarily due to higher fuel prices and CNG usage partially offset by lower diesel consumption.
- **Insurance** was $1.6 million (27.9%) favorable primarily due to timing of expenses.
- **Claims** were $9.4 million (31.4%) unfavorable primarily due to higher premiums.
- **Maintenance and Other Operating Contracts** were $4.0 million (20.7%) favorable mainly due to the timing of maintenance expenses.
- **Professional Service Contracts** were $7.5 million (30.4%) favorable primarily due to the timing of on-board bus technology service contracts.
- **Materials and Supplies** were $1.8 million (8.2%) unfavorable primarily due to inflation, the timing of maintenance expenses, and inventory write-offs.
- **Other Business Expense** was $0.1 million (3.2%) favorable primarily due to timing.

Depreciation and Other: Non-cash liabilities overran by $5.4 million (14.9%) mainly due to the timing of higher depreciation expense.

Staffing Levels

- The total headcount at the end of June was 3,903 which was 154 lower than the Budget.
- The largest number of vacancies were in maintenance (95 positions).

Overtime

- Overtime was $1.7 million (3.5%) unfavorable primarily due to programmatic maintenance and severe weather conditions.

Financial Metrics

- The June year-to-date Farebox Operating Ratio was 19.2%, which was unfavorable to the Budget by 2.3% primarily due to lower farebox revenue and lower average fare.
- The June year-to-date Cost per Passenger was $11.76, which was unfavorable to the Budget by $0.78 mainly due to lower than anticipated ridership.
- The June 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 - Jun 2026
($ in Millions)

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	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
Revenue												
Farebox Revenue	$17.428	$15.593	$(1.835)	(10.5)	$0.000	$0.000	-	-	$17.428	$15.593	$(1.835)	(10.5)
Other Revenue	$1.670	$1.229	$(0.441)	(26.4)	$0.000	$0.000	-	-	$1.670	$1.229	$(0.441)	(26.4)
Capital and Other Reimbursements	$0.000	$0.000	-	-	$0.649	$0.374	$(0.275)	(42.3)	$0.649	$0.374	$(0.275)	(42.3)
Total Revenue	**$19.097**	**$16.822**	**$(2.276)**	**(11.9)**	**$0.649**	**$0.374**	**$(0.275)**	**(42.3)**	**$19.746**	**$17.196**	**$(2.551)**	(12.9)
Expenses												
Labor :												
Payroll	$29.892	$29.573	$0.319	1.1	$0.403	$0.209	$0.194	48.2	$30.295	$29.782	$0.513	1.7
Overtime	$8.184	$8.598	$(0.413)	(5.1)	$0.000	$0.001	$(0.001)	-	$8.184	$8.599	$(0.415)	(5.1)
Total Salaries & Wages	**$38.076**	**$38.171**	**$(0.095)**	**(0.2)**	**$0.403**	**$0.210**	**$0.193**	**47.9**	**$38.480**	**$38.381**	**$0.099**	0.3
Health and Welfare	$10.117	$11.101	$(0.984)	(9.7)	$0.139	$0.000	$0.139	100.0	$10.256	$11.101	$(0.845)	(8.2)
OPEB Current Payment	$2.977	$3.169	$(0.192)	(6.5)	$0.000	$0.000	-	-	$2.977	$3.169	$(0.192)	(6.5)
Pensions	$5.993	$6.018	$(0.026)	(0.4)	$0.000	$0.000	-	-	$5.993	$6.018	$(0.026)	(0.4)
Other Fringe Benefits	$7.287	$7.040	$0.246	3.4	$0.000	$0.001	$(0.001)	-	$7.287	$7.041	$0.246	3.4
Total Fringe Benefits	**$26.373**	**$27.328**	**$(0.956)**	**(3.6)**	**$0.139**	**$0.001**	**$0.139**	**99.5**	**$26.512**	**$27.329**	**$(0.817)**	(3.1)
Contribution to GASB Fund	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Reimbursable Overhead	$(0.106)	$(0.494)	$0.388	364.4	$0.106	$0.164	$(0.057)	(53.6)	$0.000	$(0.331)	$0.331	-
Labor	**$64.343**	**$65.005**	**$(0.662)**	**(1.0)**	**$0.649**	**$0.374**	**$0.275**	**42.3**	**$64.991**	**$65.379**	**$(0.388)**	(0.6)
Non-Labor :												
Electric Power	$0.206	$0.143	$0.063	30.8	$0.000	$0.000	-	-	$0.206	$0.143	$0.063	30.8
Fuel	$2.345	$3.413	$(1.068)	(45.5)	$0.000	$0.000	-	-	$2.345	$3.413	$(1.068)	(45.5)
Insurance	$0.931	$0.597	$0.334	35.9	$0.000	$0.000	-	-	$0.931	$0.597	$0.334	35.9
Claims	$5.010	$6.611	$(1.601)	(32.0)	$0.000	$0.000	-	-	$5.010	$6.611	$(1.601)	(32.0)
Paratransit Service Contracts	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Maintenance and Other Operating Contracts	$3.204	$3.106	$0.098	3.1	$0.000	$0.000	-	-	$3.204	$3.106	$0.098	3.1
Professional Service Contracts	$4.098	$2.890	$1.208	29.5	$0.000	$0.000	-	-	$4.098	$2.890	$1.208	29.5
Materials & Supplies	$3.722	$4.125	$(0.403)	(10.8)	$0.000	$0.000	-	-	$3.722	$4.125	$(0.403)	(10.8)
Other Business Expenses	$0.639	$0.723	$(0.084)	(13.1)	$0.000	$0.000	-	-	$0.639	$0.723	$(0.084)	(13.1)
Non-Labor	**$20.155**	**$21.607**	**$(1.453)**	**(7.2)**	**$0.000**	**$0.000**	**-**	**-**	**$20.155**	**$21.607**	**$(1.453)**	(7.2)
Other Expense Adjustments:												
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	-
Total Expenses before Depreciation and OPEB	**$84.497**	**$86.612**	**$(2.115)**	**(2.5)**	**$0.649**	**$0.374**	**$0.275**	**42.3**	**$85.146**	**$86.986**	**$(1.840)**	(2.2)
Depreciation	$6.000	$7.141	$(1.141)	(19.0)	$0.000	$0.000	-	-	$6.000	$7.141	$(1.141)	(19.0)
GASB 49 Environmental Remediation	$0.000	$0.078	$(0.078)	-	$0.000	$0.000	-	-	$0.000	$0.078	$(0.078)	-
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	202.3	$0.000	$0.000	-	-	$0.000	$0.000	$0.000	202.3
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
Total Expenses	**$90.592**	**$93.866**	**$(3.274)**	**(3.6)**	**$0.649**	**$0.374**	**$0.275**	**42.3**	**$91.241**	**$94.240**	**$(2.999)**	(3.3)
OPERATING SURPLUS/DEFICIT	**$(71.495)**	**$(77.044)**	**$(5.550)**	**(7.8)**	**$0.000**	**$0.000**	**$0.000**	**-**	**$(71.495)**	**$(77.044)**	**$(5.550)**	(7.8)

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.

DataSource: TRANSIT RPTNG
Adopted. FinalFY26

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

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	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
Revenue												
Farebox Revenue	$101.183	$88.559	$(12.624)	(12.5)	$0.000	$0.000	-	-	$101.183	$88.559	$(12.624)	(12.5)
Other Revenue	$9.917	$8.010	$(1.907)	(19.2)	$0.000	$0.000	-	-	$9.917	$8.010	$(1.907)	(19.2)
Capital and Other Reimbursements	$0.000	$0.000	-	-	$3.867	$1.557	$(2.311)	(59.7)	$3.867	$1.557	$(2.311)	(59.7)
Total Revenue	**$111.100**	**$96.569**	**$(14.532)**	**(13.1)**	**$3.867**	**$1.557**	**$(2.311)**	**(59.7)**	**$114.968**	**$98.125**	**$(16.842)**	(14.6)
Expenses												
Labor :												
Payroll	$174.417	$175.960	$(1.543)	(0.9)	$2.407	$0.859	$1.548	64.3	$176.824	$176.819	$0.005	0.0
Overtime	$48.360	$50.030	$(1.670)	(3.5)	$0.000	$0.002	$(0.002)	-	$48.360	$50.032	$(1.672)	(3.5)
Total Salaries & Wages	**$222.777**	**$225.990**	**$(3.213)**	**(1.4)**	**$2.407**	**$0.861**	**$1.546**	**64.2**	**$225.184**	**$226.851**	**$(1.667)**	(0.7)
Health and Welfare	$60.094	$51.984	$8.110	13.5	$0.827	$0.000	$0.827	100.0	$60.922	$51.984	$8.937	14.7
OPEB Current Payment	$17.681	$16.377	$1.304	7.4	$0.000	$0.000	-	-	$17.681	$16.377	$1.304	7.4
Pensions	$35.949	$36.110	$(0.161)	(0.4)	$0.000	$0.000	-	-	$35.949	$36.110	$(0.161)	(0.4)
Other Fringe Benefits	$43.282	$40.403	$2.879	6.7	$0.000	$0.002	$(0.002)	-	$43.282	$40.405	$2.877	6.6
Total Fringe Benefits	**$157.007**	**$144.874**	**$12.133**	**7.7**	**$0.827**	**$0.002**	**$0.825**	**99.7**	**$157.834**	**$144.876**	**$12.958**	8.2
Contribution to GASB Fund	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Reimbursable Overhead	$(0.632)	$(1.374)	$0.742	117.3	$0.632	$0.693	$(0.061)	(9.6)	$0.000	$(0.681)	$0.681	-
Labor	**$379.151**	**$369.490**	**$9.661**	**2.5**	**$3.867**	**$1.557**	**$2.311**	**59.7**	**$383.018**	**$371.046**	**$11.972**	3.1
Non-Labor :												
Electric Power	$1.262	$1.192	$0.070	5.5	$0.000	$0.000	-	-	$1.262	$1.192	$0.070	5.5
Fuel	$14.617	$19.909	$(5.292)	(36.2)	$0.000	$0.000	-	-	$14.617	$19.909	$(5.292)	(36.2)
Insurance	$5.584	$4.023	$1.560	27.9	$0.000	$0.000	-	-	$5.584	$4.023	$1.560	27.9
Claims	$30.058	$39.484	$(9.426)	(31.4)	$0.000	$0.000	-	-	$30.058	$39.484	$(9.426)	(31.4)
Paratransit Service Contracts	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Maintenance and Other Operating Contracts	$19.214	$15.232	$3.983	20.7	$0.000	$0.000	-	-	$19.214	$15.232	$3.983	20.7
Professional Service Contracts	$24.603	$17.131	$7.472	30.4	$0.000	$0.000	-	-	$24.603	$17.131	$7.472	30.4
Materials & Supplies	$22.337	$24.174	$(1.837)	(8.2)	$0.000	$0.000	-	-	$22.337	$24.174	$(1.837)	(8.2)
Other Business Expenses	$3.839	$3.716	$0.123	3.2	$0.000	$0.000	-	-	$3.839	$3.716	$0.123	3.2
Non-Labor	**$121.514**	**$124.860**	**$(3.347)**	**(2.8)**	**$0.000**	**$0.000**	**-**	**-**	**$121.514**	**$124.860**	**$(3.347)**	(2.8)
Other Expense Adjustments:												
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	-
Total Expenses before Depreciation and OPEB	**$500.665**	**$494.350**	**$6.315**	**1.3**	**$3.867**	**$1.557**	**$2.311**	**59.7**	**$504.532**	**$495.907**	**$8.625**	1.7
Depreciation	$35.951	$41.682	$(5.731)	(15.9)	$0.000	$0.000	-	-	$35.951	$41.682	$(5.731)	(15.9)
GASB 49 Environmental Remediation	$0.000	$0.078	$(0.078)	-	$0.000	$0.000	-	-	$0.000	$0.078	$(0.078)	-
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	$0.001	$(0.001)	$0.001	227.6	$0.000	$0.000	-	-	$0.001	$(0.001)	$0.001	227.6
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	$0.568	$0.209	$0.359	63.2	$0.000	$0.000	-	-	$0.568	$0.209	$0.359	63.2
Total Expenses	**$537.184**	**$536.318**	**$0.866**	**0.2**	**$3.867**	**$1.557**	**$2.311**	**59.7**	**$541.051**	**$537.875**	**$3.176**	0.6
OPERATING SURPLUS/DEFICIT	**$(426.084)**	**$(439.750)**	**$(13.666)**	**(3.2)**	**$0.000**	**$0.000**	**$0.000**	**-**	**$(426.084)**	**$(439.750)**	**$(13.666)**	(3.2)

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.

DataSource: TRANSIT RPTNG
Adopted. FinalFY26

Table 3

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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH Favorable/(Unfavorable) Variance $	MONTH %	MONTH Reason for Variance	YEAR TO DATE Favorable/(Unfavorable) Variance $	YEAR TO DATE %	YEAR TO DATE Reason for Variance
Farebox Revenue	Non Reimb.	$ (1.835)	(10.5)	Primarily due to lower ridership and lower average fare	$ (12.624)	(12.5)	Primarily due to lower ridership and lower average fare
Other Operating Income	Non Reimb.	(0.441)	(26.4)	Primarily due to lower advertising revenue and insurance recoveries, and other contract service revenue partially offset by higher student fare assistance revenue and miscellaneous income.	(1.907)	(19.2)	Primarily due to lower advertising revenue and insurance recoveries, and other contract service revenue partially offset by higher student fare assistance revenue and miscellaneous income.
Capital and Other Reimbursements	Reimb.	(0.275)	(42.3)	Primarily due to the timing of reimbursable projects	(2.311)	(59.7)	Primarily due to the timing of reimbursable projects
Payroll	Non Reimb.	0.319	1.1	Primarily due to vacancies partially offset by retroactive wage payments	(1.543)	(0.9)	Primarily due to contract settlement and retroactive wage payments partially offset by vacancies
Overtime	Non Reimb.	(0.413)	(5.1)	Primarily due to programmatic maintenance and vacancy coverage	(1.670)	(3.5)	Primarily due to severe weather conditions, programmatic maintenance and vacancy-related coverage requirements
Health and Welfare (including OPEB current payment)	Non Reimb.	(1.176)	(9.0)	Primarily due to higher OPEB, medical, and hospitalization expenses partially offset by the timing of dental and life insurance expenses	9.414	12.1	Primarily due to the timing of medical and hospitalization expenses and lower OPEB costs
Pension	Non Reimb.	(0.026)	(0.4)	Minor variance	(0.161)	(0.4)	Minor variance
Other Fringe Benefits	Non Reimb.	0.246	3.4	Primarily due to timing of inter-agency billings and lower payroll related expenses	2.879	6.7	Primarily due to timing of inter-agency billings and lower payroll related expenses partially offset by higher worker's compensation
Reimbursable Overhead	Non Reimb.	0.388	364.4	Mainly due to higher inter-agency fringe benefit overhead	0.742	117.3	Mainly due to higher inter-agency fringe benefit overhead
Electric Power	Non Reimb.	0.063	30.8	Minor variance	0.070	5.5	Minor variance
Fuel	Non Reimb.	(1.068)	(45.5)	Primarily due to higher fuel prices and consumption	(5.292)	(36.2)	Primarily due to higher fuel prices and CNG usage partially offset by lower diesel consumption
Insurance	Non Reimb.	0.334	35.9	Mainly due to timing of expenses	1.560	27.9	Mainly due to timing of expenses
Claims	Non Reimb.	(1.601)	(32.0)	Mainly due to higher premiums	(9.426)	(31.4)	Mainly due to higher premiums
Maintenance and Other Operating Contracts	Non Reimb.	0.098	3.1	Mainly due to the timing of maintenance expenses	3.983	20.7	Mainly due to the timing of maintenance expenses
Professional Service Contracts	Non Reimb.	1.208	29.5	Primarily due to the timing of on-board bus technology service contracts	7.472	30.4	Primarily due to the timing of on-board bus technology service contracts
Materials & Supplies	Non Reimb.	(0.403)	(10.8)	Primarily due to higher materials and supplies expenses	(1.837)	(8.2)	Primarily due to inflation, the timing of material and supplies purchases and inventory write-offs
Other Business Expense	Non Reimb.	(0.084)	(13.1)	Minor variance	0.123	3.2	Mainly due to the timing
Payroll	Reimb.	0.194	48.2	Timing of charges	1.548	64.3	Timing of charges
Overtime	Reimb.	(0.001)	-	Minor variance	(0.002)	-	Minor variance
Reimbursable Overhead	Reimb.	(0.057)	(53.6)	Minor variance	(0.061)	(9.6)	Minor variance

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

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	Month				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
Receipts								
Farebox Revenue	**$17.428**	**$16.349**	**$(1.079)**	**(6.2)**	**$101.183**	**$85.578**	**$(15.605)**	**(15.4)**
Other Revenue	**$1.670**	**$2.340**	**$0.670**	**40.2**	**$9.917**	**$11.588**	**$1.671**	**16.8**
Capital and Other Reimbursements	$0.649	$0.172	$(0.477)	(73.5)	$3.867	$1.928	$(1.939)	(50.1)
Total Revenue	**$19.746**	**$18.861**	**$(0.886)**	**(4.5)**	**$114.968**	**$99.094**	**$(15.873)**	**(13.8)**
Expenditures								
Labor :								
Payroll	$28.047	$21.626	$6.421	22.9	$182.302	$184.688	$(2.385)	(1.3)
Overtime	$7.497	$8.599	$(1.102)	(14.7)	$48.730	$50.032	$(1.302)	(2.7)
Total Salaries & Wages	**$35.544**	**$30.225**	**$5.319**	**15.0**	**$231.033**	**$234.720**	**$(3.687)**	**(1.6)**
Health and Welfare	$10.256	$(12.045)	$22.302	217.4	$60.922	$53.495	$7.427	12.2
OPEB Current Payment	$2.977	$3.169	$(0.192)	(6.5)	$17.680	$16.377	$1.304	7.4
Pensions	$5.993	$6.018	$(0.026)	(0.4)	$35.595	$36.110	$(0.515)	(1.4)
Other Fringe Benefits	$6.021	$2.440	$3.581	59.5	$35.766	$39.123	$(3.357)	(9.4)
Total Fringe Benefits	**$25.246**	**$(0.418)**	**$25.665**	**101.7**	**$149.964**	**$145.105**	**$4.859**	**3.2**
Contribution to GASB Fund	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Reimbursable Overhead	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Labor	**$60.790**	**$29.807**	**$30.984**	**51.0**	**$380.997**	**$379.825**	**$1.172**	**0.3**
Non-Labor :								
Electric Power	$0.206	$(1.269)	$1.475	715.9	$1.262	$(0.202)	$1.464	116.0
Fuel	$2.345	$3.841	$(1.496)	(63.8)	$14.617	$20.748	$(6.131)	(41.9)
Insurance	$0.931	$0.013	$0.917	98.6	$5.584	$0.597	$4.986	89.3
Claims	$4.409	$7.505	$(3.096)	(70.2)	$26.455	$17.558	$8.897	33.6
Paratransit Service Contracts	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Maintenance and Other Operating Contracts	$3.152	$2.250	$0.902	28.6	$18.715	$15.820	$2.894	15.5
Professional Service Contracts	$4.027	$2.662	$1.365	33.9	$23.919	$31.023	$(7.104)	(29.7)
Materials & Supplies	$3.722	$3.020	$0.702	18.9	$22.109	$23.365	$(1.256)	(5.7)
Other Business Expenses	$0.639	$0.743	$(0.104)	(16.2)	$3.839	$3.530	$0.309	8.1
Non-Labor	**$19.431**	**$18.766**	**$0.666**	**3.4**	**$116.500**	**$112.439**	**$4.061**	**3.5**
Other Expense Adjustments:								
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**
Total Expenditures before Depreciation and OPEB	**$80.222**	**$48.572**	**$31.649**	**39.5**	**$497.496**	**$492.263**	**$5.233**	**1.1**
Depreciation	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	(100.0)
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	100.0	$0.000	$0.000	$0.000	100.0
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	100.0	$0.000	$0.000	$0.000	100.0
Total Expenditures	**$80.222**	**$48.572**	**$31.649**	**39.5**	**$497.496**	**$492.263**	**$5.233**	**1.1**
Net Surplus/(Deficit)	**$(60.475)**	**$(29.711)**	**$30.764**	**50.9**	**$(382.529)**	**$(393.169)**	**$(10.640)**	**(2.8)**

Note: Totals may not add due to rounding

Table 5

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

	MONTH			YEAR TO DATE		
Operating Receipts or Disbursements	**Favorable/ (Unfavorable) Variance $**	**%**	**Reason for Variance**	**Favorable/ (Unfavorable) Variance $**	**%**	**Reason for Variance**
Farebox Revenue	$ (1.079)	(6.2)	Primarily due to lower ridership and lower average fare	$ (15.605)	(15.4)	Primarily due to lower ridership and lower average fare
Other Operating Revenue	0.670	40.2	Primarily due to the receipt of prior-period senior citizen fare assistance and higher miscellaneous income, partially offset by the timing of student fare assistance and lower advertising income	1.671	16.8	Primarily due to the timing of student fare reimbursement and the receipt of prior-period senior citizen fare assistance partially offset by lower advertising revenue and insurance recoveries
Capital and Other Reimbursements	(0.477)	(73.5)	Mainly due to the timing of reimbursements	(1.939)	(50.1)	Mainly due to the timing of reimbursements
Payroll	6.421	22.9	Primarily due to timing of interagency receipts and vacancies	(2.385)	(1.3)	Primarily due to retroactive wage and timing of interagency billings partially offset by vacancies
Overtime	(1.102)	(14.7)	Primarily due to programmatic maintenance	(1.302)	(2.7)	Primarily due to programmatic maintenance and severe weather conditions
Health and Welfare (including OPEB current payment)	22.110	167.1	Primarily due to prescription coverage rebate and the timing of medical and hospitalization payment	8.731	11.1	Primarily due to prescription coverage rebate and prior year medical and hospitalization payments
Pension	(0.026)	(0.4)	Minimum variance	(0.515)	(1.4)	Mainly due to higher expenses
Other Fringe Benefits	3.581	59.5	Mainly due to timing of inter-agency payments	(3.357)	(9.4)	Mainly due to higher worker's comp and payroll related expenses partially offset by vacancies
Electric Power	1.475	715.9	Primiarily due to interagency reembusable for compressor loan	1.464	116.0	Primiarily due to interagency reembusable for compressor loan
Fuel	(1.496)	(63.8)	Primarily due to higher fuel prices and consumption	(6.131)	(41.9)	Primarily due to higher fuel prices and CNG usage partially offset by lower diesel consumption
Insurance	0.917	98.6	Mainly due to the timing of expenses	4.986	89.3	Mainly due to the timing of expenses
Claims	(3.096)	(70.2)	Mainly due to the timing of expenses	8.897	33.6	Mainly due to the timing of expenses
Maintenance and Other Operating Contracts	0.902	28.6	Mainly due to the timing of expenses	2.894	15.5	Mainly due to the timing of expenses
Professional Service Contracts	1.365	33.9	Primarily due to the timing of on-board bus technology service contracts	(7.104)	(29.7)	Primarily due to interagency payments partially offset by the timing of on-board bus technology service contracts
Materials & Supplies	0.702	18.9	Primarily due to higher materials and hardware expenses.	(1.256)	(5.7)	Primarily due to higher materials and hardware expenses
Other Business Expenditure	(0.104)	(16.2)	Mainly due to the timing of expenses	0.309	8.1	Mainly due to the timing of expenses

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

	Month				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
Revenue								
Farebox Revenue	**$0.000**	**$0.756**	**$0.756**	**-**	**$0.000**	**$(2.981)**	**$(2.981)**	**-**
Other Revenue	**$0.000**	**$1.111**	**$1.111**	**-**	**$0.000**	**$3.578**	**$3.578**	**-**
Capital and Other Reimbursements	$0.000	$(0.203)	$(0.203)	-	$0.000	$0.371	$0.371	-
Total Revenue	**$0.000**	**$1.665**	**$1.665**	**-**	**$0.000**	**$0.969**	**$0.969**	**-**
Expenses								
Labor :								
Payroll	$2.249	$8.156	$5.907	262.7	$(5.478)	$(7.869)	$(2.391)	(43.6)
Overtime	$0.687	$0.000	$(0.687)	(100.0)	$(0.370)	$0.000	$0.370	100.0
Total Salaries & Wages	**$2.936**	**$8.156**	**$5.220**	**177.8**	**$(5.848)**	**$(7.869)**	**$(2.020)**	**(34.5)**
Health and Welfare	$0.000	$23.146	$23.146	-	$0.000	$(1.511)	$(1.510)	-
OPEB Current Payment	$0.000	$0.000	$0.000	(99.2)	$0.000	$0.000	$0.000	(100.2)
Pensions	$0.000	$0.000	$0.000	-	$0.354	$0.000	$(0.354)	(100.0)
Other Fringe Benefits	$1.265	$4.601	$3.336	263.6	$7.516	$1.282	$(6.234)	(82.9)
Total Fringe Benefits	**$1.265**	**$27.747**	**$26.482**	**-**	**$7.870**	**$(0.228)**	**$(8.098)**	**(102.9)**
Contribution to GASB Fund	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Reimbursable Overhead	$0.000	$(0.331)	$(0.331)	-	$0.000	$(0.681)	$(0.681)	-
Labor	**$4.201**	**$35.572**	**$31.371**	**746.7**	**$2.022**	**$(8.778)**	**$(10.800)**	**(534.2)**
Non-Labor :								
Electric Power	$0.000	$1.412	$1.412	-	$0.000	$1.394	$1.394	-
Fuel	$0.000	$(0.428)	$(0.428)	-	$0.000	$(0.839)	$(0.839)	-
Insurance	$0.000	$0.584	$0.584	-	$0.000	$3.426	$3.426	-
Claims	$0.600	$(0.894)	$(1.494)	(248.9)	$3.602	$21.926	$18.323	508.6
Paratransit Service Contracts	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Maintenance and Other Operating Contracts	$0.052	$0.856	$0.803	-	$0.500	$(0.588)	$(1.088)	(217.7)
Professional Service Contracts	$0.071	$0.228	$0.157	221.5	$0.684	$(13.892)	$(14.575)	-
Materials & Supplies	$0.000	$1.105	$1.105	-	$0.228	$0.809	$0.581	254.7
Other Business Expenses	$0.000	$(0.020)	$(0.020)	-	$0.000	$0.186	$0.186	-
Non-Labor	**$0.724**	**$2.842**	**$2.118**	**292.8**	**$5.014**	**$12.422**	**$7.407**	**147.7**
Other Expense Adjustments:								
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**
Total Expenses before Depreciation and OPEB	**$4.925**	**$38.414**	**$33.490**	**680.0**	**$7.036**	**$3.643**	**$(3.392)**	**(48.2)**
Depreciation	$6.000	$7.141	$1.141	19.0	$35.951	$41.682	$5.731	15.9
GASB 49 Environmental Remediation	$0.000	$0.078	$0.078	-	$0.000	$0.078	$0.078	-
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)	$0.001	$(0.001)	$(0.001)	(210.6)
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)	$0.568	$0.209	$(0.359)	(63.2)
Total Expenditures	**$11.019**	**$45.668**	**$34.649**	**314.4**	**$43.555**	**$45.612**	**$2.057**	**4.7**
Total Cash Conversion Adjustments	**$11.019**	**$47.333**	**$36.314**	**329.5**	**$43.555**	**$46.581**	**$3.025**	**6.9**

Note: Totals may not add due to rounding
Note: Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note 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 BUS COMPANY
FEBRUARY FINANCIAL PLAN 2026
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
JUNE 2026

FUNCTION/DEPARTMENT	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Office of EVP	5	3	2
Human Resources	13	-	13
Office of Management and Budget	17	7	10
Material	15	3	12
Controller	19	12	7
Office of the President	8	3	5
System Safety Administration	-	-	-
Law	20	7	13
Strategic Office	27	27	-
Non-Departmental	-	-	-
Total Administration	**124**	**62**	**62**
Operations			
Buses	2,466	2,526	(60)
Office of the Executive VP	3	2	1
Safety & Training	70	47	23
Road Operations	134	121	13
Transportation Support	33	37	(4)
Operations Planning	33	24	9
Revenue Control	6	5	1
Total Operations	**2,745**	**2,762**	**(17)**
Maintenance			
Buses	731	686	45
Maintenance Support/CMF	227	209	18
Facilities	87	65	22
Supply Logistics	104	94	10
Total Maintenance	**1,149**	**1,054**	**95**
Capital Program Management	26	19	7
Total Engineering/Capital	**26**	**19**	**7**
Security	13	6	7
Total Public Safety	**13**	**6**	**7**
Total Positions	**4,057**	**3,903**	**154**
Non-Reimbursable	4,019	3,875	144
Reimbursable	38	28	10
Total Full-Time	**4,039**	**3,903**	**136**
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
JUNE 2026

Function/Occupation	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	54	22	32
Professional, Technical, Clerical	70	40	30
Operational Hourlies	0	0	-
Total Administration	**124**	**62**	**62**
Operations			
Managers/Supervisors	321	312	9
Professional, Technical, Clerical	45	40	5
Operational Hourlies	2,379	2,410	(31)
Total Operations	**2,745**	**2,762**	**(17)**
Maintenance			
Managers/Supervisors	251	232	19
Professional, Technical, Clerical	36	30	6
Operational Hourlies	862	792	70
Total Maintenance	**1,149**	**1,054**	**95**
Engineering/Capital			
Managers/Supervisors	15	11	4
Professional, Technical, Clerical	11	8	3
Operational Hourlies	-	-	-
Total Engineering/Capital	**26**	**19**	**7**
Public Safety			
Managers/Supervisors	8	2	6
Professional, Technical, Clerical	5	4	1
Operational Hourlies	-	-	-
Total Public Safety	**13**	**6**	**7**
Total Baseline Positions			
Managers/Supervisors	649	579	70
Professional, Technical, Clerical	167	122	45
Operational Hourlies	3,241	3,202	39
Total Baseline Positions	**4,057**	**3,903**	**154**

Farebox Revenue Report Highlights

Month of June

MTABC June 2026 farebox revenue of $15.6 million was $1.8 million (10.5%) below the Budget primarily due to lower ridership and lower average fare.

Year-to-Date

MTABC Year-to-Date farebox revenue was $88.6 million which was $12.6 million (12.5%) below the Budget due to lower ridership and lower average fare.

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

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	Month				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
Ridership								
Ridership - Bus	7.812	7.381	(0.431)	(5.5)	45.617	42.047	(3.570)	(7.8)
Total Ridership	**7.812**	**7.381**	**(0.431)**	**(5.5)**	**45.617**	**42.047**	**(3.570)**	**(7.8)**
FareBox Revenue								
Farebox Revenue	$17.428	$15.593	$(1.835)	(10.5)	$101.183	$88.559	$(12.624)	(12.5)
Total Farebox Revenue	**$17.428**	**$15.593**	**$(1.835)**	**(10.5)**	**$101.183**	**$88.559**	**$(12.624)**	**(12.5)**

Note: Totals may not add due to rounding

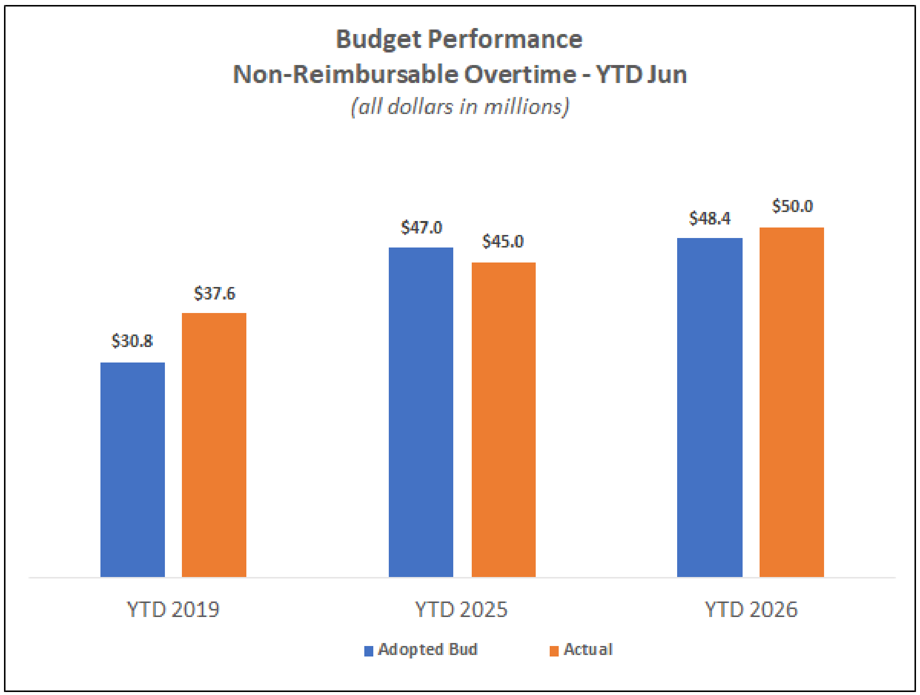
Adopted.FinalFY26

MTA BUS COMPANY

NON-REIMBURSABLE OVERTIME

Overview

- Overall increase of $12.4M or 32.9 percent compared to YTD Jun 2019
- Overall increase of $5.1M or 11.2 percent compared to YTD Mar 2025
- $1.7M or 3.5 percent above YTD Jun 2026 Adopted Budget
- Service underrun of-$2.4M
- Maintenance overrun of $4.1M



Agency Detail

Overrun of $1.7M vs YTD Adopted Budget

- **Service:** Underrun of -$2.4M: -$4.5M due to service requirement offset by $1.7M due to vacancy and absence coverage; $0.2M due to severe weather coverage severe weather coverage; $0.2M due to Safety/Security and other coverage

- **Maintenance**: Overrun of $4.1M: $3.6M due to programmatic maintenance and $1.5M due to severe weather coverage offset by -$0.9M due to vacancy and absentee coverage; -$0.1M due to Safety/Security and other coverage

Staten Island Railway

Financial and Ridership Reports – June 2026

Financial Report Highlights

Year-to-Date Budget Performance Summary

- Total revenues of $5.065 million were $1.893 million (27.2%) lower than the Adopted Budget. This unfavorable variance was primarily attributed to the timing of $1.825 million of capital and other reimbursement.
- Total paid ridership was 1.199 million, 0.3% lower than the Budget.
- Total expenses of $62.426 million including non-cash liabilities were $4.272 million (7.3%) higher than the Budget. The primary driver of this unfavorable variance was primarily due to higher depreciation expense of $7.210 million partially offset by lower non-labor expenses of $5.331 million.
- At the end of June, the total headcount was 409, which was 26 positions lower than the Budget of 435. Non-reimbursable positions were 397, which was 16 positions higher than the Budget of 381, and reimbursable were under by 42 positions.
- June YTD non-reimbursable operating results were favorable to the Budget by $1.288 million or 2.8%. Non-reimbursable revenues for June were $0.067 million (2.2%) unfavorable to the Budget primarily due to lower farebox revenue of $0.116 million (5.8%). Unfavorable farebox revenue was due to lower average fare and lower ridership. Total non-reimbursable expenses including non-cash liabilities were unfavorable by $6.165 million (12.0%).

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

($ in Millions)

	SIR		
	Bud	**Actual**	**Variance**
Total Revenue	**$3.132**	**$3.065**	**($0.067)**
Farebox Revenue	$1.994	$1.878	($0.116)
Other Revenue	$1.138	$1.187	$0.049
Total Expense	**$45.579**	**$44.291**	**($1.288)**
Labor Expenses	$31.782	$35.839	$4.057
Non-Labor Expenses	$13.797	$8.452	($5.345)
Non-Cash Liabilities	**$8.750**	**$16.135**	**$7.385**
Net Surplus/(Deficit) - Accrued	**($51.197)**	**($57.361)**	**($6.164)**

Revenues

- **Farebox Revenue** variance was $0.116 million (5.8%) unfavorable compared to the Adopted Budget due to lower average fare and lower ridership. Total paid ridership was 1.199 million, which was 0.3% lower than the Budget.
- **Other Operating Revenue** was favorable by $0.048 million (4.3%) due to timing of advertising revenue.

Expenses

Labor Expenses: $4.057 million (12.8%) unfavorable

- **Payroll** was $0.298 million (1.7%) unfavorable due to excess positions.
- **Overtime** was $0.254 million (12.3%) unfavorable due to severe weather-related conditions.
- **Health & Welfare incl. OPEB Current Payments** were $2.187 million (31.2%) unfavorable due to timing of H&W payments.
- **Other Fringe Benefits** were $1.254 million (over 100.0%) unfavorable due to timing of fringe benefit.
- **Pension** was $0.063 million (1.4%) unfavorable primarily due to timing of pension contributions.

Non-Labor Expenses: $5.346 million (38.7%) favorable

- **Maintenance and Other Operating Contracts** were $4.388 million (81.4%) favorable due to timing of non-rev facility roof replacement.
- **Professional Services Contracts** were $1.392 million (65.3%) favorable due to the timing of expenses for Cyber Security project.
- **Claims** were $0.234 million (52.8%) favorable due to timing of expenses.
- **Electric Power** was $0.256 million (7.4%) unfavorable due to price and higher than anticipated consumption.
- **Materials and Supplies** were $0.218 million (25.8%) unfavorable primarily due to timing of maintenance work.
- **Insurance** was $0.213 million (19.3%) unfavorable due to timing of expenses.

Depreciation and Other: $7.385 million (84.4%) which is unfavorable due to higher than anticipated depreciation expense.

Staffing Levels

- Total headcount at the end of June was 409, which was 26 lower than the Budget.
- The largest number of vacancies were in Operations (26 positions).
- 100% of the vacancies were in the operational hourlies category.

Overtime

- Total overtime was $0.223 million (8.8%) unfavorable. Non-reimbursable was $0.254 million (12.3%) unfavorable and reimbursable was $0.031 million (6.6%) favorable.
- Unfavorable non-reimbursable overtime was due to severe weather-related conditions.

Financial Metrics

- The year-to-date June Farebox Operating Ratio was 5.7%, which is lower than the Budget by 0.2 percentage point mainly due to lower ridership.
- The year-to-date June Cost per Passenger was $36.95, which is higher than the Budget by $0.94 per passenger due to lower than anticipated ridership and average fares.
- The year-to-date June Revenue per Passenger was $2.09, which is lower than the Budget by $0.14 per passenger due to lower Farebox Revenue.

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

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	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
Revenue												
Farebox Revenue	$0.348	$0.346	$(0.002)	(0.6)	$0.000	$0.000	-	-	$0.348	$0.346	$(0.002)	(0.6)
Other Revenue	$0.167	$0.219	$0.052	31.3	$0.000	$0.000	-	-	$0.167	$0.219	$0.052	31.3
Capital and Other Reimbursements	$0.000	$0.000	-	-	$0.640	$0.395	$(0.246)	(38.3)	$0.640	$0.395	$(0.246)	(38.3)
Total Revenue	**$0.515**	**$0.565**	**$0.050**	**9.7**	**$0.640**	**$0.395**	**$(0.246)**	**(38.3)**	**$1.156**	**$0.960**	**$(0.196)**	(16.9)
Expenses												
Labor :												
Payroll	$2.914	$2.860	$0.054	1.9	$0.356	$0.139	$0.218	61.1	$3.271	$2.999	$0.272	8.3
Overtime	$0.290	$0.315	$(0.026)	(8.9)	$0.080	$0.087	$(0.007)	(9.3)	$0.370	$0.403	$(0.033)	(9.0)
Total Salaries & Wages	**$3.204**	**$3.176**	**$0.028**	**0.9**	**$0.436**	**$0.226**	**$0.210**	**48.2**	**$3.640**	**$3.402**	**$0.239**	6.6
Health and Welfare	$0.895	$2.922	$(2.027)	(226.5)	$0.000	$0.000	-	-	$0.895	$2.922	$(2.027)	(226.5)
OPEB Current Payment	$0.275	$0.487	$(0.212)	(76.9)	$0.000	$0.000	-	-	$0.275	$0.487	$(0.212)	(76.9)
Pensions	$0.773	$0.783	$(0.011)	(1.4)	$0.000	$0.000	-	-	$0.773	$0.783	$(0.011)	(1.4)
Other Fringe Benefits	$0.165	$0.360	$(0.195)	(118.0)	$0.204	$0.167	$0.037	18.0	$0.369	$0.527	$(0.158)	(42.8)
Total Fringe Benefits	**$2.107**	**$4.551**	**$(2.444)**	**(116.0)**	**$0.204**	**$0.167**	**$0.037**	**18.0**	**$2.311**	**$4.719**	**$(2.407)**	(104.1)
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	-
Labor	**$5.311**	**$7.727**	**$(2.416)**	**(45.5)**	**$0.640**	**$0.394**	**$0.247**	**38.6**	**$5.952**	**$8.120**	**$(2.169)**	(36.4)
Non-Labor :												
Electric Power	$0.577	$0.191	$0.386	66.9	$0.000	$0.000	-	-	$0.577	$0.191	$0.386	66.9
Fuel	$0.026	$0.011	$0.015	58.1	$0.000	$0.000	-	-	$0.026	$0.011	$0.015	58.1
Insurance	$0.170	$0.385	$(0.215)	(126.5)	$0.000	$0.000	-	-	$0.170	$0.385	$(0.215)	(126.5)
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	$0.138	$0.986	87.7	$0.000	$0.000	-	-	$1.124	$0.138	$0.986	87.7
Professional Service Contracts	$0.355	$0.111	$0.244	68.8	$0.000	$0.001	$(0.001)	-	$0.355	$0.112	$0.243	68.4
Materials & Supplies	$0.141	$0.296	$(0.155)	(110.3)	$0.000	$0.000	-	-	$0.141	$0.296	$(0.155)	(110.3)
Other Business Expenses	$0.036	$0.021	$0.015	42.0	$0.000	$0.000	-	-	$0.036	$0.021	$0.015	42.0
Non-Labor	**$2.503**	**$1.188**	**$1.315**	**52.5**	**$0.000**	**$0.001**	**$(0.001)**	**-**	**$2.503**	**$1.190**	**$1.313**	52.5
Other Expense Adjustments:												
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	-
Total Expenses before Depreciation and OPEB	**$7.814**	**$8.915**	**$(1.101)**	**(14.1)**	**$0.640**	**$0.395**	**$0.246**	**38.3**	**$8.455**	**$9.310**	**$(0.855)**	(10.1)
Depreciation	$1.458	$2.733	$(1.275)	(87.4)	$0.000	$0.000	-	-	$1.458	$2.733	$(1.275)	(87.4)
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	$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	$0.014	$(0.014)	-	$0.000	$0.000	-	-	$0.000	$0.014	$(0.014)	-
GASB 94 PPP and APA	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
GASB 96 SBITA Adjustment	$0.000	$0.018	$(0.018)	-	$0.000	$0.000	-	-	$0.000	$0.018	$(0.018)	-
GASB 101 Compensated Absences	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Total Expenses	**$9.273**	**$11.680**	**$(2.408)**	**(26.0)**	**$0.640**	**$0.395**	**$0.246**	**38.3**	**$9.913**	**$12.075**	**$(2.162)**	(21.8)
OPERATING SURPLUS/DEFICIT	**$(8.758)**	**$(11.115)**	**$(2.358)**	**(26.9)**	**$0.000**	**$0.000**	**$0.000**	**-**	**$(8.758)**	**$(11.115)**	**$(2.358)**	(26.9)

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.

DataSource: TRANSIT RPTNG
Adopted. FinalFY26

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

7/09/2026 01:55 PM

YTD 1900

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
Revenue												
Farebox Revenue	$1.994	$1.878	$(0.116)	(5.8)	$0.000	$0.000	-	-	$1.994	$1.878	$(0.116)	(5.8)
Other Revenue	$1.138	$1.187	$0.048	4.3	$0.000	$0.000	-	-	$1.138	$1.187	$0.048	4.3
Capital and Other Reimbursements	$0.000	$0.000	-	-	$3.826	$2.000	$(1.825)	(47.7)	$3.826	$2.000	$(1.825)	(47.7)
Total Revenue	**$3.132**	**$3.065**	**$(0.067)**	**(2.2)**	**$3.826**	**$2.000**	**$(1.825)**	**(47.7)**	**$6.958**	**$5.065**	**$(1.893)**	(27.2)
Expenses												
Labor :												
Payroll	$17.040	$17.337	$(0.298)	(1.7)	$2.135	$0.700	$1.435	67.2	$19.175	$18.037	$1.138	5.9
Overtime	$2.073	$2.327	$(0.254)	(12.3)	$0.473	$0.441	$0.031	6.6	$2.545	$2.768	$(0.223)	(8.8)
Total Salaries & Wages	**$19.112**	**$19.664**	**$(0.552)**	**(2.9)**	**$2.607**	**$1.141**	**$1.466**	**56.2**	**$21.720**	**$20.805**	**$0.914**	4.2
Health and Welfare	$5.369	$7.273	$(1.904)	(35.5)	$0.000	$0.000	-	-	$5.369	$7.273	$(1.904)	(35.5)
OPEB Current Payment	$1.650	$1.933	$(0.283)	(17.2)	$0.000	$0.000	-	-	$1.650	$1.933	$(0.283)	(17.2)
Pensions	$4.635	$4.698	$(0.063)	(1.4)	$0.000	$0.000	-	-	$4.635	$4.698	$(0.063)	(1.4)
Other Fringe Benefits	$1.015	$2.269	$(1.254)	(123.6)	$1.218	$0.845	$0.373	30.6	$2.233	$3.115	$(0.881)	(39.5)
Total Fringe Benefits	**$12.669**	**$16.175**	**$(3.505)**	**(27.7)**	**$1.218**	**$0.845**	**$0.373**	**30.6**	**$13.887**	**$17.020**	**$(3.132)**	(22.6)
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	-
Labor	**$31.782**	**$35.839**	**$(4.057)**	**(12.8)**	**$3.826**	**$1.986**	**$1.839**	**48.1**	**$35.607**	**$37.825**	**$(2.218)**	(6.2)
Non-Labor :												
Electric Power	$3.460	$3.716	$(0.256)	(7.4)	$0.000	$0.000	-	-	$3.460	$3.716	$(0.256)	(7.4)
Fuel	$0.199	$0.199	$0.000	0.1	$0.000	$0.000	-	-	$0.199	$0.199	$0.000	0.1
Insurance	$1.107	$1.320	$(0.213)	(19.3)	$0.000	$0.000	-	-	$1.107	$1.320	$(0.213)	(19.3)
Claims	$0.444	$0.209	$0.234	52.8	$0.000	$0.000	-	-	$0.444	$0.209	$0.234	52.8
Paratransit Service Contracts	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Maintenance and Other Operating Contracts	$5.393	$1.005	$4.388	81.4	$0.000	$0.000	-	-	$5.393	$1.005	$4.388	81.4
Professional Service Contracts	$2.131	$0.739	$1.392	65.3	$0.000	$0.014	$(0.014)	-	$2.131	$0.753	$1.378	64.7
Materials & Supplies	$0.845	$1.064	$(0.218)	(25.8)	$0.000	$0.000	-	-	$0.845	$1.064	$(0.218)	(25.8)
Other Business Expenses	$0.219	$0.199	$0.019	8.8	$0.000	$0.000	-	-	$0.219	$0.199	$0.019	8.8
Non-Labor	**$13.797**	**$8.452**	**$5.346**	**38.7**	**$0.000**	**$0.014**	**$(0.014)**	**-**	**$13.797**	**$8.466**	**$5.331**	38.6
Other Expense Adjustments:												
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	-
Total Expenses before Depreciation and OPEB	**$45.579**	**$44.291**	**$1.288**	**2.8**	**$3.826**	**$2.000**	**$1.825**	**47.7**	**$49.404**	**$46.291**	**$3.113**	6.3
Depreciation	$8.750	$15.960	$(7.210)	(82.4)	$0.000	$0.000	-	-	$8.750	$15.960	$(7.210)	(82.4)
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	$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	$0.114	$(0.114)	-	$0.000	$0.000	-	-	$0.000	$0.114	$(0.114)	-
GASB 94 PPP and APA	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
GASB 96 SBITA Adjustment	$0.000	$0.061	$(0.061)	-	$0.000	$0.000	-	-	$0.000	$0.061	$(0.061)	-
GASB 101 Compensated Absences	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Total Expenses	**$54.329**	**$60.426**	**$(6.097)**	**(11.2)**	**$3.826**	**$2.000**	**$1.825**	**47.7**	**$58.154**	**$62.426**	**$(4.272)**	(7.3)
OPERATING SURPLUS/DEFICIT	**$(51.197)**	**$(57.361)**	**$(6.165)**	**(12.0)**	**$0.000**	**$0.000**	**$0.000**	**-**	**$(51.197)**	**$(57.361)**	**$(6.165)**	(12.0)

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.

DataSource: TRANSIT RPTNG
Adopted, FinalFY26

Table 3

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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH Favorable/(Unfavorable) Variance $	MONTH Favorable/(Unfavorable) Variance %	MONTH Reason for Variance	YEAR-TO-DATE Favorable/(Unfavorable) Variance $	YEAR-TO-DATE Favorable/(Unfavorable) Variance %	YEAR-TO-DATE Reason for Variance
Farebox Revenue	Non Reimb.	(0.002)	(0.6)	Minor variance	(0.116)	(5.8)	Unfavorable due to lower average fare and lower ridership
Other Revenue	Non Reimb.	0.052	31.3	Favorable due to timing of advertising revenue	0.048	4.3	Favorable due to timing of advertising revenue
Payroll	Non Reimb.	0.054	1.9	Favorable due to timing of Base pay	(0.298)	(1.7)	Unfavorable due to excess positions
Overtime	Non Reimb.	(0.026)	(8.9)	Minor variance	(0.254)	(12.3)	Unfavorable due to severe weather related conditions
Health and Welfare (including OPEB current payment)	Non Reimb.	(2.239)	(191.4)	Unfavorable due to timing of H&W payments	(2.187)	(31.2)	Unfavorable due to timing of H&W payments
Pension	Non Reimb.	(0.011)	(1.4)	Minor Variance	(0.063)	(1.4)	Primarily due to timing of pension contributions
Other Fringe Benefits	Non Reimb.	(0.195)	(118.0)	Primarily due to timing of fringe benefit	(1.254)	(123.6)	Primarily due to timing of fringe benefit
Electric Power	Non Reimb.	0.386	66.9	Favorable due to timing	(0.256)	(7.4)	Unfavorable due to price and higher than anticipated consumption
Fuel	Non Reimb.	0.015	58.1	Minor Variance	0.000	0.1	Minor Variance
Insurance	Non Reimb.	(0.215)	(126.5)	Unfavorable due to timing of expenses	(0.213)	(19.3)	Unfavorable due to timing of expenses
Claims	Non Reimb.	0.039	52.8	Favorable due to timing of expenses	0.234	52.8	Favorable due to timing of expenses
Maintenance & Other Operating Contracts	Non Reimb.	0.986	87.7	Favorable due to timing of non-rev facility roof replacement	4.388	81.4	Favorable due to timing of non-rev facility roof replacement
Professional Service Contracts	Non Reimb.	0.244	68.8	Favorable primarily due to the timing of expenses for Cyber Security project	1.392	65.3	Favorable primarily due to the timing of expenses for Cyber Security project
Materials and Supplies	Non Reimb.	(0.155)	(110.3)	Unfavorable primarily due to timing of maintenance work	(0.218)	(25.8)	Unfavorable primarily due to timing of maintenance work
Other Business Expenses	Non Reimb.	0.015	42.0	Minor Variance	0.019	8.8	Minor Variance
Payroll	Reimb.	0.218	61.1	Favorable due to vacancies	1.435	67.2	Favorable due to vacancies
Overtime	Reimb.	(0.007)	(9.3)	Minor Variance	0.031	6.6	Favorable due to timing of reimbursable charges
Other Fringe Benefits	Reimb.	0.037	18.0	Favorable due to timing of misc. fringe benefits adjustments	0.373	30.6	Favorable due to timing of misc. fringe benefits adjustments
Professional Service Contracts	Reimb.	(0.001)	-	Minor Variance	(0.014)	-	Minor Variance
Materials and Supplies	Reimb.	-	-	No variance	-	-	No variance

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

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	Month				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
Receipts								
Farebox Revenue	**$0.348**	**$0.358**	**$0.010**	**2.9**	**$1.994**	**$1.838**	**$(0.156)**	**(7.8)**
Other Revenue	**$(0.093)**	**$0.121**	**$0.214**	**230.2**	**$1.321**	**$1.267**	**$(0.053)**	**(4.0)**
Capital and Other Reimbursements	$0.640	$0.715	$0.074	11.6	$3.826	$2.258	$(1.567)	(41.0)
Total Revenue	**$0.896**	**$1.194**	**$0.298**	**33.3**	**$7.140**	**$5.364**	**$(1.776)**	**(24.9)**
Expenditures								
Labor :								
Payroll	$3.271	$2.037	$1.234	37.7	$19.175	$15.386	$3.789	19.8
Overtime	$0.370	$0.403	$(0.033)	(9.0)	$2.545	$3.106	$(0.561)	(22.0)
Total Salaries & Wages	**$3.640**	**$2.439**	**$1.201**	**33.0**	**$21.720**	**$18.492**	**$3.228**	**14.9**
Health and Welfare	$0.895	$1.052	$(0.158)	(17.6)	$5.369	$6.182	$(0.813)	(15.1)
OPEB Current Payment	$0.275	$0.430	$(0.155)	(56.5)	$1.650	$1.404	$0.246	14.9
Pensions	$0.773	$0.783	$(0.011)	(1.4)	$4.635	$4.698	$(0.063)	(1.4)
Other Fringe Benefits	$0.250	$0.200	$0.050	20.1	$1.518	$1.405	$0.113	7.5
Total Fringe Benefits	**$2.192**	**$2.466**	**$(0.273)**	**(12.5)**	**$13.172**	**$13.690**	**$(0.518)**	**(3.9)**
Contribution to GASB Fund	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Reimbursable Overhead	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Labor	**$5.833**	**$4.905**	**$0.928**	**15.9**	**$34.892**	**$32.182**	**$2.710**	**7.8**
Non-Labor :								
Electric Power	$0.577	$0.347	$0.230	39.9	$3.460	$3.976	$(0.516)	(14.9)
Fuel	$0.026	$0.011	$0.015	58.1	$0.199	$0.253	$(0.055)	(27.5)
Insurance	$0.170	$0.000	$0.170	100.0	$1.107	$0.718	$0.389	35.2
Claims	$0.042	$0.000	$0.042	100.0	$0.250	$0.018	$0.232	92.6
Paratransit Service Contracts	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Maintenance and Other Operating Contracts	$1.124	$0.153	$0.971	86.4	$5.393	$1.265	$4.128	76.5
Professional Service Contracts	$0.355	$0.049	$0.307	86.3	$2.131	$2.747	$(0.616)	(28.9)
Materials & Supplies	$0.141	$0.238	$(0.097)	(68.8)	$0.845	$1.326	$(0.481)	(56.8)
Other Business Expenses	$0.036	$0.042	$(0.006)	(16.4)	$0.219	$6.776	$(6.558)	-
Non-Labor	**$2.471**	**$0.839**	**$1.632**	**66.0**	**$13.603**	**$17.080**	**$(3.476)**	**(25.6)**
Other Expense Adjustments:								
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**
Total Expenditures before Depreciation and OPEB	**$8.303**	**$5.744**	**$2.559**	**30.8**	**$48.496**	**$49.262**	**$(0.766)**	**(1.6)**
Depreciation	$0.000	$0.000	$0.000	100.0	$0.000	$0.000	$0.000	100.0
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	(100.0)
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	-	-
Total Expenditures	**$8.303**	**$5.744**	**$2.559**	**30.8**	**$48.496**	**$49.262**	**$(0.766)**	**(1.6)**
Net Surplus/(Deficit)	**$(7.408)**	**$(4.550)**	**$2.857**	**38.6**	**$(41.356)**	**$(43.898)**	**$(2.542)**	**(6.1)**

Note: Totals may not add due to rounding

Adopted. FinalFY26

Table 5

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

	MONTH			YEAR TO DATE		
	Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
Operating Receipts or Disbursements	$	%	Reason for Variance	$	%	Reason for Variance
Farebox Receipts	0.010	2.9	Minor variance	(0.156)	(7.8)	Unfavorable primarily due to lower ridership
Other Revenue	0.214	230.2	Favorable due to timing of advertising revenue	(0.053)	(4.0)	Unfavorable due to lower student fare reimbursement
Capital and Other Reimbursements	0.074	11.6	Timing of reimbursements	(1.567)	(41.0)	Timing of reimbursements
Payroll	1.234	37.7	Favorable due to excess employees	3.789	19.8	Favorable due to excess employees
Overtime	(0.033)	(9.0)	Due to the timing of reimbursable charges	(0.561)	(22.0)	Unfavorable due to severe weather related conditions
Health and Welfare (including OPEB current payment)	(0.313)	(26.8)	Timing of payments	(0.567)	(8.1)	Timing of payments
Other Fringe Benefits	0.050	20.1	Primarily due to timing of fringe benefit	0.113	7.5	Primarily due to timing of fringe benefit
Electric Power	0.230	39.9	Favorable due to timing	(0.516)	(14.9)	Unfavorable due to price and higher than anticipated consumption
Maintenance Contracts	0.971	86.4	Favorable due to timing of non-rev facility roof replacement	4.128	76.5	Favorable due to timing of non-rev facility roof replacement
Professional Services Contracts	0.307	86.3	Favorable primarily due to the timing of expenses for Cyber Security project	(0.616)	(28.9)	Unfavorable due to the timing of expenses
Materials & Supplies	(0.097)	(68.8)	Unfavorable primarily due to timing of maintenance work	(0.481)	(56.8)	Unfavorable primarily due to timing of maintenance work
Other Business	(0.006)	(16.4)	Minor variance	(6.558)	-	Unfavorable due to timing of service contracts

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

	Month				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
Revenue								
Farebox Revenue	**$0.000**	**$0.012**	**$0.012**	**-**	**$0.000**	**$(0.040)**	**$(0.040)**	**-**
Other Revenue	**$(0.260)**	**$(0.098)**	**$0.162**	**62.4**	**$0.182**	**$0.081**	**$(0.102)**	**(55.8)**
Capital and Other Reimbursements	$0.000	$0.320	$0.320	-	$0.000	$0.258	$0.258	-
Total Revenue	**$(0.260)**	**$0.234**	**$0.494**	**190.1**	**$0.182**	**$0.299**	**$0.116**	**63.8**
Expenses								
Labor :								
Payroll	$0.000	$0.962	$0.962	-	$0.000	$2.651	$2.651	-
Overtime	$0.000	$0.000	$0.000	-	$0.000	$(0.337)	$(0.337)	-
Total Salaries & Wages	**$0.000**	**$0.962**	**$0.962**	**-**	**$0.000**	**$2.314**	**$2.314**	**-**
Health and Welfare	$0.000	$1.870	$1.870	-	$0.000	$1.091	$1.091	-
OPEB Current Payment	$0.000	$0.056	$0.056	-	$0.000	$0.529	$0.529	-
Pensions	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Other Fringe Benefits	$0.119	$0.327	$0.208	174.7	$0.715	$1.710	$0.994	139.0
Total Fringe Benefits	**$0.119**	**$2.253**	**$2.134**	**-**	**$0.715**	**$3.330**	**$2.615**	**365.6**
Contribution to GASB Fund	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Reimbursable Overhead	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Labor	**$0.119**	**$3.216**	**$3.096**	**-**	**$0.715**	**$5.644**	**$4.928**	**689.1**
Non-Labor :								
Electric Power	$0.000	$(0.156)	$(0.156)	-	$0.000	$(0.260)	$(0.260)	-
Fuel	$0.000	$0.000	$0.000	-	$0.000	$(0.055)	$(0.055)	-
Insurance	$0.000	$0.385	$0.385	-	$0.000	$0.602	$0.602	-
Claims	$0.032	$0.035	$0.003	8.1	$0.194	$0.191	$(0.003)	(1.4)
Paratransit Service Contracts	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Maintenance and Other Operating Contracts	$0.000	$(0.014)	$(0.014)	-	$0.000	$(0.260)	$(0.260)	-
Professional Service Contracts	$0.000	$0.064	$0.064	-	$0.000	$(1.994)	$(1.994)	-
Materials & Supplies	$0.000	$0.059	$0.059	-	$0.000	$(0.262)	$(0.262)	-
Other Business Expenses	$0.000	$(0.021)	$(0.021)	-	$0.000	$(6.577)	$(6.577)	-
Non-Labor	**$0.032**	**$0.351**	**$0.318**	**985.9**	**$0.194**	**$(8.614)**	**$(8.808)**	**-**
Other Expense Adjustments:								
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**
Total Expenses before Depreciation and OPEB	**$0.151**	**$3.566**	**$3.415**	**-**	**$0.909**	**$(2.971)**	**$(3.880)**	**(426.8)**
Depreciation	$1.458	$2.733	$1.275	87.4	$8.750	$15.960	$7.210	82.4
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	$0.014	$0.014	-	$0.000	$0.114	$0.114	-
GASB 94 PPP and APA	$0.000	$0.000	-	-	$0.000	$0.000	-	-
GASB 96 SBITA Adjustment	$0.000	$0.018	$0.018	-	$0.000	$0.061	$0.061	-
GASB 101 Compensated Absences	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Total Expenditures	**$1.610**	**$6.331**	**$4.721**	**293.3**	**$9.659**	**$13.165**	**$3.506**	**36.3**
Total Cash Conversion Adjustments	**$1.350**	**$6.565**	**$5.215**	**386.2**	**$9.841**	**$13.463**	**$3.622**	**36.8**

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

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

Function/Departments	Adopted Budget	Actual	Favorable (Unfavorable) Variance
Administration			
Executive	8	6	2
General Office	20	24	(4)
Purchasing/Stores	4	4	0
Total Administration	**32**	**34**	**(2)**
Operations			
Transportation	157	147	10
Total Operations	**157**	**147**	**10**
Maintenance			
Mechanical	61	60	1
Electronics/Electrical	25	26	(1)
Power/Signals	33	32	1
Maintenance of Way	92	74	18
Infrastructure	29	29	0
Total Maintenance	**240**	**221**	**19**
Engineering/Capital			
Capital Project Support	6	7	(1)
Total Engineering Capital	**6**	**7**	**(1)**
Total Positions	**435**	**409**	**26**
Non-Reimbursable	381	397	(16)
Reimbursable	54	12	42
Total Full-Time	435	404	31
Total Full-Time-Equivalents	0	5	(5)

FinalFY26

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

Function/Occupation	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	16	14	2
Professional, Technical, Clerical	8	12	(4)
Operational Hourlies	8	8	0
Total Administration	**32**	**34**	**(2)**
Operations			
Managers/Supervisors	27	23	4
Professional, Technical, Clerical	6	9	(3)
Operational Hourlies	124	115	9
Total Operations	**157**	**147**	**10**
Maintenance			
Managers/Supervisors	33	32	1
Professional, Technical, Clerical	9	8	1
Operational Hourlies	198	181	17
Total Maintenance	**240**	**221**	**19**
Engineering/Capital			
Managers/Supervisors	4	5	(1)
Professional, Technical, Clerical	2	2	0
Operational Hourlies	0	0	-
Total Engineering/Capital	**6**	**7**	**(1)**
Total Positions			
Managers/Supervisors	80	74	6
Professional, Technical, Clerical	25	31	(6)
Operational Hourlies	330	304	26
Total Positions	**435**	**409**	**26**

Farebox Revenue Report Highlights

Month of June

SIR farebox revenue totaled $0.346 million in June 2026 which was $0.002 million (0.6%) lower than the Budget.

Year-to-Date

SIR year-to-date June 2026 farebox revenue totaled $1.878 million which was $0.116 million (5.8%) lower than the Budget.

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2026 Adopted
Ridership (Utilization) Actual to Budget
Jun FY26

(# in Millions)

7/10/2026 09:39 AM

	Month				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
Ridership								
Ridership - Subway	0.206	0.214	0.009	4.2	1.202	1.199	(0.003)	(0.3)
Total Ridership	**0.206**	**0.214**	**0.009**	**4.2**	**1.202**	**1.199**	**(0.003)**	**(0.3)**
FareBox Revenue								
Farebox Revenue	$0.348	$0.346	$(0.002)	(0.6)	$1.994	$1.878	$(0.116)	(5.8)
Total Farebox Revenue	**$0.348**	**$0.346**	**$(0.002)**	**(0.6)**	**$1.994**	**$1.878**	**$(0.116)**	**(5.8)**

Note: Totals may not add due to rounding

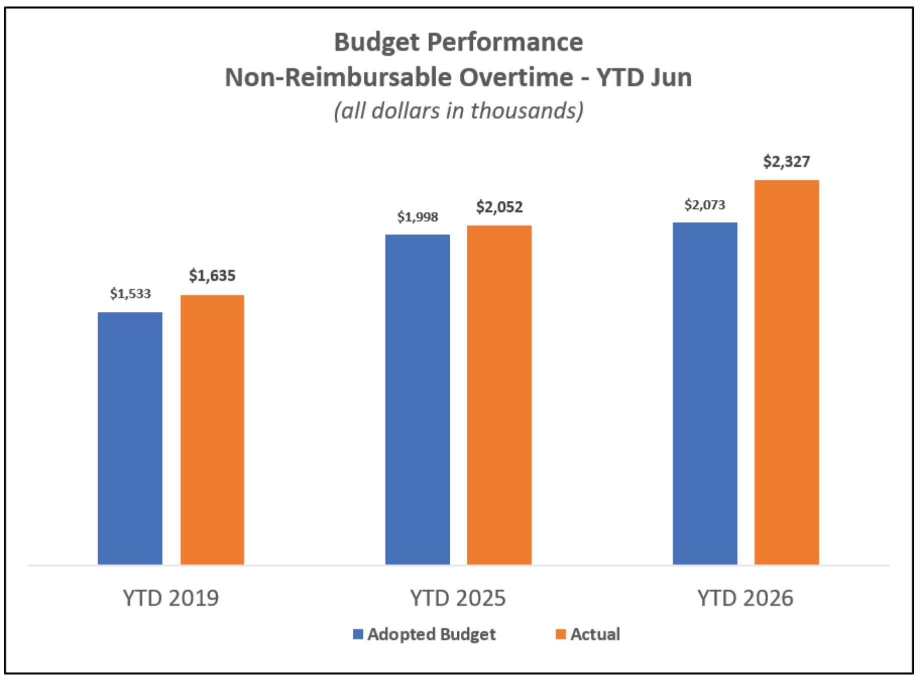
Adopted.FinalFY26

STATEN ISLAND RAILWAY

NON-REIMBURSABLE OVERTIME

Overview

- Overall increase of $692.5K or 42.4 percent compared to YTD Jun 2019
- Overall increase of $275.2K or 13.4 percent compared to YTD Jun 2025
- $254.5K or 12.3 percent over YTD Jun 2026 Adopted Budget
- Service $173.4K overrun: $229.2K overrun due to severe weather conditions; offset by -$55.8K underrun due to vacancy and absence coverage
- Maintenance $45.7K overrun: $310.2K overrun due to severe weather conditions; offset by -$264.5K underrun due to vacancy and absence coverage
- All others overrun is $35.3K



Agency Detail

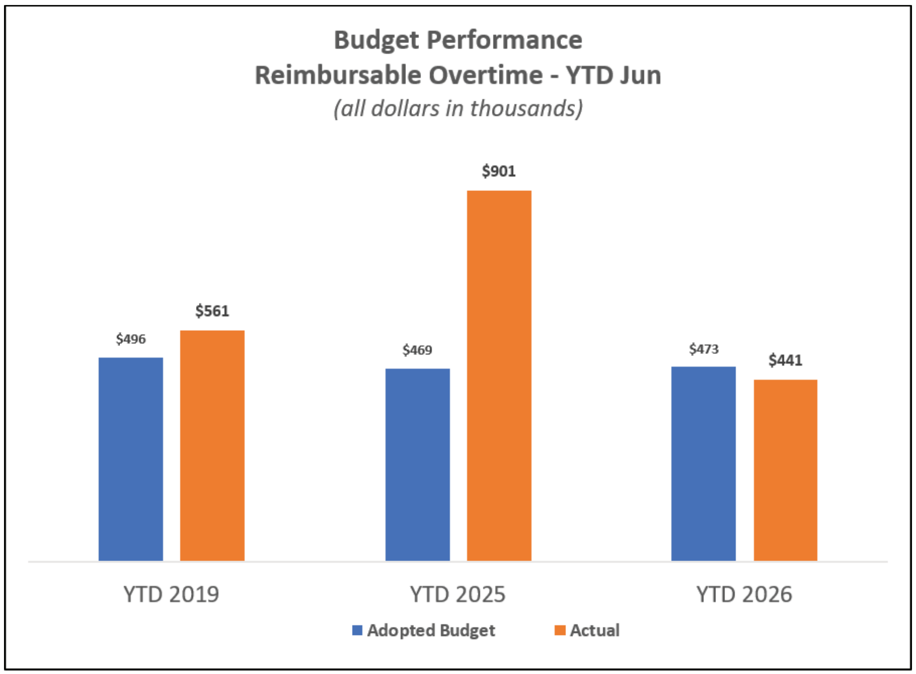
- Transportation overrun $173.4K: $229.2K attributed to severe weather conditions; offset by -$55.8K underrun attributed to vacancy and absence coverage
- Electrical, Power and Signals overrun $85.0K: $217.6K attributed to severe weather conditions; offset by -$132.6K underrun attributed to vacancy and absence coverage
- MOW/Infrastructure underrun -$12.4K: -$154.7K underrun attributed to vacancy and absence coverage; offset by $142.3K underrun attributed to severe weather conditions
- Mechanical underrun -$26.8K: -$49.7K attributed to severe weather conditions underruns; offset by $22.9K overrun attributed to vacancy and absence coverage
- Others overrun of $35.3K

STATEN ISLAND RAILWAY

REIMBURSABLE OVERTIME

Overview

- Overall decrease of -$119.9K or 21.4 percent compared to YTD Jun 2019
- Overall decrease of -$459.8K or 51.0 percent compared to YTD Jun 2025
- -$31.3K or 6.6 percent under YTD Jun 2026 Adopted Budget
- Service -$87.7K underrun due to vacancy and absence coverage
- Maintenance -$14.6K underrun due to vacancy and absence coverage
- All others overrun is $71.0K



Agency Detail

- Capital project reimbursable overhead charges resulted in the following variances:
  - Transportation underrun of -$87.7K
  - MOW/Infrastructure overrun of -$28.8K
  - Electrical underrun of -$44.2K
  - Power/Signals underrun of -$2.0K
  - Mechanical overrun of $2.8K
  - Others overrun of $71.0K

NEW YORK CITY TRANSIT ALL-STARS

July 2026

mta.info

Recognizing our Employees

Across NYCT, our teams are doing remarkable work every day to strengthen service and enhance security. Transit All Stars is our way of recognizing employees who not only excel in their roles but are also on pace to meet or surpass NYCT's yearly service and safety targets. This quarter, we're excited to spotlight some of the employees whose efforts truly stand out.

July 2026 Honorees

Kennilus Vidal
Bus Maintainer
Department of Buses

Maintainer Kennilus Vidal is a steady, reliable presence in the shop, someone whose consistency and expertise strengthen the operation every day. He delivers timely, efficient, high-quality work and has become a go-to resource for colleagues who value his guidance, support, and experienced perspective.

His deep technical knowledge and thoughtful recommendations elevate the quality of repairs and contribute directly to smoother, more efficient workflows. Even without being the most vocal person in the room, his influence is clear. Team members regularly seek him out because they know he brings calm expertise, patience, and a genuine willingness to help.

It's common to see Maintainer Vidal moving from vehicle to vehicle, offering insight, troubleshooting complex issues, and ensuring no one is left without the support they need. His quiet dedication, strong teamwork, and unwavering professionalism set a positive tone across the shop and reinforce a culture of collaboration and mutual respect.

Kennilus Vidal's consistency, humility, and commitment to excellence make the entire team stronger and reflect the highest standards of the department.

Stanley Mosiello
Bus Operator
Department of Buses

Bus Operator Stanley Mosiello has long been a quiet force of stability within his depot, someone whose reliability has become part of the rhythm of daily operations. His attendance is consistently exceptional, marked by punctuality and a steady commitment to showing up ready to serve. Over time, his presence has become something colleagues count on, a dependable anchor that helps the day start on solid footing.

Each morning, Mr. Mosiello arrives prepared, focused, and fully engaged in the work ahead. That consistency creates a ripple effect: schedules run more smoothly, assignments are easier to manage, and the team can operate with confidence knowing that one of its most dependable members is exactly where he needs to be. In a service environment where even small disruptions can have wide-reaching impacts, his unwavering reliability makes a meaningful difference.

What stands out most is not just that he shows up, but how he shows up. His professionalism, calm demeanor, and sense of responsibility set a positive tone for those around him. Without fanfare, he models the discipline and dedication that keep the system moving and elevate expectations across the operation.

Mr. Mosiello's consistent presence, strong work ethic, and quiet leadership strengthen the depot and exemplify the kind of everyday excellence that supports the entire organization.

Nicole Ellerbe
Surface Line Dispatcher
Department of Buses

Nicole brings a commanding level of leadership to depot operations, ensuring crew coverage, managing open work assignments, and coordinating the moving parts that keep service running reliably. Her ability to organize complex operational needs with accuracy and speed has become central to daily service. Nicole's professionalism, attention to detail, and strong work ethic are evident in every aspect of her role.

What distinguishes Nicole is her proactive, confident leadership. She steps in without hesitation, often taking charge before direction is even given. Her signature phrase: "Boss, what do you need? I got it.", perfectly captures her approach: decisive, engaged, and fully committed to supporting the operation. Tasks are handled quickly, thoroughly, and often before anyone has to ask, giving supervisors the assurance that critical work is already under control.

Nicole's ability to manage multiple demands at once keeps the operation moving without interruption. She remains fully engaged, balancing crew assignments, addressing gaps, and supporting colleagues with a level of reliability that strengthens the entire depot. Her leadership minimizes disruptions, maintains continuity, and ensures that service commitments are met even on the most challenging days.

Her initiative, ownership, and results-driven mindset make her an invaluable asset. Nicole's contributions elevate the depot's performance and reinforce the high standards that define successful operations.

Glen Rasmussen
Superintendent
Department of Buses

Glen is one of the depot's most dependable and steady contributors, providing a level of consistency that strengthens operations day after day. His attendance and punctuality are exceptional, and he arrives each shift fully prepared, focused, and ready to take on whatever responsibilities the operation requires. Glen's disciplined approach to his work ensures that every assignment is handled thoroughly, safely, and with a professionalism that reflects the high standards of the depot.

What makes Glen stand out is the stabilizing effect of his presence. In an environment where schedules shift, demands fluctuate, and unexpected challenges arise, Glen's reliability helps maintain continuity. Supervisors and colleagues know that when Glen is assigned a task, it will be completed correctly and without the need for follow-up. His consistency supports the flow of service, helping the depot meet its daily commitments and reducing operational friction.

Glen's calm demeanor and steady work style contribute just as much as his technical reliability. He models the kind of everyday excellence that strengthens workplace culture, showing up prepared, staying engaged, and maintaining a level of consistency that keeps service moving efficiently. Without seeking recognition, he demonstrates how professionalism and dependability can elevate the entire operation.

Glen's contributions form part of the depot's foundation. His reliability, strong work ethic, and quiet leadership reinforce the standards the organization depends on and play a meaningful role in the depot's overall success.

John Wachnicki
Bus Operator
Department of Buses

John is widely recognized for his readiness to step in wherever support is needed, providing hands-on assistance that keeps buses moving and service running efficiently. His initiative is one of his defining strengths, he doesn't wait to be asked. Instead, he actively looks for ways to help, often anticipating operational needs before they arise and responding quickly when challenges emerge.

Whether repositioning buses, assisting with yard movements, or supporting supervisors during high-demand periods, John remains fully engaged and responsive. His ability to adapt to shifting priorities has made him a trusted resource across the depot. When the operation is under pressure, John is already in motion, ensuring that tasks are completed safely, promptly, and with a level of care that reduces disruptions.

John's professionalism and team-first mindset strengthen the depot's daily rhythm. He approaches each assignment with focus and follow-through, consistently asking "How can I help?" and delivering results that keep service on track. His steady work ethic and willingness to step up reinforce the collaborative spirit that drives successful operations.

His contributions are felt in the smoothness of the day, the efficiency of yard movements, and the confidence supervisors have knowing he is part of the team. John's initiative, responsiveness, and dependable presence make him an essential part of the depot's success.

Igor Kodera
Superintendent, Facilities
Department of Subways

Igor is known for his strong leadership in overseeing HVAC South and for his steady commitment to keeping NYCT operating safely and efficiently. With over 10 years of experience, he has excelled in roles including HVAC Maintainer, Maintenance Supervisor, and his current position as Superintendent, Facilities. As head of the HVAC South team, he oversees the installation, service, repair, and maintenance of HVAC equipment throughout the NYCT system.

He leads a team responsible for more than 5,000 pieces of equipment, including critical cooling rooms, CBTC rooms, police facilities, and air tempering systems at key locations such as South Ferry and Cortlandt Street. During the summer months, he manages up to 1,000 cooling-related service calls each month, ensuring issues are addressed quickly and effectively to support system operations. He also played a key role in designing and implementing the current HVAC EAM system, developing protocols, checklists, and procedures that are now standard practice for HVAC personnel. In addition, he worked on the confined space program as well as the developed A2L training for heating and air conditioning.

Recognized for his meticulous planning, strong execution, and unwavering work ethic, Igor leads by example and sets a high standard for those around him. As a dedicated family man, he fosters a culture of respect, collaboration, and accountability among both peers and subordinates.

Chrystal Durant
Cleaner - Transit Authority
Department of Subways

Chrystal Durant demonstrates exceptional dedication, professionalism, and a strong commitment to maintaining a clean, safe, and customer-focused station environment. Her work has had a clear, positive impact on both customers and employees.

Despite the station receiving monthly rodent baiting on the tracks, rodents continued to appear on the platform. Ms. Durant took this challenge seriously and has shown remarkable vigilance in addressing it. She thoroughly scrubs trash receptacles and housing canisters each night, ensuring no food residue or odors remain that might attract rodents. Her proactive approach has noticeably improved platform conditions. Customers have even commented that they are "screaming and running less" because they are seeing far fewer rodents, a direct reflection of her efforts.

Ms. Durant also responds quickly to all station concerns, including unscheduled or unexpected issues that fall outside the standard assignment list. Her dedication to cleanliness, safety, and customer service strengthens the station environment and supports the overall operation.

Ms. Durant's consistency, initiative, and pride in her work make her a standout contributor whose impact is felt by everyone who passes through the station.

Danielle Martarella
Superintendent
Department of Subways

Danielle has played a pivotal role in the development, testing, and implementation of the Enhanced Roadway Worker Protection (ERWP) program. Her leadership, technical insight, and hands-on engagement have been essential in moving this critical safety initiative from concept to operational reality.

Danielle has been deeply involved in every phase of the rollout. She partnered closely with the development team to establish the foundation of the ERWP system, ensuring its design aligned with field needs and operational requirements. As testing progressed, she remained fully engaged, identifying issues, driving necessary adjustments, and working directly with Train Dispatchers and field personnel to streamline system functionality. Her willingness to collaborate one-on-one with staff across multiple departments has been instrumental in refining the system and ensuring it is practical, reliable, and user-focused.

Throughout this effort, Danielle has shown strong dedication and a clear commitment to the program's success. Her ability to bridge technical development with real-world operations, while maintaining productive relationships with the workforce who will rely on this system, highlights her strength as a leader. She has consistently invested the time and effort needed to support a safe and effective implementation.

Ms. Martarella's initiative, perseverance, and collaborative approach have made a meaningful impact on the ERWP program and on the teams working to bring it to life.

Duane Matthews
Conductor
Department of Subways

Duane has demonstrated a commendable level of customer service during an afternoon trip on the 3 line early last fall. His professionalism, attentiveness, and genuine care for passengers created a travel experience that stood out for its clarity, warmth, and engagement. Throughout the ride, Mr. Matthews delivered clear and consistent safety reminders, reinforcing key messages such as the importance of not walking between cars and the MTA's "If you see something, say something" guidance. His announcements were precise and easy to follow, helping ensure that all riders, regular commuters and visitors alike, felt informed and aware.

What made his service truly memorable was the way he went b eyond standard announcements. Mr. Matthews incorporated historical context about stations and boroughs, highlighted notable landmarks along the route, and offered courteous reminders that contributed to a welcoming atmosphere. His tone was warm and intentional, and he closed each message with a sincere "have a great evening," leaving passengers with a positive impression of both the conductor and the system.

Mr. Matthews's approach reflects a deep commitment to safety, respect, and customer care. His ability to combine accurate information with genuine connection elevates the rider experience and sets a strong example for customer-facing employees systemwide.

Conductor Duane Matthews's conduct exemplifies outstanding customer service and represents the very best of our values.

Joseph Ford
General Superintendent
Department of Subways

Joseph Ford exemplifies strong leadership, integrity, and a deep commitment to service within New York City Transit. Over his 11 years with the agency, he has guided E&E Capital through one of its most demanding and transformative periods, consistently strengthening operations and elevating performance across the division.

Under Joe's leadership, E&E has reached significant operational milestones, including placing as many SX machines in service as at any point in Transit history. He oversees a portfolio of more than 100 third-party-maintained units, ensuring reliability, accountability, and adherence to high operational standards. His strategic vision also led to the creation and successful expansion of E&E's contract management group, improving efficiency, oversight, and contractual integrity.

Joe's expertise in navigating complex contracts is matched by his commitment to safety, accessibility, and the well-being of his team. A strong advocate for accessibility, he prioritizes work that delivers meaningful benefits to both employees and the riding public.

He leads with humility, compassion, and clarity, fostering a culture grounded in respect, trust, and teamwork. Colleagues often note that his values, shaped by his dedication to family, community, and faith, guide the way he approaches challenges and inspires those around him.

Joseph Ford's steady leadership, thoughtful decision-making, and lasting contributions have made a significant impact on E&E Capital and the broader NYCT organization.

Priscilla Fernandez
Assistant Train Dispatcher
Department of Subways

Ms. Priscilla Fernandez is an indispensable member of the Operations Control Center (OCC), and her impact extends far beyond the scope of her formal responsibilities. Since joining the OCC, she has become the person countless employees rely on for guidance, clarity, and support. Her deep institutional knowledge and steady professionalism have made her a trusted resource for staff at every level.

Ms. Fernandez is frequently selected to represent the OCC in high-profile greeting lines for visiting dignitaries, including Mayors and Governors, a reflection of the confidence leadership places in her poise and professionalism. At the same time, she is equally known for her compassion and approachability. Employees from across the building seek her out, knowing she will listen, assist, and follow through. Whether addressing an operational question or resolving a complex administrative issue, Ms. Fernandez demonstrates exceptional responsiveness. She either has the answer immediately or takes swift action to obtain it. Her calm demeanor, reliability, and solution-focused approach ensure that every request is handled with care and efficiency.

Colleagues often remark that two of the most common phrases heard in the OCC are “ask Priscilla” and “check with Priscilla,” a testament to the trust she has earned and the breadth of her contributions. She embodies the qualities of service, dedication, and professionalism that strengthen the entire operation.

Ms. Priscilla Fernandez’s commitment, knowledge, and steady presence make her an invaluable part of the OCC and a standout contributor within NYCT.

Sherry Gao

Revenue Equipment Maintainer I

Department of Subways

Sherry has distinguished herself since joining the department in 2024 through her strong drive to improve, rapid learning ability, and unwavering dedication to her craft. From the outset, Sherry has demonstrated an impressive capacity to quickly absorb new information and apply it effectively in the field. Her eagerness to take on new tasks, step into unfamiliar situations, and expand her technical skill set has made her a standout contributor and a source of inspiration to her peers.

What truly sets Sherry apart is her willingness to challenge herself. She readily takes on demanding or complex assignments in order to learn, grow, and support the team. Even when faced with tasks she cannot yet complete independently, she actively seeks guidance, asks thoughtful questions, and works diligently to build her expertise. This commitment to continuous improvement reflects a level of professionalism well beyond her tenure.

Sherry's enthusiasm, initiative, and dedication to mastering her trade make her an excellent example for her colleagues. Her positive attitude and relentless pursuit of growth strengthen the department and exemplify the qualities that elevate the entire organization.

Shubhi Chauhan
Associate Transit Management Analyst
Department of Subways

Shubhi Chauhan is an outstanding employee who has demonstrated strong initiative and technical expertise in advancing financial transparency across the organization. She led the development of the Expense Analysis Paycheck Dashboard, a critical tool that provides operational executives and managers with timely visibility into payroll and overtime usage.

Through this work, Shubhi enhanced the dashboard to include job numbers and cost categories, enabling users to view paycheck-level data not only at the division level but also down to the Charge RC level. This level of detail allows managers to better understand and manage overtime expenses within their specific areas of responsibility. Prior to the implementation of this dashboard, managers often waited six to eight weeks to identify pay hour variances against budget. Shubhi's work significantly improved the timeliness and accessibility of this information, allowing for more proactive decision-making and stronger cost control.

In addition to her technical contributions, Shubhi is highly collaborative and committed to ensuring the tool meets the needs of its users. Her reliability, professionalism, and positive approach make her a valuable asset to Transit.

Anthony Salerno
Locomotive Engineer
Department of Subways

Engineer Salerno demonstrated exceptional attentiveness and professionalism during a critical moment at St. George Terminal late last year. While on duty, he noticed two young children, just nine and ten years old, alone without an adult nearby. Recognizing the potential risk, he acted quickly and responsibly.

He approached the children, ensured they were safe, and escorted them to the police officers stationed in the terminal. His calm presence and prompt response allowed officers to take immediate control of the situation, and the children were later reunited with their parents.

Mr. Salerno's actions reflect the vigilance, care, and commitment to customer safety that strengthen our system every day. His responsiveness in a busy terminal environment exemplifies the high standards we strive for across NYCT and is a strong example of the positive impact our employees make through their day-to-day work.

Department of Subways

Maintenance of Way -Team Recognition

This team demonstrated swift, coordinated, and courageous action during the emergency response to the crane collision at the 225th Street Bridge last December. While performing scheduled track maintenance on the 1 line, a crane mounted on a work train struck the bridge, driving the boom directly into the structure and creating a sudden, high-risk situation with the potential for severe structural damage and danger to personnel.

In the moments that followed, the team responded with remarkable focus and discipline. They immediately secured a complex and hazardous scene, protecting both their fellow employees and the surrounding infrastructure. Their rapid assessment of the structural impact allowed leadership to make informed decisions quickly, and their technical expertise enabled them to execute the replacement of the damaged bridge section with precision, speed, and unwavering attention to safety.

Beyond the technical response, the team demonstrated the qualities that define the best of our workforce: professionalism under pressure, clear communication, and a deep commitment to safeguarding both employees and customers. Their coordinated efforts ensured that the incident was contained, the structure stabilized, and service restored without further risk.

Their actions reflect the highest standards of excellence within our organization. By acting decisively and working seamlessly as a unit, they protected critical infrastructure, upheld our safety mission, and exemplified what it means to serve with integrity and dedication. This team is fully deserving of recognition for their outstanding performance during a challenging and high-stakes emergency a challenging and high stakes emergency.

Erdinc Yesiltepe, John Imbasciani, John Kempa Jr., Luis Garcia, Hayden Codiga, Henock Petit-Frere, Christopher Calandrella (not pictured)

Jaime Cho
Principal Transportation Planner
Operations Planning

Jaime Cho is being recognized for her leadership and dedication in preparing for the significant bus service impacts created by World Cup–related roadway changes in New York and New Jersey. As the region implemented major traffic and street adjustments to accommodate thousands of FIFA related vehicles on match days, these changes directly affected bus lanes, key corridors, and shuttle loading areas tied to MTA operations. Jaime played a central role in ensuring that the implications for riders were fully understood and carefully addressed.

Although her formal role focuses on Manhattan bus planning, Jaime took on a systemwide responsibility, analyzing and preparing for impacts across 45 local and express routes spanning all five boroughs. She worked far beyond her usual scope to develop detours, plan for stop relocations, and anticipate operational challenges so riders and bus teams were supported throughout this high profile, high stakes period.

This effort required extensive coordination with a wide network of city, regional, and internal partners, and Jaime approached each step with professionalism, persistence, and a clear commitment to bus riders. From crafting game day guidance to shaping customer communications and ensuring field teams had the information they needed, she helped maintain reliable service during a uniquely complex moment. Her work reflects the highest standards of public service and makes her a strong candidate for Transit All Star recognition.

David Andrew
Associate Staff Analyst
Operations Planning

David has played a central role in planning for this year's unusually heavy season of major special events, including the Knicks ticker tape parade, the FIFA World Cup, and the America 250 July 4th celebrations. His leadership and coordination have been vital in ensuring safe, reliable, and efficient travel for customers attending these large scale gatherings throughout the summer.

His strong relationships with the Mayor's Office of Citywide Event Coordination and Management, NYPD, event organizers, and partners across NYCT and MTAHQ have enabled thoughtful, well coordinated service plans for both subway and bus operations. David communicates these plans clearly and proactively, ensuring city agencies, internal teams, and event partners are aligned and prepared. This collaborative approach has been especially critical during moments of heightened demand, such as the early evacuation of the Governors Ball music festival, where his guidance helped move thousands of customers safely through the transit system.

Despite an already intense workload, David also led the last minute planning required for the Knicks championship parade, supporting transportation for a crowd exceeding two million people, and then helped manage the expanded America 250 July 4th celebration just weeks later. His steady leadership, operational insight, and commitment to customer service have been essential to the success of every major event on this year's calendar. For his contributions across these high profile efforts and the many other events he supports, David is truly deserving of this recognition.

Paratransit

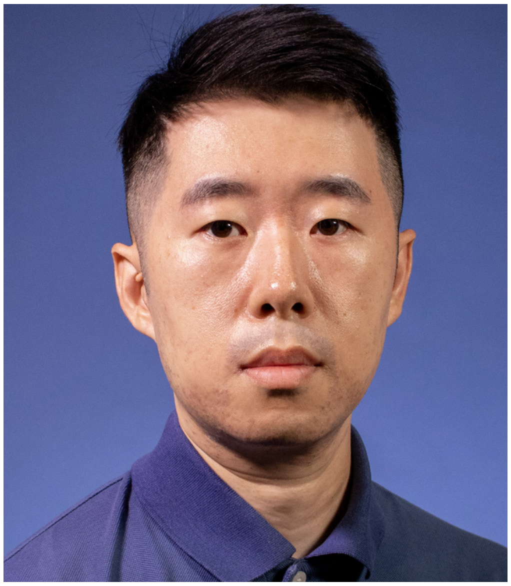
Team Recognition

Luisa and Jimmy serve as Associate Staff Analysts and Appeals Coordinators, working directly with individuals who are appealing paratransit eligibility decisions. Their roles require a high level of judgment, patience, and clarity, and they consistently demonstrate strong professionalism, thoughtful communication, and a steady commitment to ensuring each appellant is treated with respect throughout the process.

Over the past two years, appeal requests have increased by 22%. Despite this significant rise, Luisa and Jimmy have successfully scheduled approximately 3,800 appeal hearings as of May 2026, ensuring the Eligibility Appeals Board is fully prepared and well supported for each session. Their ability to manage a growing workload while maintaining accuracy and organization has been essential to keeping the appeals process running smoothly.

With the increase in appeals comes a surge in related phone calls, many from individuals who are frustrated or anxious about their eligibility status. Luisa and Jimmy consistently remain patient, compassionate, and composed. Appellants frequently tell the Eligibility Appeals Board that their interactions with Luisa or Jimmy were marked by kindness and helpfulness, describing them as “good listeners,” “very helpful,” and “so nice.”

Their work reflects a deep commitment to delivering excellent customer service and contributes meaningfully to the integrity and fairness of the appeals process. They set a strong example for their colleagues and help elevate the standard of service across the team.



HoYip (Jimmy) Li
Paratransit

Luisa Rodriguez
Paratransit

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
- Janette Sadik-Khan, Vice Chair
- Andrew Albert
- Samuel Chu
- Dan Garodnick
- Melanie Hartzog
- David Jones
- Melva M. Miller
- Meera Joshi
- John Ross "JR" Rizzo
- John Samuelsen
- Lisa Sorin

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