New York City Transit and Bus Committee Meeting

Monday, 10/26/2026
11:00 AM - 12:15 PM ET

1. New York City Transit Committee Materials

a. Key Performance Metrics Report

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b. Administrative Items

i. Work Plan & Meeting Minutes

2026 Work Plan - Page 32
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ii. Information Items

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B69 Travel Path Streamilining in Park Slope Staff Summary - Page 44

iii. Action Items

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c. Legacy Financial & Ridership Reports

Financial and Ridership Reports - September 2026 (NYCT,MTABC, SIR) - Page 60

2. Transit All Stars

Transit All Stars October 2026 - Page 108



NEW YORK CITY TRANSIT
KEY PERFORMANCE METRICS

October 2026

mta.info


MTA

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

2 Broadway • New York, NY 10004

October 26th, 2026

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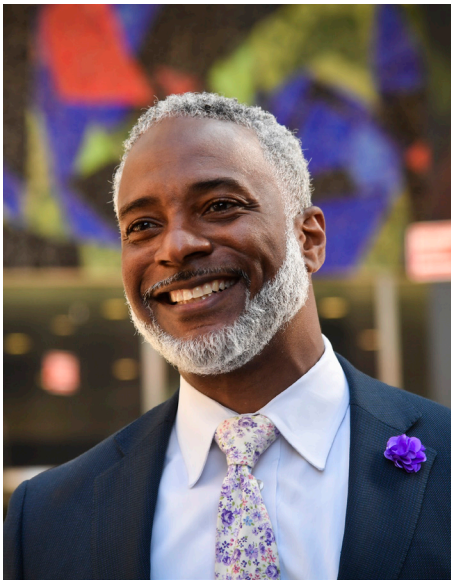
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Visit new.mta.info/transparency/board-and-committee-meetings/ or scan the QR code for Board action staff summaries, administrative items, and information items.

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

As we look forward to the end of the year, October marks a good time to reset, refocus, and recommit to our guiding principles at New York City Transit – safety and service. This month, I'm proud of the team for continuing to deliver for riders by providing safe, reliable and efficient service. And in October, the team managed to hit new milestones along the way.

This month, Transit was thrilled to put our 1000th R211 car into service. Remember that's like replacing entire fleets in Boston, Philadelphia, San Francisco and Los Angeles. These new cars are a critical part of the MTA's ongoing modernization efforts. This new car joins five new R211 train sets on the D since their debut on the line in July. These new cars are part of our effort to replace the R68 cars which entered service in the mid-1980s and primarily operate on the B D N and W. R211 cars will also eventually replace the current fleet of R46 subways cars which have been in service on the A C N Q R and W lines for decades. The new trains feature 58-inch-wide door openings that are eight inches wider than standard door openings on existing cars — designed to speed up boarding and reduce the amount of time trains sit in stations. The cars also include security cameras, additional accessible seating, digital displays that will provide more detailed station-specific information. There's also brighter lighting and signage, among other features that improve the customer experience. R211 have an average mean distance between failure (MDBF) rate of approximately 294,221 miles, compared to the R46's 58,685 miles, making them far more reliable than their older counterparts.

Not only are we modernizing rolling stock, we're also upgrading our facilities to better support these top-of-the-line cars. Last month we gave customers an inside look on social media at how we get these cars delivered to our Railcar Acceptance and Testing Facility in Sunset Park, Brooklyn. This facility, which opened last November, is the first brand-new, full-scale subway car facility located on a new property that the MTA has added since the Pitkin Yard opened in Brooklyn in 1948. Having a state-of-art dedicated facility helps us get these cars into service safely and efficiently for riders. I'm proud of the team for working hard to deliver for New Yorkers and I look to putting 1,000 more train cars in service.

1000 modern cars weren't the only milestone Transit achieved this month. I always say our job at Transit is not just to move machines, our job is to move people. And we're doing it at historic post-COVID levels. As you already know, on September 23rd, we broke the daily ridership record with nearly 4.7 million riders. And I'm thrilled to say that on October 8th, we celebrated our one billionth subway ride of the year. I had the pleasure of joining CEO Janno Lieber and Chief Customer Officer Shanifah Rieara to celebrate "The Doctor", Dr. Lynval Clayton-Rowe – our one billionth rider who tapped into the subway at Jackson Heights – Roosevelt Av Station.

We hit this milestone a week earlier than last year, which is a testament to the great work our teams put in to deliver great service.

On the Buses side, I'm also pleased to see the results of the Queens Bus Network Redesign after over a year of implementation. This redesign was built on community feedback and rigorous data analysis. The results are in – many bus routes are faster and more reliable. Riders are spending less time waiting for the bus and less time riding the bus and riders with the longest trips are benefiting the most. The new network is delivering on its promise of increased connectivity through the borough. And our latest customer survey results show riders are satisfied with the service after an initial adjustment period. I want to thank the many teams and employees involved in making this project a success. You've made a real difference in the lives of 800,000 daily Queens bus riders.

1000 R211
Subway Cars in Service

Feedback is not only a critical part of how we plan important projects like bus network redesigns but also how we plan and operate service across the network. So, I'd like to remind folks that our Fall Customers Count survey is live. Riders have through Sunday November 1st to submit their feedback. Let us know how we're doing on the subways, buses, and paratransit. I'm pleased to remind folks that in our last survey subway satisfaction hit an all time high at 63% of and bus satisfaction rose three percentage points up to 64%. But we can always be improving so tell us what you like and what we can do better. Riders can take the survey online or via telephone. You can find the link to the survey on mta.info. The survey is available in nine languages.

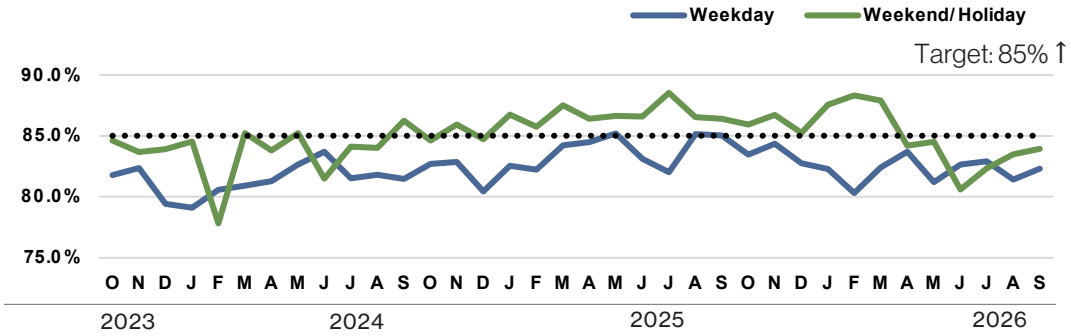
1 Billion
Subway Rides

September saw modest results on our departments' key performance metrics as the teams navigate seasonal ridership and traffic changes as New Yorkers return to the city in greater numbers after a summer break. In September, Subway weekday on time performance hit 82.3%, weekend on time performance reached 83.9% and weekday customer journey time hit 85.6%. For bus riders, customer journey time hit 66.7%, buses traveled at an average of 8.1 mph and service delivered reached 94%. These represent modest declines from August as traffic and ridership patterns build over the course of September and into October. Paratransit picked up 94.2% of riders within 30-minutes on weekdays and 97% of riders within 30-minutes on the weekends.

We know we still have more work to do, especially on the bus side, where ridership remains flat. I firmly believe that the new partnership we have with City Hall on the Fast Buses plan will help us deliver better service that our customers can count on. And as we look towards the end of the year, I'm confident the team will close out 2026 strong.

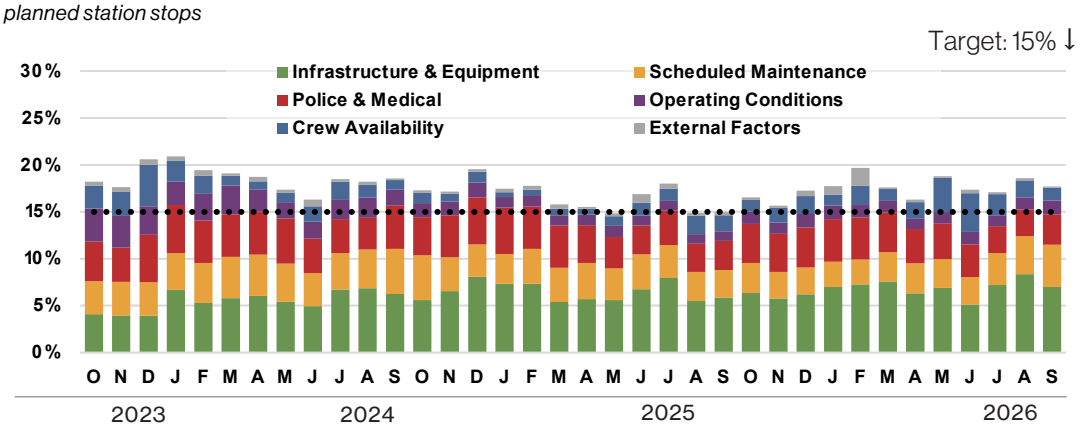
Subway On-Time Performance

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 September, with On-Time Performance (OTP) increasing 0.9 points from August to 82.3%, bringing year-to-date (YTD) weekday OTP to 81.9%. Customer Journey Time Performance (CJTP) increased by a full percentage point to 85.6%. YTD CJTP is at 84.9%. Weekend OTP increased from 83.5% in July to 83.9%, bringing YTD weekend OTP to 84.7%. Targets for both weekday and weekend OTP in 2026 are 85% and 86% for CJTP.

Weekday performance improved because delays from crew availability and external-factor incidents decreased. After an uptick in August, delays caused by planned work-related incidents decreased in September.

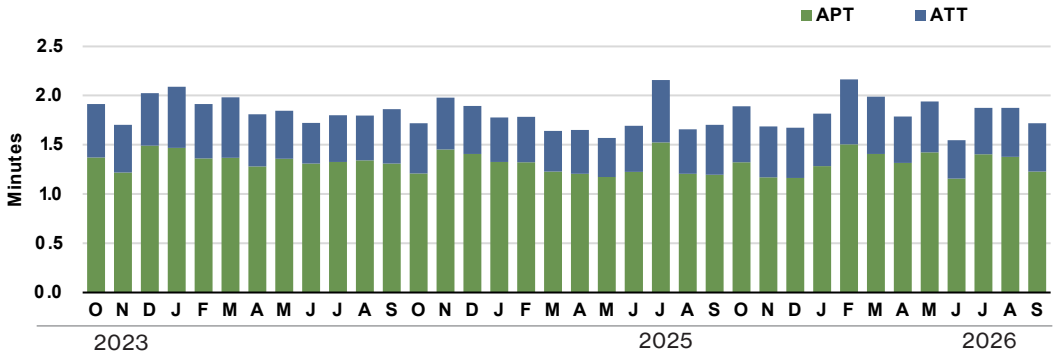
Moving Forward

New York City Transit put its 1,000th R211 subway car into service this month, marking another milestone in the modernization of its fleet. These new cars offer wider doors, brighter lighting, digital information displays, and security cameras, improving the daily experience for riders.

The subway also welcomed its billionth rider of 2026 this month, one week earlier than in 2025. This continues a five-year trend of reaching this milestone earlier than the preceding year. This follows a strong September 2026, when the subway recorded

Subway Additional Platform Time + Additional Train Time

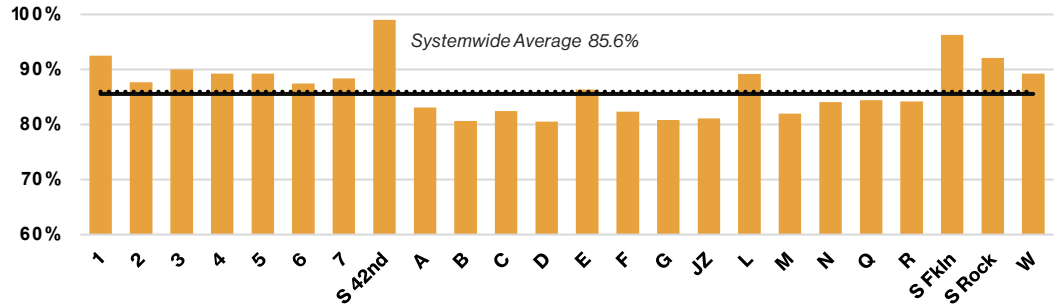
APT: The average time that customers spend waiting at a station beyond their scheduled wait time
ATT: The average time that customers spend onboard a train beyond their scheduled travel time



Customer Journey Time Performance

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

Target: 86% ↑



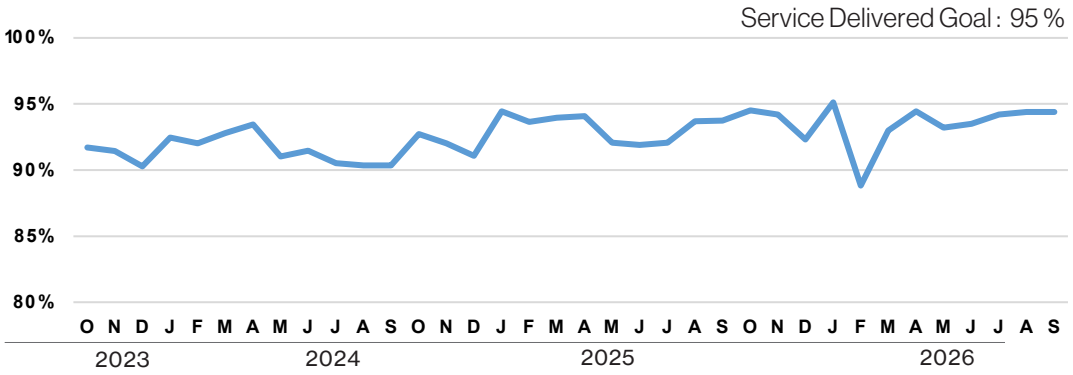
ridership of over 4.2 million customers on the average weekday, with September 23 setting a single-day post-pandemic ridership record of nearly 4.7 million passengers. It underscores the trust that millions of subway riders place in the system each day to get to where they need to go.

The station rehabilitation program continues to improve station conditions across the system, reaching more than 180 stations citywide since inception. Recent work at 138 St–Grand Concourse included replacing damaged flooring and tiles, cleaning, and repainting. Crews also addressed lighting, drainage, stairs, and platform edges.

Ongoing switch replacement at Marcy Avenue will renew critical infrastructure supporting J and M service. The switches were last replaced in 1997 and are critical for connecting Williamsburg, Bushwick, Bedford-Stuyvesant, East New York, Ozone Park, and Jamaica with Lower Manhattan. Service changes are planned for weekdays and weekends through November 23rd, and customers should visit mta.info, sign up for service alerts, and follow the MTA on social media for updates and travel alternatives.

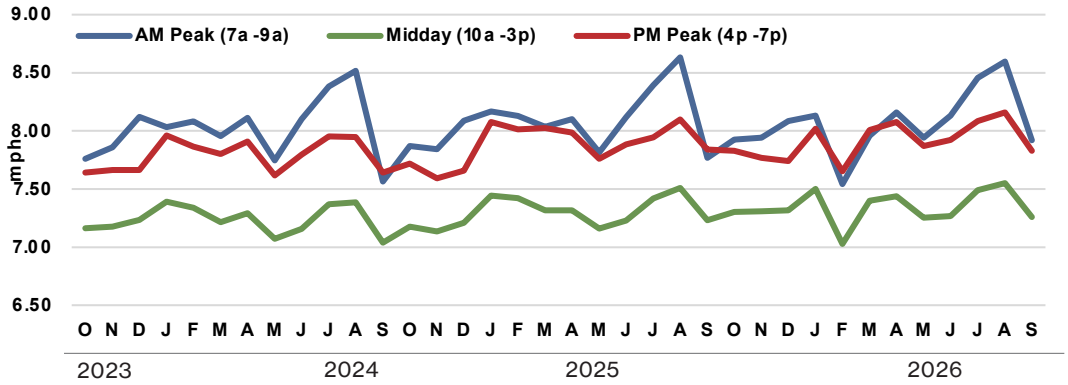
Bus Service Delivered

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

September 2026 bus performance sustained year-over-year improvements across all key indicators despite seasonal traffic challenges associated with the return of commuters to work, students to school, and increased travel demand following the summer months. These factors added pressure on traffic conditions and bus operations, affecting speeds, journey times, and service reliability.

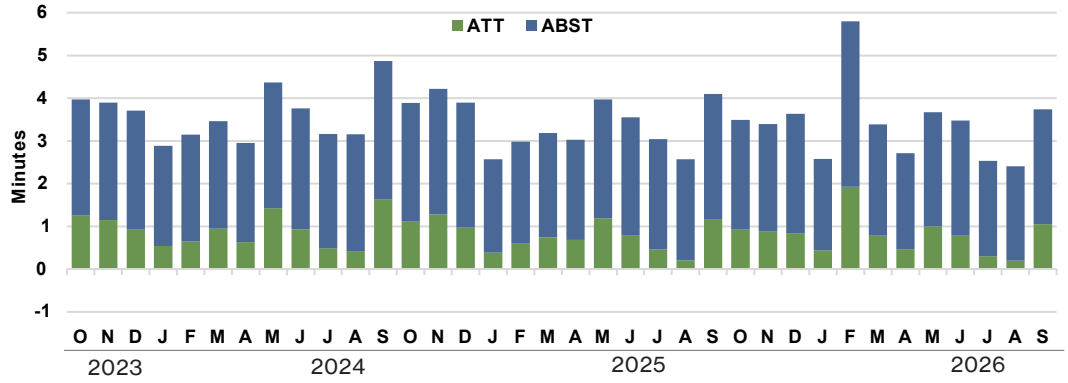
Service Delivered was 94.1%, up 0.4 percentage point year-over-year but down 0.3 percentage point from August. This matched the September 2019 result, demonstrating a return to pre-pandemic performance levels. The 12-month average improved by 0.5 percentage point, marking continued progress toward the 95% target.

Customer Journey Time Performance (CJTP) was 66.7%, up 1.8 percentage points year-over-year but down 6.3 percentage points from August. Despite the seasonal decline, CJTP recorded its strongest September result since 2018. The 12-month average improved by 0.4 percentage point.

Average Bus Speed was 8.1 mph, remaining flat year-over-year but declining 4.7% from August, reflecting typical fall traffic challenges. Despite the month-over-month decline, September speeds remained consistent with levels observed since 2021.

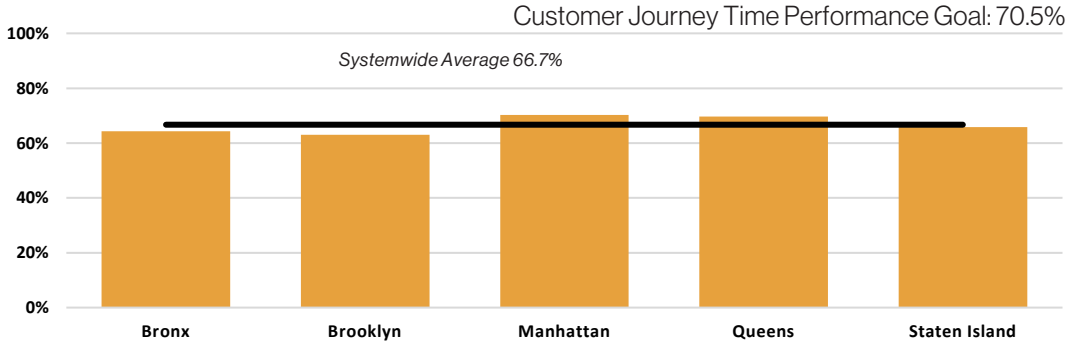
Additional Bus Stop Time + Additional Travel Time

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



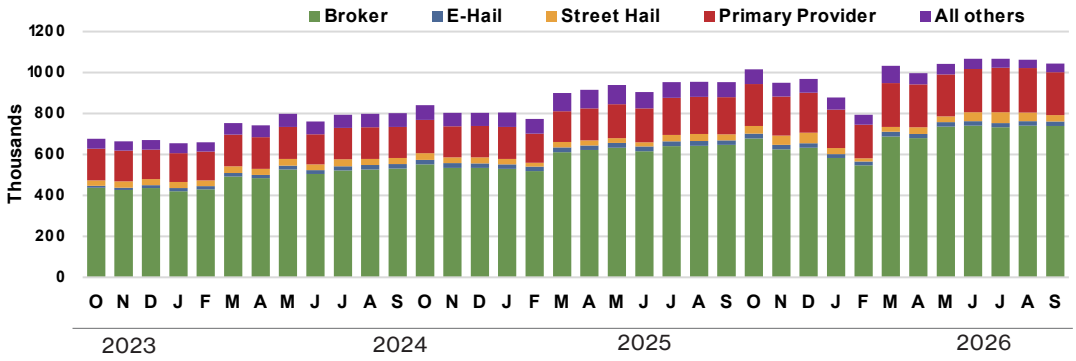
Overall, the results highlight continued year-over-year progress while underscoring the ongoing challenges seasonal congestion poses to bus performance.

Moving Forward

One year after full implementation, the Queens Bus Network Redesign has delivered meaningful service improvements for customers across the borough. The redesigned network, including new "Rush" routes that provide faster connections between neighborhoods and major transit hubs, has strengthened connectivity and access to key destinations. Faster, more reliable service helps riders spend less time waiting and traveling, with the greatest benefits for customers making longer trips. New, extended, and adjusted routes have further improved access to essential destinations, making bus travel more convenient, efficient, and accessible for Queens residents.

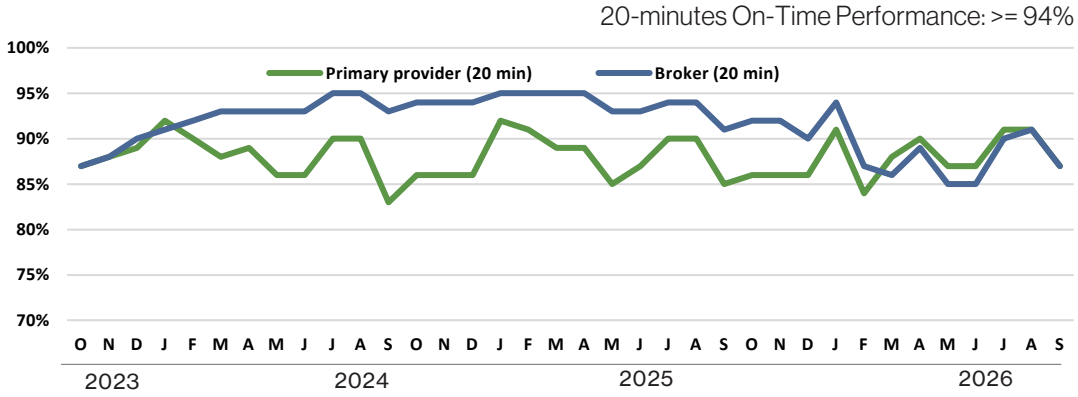
Paratransit Trips, by Type of Provider

The number of paratransit trips, by type of service



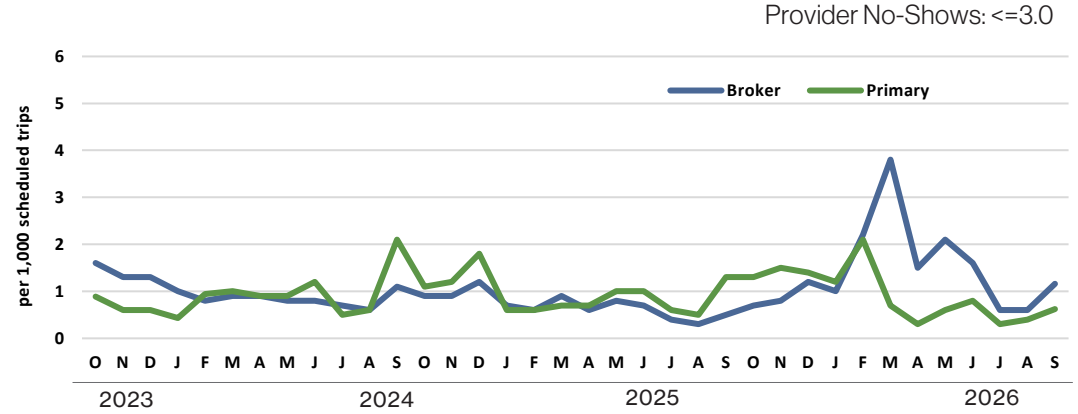
Paratransit On-Time Performance

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

Total trip volume in September 2026 increased by nearly 10% compared to September 2025 and marked another month with more than one million completed paratransit trips. Total ridership in September 2026 increased about 9% when compared to the same month last year, continuing the trend of sustained trip and ridership increases year over year.

On-time performance remained solid but did decline this month, consistent with seasonal trends and the challenges of record-high trip volume. The primary carrier service completed 95% of pickups within the 30-minute window from promise time, down 2% when compared to August 2026, but up by nearly 3% when compared to the same month last year and above the 94% goal. Broker service, completed 94.5% of pickups within the 30-minute pickup window from promise time, down 2% from August 2026 and down by 2% when compared to September 2025. Paratransit met the OTP goal in September, even with the challenges of the UNGA, 9/11 Anniversary, return to school, and several weather events.

In addition, other key performance indicators remained very strong in September despite the dip in OTP. No-show rates remained well below the target of 3.0 per 1,000 trips for both primary carrier and broker service but saw a slight increase in September. Primary carrier no-shows increased by 0.1 when compared to September 2025. Broker service no-shows increased by 0.66 when compared to September 2025. Both service types continue to demonstrate sustained and improved performance as ridership grows, which is encouraging.

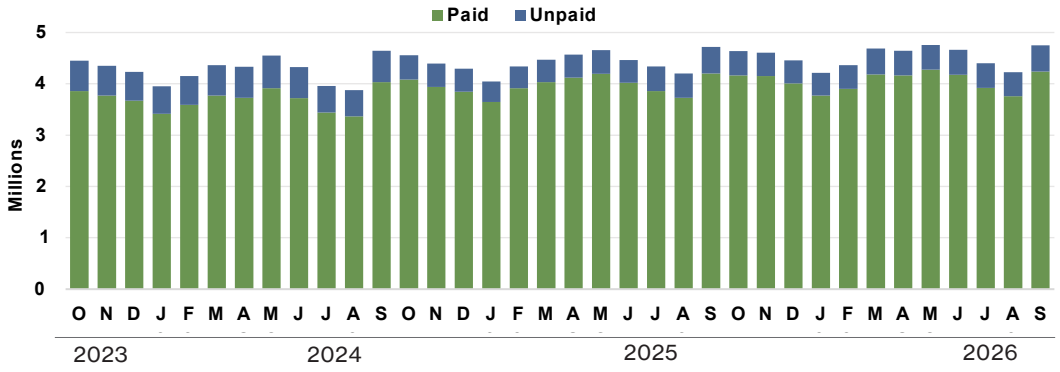
Call center performance continued to improve compared both to the prior year and prior month, with 98% of calls answered, a 3% increase when compared to September 2025 and above the 95% goal. The average call center answer time in September 2026 decreased by 50 seconds when compared to September 2025, another strong indicator of the high level of customer service being provided for growing ridership.

Moving Forward

September is historically a challenging month due to surges in ridership and traffic, as well as special events, in addition to steady increases in trip volume. The focus remains on the goal of increasing customer satisfaction and maintaining performance as ridership continues to grow at a record pace. Based on daily customer feedback and monthly Pulse surveys, Paratransit continues working to address the issues most important to our customers, including increasing on-time performance, reducing provider no-shows, and reducing trip lengths.

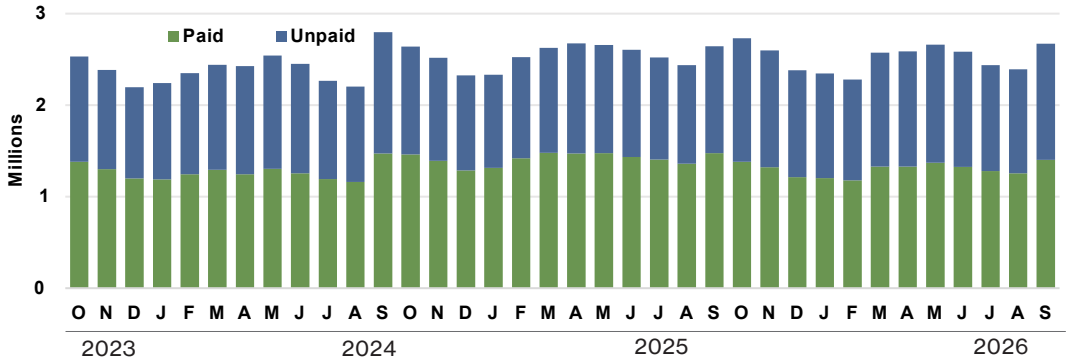
Subway Ridership

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



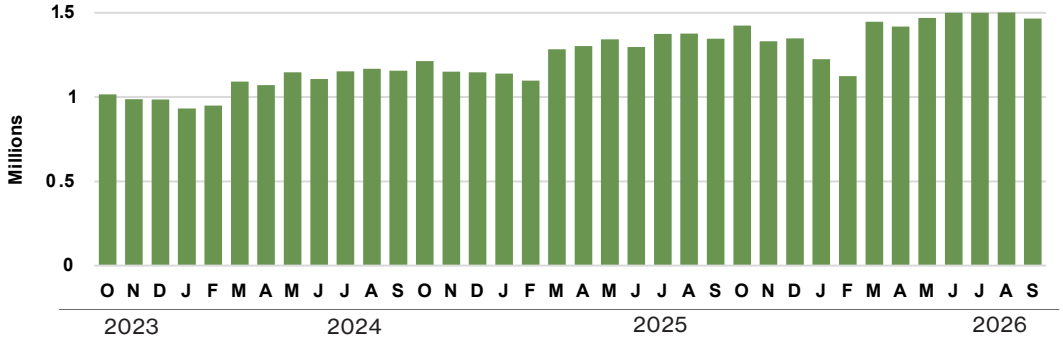
Bus Ridership

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

September headline ridership numbers were tamped down by a relatively late start to the NYC school calendar on September 10th (vs. September 4th in 2025). Paid weekday ridership was 4.24 million on subway, for a 0.9% gain YOY, and 1.40 million on bus, representing a 5% decline. However, once schools opened, an underlying trend of renewed growth emerged, with midweek school open days averaging 4.57 million, for a 3.2% gain over September 2025, and the first time the monthly midweek average has surpassed 4.5 million. September also saw the two highest individual days since the pandemic, on September 23rd and 24th, both at 4.69 million.

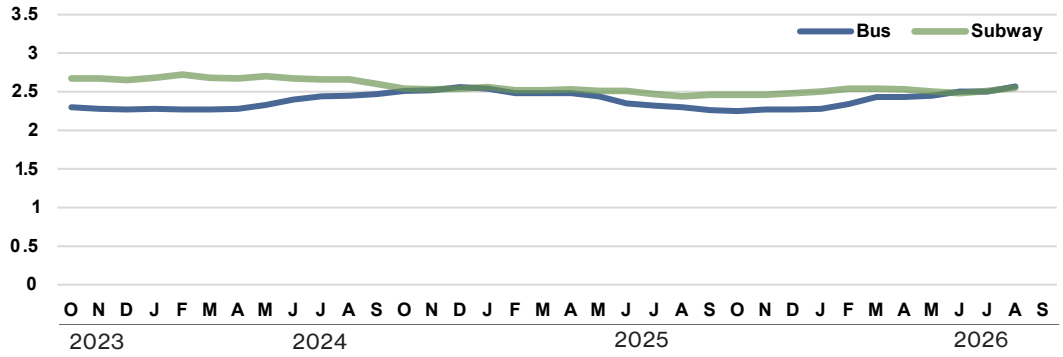
On bus, midweek school open days averaged 1.50 million, representing a more modest YOY decline compared to recent months at -1.7%. More encouragingly, that improving trend appears to have led to positive YOY growth in early October, with preliminary figures for the first two weeks showing 5% gains over equivalent dates in October 2025.

Paratransit recorded 1.04 million trips and 1.47 million riders in September 2026, while average weekday ridership increased 3.4%, from 54,207 in August to 56,052 in September. Year-over-year trips increased 9.6%, and ridership grew 8.9% compared with September 2025. Total monthly trips and ridership decreased by approximately 2% from August due to calendar effects (September is a shorter month and includes Labor Day) and weather-related disruptions, which masked the continued rise in underlying demand. Ridership during the nor'easter-affected weekend of September 26–27 was approximately 40% below the average for September weekends. Overall, the increase in average weekday ridership and robust year-over-year growth suggest that underlying demand for Paratransit service remained strong.

Customer Accident Rate

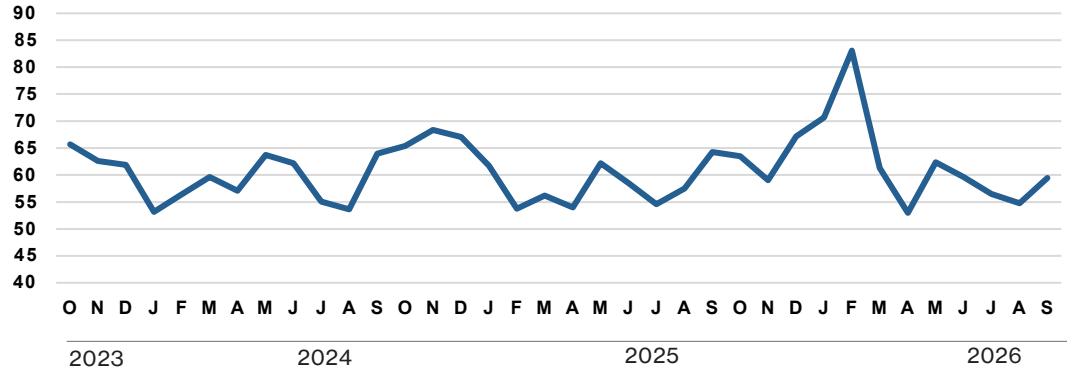
The number of reportable subway and bus customer accidents per million customers (12-month rolling average)

September 2026 data not yet available



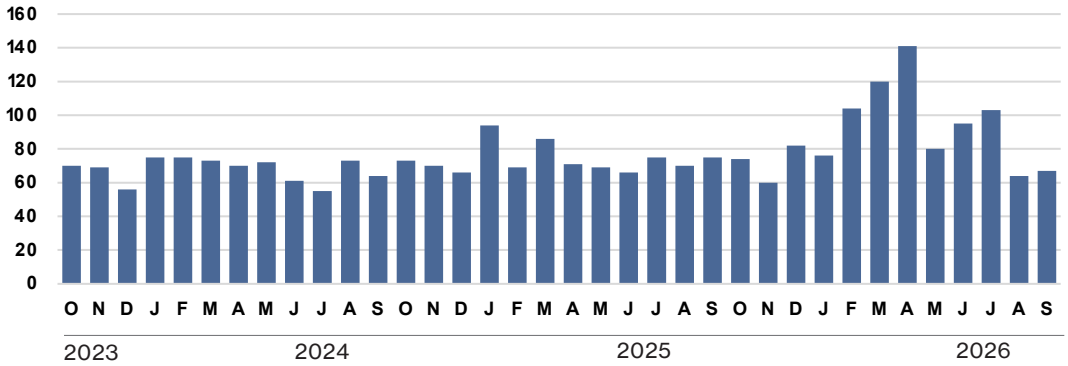
Bus Collision Rate

The number of bus collisions per million miles



Subway Fires

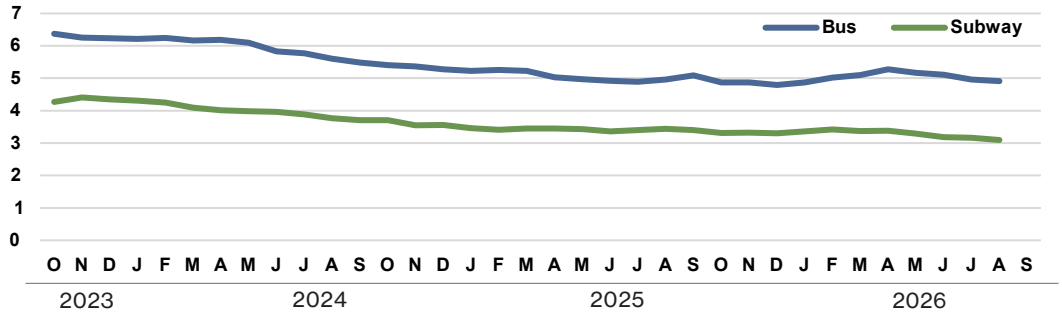
Total number of fires in the subway, including right-of-way, in stations and on trains



Employee Lost Time Accident Rate

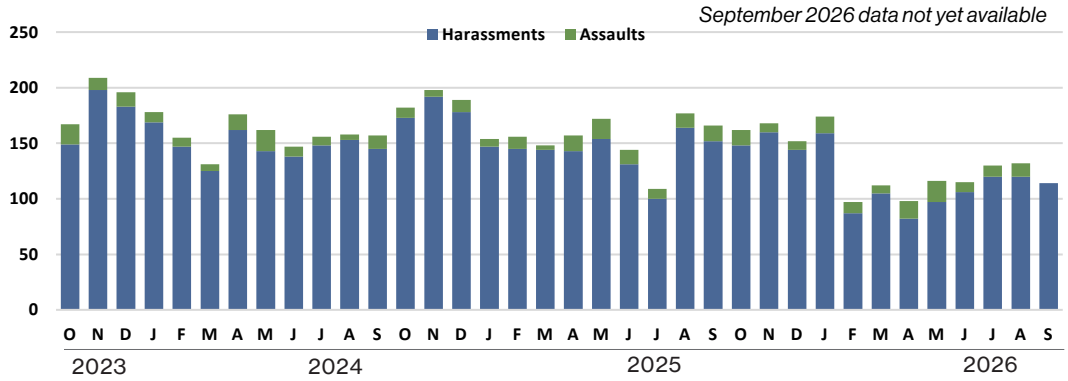
The number of reportable employee lost time accidents per 100 employees (12-month rolling average)

September 2026 data not yet available



Assaults and Harassments Against NYCT Employees

September 2026 data not yet available



Data Review

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

Bus Collision and Customer Accident Rates increased when comparing these 12-month periods

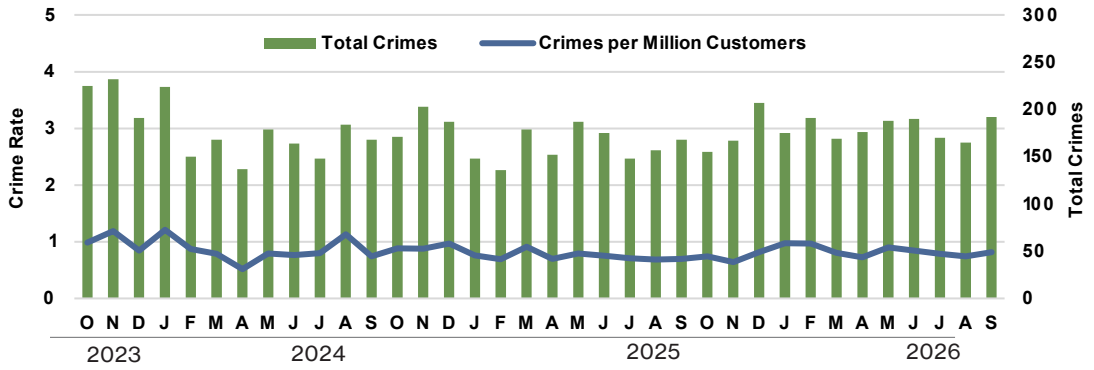
Employee Lost Time Accident (LTAs) Rates decreased overall between periods as well.

- The combination of Overall NYCT with MTA Bus saw a -5.9% decrease in LTA Rates.
- MTA Bus alone saw -6.4% decrease in LTA Rates. Additionally, MTA Bus saw a -60.7% decrease in LTA Rates on a monthly basis when comparing August 2026 to August 2025.
- Subways LTA Rate decreased between periods by -10.6%.

Also, Subway Fires increased (886 -> 1066, +20.6%) when comparing those same 12-month periods.

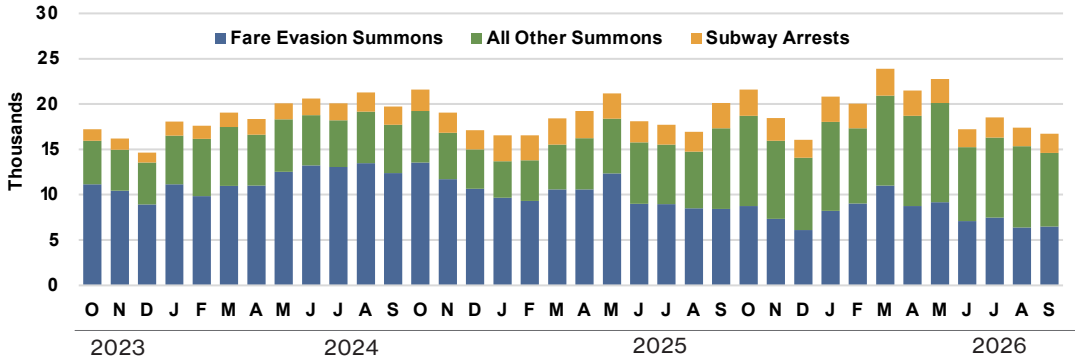
Major Crimes Against Subway Customers

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



NYPD Summonses & Arrests

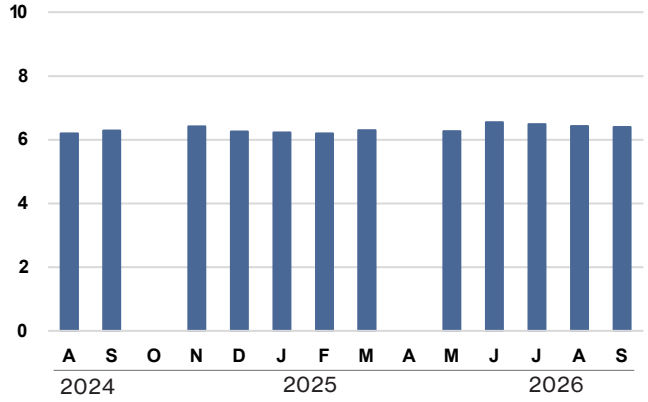
The number of summonses issued for fare evasion (TABs + criminal); number of summons issued for other infractions; and number of arrests made by NYPD



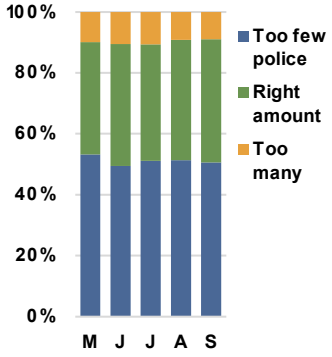
Perception of Safety and Police Presence

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

Pulse survey was not conducted in April or October while the Customers Count Survey was in the field



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



Data Review

In September 2026, major felony crime increased compared to August 2026 and the corresponding month in 2025. However, year-to-date major felony crime remains nearly flat compared with 2025, increasing by 0.9%, or 15 incidents. While month-over-month and longer-term fluctuations are expected, overall crime levels remain below those recorded in 2024, 2023, 2022, and 2019 (pre-COVID). These longer-term trends demonstrate the sustained impact of collaborative efforts to address crime patterns and maintain a safe transit system. The MTA will continue working closely with its law enforcement partners on quality-of-life and crime control initiatives, with the goal of keeping 2026 among the lowest-crime years in recent history.

As the primary policing agency in the NYCT subway system, the NYPD continues to enforce applicable laws, rules, and regulations throughout the transit network. Its summons and arrest activity remains strong compared with pre-COVID levels, reflecting its ongoing commitment to maintaining order and safety within the system. The MTA continues to support and partner with the NYPD by deploying internal resources, including MTAPD Transit Ops, Scout Teams (Daytime and Overnight), Eagle Teams, Guard Teams, and SERT Teams, throughout the transit environment. Through frequent coordination and collaboration, these agencies work together to address crime and quality-of-life concerns across the system.

Moving Forward

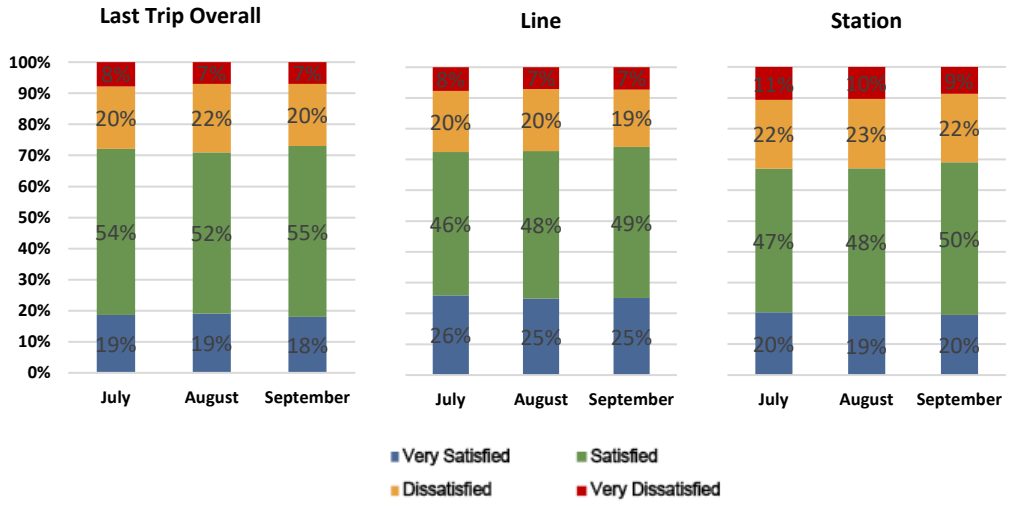
Crime and disorder remain dynamic challenges and a foremost priority for the MTA. The agency will continue advancing systemwide initiatives designed to enhance the security and safety of employees, assets, and customers. Long-term results indicate that proactive crime reduction, security, and safety programs are contributing to sustained declines in crime trends.

Customer feedback also suggests that riders are experiencing the benefits of these efforts. Customers are increasingly recognizing a positive shift in the culture of the subway system, as reflected in improving safety scores in both the Pulse Survey, which is up four percentage points year to date, and the Biannual Survey. The MTA uses this feedback to inform resource deployment and guide initiatives, regularly evaluating outcomes against customer sentiment trends to measure progress and effectiveness.

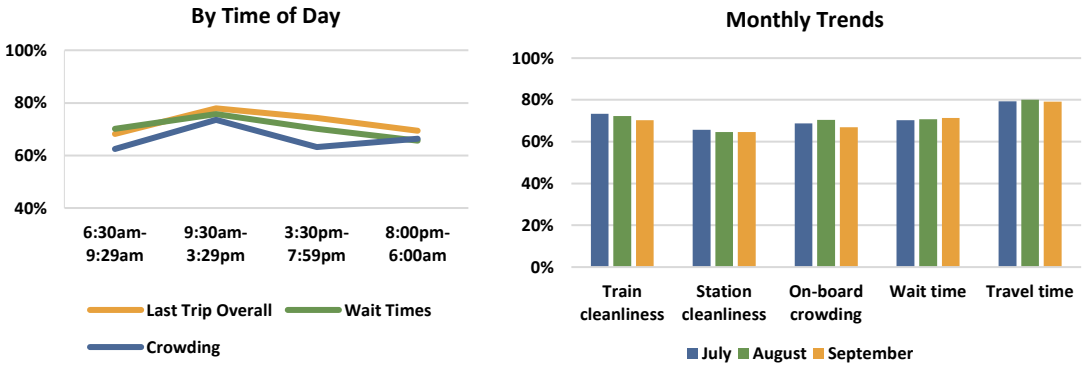
Looking ahead, the MTA will continue building on this progress with a sustained focus on achieving safety and security milestones. Throughout the second quarter, the agency remains committed to strengthening systemwide safety, reinforcing public confidence, and upholding the highest standards of security across the transit network. Its efforts will remain focused on delivering measurable improvements that support a safe, secure, and reliable experience for everyone who uses the system.

Monthly Pulse Survey Results - Subways

How satisfied are you with your last trip?

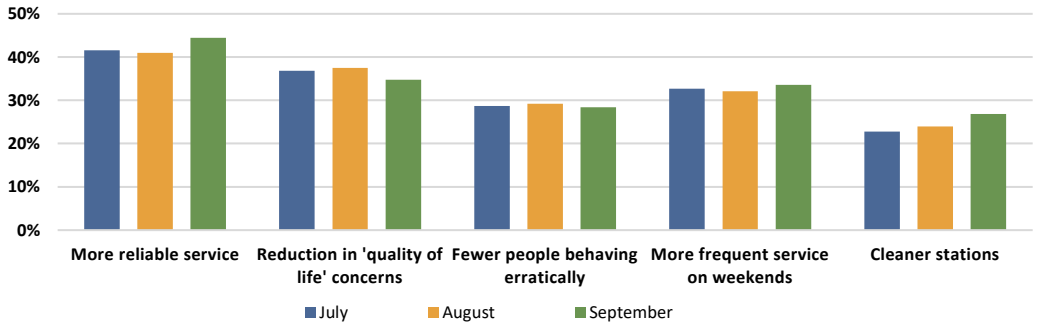


How satisfied were you with each of the following on your last trip?



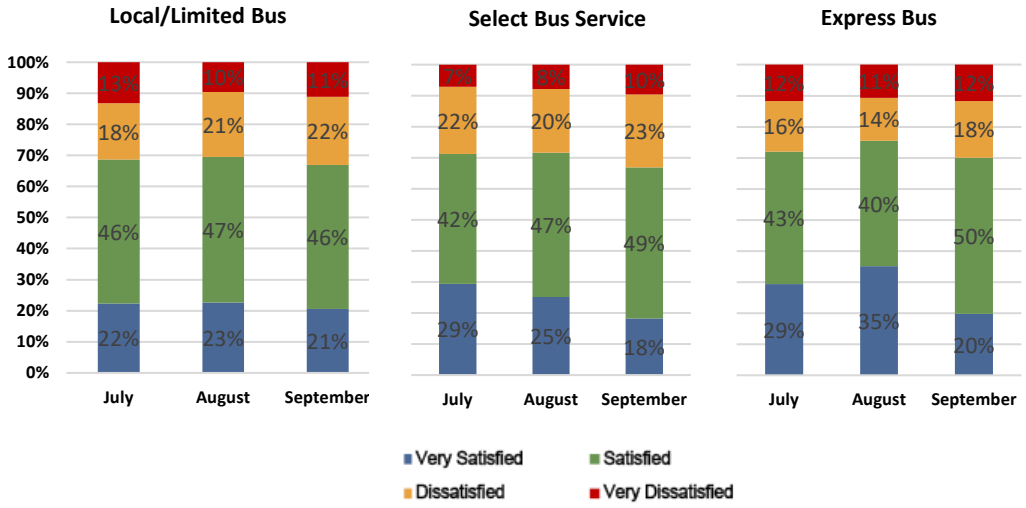
What needs to improve to increase your satisfaction?

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

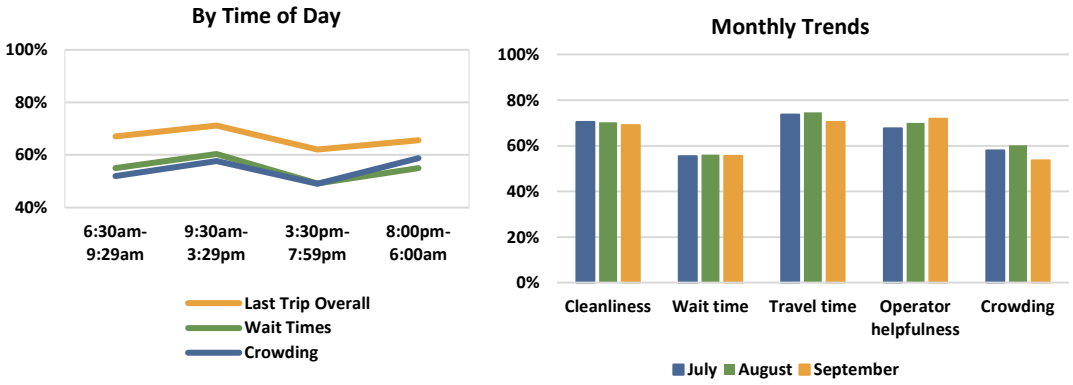


Monthly Pulse Survey Results - Bus

How satisfied are you with your last trip?

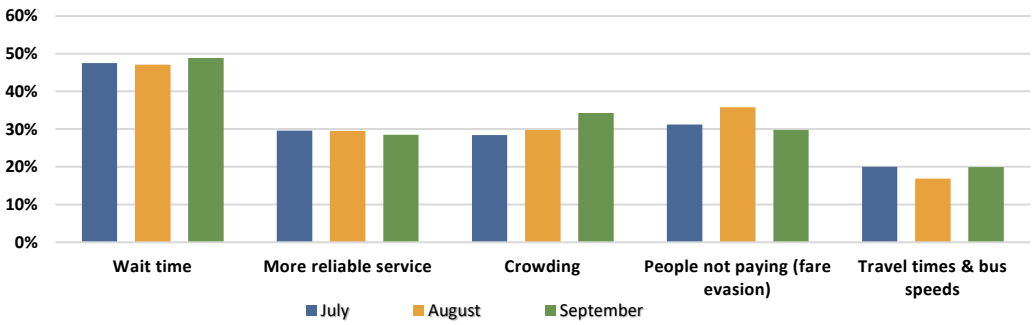


How satisfied were you with each of the following on your last trip?



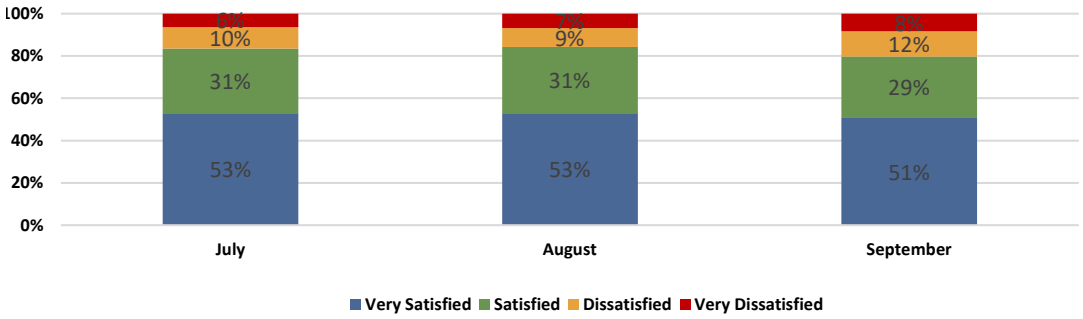
What needs to improve to increase your satisfaction?

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

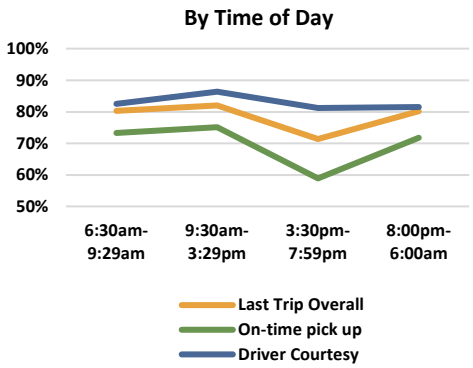


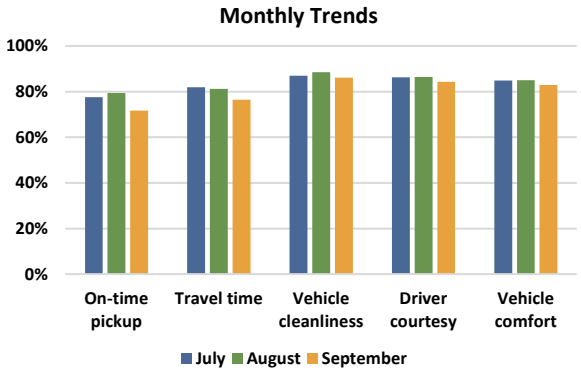
Monthly Pulse Survey Results - Paratransit

How satisfied are you with your last trip?



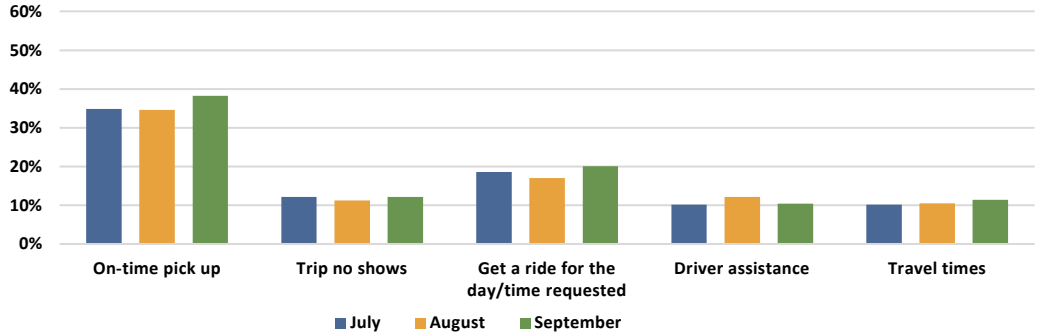
How satisfied were you with each of the following on your last trip?





What needs to improve to increase your satisfaction?

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



Data Review

In September, 73% of subway customers were satisfied with their last subway trip, unchanged from August. Last trip overall line satisfaction is 74%, and last trip overall station satisfaction is 69%, both on par with August. Overall, 70% of subway customers feel safe in the subway system, a slight drop from 72% in August. For their most recent trip, 76% felt safe in stations, and 78% felt safe on trains, both on par with August. "More reliable service" (44%, up from 41% in August) topped the list of what customers say needs to improve to increase their subway satisfaction. "Reduction in quality-of-life concerns" (35%, down from 37% in August) and "More frequent service on weekends" (34%, unchanged) are the next most frequently selected improvement factors.

In September, 67% of bus customers were satisfied with their last trip, 4 points lower than August, matching last September's score. Local/Ltd/SBS satisfaction is 67% (down 3 points from August), while Express bus is 70% (unchanged). 'Wait times' remains the most frequently cited area needing improvement at 49%, unchanged from last month. At the same time, mentions of 'Crowding' (34%, up from 30%), 'Travel times' (20%, up from 17%), and 'Frequency of delays' (20%, up from 16%) all increased, suggesting the satisfaction decline may be attributed to the broader bus environment in September rather than just wait times. Furthermore, for Local/Ltd/SBS routes, satisfaction with Wait Times is 56%, unchanged from last month. However, satisfaction declined in Crowding (down 6 to 54%) and Travel Times (down 5 to 70%), suggesting that declines were more related to September traffic and road conditions causing longer trips.

In September, 80% of Access-A-Ride customers were satisfied with their last trip, 4 points lower than August. Satisfaction decreased across most last-trip metrics, including On-time pick-up (72%, down 7), On-time drop-off (77%, down 4), and Travel time (76%, down 5)—all of which may have been impacted by September traffic and road conditions. For trips taken with a broker service, last-trip satisfaction is 75%—down 8 points from August—while dedicated carrier satisfaction is steady at 86% (its highest point since August 2025).

A More Accessible System Made Possible with Congestion Relief Funding

This month, the Metropolitan Transportation Authority (MTA) broke ground on a project to make transit through the 42 St-Bryant Park B D F M 7 Station complex more accessible for everyone, from routine commuters to tourists appreciating the picturesque public library above. The complex, encompassing 42 St-Bryant Park B D F M and the 5 Av 7 stations, serves 102,000 trips, including transfers, per day.

The MTA is using congestion relief funding to make much-needed Americans with Disabilities Act (ADA) upgrades throughout the complex, which currently includes two existing street-to-mezzanine elevators at 42 St-Bryant Park B D F M As part of this transformational project, the MTA will construct four mezzanine-to-platform elevators, with three at the 42 St-Bryant Park B D F M station and one at the 5 Av 7 station, enhancing accessibility across the complex.

At the 42 St-Bryant Park B D F M station, crews are also installing new elevator machine rooms, relocating existing stairs from the mezzanine to the platform level, and making accessibility upgrades to the men's and women's restrooms. Additional state of good repair work is underway at 5 Av 7, including structural repairs to platform edges, concrete, and steel components.

These improvements join a list of at least 23 other stations receiving accessibility improvements under the MTA 2020–2024 Capital Plan, which is utilizing $15 billion provided by congestion pricing. To further this commitment to systemwide accessibility, the MTA is investing nearly $7.1 billion in station accessibility in its 2025–2029 Capital Plan to make 60 stations newly ADA-accessible and modernize an additional 48 subway elevators.

The ongoing work at Bryant Park is only one tenet of the MTA's 42 St Connection project, which is making significant improvements to 13 subway lines in the heart of Midtown through station upgrades and converting the S 42 St Shuttle into a fully accessible service. The 42 St Connection project will also revitalize the retail corridor at Times Sq-42 St N Q R W S 1 2 3 7 Station.



IBX Pop Up: Governor Kathy Hochul at Ridgewood Library

On Wednesday, September 9, the Government and Community Relations team hosted an IBX pop-up at the Ridgewood Library, where Governor Hochul and Assemblymember Claire Valdez stopped by to meet the team and chat with attendees. The pop-up provided an opportunity to connect with commuters and residents, answer questions, and gather community input. This event was one of many held throughout the summer as the team continues to inform the public about the IBX and collect feedback.



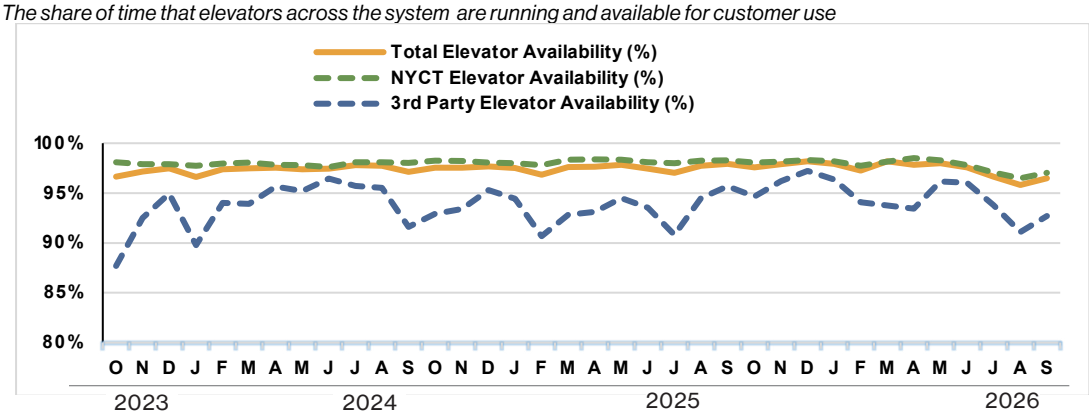
AM Catalina Cruz Back to School Event

On Friday, September 25, the Government and Community Relations team connected with parents and students at Assembly Member Catalina Cruz's back-to-school event and shared resources about Reduced-Fare OMNY benefits available through Tap and Ride, paratransit services, and the upcoming discontinuation of coin acceptance on buses. The team also highlighted customer service centers and mobile sales vans where individuals can receive in-person assistance with OMNY or MetroCard issues and get answers to their questions.



Elevator Availability

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



Accessibility Update

Ongoing accessibility initiatives across subways, buses, and capital programs continue to demonstrate MTA's sustained commitment to creating a more inclusive transit network. Close coordination with community partners, accessibility advocates, city agencies, and stakeholder groups remains central to delivering improvements that strengthen the rider experience systemwide.

Several major projects advanced this month, including the opening of 137 St–City College (1) as the latest accessible station. Two newly installed elevators now provide step-free access to both platforms, complemented by a widened staircase and designated accessible boarding areas to improve passenger flow and comfort.

Modernization efforts continue at other locations as well, including two newly upgraded elevators at 72 St 1 2 3, enhancing overall reliability and customer experience. Additional elevator modernization work continues, with Coney Island – Stillwell Av D F N Q completing its scheduled replacement this month. These projects collectively support long-term accessibility goals across the system's highest-ridership corridors.

The MTA's commitment to workforce development is also highlighted during National Employee Disability Awareness Month. Events this October include a panel discussion on the Partnership for Inclusive Internships (PII), a collaboration with AHRC NYC that expands early-career opportunities for people with disabilities across MTA departments. The event features speakers from the MTA and AHRC NYC and will spotlight how experiential learning opens pathways to long-term employment. Later this month, Dr. JR Rizzo will lead a session on The Art of Culture: Inclusion, Belonging & Accessibility, part of the agency's broader efforts to foster equity and belonging within the organization.

Together, these initiatives—spanning capital delivery, policy development, technology modernization, and internal workforce programs—advance the MTA's long-standing commitment to a more accessible, reliable transit system for all New Yorkers.

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	**$3,541.4**	**$3,531.0**	**($10.5)**	**$158.8**	**$146.0**	**($12.9)**	**$4.7**	**$5.1**	**$0.4**
Farebox revenues	$2,859.7	$2,844.4	($15.4)	$145.6	$134.6	($11.0)	$2.9	$2.9	($0.1)
Other revenues	$681.7	$686.6	$4.9	$13.2	$11.4	($1.8)	$1.7	$2.2	$0.5
Total non-reimbursable expenses	**$8,632.7**	**$8,468.8**	**$163.9**	**$777.3**	**$756.8**	**$20.5**	**$68.8**	**$65.6**	**$3.2**
Labor expenses	$6,193.8	$6,137.7	$56.1	$562.7	$555.2	$7.5	$48.9	$52.8	($3.8)
Non- labor expenses	$2,438.9	$2,331.0	$107.9	$214.6	$201.6	$13.0	$19.9	$12.8	$7.0
Non-cash liabilities	**$1,867.1**	**$1,693.9**	**$173.3**	**$56.3**	**$66.4**	**($10.1)**	**$15.8**	**$24.8**	**($9.1)**
Net surplus/ (deficit) - accrued	**($6,958.4)**	**($6,631.7)**	**$326.8**	**($674.8)**	**($677.3)**	**($2.5)**	**($79.9)**	**($85.4)**	**($5.5)**

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	44,327	43,210	1,117	3,848	3,745	103	390	391	-1
Reimbursable	4,897	3,451	1,446	37	27	10	54	9	45
Total Positions	**49,224**	**46,661**	**2,563**	**3,885**	**3,772**	**113**	**444**	**400**	**44**

Data Review

Farebox revenue was unfavorable to the Budget by $15.4 million mainly due to lower than projected bus and subway paid ridership. Other Revenue was $4.9 million favorable to the Budget mainly due to higher than projected real estate revenue partially offset by paratransit reimbursement. Expenses were lower than the Budget by $163.9 million. Labor expenses, including fringe benefits, were favorable by $56.1 million driven largely by the timing of health & welfare and OPEB current payments. Non-labor expenses were favorable by $90.1 million mainly due to favorable timing of paratransit service contracts and professional service contracts, partially offset by unfavorable timing of expenses.

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.

QBNR Post-Implementation Analysis

The Queens Bus Network Redesign was an iterative process that focused on incorporating insight from key stakeholders and the diverse communities of Queens. This 6-year planning process led to one of the largest changes to a bus network in the history of North America. Community involvement played a crucial role in ensuring changes to the network would not only be beneficial to improving key metrics like speed and reliability but to provide better connectivity between neighborhoods, key destinations, and important institutions.

The project was grounded from the beginning in riders' priorities: faster travel, better connections, more reliable service, and a bus network that is easier to understand. In order to achieve these goals, the Queens Redesign team used well-known Bus Network Redesign strategies: improving route design, improving frequency, balancing bus stops, expanding bus priority with the New York City Department of Transportation, improving transit equity, and improving accessibility.These principles guided our design of a bus network that better serves Queens customers today while planning for future growth in housing and jobs.

The Queens Redesign was a notable overhaul to the Queens bus network. 17 new routes were added, plus 25 routes were converted to a new Rush route type, making local stops in outlying neighborhoods far from the subway and then skipping stops along major corridors to get riders to transit hubs faster. 49 routes changed the streets they use in some way. Transit also increased spans and improved frequencies as resources allowed. Overall, the changes led to 124,000 more Queens residents having access to a bus that arrives every 10 minutes or better between 6am and 9am, and 68,000 more residents having new overnight bus service.

The preparations for the launch of this new bus network were intense and required a great deal of cooperation to execute. Many groups from both within and outside the MTA played key roles in making this happen successfully, including multiple MTA departments, NYC DOT, the Port Authority, and many others. This partnership ensured that there was a rider-focused implementation, where customers would be able to understand changes while waiting at their local bus stop via Guide-a-Ride inserts, or via one of the various online resources, like route profiles. In particular, the Customer Ambassador Program, which sent hundreds of staff out to the field over 8 weeks, was as big as any MTA outreach effort to date.

What the Data Shows

Now that the new network has been in place for some time, the Redesign team has been digging into the results, comparing metrics from the Spring of 2025 to the Spring of 2026. The results are what planners hoped to see. Many bus routes are faster, and many bus routes are more reliable. Overall, riders are spending less time waiting for the bus and less time on the bus. Riders with the longest trips are benefiting the most from the new network. New routes, extended routes, and adjusted routes are getting people to neighborhoods and key destinations faster.

Additionally, the data indicates that customers have adjusted to the new network. After a dip in customer satisfaction in the Fall 2025 Customers Count survey, the Spring 2026 survey saw a rebound in satisfaction as riders became acclimated to the new network. In fall 2025, "location of bus stops" was the third-most important bus service attribute among surveyed customers in Queens as they adjusted to the new network. However, in the spring 2026 survey, "bus stop locations" was no longer among the five most important categories, implying that riders had adjusted.

Buses are Faster and More Reliable

Community-based planning and implementation have yielded results that benefit the borough. Average local bus speeds across the borough have increased by 1.7%, the fastest spring since 2017 when excluding 2020 through 2022 during the pandemic. Rush routes have done even better, with speeds improving 4.6% overall and by nearly 11% in the Rush segments. Citywide, 24 out of the 25 routes that saw the greatest speed increases between spring 2025 and spring 2026 were in Queens. Of particular note is that on Hillside Avenue, where NYC DOT installed new and improved bus lanes along with Queens Redesign implementation, speeds are up to 28% faster.

Bus riders who have to travel the furthest feel the improvements more than anyone. Rush routes improved travel times for those farthest from the subway, especially during the midday when many former Limited routes did not operate. Riders can save up to and over 5 minutes per trip if they are traveling from one end of the route to the other. For instance, the Q36 Rush is saving riders over 6 minutes between the Little Neck Long Island Railroad station and Jamaica. Riders on other routes are also seeing benefits, especially where new routings avoid congested streets. The Q23 stands out, with where riders traveling end to end saving save 12 minutes because the route avoids Austin Street in Forest Hills, as well as narrow streets and many extra turns in Corona.

The planning process helped illustrate what key connections could be created or improved by new routes, route extensions, and routing adjustments. These new connections were planned to better connect neighborhoods to each other and to provide better, faster access to key destinations.

Buses in Queens are more reliable, with CJTP, Transit's standard reliability metric, reaching record highs in May. This includes more reliable wait times and more reliable travel times on the bus.

Moving Forward

Feedback from the communities of Queens was not only important throughout the planning and implementation process but it continues to be important as the new bus network is evaluated. Based on feedback and rigorous data analysis, bus stops have been restored at 23 locations and the southbound Q103 has been rerouted through the Queensbridge Houses. Also, in January 2027 on Merrick Boulevard, service on the Q5 Local will be increased on Saturdays and redundant Q87 Rush weekend service will be discontinued. While the formal Queens Redesign process is coming to an end,

Bus Service Planning teams continue to monitor the network, listening to feedback, and making adjustments as appropriate and as resources allow.

Before the Queens Redesign tea wraps up work, a Post-Implementation Evaluation Report will be released in the coming months. The report will include a network-level evaluation of changes in travel times, speeds, and reliability, as well as investigations of changes in various neighborhoods and on key corridors. The team will also investigate changes on specific routes, outlining community feedback received, key findings from the analysis, and items that require more monitoring. With this, the multi-year Queens Redesign project will wrap up, though the work to continue to improve the bus network for Queens riders will continue for years to come.


NO STANDING
South Ozone Park
Q37
Union Tpk &
Kew Gardens Rd
643
9106
MTA

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 5,800 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
- Lisa Sorin

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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 September 28, 2026
10:45 a.m.
2 Broadway
New York, NY 10004

The following Committee Members attended the meeting:

Hon. Haeda Mihaltses
Hon. Janette Sadik-Khan
Hon. David Jones
Hon. Daniel Garodnick
Hon. Melva Miller
Hon. Lisa Sorin
Hon. Andrew Albert
Hon. John-Ross Rizzo
Hon. Melanie Hartzog

The following staff members attended in person or by videoconference:

Demetrius Crichlow, President, NYCT
Heather Ferguson, Senior Vice President, Operations Planning, NYCT
William Amarosa, Senior Vice President, Subways, NYCT
Frank Farrell, Executive Vice President, NYCT Department of Buses and MTA Bus
Rachel Cohen, Vice President, Paratransit, NYCT
Jason Greenberg, Assistant Director, Government and Community Relations, NYCT
Quemuel Arroyo, Chief Accessibility Officer, MTA
David Farber, General Counsel, NYCT
Keith Shine, Deputy Chief Transit Bureau, NYPD

1. OPENING MEETING

Hon. Haeda Mihaltses called the September 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:

Brian Fritsch
David Kupferberg
Christopher Greif*
Jesse Figueroa*
Elizabeth Valdez*
Michael Ring
Monica Bartley
Valerie Joseph
Jean Ryan
Joe Rappaort
Andy Pollack*
Iris Kelly
Evan Yankee
Veronica Johnson
Jessica Murray*
Anna Humphrey*
Charlton D'Souza*

*Provided live virtual comments.

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 in September 2026.

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 opened by remembering Moet McCullum, a transit employee who was fatally struck by a train while performing flagging duties. He extended condolences to her family, friends, and colleagues and emphasized the importance of continued support for those affected. He reiterated that safety and service are the agency's guiding priorities and that delivering service must never come at the expense of employee safety. The Committee observed a moment of silence in her memory.

President Crichlow noted that NYCT operates the largest transit network in North America, providing service around the clock and conducting more than 400 flagging operations daily. He discussed ongoing efforts to strengthen the agency's safety culture, including management-led field safety engagements, employee feedback, and the use of collected data to guide safety audits.

He described the Safety Hazard and Risk Prevention (SHARP) program, implemented in 2025, which combines proactive, job-specific hazard training with analysis of incident and injury trends by work group, location, and time of day. He stated that the program had received a Gold Award from the American Public Transportation Association. He further reported that NYCT continues to work with the NTSB, PTSB, and FTA while the investigation of the fatal incident remains ongoing.

President Crichlow outlined additional safety measures, including the use of train-supported taxiing operations to protect employees while establishing advance flagging, extending the availability of employee instructors throughout new employees' probationary periods, and expanding SHARP training to subway employees required to be track qualified. He emphasized that these actions are intended to improve safety practices without prejudging the findings of any investigation.

President Crichlow then commemorated the 25th anniversary of the September 11 attacks, recognizing current and retired transit employees who assisted with evacuation, response, debris removal, and restoration efforts. He discussed a recent gathering at which employees shared their experiences and thanked the workforce for its continuing service to New York City.

He commended employees across Subways, Buses, and Paratransit for their preparations and response to the recent nor'easter, including deploying pumps and generators, clearing drains, coordinating response crews, rerouting bus service around impassable streets, and communicating service changes to customers.

Turning to summer milestones, President Crichlow reported that subway ridership exceeded four million trips on 14 days during July and August, compared with eight such days during the same period in the prior year. He highlighted a new overnight single-station ridership record of more than 8,000 customers at 161st Street–Yankee Stadium following a Jay-Z concert, as well as a post-pandemic weekday ridership high of nearly 4.7 million trips on September 23.

President Crichlow reported that seven new R211 trains were operating on the D line, in addition to 30 new trains on the B line, and that NYCT was approaching receipt of its 1,000th R211 car. He also reported that Automated Camera Enforcement (ACE) had expanded to 73 bus routes and more than 2,000 buses, approximately one-third of the bus fleet, helping improve bus movement and curb access for riders using wheelchairs, walkers, and strollers.

He stated that NYCT had received its 250th new bus of the year and expected approximately 50 additional buses by year-end. He noted that new express buses were more than four times as reliable as the older vehicles they were replacing. For Paratransit, he highlighted on-time pickup performance above 96 percent, continued modernization through the MyAAR app, and deployment of 100 new vans with improved wheelchair lifts and securement systems.

William Amarosa, Senior Vice President, Subways, NYCT, discussed July and August subway performance. He reported weekday on-time performance of 81.9 percent in July and 81.4 percent in August, while weekend performance improved from 82.3 percent to 83.5 percent. He stated that customer journey time performance remained approximately three percentage points higher than on-time performance, reflecting service management strategies intended to keep trains evenly spaced and trips close to schedule.

Mr. Amarosa described measures to prepare for hurricanes and increasingly frequent extreme weather, including flood-protection drills at South Ferry and other stations, ventilation grate protections, air tempering at newer stations, and rail coatings to mitigate heat expansion. He stated that the agency was reviewing summer incidents to identify further protections for switches and signals. He also recognized the annual Subways rodeo and family day, which celebrated employee skills and the workforce’s contributions.

Frank Farrell, Executive Vice President, Department of Buses, NYCT and MTA Bus, delivered the Buses Report. He reported that proactive air-conditioning inspections and maintenance helped reduce air-conditioning-related bus roll calls by 28 percent. Service delivered increased to 94.2 percent in July and 94.4 percent in August. Customer journey time performance increased to 72.5 percent and 73 percent, respectively, with August representing the strongest result in three years. Average bus speeds reached 8.4 miles per hour in July and 8.5 miles per hour in August, the fastest average speed in four years.

Rachel Cohen, Vice President, Paratransit, NYCT, delivered the Paratransit Report. She stated that on-time performance exceeded 96 percent in both July and August while the service completed more than one million trips per month. She credited advance preparation with transportation providers, vehicle air-conditioning readiness, and efforts to expand driver participation through the Taxi and Limousine Commission. She reported that the call center answered more than one million calls in each month with average answer times below one minute.

Ms. Cohen addressed public comments concerning the 5:00 p.m. cutoff for next-day trip reservations. She explained that reservations must be assembled into schedules for approximately 50,000 daily trips, including assignment of appropriate vehicles and transportation providers, and that this process takes several hours each evening. She stated that the agency would continue to consider customer feedback and technology improvements while prioritizing reliable pickups and drop-offs.

Heather Ferguson, Senior Vice President, Operations Planning, presented July and August ridership figures. She reported average paid weekday subway ridership of 3.92 million in July and 3.76 million in August, representing year-over-year increases of 1.6 percent and 0.8 percent, respectively. She reported that paid weekday bus ridership declined by 9.1 percent in July and 8.3 percent in August, while combined paid and unpaid bus ridership declined 2.6 percent in July and increased 3.4 percent in August. Paratransit ridership increased 9.1 percent in July and 9.3 percent in August compared with the prior year.

Ms. Ferguson also outlined a planned replacement of aging track switches north of Marcy Avenue, scheduled from October 16 through November 23, affecting J and M service on weekdays and weekends. She described local J service during weekday morning peaks, weekend service changes, replacement buses on five weekends, and alternative subway connections

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

6. ACCESSIBILITY UPDATE

Quemuel Arroyo, Chief Accessibility Officer, delivered an update on accessibility initiatives. He described increased collaboration with disability advocates following a recent settlement and noted meetings with the Advisory Committee for Transit Accessibility, agency operating departments, and New York City DOT. He discussed engagement with advocates regarding the proposed Interborough Express, including accessible stations, connections to existing subway and bus services, and accessible street infrastructure at transfer locations.

Mr. Arroyo stated that NYCT was on track to deliver a record year of station accessibility improvements, including more than ten stations receiving elevator access. He cited recent improvements at 149th Street–Hostos Community College in the Bronx, Borough Hall in Brooklyn, and Kings Highway on the F line. He also discussed elevator replacement projects, including an initial group funded by congestion relief revenues.

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

7. SAFETY AND SECURITY REPORT

Keith Shine, Deputy Chief, Transit Bureau, NYPD delivered the Safety and Security Report.

The representative reported 165 subway crimes in August 2026, a decrease of 7.3 percent, or 13 incidents, compared with August 2025. Robberies decreased 28 percent and grand larcenies decreased 10 percent. The representative stated that property theft accounted for approximately 70 percent of reported subway crime. Year-to-date subway crime through August decreased from 1,443 incidents in 2025 to 1,440 in 2026, a reduction of 0.2 percent.

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

8. PROCUREMENT

Chair Mihaltses stated that there were no Transit procurements for consideration.

9. ADJOURNMENT

Upon motion duly made and seconded, the Committee adjourned the meeting.

Police Department City of New York

MTA Report

System Wide

September Activity

	2026	2025	Diff	% Change
Murder	1	0	1	0.0%
Rape	0	1	-1	-100.0%
Robbery	25	34	-9	-26.5%
Fel Assault	62	52	10	19.2%
Burglary	1	1	0	0.0%
Grand Larceny	102	82	20	24.4%
TOTAL MAJOR FELONIES	**191**	**170**	**21**	**12.4%**

January Thru September Activity

	2026	2025	Diff	% Change
Murder	6	3	3	100.0%
Rape	4	9	-5	-55.6%
Robbery	302	302	0	0.0%
Fel Assault	499	449	50	11.1%
Burglary	14	10	4	40.0%
Grand Larceny	803	840	-37	-4.4%
TOTAL MAJOR FELONIES	**1,628**	**1,613**	**15**	**0.9%**

NYCTNYCT

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION.

- FOR NYPD INTERNAL USE ONLY -

Police Department City of New York

MTA Report

System Wide

September Activity

	2026	2025	Diff	% Change
Total Arrests	2,131	2,634	-503	-19.1%
TOS Arrests	770	1,178	-408	-34.6%
Total Summons	14,605	16,989	-2,384	-14.0%
TOS TABs	6,375	8,043	-1,668	-20.7%
TOS C-Summ	102	180	-78	-43.3%

January Thru September Activity

	2026	2025	Diff	% Change
Total Arrests	21,687	22,789	-1,102	-4.8%
TOS Arrests	8,624	10,442	-1,818	-17.4%
Total Summons	161,075	139,693	21,382	15.3%
TOS TABs	73,295	84,255	-10,960	-13.0%
TOS C-Summ	1,994	1,432	562	39.2%

NYCT NYCT

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION.

- FOR NYPD INTERNAL USE ONLY -

Police Department
City of New York

REPORT

January - September

	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025	2026
Murder			2	1	1	1	0	1	1	1	1	0	1	2	5	6	6	5	8	3	6
Rape			2	1	0	3	8	5	5	1	0	6	0	3	6	4	9	4	4	9	4
Robbery			562	526	526	571	631	465	315	379	367	333	347	389	454	340	452	396	326	302	302
Assault			133	118	147	149	148	142	154	184	230	240	255	260	258	350	411	429	429	449	499
Burglary			5	1	2	7	19	29	15	16	14	23	8	5	22	5	5	10	9	10	14
GL			976	850	890	1126	1254	1247	1144	1209	1171	1170	1189	1131	627	499	839	827	872	840	803
TOTAL MAJOR FELONIES	0	0	1680	1497	1566	1857	2060	1889	1634	1790	1783	1772	1800	1790	1372	1204	1722	1671	1648	1613	1628
Major Fel Per Day	0.00	0.00	6.13	5.48	5.74	6.80	7.52	6.92	5.99	6.56	6.51	6.49	6.59	6.56	5.01	4.41	6.31	6.12	6.01	5.91	5.96

NYCT NYCT

HCTF Transit Summary
Reported Date: January 1 to October 11, 2026
As of 10/12/2026

Motivation:

Motivation	2026	2025	Difference	% Change	% of Total
ANTI-JEWISH	18	15	3	20.0%	39.1%
ANTI-ASIAN	5	3	2	66.7%	10.9%
ANTI-FEMALE HOMOSEXUAL(LESBIAN)	0	1	-1	-100.0%	0.0%
ANTI-MALE HOMOSEXUAL(GAY)	10	2	8	400.0%	21.7%
ANTI-BLACK	1	2	-1	-50.0%	2.2%
ANTI-TRANSGENDER	3	2	1	50.0%	6.5%
ANTI-OTHER ETHNICITY	1	5	-4	-80.0%	2.2%
ANTI-WHITE	2	2	0	0.0%	4.3%
ANTI-ISLAMIC(MUSLIM)	2	1	1	100.0%	4.3%
ANTI-HISPANIC	3	1	2	200.0%	6.5%
ANTI-CATHOLIC	1	0	1	***	2.2%
Total	**46**	**34**	**12**	**35.3%**	**100.0%**

Crime Classification:

CRIME NAME	2026	2025	DIFF	% CHG	% of Total
ASSAULT 3 & RELATED OFFENSES	18	12	6	50.0%	39.1%
CRIMINAL MISCHIEF & RELATED OF	1	3	-2	-66.7%	2.2%
FELONY ASSAULT	2	5	-3	-60.0%	4.3%
GRAND LARCENY	1	0	1	***	2.2%
MISCELLANEOUS PENAL LAW	14	8	6	75.0%	30.4%
OFF. AGNST PUB ORD SENSBLTY &	7	4	3	75.0%	15.2%
ROBBERY	3	2	1	50.0%	6.5%
Total	**46**	**34**	**12**	**35.3%**	**100.0%**

NOT MOT

Service Changes: B69 Travel Path Streamlining in Park Slope, Brooklyn

Heather Ferguson, Senior Vice President, Operations Planning

Background

The B69 provides local bus service between Kensington and Downtown Brooklyn. In May 2026, at the start of construction of the Flatbush Avenue center-running bus lanes, the B69 was detoured off Flatbush Avenue where it runs between Park Place and Grand Army Plaza traveling between 7th Avenue and Vanderbilt Avenue (approximately 1,200-1,900 feet on Flatbush Avenue) and instead uses a streamlined travel path via the Sterling Place and Park Place one-way pair.

Recommended Solution

Permanently streamline the travel path of the B69 in each direction making the current detour permanent.

Impact on Funding

The net result of this revision would be no change in annual operating cost.

Implementation Date

Maintain the current detour and permanently incorporate it into the Spring 2027 schedule.

Staff Summary

MTA New York City Transit

Subject	B69 Travel Path Streamlining in Park Slope, Brooklyn
Department	Operations Planning
Department Head Name	Heather Ferguson
Department Head Signature	
Project Manager Name	Robert Lai

Date	October 14, 2026
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

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

Purpose

The purpose of this staff summary is to obtain Presidential approval for, and to inform the New York City Transit and MTA Bus Committee of a recommendation to revise the travel path of the B69 local bus route in Park Slope, Brooklyn.

Discussion

The B69 operates local bus service on weekdays, Saturdays and Sundays connecting Kensington and Downtown Brooklyn, primarily traveling on 7th Avenue and Vanderbilt Avenue. The B69 travels a one-way distance of approximately 5.5 miles, carrying an average of 5,500 passengers per weekday.

As part of the effort to improve bus travel times and reliability outlined in the *Next Stop: Fast Buses, Better Service* plan, the New York City Department of Transportation (NYC DOT), in partnership with NYC Transit, is completing the construction of center-running bus lanes along Flatbush Avenue between Grand Army Plaza and State Street in Fall 2026.

In May 2026, at the start of construction of the bus lanes, the B69 was detoured off Flatbush Avenue where it runs briefly (a distance of 1,200 to 1,900 feet by direction) between Park Place and Grand Army Plaza to travel between 7th Avenue and Vanderbilt Avenue, and instead changed to use the Sterling Place and Park Place one-way pair. It is proposed to make this detour permanent, streamlining the travel path to run faster, more reliable service. By making this detour permanent, this change shortens the travel path by 1,150 feet southbound and 2,500 feet northbound and avoids travel around Grand Army Plaza, reducing travel time by approximately 1 to 3 minutes which would be incorporated into providing more reliable service. (See the travel path on the attached map.)

The new proposed routing avoids acute turns on and off Flatbush Avenue that can delay the B41 operating on Flatbush Avenue as the B41 for the B69 to turn on and off the center-running bus lanes at the Flatbush Av/7th Avenue/Park Place intersection. The B41 is one of the top 15 highest ridership bus routes in the system carrying approximately 28,000 passengers per weekday.

There are eight bus stops (four in each direction) that the B69 currently misses on the detour. These stops would be permanently discontinued. As shown in the table, these stops were used by approximately 1,380 passengers boarding and alighting who have a 345-to-1,040-foot walk to an alternative bus stop. One bus stop was added on Sterling Place at Flatbush Avenue and would become permanent.

Bus Stop to be Permanently Discontinued	Nearest Alternative Bus Stop	Weekday Ridership (passengers)	Distance to Nearest Stop (feet)
Northbound to Downtown Brooklyn			
Flatbush Av/Park Pl	7 Av/Sterling Pl	185	344
Flatbush Av/8 Av	7 Av/Sterling Pl	160	880
Vanderbilt Av/Plaza St E	Vanderbilt Av/Prospect Pl	145	1,040
Vanderbilt Av/Sterling Pl	Vanderbilt Av/Prospect Pl	120	630
	Total	610	
Southbound to Kensington			
Vanderbilt Av/Plaza St E	Vanderbilt Av/Park Pl	120	511
Flatbush Av/Plaza St E	Vanderbilt Av/Park Pl	165	780
Flatbush Av/Sterling Pl	Sterling Pl/Flatbush Av	130	330
7 Av/Flatbush Av	7 Av/Sterling Pl	350	385
	Total	765	
	Grand Total	**1,375**	

This change maintains proximate B69 connections to the 7th Avenue BQ station, but it moves the B69 approximately 700 to 1,150 feet away from the Grand Army Plaza 23 station. The B67 serves as an alternative to the B69, travelling on the same travel path and serving the same bus stops as the B69 between Grand Army Plaza and Kensington, and it directly serves the 23 at Bergen Street station.

Recommendation

Permanently streamline the travel path of the B69 in each direction making the current detour permanent.

Alternatives

Do nothing: Foregoing this travel path revision would reduce the anticipated improvements in bus speed and reliability of the new bus lanes to the B41 through route.

Impact on Funding

The net result of this revision would be no change in annual operating cost.

Implementation Date

Maintain the current detour and permanently incorporate it into the Spring 2027 schedule.

Staff Summary

New York City Transit

Map

B69 Travel Path Streamlining in Park Slope



New York City Transit Procurements

Sergio Paneque, Chief Procurement Officer – Procurement Operations

PROCUREMENTS

The Procurement Agenda this month includes 3 actions for a proposed estimated expenditure of $123.6M.

Subject	Request for Authorization to Award Various Procurements
Department	MTA Procurement
Department Head Name	Sergio Paneque
Department Head Signature	Sergio Paneque
Project Manager Name	Rose Davis

October 21, 2026
Department
Department Head Name
Department Head Signature

Board Action

Order	To	Date	Approval	Info	Other
1	Committee	10/26/26			
2	Board	10/28/26			

Internal Approvals

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

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:

Procurements Requiring Two Thirds Vote:	# of Actions		$ Amount
Schedule A: Noncompetitive Purchases and Public Work Contracts	2	$	40.1 M
Schedules Requiring Majority Vote:			
Schedule G: Miscellaneous Service Contracts	1	$	83.5 M
SUBTOTAL	3	$	123.6 M

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

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

TOTAL	3	$	123.6 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

OCTOBER 2026

LIST OF NONCOMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

A. Non-Competitive Purchases and Public Work Contracts
(Staff Summaries required for items estimated to be greater than $1,000,000.)

1. Westcode Inc. **$3,170,000 (Est.)** ***Staff Summary Attached***
Three years
Contract# TBD

Contract award for a three-year estimated quantity parts pricing agreement for sole-source replacement air brake, truck, door operator, and heating, ventilation, and air-conditioning ("HVAC") parts.

2. The Aftermarket Parts Company, LLC dba NFI Parts **$36,966,918 (Est.)** ***Staff Summary Attached***
Two years
Contract# TBD

Contract award for a two-year estimated quantity parts pricing agreement for sole-source replacement parts required for the Agencies to operate and maintain their respective fleets of buses.

Procurements Requiring Majority Vote:

G. Miscellaneous Services Contracts
(Staff Summaries required for items estimated to be greater than $1,000,000.)

3. Siemens Mobility, Inc. **$83,455,643** ***Staff Summary Attached***
Five years
Master Contract# 6%39226

Contract award for the provision of maintenance and engineering support services for various NYC Transit Communication-Based Train Control ("CBTC") signaling systems designed and provided by Siemens.

Schedule A: Noncompetitive Purchases and Public Work Contracts

MTA New York City Transit

Item Number: 1

Vendor Name (Location) Westcode Inc. (Blue Bell, Pennsylvania)	**Contract Number** TBD **Renewal?** ☐ Yes ☒ No
Description Estimated Quantity Parts Pricing Agreement for Sole-Source Replacement Parts	**Total Amount:** $3,170,000 (Est.)
Contract Term (including Options, if any) Three Years	
Option(s) included in Total Amount? ☐ Yes ☐ No ☒ n/a	**Funding Source** ☒ Operating ☐ Capital ☐ Federal ☐ Other:
Procurement Type ☐ Competitive ☒ Noncompetitive	**Requesting Dept.** Dept. of Subways, William Amarosa Jr.
Solicitation Type ☐ RFP ☐ Bid ☒ Other: Sole-Source	

Discussion:

As the result of a multiagency Joint Procurement, NYC Transit, on behalf of itself, Long Island Rail Road ("LIRR"), and Metro-North Railroad ("MNR") (collectively, "the Agencies") requests Board approval to award a three-year estimated quantity parts pricing agreement contract for sole-source replacement air brake, truck, door operator, and heating, ventilation, and air-conditioning ("HVAC") parts to Westcode Incorporated ("Westcode") in an estimated total amount of $3,170,000. This contract covers the purchase of various items identified as obtainable only from Westcode, which are required for the Agencies to operate and maintain their respective fleets of rolling stock that currently include, but are not limited to, NYC Transit's R46, R62A, R142, R143, and R160 subway cars; LIRR's M3 and M7 railcars; and MNR's M3, Bomb Coaches, M7, and M8 railcars.

NYC Transit previously awarded a five-year parts pricing agreement to Westcode based solely on NYC Transit's requirements for the period from December 1, 2020, through December 1, 2025 (later extended through December 1, 2026); however, the new contract will be a multiagency agreement that is based on the needs of all three Agencies. Utilizing a joint procurement approach for this contract combines the buying power of NYC Transit, LIRR, and MNR to achieve the most favorable pricing for the Agencies and better supply chain management for Westcode. Additional benefits are the process efficiencies that will reduce Procurement's lead time needed to award individual procurements, as well as a reduction in the number and frequency of individual purchases of various items identified as obtainable only from Westcode for the following reasons: sole prequalified item on the Qualified Products List and not available from any distributors or other sources; publicly advertised within a 12-month period without an acceptable alternate supplier; or proprietary to Westcode. Furthermore, in accordance with the MTA All-Agency Procurement Guideline requirements, the Agencies publicly advertised its intent to procure the items under this agreement on a sole-source basis in the New York State Contract Reporter and Daily News. No other firms expressed interest in participating in these procurements.

Under this new contract, NYC Transit, LIRR, and MNR will continue to support its Scheduled Maintenance, Life Cycle Maintenance, and Reliability Centered Maintenance programs with parts that are replaced at prescribed intervals to ensure safety, maintain high car reliability and availability, and improve customer service. Additionally, the contract includes the parts required to perform unscheduled maintenance and repairs on railcars and subway cars to ensure safe, reliable, and maintainable operation.

Of the overall estimated value, approximately 82 percent of the agreement, or $2,686,570, has firm fixed pricing (72 items) for the complete three-year term of the contract. The remaining 18 percent of the agreement, or $483,430, covers items whose requirements have not yet been determined and may need to be purchased and/or added to the contract. The pricing for these items will be negotiated on an as-required basis and will be subject to a cost and/or price analysis as well as the most favored customer pricing clause. The MTA Cost Price Analysis Unit performed a detailed analysis of the firm fixed price items using historical data from previous purchases and determined the pricing to be fair and reasonable.

The chart below summarizes the estimated amounts anticipated to be expended with each Agency over the three-year term of the contract.

NYC Transit	LIRR	MNR	Total
$2,200,000	$200,000	$770,000	$3,170,000

The total estimated dollars outlined above are based on historical data and projected/forecasted usage.

Westcode is the sole responsible source for the parts that will be provided under this contract. No other vendor can access the proprietary designs, specifications, and drawings and, therefore, cannot readily provide these parts.

This contract has been evaluated to determine the necessity and appropriate scope, if any, of cybersecurity requirements, including any requirements under federal, state, and local laws and regulations. Cybersecurity requirements have been included in the contract terms and conditions.

The Controller's Office found that there was reasonable assurance that Westcode is financially qualified to perform this contract.

Westcode has certified, pursuant to EO 16 that it is not doing business in Russia.

This contract is subject to review and approval of the Office of the New York State Comptroller ("OSC"), and an award will not be made prior to OSC approval.

A review of Westcode's overall performance, including the quality of materials, customer responsiveness, and delivery, has been deemed to be satisfactory by the Agencies.

M/W/DBE Information
MTA Department of Diversity and Civil Rights does not assign goals to commodities.

Impact on Funding
This procurement is to be funded by each Agency's Operating Budget.

Schedule A: Noncompetitive Purchases and Public Work Contracts

MTA New York City Transit

Item Number: 2

Vendor Name (Location) The Aftermarket Parts Company, LLC dba NFI Parts (Delaware, OH)	**Contract Number** TBD **Renewal?** ☒ Yes ☐ No
Description Estimated Quantity Parts Pricing Agreement for Sole-Source Replacement Parts	**Total Amount:** $36,966,918 (Est)
Contract Term (including Options, if any) Two Year (November 1, 2026 – October 31, 2028)	**Funding Source** ☒ Operating ☐ Capital ☐ Federal ☐ Other:
Option(s) included in Total Amount? ☐ Yes ☐ No ☒ n/a	**Requesting Dept.** Department of Buses, Frank Farrell
Procurement Type ☐ Competitive ☒ Noncompetitive	
Solicitation Type ☐ RFP ☐ Bid ☒ Other: Sole-Source	

Discussion:

As a result of a multiagency Joint Procurement, NYC Transit, on behalf of itself and MTA Bus Company ("MTABC") (collectively "the Agencies") requests Board approval to award a two-year estimated quantity contract for sole-source replacement parts to The Aftermarket Parts Company, LLC dba NFI Parts ("NFI") in the estimated value of $36,966,918. The contract covers the furnishing of various replacement parts identified as obtainable only from or through NFI, which are required for the Agencies to operate and maintain their respective fleets of buses that currently include, but are not limited to, NYC Transit's New Flyer, Orion, and MCI bus fleets and MTABC's New Flyer and MCI bus fleets. NFI is also the sole distributor and reseller for Orion Bus Industries ("Orion") and Motor Coach Industries ("MCI").

Utilizing a joint procurement approach for this contract combines the buying power of NYC Transit and MTABC to achieve the most favorable pricing for the Agencies and better supply chain management for NFI. Additional benefits are the process efficiencies that will reduce Procurement's lead time needed to award individual procurements, as well as a reduction in the number and frequency of individual purchases of various items identified as obtainable only from NFI for the following reasons: sole prequalified item on the Qualified Products List and not available from any distributors or other sources; publicly advertised within a 12-month period without an acceptable alternate supplier; or proprietary to NFI. A list of NFI sole-source items, as well as the Agencies' intention to purchase these items without competitive bidding, is available for download from the MTA website at any time by any prospective vendor. Furthermore, in accordance with the MTA All-Agency Procurement Guideline requirements, the Agencies publicly advertised their intent to procure the items under this agreement on a sole-source basis in the *New York State Contract Reporter* and *Daily News*. No other firms expressed interest in participating in this procurement.

Under this contract, NYC Transit and MTABC will support their Scheduled Maintenance, Life Cycle Maintenance, and Shop Overhaul programs with parts that are replaced at prescribed intervals to ensure safety, maintain high bus reliability and availability, as well as improve customer service. Additionally, the contract includes parts required to perform unscheduled maintenance and repairs on buses to ensure safe, reliable, and maintainable operation.

This new contract will cover a total of 2,460 items with an estimated value of $36,966,918. The MTA Cost Price Analysis Unit performed a detailed analysis using comparative and historical data of previous purchases and determined the pricing to be fair and reasonable. Any sole source items that are not included in the 2,460 items on this new contract will be purchased utilizing informal procurement procedures.

The chart below summarizes the estimated amounts anticipated to be expended with each Agency over the two-year term of the contract.

NYC Transit	MTABC	TOTAL
$28,257,030	$8,709,888	$36,966,918

The total dollars outlined above are based on historical data and projected/forecasted usage.

NFI is the sole responsible source for the parts that will be provided under this contract. No other vendor can access the proprietary designs, specifications, and drawings and, therefore, cannot readily provide these parts. The Controller's Office found that there was reasonable assurance that NFI is financially qualified to perform this contract.

This contract has been evaluated to determine the necessity and appropriate scope, if any, of cybersecurity requirements, including any requirements under federal, state, and local laws and regulations. Cybersecurity requirements have been included in the contract terms and conditions.

NFI has certified that pursuant to EO 16 it is not doing business in Russia.

This contract is subject to review and approval of the Office of the New York State Comptroller ("OSC"), and an award will not be made prior to OSC approval.

A review of NFI's overall performance, inclusive of quality of material, customer responsiveness, and delivery has been deemed to be satisfactory by the Agencies.

M/W/DBE Information
MTA Department of Diversity and Civil Rights does not assign goals to commodities.

Impact on Funding
This procurement is to be funded by each Agency's Operating Budget.

Schedule G: Miscellaneous Service Contracts

New York City Transit

Item Number: 3

Vendor Name (Location) Siemens Mobility, Inc. (New York, NY)	**Contract Number** Master Contract 6%39226
Description Siemens Signaling Global Maintenance Contract	**Renewal?** ☐ Yes ☒ No
Contract Term (including Options, if any) Five Years	**Total Amount (including options):** $83,455,643
Option(s) included in Total Amount? ☐ Yes ☒ No ☒ n/a	**Funding Source** ☒ Operating ☐ Capital ☐ Federal ☐ Other:
Procurement Type ☐ Competitive ☒ Noncompetitive	**Requesting Dept./Div., Dept./Div. Head Name** NYCT Subways, William Amarosa
Solicitation Type ☐ RFP ☐ Bid ☒ Other: Sole-Source	

Discussion

It is requested that the Board declare competitive bidding impractical or inappropriate pursuant to Public Authorities Law Section 1209, Subsection 9(b) due to the existence of a single responsible source, and approve the award of a five-year estimated quantity miscellaneous service contract to Siemens Mobility, Inc. ("Siemens") to provide maintenance and engineering support services for various NYC Transit Communication-Based Train Control ("CBTC") signaling systems designed and provided by Siemens, in the estimated amount of $83,455,643 for the Department of Subways ("DOS"). Siemens is the original manufacturer of the systems, including all hardware and software, and does not have any authorized agents to provide the required services or support. The sole-source advertisement for this requirement did not receive any relevant responses.

This contract includes a monthly fee for ongoing support maintenance services, inclusive of: (1) 24/7 remote on-call assistance with 15-minute response time for technical investigations and resolution of incidents, repeated faults, and identifying the cause of the incident or fault; (2) two-hour response time to on-site emergencies; (3) obsolescence analysis and reporting to identify parts that are obsolete or approaching obsolescence and include recommendations for resolving the obsolescence issues; (4) component-level life cycle analysis to help identify overall performance reliability, recommended maintenance, and potential upgrades; (5) on-site Siemens engineering staff at shops to provide support in troubleshooting and corrective maintenance; and (6) monthly reporting and status meetings. This contract spans multiple operating divisions within the Department of Subways including Maintenance of Way ("MOW"), Division of Car Equipment ("DCE"), and the Electronics Maintenance Division's ("EMD") Central Electronics Shop. The contract covers Siemens systems associated with the Queens Boulevard Line West CBTC Project, Culver Line CBTC Project, 8th Avenue Line CBTC Project, R179 CBTC Project, Siemens Data Communications Systems on R211 and Queens Boulevard Line East, Dyre Avenue Solid State Interlocking Project, Kings Highway Solid State Interlocking Project, 207th Street Solid State Interlocking Project, Speed Enforcement System Project, Canarsie Line CBTC system and radio support, post-warranty repair of Canarsie CBTC electronic modules, and CBTC systems installed on Track Geometry Cars 3 and 4. By combining the maintenance and support of all systems, stake holders, and various operational requirements into one comprehensive service agreement, NYC Transit benefits by streamlining administrative and back-office responsibilities. The systems to be supported under this contract are critical to the safe operation of subway trains. Siemens is the original equipment manufacturer and the sole source for maintaining its proprietary systems in a safe and operable state.

The requested approval amount of an estimated $83,455,643 includes: $52,700,000 in monthly fees covering the services listed above, including cybersecurity assessments; a $15,000,000 allocation for anticipated after-market hardware purchases and repairs; $10,000,000 in estimated task orders covering software upgrades and system enhancements; $1,500,000 for as needed refresher training and planned site visits; and $4,255,643 of anticipated index-based escalation covering the monthly recurring fee over the contract term. All pricing of the contract is firm-fixed and will have an index-based annual adjustment. NYC Transit will pay a monthly fee of approximately $878,333 per month for operational, technical, and obsolescence support as described above, plus additional expenditures for hardware purchases and/or repairs and task orders. Siemens submitted an initial price proposal in the amount of $124,712,256. Several rounds of negotiations took place focusing on staffing requirements, contract terms and conditions, scope of work, and other pricing. On September 8, 2026, Siemens submitted its best and final offer in the amount of $52,700,000, a savings of approximately $57,300,000. The pricing offered by Siemens for this work has been found fair and reasonable.

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

DOS has found that Siemens is performing satisfactorily on its current contracts for the same services.

Siemens has certified that pursuant to EO 16, it is not doing business in Russia.

This contract is subject to review and approval of the Office of the New York State Comptroller, and an award will not be made prior to this approval.

Impact on Funding
This requirement will utilize Operating Funds available under the Department of Subways budget.

New York City Transit

Financial and Ridership Reports – September 2026

Financial Report Highlights

Year-to-Date Forecast Performance Summary

- Total revenues of $4,652.3 million were $7.8 million (0.2%) lower than the Forecast. Farebox revenue was $15.4 million (0.5%) lower, with Subway revenue $2.8 million (0.1%) lower and Bus revenue $11.9 million (2.6%) lower. Other operating revenue was higher by $4.9 million (0.7%). Capital and other reimbursements were higher by $2.7 million (0.2%) due to timing.
- Total paid ridership was 1,222.9 million, which was lower than the Forecast by 13.1 million (1.1%).
- Total expenses of $11,284.0 million, including non-cash liabilities, were $334.5 million (2.9%) lower than the Forecast. Non-cash liabilities were $173.3 million (9.3%) lower than the Forecast mainly due to GASB 68 pension adjustment and lower than projected depreciation expenses. Operating expenses were lower than the Forecast by $161.3 million (1.7%), attributed to labor cost underruns of $77.9 million (1.1%), reflecting the favorable timing of OPEB current payments, drug rebate credits, and pensions. Non-labor expense underruns of $65.5 million (2.7%) are partially due to lower than projected paratransit service contracts and professional service contracts, partially offset by unfavorable timing of expenses.
- At the end of September, the total headcount was 46,660, which was 2,564 lower than the Forecast of 49,244. Non-reimbursable positions were lower by 1,117 and Reimbursable positions were lower by 1,446.
- September YTD Non-Reimbursable operating results were favorable to the Forecast by $326.8 million (4.7%). Non-reimbursable revenues were $10.5 million (0.3%) unfavorable, primarily due to Bus paid ridership and paratransit revenue, partially offset by other operating revenue. Total non-reimbursable expenses, including non-cash liabilities, were favorable by $337.2 million (3.2%), primarily due to lower labor costs related to the timing of health & welfare, OPEB current payment, pensions, lower non-labor costs mainly related to paratransit service contracts, professional service contracts expenses and non-cash liabilities related to GASB 68 pension adjustment, and lower than projected depreciation expenses.

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

($ in Millions)

	NYCT		
	Fcst	Actual	Variance
Total Revenue	**$3,541.432**	**$3,530.975**	**($10.456)**
Farebox Revenue	$2,859.745	$2,844.383	($15.361)
Other Revenue	$681.687	$686.592	$4.905
Total Expense	**$8,632.733**	**$8,468.794**	**$163.939**
Labor Expenses	$6,193.837	$6,137.748	$56.089
Non-Labor Expenses	$2,359.615	$2,269.553	$90.062
Other Expense Adjustments	$79.280	$61.492	$17.788
Non-Cash Liabilities	**$1,867.122**	**$1,693.850**	**$173.272**
Net Surplus/(Deficit) - Accrued	**($6,958.423)**	**($6,631.669)**	**$326.754**

Revenues

- **Farebox Revenues** were $15.4 million (0.5%) unfavorable mainly due to lower than projected Bus and Subway paid ridership. Total paid ridership was 1,222.9 million, which was lower (0.6%) than 2025 and 1.1% lower than the Forecast.

- **Other Operating Revenues** were $4.9 million (0.7%) favorable primarily due to higher than projected real estate revenues, partially offset by paratransit reimbursement.

Expenses

Labor Expenses: $56.1 million 0.9% favorable

- **Payroll** was $128.9 million (4.2%) favorable primarily due to vacancies.
- **Overtime** was $167.7 million (38.7%) unfavorable primarily due to higher than projected absentee coverage needs and vacancies.
- **Health & Welfare and OPEB Current Payments** were $62.7 million (4.0%) favorable primarily due to the timing of prescription rebate credits.
- **Pensions** was $0.6 million (0.1%) favorable due to the timing of expenses.
- **Other Fringe Benefits and Reimbursable overhead** were $31.6 million (10.4%) favorable due to higher reimbursable overhead credit partially offset by higher than projected FICA expenses.

Non-Labor Expenses: $90.1 million (3.8%) favorable

- **Electric Power** was favorable by $8.1 million (2.3%) due to price.
- **Fuel** was favorable by $4.4 million (3.4%) mainly due to lower than projected consumption.
- **Insurance** was favorable by $7.8 million (11.4%) mainly due to timing of charges.
- **Paratransit Service Contracts** was $43.2 million (6.9%) favorable primarily due to lower trip volume and support costs.
- **Maintenance and Other Operating Contracts** was $14.9 million (5.5%) unfavorable due to the timing of charges.
- **Professional Service Contracts** was $32.5 million (12.5%) favorable due to the timing of charges.
- **Materials and Supplies** was $7.3 million (2.3%) favorable mainly due to the timing of maintenance materials purchases.
- **Other Business Expenses** was $1.7 million (1.5%) favorable due to the timing of charges.
- **Depreciation and other non-cash liabilities** were $173.3 million (9.3%) favorable due to a GASB 68 pension adjustment and lower than projected depreciation expense.

Staffing Levels

- Total headcount at the end of September was 46,660, which was 2,564 lower than the Forecast. The largest vacancies were in Subways/Bus Maintenance (1,680 positions) and Subways/Buses Operations (827 positions). Construction and Development also had significant vacancies (383 positions).

Overtime

- Total overtime was $200.3 million (35.8%) unfavorable. - Non-reimbursable was $167.7 million (38.7%) unfavorable and reimbursable was $32.6 million (25.8%) 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 September Farebox Operating Ratio was 34.6%, which was 0.4% higher than the Forecast.
- The year-to-date September Cost per Passenger was $6.88, lower than the Forecast by $0.11 per passenger, mainly due to lower than projected paid ridership.
- The year-to-date September Revenue per Passenger was $2.38, lower than the Forecast by $0.01 per passenger.

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MTA NEW YORK CITY TRANSIT
July Financial Plan - 2026 Mid_Year
Accrual Statement of Operations By Category
Month - Sep 2026
($ in Millions)

10/07/2026 10:30 AM

	Nonreimbursable				Reimbursable				Total			
	Forecast		Favorable(Unfavorable)		Forecast		Favorable(Unfavorable)		Forecast		Favorable(Unfavorable)	
	Mid_Year	Actual	Variance	Percent	Mid_Year	Actual	Variance	Percent	Mid_Year	Actual	Variance	Percent
Revenue												
Farebox Revenue:												
Subway	$281.403	$272.668	$(8.735)	(3.1)	$0.000	$0.000	-	-	$281.403	$272.668	$(8.735)	(3.1)
Bus	50.501	51.240	0.740	1.5	0.000	0.000	-	-	50.501	51.240	0.740	1.5
Paratransit	3.426	3.169	(0.256)	(7.5)	0.000	0.000	-	-	3.426	3.169	(0.256)	(7.5)
Fare Liability	2.671	2.671	0.000	0.0	0.000	0.000	-	-	2.671	2.671	0.000	0.0
Farebox Revenue	**$338.000**	**$329.749**	**$(8.252)**	**(2.4)**	**$0.000**	**$0.000**	**-**	**-**	**$338.000**	**$329.749**	**$(8.252)**	(2.4)
Fare Reimbursment	$7.388	$7.602	$0.214	2.9	$0.000	$0.000	-	-	$7.388	$7.602	$0.214	2.9
Paratransit Reimbursment	66.949	63.975	(2.974)	(4.4)	0.000	0.000	-	-	66.949	63.975	(2.974)	(4.4)
Other Operating Revenue	15.905	18.927	3.022	19.0	0.000	0.000	-	-	15.905	18.927	3.022	19.0
Other Revenue	**$90.242**	**$90.504**	**$0.262**	**0.3**	**$0.000**	**$0.000**	-	-	**$90.242**	**$90.504**	**$0.262**	0.3
Capital and Other Reimbursements	$0.000	$0.000	-	-	$125.344	$118.067	$(7.277)	(5.8)	$125.344	$118.067	$(7.277)	(5.8)
Total Revenue	**$428.243**	**$420.253**	**$(7.990)**	**(1.9)**	**$125.344**	**$118.067**	**$(7.277)**	**(5.8)**	**$553.587**	**$538.320**	**$(15.267)**	(2.8)
Expenses												
Labor :												
Payroll	$338.288	$329.343	$8.946	2.6	$47.557	$35.838	$11.719	24.6	$385.845	$365.181	$20.665	5.4
Overtime	42.430	66.943	(24.513)	(57.8)	14.158	19.217	(5.059)	(35.7)	56.588	86.160	(29.572)	(52.3)
Total Salaries & Wages	**$380.718**	**$396.286**	**$(15.567)**	**(4.1)**	**$61.715**	**$55.055**	**$6.660**	**10.8**	**$442.434**	**$451.340**	**$(8.907)**	(2.0)
Health and Welfare	$116.674	$105.991	$10.683	9.2	$1.664	$1.260	$0.403	24.2	$118.338	$107.252	$11.086	9.4
OPEB Current Payment	61.356	97.293	(35.937)	(58.6)	1.606	1.514	0.092	5.7	62.962	98.807	(35.845)	(56.9)
Pensions	92.442	94.542	(2.100)	(2.3)	3.339	2.322	1.017	30.5	95.781	96.864	(1.083)	(1.1)
Other Fringe Benefits	59.279	61.487	(2.208)	(3.7)	20.623	19.231	1.392	6.8	79.901	80.718	(0.816)	(1.0)
Total Fringe Benefits	**$329.751**	**$359.312**	**$(29.561)**	**(9.0)**	**$27.231**	**$24.327**	**$2.904**	**10.7**	**$356.982**	**$383.639**	**$(26.658)**	(7.5)
Contribution to GASB Fund	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Reimbursable Overhead	(26.424)	(30.061)	3.636	13.8	26.424	30.061	(3.636)	(13.8)	0.000	0.000	0.000	-
Labor	**$684.045**	**$725.538**	**$(41.492)**	**(6.1)**	**$115.370**	**$109.442**	**$5.928**	**5.1**	**$799.415**	**$834.980**	**$(35.565)**	(4.4)
Non-Labor :												
Electric Power	$48.100	$31.759	$16.341	34.0	$0.020	$0.019	$0.001	4.3	$48.120	$31.778	$16.342	34.0
Fuel	14.292	15.046	(0.754)	(5.3)	0.017	0.001	0.016	95.7	14.309	15.047	(0.738)	(5.2)
Insurance	8.226	7.159	1.067	13.0	0.000	0.000	0.000	-	8.226	7.159	1.067	13.0
Claims	45.588	45.588	0.000	0.0	0.000	0.000	-	-	45.588	45.588	0.000	0.0
Paratransit Service Contracts	75.876	67.396	8.481	11.2	0.000	0.000	0.000	-	75.876	67.396	8.481	11.2
Maintenance and Other Operating Contracts	30.573	36.365	(5.792)	(18.9)	3.490	2.969	0.521	14.9	34.063	39.335	(5.271)	(15.5)
Professional Service Contracts	29.985	29.415	0.570	1.9	1.443	0.472	0.971	67.3	31.428	29.887	1.541	4.9
Materials & Supplies	34.877	33.706	1.170	3.4	4.871	4.644	0.227	4.7	39.748	38.350	1.397	3.5
Other Business Expenses	12.913	12.555	0.359	2.8	0.133	0.520	(0.386)	(289.4)	13.047	13.074	(0.028)	(0.2)
Non-Labor	**$300.430**	**$278.989**	**$21.441**	**7.1**	**$9.974**	**$8.625**	**$1.350**	**13.5**	**$310.405**	**$287.614**	**$22.791**	7.3
Other Expense Adjustments:												
Functional Allocations	$15.856	$12.568	3.288	20.7	$0.000	$0.000	-	-	$15.856	$12.568	3.288	20.7
Other	0.000	0.000	-	-	0.000	0.000	-	-	0.000	0.000	-	-
Other Expense Adjustments	**$15.856**	**$12.568**	**3.288**	**20.7**	**$0.000**	**$0.000**	**-**	**-**	**$15.856**	**$12.568**	**3.288**	**20.7**
Total Expenses before Depreciation and OPEB	**$1,000.332**	**$1,017.095**	**$(16.764)**	**(1.7)**	**$125.344**	**$118.067**	**$7.277**	**5.8**	**$1,125.676**	**$1,135.162**	**$(9.486)**	(0.8)
Depreciation	$203.083	$213.397	$(10.313)	(5.1)	$0.000	$0.000	-	-	$203.083	$213.397	$(10.313)	(5.1)
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	(13.310)	13.310	-	0.000	0.000	-	-	0.000	(13.310)	13.310	-
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	2.918	4.025	(1.107)	(37.9)	0.000	0.000	-	-	2.918	4.025	(1.107)	(37.9)
GASB 94 PPP and APA	0.358	0.358	0.000	0.0	0.000	0.000	-	-	0.358	0.358	0.000	0.0
GASB 96 SBITA Adjustment	(0.100)	0.171	(0.271)	(272.0)	0.000	0.000	-	-	(0.100)	0.171	(0.271)	(272.0)
GASB 101 Compensated Absences	1.813	1.806	0.008	0.4	0.000	0.000	-	-	1.813	1.806	0.008	0.4
Total Expenses	**$1,208.404**	**$1,223.542**	**$(15.137)**	**(1.3)**	**$125.344**	**$118.067**	**$7.277**	**5.8**	**$1,333.749**	**$1,341.609**	**$(7.860)**	(0.6)
OPERATING SURPLUS/DEFICIT	**$(780.162)**	**$(803.289)**	**$(23.127)**	**(3.0)**	**$0.000**	**$0.000**	**$0.000**	(100.0)	**$(780.162)**	**$(803.289)**	**$(23.127)**	(3.0)

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.

Data Source: TRANSIT RPTNG
Mid_Year. FinalFY26

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2026 Mid_Year
Accrual Statement of Operations By Category
Year-To-Date - Sep 2026
($ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Forecast		Favorable(Unfavorable)		Forecast		Favorable(Unfavorable)		Forecast		Favorable(Unfavorable)	
	Mid_Year	Actual	Variance	Percent	Mid_Year	Actual	Variance	Percent	Mid_Year	Actual	Variance	Percent
Revenue												
Farebox Revenue:												
Subway	$2,355.182	$2,352.409	$(2.773)	(0.1)	$0.000	$0.000	-	-	$2,355.182	$2,352.409	$(2.773)	(0.1)
Bus	452.265	440.399	(11.866)	(2.6)	0.000	0.000	-	-	452.265	440.399	(11.866)	(2.6)
Paratransit	28.259	27.535	(0.723)	(2.6)	0.000	0.000	-	-	28.259	27.535	(0.723)	(2.6)
Fare Liability	24.039	24.040	0.000	0.0	0.000	0.000	-	-	24.039	24.040	0.000	0.0
Farebox Revenue	**$2,859.745**	**$2,844.383**	**$(15.361)**	**(0.5)**	**$0.000**	**$0.000**	**-**	**-**	**$2,859.745**	**$2,844.383**	**$(15.361)**	(0.5)
Fare Reimbursment	$67.351	$68.419	$1.069	1.6	$0.000	$0.000	-	-	$67.351	$68.419	$1.069	1.6
Paratransit Reimbursment	461.139	448.165	(12.974)	(2.8)	0.000	0.000	-	-	461.139	448.165	(12.974)	(2.8)
Other Operating Revenue	153.197	170.008	16.811	11.0	0.000	0.000	-	-	153.197	170.008	16.811	11.0
Other Revenue	**$681.687**	**$686.592**	**$4.905**	**0.7**	**$0.000**	**$0.000**	**-**	**-**	**$681.687**	**$686.592**	**$4.905**	0.7
Capital and Other Reimbursements	$0.000	$0.000	-	-	$1,118.674	$1,121.346	$2.672	0.2	$1,118.674	$1,121.346	$2.672	0.2
Total Revenue	**$3,541.432**	**$3,530.975**	**$(10.456)**	**(0.3)**	**$1,118.674**	**$1,121.346**	**$2.672**	**0.2**	**$4,660.106**	**$4,652.321**	**$(7.785)**	(0.2)
Expenses												
Labor :												
Payroll	$3,067.247	$2,938.332	$128.915	4.2	$428.022	$347.758	$80.263	18.8	$3,495.269	$3,286.091	$209.178	6.0
Overtime	433.334	601.026	(167.692)	(38.7)	126.423	158.989	(32.565)	(25.8)	559.757	760.015	(200.258)	(35.8)
Total Salaries & Wages	**$3,500.581**	**$3,539.359**	**$(38.777)**	**(1.1)**	**$554.445**	**$506.747**	**$47.698**	**8.6**	**$4,055.026**	**$4,046.105**	**$8.921**	0.2
Health and Welfare	$1,035.538	$1,001.412	$34.126	3.3	$14.776	$16.548	$(1.772)	(12.0)	$1,050.314	$1,017.959	$32.354	3.1
OPEB Current Payment	539.828	511.278	28.550	5.3	14.445	13.738	0.706	4.9	554.273	525.016	29.257	5.3
Pensions	813.029	812.469	0.560	0.1	28.990	21.111	7.878	27.2	842.019	833.581	8.438	1.0
Other Fringe Benefits	539.682	544.694	(5.012)	(0.9)	184.915	180.925	3.990	2.2	724.597	725.619	(1.022)	(0.1)
Total Fringe Benefits	**$2,928.077**	**$2,869.853**	**$58.224**	**2.0**	**$243.125**	**$232.322**	**$10.803**	**4.4**	**$3,171.202**	**$3,102.175**	**$69.027**	2.2
Contribution to GASB Fund	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Reimbursable Overhead	(234.821)	(271.463)	36.643	15.6	234.821	271.463	(36.643)	(15.6)	0.000	0.000	0.000	-
Labor	**$6,193.837**	**$6,137.748**	**$56.089**	**0.9**	**$1,032.390**	**$1,010.532**	**$21.858**	**2.1**	**$7,226.228**	**$7,148.281**	**$77.947**	1.1
Non-Labor :												
Electric Power	$346.748	$338.624	$8.124	2.3	$0.189	$0.204	$(0.015)	(7.9)	$346.937	$338.827	$8.109	2.3
Fuel	128.749	124.316	4.433	3.4	0.149	0.457	(0.309)	(208.1)	128.897	124.774	4.124	3.2
Insurance	67.739	59.988	7.751	11.4	0.000	0.000	0.000	-	67.739	59.988	7.751	11.4
Claims	232.071	232.093	(0.022)	0.0	0.000	0.000	-	-	232.071	232.093	(0.022)	0.0
Paratransit Service Contracts	621.897	578.699	43.198	6.9	0.000	0.000	0.000	-	621.897	578.699	43.198	6.9
Maintenance and Other Operating Contracts	271.424	286.344	(14.921)	(5.5)	31.417	37.614	(6.196)	(19.7)	302.841	323.958	(21.117)	(7.0)
Professional Service Contracts	259.447	226.954	32.494	12.5	11.653	7.281	4.372	37.5	271.101	234.234	36.866	13.6
Materials & Supplies	320.478	313.194	7.284	2.3	44.144	62.536	(18.391)	(41.7)	364.622	375.729	(11.107)	(3.0)
Other Business Expenses	111.063	109.341	1.721	1.5	(1.269)	2.722	(3.991)	(314.5)	109.794	112.063	(2.270)	(2.1)
Non-Labor	**$2,359.615**	**$2,269.553**	**$90.062**	**3.8**	**$86.284**	**$110.813**	**$(24.530)**	**(28.4)**	**$2,445.899**	**$2,380.367**	**$65.532**	2.7
Other Expense Adjustments:												
Functional Allocations	$79.280	$61.492	17.788	22.4	$0.000	$0.000	-	-	$79.280	$61.492	17.788	22.4
Other	0.000	0.000	-	-	0.000	0.000	-	-	0.000	0.000	-	-
Other Expense Adjustments	**$79.280**	**$61.492**	**17.788**	**22.4**	**$0.000**	**$0.000**	**-**	**-**	**$79.280**	**$61.492**	**17.788**	**22.4**
Total Expenses before Depreciation and OPEB	**$8,632.733**	**$8,468.794**	**$163.939**	**1.9**	**$1,118.674**	**$1,121.346**	**$(2.672)**	**(0.2)**	**$9,751.407**	**$9,590.139**	**$161.267**	1.7
Depreciation	$1,827.750	$1,759.758	$67.992	3.7	$0.000	$0.000	-	-	$1,827.750	$1,759.758	$67.992	3.7
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	(105.118)	105.118	-	0.000	0.000	-	-	0.000	(105.118)	105.118	-
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	20.854	19.833	1.021	4.9	0.000	0.000	-	-	20.854	19.833	1.021	4.9
GASB 94 PPP and APA	3.234	3.233	0.001	0.0	0.000	0.000	-	-	3.234	3.233	0.001	0.0
GASB 96 SBITA Adjustment	(0.944)	(0.107)	(0.837)	(88.7)	0.000	0.000	-	-	(0.944)	(0.107)	(0.837)	(88.7)
GASB 101 Compensated Absences	16.228	16.251	(0.023)	(0.1)	0.000	0.000	-	-	16.228	16.251	(0.023)	(0.1)
Total Expenses	**$10,499.855**	**$10,162.644**	**$337.210**	**3.2**	**$1,118.674**	**$1,121.346**	**$(2.672)**	**(0.2)**	**$11,618.529**	**$11,283.990**	**$334.539**	2.9
OPERATING SURPLUS/DEFICIT	**$(6,958.423)**	**$(6,631.669)**	**$326.754**	**4.7**	**$0.000**	**$0.000**	**$0.000**	**100.0**	**$(6,958.423)**	**$(6,631.669)**	**$326.754**	4.7

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
Mid_Year. FinalFY26

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

		MONTH			YEAR TO DATE		
Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable) Variance $	Favorable (Unfavorable) Variance %	Reason for Variance	Favorable (Unfavorable) Variance $	Favorable (Unfavorable) Variance %	Reason for Variance
Farebox Revenue	NR	(8.3)	(2.4)	Primarily due to lower Subway paid ridership	(15.4)	(0.5)	Primarily due to lower Bus paid ridership partially offset by Subway paid ridership
Other Operating Revenue	NR	0.3	0.3	Minor variance	4.9	0.7	Mainly higher building rent favorability partially offset by paratransit reimbursement
Payroll	NR	8.9	2.6	Primarily due to vacancies	128.9	4.2	Primarily due to vacancies
Overtime	NR	(24.5)	(57.8)	Mainly higher than projected absentee coverage needs	(167.7)	(38.7)	Mainly higher than projected absentee coverage needs
Health & Welfare (including OPEB current payment)	NR	(25.3)	(14.2)	Unavorable timing of prescription rebate credits	62.7	4.0	Favorable timing of prescription rebate credits
Pension	NR	(2.1)	(2.3)	Mainly unfavorable timing of pension charges	0.6	0.1	Mainly favorable timing of pension charges
Other Fringe Benefits	NR	(2.2)	(3.7)	Mainly due to unfavorable timing of fringe benefit overhead credit	(5.0)	(0.9)	Mainly due to unfavorable timing of fringe benefit overhead credit
Reimbursable Overhead	NR	3.6	13.8	Mainly timing of fringe benefit overhead credits	36.6	15.6	Mainly timing of fringe benefit overhead credits
Electric Power	NR	16.3	34.0	Mainly due to lower than projected consumption	8.1	2.3	Mainly due to lower than projected consumption
Fuel	NR	(0.8)	(5.3)	Mainly due to higher than projected consumption	4.4	3.4	Mainly due to lower than projected consumption
Insurance	NR	1.1	13.0	Mainly favorable timing of charges	7.8	11.4	Mainly favorable timing of charges
Claims	NR	0.0	0.0	Minor variance	(0.0)	0.0	Minor variance
Paratransit Service Contracts	NR	8.5	11.2	Mainly due to lower trip volume and support cost charges	43.2	6.9	Mainly due to lower trip volume and support cost charges
Maintenance and Other Operating Contracts	NR	(5.8)	(18.9)	Reflecting unfavorable timing of charges	(14.9)	(5.5)	Reflecting unfavorable timing of charges
Professional Service Contracts	NR	0.6	1.9	Mainly favorable timing of professional contract expenses	32.5	12.5	Mainly favorable timing of professional contract expenses
Materials & Supplies	NR	1.2	3.4	Mainly favorable timing of material and supplies expenses	7.3	2.3	Mainly favorable timing of material and supplies expenses
Other Business	NR	0.4	2.8	Mainly favorable timing of charges	1.7	1.5	Mainly favorable timing of charges

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2026 Mid_Year
Cash Receipts and Expenditures
SEP 2026
($ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable(Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable(Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	**$338.000**	**$321.622**	**$(16.378)**	**(4.8)**	**$2,889.730**	**$2,921.695**	**$31.965**	**1.1**
Fare Reimbursment	$1.721	$0.000	$(1.721)	(100.0)	$71.728	$76.926	$5.198	7.2
Paratransit Reimbursment	65.202	63.446	(1.756)	(2.7)	469.421	439.374	(30.047)	(6.4)
Other Operating Revenue	18.186	18.909	0.723	4.0	146.407	167.411	21.004	14.3
Other Revenue	**$85.109**	**$82.355**	**$(2.754)**	**(3.2)**	**$687.556**	**$683.711**	**$(3.845)**	**(0.6)**
Capital and Other Reimbursements	$125.344	$134.700	$9.356	7.5	$1,232.125	$1,151.951	$(80.174)	(6.5)
Total Revenue	**$548.453**	**$538.677**	**$(9.776)**	**(1.8)**	**$4,809.411**	**$4,757.357**	**$(52.054)**	**(1.1)**
Expenditures								
Labor :								
Payroll	$345.122	$328.546	$16.576	4.8	$3,353.593	$3,153.742	$199.851	6.0
Overtime	56.588	86.160	(29.572)	(52.3)	559.757	760.015	(200.258)	(35.8)
Total Salaries & Wages	**$401.710**	**$414.706**	**$(12.996)**	**(3.2)**	**$3,913.351**	**$3,913.757**	**$(0.406)**	**0.0**
Health and Welfare	$118.338	$121.278	$(2.940)	(2.5)	$1,053.151	$1,026.490	$26.661	2.5
OPEB Current Payment	62.962	98.807	(35.845)	(56.9)	554.273	525.150	29.123	5.3
Pensions	95.781	97.729	(1.948)	(2.0)	841.963	837.653	4.310	0.5
Other Fringe Benefits	52.027	55.877	(3.850)	(7.4)	516.333	496.112	20.221	3.9
Total Fringe Benefits	**$329.107**	**$373.691**	**$(44.584)**	**(13.5)**	**$2,965.719**	**$2,885.405**	**$80.314**	**2.7**
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	**$730.817**	**$788.397**	**$(57.580)**	(7.900)	**$6,879.070**	**$6,799.162**	**$79.908**	1.200
Non-Labor :								
Electric Power	$48.120	$30.217	$17.903	37.2	$345.502	$328.333	$17.169	5.0
Fuel	14.309	17.500	(3.191)	(22.3)	131.421	131.910	(0.489)	(0.4)
Insurance	14.506	4.006	10.500	72.4	48.920	34.748	14.172	29.0
Claims	53.413	17.709	35.704	66.8	268.947	197.742	71.205	26.5
Paratransit Service Contracts	75.876	46.031	29.845	39.3	616.115	571.592	44.523	7.2
Maintenance and Other Operating Contracts	34.063	38.363	(4.300)	(12.6)	299.560	321.799	(22.239)	(7.4)
Professional Service Contracts	31.428	30.866	0.562	1.8	283.848	247.695	36.153	12.7
Materials & Supplies	39.748	40.512	(0.764)	(1.9)	363.830	368.180	(4.350)	(1.2)
Other Business Expenses	13.047	13.074	(0.027)	(0.2)	106.981	107.146	(0.165)	(0.2)
Non-Labor	**$324.509**	**$238.278**	**$86.231**	**26.6**	**$2,465.124**	**$2,309.145**	**$155.979**	**6.3**
Other Expense Adjustments:								
Functional Allocations	$15.856	$0.000	$15.856	100.0	$79.280	$0.000	$79.280	100.0
Other	0.000	0.000	-	-	0.000	0.000	-	-
Other Expense Adjustments	**$15.856**	**$0.000**	**$15.856**	**100.0**	**$79.280**	**$0.000**	**$79.280**	**100.0**
Total Expenditures before Depreciation and OPEB	**$1,071.183**	**$1,026.675**	**$44.508**	**4.2**	**$9,423.473**	**$9,108.307**	**$315.166**	**3.3**
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	(100.0)	0.000	0.000	0.000	(100.0)
GASB 96 SBITA Adjustment	0.000	0.000	0.000	100.0	0.000	0.000	0.000	(100.0)
GASB 101 Compensated Absences	0.000	0.000	0.000	(100.0)	0.000	0.000	0.000	(100.0)
Total Expenditures	**$1,071.183**	**$1,026.675**	**$44.508**	**4.2**	**$9,423.473**	**$9,108.307**	**$315.166**	**3.3**
Net Surplus/(Deficit)	**$(522.729)**	**$(487.998)**	**$34.731**	**6.6**	**$(4,614.063)**	**$(4,350.950)**	**$263.113**	**5.7**

Note: Totals may not add due to rounding

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

	MONTH			YEAR TO DATE		
Operating Receipts or Disbursements	Favorable (Unfavorable) Variance $	Favorable (Unfavorable) Variance %	Reason for Variance	Favorable (Unfavorable) Variance $	Favorable (Unfavorable) Variance %	Reason for Variance
Farebox Receipts	(16.4)	(4.8)	Unfavorable timing of receipts	32.0	1.1	Favorable timing of receipts
Other Operating Receipts	(2.8)	(3.2)	Mainly unfavorable due to timing of paratransit reimbursement	(3.8)	(0.6)	Mainly unfavorable due to timing of paratransit reimbursement
Capital and Other Reimbursements	9.4	7.5	Favorable timing of reimbursements	(80.2)	(6.5)	Unfavorable timing of reimbursements
Payroll	16.6	4.8	Primarily due to vacancies	199.9	6.0	Primarily due to vacancies
Overtime	(29.6)	(52.3)	Mainly higher than projected absentee coverage needs	(200.3)	(35.8)	Mainly higher than projected absentee coverage needs and severe weather conditions
Health & Welfare/OPEB Current	(38.8)	(21.4)	Unfavorable timing of prescription rebate credits and claims payments	55.8	3.5	Favorable timing of prescription rebate credits and claims payments
Pension	(1.9)	(2.0)	Mainly unfavorable timing of pension payments	4.3	0.5	Mainly favorable timing of pension payments
Other Fringe Benefits	(3.9)	(7.4)	Mainly unfavorable timing of payments	20.2	3.9	Mainly favorable timing of payments
Electric Power	17.9	37.2	Mainly due to lower than projected consumption and price	17.2	5.0	Mainly due to lower than projected consumption and price
Fuel	(3.2)	(22.3)	Mainly due to higher than projected consumption	(0.5)	(0.4)	Mainly due to higher than projected consumption
Insurance	10.5	72.4	Mainly favorable timing of payments	14.2	29.0	Mainly favorable timing of payments
Claims	35.7	66.8	Mainly favorable timing of payments	71.2	26.5	Mainly favorable timing of payments
Paratransit Service Contracts	29.8	39.3	Mainly due to lower trip volume and support cost charges	44.5	7.2	Mainly due to lower trip volume and support cost charges
Maintenance and Other Operating Contracts	(4.3)	(12.6)	Mainly unfavorable timing of fleet and facilities maintenance requirements	(22.2)	(7.4)	Mainly unfavorable timing of fleet and facilities maintenance requirements
Professional Service Contracts	0.6	1.8	Mainly favorable timing of professional contract payments	36.2	12.7	Mainly favorable timing of professional contract payments
Materials & Supplies	(0.8)	(1.9)	Mainly unfavorable timing of payments	(4.4)	(1.2)	Mainly unfavorable timing of payments
Other Business	(0.0)	(0.2)	Minor variance	(0.2)	(0.2)	Minor variance

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MTA NEW YORK CITY TRANSIT
July Financial Plan - 2026 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Sep-26
($ in Millions)

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	Month				Year-To-Date			
	Forecast		Favorable(Unfavorable)		Forecast		Favorable(Unfavorable)	
	Mid_Year	Actual	Variance	Percent	Mid_Year	Actual	Variance	Percent
Revenue								
Farebox Revenue	**$0.000**	**$(8.127)**	**$(8.127)**	**-**	**$29.99**	**$77.312**	**$47.327**	**157.8**
Fare Reimbursment	($5.668)	$(7.602)	$(1.934)	(34.1)	$4.377	$8.507	$4.130	94.3
Paratransit Reimbursment	(1.747)	(0.529)	1.218	69.7	8.283	(8.791)	(17.073)	(206.1)
Other Operating Revenue	2.281	(0.018)	(2.299)	(100.8)	(6.790)	(2.597)	4.194	61.8
Other Revenue	**$(5.134)**	**$(8.149)**	**$(3.015)**	**(58.7)**	**$5.869**	**$(2.881)**	**$(8.750)**	**(149.1)**
Capital and Other Reimbursements	0.000	$16.633	$16.633	-	113.451	$30.605	$(82.846)	($73.000)
Total Revenue	**$(5.134)**	**$0.357**	**$5.491**	**107.0**	**$149.305**	**$105.036**	**$(44.269)**	**(29.7)**
Expenses								
Labor :								
Payroll	$40.724	$36.634	($4.089)	(10.0)	$141.675	$132.348	$(9.327)	(6.6)
Overtime	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Salaries & Wages	**$40.724**	**$36.634**	**$(4.089)**	**(10.0)**	**$141.675**	**$132.348**	**$(9.327)**	**(6.6)**
Health and Welfare	$0.000	($14.027)	($14.027)	-	(2.837)	($8.531)	($5.694)	(200.7)
OPEB Current Payment	0.000	0.000	0.000	-	0.000	(0.134)	(0.134)	-
Pensions	0.000	(0.865)	(0.865)	-	0.056	(4.072)	(4.128)	-
Other Fringe Benefits	27.875	24.841	(3.034)	(10.9)	208.264	229.507	21.243	10.2
Total Fringe Benefits	**$27.875**	**$9.948**	**$(17.926)**	**(64.3)**	**$205.483**	**$216.770**	**$11.287**	**5.5**
Contribution to GASB Fund	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Labor	**$68.598**	**$46.583**	**$(22.015)**	**(32.1)**	**$347.158**	**$349.119**	**$1.960**	**0.6**
Non-Labor :								
Electric Power	$0.000	$1.561	$1.561	-	$1.435	$10.494	$9.059	631.3
Fuel	0.000	(2.453)	(2.453)	-	(2.524)	(7.136)	(4.612)	(182.7)
Insurance	(6.280)	3.153	9.432	150.2	18.819	25.240	6.421	34.1
Claims	(7.825)	27.879	35.704	456.3	(36.876)	34.351	71.227	193.2
Paratransit Service Contracts	0.000	21.365	21.365	-	5.782	7.107	1.325	22.9
Maintenance and Other Operating Contracts	0.000	0.972	0.972	-	3.281	2.159	(1.122)	(34.2)
Professional Service Contracts	0.000	(0.979)	(0.979)	-	(12.747)	(13.461)	(0.714)	(5.6)
Materials & Supplies	0.000	(2.162)	(2.162)	-	0.792	7.549	6.757	853.2
Other Business Expenses	0.000	0.000	0.000	-	2.813	4.917	2.104	74.8
Non-Labor	**$(14.105)**	**$49.336**	**$63.441**	**449.8**	**$(19.225)**	**$71.222**	**$90.447**	**470.5**
Other Expense Adjustments:								
Functional Allocations	0.000	12.568	12.568	-	0.000	61.492	61.492	-
Other	0.000	0.000	-	-	0.000	0.000	-	-
Other Expense Adjustments	**0.000**	**12.568**	**12.568**	**-**	**0.000**	**61.492**	**61.492**	**-**
Total Expenses before Depreciation and OPEB	**$54.494**	**$108.487**	**$53.994**	**99.1**	**$327.933**	**$481.832**	**$153.899**	**46.9**
Depreciation	$203.083	$213.397	$10.313	5.1	$1,827.750	$1,759.758	($67.992)	(3.7)
GASB 49 Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 68 Pension Adjustment	0.000	(13.310)	(13.310)	-	0.000	(105.118)	(105.118)	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 87 Lease Adjustment	$2.92	$4.03	1.107	37.9	$20.85	$19.83	(1.021)	(4.9)
GASB 94 PPP and APA	0.358	0.358	0.000	0.0	3.234	3.233	(0.001)	0.0
GASB 96 SBITA Adjustment	(0.100)	0.171	0.271	272.0	(0.944)	($0.11)	0.837	88.7
GASB 101 Compensated Absences	1.813	1.806	(0.008)	(0.4)	16.228	$16.25	0.023	0.1
Total Expenditures	**$262.566**	**$314.934**	**$52.368**	**19.9**	**$2,195.055**	**$2,175.683**	**$(19.372)**	**(0.9)**
Total Cash Conversion Adjustments	**$257.432**	**$315.291**	**$57.859**	**22.5**	**$2,344.360**	**$2,280.719**	**$(63.641)**	**(2.7)**

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN 2026
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE AND FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
Sep-26

	Forecast Mid_Year	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Office of the President	32	27	5	
Law	-	-	-	
Office of the Chief Admin	64	36	28	
Human Resources	-	-	-	
EEO	-	-	-	
Office of Management and Budget	-	-	-	
Strategy & Customer Experience	-	-	-	
Non-Departmental	(64)	-	(64)	
Labor Relations	23	11	12	
Office of People & Business Transformation	-	-	-	
Materiel	-	-	-	
Controller	-	-	-	
Total Administration	**55**	**74**	**(19)**	
Operations:				
Subways Service Delivery	9,069	8,585	483	
Subways Operations Support/Admin	450	425	25	
Subways Stations	2,337	2,218	119	
SubTotal Subways	**11,856**	**11,229**	**627**	
Buses	11,632	11,432	200	
Paratransit	196	186	10	
Operations Planning	370	294	76	
Revenue Control	479	443	36	
Non-Departmental	(113)	-	(113)	
Total Operations	**24,419**	**23,583**	**836**	
Maintenance:				
Subways Operations Support/Admin	177	178	(1)	
Subways Service Delivery	85	77	8	
Subways Engineering	390	363	27	
Subways Car Equipment	5,282	4,872	410	
Subways Infrastructure	1,335	1,177	158	
Subways Elevators & Escalators	448	362	85	
Subways Stations	2,613	2,483	130	
Subways Facilities	2,172	1,924	248	
Subways Track	2,648	2,488	160	
Subways Power	1,287	1,237	50	
Subways Signals	1,761	1,682	79	
Subways Electronic Maintenance	1,486	1,403	82	
Subtotal Subways	**19,682**	**18,245**	**1,437**	
Buses	3,540	3,297	243	
Supply Logistics	-	-	-	
System Safety	92	85	7	
OHS	-	-	-	
Non-Departmental	(394)	-	(394)	
Total Maintenance	**22,921**	**21,627**	**1,293**	
Engineering				
C & D	832	474	358	
C & D Support	81	56	25	
Total Engineering/Capital	**913**	**530**	**383**	
Public Safety				
Security	917	846	71	
Total Public Safety	**917**	**846**	**71**	
Total Positions	49,224	46,660	2,564	
NON_REIMB	44,327	43,210	1,117	
REIMBURSABLE	4,897	3,451	1,446	
Total Full-Time	49,097	46,541	2,556	
Total Full-Time Equivalents	127	119	8	

MTA NEW YORK TRANSIT
JULY FINANCIAL PLAN 2026
TOTAL POSITIONS by FUNCTION and OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
Sep-26

FUNCTION/OCCUPATION	Forecast Mid_Year	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	27	36	(9)	
Professional,Technical,Clerical	5	27	(22)	
Operational Hourlies	23	11	12	
Total Administration	**55**	**74**	**(19)**	
Operations:				
Managers/Supervisors	2,934	2,690	244	
Professional,Technical,Clerical	451	436	15	
Operational Hourlies	21,035	20,458	577	
Total Operations	**24,419**	**23,583**	**836**	
Maintenance:				
Managers/Supervisors	4,300	3,977	323	
Professional,Technical,Clerical	1,042	973	68	
Operational Hourlies	17,579	16,677	902	
Total Maintenance	**22,921**	**21,627**	**1,293**	
Engineering/Capital:				
Managers/Supervisors	349	261	88	
Professional,Technical,Clerical	562	268	294	
Operational Hourlies	2	1	1	
Total Engineering/Capital	**913**	**530**	**383**	
Public Safety:				
Managers/Supervisors	538	477	61	
Professional,Technical,Clerical	45	33	12	
Operational Hourlies	334	336	(2)	
Total Public Safety	**917**	**846**	**71**	
Total Positions:				
Managers/Supervisors	8,147	7,441	706	
Professional,Technical,Clerical	2,104	1,737	367	
Operational Hourlies	38,973	37,483	1,490	
Total Positions	**49,224**	**46,660**	**2,564**	

Farebox Revenue Report Highlights

Month of September

NYCT farebox revenue totaled $329.7 million, which was $8.3 million (2.4%) lower than the Forecast.

- Subway farebox revenue was $8.7 million (3.1%) lower than the Forecast due to lower than projected paid ridership.
- NYCT Bus farebox revenue was $0.7 million (1.5%) lower than the Forecast due to higher than projected paid ridership.
- Paratransit farebox revenue was $0.3 million (7.5%) lower than the Forecast.

Year-to-Date

NYCT farebox YTD revenue totaled $2,844.4 million, which was $15.4 million (0.5%) lower than the Forecast.

- Subway farebox revenue was $2.8 million (0.1%) lower than the Forecast due to lower than projected paid ridership.
- NYCT Bus farebox revenue was $11.9 million (2.6%) lower than the Forecast due to lower than projected paid ridership.
- Paratransit farebox revenue was $0.7 million (2.6%) lower than the Forecast.

September Charts

Farebox Revenue

September 2026 Farebox Revenue - ($ in millions)								
	September				September Year-to-Date			
			Favorable(Unfavorable)				Favorable(Unfavorable)	
	Forecast	Prelim Actual	Amount	Percent	Forecast	Prelim Actual	Amount	Percent
Subway	$281.4	$272.7	($8.7)	(3.1%)	$2,355.2	$2,352.4	($2.8)	(0.1%)
NYCT Bus	50.5	51.2	0.7	1.5%	452.3	440.4	(11.9)	(2.6%)
Paratransit	3.4	3.2	(0.30)	(7.5%)	28.3	27.5	(0.7)	(2.6%)
Subtotal	335.3	327.1	(8.3)	(2.5%)	2,835.7	2,820.3	(15.4)	(0.5%)
Fare Media Liability	2.7	2.7	0.0	0.0%	24.0	24.0	0.0	0.0%
Total - NYCT	**$338.0**	**$329.7**	**($8.3)**	**(2.4%)**	**$2,859.7**	**$2,844.4**	**($15.4)**	**(0.5%)**

Note: Totals may not add up due to rounding

Ridership Results

September 2026 Ridership vs. Forecast - (in millions)								
	September				September Year-to-Date			
			More(Less)				More(Less)	
	Forecast	Prelim Actual	Amount	Percent	Forecast	Prelim Actual	Amount	Percent
Subway	116.0	110.2	(5.8)	(5.0%)	979.0	968.3	(10.7)	(1.1%)
NYCT Bus	28.5	27.3	(1.2)	(4.3%)	244.1	241.9	(2.3)	(0.9%)
Paratransit	1.60	1.50	(0.1)	(6.2%)	12.8	12.7	(0.1)	(1.0%)
Total - NYCT	**146.1**	**139.0**	**(7.1)**	**(4.8%)**	**1,235.9**	**1,222.9**	**(13.1)**	**(1.1%)**

Note: Total may not add due to rounding

MTA NEW YORK CITY TRANSIT

July Financial Plan - 2026 Mid_Year

Ridership (Utilization) Actual to Budget

Sep FY26

(# in Millions)

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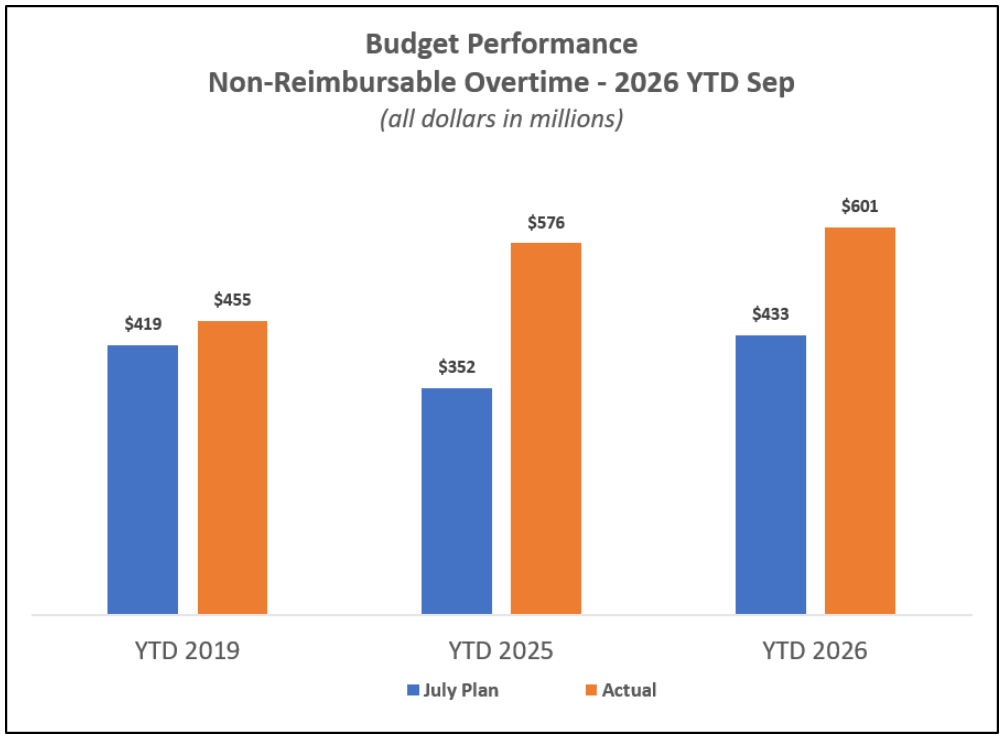
	Month				Year-To-Date			
	Forecast		Favorable		Forecast		Favorable	
	Mid_Year	Actual	Variance	Percent	Mid_Year	Actual	Variance	Percent
Ridership								
Ridership - Subway	116.002	110.244	(5.758)	(5.0)	978.968	968.292	(10.676)	(1.1)
Ridership - Bus	28.537	27.309	(1.229)	(4.3)	244.140	241.889	(2.252)	(0.9)
Subtotal	**144.539**	**137.552**	**(6.987)**	**(4.8)**	**1,223.108**	**1,210.181**	**(12.928)**	**(1.1)**
Ridership - Paratransit	1.563	1.466	(0.097)	(6.2)	12.820	12.694	(0.127)	(1.0)
Total Ridership	**146.102**	**139.0**	**(7.084)**	**(4.8)**	**1,235.929**	**1,222.874**	**(13.054)**	**(1.1)**
FareBox Revenue								
Subway	$281.403	$272.668	$(8.735)	(3.1)	$2,355.182	$2,352.409	$(2.773)	(0.100)
Bus	$50.501	$51.240	$0.740	1.5	$452.265	$440.399	$(11.866)	(2.600)
Subtotal	**$331.903**	**$323.908**	**$(7.995)**	**(2.4)**	**$2,807.447**	**$2,792.808**	**$(14.638)**	**(0.5)**
Paratransit	$3.426	$3.169	$(0.256)	(7.5)	$28.259	$27.535	$(0.723)	(2.6)
Farebox Revenue (excl. Fare Media Liab.)	**$335.329**	**$327.078**	**$(8.252)**	**(2.5)**	**$2,835.705**	**$2,820.344**	**$(15.362)**	**(0.5)**
Fare Liability	$2.671	$2.671	$0.000	0.0	$24.039	$24.040	$0.000	0.0
Total Farebox Revenue	**$338.000**	**$329.749**	**$(8.252)**	**(2.4)**	**$2,859.745**	**$2,844.383**	**$(15.361)**	**(0.5)**

Note: Totals may not add due to rounding

NEW YORK CITY TRANSIT

Overview

- Overall increase of $145.7M or 32.0 percent compared to YTD Sep 2019
- Overall increase of $24.6M or 4.3 percent compared to YTD Sep 2025
- $167.7M or 38.7 percent above YTD September 2026 Forecast Budget
- Subways $71.2M overrun: This is primarily due to weather response and vacancies.
- Buses $100.7M overrun: This is due to absence coverage, vacancies, service requirement and weather response.



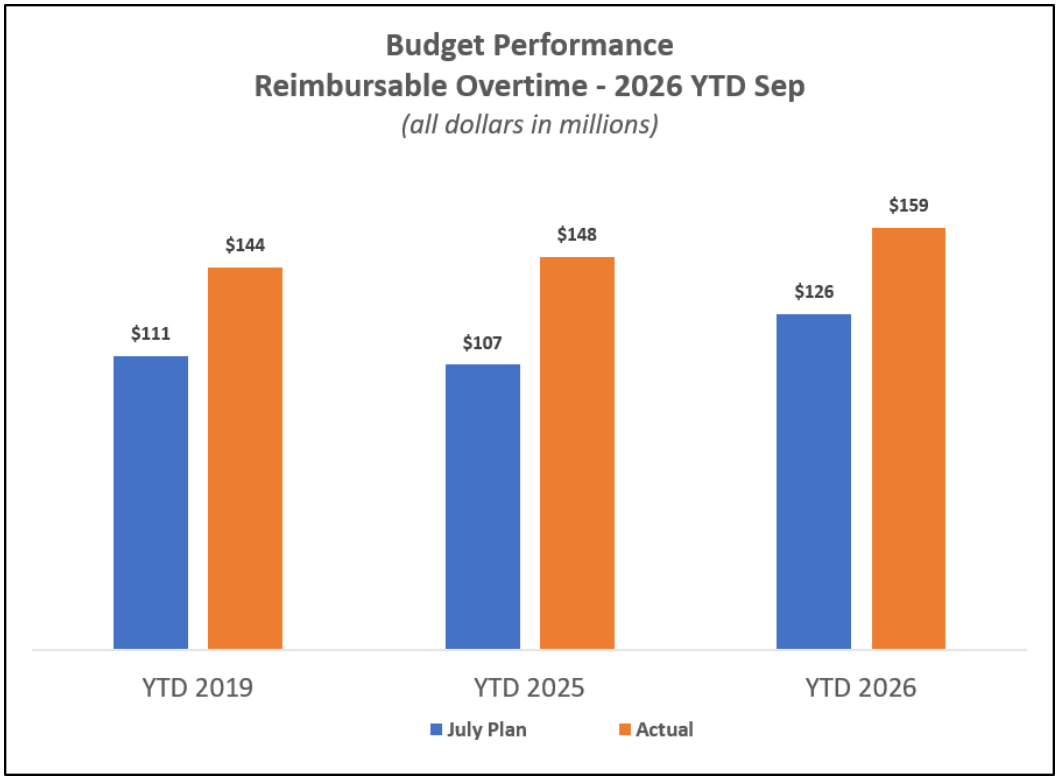
NON-REIMBURSABLE OVERTIME

Agency Detail

- **Subways**
  - Service Delivery overtime of $104.4M is 17.4% of the Sep 2026 YTD actuals; $34.M unfavorable driven by absence coverage and vacancies.
  - Maintenance of Way overtime of $86.3M is 14.4% of the Sep 2026 YTD actuals; $22.3M unfavorable driven primarily by weather response, absence coverage and vacancies partially offset by maintenance requirements.
  - Stations overtime of $33.4M is 5.6% of the Sep 2026 YTD actuals; $6.0M unfavorable driven primarily by vacancies and weather response partially offset by maintenance requirements.
  - Car Equipment overtime of $35.3M is 5.9% of the Sep 2026 YTD actuals; $1.8M favorable driven by lower absence coverage.
  - Facilities overtime of $37.7M is 6.3% of the Sep 2026 YTD actuals; $10.8 unfavorable driven primarily by weather response partially offset by absence coverage.
- **Buses**
  - Buses service operations overtime of $194.4M is 32.4% of the Sep 2026 YTD actuals; $48.7M unfavorable driven by absence coverage, vacancies and service requirements.
  - Buses maintenance overtime of $100.7M is 16.8% of the Sep 2026 YTD actuals; $52.0M unfavorable driven primarily by absence coverage, vacancies and weather response.

Overview

- Overall increase of $15.1M or 10.5 percent compared to YTD Sep 2019
- Overall increase of $10.9M or 7.3 percent compared to YTD Sep 2025
- $32.6M or 25.8 percent above YTD Sep 2026 Forecast Budget
- Subways $30.1M overrun: This is primarily due to vacancies and absence coverage.
- Buses $6.0M overrun: This is primarily due to absence coverage.



Agency Detail

- **Subways**
  - Maintenance of Way and Other Subways overtime of $78.9M is 49.6% of the Sep 2026 YTD actuals; $21.0M unfavorable driven by vacancy and absence coverage.
  - Service Delivery overtime of $42.6M is 26.8% of the Sep 2026 YTD actuals; $1.7M favorable driven by less absence coverage.
  - Facilities overtime of $12.2M is 7.7% of the Sep 2026 YTD actuals; $7.1M unfavorable driven by vacancies and absence coverage.
  - Stations overtime of $3.3M is 2.1% of the Sep 2026 YTD actuals.
  - Car Equipment overtime of $2.8M is 1.8% of the Sep 2026 YTD actuals.
- **Buses**
  - Buses service operations overtime of $9.6M is 6.1% of the Sep 2026 YTD actuals.
  - Buses maintenance overtime of $7.4M is 4.6% of the Sep 2026 YTD actuals; $5.9M unfavorable driven by absence coverage.

MTA Bus Company

Financial and Ridership Reports – September 2026

Financial Report Highlights

Year-to-Date Forecast Performance Summary

- Total revenues of $148.6 million were $15.2 million (9.3%) unfavorable to the Mid-Year Forecast. This unfavorable variance was primarily attributed to lower farebox revenue of $11.0 million (7.6%), lower other operating income of $1.8 million (13.8%), and lower capital and other reimbursements of $2.3 million (46.9%).
- Total paid ridership of 63.9 million was 2.2 million (3.3%) lower than the Forecast.
- Total expenses of $825.8 million were $ 12.7 million (1.5%) favorable to the Forecast. Total expenses before Depreciation and OPEB of $759.5 million were favorable to the Forecast by $22.8 million (2.9%), primarily due to underruns of $9.8 million (1.7%) in labor costs, $6.9 million (3.4%) in non-labor costs, and $6.1 million (49.6%) in other expense adjustments.
- At the end of September, the total headcount was 3,772, which was 113 lower than the Forecast of 3,885. Non-reimbursable positions were 103 lower and Reimbursable positions were 10 lower than the Forecast.

  September YTD non-reimbursable operating surplus was unfavorable to the Forecast by $2.5 million (0.4%). Non-reimbursable revenues through September were unfavorable by $12.9 million (8.1%) to the Forecast due to lower farebox revenue of $11.0 million (7.6%) and lower other operating income of $1.8 million (13.8%). Unfavorable farebox revenue was due to lower ridership and lower average fare. Total non-reimbursable expenses were favorable by $10.4 million (1.2%), primarily due to lower labor and non-labor costs, and lower other expense adjustments partially offset by higher depreciation. Favorable labor expenses were mainly attributed to lower payroll, other fringe benefit costs, and health & welfare/OPEB, partially offset by higher overtime costs.

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

($ in Millions)

	MTA Bus		
	Forecast	Actual	Variance
Total Revenue	**$158.803**	**$145.951**	**($12.852)**
Farebox Revenue	$145.630	$134.592	($11.038)
Other Revenue	$13.173	$11.359	($1.814)
Total Expense	**$777.315**	**$756.849**	**$20.466**
Labor Expenses	$562.724	$555.225	$7.499
Non-Labor Expenses	$202.260	$195.384	$6.876
Other Expense Adjustments	$12.330	$6.240	$6.091
Non-Cash Liabilities	**$56.259**	**$66.357**	**($10.099)**
Net Surplus/(Deficit) - Accrued	**($674.770)**	**($677.255)**	**($2.485)**

Revenues

- **Farebox Revenues** were $11.0 million (7.6%) unfavorable to the Forecast primarily due to lower ridership and lower average fare. September YTD paid ridership of 63.9 million was 2.2 million (3.3%) lower than the Forecast.
- **Other Operating Income** was $1.8 million (13.8%) unfavorable to the Forecast, mainly due to the timing of student fare assistance, lower advertising revenue, recoveries from other insurance, and other contract service revenue partially offset by higher miscellaneous income.

Expenses

Labor Expenses: $7.5 million (1.3%) favorable

- **Payroll** was $3.4 million (1.3%) favorable primarily due to lower labor expenses related to inter-agency employees (HQ), contract settlement, and vacancies.
- **Overtime** was $3.1 million (4.2%) unfavorable primarily due to programmatic maintenance and vacancy-related coverage requirements.
- **Health & Welfare/OPEB Current Payments** were $2.1 million (1.9%) favorable, primarily due to lower OPEB costs and the timing of dental and life insurance costs partially offset by higher medical and hospitalization expenses and prescription coverage costs.
- **Pensions** were essentially in line with the Forecast.
- **Other Fringe Benefits** were $3.8 million (6.0%) favorable, primarily due to the timing of inter-agency billings and lower payroll-related expenses, partially offset by higher workers' compensation.

Non-Labor Expenses: $6.9 million (3.4%) favorable

- **Electric Power** was $0.1 million (7.8%) favorable mainly due to the timing of payment.
- **Fuel** was $0.5 million (1.6%) unfavorable primarily due to higher fuel prices and CNG usage partially offset by lower diesel consumption.
- **Insurance** was $0.3 million (3.9%) favorable mainly due to timing of expenses.
- **Claims** were $0.4 million (0.7%) favorable mainly due to timing of expenses.
- **Maintenance and Other Operating Contracts** were $3.7 million (13.1%) favorable mainly due to the timing of maintenance expenses.
- **Professional Service Contracts** were $4.6 million (13.4%) favorable primarily due to the timing of on-board bus technology service contracts, partially offset by higher inter-agency expenses.
- **Materials and Supplies** were $1.7 million (4.8%) unfavorable primarily due to higher materials and supplies expenses.
- **Other Business Expense** was essentially in line with the Forecast.

Depreciation and Other: Non-cash liabilities overran by $10.1 million (18.0%), mainly due to higher depreciation expense.

Staffing Levels

- The total headcount at the end of September was 3,772, which was 113 lower than the Forecast.
- The largest number of vacancies were in maintenance (85 positions).

Overtime

- Overtime was $3.1 million (4.2%) unfavorable, primarily due to programmatic maintenance and vacancy-related coverage requirements.

Financial Metrics

- The September year-to-date Farebox Operating Ratio was 19.1%, which was unfavorable to the Forecast by 1.2%, primarily due to lower farebox revenue and lower average fare.
- The September year-to-date Cost per Passenger was $11.74, which was unfavorable to the Forecast by $0.17, mainly due to lower operating expenses.
- The September year-to-date Revenue per Passenger was $2.25, which was lower than the Forecast by $0.11, primarily due to lower farebox revenue and lower ridership.

MTA BUS COMPANY
July Financial Plan - 2026 Mid_Year
Accrual Statement of Operations By Category
Month - Sep 2026
($ in Millions)

Periodic 5000

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	$17.938	$15.357	$(2.581)	(14.4)	$0.000	$0.000	-	-	$17.938	$15.357	$(2.581)	(14.4)
Other Revenue	$1.586	$1.237	$(0.349)	(22.0)	$0.000	$0.000	-	-	$1.586	$1.237	$(0.349)	(22.0)
Capital and Other Reimbursements	$0.000	$0.000	-	-	$0.934	$0.166	$(0.769)	(82.2)	$0.934	$0.166	$(0.769)	(82.2)
Total Revenue	**$19.524**	**$16.594**	**$(2.930)**	**(15.0)**	**$0.934**	**$0.166**	**$(0.769)**	**(82.2)**	**$20.459**	**$16.760**	**$(3.699)**	(18.1)
Expenses												
Labor :												
Payroll	$28.577	$28.325	$0.252	0.9	$0.586	$0.088	$0.498	84.9	$29.163	$28.413	$0.750	2.6
Overtime	$8.056	$8.736	$(0.680)	(8.4)	$0.000	$0.005	$(0.005)	-	$8.056	$8.741	$(0.685)	(8.5)
Total Salaries & Wages	**$36.633**	**$37.061**	**$(0.428)**	**(1.2)**	**$0.586**	**$0.094**	**$0.493**	**84.1**	**$37.219**	**$37.155**	**$0.065**	0.2
Health and Welfare	$10.806	$13.437	$(2.631)	(24.3)	$0.235	$0.000	$0.235	100.0	$11.041	$13.437	$(2.396)	(21.7)
OPEB Current Payment	$3.319	$3.304	$0.015	0.4	$0.000	$0.000	-	-	$3.319	$3.304	$0.015	0.4
Pensions	$5.892	$5.867	$0.025	0.4	$0.000	$0.000	-	-	$5.892	$5.867	$0.025	0.4
Other Fringe Benefits	$7.528	$6.382	$1.146	15.2	$0.000	$0.002	$(0.002)	-	$7.528	$6.384	$1.144	15.2
Total Fringe Benefits	**$27.545**	**$28.989**	**$(1.445)**	**(5.2)**	**$0.235**	**$0.002**	**$0.233**	**99.2**	**$27.780**	**$28.991**	**$(1.212)**	(4.4)
Contribution to GASB Fund	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Reimbursable Overhead	$(0.055)	$(0.070)	$0.016	28.6	$0.104	$0.070	$0.034	32.5	$0.050	$0.000	$0.050	100.0
Labor	**$64.123**	**$65.980**	**$(1.857)**	**(2.9)**	**$0.926**	**$0.166**	**$0.760**	**82.1**	**$65.049**	**$66.146**	**$(1.097)**	(1.7)
Non-Labor :												
Electric Power	$0.183	$0.143	$0.040	21.9	$0.000	$0.000	-	-	$0.183	$0.143	$0.040	21.9
Fuel	$3.654	$4.459	$(0.805)	(22.0)	$0.000	$0.000	-	-	$3.654	$4.459	$(0.805)	(22.0)
Insurance	$0.811	$0.710	$0.101	12.4	$0.000	$0.000	-	-	$0.811	$0.710	$0.101	12.4
Claims	$6.687	$6.571	$0.117	1.7	$0.000	$0.000	-	-	$6.687	$6.571	$0.117	1.7
Paratransit Service Contracts	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Maintenance and Other Operating Contracts	$3.990	$3.736	$0.254	6.4	$0.000	$0.000	-	-	$3.990	$3.736	$0.254	6.4
Professional Service Contracts	$5.053	$3.928	$1.126	22.3	$0.000	$0.000	-	-	$5.053	$3.928	$1.126	22.3
Materials & Supplies	$3.699	$3.723	$(0.024)	(0.6)	$0.000	$0.000	-	-	$3.699	$3.723	$(0.024)	(0.6)
Other Business Expenses	$0.670	$0.705	$(0.035)	(5.2)	$0.000	$0.000	-	-	$0.670	$0.705	$(0.035)	(5.2)
Non-Labor	**$24.748**	**$23.973**	**$0.774**	**3.1**	**$0.000**	**$0.000**	**-**	**-**	**$24.748**	**$23.973**	**$0.774**	3.1
Other Expense Adjustments:												
Functional Allocations	$2.466	$1.252	$1.214	49.2	$0.009	$0.000	$0.009	100.0	$2.475	$1.252	$1.222	49.4
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$2.466**	**$1.252**	**$1.214**	**49.2**	**$0.009**	**$0.000**	**$0.009**	**100.0**	**$2.475**	**$1.252**	**$1.222**	49.4
Total Expenses before Depreciation and OPEB	**$91.337**	**$91.206**	**$0.131**	**0.1**	**$0.934**	**$0.166**	**$0.769**	**82.2**	**$92.271**	**$91.372**	**$0.899**	1.0
Depreciation	$5.351	$7.386	$(2.034)	(38.0)	$0.000	$0.000	-	-	$5.351	$7.386	$(2.034)	(38.0)
GASB 49 Environmental Remediation	$0.000	$1.701	$(1.701)	-	$0.000	$0.000	-	-	$0.000	$1.701	$(1.701)	-
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	178.6	$0.000	$0.000	-	-	$0.000	$0.000	$0.000	178.6
GASB 94 PPP and APA	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
GASB 96 SBITA Adjustment	$0.000	$0.006	$(0.006)	-	$0.000	$0.000	-	-	$0.000	$0.006	$(0.006)	-
GASB 101 Compensated Absences	$0.034	$0.035	$0.000	(1.2)	$0.000	$0.000	-	-	$0.034	$0.035	$0.000	(1.2)
Total Expenses	**$96.723**	**$100.334**	**$(3.611)**	**(3.7)**	**$0.934**	**$0.166**	**$0.769**	**82.2**	**$97.657**	**$100.500**	**$(2.842)**	(2.9)
OPERATING SURPLUS/DEFICIT	**$(77.198)**	**$(83.739)**	**$(6.541)**	**(8.5)**	**$0.000**	**$0.000**	**$0.000**	**-**	**$(77.198)**	**$(83.739)**	**$(6.541)**	(8.5)

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
Mid_Year. FinalFY26

MTA BUS COMPANY
July Financial Plan - 2026 Mid_Year
Accrual Statement of Operations By Category
Year-To-Date - Sep 2026
($ in Millions)

YTD 5000

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Favorable (Unfavorable) Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Favorable (Unfavorable) Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Favorable (Unfavorable) Percent
Revenue												
Farebox Revenue	$145.630	$134.592	$(11.038)	(7.6)	$0.000	$0.000	-	-	$145.630	$134.592	$(11.038)	(7.6)
Other Revenue	$13.173	$11.359	$(1.814)	(13.8)	$0.000	$0.000	-	-	$13.173	$11.359	$(1.814)	(13.8)
Capital and Other Reimbursements	$0.000	$0.000	-	-	$4.957	$2.632	$(2.325)	(46.9)	$4.957	$2.632	$(2.325)	(46.9)
Total Revenue	**$158.803**	**$145.951**	**$(12.852)**	**(8.1)**	**$4.957**	**$2.632**	**$(2.325)**	**(46.9)**	**$163.760**	**$148.583**	**$(15.177)**	(9.3)
Expenses												
Labor :												
Payroll	$261.552	$258.156	$3.396	1.3	$3.013	$1.457	$1.555	51.6	$264.565	$259.614	$4.951	1.9
Overtime	$73.898	$76.979	$(3.080)	(4.2)	$0.001	$0.007	$(0.006)	(626.3)	$73.899	$76.986	$(3.087)	(4.2)
Total Salaries & Wages	**$335.451**	**$335.135**	**$0.316**	**0.1**	**$3.014**	**$1.465**	**$1.549**	**51.4**	**$338.464**	**$336.600**	**$1.865**	0.6
Health and Welfare	$84.433	$84.088	$0.345	0.4	$0.947	$0.000	$0.947	100.0	$85.380	$84.088	$1.292	1.5
OPEB Current Payment	$26.583	$24.803	$1.780	6.7	$0.000	$0.000	-	-	$26.583	$24.803	$1.780	6.7
Pensions	$53.660	$53.452	$0.208	0.4	$0.000	$0.000	-	-	$53.660	$53.452	$0.208	0.4
Other Fringe Benefits	$63.699	$59.887	$3.812	6.0	$0.002	$0.005	$(0.003)	(194.8)	$63.700	$59.892	$3.809	6.0
Total Fringe Benefits	**$228.375**	**$222.230**	**$6.145**	**2.7**	**$0.949**	**$0.005**	**$0.944**	**99.5**	**$229.323**	**$222.235**	**$7.089**	3.1
Contribution to GASB Fund	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Reimbursable Overhead	$(1.101)	$(2.140)	$1.039	94.4	$0.950	$1.163	$(0.212)	(22.4)	$(0.150)	$(0.977)	$0.827	549.6
Labor	**$562.724**	**$555.225**	**$7.499**	**1.3**	**$4.913**	**$2.632**	**$2.281**	**46.4**	**$567.637**	**$557.857**	**$9.780**	1.7
Non-Labor :												
Electric Power	$1.780	$1.641	$0.139	7.8	$0.000	$0.000	-	-	$1.780	$1.641	$0.139	7.8
Fuel	$31.111	$31.607	$(0.496)	(1.6)	$0.000	$0.000	-	-	$31.111	$31.607	$(0.496)	(1.6)
Insurance	$6.670	$6.408	$0.262	3.9	$0.000	$0.000	-	-	$6.670	$6.408	$0.262	3.9
Claims	$59.622	$59.194	$0.428	0.7	$0.000	$0.000	-	-	$59.622	$59.194	$0.428	0.7
Paratransit Service Contracts	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Maintenance and Other Operating Contracts	$28.087	$24.410	$3.677	13.1	$0.000	$0.000	-	-	$28.087	$24.410	$3.677	13.1
Professional Service Contracts	$34.471	$29.860	$4.611	13.4	$0.000	$0.000	-	-	$34.471	$29.860	$4.611	13.4
Materials & Supplies	$34.846	$36.533	$(1.687)	(4.8)	$0.000	$0.000	-	-	$34.846	$36.533	$(1.687)	(4.8)
Other Business Expenses	$5.672	$5.729	$(0.057)	(1.0)	$0.000	$0.000	-	-	$5.672	$5.729	$(0.057)	(1.0)
Non-Labor	**$202.260**	**$195.384**	**$6.876**	**3.4**	**$0.000**	**$0.000**	**-**	**-**	**$202.260**	**$195.384**	**$6.876**	3.4
Other Expense Adjustments:												
Functional Allocations	$12.330	$6.240	$6.091	49.4	$0.044	$0.000	$0.044	100.0	$12.375	$6.240	$6.135	49.6
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$12.330**	**$6.240**	**$6.091**	**49.4**	**$0.044**	**$0.000**	**$0.044**	**100.0**	**$12.375**	**$6.240**	**$6.135**	49.6
Total Expenses before Depreciation and OPEB	**$777.315**	**$756.849**	**$20.466**	**2.6**	**$4.957**	**$2.632**	**$2.325**	**46.9**	**$782.272**	**$759.481**	**$22.791**	2.9
Depreciation	$55.946	$64.258	$(8.312)	(14.9)	$0.000	$0.000	-	-	$55.946	$64.258	$(8.312)	(14.9)
GASB 49 Environmental Remediation	$0.000	$1.779	$(1.779)	-	$0.000	$0.000	-	-	$0.000	$1.779	$(1.779)	-
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)	$0.002	213.9	$0.000	$0.000	-	-	$0.001	$(0.001)	$0.002	213.9
GASB 94 PPP and APA	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
GASB 96 SBITA Adjustment	$0.000	$0.008	$(0.008)	-	$0.000	$0.000	-	-	$0.000	$0.008	$(0.008)	-
GASB 101 Compensated Absences	$0.312	$0.313	$(0.002)	(0.5)	$0.000	$0.000	-	-	$0.312	$0.313	$(0.002)	(0.5)
Total Expenses	**$833.574**	**$823.206**	**$10.367**	**1.2**	**$4.957**	**$2.632**	**$2.325**	**46.9**	**$838.531**	**$825.838**	**$12.692**	1.5
OPERATING SURPLUS/DEFICIT	**$(674.770)**	**$(677.255)**	**$(2.485)**	**(0.4)**	**$0.000**	**$0.000**	**$0.000**	**(35.9)**	**$(674.770)**	**$(677.255)**	**$(2.485)**	(0.4)

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
Mid_Year. FinalFY26

Table 3

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2026 MID-YEAR
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
SEPTEMBER 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.	$ (2.581)	(14.4)	Primarily due to lower ridership and average fare	$ (11.038)	(7.6)	Primarily due to lower ridership and average fare	TRUE
Other Operating Income	Non Reimb.	(0.349)	(22.0)	Primarily due to the timing of student fare assistance, lower advertising revenue, insurance recoveries, and other contract service revenue partially offset by higher miscellaneous income	(1.814)	(13.8)	Primarily due to the timing of student fare assistance, lower advertising revenue, insurance recoveries, and other contract service revenue partially offset by higher miscellaneous income	TRUE
Capital and Other Reimbursements	Reimb.	(0.769)	(82.2)	Primarily due to the timing of reimbursable projects	(2.325)	(46.9)	Primarily due to the timing of reimbursable projects	TRUE
Payroll	Non Reimb.	0.252	0.9	Primarily due to vacancies	3.396	1.3	Primarily due to lower labor expenses related to inter-agency employees (HQ), contract settlement and vacancies	TRUE
Overtime	Non Reimb.	(0.680)	(8.4)	Primarily due to programmatic maintenance and vacancy-related coverage requirements	(3.080)	(4.2)	Primarily due to programmatic maintenance and vacancy-related coverage requirements	TRUE
Health and Welfare (including OPEB current payment)	Non Reimb.	(2.616)	(18.5)	Primarily due to higher medical and hospitalization expenses, partially offset by the timing of dental and life insurance costs and lower prescription coverage costs	2.125	1.9	Primarily due to lower OPEB costs and the timing of dental and life insurance costs partially offset by higher medical and hospitalization expenses and prescription coverage costs	FALSE
Pension	Non Reimb.	0.025	0.4	Minor variance	0.208	0.4	Minor variance	TRUE
Other Fringe Benefits	Non Reimb.	1.146	15.2	Primarily due to timing of inter-agency billings and lower payroll related expenses partially offset by higher worker's compensation	3.812	6.0	Primarily due to timing of inter-agency billings and lower payroll related expenses partially offset by higher worker's compensation	TRUE
Reimbursable Overhead	Non Reimb.	0.016	28.6	Mainly due to higher inter-agency fringe benefit overhead	1.039	94.4	Mainly due to higher inter-agency fringe benefit overhead	TRUE
Electric Power	Non Reimb.	0.040	21.9	Minor variance	0.1	7.8	Mainly due to the timing of payment	TRUE
Fuel	Non Reimb.	(0.805)	(22.0)	Primarily due to higher diesel prices and CNG consumption, partially offset by lower diesel usage and lower CNG prices	(0.496)	(1.6)	Primarily due to higher fuel prices and CNG usage partially offset by lower diesel consumption	FALSE
Insurance	Non Reimb.	0.101	12.4	Minor variance	0.262	3.9	Mainly due to timing of expenses	TRUE
Claims	Non Reimb.	0.117	1.7	Minor variance	0.428	0.7	Mainly due to timing of expenses	TRUE
Maintenance and Other Operating Contracts	Non Reimb.	0.254	6.4	Mainly due to the timing of maintenance expenses	3.677	13.1	Mainly due to the timing of maintenance expenses	TRUE
Professional Service Contracts	Non Reimb.	1.126	22.3	Primarily due to the timing of on-board bus technology service contracts partially offset by higher inter-agency expenses	4.611	13.4	Primarily due to the timing of on-board bus technology service contracts partially offset by higher inter-agency expenses	TRUE
Materials & Supplies	Non Reimb.	(0.024)	(0.6)	Primarily due to higher materials and supplies expenses	(1.687)	(4.8)	Primarily due to higher materials and supplies expenses	TRUE
Other Business Expense	Non Reimb.	(0.035)	(5.2)	Minor variance	(0.057)	(1.0)	Minor variance	TRUE
Payroll	Reimb.	0.498	84.9	Timing of charges	1.555	51.6	Timing of charges	TRUE
Overtime	Reimb.	(0.005)	-	Minor variance	(0.006)	(626.3)	Minor variance	TRUE
Reimbursable Overhead	Reimb.	0.034	32.5	Minor variance	(0.212)	(22.4)	Mainly due to the timing	

MTA BUS COMPANY
July Financial Plan - 2026 Mid_Year
Cash Receipts and Expenditures
Sep FY26
($ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	**$17.977**	**$15.574**	**$(2.403)**	**(13.4)**	**$143.711**	**$131.388**	**$(12.323)**	**(8.6)**
Other Revenue	**$2.028**	**$0.194**	**$(1.834)**	**(90.5)**	**$17.360**	**$14.684**	**$(2.676)**	**(15.4)**
Capital and Other Reimbursements	$1.339	$0.496	$(0.843)	(62.9)	$7.113	$3.373	$(3.740)	(52.6)
Total Revenue	**$21.344**	**$16.264**	**$(5.080)**	**(23.8)**	**$168.184**	**$149.445**	**$(18.739)**	**(11.1)**
Expenditures								
Labor :								
Payroll	$29.522	$34.670	$(5.148)	(17.4)	$295.913	$272.338	$23.575	8.0
Overtime	$7.165	$8.741	$(1.576)	(22.0)	$73.674	$76.986	$(3.312)	(4.5)
Total Salaries & Wages	**$36.687**	**$43.412**	**$(6.725)**	**(18.3)**	**$369.586**	**$349.324**	**$20.263**	**5.5**
Health and Welfare	$10.473	$3.396	$7.077	67.6	$107.433	$90.131	$17.302	16.1
OPEB Current Payment	$3.347	$3.304	$0.043	1.3	$26.596	$24.803	$1.793	6.7
Pensions	$6.123	$6.018	$0.105	1.7	$54.766	$54.165	$0.601	1.1
Other Fringe Benefits	$5.777	$5.451	$0.326	5.7	$59.791	$57.958	$1.833	3.1
Total Fringe Benefits	**$25.720**	**$18.169**	**$7.551**	**29.4**	**$248.586**	**$227.058**	**$21.528**	**8.7**
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	**$62.407**	**$61.581**	**$0.826**	**1.3**	**$618.172**	**$576.382**	**$41.790**	**6.8**
Non-Labor :								
Electric Power	$0.180	$0.143	$0.037	20.8	$1.788	$0.247	$1.541	86.2
Fuel	$3.595	$3.868	$(0.273)	(7.6)	$31.289	$32.001	$(0.713)	(2.3)
Insurance	$1.217	$0.383	$0.834	68.5	$5.452	$1.571	$3.881	71.2
Claims	$8.918	$2.698	$6.220	69.7	$45.725	$27.628	$18.097	39.6
Paratransit Service Contracts	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Maintenance and Other Operating Contracts	$8.549	$1.771	$6.778	79.3	$47.766	$23.488	$24.278	50.8
Professional Service Contracts	$2.151	$5.221	$(3.070)	(142.8)	$36.962	$50.276	$(13.313)	(36.0)
Materials & Supplies	$3.582	$4.995	$(1.413)	(39.4)	$34.673	$37.337	$(2.664)	(7.7)
Other Business Expenses	$0.698	$0.662	$0.035	5.1	$5.579	$5.481	$0.098	1.7
Non-Labor	**$28.890**	**$19.741**	**$9.148**	**31.7**	**$209.233**	**$178.027**	**$31.206**	**14.9**
Other Expense Adjustments:								
Functional Allocations	$0.000	$0.000	$0.000	100.0	$0.000	$0.000	$0.000	100.0
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**100.0**	**$0.000**	**$0.000**	**$0.000**	**100.0**
Total Expenditures before Depreciation and OPEB	**$91.297**	**$81.323**	**$9.974**	**10.9**	**$827.405**	**$754.409**	**$72.996**	**8.8**
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	(100.0)	$0.000	$0.000	$0.000	(100.0)
Total Expenditures	**$91.297**	**$81.323**	**$9.974**	**10.9**	**$827.405**	**$754.409**	**$72.996**	**8.8**
Net Surplus/(Deficit)	**$(69.952)**	**$(65.059)**	**$4.893**	**7.0**	**$(659.221)**	**$(604.964)**	**$54.257**	**8.2**

Note: Totals may not add due to rounding

Table 5

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2026 MID-YEAR
EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS
SEPTEMBER 2026
($ in millions)

Operating Receipts or Disbursements	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	$ (2.403)	(13.4)	Primarily due to lower ridership and average fare	$ (12.323)	(8.6)	Primarily due to lower ridership and average fare	TRUE
Other Operating Revenue	(1.834)	(90.5)	Primarily due to the timing of student fare assistance, senior citizen fare assistance and lower insurance recoveries and other contract service	(2.676)	(15.4)	Primarily due to the timing of student fare reimbursement, lower advertising revenue, and lower insurance recoveries, partially offset by the receipt of prior-period senior citizen fare assistance and higher miscellaneous income	TRUE
Capital and Other Reimbursements	(0.843)	(62.9)	Mainly due to the timing of reimbursements	(3.740)	(52.6)	Mainly due to the timing of reimbursements	TRUE
Payroll	(5.148)	(17.4)	Primarily due to the September's three payroll cycles partially offset by the timing of inter-agency billing	23.575	8.0	Primarily due to the timing of payroll payments, inter-agency billing, retroactive wage adjustment (RWA) payments, and vacancies	FALSE
Overtime	(1.576)	(22.0)	Primarily due to programmatic maintenance and vacancy-related coverage requirements	(3.312)	(4.5)	Primarily due to programmatic maintenance and vacancy-related coverage requirements	TRUE
Health and Welfare (including OPEB current payment)	7.120	51.5	Primarily due to the timing medical and hospitalization payments partially offset by lower health and welfare reimbursements	19.095	14.2	Primarily due to prescription coverage rebate, the timing of medical and hospitalization payments, lower dental and life insurance cost partially offset by lower health and welfare reimbursements	TRUE
Pension	0.105	1.7	Mainly due to the timing of payments	0.601	1.1	Mainly due to the timing of payments	TRUE
Other Fringe Benefits	0.326	5.7	Mainly due to timing of inter-agency receipts and lower payroll-related expenses due to vacancies partially offset by higher workers' compensation expenses	1.833	3.1	Mainly due to the timing of inter-agency receipts and lower payroll-related expenses resulting from vacancies partially offset by higher workers' compensation expenses	FALSE
Electric Power	0.037	20.8	Minor variance	1.541	86.2	Mainly due to the timing of payment	TRUE
Fuel	(0.273)	(7.6)	Primarily due to higher fuel prices and CNG usage partially offset by lower diesel consumption	(0.713)	(2.3)	Primarily due to higher fuel prices and CNG usage partially offset by lower diesel consumption	TRUE
Insurance	0.834	68.5	Mainly due to the timing of expenses	3.881	71.2	Mainly due to the timing of expenses	TRUE
Claims	6.220	69.7	Mainly due to the timing of expenses	18.097	39.6	Mainly due to the timing of expenses	TRUE
Maintenance and Other Operating Contracts	6.778	79.3	Mainly due to the timing of expenses	24.278	50.8	Mainly due to the timing of expenses	TRUE
Professional Service Contracts	(3.070)	(142.8)	Primarily due to prior-period inter-agency payments	(13.313)	(36.0)	Primarily due to prior-period inter-agency payments	TRUE
Materials & Supplies	(1.413)	(39.4)	Primarily due to higher materials and supplies expenses	(2.664)	(7.7)	Primarily due to higher materials and supplies expenses	TRUE
Other Business Expenditure	0.035	5.1	Minor variance	0.098	1.7	Minor variance	TRUE

MTA BUS COMPANY
July Financial Plan - 2026 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Sep FY26
($ in Millions)

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	Month				Year-To-Date			
	Forecast		Favorable (Unfavorable)		Forecast		Favorable (Unfavorable)	
	Mid_Year	Actual	Variance	Percent	Mid_Year	Actual	Variance	Percent
Revenue								
Farebox Revenue	**$0.039**	**$0.216**	**$0.178**	**461.1**	**$(1.919)**	**$(3.204)**	**$(1.285)**	**(67.0)**
Other Revenue	**$0.442**	**$(1.043)**	**$(1.485)**	**(336.1)**	**$4.187**	**$3.325**	**$(0.862)**	**(20.6)**
Capital and Other Reimbursements	$0.405	$0.331	$(0.074)	(18.4)	$2.156	$0.741	$(1.415)	(65.6)
Total Revenue	**$0.885**	**$(0.497)**	**$(1.382)**	**(156.1)**	**$4.424**	**$0.862**	**$(3.562)**	**(80.5)**
Expenses								
Labor :								
Payroll	$(0.359)	$(6.257)	$(5.898)	-	$(31.347)	$(12.724)	$18.623	59.4
Overtime	$0.891	$0.000	$(0.891)	(100.0)	$0.226	$0.000	$(0.226)	(100.0)
Total Salaries & Wages	**$0.532**	**$(6.257)**	**$(6.789)**	**-**	**$(31.122)**	**$(12.724)**	**$18.398**	**59.1**
Health and Welfare	$0.568	$10.041	$9.472	-	$(22.053)	$(6.043)	$16.010	72.6
OPEB Current Payment	$(0.028)	$0.000	$0.028	100.0	$(0.013)	$0.000	$0.013	100.0
Pensions	$(0.231)	$(0.152)	$0.079	34.3	$(1.106)	$(0.713)	$0.393	35.5
Other Fringe Benefits	$1.751	$0.933	$(0.817)	(46.7)	$3.909	$1.933	$(1.976)	(50.5)
Total Fringe Benefits	**$2.060**	**$10.822**	**$8.762**	**425.4**	**$(19.263)**	**$(4.824)**	**$14.439**	**75.0**
Contribution to GASB Fund	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Reimbursable Overhead	$0.050	$0.000	$(0.050)	(100.0)	$(0.150)	$(0.977)	$(0.827)	(549.6)
Labor	**$2.642**	**$4.565**	**$1.923**	**72.8**	**$(50.535)**	**$(18.525)**	**$32.011**	**63.3**
Non-Labor :								
Electric Power	$0.003	$0.000	$(0.003)	(100.0)	$(0.008)	$1.394	$1.402	-
Fuel	$0.059	$0.590	$0.531	904.7	$(0.177)	$(0.394)	$(0.217)	(122.5)
Insurance	$(0.406)	$0.327	$0.733	180.6	$1.218	$4.837	$3.619	297.2
Claims	$(2.231)	$3.873	$6.104	273.6	$13.897	$31.567	$17.670	127.1
Paratransit Service Contracts	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Maintenance and Other Operating Contracts	$(4.559)	$1.964	$6.523	143.1	$(19.679)	$0.922	$20.602	104.7
Professional Service Contracts	$2.903	$(1.293)	$(4.196)	(144.5)	$(2.491)	$(20.415)	$(17.924)	(719.5)
Materials & Supplies	$0.118	$(1.272)	$(1.389)	-	$0.174	$(0.803)	$(0.977)	(562.4)
Other Business Expenses	$(0.028)	$0.042	$0.070	251.6	$0.094	$0.248	$0.155	165.1
Non-Labor	**$(4.142)**	**$4.232**	**$8.374**	**202.2**	**$(6.973)**	**$17.356**	**$24.329**	**348.9**
Other Expense Adjustments:								
Functional Allocations	$2.475	$1.252	$(1.222)	(49.4)	$12.375	$6.240	$(6.135)	(49.6)
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$2.475**	**$1.252**	**$(1.222)**	**(49.4)**	**$12.375**	**$6.240**	**$(6.135)**	**(49.6)**
Total Expenses before Depreciation and OPEB	**$0.975**	**$10.049**	**$9.074**	**930.8**	**$(45.133)**	**$5.071**	**$50.205**	**111.2**
Depreciation	$5.351	$7.386	$2.034	38.0	$55.946	$64.258	$8.312	14.9
GASB 49 Environmental Remediation	$0.000	$1.701	$1.701	-	$0.000	$1.779	$1.779	-
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	(178.6)	$0.001	$(0.001)	$(0.002)	(213.9)
GASB 94 PPP and APA	$0.000	$0.000	-	-	$0.000	$0.000	-	-
GASB 96 SBITA Adjustment	$0.000	$0.006	$0.006	-	$0.000	$0.008	$0.008	-
GASB 101 Compensated Absences	$0.034	$0.035	$0.000	1.2	$0.312	$0.313	$0.002	0.5
Total Expenditures	**$6.361**	**$19.177**	**$12.816**	**201.5**	**$11.126**	**$71.429**	**$60.304**	**542.0**
Total Cash Conversion Adjustments	**$7.246**	**$18.680**	**$11.434**	**157.8**	**$15.550**	**$72.291**	**$56.742**	**364.9**

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.

MTA BUS COMPANY
JULY FINANCIAL PLAN 2026
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
SEPTEMBER 2026

FUNCTION/DEPARTMENT	Mid-Year Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Office of EVP	3	3	-
Human Resources	-	-	-
Office of Management and Budget	17	8	9
Material	-	-	-
Controller	-	-	-
Office of the President	4	1	3
System Safety Administration	-	-	-
Law	-	-	-
Strategic Office	28	27	1
Non-Departmental	-	-	-
Total Administration	**52**	**39**	**13**
Operations			
Buses	2,469	2,459	10
Office of the Executive VP	3	2	1
Safety & Training	71	108	(37)
Road Operations	128	114	14
Transportation Support	38	35	3
Operations Planning	33	24	9
Revenue Control	6	5	1
Total Operations	**2,748**	**2,747**	**1**
Maintenance			
Buses	728	694	34
Maintenance Support/CMF	228	203	25
Facilities	87	62	25
Supply Logistics	3	2	1
Total Maintenance	**1,046**	**961**	**85**
Capital Program Management	26	19	7
Total Engineering/Capital	**26**	**19**	**7**
Security	13	6	7
Total Public Safety	**13**	**6**	**7**
Total Positions	**3,885**	**3,772**	**113**
Non-Reimbursable	3,848	3,745	103
Reimbursable	37	27	10
Total Full-Time	**3,867**	**3,772**	**95**
Total Full-Time Equivalents	18	-	18

MTA BUS COMPANY
JULY FINANCIAL PLAN 2026
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
SEPTEMBER 2026

Function/Occupation	Mid-Year Forecast	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	22	15	7
Professional, Technical, Clerical	30	24	6
Operational Hourlies	0	0	-
Total Administration	**52**	**39**	**13**
Operations			
Managers/Supervisors	325	305	20
Professional, Technical, Clerical	44	39	5
Operational Hourlies	2,379	2,403	(24)
Total Operations	**2,748**	**2,747**	**1**
Maintenance			
Managers/Supervisors	219	203	16
Professional, Technical, Clerical	32	23	9
Operational Hourlies	795	735	60
Total Maintenance	**1,046**	**961**	**85**
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	589	536	53
Professional, Technical, Clerical	122	98	24
Operational Hourlies	3,174	3,138	36
Total Baseline Positions	**3,885**	**3,772**	**113**

Farebox Revenue Report Highlights

Month of September

MTABC September 2026 farebox revenue of $15.4 million was $2.6 million (14.4%) below the Forecast, primarily due to lower ridership and lower average fare.

Year-to-Date

MTABC Year-to-Date farebox revenue was $134.6 million, which was $11.0 million (7.6%) below the Forecast due to lower ridership and lower average fare.

MTA BUS COMPANY
July Financial Plan - 2026 Mid_Year
Ridership (Utilization) Actual to Budget
Sep FY26
(# in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Favorable (Unfavorable) Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Favorable (Unfavorable) Percent
Ridership								
Ridership - Bus	8.246	7.404	(0.842)	(10.2)	66.083	63.916	(2.167)	(3.3)
Total Ridership	**8.246**	**7.404**	**(0.842)**	**(10.2)**	**66.083**	**63.916**	**(2.167)**	**(3.3)**
FareBox Revenue								
Farebox Revenue	$17.938	$15.357	$(2.581)	(14.4)	$145.630	$134.592	$(11.038)	(7.6)
Total Farebox Revenue	**$17.938**	**$15.357**	**$(2.581)**	**(14.4)**	**$145.630**	**$134.592**	**$(11.038)**	**(7.6)**

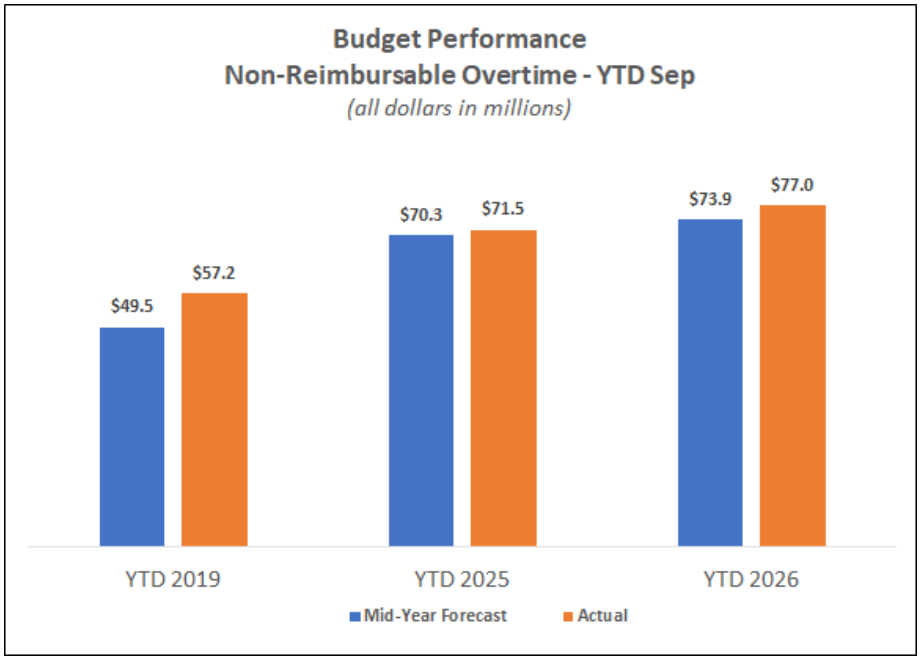
Note: Totals may not add due to rounding

MTA BUS COMPANY

NON-REIMBURSABLE OVERTIME

Overview

- Overall increase of $19.8M or 34.6 percent compared to YTD Sep 2019
- Overall increase of $5.5M or 7.7 percent compared to YTD Sep 2025
- $3.1M or 4.2 percent above YTD Sep 2026 Forecast Budget
- Service underrun of-$0.7M
- Maintenance overrun of $3.7M



Agency Detail

Overrun of $3.1M vs YTD Forecast Budget

- **Service:** Underrun of -$0.7M: -$5.5M due to service requirement offset by $4.6M due to vacancy and absence coverage; $0.1M due to severe weather coverage severe weather coverage; $0.1M due to Safety/Security and other coverage

- **Maintenance**: Overrun of $3.7M: $4.6M due to programmatic maintenance and $0.3M due to severe weather coverage offset by -$1.1M due to vacancy and absentee coverage; -$0.1M due to Safety/Security and other coverage

Staten Island Railway

Financial and Ridership Reports – September 2026

Financial Report Highlights

Year-to-Date Forecast Performance Summary

- Total revenues of $8.506 million were $1.248 million (12.8%) lower than the Mid-Year Forecast. This unfavorable variance was primarily attributed to the timing of $1.690 million in capital and other reimbursements, partially offset by other operating revenue of $0.527 million.
- Total paid ridership was 1.786 million, 1.0% lower than the Forecast.
- Total expenses of $93.877 million including non-cash liabilities were $4.234 million (4.7%) higher than the Forecast. The primary driver of this unfavorable variance was due to higher depreciation expense of $8.941 million and higher labor expense of $2.130 million, partially offset by lower non-labor expenses of $6.982 million.
- At the end of September, the total headcount was 400, which was 44 positions lower than the Forecast of 444. Non-reimbursable positions were 391, which was 1 position higher than the Forecast of 390, and reimbursable were under 45 positions.
- September YTD non-reimbursable operating results were favorable to the Forecast by $3.162 million or 4.6%. Non-reimbursable revenues for September were $0.442 million (9.5%) favorable to the Forecast primarily due to higher other revenue of $0.527 million (30.8%). Favorable other revenue was due to timing of school fare reimbursement and advertising revenues. Total non-reimbursable expenses including non-cash liabilities were unfavorable by $5.924 million (7.0%).

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

	Fcst	SIR Actual	Variance
Total Revenue	**$4.651**	**$5.093**	**$0.442**
Farebox Revenue	$2.939	$2.855	($0.085)
Other Revenue	$1.711	$2.238	$0.527
Total Expense	**$68.786**	**$65.893**	**$2.893**
Labor Expenses	$48.928	$53.042	($4.114)
Non-Labor Expenses	$19.858	$12.851	$7.006
Other Expense Adjustments	$0.000	$0.000	$0.000
Non-Cash Liabilities	**$15.755**	**$24.840**	**($9.013)**
Net Surplus/(Deficit) - Accrued	**($79.890)**	**($85.641)**	**($5.752)**

Revenues

- **Farebox Revenue** variance was $0.085 million (2.9%) unfavorable compared to the Forecast due to lower than anticipated ridership. Total paid ridership was 1.786 million, which was 1.0% lower than the Forecast.
- **Other Operating Revenue** was favorable by $0.527 million (30.8%) due to timing of school fare reimbursement and advertising revenues.

Expenses

Labor Expenses: $3.846 million (7.9%) unfavorable

- **Health & Welfare incl. OPEB Current Payments** were $2.703 million (25.6%) unfavorable due to timing of H&W payments.
- **Other Fringe Benefits** were $1.413 million (71.9%) unfavorable due to timing of fringe benefit adjustments.
- **Pension** was $0.131 million (1.9%) unfavorable primarily due to timing of pension contributions.

Non-Labor Expenses: $7.008 million (35.3%) favorable

- **Maintenance and Other Operating Contracts** were $5.371 million (70.3%) favorable due to timing of non-revenue facility roof replacement.
- **Electric Power** was $1.139 million (19.6%) favorable due to lower than anticipated expenses.
- **Professional Services Contracts** were $1.016 million (47.4%) favorable due to the timing of expenses for the Cyber Security project.
- **Claims** were $0.268 million (46.0%) favorable due to the timing of expenses.
- **Materials and Supplies** were $0.751 million (61.0%) unfavorable primarily due to higher than anticipated repairs and maintenance.
- **Insurance** was $0.448 million (29.4%) unfavorable due to timing of expenses.

Depreciation and Other: $9.087 million (57.7%) which is unfavorable due to higher than anticipated depreciation expense.

Staffing Levels

- Total headcount at the end of September was 400, which was 44 lower than the Forecast.
- The largest number of vacancies were in Operations (25 positions).
- 95.5% of the vacancies were in the operational hourlies category.

Overtime

- Total overtime was $0.079 million (1.9%) favorable. Non-reimbursable was $0.267 million (7.9%) favorable and reimbursable was $0.188 million (27.1%) unfavorable.

Financial Metrics

- The year-to-date September Farebox Operating Ratio was 6.2%, which is higher than the Forecast by 0.6 percentage point mainly due to lower operating expenses.
- The year-to-date September Cost per Passenger was $36.75, which is lower than the Forecast by $1.40 per passenger due to lower than anticipated ridership.
- The year-to-date September Revenue per Passenger was $2.28, which is higher than the Forecast by $0.16 per passenger due to lower than anticipated ridership.

MTA STATEN ISLAND RAILWAY

July Financial Plan - 2026 Mid_Year
Accrual Statement of Operations By Category
Month - Sep 2026
($ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Forecast		Favorable (Unfavorable)		Forecast		Favorable (Unfavorable)		Forecast		Favorable (Unfavorable)	
	Mid_Year	Actual	Variance	Percent	Mid_Year	Actual	Variance	Percent	Mid_Year	Actual	Variance	Percent
Revenue												
Farebox Revenue	$0.363	$0.344	$(0.019)	(5.3)	$0.000	$0.000	-	-	$0.363	$0.344	$(0.019)	(5.3)
Other Revenue	$0.186	$0.222	$0.036	19.5	$0.000	$0.000	-	-	$0.186	$0.222	$0.036	19.5
Capital and Other Reimbursements	$0.000	$0.000	-	-	$0.867	$0.269	$(0.597)	(68.9)	$0.867	$0.269	$(0.597)	(68.9)
Total Revenue	**$0.549**	**$0.566**	**$0.017**	**3.1**	**$0.867**	**$0.269**	**$(0.597)**	**(68.9)**	**$1.416**	**$0.835**	**$(0.580)**	(41.0)
Expenses												
Labor :												
Payroll	$2.876	$2.835	$0.040	1.4	$0.531	$0.085	$0.446	83.9	$3.406	$2.920	$0.486	14.3
Overtime	$0.355	$0.202	$0.153	43.0	$0.085	$0.080	$0.006	6.7	$0.441	$0.282	$0.158	35.9
Total Salaries & Wages	**$3.231**	**$3.038**	**$0.193**	**6.0**	**$0.616**	**$0.165**	**$0.451**	**73.2**	**$3.847**	**$3.203**	**$0.644**	16.7
Health and Welfare	$0.932	$0.242	$0.690	74.1	$0.000	$0.000	$0.000	-	$0.932	$0.242	$0.690	74.1
OPEB Current Payment	$0.265	$0.482	$(0.217)	(82.0)	$0.000	$0.000	$0.000	-	$0.265	$0.482	$(0.217)	(82.0)
Pensions	$0.750	$0.783	$(0.033)	(4.4)	$0.000	$0.000	$0.000	-	$0.750	$0.783	$(0.033)	(4.4)
Other Fringe Benefits	$0.015	$0.400	$(0.385)	-	$0.252	$0.102	$0.150	59.4	$0.268	$0.503	$(0.235)	(87.7)
Total Fringe Benefits	**$1.962**	**$1.907**	**$0.055**	**2.8**	**$0.252**	**$0.102**	**$0.150**	**59.4**	**$2.215**	**$2.009**	**$0.205**	9.3
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	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Labor	**$5.193**	**$4.945**	**$0.248**	**4.8**	**$0.869**	**$0.267**	**$0.601**	**69.2**	**$6.062**	**$5.212**	**$0.850**	14.0
Non-Labor :												
Electric Power	$0.569	$0.240	$0.330	57.9	$0.000	$0.000	-	-	$0.569	$0.240	$0.330	57.9
Fuel	$0.044	$0.016	$0.029	64.9	$0.000	$0.000	-	-	$0.044	$0.016	$0.029	64.9
Insurance	$0.005	$0.227	$(0.222)	-	$0.000	$0.000	-	-	$0.005	$0.227	$(0.222)	-
Claims	$0.102	$0.035	$0.067	65.7	$0.000	$0.000	-	-	$0.102	$0.035	$0.067	65.7
Paratransit Service Contracts	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Maintenance and Other Operating Contracts	$1.706	$0.303	$1.403	82.3	$0.000	$0.000	-	-	$1.706	$0.303	$1.403	82.3
Professional Service Contracts	$0.379	$0.104	$0.275	72.6	$(0.002)	$0.002	$(0.004)	(210.5)	$0.377	$0.106	$0.272	72.0
Materials & Supplies	$0.111	$0.493	$(0.382)	(343.8)	$0.000	$0.000	-	-	$0.111	$0.493	$(0.382)	(343.8)
Other Business Expenses	$0.211	$0.028	$0.183	86.7	$0.000	$0.000	-	-	$0.211	$0.028	$0.183	86.7
Non-Labor	**$3.128**	**$1.445**	**$1.683**	**53.8**	**$(0.002)**	**$0.002**	**$(0.004)**	**(210.5)**	**$3.126**	**$1.447**	**$1.679**	53.7
Other Expense Adjustments:												
Functional Allocations	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
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	**$8.321**	**$6.390**	**$1.931**	**23.2**	**$0.867**	**$0.269**	**$0.597**	**68.9**	**$9.188**	**$6.659**	**$2.529**	27.5
Depreciation	$0.610	$3.256	$(2.645)	(433.4)	$0.000	$0.000	-	-	$0.610	$3.256	$(2.645)	(433.4)
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	$(0.014)	$(0.002)	$(0.013)	(89.4)	$0.000	$0.000	-	-	$(0.014)	$(0.002)	$(0.013)	(89.4)
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	**$8.917**	**$9.663**	**$(0.745)**	**(8.4)**	**$0.867**	**$0.269**	**$0.597**	**68.9**	**$9.784**	**$9.932**	**$(0.148)**	(1.5)
OPERATING SURPLUS/DEFICIT	**$(8.368)**	**$(9.097)**	**$(0.728)**	**(8.7)**	**$0.000**	**$0.000**	**$0.000**	**-**	**$(8.368)**	**$(9.097)**	**$(0.728)**	(8.7)

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
Mid_Year. FinalFY26

MTA STATEN ISLAND RAILWAY

July Financial Plan - 2026 Mid_Year
Accrual Statement of Operations By Category
Year-To-Date - Sep 2026
($ in Millions)

10/09/2026 01:17 PM

YTD 1900

	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Favorable (Unfavorable) Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Favorable (Unfavorable) Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Favorable (Unfavorable) Percent
Revenue												
Farebox Revenue	$2.939	$2.855	$(0.085)	(2.9)	$0.000	$0.000	-	-	$2.939	$2.855	$(0.085)	(2.9)
Other Revenue	$1.711	$2.238	$0.527	30.8	$0.000	$0.000	-	-	$1.711	$2.238	$0.527	30.8
Capital and Other Reimbursements	$0.000	$0.000	-	-	$5.103	$3.413	$(1.690)	(33.1)	$5.103	$3.413	$(1.690)	(33.1)
Total Revenue	**$4.651**	**$5.093**	**$0.442**	**9.5**	**$5.103**	**$3.413**	**$(1.690)**	**(33.1)**	**$9.754**	**$8.506**	**$(1.248)**	(12.8)
Expenses												
Labor :												
Payroll	$26.076	$25.943	$0.133	0.5	$2.703	$1.043	$1.660	61.4	$28.778	$26.985	$1.793	6.2
Overtime	$3.405	$3.138	$0.267	7.9	$0.696	$0.884	$(0.188)	(27.1)	$4.101	$4.022	$0.079	1.9
Total Salaries & Wages	**$29.481**	**$29.080**	**$0.400**	**1.4**	**$3.399**	**$1.927**	**$1.472**	**43.3**	**$32.879**	**$31.007**	**$1.872**	5.7
Health and Welfare	$8.060	$10.150	$(2.091)	(25.9)	$0.000	$0.000	$0.000	-	$8.060	$10.150	$(2.091)	(25.9)
OPEB Current Payment	$2.506	$3.118	$(0.612)	(24.4)	$0.000	$0.000	$0.000	-	$2.506	$3.118	$(0.612)	(24.4)
Pensions	$6.917	$7.048	$(0.131)	(1.9)	$0.000	$0.000	$0.000	-	$6.917	$7.048	$(0.131)	(1.9)
Other Fringe Benefits	$1.966	$3.378	$(1.413)	(71.9)	$1.699	$1.454	$0.245	14.4	$3.664	$4.833	$(1.168)	(31.9)
Total Fringe Benefits	**$19.448**	**$23.694**	**$(4.247)**	**(21.8)**	**$1.699**	**$1.454**	**$0.245**	**14.4**	**$21.147**	**$25.149**	**$(4.002)**	(18.9)
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	-	$0.000	$0.000	$0.000	-
Labor	**$48.928**	**$52.775**	**$(3.846)**	**(7.9)**	**$5.097**	**$3.381**	**$1.716**	**33.7**	**$54.026**	**$56.156**	**$(2.130)**	(3.9)
Non-Labor :												
Electric Power	$5.802	$4.663	$1.139	19.6	$0.000	$0.000	-	-	$5.802	$4.663	$1.139	19.6
Fuel	$0.371	$0.247	$0.124	33.4	$0.000	$0.000	-	-	$0.371	$0.247	$0.124	33.4
Insurance	$1.522	$1.970	$(0.448)	(29.4)	$0.000	$0.000	-	-	$1.522	$1.970	$(0.448)	(29.4)
Claims	$0.582	$0.314	$0.268	46.0	$0.000	$0.000	-	-	$0.582	$0.314	$0.268	46.0
Paratransit Service Contracts	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Maintenance and Other Operating Contracts	$7.636	$2.264	$5.371	70.3	$0.000	$0.000	-	-	$7.636	$2.264	$5.371	70.3
Professional Service Contracts	$2.145	$1.129	$1.016	47.4	$0.005	$0.022	$(0.017)	(308.9)	$2.150	$1.151	$0.999	46.5
Materials & Supplies	$1.232	$1.983	$(0.751)	(61.0)	$0.000	$0.010	$(0.010)	-	$1.232	$1.992	$(0.761)	(61.8)
Other Business Expenses	$0.569	$0.279	$0.290	51.0	$0.000	$0.000	-	-	$0.569	$0.279	$0.290	51.0
Non-Labor	**$19.858**	**$12.849**	**$7.008**	**35.3**	**$0.005**	**$0.032**	**$(0.027)**	**(488.2)**	**$19.863**	**$12.881**	**$6.982**	35.1
Other Expense Adjustments:												
Functional Allocations	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
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	**$68.786**	**$65.624**	**$3.162**	**4.6**	**$5.103**	**$3.413**	**$1.690**	**33.1**	**$73.889**	**$69.037**	**$4.852**	6.6
Depreciation	$15.669	$24.609	$(8.941)	(57.1)	$0.000	$0.000	-	-	$15.669	$24.609	$(8.941)	(57.1)
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	$0.043	$0.114	$(0.072)	(169.0)	$0.000	$0.000	-	-	$0.043	$0.114	$(0.072)	(169.0)
GASB 94 PPP and APA	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
GASB 96 SBITA Adjustment	$0.043	$0.117	$(0.074)	(172.3)	$0.000	$0.000	-	-	$0.043	$0.117	$(0.074)	(172.3)
GASB 101 Compensated Absences	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Total Expenses	**$84.540**	**$90.464**	**$(5.924)**	**(7.0)**	**$5.103**	**$3.413**	**$1.690**	**33.1**	**$89.643**	**$93.877**	**$(4.234)**	(4.7)
OPERATING SURPLUS/DEFICIT	**$(79.890)**	**$(85.372)**	**$(5.482)**	**(6.9)**	**$0.000**	**$0.000**	**$0.000**	**-**	**$(79.890)**	**$(85.372)**	**$(5.482)**	(6.9)

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
Mid_Year. FinalFY26

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2026 MID-YEAR
EXPLANATION OF VARIANCES BETWEEN THE MID-YEAR BUDGET AND ACTUAL ACCRUAL BASIS
SEP 2026
($ in millions)

		MONTH			YEAR-TO-DATE		
		Favorable/ (Unfavorable) Variance			Favorable/ (Unfavorable) Variance		
Generic Revenue or Expense Category	Non Reimb. or Reimb.	$	%	Reason for Variance	$	%	Reason for Variance
Farebox Revenue	Non Reimb.	(0.019)	(5.3)	Unfavorable due to lower average fare	(0.085)	(2.9)	Unfavorable due to lower than anticipated ridership
Other Revenue	Non Reimb.	0.036	19.5	Favorable due to advertising revenues	0.527	30.8	Favorable due to timing of school fare reimbursement and advertising revenues
Payroll	Non Reimb.	0.040	1.4	Favorable due to lower than anticipated sick pay allowance	0.133	0.5	Favorable due to lower than anticipated sick pay allowance
Overtime	Non Reimb.	0.153	43.0	Favorable due to excess positions	0.267	7.9	Favorable due to excess positions
Health and Welfare (including OPEB current payment)	Non Reimb.	0.473	39.5	Favorable due to lower than anticipated H&W payments	(2.703)	(25.6)	Unfavorable primarily due to timing of H&W payments
Pension	Non Reimb.	(0.033)	(4.4)	Primarily due to timing of pension contributions	(0.131)	(1.9)	Primarily due to timing of pension contributions
Other Fringe Benefits	Non Reimb.	(0.385)	-	Primarily due to timing of fringe benefit adjustments	(1.413)	(71.9)	Primarily due to timing of fringe benefit adjustments
Electric Power	Non Reimb.	0.330	57.9	Favorable due to lower than anticipated expenses	1.139	19.6	Favorable due to lower than anticipated expenses
Fuel	Non Reimb.	0.029	64.9	Favorable due to lower than anticipated expenses	0.124	33.4	Favorable due to lower than anticipated expenses
Insurance	Non Reimb.	(0.222)	-	Unfavorable due to timing of expenses	(0.448)	(29.4)	Unfavorable due to timing of expenses
Claims	Non Reimb.	0.067	65.7	Favorable due to timing of expenses	0.268	46.0	Favorable due to timing of expenses
Maintenance & Other Operating Contracts	Non Reimb.	1.403	82.3	Favorable due to timing of non-rev facility roof replacement	5.371	70.3	Favorable due to timing of non-rev facility roof replacement
Professional Service Contracts	Non Reimb.	0.275	72.6	Favorable primarily due to the timing of expenses for Cyber Security project	1.016	47.4	Favorable primarily due to the timing of expenses for Cyber Security project
Materials and Supplies	Non Reimb.	(0.382)	(343.8)	Unfavorable primarily due to higher than anticipated repairs and maintenance	(0.751)	(61.0)	Unfavorable primarily due to higher than anticipated repairs and maintenance
Other Business Expenses	Non Reimb.	0.183	86.7	Favorable due to timing of expenses	0.290	51.0	Favorable due to timing of expenses
Payroll	Reimb.	0.446	83.9	Favorable due to vacancies	1.660	61.4	Favorable due to vacancies
Overtime	Reimb.	0.006	6.7	Minor Variance	(0.188)	(27.1)	Unfavorable due to vacancies
Other Fringe Benefits	Reimb.	0.150	59.4	Favorable due to timing of misc. fringe benefits adjustments	0.245	14.4	Favorable due to timing of misc. fringe benefits adjustments
Professional Service Contracts	Reimb.	(0.004)	(210.5)	Minor Variance	(0.017)	(308.9)	Minor Variance
Materials and Supplies	Reimb.	-	-	Minor Variance	(0.010)	-	Minor Variance

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2026 Mid_Year
Cash Receipts and Expenditures
Sep FY26
($ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Favorable (Unfavorable) Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Favorable (Unfavorable) Percent
Receipts								
Farebox Revenue	**$0.363**	**$0.329**	**$(0.034)**	**(9.4)**	**$2.888**	**$2.826**	**$(0.061)**	**(2.1)**
Other Revenue	**$(0.169)**	**$1.099**	**$1.268**	**751.4**	**$2.229**	**$2.650**	**$0.421**	**18.9**
Capital and Other Reimbursements	$0.867	$1.701	$0.834	96.2	$5.041	$4.483	$(0.558)	(11.1)
Total Revenue	**$1.061**	**$3.129**	**$2.068**	**194.9**	**$10.157**	**$9.960**	**$(0.198)**	**(1.9)**
Expenditures								
Labor :								
Payroll	$2.878	$2.425	$0.453	15.7	$26.318	$24.099	$2.220	8.4
Overtime	$0.441	$0.282	$0.158	35.9	$4.438	$4.359	$0.079	1.8
Total Salaries & Wages	**$3.318**	**$2.707**	**$0.611**	**18.4**	**$30.757**	**$28.458**	**$2.299**	**7.5**
Health and Welfare	$0.821	$0.543	$0.278	33.9	$8.393	$12.969	$(4.576)	(54.5)
OPEB Current Payment	$0.332	$0.217	$0.115	34.7	$2.303	$1.956	$0.347	15.1
Pensions	$0.750	$0.783	$(0.033)	(4.4)	$6.917	$7.048	$(0.131)	(1.9)
Other Fringe Benefits	$0.260	$0.197	$0.063	24.1	$2.251	$2.147	$0.104	4.6
Total Fringe Benefits	**$2.163**	**$1.740**	**$0.423**	**19.6**	**$19.864**	**$24.120**	**$(4.256)**	**(21.4)**
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	**$5.482**	**$4.447**	**$1.035**	**18.9**	**$50.621**	**$52.577**	**$(1.956)**	**(3.9)**
Non-Labor :								
Electric Power	$0.554	$0.304	$0.250	45.2	$5.847	$4.968	$0.879	15.0
Fuel	$0.037	$0.015	$0.022	59.4	$0.394	$0.301	$0.093	23.7
Insurance	$0.036	$0.491	$(0.455)	-	$1.429	$1.862	$(0.434)	(30.4)
Claims	$0.069	$0.000	$0.069	100.0	$0.294	$0.019	$0.275	93.7
Paratransit Service Contracts	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Maintenance and Other Operating Contracts	$1.671	$0.246	$1.425	85.3	$7.741	$2.503	$5.237	67.7
Professional Service Contracts	$0.112	$0.042	$0.070	62.6	$3.146	$3.163	$(0.016)	(0.5)
Materials & Supplies	$0.065	$0.242	$(0.176)	(269.6)	$1.369	$2.003	$(0.634)	(46.3)
Other Business Expenses	$(0.754)	$0.045	$(0.799)	(106.0)	$3.264	$6.980	$(3.715)	(113.8)
Non-Labor	**$1.790**	**$1.383**	**$0.407**	**22.7**	**$23.484**	**$21.797**	**$1.687**	**7.2**
Other Expense Adjustments:								
Functional Allocations	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**
Total Expenditures before Depreciation and OPEB	**$7.272**	**$5.831**	**$1.441**	**19.8**	**$74.105**	**$74.374**	**$(0.270)**	**(0.4)**
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	$0.000	-
GASB 101 Compensated Absences	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Total Expenditures	**$7.272**	**$5.831**	**$1.441**	**19.8**	**$74.105**	**$74.374**	**$(0.270)**	**(0.4)**
Net Surplus/(Deficit)	**$(6.211)**	**$(2.701)**	**$3.509**	**56.5**	**$(63.947)**	**$(64.415)**	**$(0.468)**	**(0.7)**

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2026 MID-YEAR
EXPLANATION OF VARIANCES BETWEEN THE MID-YEAR BUDGET AND ACTUAL CASH BASIS
SEP 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	(0.034)	(9.4)	Unfavorable due to lower average fare	(0.061)	(2.1)	Unfavorable due to lower than anticipated ridership
Other Revenue	1.268	751.4	Favorable due to advertising revenues	0.421	18.9	Favorable due to timing of school fare reimbursement and advertising revenues
Capital and Other Reimbursements	0.834	96.2	Timing of reimbursable charges	(0.558)	(11.1)	Timing of reimbursable charges
Payroll	0.453	15.7	Favorable due to lower than anticipated sick pay allowance	2.220	8.4	Favorable due to lower than anticipated sick pay allowance
Overtime	0.158	35.9	Favorable due to excess positions	0.079	1.8	Favorable due to excess positions
Health and Welfare (including OPEB current payment)	0.393	34.1	Favorable due to lower than anticipated H&W payments	(4.229)	(39.5)	Favorable due to lower than anticipated H&W payments
Other Fringe Benefits	0.063	24.1	Primarily due to timing of fringe benefit adjustments	0.104	4.6	Primarily due to timing of fringe benefit adjustments
Electric Power	0.250	45.2	Favorable due to lower than anticipated expenses	0.879	15.0	Favorable due to lower than anticipated expenses
Maintenance Contracts	1.425	85.3	Favorable due to timing of non-rev facility roof replacement	5.237	67.7	Favorable due to timing of non-rev facility roof replacement
Professional Services Contracts	0.070	62.6	Favorable primarily due to the timing of expenses for Cyber Security project	(0.016)	(0.5)	Unfavorable primarily due to the timing of expenses
Materials & Supplies	(0.176)	(269.6)	Unfavorable primarily due to higher than anticipated repairs and maintenance	(0.634)	(46.3)	Unfavorable primarily due to higher than anticipated repairs and maintenance
Other Business Expenses	(0.799)	(106.0)	Unfavorable due to timing of expenses	(3.715)	(113.8)	Unfavorable due to timing of expenses

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2026 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Sep FY26
($ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Favorable (Unfavorable) Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Favorable (Unfavorable) Percent
Revenue								
Farebox Revenue	**$0.000**	**$(0.015)**	**$(0.015)**	**-**	**$(0.052)**	**$(0.028)**	**$0.024**	**45.4**
Other Revenue	**$(0.355)**	**$0.877**	**$1.232**	**347.4**	**$0.517**	**$0.412**	**$(0.105)**	**(20.4)**
Capital and Other Reimbursements	$0.000	$1.431	$1.431	-	$(0.062)	$1.070	$1.132	-
Total Revenue	**$(0.355)**	**$2.294**	**$2.648**	**746.9**	**$0.404**	**$1.454**	**$1.050**	**260.1**
Expenses								
Labor :								
Payroll	$0.529	$0.496	$(0.033)	(6.2)	$2.460	$2.887	$0.427	17.4
Overtime	$0.000	$0.000	$0.000	-	$(0.337)	$(0.337)	$0.000	0.0
Total Salaries & Wages	**$0.529**	**$0.496**	**$(0.033)**	**(6.2)**	**$2.123**	**$2.550**	**$0.427**	**20.1**
Health and Welfare	$0.111	$(0.301)	$(0.412)	(370.7)	$(0.334)	$(2.818)	$(2.485)	(744.9)
OPEB Current Payment	$(0.068)	$0.265	$0.333	492.3	$0.203	$1.162	$0.959	473.4
Pensions	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Other Fringe Benefits	$0.008	$0.305	$0.298	-	$1.414	$2.686	$1.272	90.0
Total Fringe Benefits	**$0.051**	**$0.269**	**$0.218**	**423.3**	**$1.283**	**$1.029**	**$(0.253)**	**(19.8)**
Contribution to GASB Fund	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Reimbursable Overhead	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Labor	**$0.580**	**$0.765**	**$0.185**	**31.9**	**$3.405**	**$3.579**	**$0.173**	**5.1**
Non-Labor :								
Electric Power	$0.015	$(0.064)	$(0.079)	(531.2)	$(0.045)	$(0.304)	$(0.260)	(579.7)
Fuel	$0.008	$0.001	$(0.007)	(90.5)	$(0.024)	$(0.054)	$(0.031)	(130.2)
Insurance	$(0.031)	$(0.263)	$(0.232)	(748.5)	$0.093	$0.108	$0.015	15.6
Claims	$0.033	$0.035	$0.002	5.7	$0.288	$0.296	$0.008	2.6
Paratransit Service Contracts	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Maintenance and Other Operating Contracts	$0.035	$0.057	$0.022	62.9	$(0.105)	$(0.239)	$(0.134)	(127.2)
Professional Service Contracts	$0.265	$0.064	$(0.201)	(75.9)	$(0.996)	$(2.011)	$(1.015)	(101.9)
Materials & Supplies	$0.046	$0.252	$0.206	449.8	$(0.137)	$(0.010)	$0.127	92.6
Other Business Expenses	$0.965	$(0.017)	$(0.982)	(101.7)	$(2.695)	$(6.701)	$(4.005)	(148.6)
Non-Labor	**$1.336**	**$0.064**	**$(1.272)**	**(95.2)**	**$(3.621)**	**$(8.916)**	**$(5.295)**	**(146.2)**
Other Expense Adjustments:								
Functional Allocations	$0.000	$0.000	-	-	$0.000	$0.000	-	-
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	**$1.916**	**$0.829**	**$(1.087)**	**(56.7)**	**$(0.216)**	**$(5.337)**	**$(5.122)**	**-**
Depreciation	$0.610	$3.256	$2.645	433.4	$15.669	$24.609	$8.940	57.1
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	$(0.014)	$(0.002)	$0.013	89.4	$0.043	$0.114	$0.072	169.0
GASB 94 PPP and APA	$0.000	$0.000	-	-	$0.000	$0.000	-	-
GASB 96 SBITA Adjustment	$0.000	$0.018	$0.018	-	$0.043	$0.117	$0.074	172.3
GASB 101 Compensated Absences	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Total Expenditures	**$2.512**	**$4.101**	**$1.589**	**63.3**	**$15.539**	**$19.503**	**$3.964**	**25.5**
Total Cash Conversion Adjustments	**$2.158**	**$6.395**	**$4.238**	**196.4**	**$15.942**	**$20.957**	**$5.014**	**31.5**

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

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2026 Mid_Year
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
SEP 2026

Function/Departments	Forecast Mid Year	Actual	Favorable (Unfavorable) Variance
Administration			
Executive	8	6	2
General Office	20	20	0
Purchasing/Stores	4	4	0
Total Administration	**32**	**30**	**2**
Operations			
Transportation	166	141	25
Total Operations	**166**	**141**	**25**
Maintenance			
Mechanical	61	60	1
Electronics/Electrical	25	26	(1)
Power/Signals	33	33	0
Maintenance of Way	92	74	18
Infrastructure	29	29	0
Total Maintenance	**240**	**222**	**18**
Engineering/Capital			
Capital Project Support	6	7	(1)
Total Engineering Capital	**6**	**7**	**(1)**
Total Positions	**444**	**400**	**44**
Non-Reimbursable	390	391	(1)
Reimbursable	54	9	45
Total Full-Time	444	399	45
Total Full-Time-Equivalents	0	1	(1)

FinalFY26

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2026 Mid_Year
TOTAL POSITIONS BY FUNCTION AND OCCUPATION
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
SEP 2026

Function/Occupation	Forecast Mid Year	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	16	14	2
Professional, Technical, Clerical	8	8	0
Operational Hourlies	8	8	0
Total Administration	**32**	**30**	**2**
Operations			
Managers/Supervisors	27	23	4
Professional, Technical, Clerical	6	9	(3)
Operational Hourlies	133	109	24
Total Operations	**166**	**141**	**25**
Maintenance			
Managers/Supervisors	33	33	0
Professional, Technical, Clerical	9	9	0
Operational Hourlies	198	180	18
Total Maintenance	**240**	**222**	**18**
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	75	5
Professional, Technical, Clerical	25	28	(3)
Operational Hourlies	339	297	42
Total Positions	**444**	**400**	**44**

Farebox Revenue Report Highlights

Month of September

SIR farebox revenue totaled $0.344 million in September 2026 which was $0.019 million (5.3%) lower than the Forecast.

Year-to-Date

SIR year-to-date September 2026 farebox revenue totaled $2.855 million which was $0.085 million (2.9%) lower than the Forecast.

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2026 Mid_Year
Ridership (Utilization) Actual to Budget
Sep FY26
(# in Millions)

10/09/2026 01:23 PM

	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Favorable (Unfavorable) Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Favorable (Unfavorable) Percent
Ridership								
Ridership - Subway	0.179	0.206	0.027	15.2	1.805	1.786	(0.019)	(1.0)
Total Ridership	**0.179**	**0.206**	**0.027**	**15.2**	**1.805**	**1.786**	**(0.019)**	**(1.0)**
FareBox Revenue								
Farebox Revenue	$0.363	$0.344	$(0.019)	(5.3)	$2.939	$2.855	$(0.085)	(2.9)
Total Farebox Revenue	**$0.363**	**$0.344**	**$(0.019)**	**(5.3)**	**$2.939**	**$2.855**	**$(0.085)**	**(2.9)**

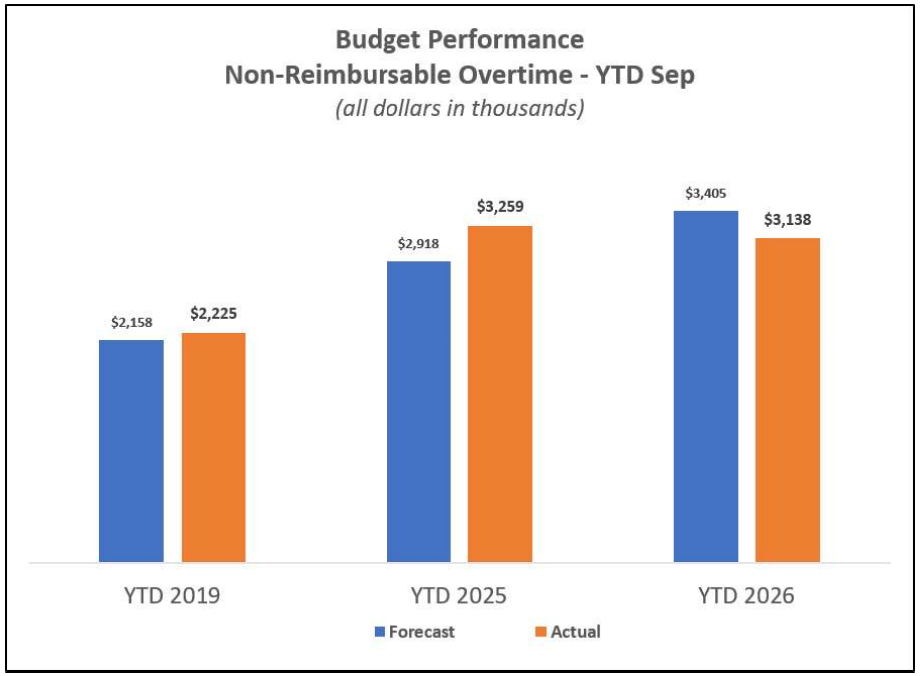
Note: Totals may not add due to rounding

STATEN ISLAND RAILWAY

NON-REIMBURSABLE OVERTIME

Overview

- Overall increase of $912.4K or 41.0 percent compared to YTD Sep 2019
- Overall decrease of -$121.7K or 3.7 percent compared to YTD Sep 2025
- -$267.4K or 7.9 percent over YTD Sep 2026 Forecast
- Service $136.6K overrun: $186.0K overrun due to weather conditions; offset by -$49.4K underrun due to vacancy and absence coverage
- Maintenance -$595.4K underrun: -$113.4K underrun due to weather conditions; and -$482.0K underrun due to vacancy and absence coverage
- All others overrun is $191.4K



Agency Detail

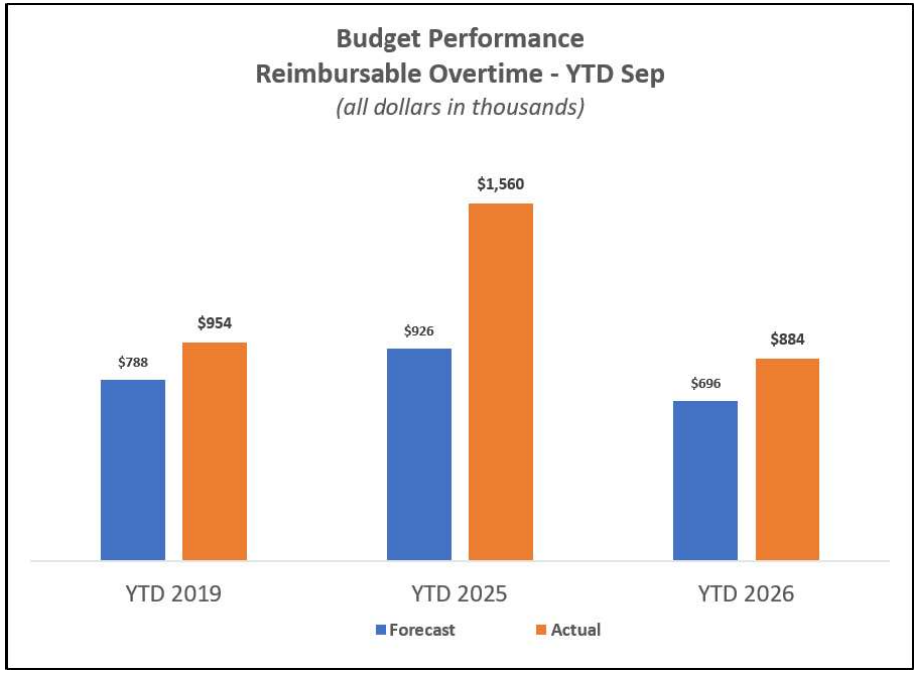
- Transportation overrun $136.6K: $186.0K attributed to weather conditions; offset by -$49.4K underrun attributed to vacancy and absence coverage
- Electrical, Power and Signals overrun $44.8K: $164.5K attributed to weather conditions; offset by -$119.8K underrun attributed to vacancy and absence coverage
- MOW/Infrastructure underrun -$485.2K: -$111.3K underrun attributed to vacancy and absence coverage; and -$373.9K underrun attributed to weather conditions
- Mechanical underrun -$154.9K: -$166.6K attributed to weather conditions underrun; offset by $11.7K overrun attributed to vacancy and absence coverage
- Others overrun of $191.4K

STATEN ISLAND RAILWAY

REIMBURSABLE OVERTIME

Overview

- Overall decrease of -$70.1K or 7.3 percent compared to YTD Sep 2019
- Overall decrease of -$675.7K or 43.3 percent compared to YTD Sep 2025
- $188.3K or 27.1 percent under YTD Sep 2026 Adopted Budget
- Service -$110.7K underrun due to vacancy and absence coverage
- Maintenance $169.6K overrun due to vacancy and absence coverage
- All others overrun is $129.3K



Agency Detail

- Capital project reimbursable overhead charges resulted in the following variances:
  - Transportation underrun of -$110.7K
  - MOW/Infrastructure overrun of $172.0K
  - Electrical underrun of -$68.0K
  - Power/Signals overrun of $31.0K
  - Mechanical overrun of $34.6K
  - Others overrun of $129.3K

NEW YORK CITY TRANSIT ALL-STARS

October 2026

mta.info

Recognizing our Employees - October 2026 Honorees

Throughout NYCT, employees continue to shape meaningful progress in both service and safety, helping strengthen the customer and employee experience across the system. Transit All Stars provides a dedicated moment to shine a light on individuals whose work reflects a strong commitment to our shared priorities and who play an important role in helping us move toward our annual service and safety goals.

This quarter, we are pleased to recognize those whose contributions have made a noticeable impact in their areas and have resonated more broadly across the organization. Their efforts illustrate the dedication and care that so many colleagues bring to their work every day, and we are proud to acknowledge their achievements





Angela Hill
Dispatcher
Department of Buses

Angela Hill consistently brings a high level of professionalism and steady reliability to her role, serving as a central and trusted presence within the depot. Her work contributes significantly to the smooth functioning of daily operations, and she is frequently the person others look to for clarity, coordination, and guidance. Through her thoughtful approach and strong organizational awareness, Angela helps maintain a stable environment that supports both operational effectiveness and positive working relationships.

She has cultivated genuine, respectful connections with employees across all levels, fostering an atmosphere where individuals feel comfortable communicating their needs, concerns, and ideas. This ability to build trust and rapport strengthens team cohesion and contributes to a workplace culture that values cooperation and open dialogue. Angela's communication style, combined with her steady judgment, supports a productive and respectful environment that benefits the entire depot.

Angela also demonstrates a consistent commitment to upholding NYCT's standards and ensuring that operations run safely and efficiently. She approaches her responsibilities with care, attentiveness, and a clear understanding of the procedures that guide the work. Her awareness of both the broader mission and the day-to-day operational needs allows her to anticipate challenges, support smooth workflows, and help others navigate issues with confidence.

Her dedication, professionalism, and genuine care for both colleagues and the work being carried out make Angela an integral part of the depot's success. Her contributions strengthen the team, support a positive workplace culture, and enhance the overall operation. For these reasons, she is a deeply valued member of the organization and a deserving candidate for this recognition.



John Aleman

Maintenance Supervisor I, P&E Lighting

Department of Buses

With more than two decades of experience within the Plant & Equipment (P&E) depot environment, it is exceptionally rare to encounter an individual who demonstrates the level of mastery, drive, and unwavering commitment that John brings to his role. His technical expertise is consistently evident, and his work ethic sets a remarkably high standard. When assigned an extensive 120-item audit—each item substantial in scope and complexity—he completed 80 items within the first month, demonstrating both remarkable efficiency and deep subject-matter command.

John leads his team with strategic focus and intentionality, ensuring that workflows are optimized, productivity is maximized, and every task is completed accurately and on schedule. His ability to balance day-to-day operational needs with long-term process improvement reflects a level of leadership that far exceeds the expectations of his current position. His performance clearly demonstrates the capability and readiness required for a GS role, and his contributions show that he would excel in such a capacity.

His professional record further reinforces what is seen in his daily performance: exceptional technical abilities, consistent reliability, and a commitment to high-quality work that benefits the entire operation. The depot is genuinely fortunate to have someone of John's caliber supporting such critical functions, and his impact is felt across every facet of the P&E unit.



Amor Ramdeholl
Line Supervisor
Department of Buses

Amor is a caring and highly dedicated Line Supervisor whose steady leadership and strong operational awareness contribute meaningfully to the success of the depot. He manages the floor with skill and attentiveness, maintaining a well-organized environment that supports consistent productivity and reliable service delivery. His approach directly strengthens the depot's ability to keep serviceable buses available for operation, which is vital to meeting daily service requirements.

His administrative work is consistently thorough and accurate, reflecting his attention to detail and commitment to maintaining clear, reliable documentation. Amor also demonstrates a genuine interest in learning and developing his skills, actively seeking opportunities to enhance both his professional knowledge and personal growth. This sense of responsibility toward continuous improvement benefits both the team and the broader operation.

As a collaborator, Amor is a dependable team member who provides support when operational demands intensify. He remains flexible and responsive, ensuring that the work continues to move forward smoothly. His ability to address union-related matters with fairness and professionalism helps maintain a balanced environment where concerns are acknowledged, and solutions are reached thoughtfully. His approach supports operational goals while reinforcing positive working relationships.

Amor's contributions have a meaningful and steady impact on keeping NYCT operations safe, smooth, and effective. His reliability, professionalism, and commitment to the work make him an invaluable member of the team, and the depot is fortunate to benefit from his presence and leadership.



Kevin Leibold
Bus Operator
Department of Buses

Bus Operator Leibold demonstrated notable situational awareness, thoughtful judgment, and a strong commitment to customer safety during a rapidly developing incident that required immediate attention. While approaching a bus stop, he observed a woman being pursued and responded quickly and appropriately by opening the front door to bring her safely onto the bus. At the same time, he ensured that another customer was able to exit through the rear door without disruption, maintaining order and safety during an unexpected situation.

After pulling away from the stop, Bus Operator Leibold noticed that the woman who had exited moments earlier was being physically assaulted by the person who had been pursuing her. Recognizing the seriousness and urgency of the situation, he secured the bus in accordance with established safety procedures and intervened to separate the assailant from the victim. He maintained control of the scene until law enforcement arrived, helping stabilize a difficult situation and preventing further harm.

His actions reflect an ability to remain composed under pressure and to assess and respond to complex circumstances in a manner that supports customer safety and well-being. This incident underscores the professionalism, attentiveness, and sense of responsibility that Bus Operator Leibold brings to his role. His thoughtful response made a meaningful difference in safeguarding those involved and contributed to the safe operation of NYCT services.

Department of Buses

Team Recognition

In recognition of their noteworthy contributions, the Bus Operations leadership team is being acknowledged for their work during the FIFA event period. They voluntarily adjusted RDOs, tours, and personal schedules, including reporting on days off and canceling planned time away, to ensure complete managerial and operational coverage. Their commitment reflected a clear understanding of the global attention on NYCT's transportation system and the essential role it played in safely transporting thousands of visitors, fans, and residents during this high profile event.

Together, they provided critical support during late matches, maintained continuous communication to ensure smooth service delivery, proactively identified and resolved potential issues on the operations floor, and remained fully prepared to respond to any operational or media impacting event. Through their professionalism, readiness, and unwavering dedication to the mission, they ensured uninterrupted service and upheld the highest standards of performance during this world stage moment.



Left to right: GST Corey Grayson, GST Shawn Smith, SUPT Tawanna Murray, SUPT William Romero-Reyes, GST Bernie Murray

Not pictured: GTS Joham Ernest, AGS George Edwards, Superintendent Mark Glean, Superintendent Ronny Paredes, Superintendent Julio Figueroa



Ajay Sharma
Associate Staff Analyst
Paratransit

Ajay played a significant role in advancing the automation and modernization of Paratransit performance reporting, contributing work that strengthened both the accuracy and the accessibility of key operational data. By collaborating closely with the Data & Analytics team, Ajay developed the Trino SQL queries that now power a broad range of core Paratransit metrics, including Ride Time, No-Shows, Drop-off and Pickup On-Time Performance, Ridership, and Customer Experience indicators. These technical contributions enabled the creation of fully automated Open Data pipelines, allowing the organization to retire an intensive manual reporting process. The result was a notable improvement in workflow efficiency as well as greater reliability and consistency in the data used across multiple teams.

In parallel with this effort, Ajay designed and built a Power BI dashboard that presents essential Paratransit KPIs by New York City Council District. This added level of geographic detail gives the organization a clearer understanding of how service performance varies at the local level and enhances the ability to engage in more targeted planning. The dashboard also strengthens transparency by making complex information easier to interpret and apply.

Collectively, these efforts expanded the organization's data capabilities and improved the way Paratransit performance information is delivered, maintained, and understood. Ajay's work reflects strong technical expertise, thoughtful problem-solving, and a commitment to supporting operational insight through well-designed, reliable reporting tools. His contributions continue to support better decision-making and a more modern, data-driven approach to Paratransit operations.



Kevin Tempral
Associate Staff Analyst
Paratransit

Kevin Tempral is being nominated for the NYCT Transit All-Star Recognition in honor of his steady dedication, reliable performance, and the meaningful impact he brings to the Paratransit Eligibility Determination Unit each day. In his role as Associate Staff Analyst, Kevin supports core paratransit eligibility functions with care and attention, strengthening the overall workflow through proactive problem identification, thoughtful process refinements, and effective collaboration across units. Colleagues regularly rely on his calm presence, clear judgment, and readiness to assist when challenges arise, helping the team navigate high-volume operations with confidence.

Alongside his daily responsibilities, Kevin contributed significantly to the rollout of the new accessible, fillable Access-A-Ride application. He configured and deployed industry-standard screen-reading technologies, including JAWS and NVDA, to ensure the application aligned with digital accessibility requirements. He also participated in structured, multi-phase user testing with real customers and documented detailed performance observations that supported a smoother, more user-friendly final product for individuals with visual disabilities. His involvement helped ensure that the application met both technical standards and customer needs.

Kevin's approach to customer service further distinguishes him. He takes time to listen carefully to individuals navigating complex eligibility policies, explains requirements with clarity and patience, and ensures each person feels respected throughout the process. His communication style and thoughtful manner reflect core MTA values and strengthen trust with the communities we serve.

Through his steady initiative, collaborative approach, technical insight, and customer-focused service, Kevin contributes meaningfully to the success of Paratransit operations. His work has a positive impact on both colleagues and customers, and he is a deserving candidate for the Transit All-Star Recognition.



Shema Smith
Manager, SMS Bills of Material and Work Scope
Department of Subways

Shema demonstrates thoughtful leadership, a forward-looking approach to process improvement, and a steady commitment to strengthening operational efficiency. Shema consistently brings a collaborative mindset, integrity, and a clear understanding of how to modernize and support core workflows—qualities that align well with the intent of this recognition.

As a member of the Maintenance Support Department, Shema oversees the Manager SMS Work Scope and Bill of Materials with careful attention to detail and an ability to coordinate complex information. In this role, Shema has contributed to smoother workflows and strengthened team capabilities. One recent contribution includes developing an in-house Power BI dashboard that provides real-time visibility into BOM changes, work orders, and supporting documentation for commodity cards. This resource offers a comprehensive view of both historical and current data, making it easier for teams to cross-reference information and make well-informed decisions.

The dashboard has supported greater accuracy, improved coordination between departments, and introduced a more streamlined approach to managing information. By reducing the manual workload associated with certain reporting tasks, Shema's work has also helped teams operate more efficiently and with clearer access to the data they need.

Overall, Shema's contributions reflect leadership through practical action and a thoughtful commitment to advancing internal systems. The work directly supports the people who rely on these tools and processes each day, and it has a positive, lasting impact on the organization.



Rodney Glenn
General Superintendent, Mechanical
Department of Subways

Rodney Glenn, General Superintendent of the Mechanical Department, is recognized for his steady leadership and thoughtful approach to developing practical solutions that support Staten Island Railway operations. Under Rodney's direction, a retired R32 railcar was repurposed into a customized, multipurpose Special Operations Car. Through Rodney's guidance, employees applied their technical knowledge and creativity to reconfigure an existing asset into a vehicle designed to support a wide range of operational needs.

The Special Operations Car now provides a versatile resource for addressing seasonal rail conditions, including de-icing and leaf-residue mitigation, and it can assist with re-railing efforts as well as emergency response and training activities. The project reflects a practical, forward-looking understanding of the challenges faced by the railroad and demonstrates an effective use of available resources to meet those needs.

Rodney's ability to organize teams around complex problem-solving and ensure that existing materials are applied effectively has contributed to a tool that enhances safety, supports service reliability, and strengthens overall preparedness. By guiding a project that is functional, cost-conscious, and adaptable, Rodney has helped reinforce the long-term resiliency and operational efficiency of Staten Island Railway.



Jasmaine Catlyn
Operations Manager, Stations
Department of Subways

Jasmaine has developed into a highly reliable and influential Operations Manager whose steady leadership contributes meaningfully to the strength of the unit. Beginning her career as a Station Cleaner and progressing into her current role, she has consistently shown a thoughtful, committed approach to her work. She manages her responsibilities with a strong sense of independence, requiring minimal direction while identifying practical ways to enhance internal customer service, support employee development, and reinforce team effectiveness.

Her colleagues frequently seek her insight, guidance, and subject-matter knowledge, reflecting the level of trust she has earned within the organization. She also serves as the primary facilitator for Station Supervisor and Group Station Superintendent induction and refresher training. In this capacity, she provides clear, supportive instruction that helps new and advancing personnel understand expectations and build confidence in their roles.

A defining quality of Jasmaine's work is her ongoing commitment to growth—for herself and for those around her. She consistently takes initiative to strengthen her own skillset and looks for opportunities to share that knowledge in ways that support others' development. Her example encourages the team to learn, collaborate, and approach challenges with a forward-looking mindset.

In addition to her professional responsibilities, Jasmaine is pursuing an Associate of Arts in Communications, further demonstrating her dedication to expanding her capabilities and contributing at an even higher level. Her integrity, initiative, and thoughtful approach to leadership make her a valued member of the organization and a strong candidate for this recognition.

Department of Subways

Platform Control Unit - Team Recognition

On Thursday, August 20, 2026, during a significant rainstorm, members of the Platform Control Unit assigned to Court Square Station demonstrated steady judgment, professionalism, and a clear commitment to customer safety when water began leaking from a construction enclosure and created slippery conditions on the platform.

Recognizing the hazard quickly, the Platform Controllers took prompt, practical action without needing direction. They guided customers carefully through the affected area, helped maintain safe and orderly movement on a crowded and uncomfortable platform, and remained attentive until conditions improved. Their response was particularly noteworthy given the challenging environment: customers were frustrated, several were recording the situation, and the overall atmosphere added complexity to an already difficult moment.

Throughout the incident, the team stayed composed, respectful, and focused on maintaining a safe setting for the public. Their actions reflected strong teamwork, effective problem-solving, and a consistent awareness of customer needs under demanding conditions. While these employees demonstrate reliability and dedication in their daily work, their coordinated response at Court Square stands out as a clear example of steady, professional service during an unexpected situation.

When faced with a developing safety concern, the team responded without hesitation and represented NYCT with care and responsibility.



Left to right: Conductor Carlos Sevilla, Train Operator Frank Ardito, Conductor Deborah Newton, and Conductor Duane Pitter

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
- Lisa Sorin

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