New York City Transit and Bus Committee Meeting

Monday, 11/16/2026
11:15 AM - 12:30 PM ET

1. New York City Transit Committee Materials

a. Key Performance Metrics Report

NYCT Committee Cover - Page 2
KPI Book Final - November 2026 - Page 3

b. Administrative Items

i. Work Plan & Meeting Minutes

2026 Work Plan - Page 31
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ii. Information Items

Crime Report October 2026 - Page 38
Transit Committee Charter - Page 42

iii. Action Items

New York City Transit Procurement Package - Page 45

c. Legacy Financial & Ridership Reports

Financial and Ridership Report (NYCT, MTABC, SIR) - Page 56

Metropolitan Transportation Authority

New York City Transit & Bus Committee Meeting

November 2026

Committee Members:

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



NEW YORK CITY TRANSIT
KEY PERFORMANCE METRICS

November 2026

mta.info


TA

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

2 Broadway • New York, NY 10004

November 16th, 2026

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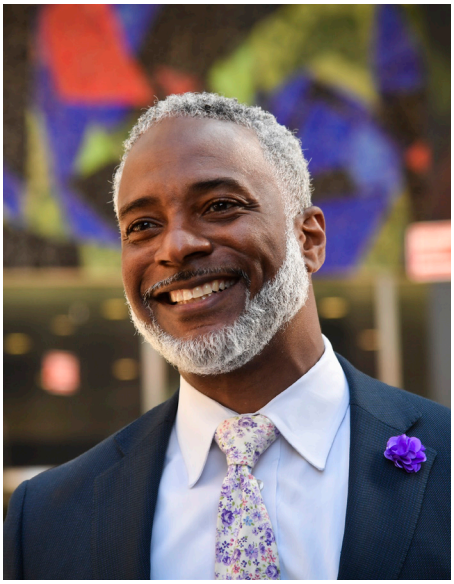
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Visit new.mta.info/transparency/board-and-committee-meetings/ or scan the QR code for Board action staff summaries, administrative items, and information items.

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

October was an exciting month for New York City Transit. We kicked off a generational and transformative project while supporting robust ridership that even broke a few new records.

Communication-based train control (CBTC) is coming to the A C line in Brooklyn and Queens. This month we launched the start of the largest signal and track replacement project in MTA history, which will cover 23 stations serving 350,000 riders along the Fulton and Liberty lines. This is the future of subways. It's how we're going to improve service over the next decade. CBTC allows us to move trains far more efficiently than we do on the old, fixed-block signals. We can run trains more frequently and closer together, allowing us to enhance capacity and increase service, without the need to build out additional infrastructure.

The benefits of CBTC aren't just a promise; they're a known fact. On lines where CBTC is already functional, like the 7 and L, we see our highest on-time performance stats, and we see the highest customer satisfaction rates. That's no coincidence. The biggest cause of delays in the system is signal issues. Modernizing our system helps fix that and deliver faster, more reliable trips for riders. This phase of the project spans 42 track miles and will replace the oldest remaining signal equipment in the subway system. The work will span from High St A C Station to Ozone Park–Lefferts Blvd A Station. This is complex work that at times requires more than a weekend or overnight outage to accomplish in an efficient manner. For this portion of the project, a nine-day shutdown is required of the Liberty Line. The service change went into effect Saturday, November 7, at 12:30 a.m. and lasted through Monday, November 16, at 5 a.m. The three impacted stations included Ozone Park–Lefferts Blvd A Station, 111 St A Station, and 104 St A Station. During this time, crews demolished 30-year-old switches and demolished and replaced 250 feet of track.

Hundreds of daily free shuttle buses replaced train service between Rockaway Blvd and Lefferts Blvd, arriving every three to five minutes during peak hours and every 10 minutes during off-peak hours. Thanks to the hard work of Hugo Zamora and the service alternative team, and the team at Buses for running a robust bus shuttle service, we moved thousands of riders throughout this period, ensuring they still got where they needed to go efficiently, reliably, and safely.

Reminder – this is just the start. The scale of this signal modernization project will require periodic service changes throughout the project timeline, including weekends and overnights, with more expected in the new year. But I'm confident that with the fantastic customer service team and our robust service alternative operation in place, riders will continue to get to work, school, see family, friends, and more.

MESSAGE FROM THE PRESIDENT

I never get tired of breaking new ridership records. We know that the fall is typically our busiest season with students returning to school and folks back in the city after a summer off. But this fall we've hit new highs. And with Halloween and the Marathon falling on the same weekend this year, it turned into a weekend for the record books. On Saturday, October 31st, subways carried 3.59 million riders, surpassing the previous post-pandemic Saturday record of 3.27 million riders set on May 16, 2026. Not only did it surpass last year, but it also turned out to be the highest Saturday since 2016.

3.59 Million
Ridership Record

Marathon Sunday is typically our busiest Sunday of the year, so we always come prepared. Our Stations team deployed 50 additional personnel into the field to help assist riders get around the system to see runners at major viewing points. In total, we moved 3.14 million riders across 5,200 trains throughout the day. This is not just a post-pandemic record. This is the highest Sunday ridership in recorded MTA history. Marathon Sunday is one of the most joyous days of the year. A rare occasion where New Yorkers across all backgrounds join together in cheering on not just their friends and loved ones, but also complete strangers as they fight to accomplish a goal they've long been training for. And Transit is proud to play a role in supporting these journeys. We're getting runners to the starting line and home at the end of the day. And we're ensuring their friends and families are there to celebrate this incredible accomplishment for every stop along the way, whether that be along Fourth Ave in Brooklyn, Queensboro Plaza, and right to the finish line in Central Park. We look forward to breaking new records next year.

October is typically a higher ridership month, and this year was no different. Subways had an average of 4.41 million weekday paid ridership, which was up 6% as compared to 2025. Buses' average paid weekday ridership was 1.45 million, which was a nearly 5% improvement over October 2025. And Paratransit also delivered its highest ridership month ever, with weekday paid ridership averaging 59,113 and completing 1.16 million trips, which topped June's previous record.

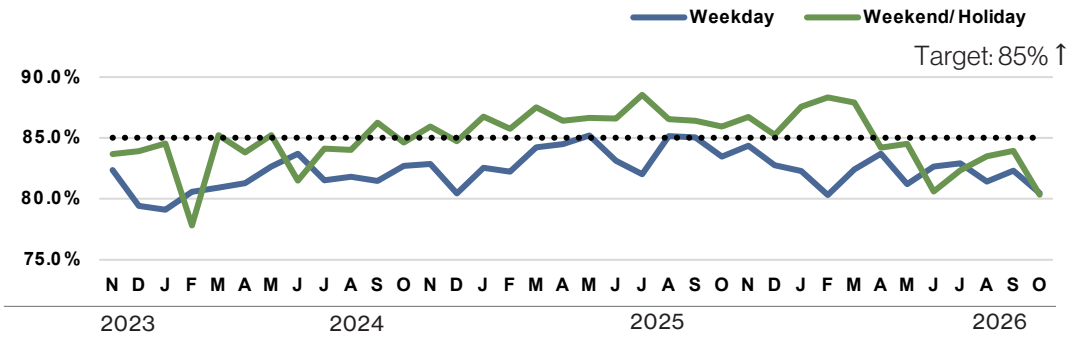
October continued to see modest results on our department's key performance metrics as the teams continued to adjust to seasonal ridership and traffic changes in the fall. In September, Subway weekday on-time performance hit 80.5%, weekend on-time performance reached 80.3%, and weekday customer journey time hit 84.8%. On the Buses side, the team turned in its strongest October service delivered metric since 2019 with a 94.7% rate. Bus customer journey time hit 66.6%, and buses traveled at an average of 8.1 mph. Paratransit picked up 94.5% of riders within 30 minutes on weekdays and 96% of riders within 30 minutes on the weekends.

94.7%
Service Delivered

I'm proud of the team for maintaining our standards of safety and service while serving more and more riders every day. With a strong dedication to getting riders where they need to go safely, reliably, and efficiently, I'm confident we can continue to deliver for New York as we close out 2026.

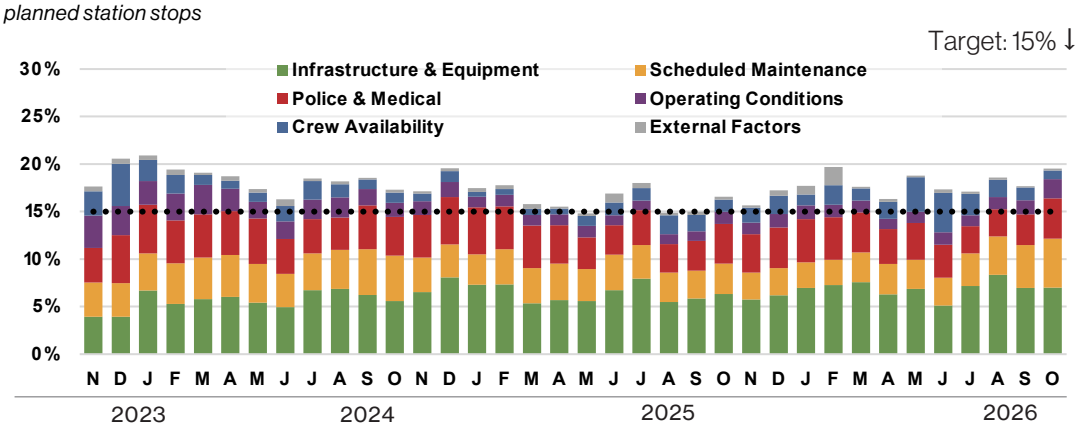
Subway On-Time Performance

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 declined in October, with On-Time Performance (OTP) falling 1.8 points from September to 80.5%, bringing year-to-date (YTD) weekday OTP to 81.8%. Customer Journey Time Performance (CJTP) decreased by 0.8% to 84.8%. YTD CJTP is at 84.9%. Weekend OTP decreased from 83.9% in September to 80.3%, bringing YTD weekend OTP to 84.2%. Targets for both weekday and weekend OTP in 2026 are 85%, and 86% for CJTP.

The decline in both weekday and weekend performance was driven by large increases in delays associated with planned work- and police/medical-related incidents. The impact of planned work-related delays on weekend performance was particularly substantial.

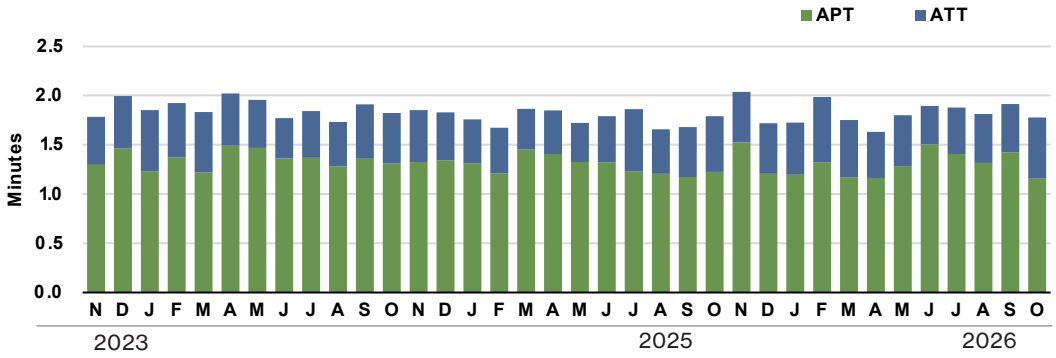
Moving Forward

While October's performance reflects the challenges to service that face the system, Subways continues to deliver improvements that strengthen reliability and expand access.

This year, Track Construction has worked at a remarkable pace, replacing 938 track panels by the end of October, totaling 36,582 feet of track. This pace constitutes 150 more panels than replaced by this time last year. Two major areas of work included the

Subway Additional Platform Time + Additional Train Time

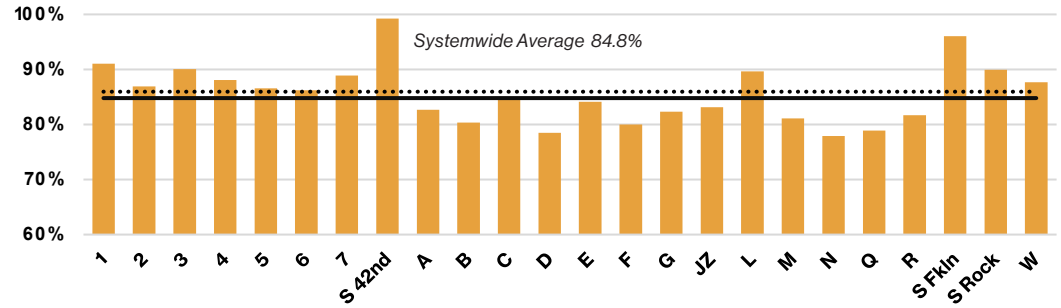
APT: The average time that customers spend waiting at a station beyond their scheduled wait time
ATT: The average time that customers spend onboard a train beyond their scheduled travel time



Customer Journey Time Performance

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

Target: 86% ↑



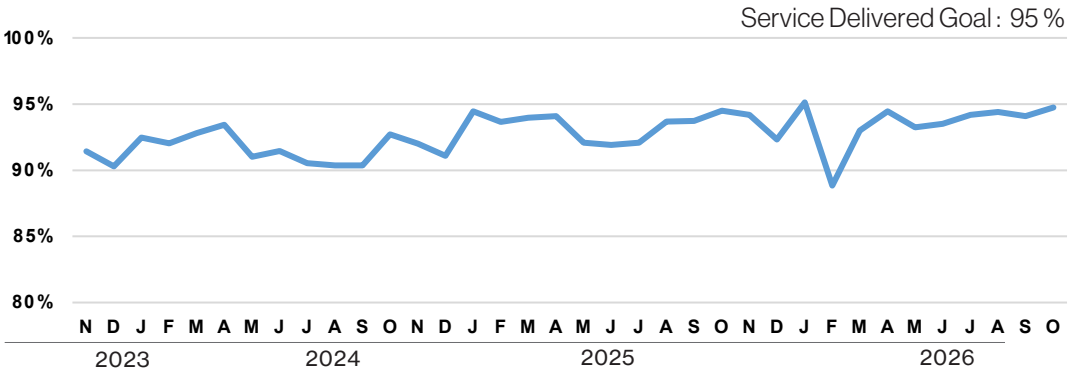
Jamaica and Culver lines. This pace ensures that tracks remain in good repair through the ongoing repair of defects and age-related wear and tear that can cause delays.

Subway accessibility is also moving forward. The October 15 groundbreaking at 42 St–Bryant Park advances new elevators and an accessible transfer. Five other accessibility projects are also moving forward at Kingsbridge Rd on the 4 line, 167th St on the B D lines, Gates Av on the J, and Briarwood and Parsons Blvd on the F.

The CBTC modernization of the Fulton-Liberty line also began this month. The $1.9 billion project will upgrade the 1930s-era signal system, covering 23 stations and 42 track miles in Brooklyn and Queens. This project, like other CBTC projects, will lay the groundwork for more frequent, reliable service.

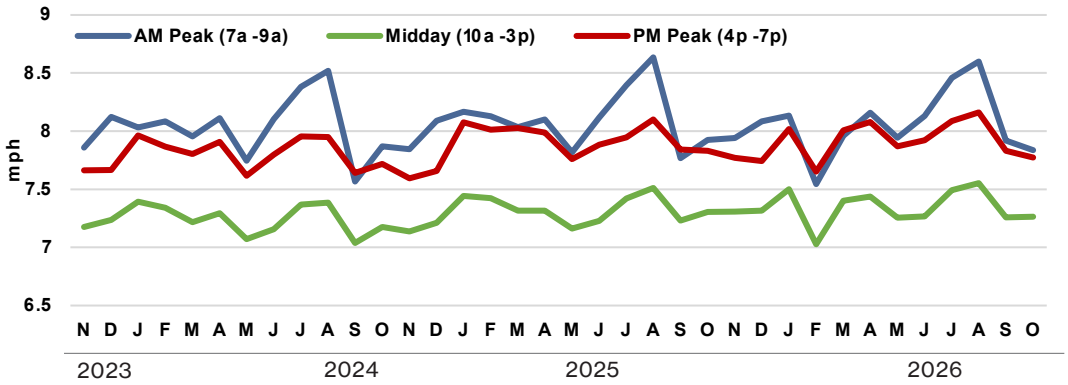
Bus Service Delivered

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

October bus performance remained broadly stable, with results generally in line with September 2026 and slight year-over-year declines in select metrics. Service Delivered continued its upward trend, while Customer Journey Time Performance and Bus Speed remained relatively steady.

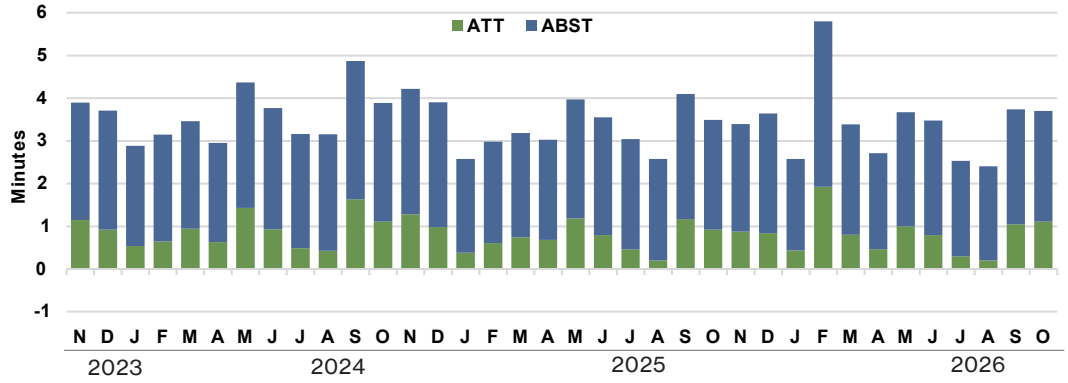
Service Delivered increased to 94.7%, marking the highest October performance since 2019. This represents a 0.6 percentage-point improvement over September and a 0.2-point increase year-over-year. The improvement is particularly notable given October's typically high ridership, demonstrating the system's ability to maintain service levels amid increased customer demand. Year-to-date performance stands at 93.6%, remaining 1.4 percentage points below the 2026 target of 95.0%.

Customer Journey Time Performance remained relatively stable at 66.6%, declining slightly by 0.1 percentage points month-over-month and 0.9 points year-over-year. The year-to-date result of 68.5% is slightly above the 12-month average of 68.3%, indicating relatively consistent performance throughout the year.

Bus Speed remained unchanged at 8.1 mph compared to September but was 1.2% lower than October 2025. Both the year-to-date and 12-month averages remained at 8.2 mph, indicating stable operating speeds.

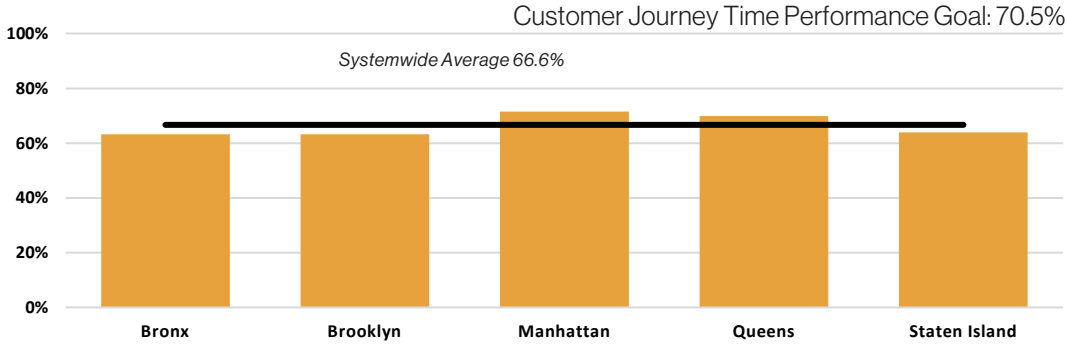
Additional Bus Stop Time + Additional Travel Time

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, October results demonstrate resilience in service delivery amid elevated ridership. Continued focus on service reliability and improving operating efficiency will be important to sustaining progress and enhancing the customer experience.

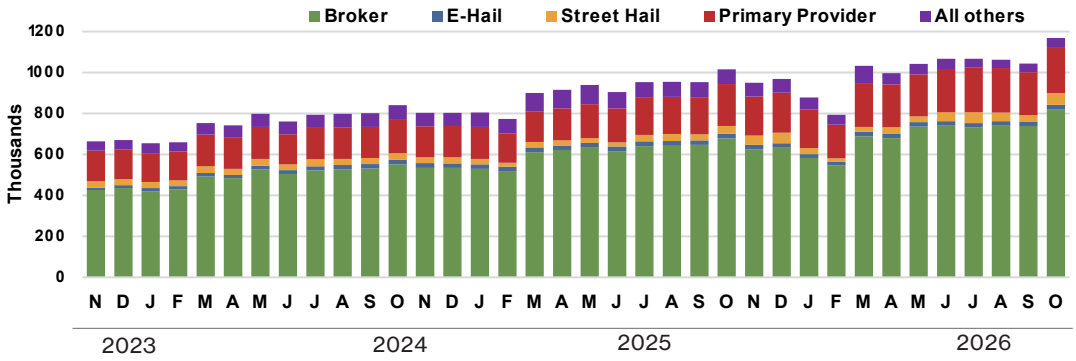
Overall, the results highlight continued year-over-year progress while underscoring the ongoing challenges seasonal congestion poses to bus performance.

Moving Forward

Recent performance demonstrates continued progress in service delivery and reliability. Progress continues under the joint Fast Buses Plan with NYC DOT through investments in street infrastructure, depot operations, and fleet enhancements. A key milestone is the launch of the Bronx's first dedicated busway on Tremont Avenue, providing buses with priority along the corridor. Additional improvements include enhanced depot dispatching practices and the delivery of new articulated buses. Together, these initiatives are designed to improve travel speeds and operating efficiency, and deliver faster, more reliable, and accessible bus service across the city.

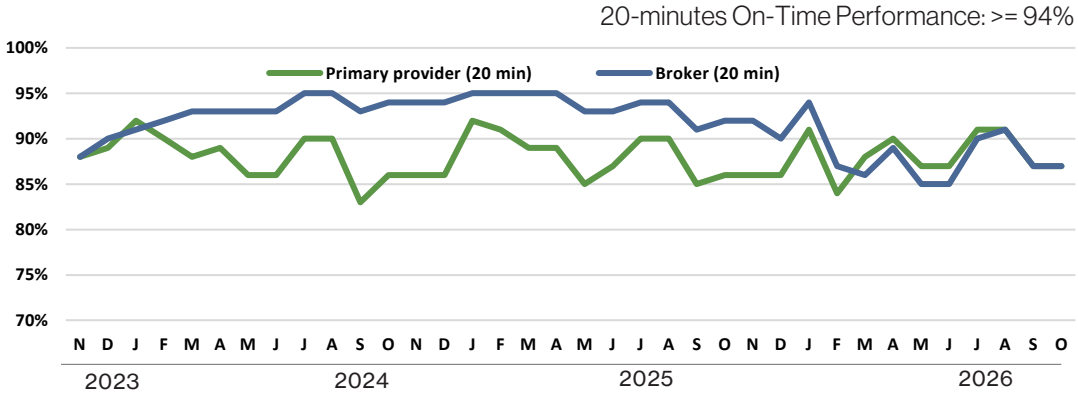
Paratransit Trips, by Type of Provider

The number of paratransit trips, by type of service



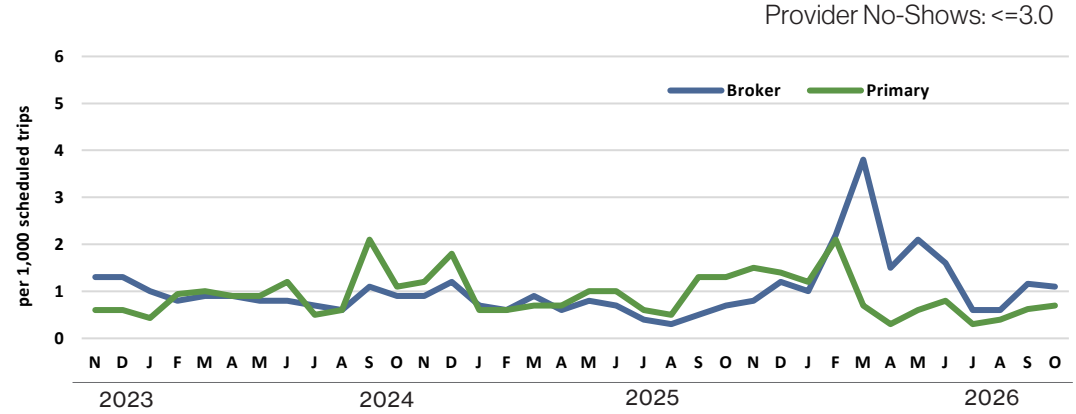
Paratransit On-Time Performance

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

October 2026 marked another record-setting month for Access-A-Ride, with operational performance remaining stable as both trips and ridership reached historic highs. Total completed trips neared 1.2 million for the month, and ridership surpassed 1.6 million. When compared to September 2026, trips increased by nearly 12%, while year-over-year ridership growth was 14%. October surpassed the previous trips record set in June 2026 by 9.5%, underscoring the continued and significant growth in demand for Access-A-Ride services.

On-time performance remained stable this month, despite record-high trip volume. Primary carrier service completed 95% of pickups within the 30-minute window from promise time, up 2 percentage points compared to October 2025. Broker service also completed 95% of trips within the 30-minute pickup window, a 2-percentage-point decline compared to October 2025, but steady month-over-month and remaining above the goal of 94%.

No-show rates remained well below the target of 3.0 per 1,000 trips for both primary carrier and broker service in October. Primary service saw a slight increase when compared to September and a decrease of 0.6 per 1,000 when compared to October 2025. Broker service saw a small decrease when compared to September and an increase of 0.4 per 1,000 trips when compared to October 2025. The Paratransit team remains focused on maintaining high level of service reliability as ridership continues to grow.

Call center performance remained strong in October, with agents handling a record-high volume of more than 1.2 million calls while exceeding all performance targets. Overall, 98% of all calls were answered, surpassing the goal of 95% and a 3-percentage-point increase when compared with October 2025. The average answer speed improved by 36 seconds year over year to an average of 20 seconds. The combination of continuous call center improvements and increased My AAR adoption, with 27% of trips booked by app this month, continues to yield a high answer rate and reduced wait times for responsive, reliable customer support.

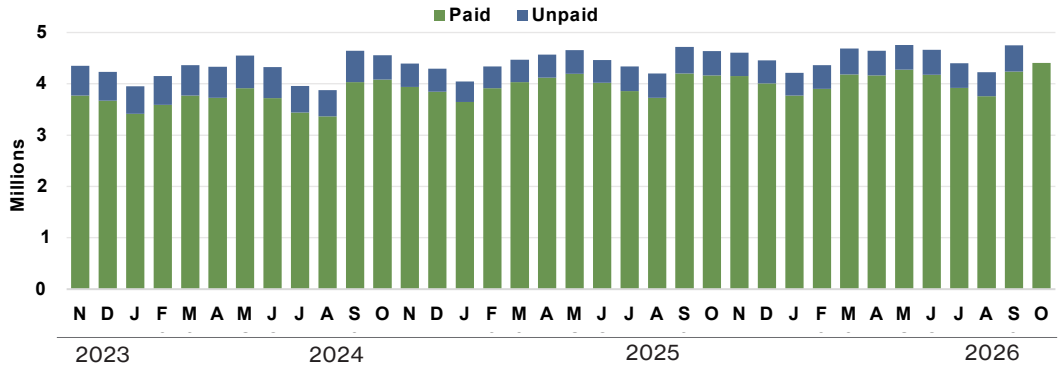
Moving Forward

The focus remains on the North Star goal of increasing customer satisfaction and maintaining performance as Paratransit continues to see record ridership growth. Based on daily customer feedback and monthly Pulse surveys, ongoing efforts focus on addressing the issues most important to customers, including increasing on-time performance, reducing provider no-shows, and reducing trip lengths.

Subway Ridership

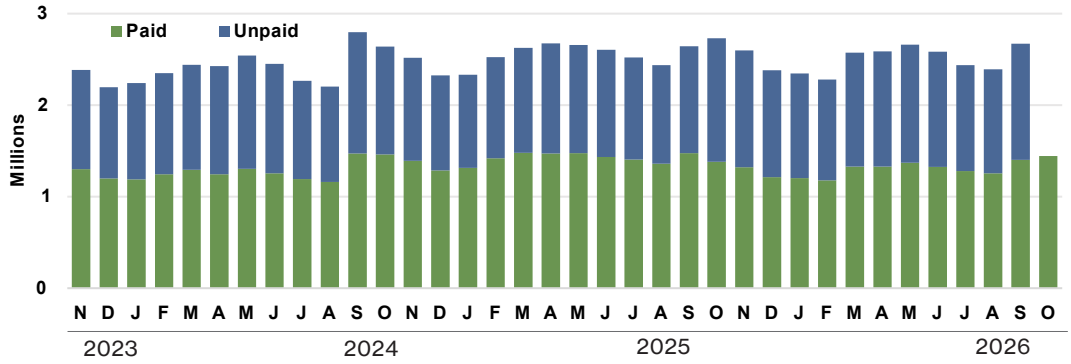
The number of paying subway & SIR customers, and estimated number of non-paying customers, on an average weekday

**Fare Evasion is on a quarterly basis October data is not yet available.*



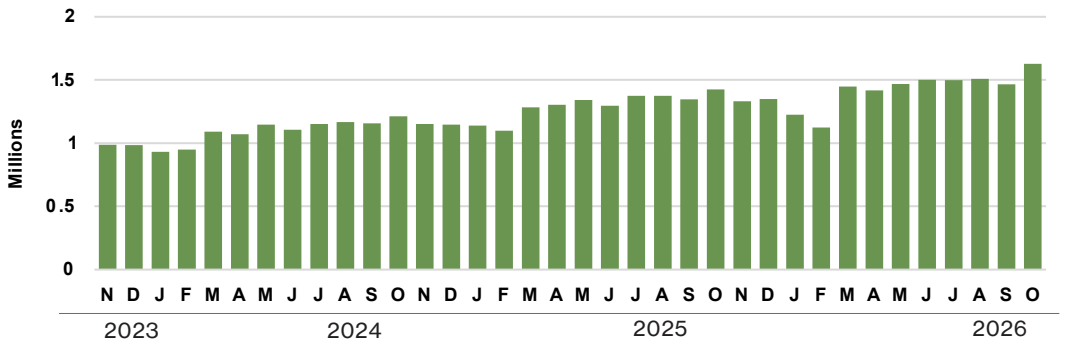
Bus Ridership

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

Ridership surged in October with multiple post-pandemic highs on subway, and a reversal of recent declines on bus. Average paid weekday Subway ridership rose 6.0% YOY to 4.41 million. Gains were broad-based, with Manhattan the leading borough. Traditional peak hours outpaced the early morning and mid-day hours, but consistent with a long-standing trend, evening hours saw the highest growth of all.

A new single-day post-pandemic high was set on October 29th, with 4.71 million, and with Halloween falling on a Saturday, a post-pandemic Saturday high was set with 3.59 million – the highest since 2016. October 24th set a new post-pandemic Sunday high with 3.12 million, only for that to be surpassed the following week on NYC Marathon Sunday (November 1st), with 3.5 million – the highest recorded Sunday ever, not just since the pandemic.

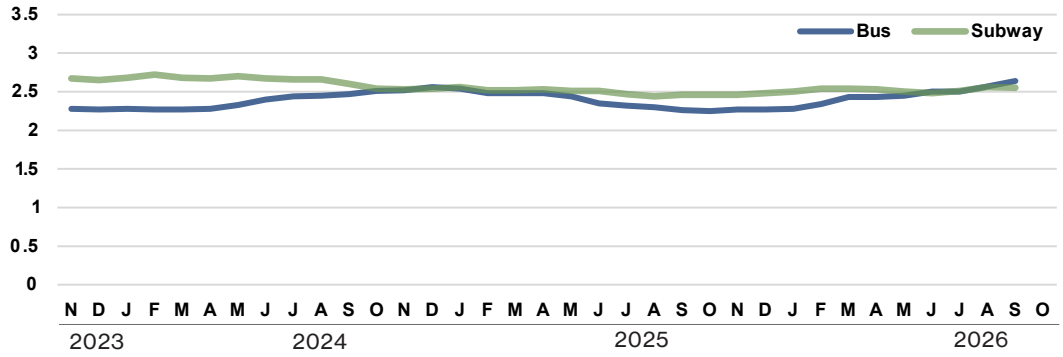
After several months that saw YOY declines, paid weekday bus ridership rose 4.7% YOY to 1.45 million, the highest monthly average since May of 2025. As with subway ridership, Manhattan showed the highest growth at 6.6%, while Staten Island routes were also strong at 5.7%.

For Paratransit, October has been the busiest ridership month of the year since 2002, and that pattern continued this year. New highs were established in both trips completed at nearly 1.2 million (+15.0% YOY) and ridership at 1.6 million (+14.2% YOY). Ridership growth remained particularly strong on weekdays, with average daily weekday riders reaching more than 59,000, compared to 38,000 on weekends. This highlights the continued concentration of paratransit service demand during the traditional workweek, as riders use the service for commutation, school, and medical care, while weekend ridership remains a significant component of overall service.

Customer Accident Rate

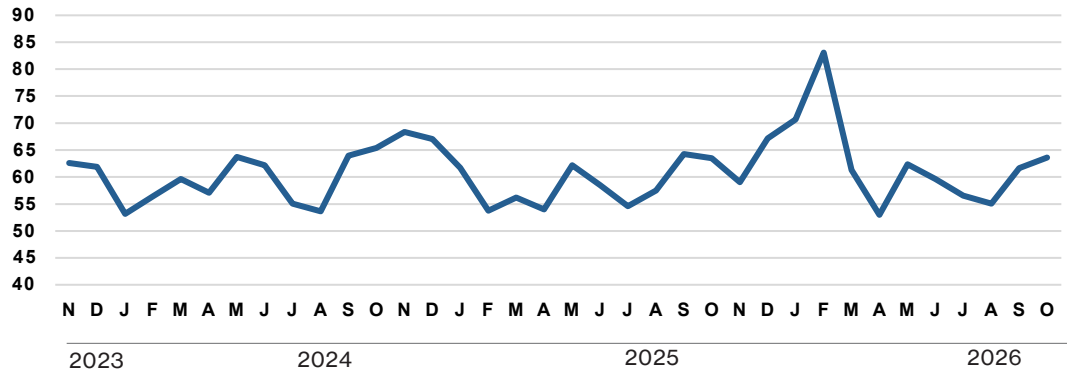
The number of reportable subway and bus customer accidents per million customers (12-month rolling average)

September 2026 data not yet available



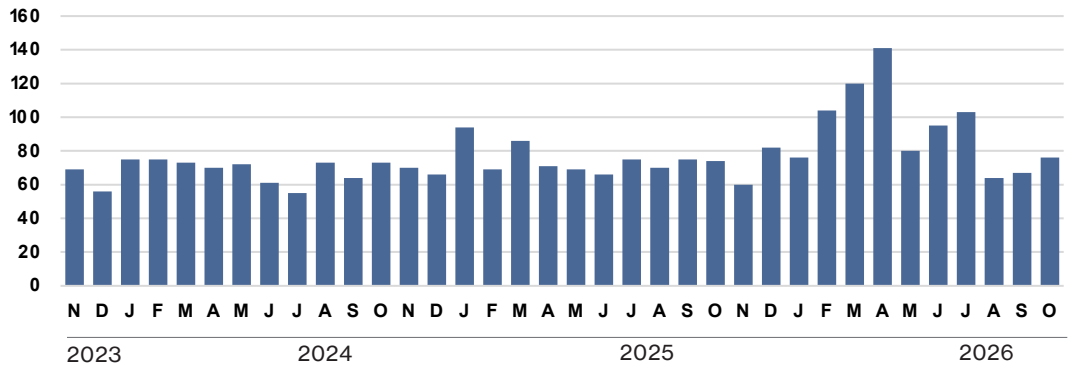
Bus Collision Rate

The number of bus collisions per million miles



Subway Fires

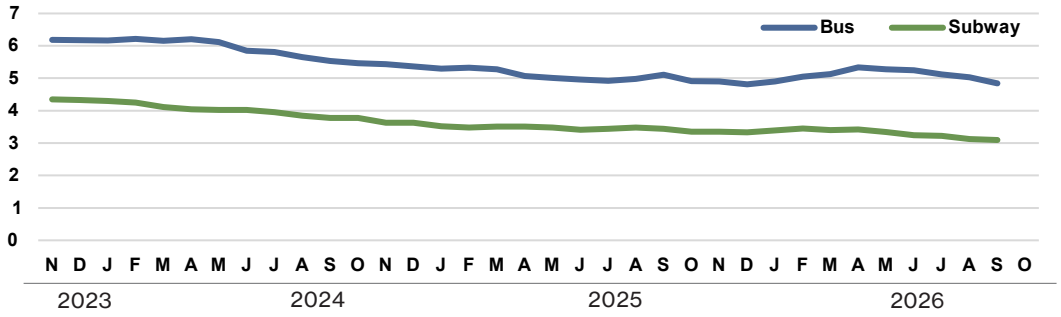
Total number of fires in the subway, including right-of-way, in stations and on trains



Employee Lost Time Accident Rate

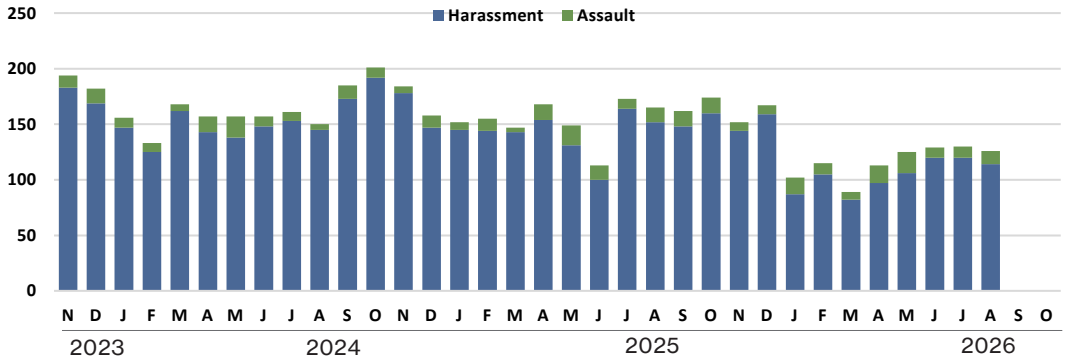
The number of reportable employee lost time accidents per 100 employees (12-month rolling average)

September 2026 data not yet available



Assaults and Harassments Against NYCT Employees

September & October 2026 data not yet available



Data Review

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

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

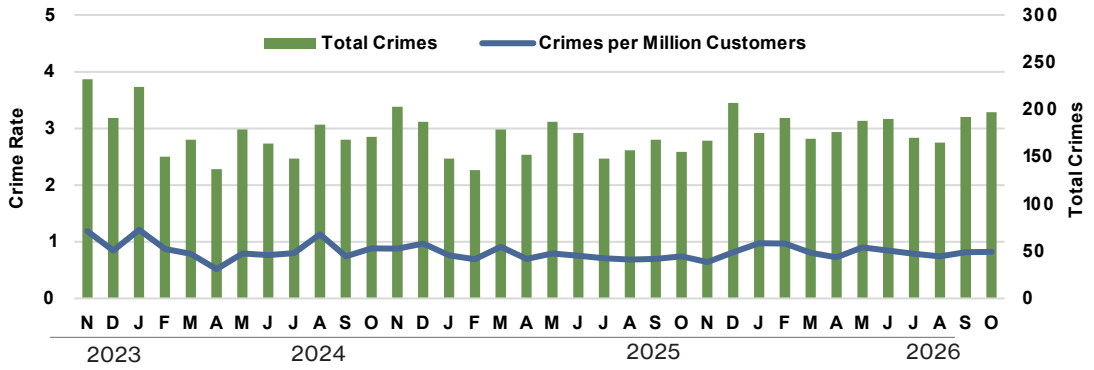
Employee Lost Time Accident (LTAs) Rates decreased overall between periods as well.

- The combination of Overall NYCT with MTA Bus saw a -7.7% decrease in LTA Rates.
- MTA Bus alone saw a -9.4% decrease in LTA Rates. Additionally, MTA Bus saw a -40.2% decrease in LTA Rates on a monthly basis when comparing September 2026 to September 2025.
- Subways LTA Rate decreased between periods by -10.1%.

Also, Subway Fires increased (885 --> 1068, +20.7%) when comparing those same 12-month periods.

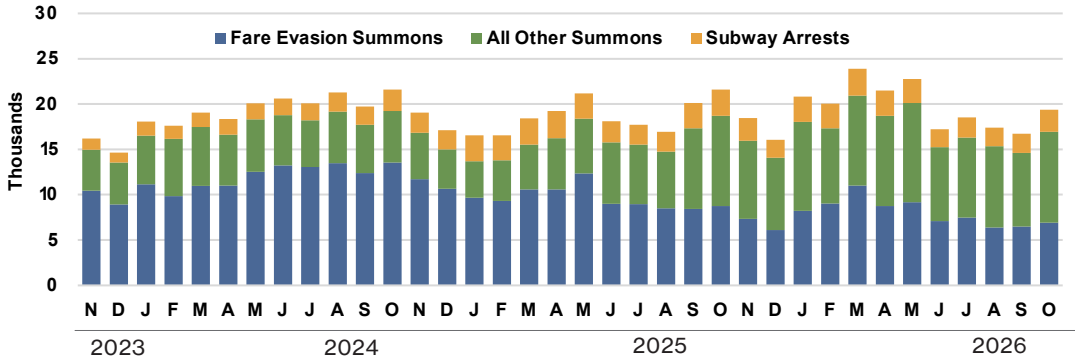
Major Crimes Against Subway Customers

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



NYPD Summonses & Arrests

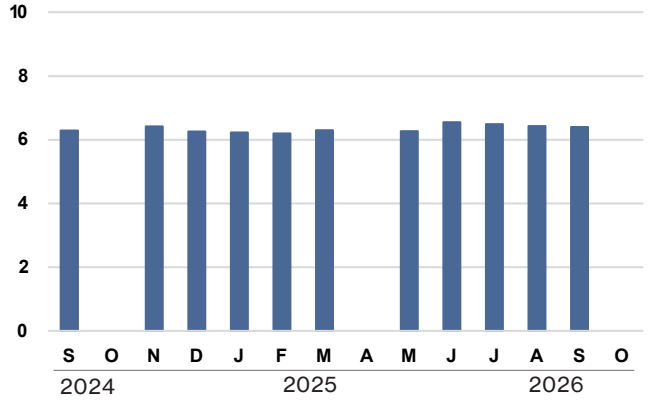
The number of summonses issued for fare evasion (TABs + criminal); number of summons issued for other infractions; and number of arrests made by NYPD



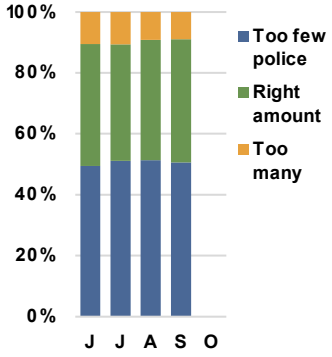
Perception of Safety and Police Presence

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 is 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 October 2026, Major Felony Crime was up slightly compared to September and the equivalent month last year. However, year-to-date figures for major felony crimes are still relatively in line with 2025 (up 2.3%). Some variance is expected month over month, and on a long-term basis, crime is down compared to 2024, 2023, 2022, and 2019 (pre-COVID). This demonstrates how collaborative efforts to combat crime patterns and maintain a safe transit system have continued to show consistent effects over the long term. The MTA will continue to work with its law enforcement partners on quality-of-life and crime control initiatives and hopes to see 2026 remain one of its lowest-crime years in recent history.

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

Moving Forward

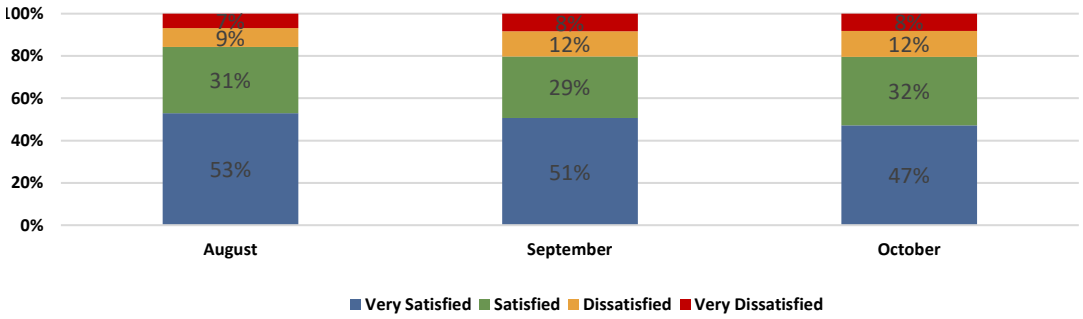
Crime and disorder within the system are dynamic challenges and remain a foremost priority for the MTA. The MTA will continue to advance its systemwide initiatives designed to enhance the security and safety of its employees, assets, and customers. The long-term outcomes of these initiatives have demonstrated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

The MTA is confident that riders are also experiencing the benefits of these efforts. Customers are increasingly recognizing a positive shift in the culture of the subway system, as evidenced by improving safety scores in both the Pulse Survey (up approximately 4 percentage points YTD) and the Biannual Survey. The MTA uses this customer feedback directly to deploy resources and drive initiatives. The MTA cyclically tracks the results of its efforts, based on customer sentiment trends, to measure success.

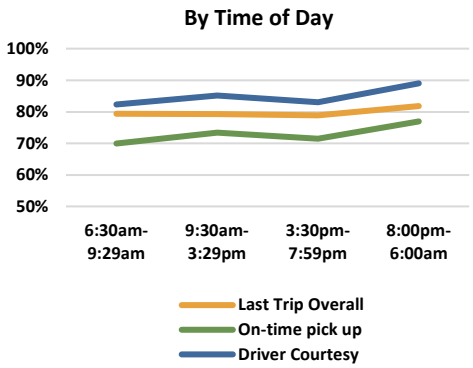
The MTA will continue to move forward with determination and ensure that every safety and security milestone is met. As the MTA builds on this progress throughout the second quarter, it remains steadfast in its commitment to strengthening systemwide safety, reinforcing public confidence, and upholding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

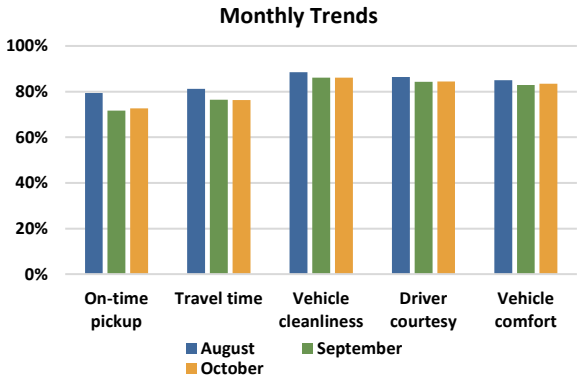
Monthly Pulse Survey Results - Paratransit

How satisfied are you with your last trip?



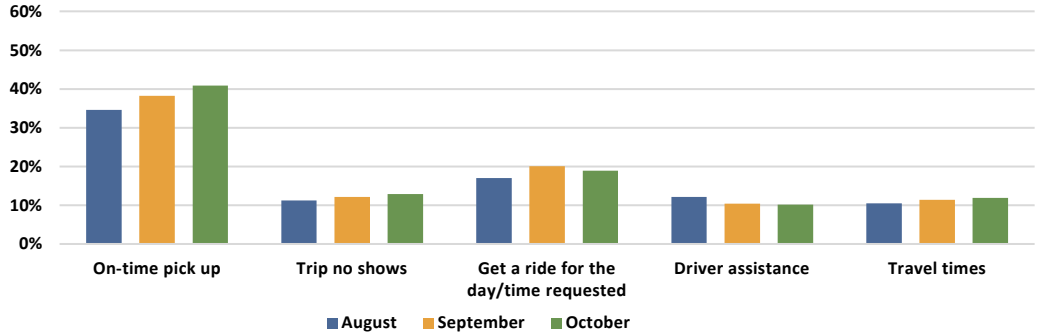
How satisfied were you with each of the following on your last trip?





What needs to improve to increase your satisfaction?

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



Data Review

In October, 80% of Access-A-Ride customers were satisfied with their last trip, consistent with September. Satisfaction held steady across all last trip metrics, including 'On time pick up' (73%), 'On time drop off' (75%), and 'Travel time' (76%). Among trips taken with a broker service, last trip satisfaction rebounded to 79%, up 4 points from September – driven largely by a 4-point increase in 'On time pick up' (67% to 71%) and a 3-point increase in 'Travel time' satisfaction (73% to 76%). For trips taken with a dedicated carrier, however, last trip satisfaction declined 7 points from a September high of 86% to 79% in October.

While the Paratransit Pulse survey is fielded every month, there was no Subway or Bus Pulse Survey in October 2026, as its normal time 'in field' conflicted with the MTA's Fall 2026 Customers Count Study. This bi-annual 'Customers Count' study is a stronger measurement of consumer sentiment across all MTA transit modes because it targets a significantly larger respondent sample, draws on extensive outreach, and utilizes a third-party research vendor to weight the data.This weighting helps ensure that the various views of riders from across the region are understood in a representative fashion. New York City Transit is currently processing the responses from this most recent round of the Customers Count Survey and will present the findings at the February 2026 public meetings. Appreciation is extended to everyone who participated in the survey. The data it provides helps improve service and guides New York City Transit as it seeks to deliver on its goal.

A More Accessible System Made Possible with Congestion Relief Funding

As the subway turned 122 this past October, the Metropolitan Transportation Authority gave some well-deserved love to the equally old platforms at the 125 St 1 station. Late last month, crews began demolition work on the station's southbound platform as part of a broader effort to rehabilitate 125 St's platforms and structural steel components.

This state of good repair work will include both of the station's platforms, especially where they are not covered by canopy structures and are subject to the most wear. When crews wrap up maintenance on the southbound platform, customers can expect work to continue on the opposite side in the new year. These platforms have not undergone major rehabilitation work in over 20 years. When the work is complete, riders can expect smoother and stronger platforms for years to come.

The project at 125 St 1 station is the result of key partnerships between the MTA and the community of West Harlem. The MTA has also entered a public-private partnership with nearby Columbia University to make the station fully ADA accessible. Using $33 million in funding from Columbia, the project, which is currently in its design phase, will install three new elevators and wider escalators. This will not only eliminate bottlenecks but also provide better access to this key station for parents with strollers, older adults, and people with disabilities. Construction is slated to begin in 2028.

Though 125 St 1 station was built over a century ago, these state of good repair and accessibility improvements underscore the MTA's enduring commitment to creating a more modern, reliable station that will serve students and Harlemites well into the next century.



IBX Pop Up: NIA Halloween Spooktacular with Senator Gounardes

On Saturday, October 24, the Government and Community Relations Team connected with families at NIA Community Services Network's Annual Halloween Spooktacular Festival with Senator Andrew Gournades. The pop-up provided an opportunity for the team to connect with commuters and residents, answer questions, and gather community input on the IBX and share resources that focused on Reduced Fare OMNY benefits available via Tap and Ride, Paratransit, and the upcoming discontinuation of coin acceptance on buses.



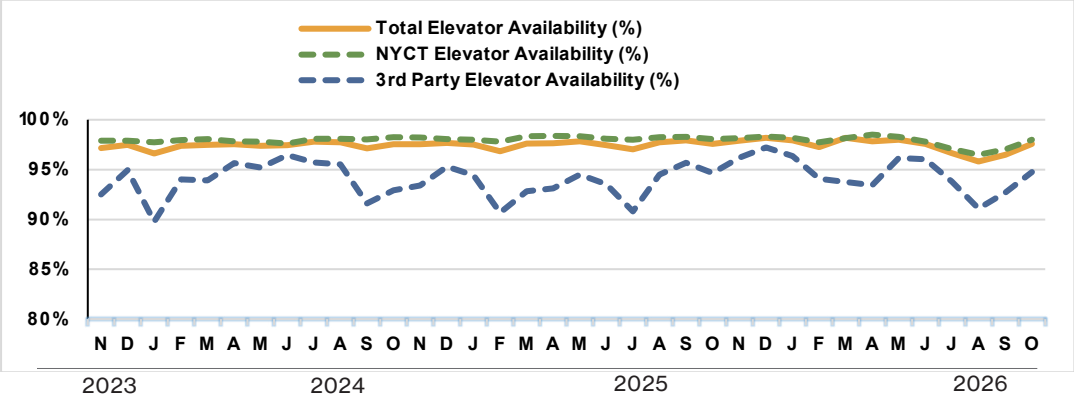
Senator Comrie's 24th Annual Senior Appreciation Event

On Friday, October 2nd, the Government and Community Relations team connected with seniors at Senator Comrie's 24th Annual Senior Appreciation Month Event. The team shared resources that focused on Reduced Fare OMNY benefits available via Tap and Ride, Paratransit, and the upcoming discontinuation of coin acceptance on buses. The team also highlighted the customer service centers and mobile sales vans where individuals can receive in-person assistance with any OMNY or MetroCard issues and get answers to their questions.



Elevator Availability

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



Accessibility Update

Progress continues toward a more inclusive transit network. Last month, the MTA unveiled a fully accessible 137 St-City College station – one of nine stations that became accessible this year alone. With more accessible stations to come, this month also marked an important milestone for elevator replacement projects. Elevator replacement projects are integral to the journey toward a more inclusive, accessible transit network. The MTA recently finished work at the Coney Island-Stillwell Av station, which was the 25th elevator replacement project completed this year alone. Thanks to this project, the more than 9,000 customers who use this station daily will continue to have access to reliable, accessible transit for decades to come. These investments reflect the MTA's ongoing commitment to both increasing accessibility through new elevators and ensuring that the existing elevator infrastructure remains reliable, resilient, and in a state of good repair.

The MTA's commitment to delivering accessibility for all continues. By the end of 2026, the MTA will make the Open Stroller pilot permanent across the entire bus system, giving parents and caregivers a designated space to safely position their strollers while traveling. This achievement reflects the strong partnerships the MTA has built with community organizations and advocates whose collaboration has been essential to the program's success. Later this month, the MTA will convene a focus group with parent advocates to gather feedback and identify additional opportunities to build on the success of the Open Stroller program and better serve families across the network.

These initiatives demonstrate the MTA's commitment to both expanding and maintaining an accessible, reliable elevator network across the system, while continuing to work closely with community stakeholders to deliver solutions that address the diverse needs of the riders it serves. By strengthening both the infrastructure and partnerships, these efforts support the MTA's long-term commitment to a more accessible, modern, and reliable transit system.

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	**$3,977.5**	**$3,983.5**	**$6.1**	**$178.9**	**$162.4**	**($16.5)**	**$5.2**	**$5.7**	**$0.5**
Farebox revenues	$3,202.0	$3,199.3	($2.7)	$164.1	$149.6	($14.5)	$3.3	$3.2	($0.1)
Other revenues	$775.5	$784.3	$8.8	$14.8	$12.8	($2.0)	$1.9	$2.5	$0.6
Total non-reimbursable expenses	**$9,640.7**	**$9,481.0**	**$159.7**	**$870.4**	**$844.5**	**$25.9**	**$77.1**	**$73.3**	**$3.8**
Labor expenses	$6,880.6	$6,862.6	$18.0	$628.6	$619.7	$8.9	$54.2	$59.1	($4.8)
Non- labor expenses	$2,760.0	$2,618.3	$141.7	$241.8	$224.8	$17.0	$22.9	$14.2	$8.7
Non-cash liabilities	**$2,075.1**	**$1,968.3**	**$106.9**	**$61.6**	**$74.1**	**($12.4)**	**$16.4**	**$27.7**	**($11.4)**
Net surplus/ (deficit) - accrued	**($7,738.3)**	**($7,465.7)**	**$272.6**	**($753.1)**	**($756.2)**	**($3.0)**	**($88.2)**	**($95.3)**	**($7.0)**

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	44,311	42,799	1,512	3,848	3,764	84	390	392	-2
Reimbursable	4,897	3,847	1,050	37	27	10	54	10	44
Total Positions	**49,208**	**46,646**	**2,562**	**3,885**	**3,791**	**94**	**444**	**402**	**42**

Data Review

Farebox revenue was unfavorable to the Budget by $17.4 million, mainly due to lower-than-projected bus paid ridership being partially offset by fare liability and subway ridership. Other Revenue was $7.4 million favorable to the Forecast, mainly due to higher-than-projected real estate revenue, partially offset by paratransit reimbursement. Expenses were lower than the Forecast by $189.5 million. Labor expenses, including fringe benefits, were favorable by $22.0 million, driven largely by the timing of health & welfare and OPEB current payments. Non-labor expenses were favorable by $167.4 million, mainly due to power and favorable timing of paratransit service contracts and professional service contracts.

Moving Forward

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

Bus Dispatching

Earlier this year, Governor Hochul, Mayor Mamdani, and MTA Leadership announced Next Stop: Fast Buses, Better Service, a joint action plan between the MTA and the City. The initiative aims to speed up service, modernize operations, and improve the reliability of New York City's bus network.

Every day, New York City Transit dispatching teams coordinate tens of thousands of bus trips. Their work helps ensure operators are available, buses are ready for deployment, departures leave depots on time, and customers receive reliable service throughout the day.

To accomplish the Next Stop plan's performance goals, the Department of Buses (DOB) is focused on four outcomes: improving depot departure readiness, ensuring scheduled trips are delivered, strengthening communication between dispatchers and operators, and enhancing proactive service management across the system. Together, these priorities connect the work inside depots with the decisions that keep buses moving on city streets.

Morning Service

The scale of the bus operation underscores the importance of dispatching. On a typical weekday morning, DOB operates approximately 5,000 buses during peak service from 27 depots across all five boroughs. Its 345 bus routes cover almost 1,600 miles of streets.

Service ramps up rapidly in the early morning. Requirements increase from around 400 buses overnight to roughly 5,000 by the morning peak. Within a two-to-three-hour window, DOB must get those buses out of depots and into service.

Meeting that demand requires close coordination among depot operations, maintenance personnel, dispatchers, road operations, and the Bus Command Center. Every bus must be available, every operator assigned, and every departure coordinated. Even small delays can have systemwide impacts, making preparation and communication essential throughout the morning pull-out.

Dispatching begins long before a customer boards. At the depot, supervisors ensure operator availability, while yard dispatchers assign vehicles. These responsibilities bring together the personnel and equipment needed to deliver scheduled service.

To meet the Next Stop goals, DOB is reviewing operator movement throughout facilities, optimizing staging areas, and co-locating key dispatch functions. These changes help reduce unnecessary movement, improve information sharing, and support efficient decision-making during critical pull-out periods. Tighter coordination at the start of the day improves the ability to put service on the street on time.

A key goal is ensuring buses leave the depot on schedule and reach their first stop on time. Yard operations, traffic circulation, and roadway conditions around depots can

affect pull-out performance. Readiness inside a depot must therefore be supported by conditions that allow buses to enter the street efficiently.

DOB is working with NYC DOT to improve traffic signal timing and circulation patterns outside depots. Getting more than a hundred buses out of a single depot within a short period can be challenging when their departure depends on one traffic signal's timing.

New York City Transit is also increasing managerial presence during peak pull-out periods, deploying performance monitoring tools, and strengthening communication among dispatchers, supervisors, and operators. These efforts support the coordination required during the morning's concentrated departure window.

Centralized Service Management

Beyond the depot, the Bus Command Center serves as the central hub for service management, incident management, customer communications, and systemwide operational oversight. Its role connects the management of individual service issues with oversight of the broader bus operation.

DOB has enhanced dispatcher and manager training to ensure staff are equipped to use new technologies and operational tools. New York City Transit also continues modernizing service management platforms. Additional enhancements will expand integration of depot information and other real-time data sources to support faster operational decision-making.

Automated alerts notify dispatchers of issues such as bus bunching, enabling proactive service adjustments. These investments will strengthen the ability to manage service and respond before customers experience significant impacts.

Road Dispatchers are strategically deployed to high-priority corridors, terminals, and locations with the most significant service challenges. Throughout the day, dispatchers respond to traffic congestion, road closures, collisions, detours, blocked roadways, disabled buses, and other disruptions. They continuously monitor service and make real-time decisions to minimize customer impacts.

DOB has strengthened coordination among Road Dispatchers, the Bus Command Center, Depot Operations, and Central Road Services, improving communication and accelerating incident response. Together, these improvements help keep service moving, restore disrupted service more quickly, and deliver greater reliability for customers.

Across these efforts, the operational focus remains consistent: preparing service for departure, maintaining communication as conditions change, and coordinating the response when problems arise. Each element supports the same objective of delivering scheduled bus service reliably throughout the day and night.

Afternoon Service and Closing

The dispatching cycle continues 24 hours a day, seven days a week. Following lower midday service levels, the number of buses operating across the system increases from approximately 3,000 to 5,000 to accommodate peak-period service requirements between 4 pm and 7 pm. This increase requires continued coordination to meet the afternoon's service needs.

As buses return to depots, teams immediately prepare them for the next day's service by refueling, washing, cleaning, and staging them in the yard. These activities support efficient pull-out the following morning, linking the close of one day's service with preparations for the next.

The cycle repeats every day of the year. From preparing buses for departure to managing changing street conditions, dispatching connects each stage of the daily operation. The improvements underway focus on strengthening those connections, improving operational efficiency, and delivering more reliable service for customers.

Through Next Stop: Fast Buses, Better Service, the MTA and the City are working together to speed up buses, modernize operations, and improve reliability. Strengthening dispatching is central to that effort. By improving departure readiness, delivering scheduled trips, strengthening communication, and managing service proactively, DOB is translating the plan's goals into daily operational improvements that support more reliable bus service across all five boroughs.


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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 October 26, 2026
10:45 a.m.
2 Broadway
New York, NY 10004

The following Committee Members attended the meeting:

Hon. Haeda Mihaltses
Hon. David Jones
Hon. Daniel Garodnick
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, Department of Buses, NYCT and MTA Bus
Rachel Cohen, Vice President, Paratransit, NYCT
Evan Balisky, Senior Director, Network Redesigns and Special Projects, Bus Service Planning
Keith Shine, Chief, Transit Bureau, NYPD
Sergio Paneque, Chief Procurement Officer, NYCT
David Farber, General Counsel, NYCT

1. OPENING MEETING

Hon. Haeda Mihaltses called the Committee meeting to order. A recorded 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 and decorum, the two-minute speaking limit, and the warning provided when 30 seconds remained.

The following members of the public commented:
Kara Gurl
Lissy Pastrana

Khalia Hayslett
Evan Yankey
Iesha McNair
Kyber Sen
Shalon Smith
Christopher Greif

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

3. APPROVAL OF MINUTES

A correction was identified to the spelling of Joe Rappaport's name in the public attendees section of the prior minutes, together with an additional typographical correction. Upon motion duly made and seconded, the Committee approved the Minutes of the September 2026 Committee meeting as amended.

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. He reported that NYCT had placed its 1,000th new subway car into service since the program began in early 2023. He stated that the new cars are more reliable and provide customer-focused improvements, including brighter lighting, wider doors, enhanced accessibility features, and improved customer information. He also discussed the rail acceptance and testing facility in Sunset Park, Brooklyn, which centralizes vehicle delivery and testing and improves consistency and efficiency.

President Crichlow reported that September was the strongest September for bus service since 2019, excluding the pandemic years. He stated that service delivered had increased to approximately 94 percent and customer journey time performance had improved by nearly five percentage points since he became president. He credited the Department of Buses workforce, centralized service management through the Bus Command Center, and the continued rollout of Automated Camera Enforcement and other operational initiatives.

President Crichlow highlighted recent ridership milestones. He noted that the system carried nearly 4.7 million subway riders on September 23 and recorded its one-billionth subway ride of the year on October 8 at Jackson Heights-Roosevelt Avenue. He stated that the milestone was reached approximately one week earlier than in the prior year. He also encouraged riders to participate in the fall customer survey before its November 1 deadline.

William Amarosa, Senior Vice President, Subways, reported September weekday customer journey time performance of 85.6 percent, an increase of one percentage point. He described operating strategies and dispatcher tools used to keep trains evenly spaced, properly sequenced at merge and transfer points, and closer to schedule. He stated that these efforts were contributing to stronger customer journey time performance and record customer satisfaction.

Frank Farrell, Executive Vice President, Department of Buses, reported that September performance declined from August, as is typical during the transition from summer, but remained the best September since 2019, with year-over-year improvement across key measures. He provided an update on the Fast Bus Plan in the Bronx, including a new dedicated busway on Tremont Avenue, revised dispatcher practices at the serving depot, and delivery of new articulated buses.

Rachel Cohen, Vice President, Paratransit, reported that Access-A-Ride exceeded its 94 percent on-time performance goal in September while completing more than one million trips. She highlighted strong weekend on-time performance and stated that driver availability and dispatcher practices remained stable despite seasonal street conditions. She further reported that the call center answered more than 98 percent of incoming calls, with an average answer time of less than 30 seconds.

Heather Ferguson, Senior Vice President, Operations Planning, described a planned nine-day closure beginning November 7, affecting A line service between Rockaway Boulevard and Ozone Park-Lefferts Boulevard for track, switch, and communications-based train control work. She stated that during the closure, Lefferts Boulevard service would operate to Howard Beach-JFK Airport, Rockaway service would continue, and free shuttle buses would serve affected stations. She noted that the work was one phase of a larger signal-modernization project and that additional service changes would be announced later.

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

6. EAGLE TEAM REVIEW

President Crichlow addressed two widely reported incidents involving Eagle Team personnel and stated that both incidents remained under investigation. He stated that the employees involved had been temporarily reassigned while NYCT reviewed the facts, training requirements, escalation and reporting protocols, and appropriate corrective action.

President Crichlow stated that Eagle Team members would continue performing other productive functions, including video retrieval, graffiti investigations, yard inspections, and patrols of transit facilities, while field fare-enforcement activity remained paused. He reiterated NYCT's commitment to an unarmed proof-of-payment function while emphasizing that the program must operate safely, professionally, and respectfully.

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

7. QUEENS BUS NETWORK REDESIGN UPDATE

President Crichlow provided an update on the Queens Bus Network Redesign and recognized the employees and partner agencies that planned and implemented the project. He stated that the redesign was organized around four customer priorities: faster travel, better connections, more reliable service, and a network that is easier to understand.

Evan Balisky, Senior Director of Network Redesigns and Special Projects, stated that the six-year planning process incorporated extensive community and stakeholder input and represented one of the largest bus network changes in North America. The redesign added 17 new routes, converted 25 routes to the new Rush route type, changed the streets used by 49 routes, and expanded service spans and frequencies as resources allowed. He reported that the redesign expanded access to frequent daytime and overnight bus service for Queens residents.

Mr. Balisky reported that the redesigned network was producing faster and more reliable trips, particularly for riders with the longest journeys. Average local bus speeds increased 1.7 percent, Rush route speeds increased 4.6 percent overall and nearly 11 percent in Rush segments, and 24 of the 25 citywide routes with the greatest speed increases were in Queens. He cited speed improvements of up to 28 percent on Hillside Avenue following bus-lane improvements made in coordination with New York City DOT.

Mr. Balisky highlighted travel-time savings and improved connections across several redesigned routes, along with record reliability and an average additional wait time of approximately two minutes. He noted that in response to ongoing review and community feedback, NYCT restored 23 stops and rerouted the southbound Q103 through the Queensbridge Houses. He also outlined January 2027 service changes on Merrick Boulevard and said a post-implementation evaluation report would be released in the coming months.

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

8. SAFETY AND SECURITY REPORT

Keith Shine, Chief, NYPD Transit Bureau, delivered the Safety and Security Report. He reported 191 subway crimes in September 2026, an increase of 12.4 percent, or 21 incidents, compared with September 2025. He attributed the increase to a rise in grand larcenies, including a 65 percent increase in thefts of unattended property.

Chief Shine reported that year to date through September, subway crime increased 0.9 percent, from 1,613 incidents in 2025 to 1,628 incidents in 2026. He stated that the first nine months of 2026 were the second safest comparable period in the transit system in the past 15 years, excluding pandemic years. He noted that robberies totaled 302 year to date, tying the record low set in 2025 and that grand larcenies totaled 803, a 4.4 percent reduction and below the prior record of 827 in 2023.

Chief Shine reported that felony assaults had increased and that assaults on police officers accounted for 23.2 percent of those incidents. He stated that more than half of the individuals arrested for major subway crimes during the year had been arrested at least three times previously. Chief Shine reported

that officers had made 51 gun arrests in the transit system, the highest number on record. He said that officers would maintain a visible presence during the holiday season and continue adjusting crime-fighting strategies.

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

9. PROCUREMENT

Sergio Paneque, Chief Procurement Officer, NYCT, presented three items for Committee approval: The first item was a three-year estimated-quantity sole-source contract with Westcode, Inc. for replacement air-brake, truck, door-operator, heating, ventilation, and air-conditioning parts, at an estimated amount of approximately $3.2 million.

The second item was a two-year estimated-quantity sole-source contract with NFI Parts Company LLC covering approximately 2,460 replacement parts supporting bus scheduled maintenance, life-cycle, and shop-overhaul programs, at an estimated amount of approximately $37 million.

The third item was a five-year estimated-quantity miscellaneous service contract with Siemens Mobility, Inc. for maintenance engineering support for proprietary communications-based train control signaling systems, at an estimated amount of approximately $83.5 million.

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

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

10. TRANSIT ALL-STAR RECOGNITION

President Crichlow recognized 23 Transit All-Stars.

President Crichlow and Chair Mihaltses praised the honorees' service, professionalism, dedication to coworkers and customers, and pride in working for the transit system.

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

11. ADJOURNMENT

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

Police Department City of New York

MTA Report

System Wide

October Activity

	2026	2025	Diff	% Change
Murder	2	1	1	100.0%
Rape	0	0	0	0.0%
Robbery	30	37	-7	-18.9%
Fel Assault	68	49	19	38.8%
Burglary	0	1	-1	-100.0%
Grand Larceny	97	85	12	14.1%
TOTAL MAJOR FELONIES	**197**	**173**	**24**	**13.9%**

January Thru October Activity

	2026	2025	Diff	% Change
Murder	8	4	4	100.0%
Rape	4	9	-5	-55.6%
Robbery	332	339	-7	-2.1%
Fel Assault	570	498	72	14.5%
Burglary	15	11	4	36.4%
Grand Larceny	898	925	-27	-2.9%
TOTAL MAJOR FELONIES	**1,827**	**1,786**	**41**	**2.3%**

NYCT NYCT

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

October Activity

	2026	2025	Diff	% Change
Total Arrests	2,437	2,906	-469	-16.1%
TOS Arrests	822	1,184	-362	-30.6%
Total Summons	16,950	19,044	-2,094	-11.0%
TOS TABs	6,627	8,490	-1,863	-21.9%
TOS C-Summ	267	249	18	7.2%

January Thru October Activity

	2026	2025	Diff	% Change
Total Arrests	24,490	25,863	-1,373	-5.3%
TOS Arrests	9,557	11,719	-2,162	-18.4%
Total Summons	179,906	159,875	20,031	12.5%
TOS TABs	80,034	92,745	-12,711	-13.7%
TOS C-Summ	2,346	1,682	664	39.5%

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

NYCTA/NYCT

HCTF Transit Summary
Reported Date: January 1 to November 1, 2026
As of 11/2/2026

Motivation:

Bias Motivation	2026	2025	Diff	% Change	% of Total
ANTI-JEWISH	19	17	2	11.8%	38.0%
ANTI-ASIAN	6	4	2	50.0%	12.0%
ANTI-FEMALE HOMOSEXUAL(LESBIAN)	0	1	-1	-100.0%	0.0%
ANTI-MALE HOMOSEXUAL(GAY)	10	2	8	400.0%	20.0%
ANTI-BLACK	1	2	-1	-50.0%	2.0%
ANTI-TRANSGENDER	3	2	1	50.0%	6.0%
ANTI-OTHER ETHNICITY	1	5	-4	-80.0%	2.0%
ANTI-WHITE	2	2	0	0.0%	4.0%
ANTI-ISLAMIC(MUSLIM)	3	1	2	200.0%	6.0%
ANTI-HISPANIC	3	1	2	200.0%	6.0%
ANTI-CATHOLIC	1	0	1	***	2.0%
ANTI-ARAB	1	0	1	***	2.0%
Total	**50**	**37**	**13**	**35.14%**	**100.0%**

Crime Classification:

CRIME NAME	2026	2025	DIFF	% CHG	% of Total
ASSAULT 3 & RELATED OFFENSES	19	13	6	46.2%	38.0%
CRIMINAL MISCHIEF & RELATED OF	1	4	-3	-75.0%	2.0%
FELONY ASSAULT	2	5	-3	-60.0%	4.0%
GRAND LARCENY	1	0	1	*****	2.0%
MISCELLANEOUS PENAL LAW	14	8	6	75.0%	28.0%
OFF. AGNST PUB ORD SENSBLTY &	9	5	4	80.0%	18.0%
ROBBERY	4	2	2	100.0%	8.0%
Total	**50**	**37**	**13**	**35.1%**	**100.0%**

MCT NYCT

THE METROPOLITAN TRANSPORTATION AUTHORITY

COMMITTEE ON OPERATIONS OF THE NEW YORK CITY TRANSIT AUTHORITY, THE MANHATTAN AND BRONX SURFACE TRANSIT OPERATING AUTHORITY, THE STATEN ISLAND RAPID TRANSIT OPERATING AUTHORITY AND THE MTA BUS COMPANY

This Charter for the Committee on Operations of the New York City Transit Authority, the Manhattan and Bronx Surface Transit Operating Authority, the Staten Island Rapid Transit Operating Authority and the MTA Bus Company was adopted by the Board Chair and a majority of the members of Board of the Metropolitan Transportation Authority, a public benefit corporation established under the laws of the State of New York (together with any other entity or corporation for which the members of the Metropolitan Transportation Authority serve as a board of directors, the "MTA"), as amended on November 17, 2021.

I. PURPOSE

The Committee on Operations of the New York City Transit Authority, the Manhattan and Bronx Surface Transit Operating Authority, and the Staten Island Rapid Transit Operating Authority and the MTA Bus Company (the "Committee") shall assist the Board Chair and the Board in fulfilling their responsibility to monitor and oversee the operations of the New York City Transit Authority, the Manhattan and Bronx Surface Transit Operating Authority and the Staten Island Rapid Transit Operating Authority (collectively, "NYCT") and of the MTA Bus Company ("MTA Bus").

II. COMMITTEE AUTHORITY

In discharging its role, the Committee is empowered to investigate any matter brought to its attention. To facilitate any such investigation, the chairperson of the Committee shall have access to all books, records, facilities and staff of the MTA, NYCT and/or MTA Bus. The foregoing is not intended to alter or curtail existing rights of individual Board members to access books, records or staff in connection with the performance of their fiduciary duties as Board members.

III. COMMITTEE MEMBERSHIP

The Committee shall consist of 3 or more members of the Board, appointed by the Board Chair. If not otherwise a member of the Committee, each Vice-Chair of the Board shall be an ex officio member of the Committee. The Board Chair shall appoint the chairperson and the vice-chairperson of the Committee. The vice-chairperson of the Committee shall be a person recommended to the Board by the Mayor of the City of New York. In the absence of the chairperson at a meeting of the Committee, the vice chairperson shall chair such meeting. In the absence of the chairperson and the vice chairperson, the Board Chair

shall appoint a temporary chairperson to chair such meeting. A member of the Committee may be removed, for cause or without cause, by the Board Chair.

IV. COMMITTEE MEETINGS

The Committee shall meet on a regularly-scheduled basis at least 11 times per year, and more frequently as circumstances dictate. The Committee shall cause to be kept adequate minutes of all its proceedings, which shall include records of any action taken. Committee members will be furnished with copies of the minutes of each meeting. Meetings of the Committee shall be open to the public, and the Committee shall be governed by the rules regarding public meetings set forth in the applicable provisions of the Public Authorities Law and Article 7 of the Public Officers Law that relate to public notice, public speaking and the conduct of executive session. The Committee may form and assign responsibilities to subcommittees when appropriate.

The Committee may request that any member of the Board, the Auditor General, any officer or staff of the MTA, the NYCT, MTA Bus or any other person whose advice and counsel are sought by the Committee, attend any meeting of the Committee to provide such pertinent information as the Committee requests. The President of NYCT and the President of MTA Bus, and shall each (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda relating to his or her respective organization, (2) provide the chairperson of the Committee with all information regarding the affairs of his or her respective organization that is material to the Committee's monitoring and oversight of the operations of such organization, and (3) inform the chairperson of the Committee of any matters not already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing the operations of his or her organization.

V. COMMITTEE REPORTS

The chairperson of the Committee shall report on the Committee's proceedings, and any recommendations made.

VI. KEY RESPONSIBILITIES

The following responsibilities are set forth as a guide with the understanding that the Committee may diverge as appropriate given the circumstances. The Committee is authorized to carry out these and such other responsibilities assigned by the Board Chair or the Board from time to time, and take any actions reasonably related to the mandate of this Charter.

To fulfill its purpose, the Committee shall, with respect to NYCT and MTA Bus:

1. monitor and update the Board Chair and the Board on the operating performance of NYCT and MTA Bus, including information on subway, bus and paratransit service;

2. monitor and update the Board Chair and the Board on the safety record of NYCT and MTA Bus; such monitoring shall include reviewing and monitoring customer and employee safety as well as crime statistics;

3. monitor and update the Board Chair and the Board on the implementation of security programs pertaining to NYCT and MTA Bus operations and facilities;

4. monitor and update the Board Chair and the Board on the finances of NYCT and MTA Bus, including financial reports, ridership reports, and the use of funds by NYCT and MTA Bus;

5. review and make recommendations to the Board Chair and the Board regarding proposed procurement contracts, **other than Capital Program construction, consultant and related contracts and solicitations,** of NYCT and MTA Bus that require Board approval;

6. review and make recommendations to the Board Chair and the Board regarding NYCT and MTA Bus service and policy changes that require Board approval;

7. facilitate the identification of approaches and solutions that address NYCT and MTA Bus security issues, including best practices in national and international security respecting transportation operations and facilities and review and make recommendations to the Board Chair and the Board regarding NYCT and MTA Bus security issues; and

8. review periodically with the Counsel of the MTA, the Chief Compliance Officer, and the Counsel of NYCT and MTA Bus: (i) legal and regulatory matters that may have a material impact on NYCT; and (ii) the scope and effectiveness of compliance policies and programs.

In addition, the Committee shall have the following responsibilities:

1. set the annual work plan for the committee;

2. conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter;

3. review and assess the adequacy of this Charter annually; and

4. report regularly to the Board Chair and the Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests, and maintain minutes or other records of Committee meetings and activities.

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 $70 M.

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

November 12, 2026	
Department	
Department Head Name	
Department Head Signature	

Board Action

Order	To	Date	Approval	Info	Other
1	Committee	11/16/26			
2	Board	11/18/26			

Internal Approvals

	Approval		Approval
	President NYCT	X	Buses
X	CFO	X	Subway
X	Legal	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: None

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

		# of Actions		$ Amount
Procurements Requiring Two-Thirds Vote:				
Schedule B:	Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	1	$	TBD M
Schedules Requiring Majority Vote:				
Schedule H:	Modifications to Personal/Miscellaneous Service Contracts	1	$	52.0 M
	SUBTOTAL	2	$	52.0 M

NYC Transit proposes to award Ratifications in the following categories:

Schedules Requiring Majority Vote:				
Schedule K:	Ratification of Completed Procurement Actions	1	$	18.0 M
	TOTAL	3	$	70.0 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

NOVEMBER 2026

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

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

1. **RFP Authorizing Resolution** — **TBD** — *Staff Summary Attached*
Contract Term TBD
Contract # R34258

Authorizing Resolution to solicit and evaluate proposals for the procurement of four R34258 tamper cars for NYC Transit.

Procurements Requiring Majority Vote:

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

2. **Global Contact Services, LLC** — **$52,023,772** — *Staff Summary Attached*
Five Years; Options up to two years
Contract # 6%25577 Mod 9

Contract award for the operation of the Paratransit Call Center: Modification to extend the contract for up to 18 months and authorize additional funding to cover expected expenditures during the contract extension.

Staff Summary

MTA New York City Transit

Item Number 1			
Department **MTA Procurement, Sergio Paneque, CPO**			
Internal Approvals			
Order	**Approval**	**Order**	**Approval**
1	Procurement		
2	Law		
3	Subways		
4	CFO		
5	President		

SUMMARY INFORMATION	
Vendor Name RFP Authorizing Resolution	**Contract No.** R34258
Descriptions Purchase of Four Tamper Cars for NYC Transit	
Total Amount TBD	
Contract Term (including Options, if any) TBD	
Option(s) included in Total Amt? ☐ Yes ☒ No	
Renewal? ☐ Yes ☒ No	
Procurement Type ☒ Competitive ☐ Noncompetitive	
Solicitation Type ☒ RFP ☐ Bid ☐ Other:	
Funding Source ☐ Operating ☒ Capital ☐ Federal ☐ Other:	

Purpose

To request that the Board declare competitive bidding impractical or inappropriate for the procurement of four R34258 tamper cars for NYC Transit and deem that it is in the public interest to issue competitive Request for Proposals ("RFP") pursuant to New York State Public Authorities Law, Section 1209, subdivision 9(f). NYC Transit is seeking to utilize this procedure to procure the four tamper cars through the approved 2020-2024 Capital Plan.

Discussion

The Public Authorities Law, Section 1209, subdivision 9(f) enables NYC Transit to use the competitive RFP process in lieu of competitive bidding to award contracts based on formal evaluation criteria such as quality, delivery, and cost against stated selection criterion. The utilization of the process also allows for better negotiation of scope, design, and pricing, particularly for the complex design and build of the equipment.

Tamper cars are used to tamp and level the ballast tracks and switches throughout the NYC Transit system. The specialized railway maintenance vehicles are used to restore and maintain the geometry and stability of the tracks. They are an integral part of the NYC Transit track maintenance program. The new tamper cars will replace the existing four R34148 tamper cars which have been in service for more than 20 years and have exceeded their useful life. These new tamper cars are needed to support critical track work and maintenance throughout the NYC Transit subway system.

Utilizing the competitive RFP process will allow NYC Transit to select the proposals which offer the best overall value through negotiations and evaluation based on criteria that reflect the critical needs of each agency. By utilizing the RFP process for the acquisition of tamper cars, NYC Transit will be able to (1) weigh factors in the evaluation criteria, such as overall project price, overall quality of proposer and product, and delivery schedule; (2) negotiate specific contract terms and conditions, such as warranty and payment terms; (3) negotiate technical specifications as deemed appropriate; and (4) include any other factors that NYC Transit deems relevant to its operation. Upon completion of each RFP process, NYC Transit will obtain Board approval for contract award.

Alternative

Issue competitive Invitations for Bid. This approach is not recommended given the complexity of this procurement and the advantages offered by the RFP process.

Impact on Funding

Funding for the purchase of four R34258 tamper cars is available under the 2020-2024 Capital Program.

Recommendation

That the Board declare competitive bidding impractical or inappropriate for the procurement of four R34258 tamper cars for NYC Transit and that it is in the public interest to issue competitive RFPs pursuant to New York State Public Authorities Law, Section 1209, subdivision 9(f).

Schedule H: Modifications to Personal Service & Miscellaneous Contracts

New York City Transit

Item Number: 2

Vendor Name (Location) Global Contact Services, LLC (Salisbury, North Carolina)	
Description Operation of the Paratransit Call Center	
Contract Term (including Options, if any) Five years; Options up to 2 years	
Option(s) included in Total Amount? ☒ Yes ☐ No ☐ n/a	
Procurement Type ☒ Competitive ☐ Noncompetitive	
Solicitation Type ☒ RFP ☐ Bid ☐ Other:	
Funding Source ☒ Operating ☐ Capital ☐ Federal ☐ Other:	
Requesting Department: Department of Paratransit, Rachel Cohen, Senior VP	

Contract Number 6%25577	**AWO/Mod. #** Modification # 9
Original Amount:	$ 202,251,225.00
Prior Modifications:	$ 127,231,975.36
Prior Budgetary Increases:	$ 27,894,816.00
Current Amount:	$ 357,378,016.36
This Request:	$ 52,023,772.00
% of This Request to Current Amount:	14.56%
% of Modifications (including This Request) to Original Amount:	88.63%

Discussion:

NYC Transit is seeking Board approval to award Modification No. 9 to Contract 6%25577 with Global Contact Services, LLC ("GCS") to extend the term of contract for up to 18 months and authorize an additional $52,023,772 in funding to cover expected expenditures during this extension. This modification will give the Department of Paratransit ("Paratransit") time to collect performance data from its newly implemented technology deployments, evaluate their impact on call-center operations, and incorporate those findings into an upcoming Request for Proposal ("RFP") for a new Call Center contract.

The Paratransit Call Center, headquartered in Long Island City, Queens, is an integral part of Paratransit's overall operation and is responsible for providing customer service to Access-A-Ride ("AAR") customers by scheduling trips, responding to customer inquiries, and performing other customer service-related functions on behalf of NYC Transit. The Call Center operates 24 hours / 7 days a week in compliance with the Americans with Disabilities Act ("ADA").

The existing call center contract was awarded through a competitive RFP process and received Board approval in January 2020 and took effect on March 25, 2020. The contract includes a base term of five years, with an option to extend for up to two additional years which was exercised, extending the contract term through March 24, 2027. This modification will extend the term of the contract from March 25, 2027, through September 24, 2028; the expected expenditure during this extension is estimated to be $77,907,000. Only $52,023,772 is being requested as there will be approximately $25,883,228 remaining in the contract at the end of March 2027.

Paratransit is preparing for significant technology-driven changes to modernize its AAR operations, including two distinct efforts: (1) the transition to a new enterprise technology system for managing Paratransit trips, scheduled for deployment beginning in late 2026 and lasting throughout 2027, and (2) several ongoing AI initiatives which may allow for a reduction in additional call volume and staffing needs required by continued trip growth.

The enterprise system represents a large-scale, foundational replacement of the existing systems used to administer AAR trips, while the AI initiatives are smaller, targeted projects focused primarily on reducing call center call volume and staffing needs. Together, these efforts will help to transform how trips are scheduled, managed, and supported within the call center. To ensure a successful migration to the new enterprise platform, GCS's continued participation in testing, evaluating, and providing feedback throughout the 2026 – 2027 transition period is essential. This modification will help maintain stable service and minimize disruptions as Paratransit implements and refines the new system, integrates insights from the AI initiatives, and collects actual performance data in preparation for the upcoming renewal RFP.

This request for additional time and funding is a strategic step that allows Paratransit to better evaluate the impact of these technology interventions on call center operations and overall AAR service quality. GCS will continue managing all incoming and outgoing AAR reservation calls, providing staffing, records management, error investigation, staff training, and quality assurance to ensure stable day-to-day operations during this transition period.

Since the outcomes of the new enterprise system and AI initiatives will directly inform future pricing structures, staffing models, and service requirements for the upcoming renewal RFP, it is prudent to defer long-term procurement decisions until these technologies are fully deployed and evaluated. This extension will ensure service stability for AAR customers and provide the necessary time to collect and analyze operational data, assess whether the interventions are meeting their intended goals, and ensure that procurement decisions for future call center operations are based on demonstrated performance, so the next procurement can be structured to maximize the anticipated cost-effectiveness and fully leverage the expected efficiencies resulting from these technology initiatives.

MTA's Cost/Price Analysis Unit performed an analysis and determined the pricing to be fair and reasonable.

The NYC Transit Controller's Office performed an updated financial analysis of GCS and found it to be financially qualified to perform the work.

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

The 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.

New York City Transit

NOVEMBER 2026

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

K. Ratification of Completed Procurement Actions (Involving Schedule E-J)
(Staff Summaries required for items estimated to be greater than $1,000,000.)

3. Prevost Car (US), Inc. **$17,962,992** ***Staff Summary Attached***
192 Months from Notice of Award
Contract # B40695 Mod 3

Contract award to furnish and deliver 250 over-the-road clean diesel buses with Options: Ratification of a modification awarded under an Immediate Operating Need ("ION") for the purchase of 20 additional over-the-road clean diesel buses.

Schedule K: Ratification of Completed Procurement Actions

New York City Transit

Item Number: 3

Vendor Name (Location)	
Prevost Car (US), Inc. (Greensboro, NC)	
Description	
Furnish and Deliver 250 Over-the-Road Clean Diesel Express Buses with Options	
Contract Term (including Options, if any)	
192 Months from Notice of Award (inclusive of delivery of the buses and provision of warranty support)	
Option(s) included in Total Amount? ☒ Yes ☐ No	
Procurement Type ☐ Competitive ☒ Noncompetitive	
Solicitation Type ☐ RFP ☐ Bid ☒ Other: Sole-Source/Modification	
Funding Source ☐ Operating ☒ Capital ☐ Federal ☐ Other:	
Requesting Department: Department of Buses, Frank Farrell	

Contract Number B40695	**Modification #** 3
Original Amount:	$214,187,492
Prior Modifications:	$117,976,833
Prior Budgetary Increases:	$0
Current Amount:	$332,164,325
This Request:	$17,962,992
% of This Request to Current Amount:	5.41%
% of Modifications (including This Request) to Original Amount:	63.47%

Discussion

It is requested that the Board ratify the award of Modification No. 3 to Contract B40695 under an Immediate Operating Need ("ION"), as approved by the Deputy Chief Procurement Officer, waiving formal competitive bidding pursuant to Article III, Paragraph B of the All-Agency Procurement Guidelines and subdivision 9(a) of Section 1209 of the Public Authorities Law. The award was issued on June 26, 2026, for the purchase of 20 additional over-the-road clean diesel buses ("Express Buses") from Prevost Car (US), Inc. ("Prevost") in the estimated amount of $17,962,992.

The base contract was approved by the Board in October 2023 and awarded to Prevost on December 15, 2023, for the purchase of 250 Express Buses for MTA Bus Company for the replacement of Express Buses that were beyond their 12-year service life. It was negotiated through a non-competitive procurement with Prevost, which was the only source for Express Buses that met the Authority's structural requirements at the time of solicitation. The estimated award amount of $214,187,493 included the base buses as well as related items such as spare parts, special tools and equipment, diagnostic testing, technical documentation, and training. The contract also included an option for up to 131 additional Express Buses, for which the Board pre-authorized the Senior Director, Procurement Operations to exercise through a future modification upon funding availability.

Modification No. 1 was awarded on July 29, 2025, for the purchase of 131 Option Buses for NYC Transit in the amount of $117,657,596.

Modification No. 2 was awarded on December 30, 2025, to memorialize nine technical changes in the total estimated amount of $319,237.

This Modification No. 3 was awarded on June 26, 2026 to memorialize the Authority's decision to purchase 20 additional Express Buses from Prevost under an ION. The ION was declared on April 24, 2026, in order to take advantage of additional capacity on Prevost's manufacturing line which was unforeseen at the time of the Base and Option awards and allow for the retirement of additional overaged buses. The expeditious award of this modification allowed Prevost enough time to secure orders for the materials necessary to manufacture these Express Buses before the production line for these buses permanently closes. Through continuous production, Prevost will deliver these additional Express Buses starting in March 2027 and concluding in April 2027.

As of October 7, 2026, Prevost has completed the delivery of 295 Base and Option Buses.

It should be noted that for this Modification No. 3, Prevost agreed to a unit price of $898,150 per bus, which is the same price agreed upon in May 2025 under Modification No. 1. Procurement, DOB, and the Cost Price Analysis Unit have determined the total estimated amount of $17,962,992 for the 20 additional Express Buses to be fair and reasonable.

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

The contract modification resulting from this procurement 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.

M/W/DBE Information

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

Alternatives

None. There are no alternatives as this contract modification has already been awarded.

Inventory

There is no impact to inventory with this modification.

Impact on Funding

This contract modification is funded with 100 percent MTA funds. Funds were approved in the MTA 2025–2029 Capital Program. A WAR certificate was secured prior to award.

B40695 Mod 3

A	Original Contract Amount	$214,187,492.31
B	Previous Budgetary Requests	$ -
C	Previous Contract Modifications	$117,976,832.62
D	Current Contract Amount	$332,164,324.93
E	This Change Amount	$17,962.991.80
F	Cumulative $ Change (B+C+E)	$135,939,824.42
G	% Change – This Change (E/A)	8.39%
H	Cumulative % Change (F/A)	63.47%
I	New Contract Amount (A+F)	$350,127,316.73

Recommendation

It is recommended that the Board ratify the award of Contract B40695 Modification No. 3 to Prevost for 20 additional Express Buses in the estimated amount of $17,962,992.

New York City Transit

Financial and Ridership Reports – October 2026

Financial Report Highlights

Year-to-Date Forecast Performance Summary

- Total revenues of $5,239.4 million were $14.7 million (0.3%) higher than the Forecast. Farebox revenue was $2.7 million (0.1%) lower, with Subway revenue $2.4 million (0.1%) higher and Bus revenue $4.3 million (0.9%) lower. Other operating revenue was higher by $8.8 million (1.1%). Capital and other reimbursements were higher by $8.6 million (0.7%) due to timing.
- Total paid ridership was 1,378.7 million, which was lower than the Forecast by 7.3 million (0.5%).
- Total expenses of $12,705.1 million, including non-cash liabilities, were $258.0 million (2.0%) lower than the Forecast. Non-cash liabilities were $106.9 million (5.15%) 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 $151.1 million (1.4%), attributed to labor cost underruns of $40.7 million (0.5%), reflecting the favorable timing of OPEB current payments, drug rebate credits, and pensions. Non-labor expense underruns of $89.2 million (3.2%) are partially due to lower than projected paratransit service contracts, professional service contracts and power, partially offset by unfavorable timing of expenses.
- At the end of October, the total headcount was 46,646, which was 2,562 lower than the Forecast of 49,208. Non-reimbursable positions were lower by 1,511 and Reimbursable positions were lower by 1,051.
- October YTD Non-Reimbursable operating results were favorable to the Forecast by $272.6 million (3.5%). Non-reimbursable revenues were $6.1 million (0.2%) favorable, primarily due to other operating revenue. Total non-reimbursable expenses, including non-cash liabilities, were favorable by $266.6 million (2.3%), primarily due to lower labor costs related to the timing of health & welfare, OPEB current payment, lower non-labor costs mainly related to paratransit service contracts, professional service contracts expenses and non-cash liabilities related to GASB 68 pension adjustment.

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

($ in Millions)

	NYCT		
	Fcst	Actual	Variance
Total Revenue	**$3,977.495**	**$3,983.549**	**$6.054**
Farebox Revenue	$3,202.010	$3,199.273	($2.737)
Other Revenue	$775.485	$784.276	$8.791
Total Expense	**$9,640.659**	**$9,480.954**	**$159.704**
Labor Expenses	$6,880.646	$6,862.634	$18.012
Non-Labor Expenses	$2,664.877	$2,544.411	$120.466
Other Expense Adjustments	$95.136	$73.910	$21.226
Non-Cash Liabilities	**$2,075.147**	**$1,968.259**	**$106.889**
Net Surplus/(Deficit) - Accrued	**($7,738.312)**	**($7,465.665)**	**$272.647**

Revenues

- **Farebox Revenues** were $2.7 million (0.1%) unfavorable mainly due to lower than projected Bus paid ridership. Total paid ridership was 1,378.7 million, which was higher (0.1%) than 2025 and 0.5% lower than the Forecast.

- **Other Operating Revenues** were $8.8 million (1.1%) favorable primarily due to higher than projected real estate revenues, partially offset by paratransit reimbursement.

Expenses

Labor Expenses: $18.0 million 0.3% favorable

- **Payroll** was $142.6 million (4.2%) favorable primarily due to vacancies.
- **Overtime** was $199.7 million (41.9%) unfavorable primarily due to higher than projected absentee coverage needs and vacancies.
- **Health & Welfare and OPEB Current Payments** were $42.5 million (2.4%) favorable primarily due to the timing of prescription rebate credits.
- **Pension** was $1.6 million (0.2%) unfavorable due to the timing of expenses.
- **Other Fringe Benefits and Reimbursable overhead** were $34.2 million (10.2%) favorable due to higher reimbursable overhead credit partially offset by higher than projected FICA expenses.

Non-Labor Expenses: $120.5 million (4.5%) favorable

- **Electric Power** was favorable by $29.0 million (7.4%) due to price.
- **Fuel** was favorable by $3.7 million (2.6%) mainly due to lower than projected consumption.
- **Insurance** was favorable by $8.8 million (11.6%) mainly due to timing of charges.
- **Paratransit Service Contracts** was $51.5 million (7.3%) favorable primarily due to lower trip volume and support costs.
- **Maintenance and Other Operating Contracts** was $13.9 million (4.6%) unfavorable due to the timing of charges.
- **Professional Service Contracts** was $34.7 million (12.0%) favorable due to the timing of charges.
- **Materials and Supplies** was $5.1 million (1.4%) favorable mainly due to the timing of maintenance materials purchases.
- **Other Business Expenses** was $1.7 million (1.4%) favorable due to the timing of charges.
- **Depreciation and other non-cash liabilities** were $106.9 million (5.2%) favorable due to a GASB 68 pension adjustment and lower than projected depreciation expense.

Staffing Levels

- Total headcount at the end of October was 46,646, which was 2,562 lower than the Forecast. The largest vacancies were in Subways/Bus Maintenance (1,615 positions) and Subways/Buses Operations (868 positions). Construction and Development also had significant vacancies (396 positions).

Overtime

- Total overtime was $238.1 million (38.6%) unfavorable. - Non-reimbursable was $199.7 million (41.9%) unfavorable and reimbursable was $38.4 million (27.3%) unfavorable.
- Unfavorable non-reimbursable overtime was driven primarily by absentee coverage needs and vacancies, and severe weather conditions. Unfavorable reimbursable results were due to the timing of capital project activity.

Financial Metrics

- The year-to-date October Farebox Operating Ratio was 34.8%, which was 0.5% higher than the Forecast.
- The year-to-date October Cost per Passenger was $6.82, lower than the Forecast by $0.11 per passenger, mainly due to lower than projected paid ridership.
- The year-to-date October Revenue per Passenger was $2.38, in line with Forecast.

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MTA NEW YORK CITY TRANSIT

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

	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	$287.143	$292.276	$5.133	1.8	$0.000	$0.000	-	-	$287.143	$292.276	$5.133	1.8
Bus	48.875	56.437	7.561	15.5	0.000	0.000	-	-	48.875	56.437	7.561	15.5
Paratransit	3.576	3.506	(0.070)	(2.0)	0.000	0.000	-	-	3.576	3.506	(0.070)	(2.0)
Fare Liability	2.671	2.671	0.000	0.0	0.000	0.000	-	-	2.671	2.671	0.000	0.0
Farebox Revenue	**$342.265**	**$354.889**	**$12.625**	**3.7**	**$0.000**	**$0.000**	**-**	**-**	**$342.265**	**$354.889**	**$12.625**	3.7
Fare Reimbursment	$7.388	$7.602	$0.214	2.9	$0.000	$0.000	-	-	$7.388	$7.602	$0.214	2.9
Paratransit Reimbursment	70.505	70.022	(0.483)	(0.7)	0.000	0.000	-	-	70.505	70.022	(0.483)	(0.7)
Other Operating Revenue	15.905	20.060	4.155	26.1	0.000	0.000	-	-	15.905	20.060	4.155	26.1
Other Revenue	**$93.798**	**$97.684**	**$3.886**	**4.1**	**$0.000**	**$0.000**	-	-	**$93.798**	**$97.684**	**$3.886**	4.1
Capital and Other Reimbursements	$0.000	$0.000	-	-	$128.611	$134.551	$5.940	4.6	$128.611	$134.551	$5.940	4.6
Total Revenue	**$436.063**	**$452.574**	**$16.511**	**3.8**	**$128.611**	**$134.551**	**$5.940**	**4.6**	**$564.674**	**$587.125**	**$22.451**	4.0
Expenses												
Labor :												
Payroll	$341.281	$327.577	$13.704	4.0	$49.359	$40.309	$9.050	18.3	$390.640	$367.886	$22.754	5.8
Overtime	42.834	74.839	(32.006)	(74.7)	14.249	20.080	(5.831)	(40.9)	57.082	94.919	(37.837)	(66.3)
Total Salaries & Wages	**$384.114**	**$402.416**	**$(18.302)**	**(4.8)**	**$63.608**	**$60.389**	**$3.219**	**5.1**	**$447.722**	**$462.805**	**$(15.083)**	(3.4)
Health and Welfare	$116.645	$135.742	$(19.097)	(16.4)	$1.664	$1.953	$(0.290)	(17.4)	$118.309	$137.696	$(19.387)	(16.4)
OPEB Current Payment	61.356	62.483	(1.127)	(1.8)	1.606	1.546	0.060	3.7	62.962	64.028	(1.067)	(1.7)
Pensions	92.926	95.088	(2.162)	(2.3)	3.339	2.322	1.017	30.5	96.264	97.410	(1.146)	(1.2)
Other Fringe Benefits	58.977	61.757	(2.779)	(4.7)	21.307	19.114	2.193	10.3	80.285	80.871	(0.586)	(0.7)
Total Fringe Benefits	**$329.904**	**$355.070**	**$(25.166)**	**(7.6)**	**$27.916**	**$24.935**	**$2.980**	**10.7**	**$357.820**	**$380.005**	**$(22.185)**	(6.2)
Contribution to GASB Fund	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Reimbursable Overhead	(27.210)	(32.601)	5.391	19.8	27.210	32.601	(5.391)	(19.8)	0.000	0.000	0.000	-
Labor	**$686.809**	**$724.885**	**$(38.077)**	**(5.5)**	**$118.734**	**$117.925**	**$0.809**	**0.7**	**$805.542**	**$842.810**	**$(37.268)**	(4.6)
Non-Labor :												
Electric Power	$47.582	$26.715	$20.867	43.9	$0.021	$0.019	$0.002	9.8	$47.604	$26.734	$20.869	43.8
Fuel	14.695	15.459	(0.764)	(5.2)	0.017	0.001	0.016	96.6	14.711	15.460	(0.748)	(5.1)
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	80.612	72.341	8.271	10.3	0.000	0.000	0.000	-	80.612	72.341	8.271	10.3
Maintenance and Other Operating Contracts	30.489	29.517	0.973	3.2	3.491	8.636	(5.145)	(147.4)	33.981	38.153	(4.172)	(12.3)
Professional Service Contracts	30.030	27.801	2.229	7.4	1.219	0.553	0.666	54.7	31.249	28.354	2.896	9.3
Materials & Supplies	34.729	36.930	(2.201)	(6.3)	5.009	7.261	(2.252)	(45.0)	39.738	44.191	(4.454)	(11.2)
Other Business Expenses	13.309	13.347	(0.039)	(0.3)	0.121	0.157	(0.036)	(29.5)	13.430	13.504	(0.074)	(0.6)
Non-Labor	**$305.262**	**$274.858**	**$30.404**	**10.0**	**$9.878**	**$16.626**	**$(6.748)**	**(68.3)**	**$315.139**	**$291.484**	**$23.655**	7.5
Other Expense Adjustments:												
Functional Allocations	$15.856	$12.418	3.438	21.7	$0.000	$0.000	-	-	$15.856	$12.418	3.438	21.7
Other	0.000	0.000	-	-	0.000	0.000	-	-	0.000	0.000	-	-
Other Expense Adjustments	**$15.856**	**$12.418**	**3.438**	**21.7**	**$0.000**	**$0.000**	**-**	**-**	**$15.856**	**$12.418**	**3.438**	**21.7**
Total Expenses before Depreciation and OPEB	**$1,007.926**	**$1,012.161**	**$(4.235)**	**(0.4)**	**$128.611**	**$134.551**	**$(5.940)**	**(4.6)**	**$1,136.537**	**$1,146.712**	**$(10.175)**	(0.9)
Depreciation	$203.083	$284.569	$(81.486)	(40.1)	$0.000	$0.000	-	-	$203.083	$284.569	$(81.486)	(40.1)
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	1.094	1.824	62.5	0.000	0.000	-	-	2.918	1.094	1.824	62.5
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	(0.147)	(0.108)	(0.039)	(26.7)	0.000	0.000	-	-	(0.147)	(0.108)	(0.039)	(26.7)
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	**$1,215.952**	**$1,286.570**	**$(70.618)**	**(5.8)**	**$128.611**	**$134.551**	**$(5.940)**	**(4.6)**	**$1,344.563**	**$1,421.121**	**$(76.558)**	(5.7)
OPERATING SURPLUS/DEFICIT	**$(779.889)**	**$(833.996)**	**$(54.107)**	**(6.9)**	**$0.000**	**$0.000**	**$0.000**	100.0	**$(779.889)**	**$(833.996)**	**$(54.107)**	(6.9)

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

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

	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	$2,642.325	$2,644.685	$2.361	0.1	$0.000	$0.000	-	-	$2,642.325	$2,644.685	$2.361	0.1
Bus	501.140	496.836	(4.304)	(0.9)	0.000	0.000	-	-	501.140	496.836	(4.304)	(0.9)
Paratransit	31.835	31.041	(0.793)	(2.5)	0.000	0.000	-	-	31.835	31.041	(0.793)	(2.5)
Fare Liability	26.710	26.711	0.000	0.0	0.000	0.000	-	-	26.710	26.711	0.000	0.0
Farebox Revenue	**$3,202.010**	**$3,199.273**	**$(2.737)**	**(0.1)**	**$0.000**	**$0.000**	**-**	**-**	**$3,202.010**	**$3,199.273**	**$(2.737)**	(0.1)
Fare Reimbursment	$74.739	$76.022	$1.282	1.7	$0.000	$0.000	-	-	$74.739	$76.022	$1.282	1.7
Paratransit Reimbursment	531.643	518.187	(13.457)	(2.5)	0.000	0.000	-	-	531.643	518.187	(13.457)	(2.5)
Other Operating Revenue	169.102	190.068	20.966	12.4	0.000	0.000	-	-	169.102	190.068	20.966	12.4
Other Revenue	**$775.485**	**$784.276**	**$8.791**	**1.1**	**$0.000**	**$0.000**	**-**	**-**	**$775.485**	**$784.276**	**$8.791**	1.1
Capital and Other Reimbursements	$0.000	$0.000	-	-	$1,247.285	$1,255.897	$8.612	0.7	$1,247.285	$1,255.897	$8.612	0.7
Total Revenue	**$3,977.495**	**$3,983.549**	**$6.054**	**0.2**	**$1,247.285**	**$1,255.897**	**$8.612**	**0.7**	**$5,224.780**	**$5,239.446**	**$14.666**	0.3
Expenses												
Labor :												
Payroll	$3,408.528	$3,265.909	$142.619	4.2	$477.381	$388.067	$89.314	18.7	$3,885.909	$3,653.977	$231.932	6.0
Overtime	476.168	675.865	(199.698)	(41.9)	140.672	179.068	(38.396)	(27.3)	616.840	854.934	(238.094)	(38.6)
Total Salaries & Wages	**$3,884.695**	**$3,941.775**	**$(57.079)**	**(1.5)**	**$618.053**	**$567.136**	**$50.917**	**8.2**	**$4,502.749**	**$4,508.911**	**$(6.162)**	(0.1)
Health and Welfare	$1,152.183	$1,137.154	$15.029	1.3	$16.440	$18.501	$(2.061)	(12.5)	$1,168.622	$1,155.655	$12.967	1.1
OPEB Current Payment	601.184	573.760	27.424	4.6	16.050	15.284	0.766	4.8	617.234	589.044	28.190	4.6
Pensions	905.955	907.558	(1.603)	(0.2)	32.328	23.433	8.895	27.5	938.284	930.991	7.292	0.8
Other Fringe Benefits	598.659	606.451	(7.792)	(1.3)	206.222	200.039	6.183	3.0	804.881	806.490	(1.608)	(0.2)
Total Fringe Benefits	**$3,257.981**	**$3,224.923**	**$33.058**	**1.0**	**$271.040**	**$257.257**	**$13.783**	**5.1**	**$3,529.021**	**$3,482.180**	**$46.841**	1.3
Contribution to GASB Fund	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Reimbursable Overhead	(262.030)	(304.064)	42.034	16.0	262.030	304.064	(42.034)	(16.0)	0.000	0.000	0.000	-
Labor	**$6,880.646**	**$6,862.634**	**$18.012**	**0.3**	**$1,151.124**	**$1,128.457**	**$22.667**	**2.0**	**$8,031.770**	**$7,991.091**	**$40.679**	0.5
Non-Labor :												
Electric Power	$394.330	$365.339	$28.991	7.4	$0.210	$0.223	$(0.013)	(6.1)	$394.540	$365.562	$28.979	7.3
Fuel	143.444	139.775	3.668	2.6	0.165	0.458	(0.293)	(177.6)	143.609	140.233	3.375	2.4
Insurance	75.965	67.147	8.818	11.6	0.000	0.000	0.000	-	75.965	67.147	8.818	11.6
Claims	277.660	277.682	(0.022)	0.0	0.000	0.000	-	-	277.660	277.682	(0.022)	0.0
Paratransit Service Contracts	702.509	651.040	51.469	7.3	0.000	0.000	0.000	-	702.509	651.040	51.469	7.3
Maintenance and Other Operating Contracts	301.913	315.861	(13.948)	(4.6)	34.909	46.249	(11.341)	(32.5)	336.822	362.111	(25.289)	(7.5)
Professional Service Contracts	289.478	254.755	34.723	12.0	12.872	7.834	5.038	39.1	302.350	262.588	39.762	13.2
Materials & Supplies	355.207	350.124	5.082	1.4	49.153	69.796	(20.643)	(42.0)	404.360	419.921	(15.561)	(3.8)
Other Business Expenses	124.371	122.689	1.683	1.4	(1.148)	2.879	(4.027)	(350.8)	123.223	125.568	(2.344)	(1.9)
Non-Labor	**$2,664.877**	**$2,544.411**	**$120.466**	**4.5**	**$96.161**	**$127.440**	**$(31.278)**	**(32.5)**	**$2,761.038**	**$2,671.851**	**$89.187**	3.2
Other Expense Adjustments:												
Functional Allocations	$95.136	$73.910	21.226	22.3	$0.000	$0.000	-	-	$95.136	$73.910	21.226	22.3
Other	0.000	0.000	-	-	0.000	0.000	-	-	0.000	0.000	-	-
Other Expense Adjustments	**$95.136**	**$73.910**	**21.226**	**22.3**	**$0.000**	**$0.000**	**-**	**-**	**$95.136**	**$73.910**	**21.226**	**22.3**
Total Expenses before Depreciation and OPEB	**$9,640.659**	**$9,480.954**	**$159.704**	**1.7**	**$1,247.285**	**$1,255.897**	**$(8.612)**	**(0.7)**	**$10,887.944**	**$10,736.851**	**$151.093**	1.4
Depreciation	$2,030.833	$2,044.327	$(13.494)	(0.7)	$0.000	$0.000	-	-	$2,030.833	$2,044.327	$(13.494)	(0.7)
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	(118.428)	118.428	-	0.000	0.000	-	-	0.000	(118.428)	118.428	-
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	23.772	20.927	2.845	12.0	0.000	0.000	-	-	23.772	20.927	2.845	12.0
GASB 94 PPP and APA	3.592	3.591	0.001	0.0	0.000	0.000	-	-	3.592	3.591	0.001	0.0
GASB 96 SBITA Adjustment	(1.091)	(0.215)	(0.876)	(80.3)	0.000	0.000	-	-	(1.091)	(0.215)	(0.876)	(80.3)
GASB 101 Compensated Absences	18.041	18.057	(0.015)	(0.1)	0.000	0.000	-	-	18.041	18.057	(0.015)	(0.1)
Total Expenses	**$11,715.806**	**$11,449.214**	**$266.593**	**2.3**	**$1,247.285**	**$1,255.897**	**$(8.612)**	**(0.7)**	**$12,963.091**	**$12,705.110**	**$257.981**	2.0
OPERATING SURPLUS/DEFICIT	**$(7,738.312)**	**$(7,465.665)**	**$272.647**	**3.5**	**$0.000**	**$0.000**	**$0.000**	**100.0**	**$(7,738.312)**	**$(7,465.665)**	**$272.647**	3.5

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
OCT 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	12.6	3.7	Primarily due to higher Subway paid ridership	(2.7)	(0.1)	Primarily due to lower Bus paid ridership partially offset by Subway paid ridership
Other Operating Revenue	NR	3.9	4.1	Primarily due to miscellaneous income	8.8	1.1	Mainly higher building rent favorability partially offset by paratransit reimbursement
Payroll	NR	13.7	4.0	Primarily due to vacancies	142.6	4.2	Primarily due to vacancies
Overtime	NR	(32.0)	(74.7)	Mainly higher than projected absentee coverage needs	(199.7)	(41.9)	Mainly higher than projected absentee coverage needs
Health & Welfare (including OPEB current payment)	NR	(20.2)	(11.4)	Unavorable timing of prescription rebate credits	42.5	2.4	Favorable timing of prescription rebate credits
Pension	NR	(2.2)	(2.3)	Mainly unfavorable timing of pension charges	(1.6)	(0.2)	Mainly unfavorable timing of pension charges
Other Fringe Benefits	NR	(2.8)	(4.7)	Mainly due to unfavorable timing of fringe benefit overhead credit	(7.8)	(1.3)	Mainly due to unfavorable timing of fringe benefit overhead credit
Reimbursable Overhead	NR	5.4	19.8	Mainly timing of fringe benefit overhead credits	42.0	16.0	Mainly timing of fringe benefit overhead credits
Electric Power	NR	20.9	43.9	Mainly due to lower than projected consumption	29.0	7.4	Mainly due to lower than projected consumption
Fuel	NR	(0.8)	(5.2)	Mainly due to higher than projected consumption	3.7	2.6	Mainly due to lower than projected consumption
Insurance	NR	1.1	13.0	Mainly favorable timing of charges	8.8	11.6	Mainly favorable timing of Paratransit charges
Claims	NR	0.0	0.0	Minor variance	(0.0)	0.0	Minor variance
Paratransit Service Contracts	NR	8.3	10.3	Mainly due to lower trip volume and support cost charges	51.5	7.3	Mainly due to lower trip volume and support cost charges
Maintenance and Other Operating Contracts	NR	1.0	3.2	Reflecting favorable timing of charges	(13.9)	(4.6)	Reflecting unfavorable timing of charges
Professional Service Contracts	NR	2.2	7.4	Mainly favorable timing of professional contract expenses	34.7	12.0	Mainly favorable timing of professional contract expenses
Materials & Supplies	NR	(2.2)	(6.3)	Mainly unfavorable timing of material and supplies expenses	5.1	1.4	Mainly favorable timing of material and supplies expenses
Other Business	NR	(0.0)	(0.3)	Minor variance	1.7	1.4	Mainly favorable timing of charges

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2026 Mid_Year
Cash Receipts and Expenditures
OCT 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	**$342.265**	**$346.175**	**$3.910**	**1.1**	**$3,231.995**	**$3,267.870**	**$35.875**	**1.1**
Fare Reimbursment	$1.721	$0.000	$(1.721)	(100.0)	$73.449	$76.926	$3.477	4.7
Paratransit Reimbursment	68.758	2.733	(66.025)	(96.0)	538.179	442.107	(96.072)	(17.9)
Other Operating Revenue	18.186	15.316	(2.870)	(15.8)	164.593	182.727	18.134	11.0
Other Revenue	**$88.664**	**$18.049**	**$(70.615)**	**(79.6)**	**$776.220**	**$701.760**	**$(74.460)**	**(9.6)**
Capital and Other Reimbursements	$128.611	$120.797	$(7.814)	(6.1)	$1,360.736	$1,272.748	$(87.988)	(6.5)
Total Revenue	**$559.540**	**$485.021**	**$(74.519)**	**(13.3)**	**$5,368.951**	**$5,242.378**	**$(126.573)**	**(2.4)**
Expenditures								
Labor :								
Payroll	$349.279	$338.626	$10.653	3.0	$3,702.872	$3,492.368	$210.504	5.7
Overtime	57.082	94.919	(37.837)	(66.3)	616.840	854.934	(238.094)	(38.6)
Total Salaries & Wages	**$406.361**	**$433.545**	**$(27.184)**	**(6.7)**	**$4,319.712**	**$4,347.302**	**$(27.590)**	**(0.6)**
Health and Welfare	$118.309	$132.472	$(14.163)	(12.0)	$1,171.459	$1,158.962	$12.498	1.1
OPEB Current Payment	62.962	64.028	(1.067)	(1.7)	617.234	589.178	28.056	4.5
Pensions	96.264	97.735	(1.471)	(1.5)	938.228	935.388	2.840	0.3
Other Fringe Benefits	52.362	59.005	(6.643)	(12.7)	568.695	555.117	13.578	2.4
Total Fringe Benefits	**$329.897**	**$353.240**	**$(23.343)**	**(7.1)**	**$3,295.616**	**$3,238.645**	**$56.971**	**1.7**
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	**$736.258**	**$786.785**	**$(50.527)**	(6.900)	**$7,615.328**	**$7,585.947**	**$29.381**	0.400
Non-Labor :								
Electric Power	$47.604	$30.023	$17.581	36.9	$393.105	$358.356	$34.749	8.8
Fuel	14.711	17.334	(2.623)	(17.8)	146.133	149.244	(3.111)	(2.1)
Insurance	0.000	9.028	(9.028)	-	48.920	43.776	5.144	10.5
Claims	53.413	14.215	39.198	73.4	322.361	211.957	110.404	34.2
Paratransit Service Contracts	80.612	81.187	(0.575)	(0.7)	696.727	652.779	43.948	6.3
Maintenance and Other Operating Contracts	33.981	39.851	(5.870)	(17.3)	333.541	361.650	(28.109)	(8.4)
Professional Service Contracts	31.249	31.412	(0.163)	(0.5)	315.097	279.107	35.990	11.4
Materials & Supplies	39.740	36.097	3.643	9.2	403.570	404.277	(0.707)	(0.2)
Other Business Expenses	13.430	7.640	5.790	43.1	120.410	114.786	5.624	4.7
Non-Labor	**$314.741**	**$266.787**	**$47.954**	**15.2**	**$2,779.865**	**$2,575.932**	**$203.933**	**7.3**
Other Expense Adjustments:								
Functional Allocations	$15.856	$0.000	$15.856	100.0	$95.136	$0.000	$95.136	100.0
Other	0.000	0.000	-	-	0.000	0.000	-	-
Other Expense Adjustments	**$15.856**	**$0.000**	**$15.856**	**100.0**	**$95.136**	**$0.000**	**$95.136**	**100.0**
Total Expenditures before Depreciation and OPEB	**$1,066.855**	**$1,053.572**	**$13.283**	**1.2**	**$10,490.329**	**$10,161.879**	**$328.450**	**3.1**
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	**$1,066.855**	**$1,053.572**	**$13.283**	**1.2**	**$10,490.329**	**$10,161.879**	**$328.450**	**3.1**
Net Surplus/(Deficit)	**$(507.315)**	**$(568.551)**	**$(61.236)**	**(12.1)**	**$(5,121.378)**	**$(4,919.501)**	**$201.877**	**3.9**

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
OCT 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	3.9	1.1	Favorable timing of receipts	35.9	1.1	Favorable timing of receipts
Other Operating Receipts	(70.6)	(79.6)	Mainly unfavorable due to timing of paratransit reimbursement	(74.5)	(9.6)	Mainly unfavorable due to timing of paratransit reimbursement
Capital and Other Reimbursements	(7.8)	(6.1)	Unfavorable timing of reimbursements	(88.0)	(6.5)	Unfavorable timing of reimbursements
Payroll	10.7	3.0	Primarily due to vacancies	210.5	5.7	Primarily due to vacancies
Overtime	(37.8)	(66.3)	Mainly higher than projected absentee coverage needs	(238.1)	(38.6)	Mainly higher than projected absentee coverage needs and severe weather conditions
Health & Welfare/OPEB Current	(15.2)	(8.4)	Unfavorable timing of prescription rebate credits and claims payments	40.6	2.3	Favorable timing of prescription rebate credits and claims payments
Pension	(1.5)	(1.5)	Mainly unfavorable timing of pension payments	2.8	0.3	Mainly favorable timing of pension payments
Other Fringe Benefits	(6.6)	(12.7)	Mainly unfavorable timing of payments	13.6	2.4	Mainly favorable timing of payments
Electric Power	17.6	36.9	Mainly due to lower than projected consumption	34.7	8.8	Mainly due to lower than projected consumption
Fuel	(2.6)	(17.8)	Mainly due to higher than projected consumption	(3.1)	(2.1)	Mainly due to higher than projected consumption
Insurance	(9.0)	-	Mainly unfavorable timing of payments	5.1	10.5	Mainly favorable timing of Paratransit payments
Claims	39.2	73.4	Mainly favorable timing of payments	110.4	34.2	Mainly favorable timing of payments
Paratransit Service Contracts	(0.6)	(0.7)	Mainly unfavorable timing of payments	43.9	6.3	Mainly due to lower trip volume and support cost charges
Maintenance and Other Operating Contracts	(5.9)	(17.3)	Mainly unfavorable timing of fleet and facilities maintenance requirements	(28.1)	(8.4)	Mainly unfavorable timing of fleet and facilities maintenance requirements
Professional Service Contracts	(0.2)	(0.5)	Mainly unfavorable timing of professional contract payments	36.0	11.4	Mainly favorable timing of professional contract payments
Materials & Supplies	3.6	9.2	Mainly favorable timing of payments	(0.7)	(0.2)	Mainly unfavorable timing of payments
Other Business	5.8	43.1	Mainly favorable timing of payments	5.6	4.7	Mainly favorable timing of payments

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2026 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Oct-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	**$0.000**	**$(8.714)**	**$(8.714)**	**-**	**$29.99**	**$68.597**	**$38.612**	**128.8**
Fare Reimbursment	($5.668)	$(7.602)	$(1.934)	(34.1)	($1.291)	$0.904	$2.195	170.1
Paratransit Reimbursment	(1.747)	(67.289)	(65.542)	-	6.536	(76.080)	(82.615)	-
Other Operating Revenue	2.281	(4.744)	(7.025)	(308.0)	(4.510)	(7.341)	(2.831)	(62.8)
Other Revenue	**$(5.134)**	**$(79.635)**	**$(74.502)**	**-**	**$0.735**	**$(82.516)**	**$(83.252)**	**-**
Capital and Other Reimbursements	$0.000	$(13.754)	$(13.754)	-	113.451	$16.851	$(96.600)	($85.100)
Total Revenue	**$(5.134)**	**$(102.104)**	**$(96.970)**	**-**	**$144.171**	**$2.932**	**$(141.239)**	**(98.0)**
Expenses								
Labor :								
Payroll	$41.361	$29.260	($12.101)	(29.3)	$183.037	$161.609	$(21.428)	(11.7)
Overtime	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Salaries & Wages	**$41.361**	**$29.260**	**$(12.101)**	**(29.3)**	**$183.037**	**$161.609**	**$(21.428)**	**(11.7)**
Health and Welfare	$0.000	$5.224	$5.224	-	(2.837)	($3.306)	($0.469)	(16.5)
OPEB Current Payment	0.000	0.000	0.000	-	0.000	(0.134)	(0.134)	-
Pensions	0.000	(0.325)	(0.325)	-	0.056	(4.397)	(4.453)	-
Other Fringe Benefits	27.922	21.866	(6.057)	(21.7)	236.186	251.373	15.187	6.4
Total Fringe Benefits	**$27.922**	**$26.765**	**$(1.157)**	**(4.1)**	**$233.405**	**$243.535**	**$10.130**	**4.3**
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	-
Labor	**$69.284**	**$56.025**	**$(13.259)**	**(19.1)**	**$416.442**	**$405.144**	**$(11.298)**	**(2.7)**
Non-Labor :								
Electric Power	$0.000	$(3.289)	$(3.289)	-	$1.435	$7.206	$5.771	402.1
Fuel	0.000	(1.874)	(1.874)	-	(2.524)	(9.011)	(6.487)	(257.0)
Insurance	8.226	(1.869)	(10.095)	(122.7)	27.045	23.371	(3.674)	(13.6)
Claims	(7.825)	31.373	39.198	500.9	(44.701)	65.725	110.426	247.0
Paratransit Service Contracts	0.000	(8.846)	(8.846)	-	5.782	(1.739)	(7.521)	(130.1)
Maintenance and Other Operating Contracts	0.000	(1.698)	(1.698)	-	3.281	0.461	(2.820)	(86.0)
Professional Service Contracts	0.000	(3.058)	(3.058)	-	(12.747)	(16.519)	(3.772)	(29.6)
Materials & Supplies	0.000	8.094	8.094	-	0.792	15.644	14.852	-
Other Business Expenses	0.000	5.864	5.864	-	2.813	10.782	7.969	283.3
Non-Labor	**$0.401**	**$24.697**	**$24.296**	**-**	**$(18.824)**	**$95.919**	**$114.743**	**609.6**
Other Expense Adjustments:								
Functional Allocations	$0.000	12.418	12.418	-	$0.000	73.910	73.910	-
Other	0.000	0.000	-	-	0.000	0.000	-	-
Other Expense Adjustments	**$0.000**	**12.418**	**12.418**	**-**	**$0.000**	**73.910**	**73.910**	**-**
Total Expenses before Depreciation and OPEB	**$69.685**	**$93.140**	**$23.455**	**33.7**	**$397.618**	**$574.972**	**$177.354**	**44.6**
Depreciation	$203.083	$284.569	$81.486	40.1	$2,030.833	$2,044.327	$13.494	0.7
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	(118.428)	(118.428)	-
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
GASB 87 Lease Adjustment	$2.92	$1.09	(1.824)	(62.5)	$23.77	$20.93	(2.845)	(12.0)
GASB 94 PPP and APA	0.358	0.358	0.000	0.0	3.592	3.591	(0.001)	0.0
GASB 96 SBITA Adjustment	(0.147)	(0.108)	0.039	26.7	(1.091)	($0.22)	0.876	80.3
GASB 101 Compensated Absences	1.813	1.806	(0.008)	(0.4)	18.041	$18.06	0.015	0.1
Total Expenditures	**$277.710**	**$367.549**	**$89.838**	**32.3**	**$2,472.765**	**$2,543.231**	**$70.466**	**2.8**
Total Cash Conversion Adjustments	**$272.577**	**$265.445**	**$(7.132)**	**(2.6)**	**$2,616.937**	**$2,546.164**	**$(70.773)**	**(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
Oct-26

	Forecast Mid_Year	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Office of the President	32	28	4	
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**	**75**	**(20)**	
Operations:				
Subways Service Delivery	9,069	8,528	540	
Subways Operations Support/Admin	450	420	30	
Subways Stations	2,319	2,204	115	
SubTotal Subways	**11,838**	**11,153**	**685**	
Buses	11,585	11,402	183	
Paratransit	197	187	9	
Operations Planning	370	294	76	
Revenue Control	479	443	36	
Non-Departmental	(113)	-	(113)	
Total Operations	**24,355**	**23,478**	**877**	
Maintenance:				
Subways Operations Support/Admin	177	180	(3)	
Subways Service Delivery	85	77	8	
Subways Engineering	390	362	28	
Subways Car Equipment	5,282	4,883	399	
Subways Infrastructure	1,335	1,232	102	
Subways Elevators & Escalators	448	355	93	
Subways Stations	2,601	2,476	125	
Subways Facilities	2,172	1,920	252	
Subways Track	2,648	2,464	184	
Subways Power	1,287	1,266	21	
Subways Signals	1,761	1,676	85	
Subways Electronic Maintenance	1,486	1,404	81	
Subtotal Subways	**19,670**	**18,296**	**1,374**	
Buses	3,547	3,306	241	
Supply Logistics	-	-	-	
System Safety	93	85	8	
OHS	-	-	-	
Non-Departmental	(394)	-	(394)	
Total Maintenance	**22,917**	**21,687**	**1,229**	
Engineering				
C & D	832	463	369	
C & D Support	81	54	27	
Total Engineering/Capital	**913**	**517**	**396**	
Public Safety				
Security	969	889	80	
Total Public Safety	**969**	**889**	**80**	
Total Positions	49,208	46,646	2,562	
NON_REIMB	44,311	42,799	1,511	
REIMBURSABLE	4,897	3,847	1,051	
Total Full-Time	49,081	46,530	2,551	
Total Full-Time Equivalents	127	116	11	

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

FUNCTION/OCCUPATION	Forecast Mid_Year	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	27	36	(9)	
Professional,Technical,Clerical	5	28	(23)	
Operational Hourlies	23	11	12	
Total Administration	**55**	**75**	**(20)**	
Operations:				
Managers/Supervisors	2,935	2,747	188	
Professional,Technical,Clerical	450	443	7	
Operational Hourlies	20,970	20,288	681	
Total Operations	**24,355**	**23,478**	**877**	
Maintenance:				
Managers/Supervisors	4,300	3,965	335	
Professional,Technical,Clerical	1,043	981	61	
Operational Hourlies	17,574	16,741	833	
Total Maintenance	**22,917**	**21,687**	**1,229**	
Engineering/Capital:				
Managers/Supervisors	349	257	92	
Professional,Technical,Clerical	562	259	303	
Operational Hourlies	2	1	1	
Total Engineering/Capital	**913**	**517**	**396**	
Public Safety:				
Managers/Supervisors	590	516	74	
Professional,Technical,Clerical	45	35	10	
Operational Hourlies	334	338	(4)	
Total Public Safety	**969**	**889**	**80**	
Total Positions:				
Managers/Supervisors	8,201	7,521	680	
Professional,Technical,Clerical	2,105	1,746	359	
Operational Hourlies	38,903	37,379	1,523	
Total Positions	**49,208**	**46,646**	**2,562**	

Farebox Revenue Report Highlights

Month of October

NYCT farebox revenue totaled $354.9 million, which was $12.6 million (3.7%) higher than the Forecast.

- Subway farebox revenue was $5.1 million (1.8%) higher than the Forecast due to higher than projected paid ridership.
- NYCT Bus farebox revenue was $7.6 million (15.5%) higher than the Forecast due to higher than projected paid ridership.
- Paratransit farebox revenue was $0.07 million (2.0%) lower than the Forecast.

Year-to-Date

NYCT farebox YTD revenue totaled $3,199.3 million, which was $2.7 million (0.1%) lower than the Forecast.

- Subway farebox revenue was $2.4 million (0.1%) higher than the Forecast due to higher than projected paid ridership.
- NYCT Bus farebox revenue was $4.3 million (0.9%) lower than the Forecast due to lower than projected paid ridership.
- Paratransit farebox revenue was $0.8 million (2.5%) lower than the Forecast.

October Charts

Farebox Revenue

October 2026 Farebox Revenue - ($ in millions)								
	October				October Year-to-Date			
			Favorable(Unfavorable)				Favorable(Unfavorable)	
	Forecast	Prelim Actual	Amount	Percent	Forecast	Prelim Actual	Amount	Percent
Subway	$287.1	$292.3	$5.1	1.8%	$2,642.3	$2,644.7	$2.4	0.1%
NYCT Bus	48.9	56.4	7.6	15.5%	501.1	496.8	(4.3)	(0.9%)
Paratransit	3.6	3.5	(0.1)	(2.0%)	31.8	31.0	(0.8)	(2.5%)
Subtotal	339.6	352.2	12.6	3.7%	3,175.3	3,172.6	(2.7)	(0.1%)
Fare Media Liability	2.7	2.7	0.0	0.0%	26.7	26.7	0.0	0.0%
Total - NYCT	**$342.3**	**$354.9**	**$12.6**	**3.7%**	**$3,202.0**	**$3,199.3**	**($2.7)**	**(0.1%)**

Note: Totals may not add up due to rounding

Ridership Results

October 2026 Ridership vs. Forecast - (in millions)								
	October				October Year-to-Date			
			More(Less)				More(Less)	
	Forecast	Prelim Actual	Amount	Percent	Forecast	Prelim Actual	Amount	Percent
Subway	120.3	121.9	1.6	1.3%	1,099.3	1,090.2	(9.1)	(0.8%)
NYCT Bus	28.1	31.1	3.0	10.6%	272.2	274.2	2.0	0.7%
Paratransit	1.60	1.60	0.0	(0.7%)	14.5	14.3	(0.1)	(1.0%)
Total - NYCT	**150.1**	**154.6**	**4.5**	**3.0%**	**1,386.0**	**1,378.7**	**(7.3)**	**(0.5%)**

Note: Total may not add due to rounding

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2026 Mid_Year
Ridership (Utilization) Actual to Budget
Oct 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
Ridership								
Ridership - Subway	120.334	121.898	1.564	1.3	1,099.302	1,090.207	(9.095)	(0.8)
Ridership - Bus	28.107	31.073	2.966	10.6	272.247	274.221	1.973	0.7
Subtotal	**148.441**	**152.972**	**4.530**	**3.1**	**1,371.550**	**1,364.428**	**(7.122)**	**(0.5)**
Ridership - Paratransit	1.639	1.627	(0.012)	(0.7)	14.459	14.321	(0.139)	(1.0)
Total Ridership	**150.080**	**154.6**	**4.518**	**3.0**	**1,386.009**	**1,378.748**	**(7.261)**	**(0.5)**
FareBox Revenue								
Subway	$287.143	$292.276	$5.133	1.8	$2,642.325	$2,644.685	$2.361	$0.100
Bus	$48.875	$56.437	$7.561	15.5	$501.140	$496.836	$(4.304)	(0.900)
Subtotal	**$336.018**	**$348.713**	**$12.695**	**3.8**	**$3,143.465**	**$3,141.521**	**$(1.944)**	**(0.1)**
Paratransit	$3.576	$3.506	$(0.070)	(2.0)	$31.835	$31.041	$(0.793)	(2.5)
Farebox Revenue (excl. Fare Media Liab.)	**$339.594**	**$352.218**	**$12.624**	**3.7**	**$3,175.299**	**$3,172.562**	**$(2.737)**	**(0.1)**
Fare Liability	$2.671	$2.671	$0.000	0.0	$26.710	$26.711	$0.000	0.0
Total Farebox Revenue	**$342.265**	**$354.889**	**$12.625**	**3.7**	**$3,202.010**	**$3,199.273**	**$(2.737)**	**(0.1)**

Note: Totals may not add due to rounding

MTA Bus Company

Financial and Ridership Reports – October 2026

Financial Report Highlights

Year-to-Date Forecast Performance Summary

- Total revenues of $165.0 million were $19.8 million (10.7%) unfavorable to the Mid-Year Forecast. This unfavorable variance was primarily attributed to lower farebox revenue of $14.5 million (8.8%), lower other operating income of $2.0 million (13.6%), and lower capital and other reimbursements of $3.3 million (55.5%).
- Total paid ridership of 71.9 million was 2.7 million (3.7%) lower than the Forecast.
- Total expenses of $921.2 million were $ 16.8 million (1.8%) favorable to the Forecast. Total expenses before Depreciation and OPEB of $847.1 million were favorable to the Forecast by $29.2 million (3.3%), primarily due to underruns of $12.1 million (1.9%) in labor costs, $9.7 million (4.3%) in non-labor costs, and $7.3 million (49.4%) in other expense adjustments.
- At the end of October, the total headcount was 3,791, which was 94 lower than the Forecast of 3,885. Non-reimbursable positions were 84 lower and Reimbursable positions were 10 lower than the Forecast.

  October YTD non-reimbursable operating results were unfavorable to the Forecast by $3.0 million (0.4%). Non-reimbursable revenues through October were unfavorable by $16.5 million (9.2%) to the Forecast due to lower farebox revenue of $14.5 million (8.8%) and lower other operating income of $2.0 million (13.6%). Unfavorable farebox revenue was due to lower ridership and lower average fare. Total non-reimbursable expenses were favorable by $13.5 million (1.4%), 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	**$178.929**	**$162.419**	**($16.510)**
Farebox Revenue	$164.138	$149.635	($14.503)
Other Revenue	$14.791	$12.783	($2.007)
Total Expense	**$870.415**	**$844.502**	**$25.913**
Labor Expenses	$628.610	$619.731	$8.878
Non-Labor Expenses	$227.008	$217.260	$9.748
Other Expense Adjustments	$14.797	$7.510	$7.286
Non-Cash Liabilities	**$61.644**	**$74.087**	**($12.443)**
Net Surplus/(Deficit) - Accrued	**($753.130)**	**($756.171)**	**($3.041)**

Revenues

- **Farebox Revenues** were $14.5 million (8.8%) unfavorable to the Forecast due to lower average fare and ridership. October YTD paid ridership of 71.9 million was 2.7 million (3.7%) lower than the Forecast.
- **Other Operating Income** was $2.0 million (13.6%) unfavorable to the Forecast, mainly due to recoveries from insurance, student fare reimbursement, and other contract services.

Expenses

Labor Expenses: $8.9 million (1.4%) favorable

- **Payroll** was $3.7 million (1.3%) favorable primarily due to vacancies partially offset by higher interagency billing.
- **Overtime** was $4.8 million (5.9%) unfavorable primarily due to vacancies.
- **Health & Welfare/OPEB Current Payments** were $4.5 million (3.6%) favorable due to lower than anticipated OPEB and health and welfare benefits.
- **Pensions** were $0.2 million (0.4%) due to timing of expenses.
- **Other Fringe Benefits** were $4.3 million (6.0%) favorable, primarily due to interagency billing and expenses reclassification.

Non-Labor Expenses: $9.7 million (4.3%) favorable

- **Electric Power** was $0.2 million (9.6%) favorable mainly due to lower than anticipated expenses.
- **Fuel** was $1.1 million (3.2%) unfavorable primarily due to higher diesel prices.
- **Insurance** was $0.4 million (4.8%) favorable mainly due to timing of expenses.
- **Claims** were $0.5 million (0.7%) favorable mainly due to timing of expenses.
- **Maintenance and Other Operating Contracts** were $5.5 million (17.0%) favorable mainly due to reclassification of expenses.
- **Professional Service Contracts** were $6.6 million (16.8%) favorable primarily due to the deployment of on-board bus technology partially offset by higher inter-agency expenses.
- **Materials and Supplies** were $2.1 million (5.6%) unfavorable primarily due to reclassification of expenses.

Depreciation and Other: $12.4 million (20.2%) unfavorable due to higher than anticipated depreciation expense.

Staffing Levels

- The total headcount at the end of October was 3,791, which was 94 lower than the Forecast.
- The largest number of vacancies were in maintenance (88 positions).
- 61.2% of vacancies were in manager and supervisor positions

Overtime

- Overtime was $4.8 million (5.9%) unfavorable, primarily due to vacancies.

Financial Metrics

- The October year-to-date Farebox Operating Ratio was 19.1%, which was unfavorable to the Forecast by 1.3%, primarily due to lower average fare.
- The October year-to-date Cost per Passenger was $11.63, which was unfavorable to the Forecast by $0.18, mainly due to lower ridership.
- The October year-to-date Revenue per Passenger was $2.22, which was unfavorable to the Forecast by $0.12, 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 - Oct 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	$18.508	$15.043	$(3.465)	(18.7)	$0.000	$0.000	-	-	$18.508	$15.043	$(3.465)	(18.7)
Other Revenue	$1.618	$1.424	$(0.193)	(12.0)	$0.000	$0.000	-	-	$1.618	$1.424	$(0.193)	(12.0)
Capital and Other Reimbursements	$0.000	$0.000	-	-	$0.953	$(0.002)	$(0.955)	(100.2)	$0.953	$(0.002)	$(0.955)	(100.2)
Total Revenue	**$20.126**	**$16.467**	**$(3.658)**	**(18.2)**	**$0.953**	**$(0.002)**	**$(0.955)**	**(100.2)**	**$21.079**	**$16.465**	**$(4.613)**	(21.9)
Expenses												
Labor :												
Payroll	$29.149	$28.815	$0.334	1.1	$0.598	$0.000	$0.598	100.0	$29.747	$28.815	$0.932	3.1
Overtime	$8.815	$10.578	$(1.763)	(20.0)	$0.000	$(0.003)	$0.003	-	$8.815	$10.575	$(1.760)	(20.0)
Total Salaries & Wages	**$37.963**	**$39.393**	**$(1.429)**	**(3.8)**	**$0.598**	**$(0.003)**	**$0.601**	**100.5**	**$38.561**	**$39.390**	**$(0.828)**	(2.1)
Health and Welfare	$11.022	$9.336	$1.687	15.3	$0.240	$0.000	$0.240	100.0	$11.262	$9.336	$1.926	17.1
OPEB Current Payment	$3.385	$2.690	$0.695	20.5	$0.000	$0.000	-	-	$3.385	$2.690	$0.695	20.5
Pensions	$5.892	$5.865	$0.027	0.5	$0.000	$0.000	-	-	$5.892	$5.865	$0.027	0.5
Other Fringe Benefits	$7.678	$7.223	$0.455	5.9	$0.000	$0.000	$0.000	-	$7.678	$7.223	$0.455	5.9
Total Fringe Benefits	**$27.978**	**$25.114**	**$2.864**	**10.2**	**$0.240**	**$0.000**	**$0.239**	**99.9**	**$28.218**	**$25.114**	**$3.103**	11.0
Contribution to GASB Fund	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Reimbursable Overhead	$(0.056)	$0.000	$(0.055)	(99.2)	$0.106	$0.000	$0.106	99.6	$0.051	$0.000	$0.051	100.0
Labor	**$65.885**	**$64.506**	**$1.379**	**2.1**	**$0.944**	**$(0.002)**	**$0.946**	**100.2**	**$66.830**	**$64.504**	**$2.325**	3.5
Non-Labor :												
Electric Power	$0.183	$0.134	$0.049	26.8	$0.000	$0.000	-	-	$0.183	$0.134	$0.049	26.8
Fuel	$3.654	$4.257	$(0.603)	(16.5)	$0.000	$0.000	-	-	$3.654	$4.257	$(0.603)	(16.5)
Insurance	$0.811	$0.710	$0.101	12.4	$0.000	$0.000	-	-	$0.811	$0.710	$0.101	12.4
Claims	$6.687	$6.629	$0.059	0.9	$0.000	$0.000	-	-	$6.687	$6.629	$0.059	0.9
Paratransit Service Contracts	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Maintenance and Other Operating Contracts	$3.991	$2.214	$1.777	44.5	$0.000	$0.000	-	-	$3.991	$2.214	$1.777	44.5
Professional Service Contracts	$5.053	$3.026	$2.027	40.1	$0.000	$0.000	-	-	$5.053	$3.026	$2.027	40.1
Materials & Supplies	$3.699	$4.154	$(0.454)	(12.3)	$0.000	$0.000	-	-	$3.699	$4.154	$(0.454)	(12.3)
Other Business Expenses	$0.670	$0.754	$(0.084)	(12.5)	$0.000	$0.000	-	-	$0.670	$0.754	$(0.084)	(12.5)
Non-Labor	**$24.748**	**$21.876**	**$2.872**	**11.6**	**$0.000**	**$0.000**	**-**	**-**	**$24.748**	**$21.876**	**$2.872**	11.6
Other Expense Adjustments:												
Functional Allocations	$2.466	$1.271	$1.195	48.5	$0.009	$0.000	$0.009	100.0	$2.475	$1.271	$1.204	48.7
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$2.466**	**$1.271**	**$1.195**	**48.5**	**$0.009**	**$0.000**	**$0.009**	**100.0**	**$2.475**	**$1.271**	**$1.204**	48.7
Total Expenses before Depreciation and OPEB	**$93.100**	**$87.653**	**$5.447**	**5.9**	**$0.953**	**$(0.002)**	**$0.955**	**100.2**	**$94.053**	**$87.651**	**$6.402**	6.8
Depreciation	$5.351	$7.695	$(2.344)	(43.8)	$0.000	$0.000	-	-	$5.351	$7.695	$(2.344)	(43.8)
GASB 49 Environmental Remediation	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
GASB 68 Pension Adjustment	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
GASB 75 OPEB Expense Adjustment	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
GASB 87 Lease Adjustment	$0.000	$0.000	$0.000	170.7	$0.000	$0.000	-	-	$0.000	$0.000	$0.000	170.7
GASB 94 PPP and APA	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
GASB 96 SBITA Adjustment	$0.000	$0.000	$0.000	-	$0.000	$0.000	-	-	$0.000	$0.000	$0.000	-
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	**$98.486**	**$95.383**	**$3.103**	**3.2**	**$0.953**	**$(0.002)**	**$0.955**	**100.2**	**$99.439**	**$95.381**	**$4.058**	4.1
OPERATING SURPLUS/DEFICIT	**$(78.360)**	**$(78.915)**	**$(0.556)**	**(0.7)**	**$0.000**	**$0.000**	**$0.000**	**-**	**$(78.360)**	**$(78.915)**	**$(0.556)**	(0.7)

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

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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	$164.138	$149.635	$(14.503)	(8.8)	$0.000	$0.000	-	-	$164.138	$149.635	$(14.503)	(8.8)
Other Revenue	$14.791	$12.783	$(2.007)	(13.6)	$0.000	$0.000	-	-	$14.791	$12.783	$(2.007)	(13.6)
Capital and Other Reimbursements	$0.000	$0.000	-	-	$5.910	$2.630	$(3.280)	(55.5)	$5.910	$2.630	$(3.280)	(55.5)
Total Revenue	**$178.929**	**$162.419**	**$(16.510)**	**(9.2)**	**$5.910**	**$2.630**	**$(3.280)**	**(55.5)**	**$184.839**	**$165.049**	**$(19.791)**	(10.7)
Expenses												
Labor :												
Payroll	$290.701	$286.971	$3.730	1.3	$3.611	$1.457	$2.154	59.6	$294.312	$288.429	$5.883	2.0
Overtime	$82.713	$87.556	$(4.843)	(5.9)	$0.001	$0.005	$(0.004)	(362.1)	$82.714	$87.561	$(4.847)	(5.9)
Total Salaries & Wages	**$373.414**	**$374.528**	**$(1.114)**	**(0.3)**	**$3.612**	**$1.462**	**$2.150**	**59.5**	**$377.026**	**$375.989**	**$1.037**	0.3
Health and Welfare	$95.455	$93.424	$2.032	2.1	$1.187	$0.000	$1.187	100.0	$96.642	$93.424	$3.218	3.3
OPEB Current Payment	$29.969	$27.494	$2.475	8.3	$0.000	$0.000	-	-	$29.969	$27.494	$2.475	8.3
Pensions	$59.552	$59.316	$0.235	0.4	$0.000	$0.000	-	-	$59.552	$59.316	$0.235	0.4
Other Fringe Benefits	$71.377	$67.110	$4.267	6.0	$0.002	$0.005	$(0.003)	(217.0)	$71.378	$67.115	$4.263	6.0
Total Fringe Benefits	**$256.352**	**$247.344**	**$9.008**	**3.5**	**$1.188**	**$0.005**	**$1.183**	**99.6**	**$257.541**	**$247.349**	**$10.192**	4.0
Contribution to GASB Fund	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Reimbursable Overhead	$(1.157)	$(2.140)	$0.984	85.0	$1.057	$1.163	$(0.106)	(10.1)	$(0.100)	$(0.977)	$0.877	878.7
Labor	**$628.610**	**$619.731**	**$8.878**	**1.4**	**$5.857**	**$2.630**	**$3.227**	**55.1**	**$634.467**	**$622.361**	**$12.105**	1.9
Non-Labor :												
Electric Power	$1.962	$1.774	$0.188	9.6	$0.000	$0.000	-	-	$1.962	$1.774	$0.188	9.6
Fuel	$34.765	$35.864	$(1.098)	(3.2)	$0.000	$0.000	-	-	$34.765	$35.864	$(1.098)	(3.2)
Insurance	$7.480	$7.118	$0.362	4.8	$0.000	$0.000	-	-	$7.480	$7.118	$0.362	4.8
Claims	$66.310	$65.823	$0.487	0.7	$0.000	$0.000	-	-	$66.310	$65.823	$0.487	0.7
Paratransit Service Contracts	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Maintenance and Other Operating Contracts	$32.078	$26.624	$5.454	17.0	$0.000	$0.000	-	-	$32.078	$26.624	$5.454	17.0
Professional Service Contracts	$39.525	$32.886	$6.638	16.8	$0.000	$0.000	-	-	$39.525	$32.886	$6.638	16.8
Materials & Supplies	$38.546	$40.687	$(2.141)	(5.6)	$0.000	$0.000	-	-	$38.546	$40.687	$(2.141)	(5.6)
Other Business Expenses	$6.342	$6.483	$(0.141)	(2.2)	$0.000	$0.000	-	-	$6.342	$6.483	$(0.141)	(2.2)
Non-Labor	**$227.008**	**$217.260**	**$9.748**	**4.3**	**$0.000**	**$0.000**	**-**	**-**	**$227.008**	**$217.260**	**$9.748**	4.3
Other Expense Adjustments:												
Functional Allocations	$14.797	$7.510	$7.286	49.2	$0.053	$0.000	$0.053	100.0	$14.850	$7.510	$7.339	49.4
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$14.797**	**$7.510**	**$7.286**	**49.2**	**$0.053**	**$0.000**	**$0.053**	**100.0**	**$14.850**	**$7.510**	**$7.339**	49.4
Total Expenses before Depreciation and OPEB	**$870.415**	**$844.502**	**$25.913**	**3.0**	**$5.910**	**$2.630**	**$3.280**	**55.5**	**$876.325**	**$847.132**	**$29.193**	3.3
Depreciation	$61.297	$71.953	$(10.656)	(17.4)	$0.000	$0.000	-	-	$61.297	$71.953	$(10.656)	(17.4)
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	209.6	$0.000	$0.000	-	-	$0.001	$(0.001)	$0.002	209.6
GASB 94 PPP and APA	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
GASB 96 SBITA Adjustment	$0.000	$0.008	$(0.008)	-	$0.000	$0.000	-	-	$0.000	$0.008	$(0.008)	-
GASB 101 Compensated Absences	$0.346	$0.348	$(0.002)	(0.6)	$0.000	$0.000	-	-	$0.346	$0.348	$(0.002)	(0.6)
Total Expenses	**$932.059**	**$918.589**	**$13.470**	**1.4**	**$5.910**	**$2.630**	**$3.280**	**55.5**	**$937.969**	**$921.219**	**$16.750**	1.8
OPERATING SURPLUS/DEFICIT	**$(753.130)**	**$(756.171)**	**$(3.041)**	**(0.4)**	**$0.000**	**$0.000**	**$0.000**	**0.0**	**$(753.130)**	**$(756.171)**	**$(3.041)**	(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
OCTOBER 2026
($ in millions)

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH Favorable/ (Unfavorable) Variance $	MONTH %	MONTH Reason for Variance	YEAR TO DATE Favorable/ (Unfavorable) Variance $	YEAR TO DATE %	YEAR TO DATE Reason for Variance
Farebox Revenue	Non Reimb.	$ (3.465)	(18.7)	Primarily due to lower average fare and ridership	$ (14.503)	(8.8)	Primarily due to lower average fare and ridership
Other Operating Income	Non Reimb.	(0.193)	(12.0)	Primarily due to recoveries from insurance, student fare reimbursement, and other contract services	(2.007)	(13.6)	Primarily due to recoveries from insurance, student fare reimbursement, and other contract services
Capital and Other Reimbursements	Reimb.	(0.955)	(100.2)	Primarily due to the timing of reimbursable projects	(3.280)	(55.5)	Primarily due to the timing of reimbursable projects
Payroll	Non Reimb.	0.334	1.1	Primarily due to vacancies partially offset by higher interagency billing.	3.730	1.3	Primarily due to vacancies partially offset by higher interagency billing.
Overtime	Non Reimb.	(1.763)	(20.0)	Primarily due to vacancies	(4.843)	(5.9)	Primarily due to vacancies
Health and Welfare (including OPEB current payment)	Non Reimb.	2.382	16.5	Primarily due to lower than anticipated OPEB and health and welfare benefits	4.507	3.6	Primarily due to lower than anticipated OPEB and health and welfare benefits
Pension	Non Reimb.	0.027	0.5	Minor variance	0.235	0.4	Mainly due to timing of expenses
Other Fringe Benefits	Non Reimb.	0.455	5.9	Primarily due to other fringe benefits adjustments	4.267	6.0	Primarily due to other fringe benefits adjustments
Reimbursable Overhead	Non Reimb.	(0.055)	(99.2)	Mainly due to the timing of reimbursable overhead	0.984	85.0	Mainly due to higher reimbursable overhead
Electric Power	Non Reimb.	0.049	26.8	Minor variance	0.188	9.6	Primarily due to lower than anticipated expenses
Fuel	Non Reimb.	(0.603)	(16.5)	Primarily due to higher diesel price	(1.098)	(3.2)	Primarily due to higher diesel price
Insurance	Non Reimb.	0.101	12.4	Mainly due to timing of expenses	0.362	4.8	Mainly due to timing of expenses
Claims	Non Reimb.	0.059	0.9	Minor variance	0.487	0.7	Mainly due to timing of expenses
Maintenance and Other Operating Contracts	Non Reimb.	1.777	44.5	Mainly due to reclassification of expenses	5.454	17.0	Mainly due to reclassification of expenses
Professional Service Contracts	Non Reimb.	2.027	40.1	Primarily due to deployment of on-board bus technology partially offset by higher inter-agency expenses	6.638	16.8	Primarily due to deployment of on-board bus technology partially offset by higher inter-agency expenses
Materials & Supplies	Non Reimb.	(0.454)	(12.3)	Mainly due to reclassification of expenses	(2.141)	(5.6)	Mainly due to reclassification of expenses
Other Business Expense	Non Reimb.	(0.084)	(12.5)	Minor variance	(0.141)	(2.2)	Minor variance
Payroll	Reimb.	0.598	100.0	Mainly due to vacancies	2.154	59.6	Mainly due to vacancies
Overtime	Reimb.	0.003	-	Minor variance	(0.004)	(362.1)	Minor variance
Reimbursable Overhead	Reimb.	0.106	99.6	Minor variance	(0.106)	(10.1)	Minor variance

MTA BUS COMPANY
July Financial Plan - 2026 Mid_Year
Cash Receipts and Expenditures
Oct 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	**$17.977**	**$15.365**	**$(2.611)**	**(14.5)**	**$161.688**	**$146.753**	**$(14.935)**	**(9.2)**
Other Revenue	**$2.028**	**$1.165**	**$(0.863)**	**(42.6)**	**$19.388**	**$15.849**	**$(3.539)**	**(18.3)**
Capital and Other Reimbursements	$1.339	$0.139	$(1.201)	(89.6)	$8.453	$3.512	$(4.941)	(58.5)
Total Revenue	**$21.344**	**$16.669**	**$(4.676)**	**(21.9)**	**$189.528**	**$166.114**	**$(23.415)**	**(12.4)**
Expenditures								
Labor :								
Payroll	$44.284	$23.127	$21.157	47.8	$340.197	$295.464	$44.732	13.1
Overtime	$11.345	$10.575	$0.770	6.8	$85.019	$87.561	$(2.542)	(3.0)
Total Salaries & Wages	**$55.629**	**$33.701**	**$21.928**	**39.4**	**$425.215**	**$383.025**	**$42.190**	**9.9**
Health and Welfare	$10.473	$13.717	$(3.244)	(31.0)	$117.906	$103.848	$14.058	11.9
OPEB Current Payment	$3.347	$2.690	$0.657	19.6	$29.943	$27.494	$2.449	8.2
Pensions	$6.245	$6.018	$0.227	3.6	$61.011	$60.183	$0.828	1.4
Other Fringe Benefits	$5.777	$3.689	$2.088	36.1	$65.568	$61.648	$3.920	6.0
Total Fringe Benefits	**$25.842**	**$26.115**	**$(0.273)**	**(1.1)**	**$274.428**	**$253.173**	**$21.255**	**7.7**
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	**$81.471**	**$59.816**	**$21.655**	**26.6**	**$699.643**	**$636.198**	**$63.445**	**9.1**
Non-Labor :								
Electric Power	$0.180	$0.134	$0.046	25.7	$1.968	$0.380	$1.587	80.7
Fuel	$3.595	$4.701	$(1.105)	(30.7)	$34.884	$36.702	$(1.818)	(5.2)
Insurance	$1.217	$0.000	$1.217	100.0	$6.668	$1.571	$5.098	76.4
Claims	$8.918	$6.331	$2.587	29.0	$54.643	$33.959	$20.684	37.9
Paratransit Service Contracts	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Maintenance and Other Operating Contracts	$8.549	$3.266	$5.283	61.8	$56.315	$26.754	$29.562	52.5
Professional Service Contracts	$2.151	$4.588	$(2.437)	(113.3)	$39.113	$54.863	$(15.750)	(40.3)
Materials & Supplies	$3.582	$3.804	$(0.222)	(6.2)	$38.255	$41.140	$(2.886)	(7.5)
Other Business Expenses	$0.698	$0.714	$(0.016)	(2.3)	$6.276	$6.195	$0.081	1.3
Non-Labor	**$28.890**	**$23.537**	**$5.353**	**18.5**	**$238.123**	**$201.564**	**$36.558**	**15.4**
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	**$110.361**	**$83.353**	**$27.007**	**24.5**	**$937.766**	**$837.762**	**$100.003**	**10.7**
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	**$110.361**	**$83.353**	**$27.007**	**24.5**	**$937.766**	**$837.762**	**$100.003**	**10.7**
Net Surplus/(Deficit)	**$(89.016)**	**$(66.685)**	**$22.332**	**25.1**	**$(748.237)**	**$(671.649)**	**$76.589**	**10.2**

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
OCTOBER 2026
($ in millions)

Operating Receipts or Disbursements	MONTH Favorable/ (Unfavorable) Variance $	%	Reason for Variance	YEAR TO DATE Favorable/ (Unfavorable) Variance $	%	Reason for Variance
Farebox Revenue	$ (2.611)	(14.5)	Primarily due to lower average fare and ridership	$ (14.935)	(9.2)	Primarily due to lower average fare and ridership
Other Operating Revenue	(0.863)	(42.6)	Primarily due to recoveries from insurance, student fare reimbursement, and other contract services	(3.539)	(18.3)	Primarily due to recoveries from insurance, student fare reimbursement, and other contract services
Capital and Other Reimbursements	(1.201)	(89.6)	Mainly due to the timing of reimbursements	(4.941)	(58.5)	Mainly due to the timing of reimbursements
Payroll	21.157	47.8	Primarily due to the timing of payroll payments and vacancies	44.732	13.1	Primarily due to the timing of payroll payments, inter-agency billing, retroactive wage adjustment (RWA) payments, and vacancies
Overtime	0.770	6.8	Primarily due to timing of payments	(2.542)	(3.0)	Primarily due to vacancies
Health and Welfare (including OPEB current payment)	(2.587)	(18.7)	Primarily due to prior-period payments.	16.507	11.2	Primarily due to lower than anticipated OPEB, health and welfare benefits, and timing of payments
Pension	0.227	3.6	Mainly due to the timing of payments	0.828	1.4	Mainly due to the timing of payments
Other Fringe Benefits	2.088	36.1	Primarily due to payroll-related expenses partially offset by higher workers' compensation expenses	3.920	6.0	Mainly due to the timing of inter-agency payments and vacancies partially offset by higher workers' compensation expenses
Electric Power	0.046	25.7	Minor variance	1.587	80.7	Primarily due to lower than anticipated expenses
Fuel	(1.105)	(30.7)	Primarily due to higher diesel price	(1.818)	(5.2)	Primarily due to higher diesel price
Insurance	1.217	100.0	Mainly due to the timing of expenses	5.098	76.4	Mainly due to the timing of expenses
Claims	2.587	29.0	Mainly due to the timing of expenses	20.684	37.9	Mainly due to the timing of expenses
Maintenance and Other Operating Contracts	5.283	61.8	Mainly due to the adjustment of expenses	29.562	52.5	Mainly due to the adjustment of expenses
Professional Service Contracts	(2.437)	(113.3)	Primarily due to prior-period inter-agency payments	(15.750)	(40.3)	Primarily due to prior-period inter-agency payments
Materials & Supplies	(0.222)	(6.2)	Mainly due to the adjustment of expenses	(2.886)	(7.5)	Mainly due to the adjustment of expenses
Other Business Expenditure	(0.016)	(2.3)	Minor variance	0.081	1.3	Minor variance

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MTA BUS COMPANY
July Financial Plan - 2026 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Oct 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	**$(0.531)**	**$0.322**	**$0.853**	**160.6**	**$(2.450)**	**$(2.882)**	**$(0.432)**	**(17.6)**
Other Revenue	**$0.410**	**$(0.260)**	**$(0.670)**	**(163.4)**	**$4.597**	**$3.065**	**$(1.532)**	**(33.3)**
Capital and Other Reimbursements	$0.386	$0.135	$(0.251)	(64.9)	$2.542	$0.877	$(1.666)	(65.5)
Total Revenue	**$0.265**	**$0.198**	**$(0.068)**	**(25.5)**	**$4.689**	**$1.060**	**$(3.629)**	**(77.4)**
Expenses								
Labor :								
Payroll	$(14.537)	$5.688	$20.226	139.1	$(45.885)	$(7.036)	$38.849	84.7
Overtime	$(2.530)	$0.000	$2.530	100.0	$(2.305)	$0.000	$2.305	100.0
Total Salaries & Wages	**$(17.068)**	**$5.688**	**$22.756**	**133.3**	**$(48.189)**	**$(7.036)**	**$41.154**	**85.4**
Health and Welfare	$0.789	$(4.381)	$(5.170)	(655.1)	$(21.264)	$(10.424)	$10.840	51.0
OPEB Current Payment	$0.038	$0.000	$(0.038)	(100.0)	$0.026	$0.000	$(0.026)	(100.0)
Pensions	$(0.353)	$(0.154)	$0.199	56.5	$(1.459)	$(0.867)	$0.592	40.6
Other Fringe Benefits	$1.901	$3.534	$1.633	85.9	$5.810	$5.467	$(0.343)	(5.9)
Total Fringe Benefits	**$2.376**	**$(1.000)**	**$(3.376)**	**(142.1)**	**$(16.887)**	**$(5.824)**	**$11.063**	**65.5**
Contribution to GASB Fund	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Reimbursable Overhead	$0.051	$0.000	$(0.051)	(100.0)	$(0.100)	$(0.977)	$(0.877)	(878.7)
Labor	**$(14.641)**	**$4.688**	**$19.329**	**132.0**	**$(65.176)**	**$(13.837)**	**$51.340**	**78.8**
Non-Labor :								
Electric Power	$0.003	$0.000	$(0.003)	(100.0)	$(0.005)	$1.394	$1.399	-
Fuel	$0.059	$(0.444)	$(0.502)	(855.5)	$(0.118)	$(0.838)	$(0.720)	(607.3)
Insurance	$(0.406)	$0.710	$1.116	274.9	$0.812	$5.547	$4.735	583.1
Claims	$(2.231)	$0.297	$2.528	113.3	$11.667	$31.864	$20.198	173.1
Paratransit Service Contracts	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Maintenance and Other Operating Contracts	$(4.558)	$(1.052)	$3.506	76.9	$(24.237)	$(0.130)	$24.108	99.5
Professional Service Contracts	$2.903	$(1.562)	$(4.464)	(153.8)	$0.412	$(21.977)	$(22.389)	-
Materials & Supplies	$0.118	$0.350	$0.233	198.0	$0.291	$(0.453)	$(0.745)	(255.6)
Other Business Expenses	$(0.028)	$0.040	$0.068	242.4	$0.066	$0.288	$0.223	338.7
Non-Labor	**$(4.141)**	**$(1.660)**	**$2.481**	**59.9**	**$(11.114)**	**$15.696**	**$26.810**	**241.2**
Other Expense Adjustments:								
Functional Allocations	$2.475	$1.271	$(1.204)	(48.7)	$14.850	$7.510	$(7.339)	(49.4)
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$2.475**	**$1.271**	**$(1.204)**	**(48.7)**	**$14.850**	**$7.510**	**$(7.339)**	**(49.4)**
Total Expenses before Depreciation and OPEB	**$(16.308)**	**$4.298**	**$20.606**	**126.4**	**$(61.441)**	**$9.370**	**$70.810**	**115.2**
Depreciation	$5.351	$7.695	$2.344	43.8	$61.297	$71.953	$10.656	17.4
GASB 49 Environmental Remediation	$0.000	$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	$0.000	$0.000	$0.000	(170.7)	$0.001	$(0.001)	$(0.002)	(209.6)
GASB 94 PPP and APA	$0.000	$0.000	-	-	$0.000	$0.000	-	-
GASB 96 SBITA Adjustment	$0.000	$0.000	$0.000	-	$0.000	$0.008	$0.008	-
GASB 101 Compensated Absences	$0.034	$0.035	$0.000	1.2	$0.346	$0.348	$0.002	0.6
Total Expenditures	**$(10.922)**	**$12.028**	**$22.950**	**210.1**	**$0.204**	**$83.457**	**$83.253**	**-**
Total Cash Conversion Adjustments	**$(10.657)**	**$12.225**	**$22.882**	**214.7**	**$4.893**	**$84.517**	**$79.624**	**-**

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
OCTOBER 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	2,471	(2)
Office of the Executive VP	3	2	1
Safety & Training	71	116	(45)
Road Operations	128	116	12
Transportation Support	38	35	3
Operations Planning	33	24	9
Revenue Control	6	5	1
Total Operations	**2,748**	**2,769**	**(21)**
Maintenance			
Buses	728	694	34
Maintenance Support/CMF	228	200	28
Facilities	87	62	25
Supply Logistics	3	2	1
Total Maintenance	**1,046**	**958**	**88**
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**	**3,791**	**94**
Non-Reimbursable	3,848	3,764	84
Reimbursable	37	27	10
Total Full-Time	**3,867**	**3,791**	**76**
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
OCTOBER 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	38	6
Operational Hourlies	2,379	2,426	(47)
Total Operations	**2,748**	**2,769**	**(21)**
Maintenance			
Managers/Supervisors	219	198	21
Professional, Technical, Clerical	32	23	9
Operational Hourlies	795	737	58
Total Maintenance	**1,046**	**958**	**88**
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	531	58
Professional, Technical, Clerical	122	97	25
Operational Hourlies	3,174	3,163	11
Total Baseline Positions	**3,885**	**3,791**	**94**

Farebox Revenue Report Highlights

Month of October

MTABC October 2026 farebox revenue of $15.0 million was $3.5 million (18.7%) below the Forecast, primarily due to lower average fare.

Year-to-Date

MTABC Year-to-Date farebox revenue was $149.6 million, which was $14.5 million (8.8%) below the Forecast due to lower average fare and ridership.

MTA BUS COMPANY
July Financial Plan - 2026 Mid_Year
Ridership (Utilization) Actual to Budget
Oct 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	8.583	8.018	(0.565)	(6.6)	74.666	71.939	(2.727)	(3.7)
Total Ridership	**8.583**	**8.018**	**(0.565)**	**(6.6)**	**74.666**	**71.939**	**(2.727)**	**(3.7)**
FareBox Revenue								
Farebox Revenue	$18.508	$15.043	$(3.465)	(18.7)	$164.138	$149.635	$(14.503)	(8.8)
Total Farebox Revenue	**$18.508**	**$15.043**	**$(3.465)**	**(18.7)**	**$164.138**	**$149.635**	**$(14.503)**	**(8.8)**

Note: Totals may not add due to rounding

Staten Island Railway

Financial and Ridership Reports – October 2026

Financial Report Highlights

Year-to-Date Forecast Performance Summary

- Total revenues of $9.457 million were $1.773 million (15.8%) lower than the Mid-Year Forecast. This unfavorable variance was primarily attributed to the timing of $2.270 million in capital and other reimbursements, partially offset by other operating revenues of $0.497 million.
- Total paid ridership was 2.022 million, 0.9% higher than the Forecast.
- Total expenses of $104.732 million including non-cash liabilities were $5.259 million (5.3%) higher than the Forecast. The primary driver of this unfavorable variance was due to higher depreciation expense of $11.376 million and higher labor expense of $2.507 million, partially offset by lower non-labor expenses of $8.623 million.
- At the end of October, the total headcount was 401, which was 43 positions lower than the Forecast of 444. Non-reimbursable positions were 392, which was 2 positions higher than the Forecast of 390, and reimbursable were 44 positions lower than the Forecast.
- October YTD non-reimbursable operating results were favorable to the Forecast by $3.846 million or 5.0%. Non-reimbursable revenues for October were $0.497 million (9.5%) favorable to the Forecast primarily due to higher other revenue of $0.622 million (32.8%). 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 $7.529 million (8.1%).

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

($ in Millions)

	Fcst	SIR Actual	Variance
Total Revenue	**$5.229**	**$5.725**	**$0.496**
Farebox Revenue	$3.332	$3.206	($0.126)
Other Revenue	$1.897	$2.519	$0.622
Total Expense	**$77.122**	**$73.275**	**$3.847**
Labor Expenses	$54.216	$59.065	($4.849)
Non-Labor Expenses	$22.906	$14.210	$8.696
Non-Cash Liabilities	**$16.350**	**$27.726**	**($11.376)**
Net Surplus/(Deficit) - Accrued	**($88.243)**	**($95.276)**	**($7.033)**

Revenues

- **Farebox Revenue** variance was $0.126 million (3.8%) unfavorable compared to the Forecast due to lower average fare. Total paid ridership was 2.022 million, which was 0.9% higher than the Forecast.
- **Other Operating Revenue** was favorable by $0.622 million (32.8%) due to timing of school fare reimbursement and advertising revenues.

Expenses

Labor Expenses: $4.849 million (8.9%) unfavorable

- **Payroll** was $0.126 million (0.4%) favorable due to lower than anticipated sick expenses.
- **Overtime** was $0.439 million (11.4%) favorable due to excess positions.
- **Other Fringe Benefits** were $1.931 million (98.3%) unfavorable due to timing of fringe benefit adjustments.
- **Health & Welfare incl. OPEB Current Payments** were $3.320 million (28.2%) unfavorable due to timing of H&W payments.
- **Pension** was $0.164 million (2.1%) unfavorable primarily due to timing of pension contributions.

Non-Labor Expenses: $8.696 million (38.0%) favorable

- **Maintenance and Other Operating Contracts** were $6.256 million (68.4%) favorable due to timing of non-revenue facility roof replacement.
- **Electric Power** was $1.431 million (22.5%) favorable due to lower than anticipated expenses.
- **Professional Services Contracts** were $1.027 million (40.7%) favorable due to the timing of expenses for the Cyber Security project.
- **Claims** were $0.335 million (48.9%) favorable due to the timing of expenses.
- **Other Business Expenses** were $0.310 million (48.5%) favorable due to timing of expenses.
- **Fuel** were $0.142 million (34.3%) favorable due to lower than anticipated expenses.
- **Materials and Supplies** were $0.403 million (30.0%) unfavorable primarily due to higher than anticipated repairs and maintenance.
- **Insurance** was $0.403 million (22.6%) unfavorable due to timing of expenses.

Depreciation and Other: $11.376 million (69.6%) which is unfavorable due to higher than anticipated depreciation expense.

Staffing Levels

- Total headcount at the end of October was 401, which was 43 lower than the Forecast.
- The largest number of vacancies were in Operations (24 positions).
- Over 100.0% of the vacancies were in the operational hourlies category.

Overtime

- Total overtime was $0.286 million (6.2%) favorable. Non-reimbursable was $0.439 million (11.4%) favorable and reimbursable was $0.153 million (19.6%) unfavorable.

Financial Metrics

- The year-to-date October Farebox Operating Ratio was 6.2%, which is favorable to the Forecast by 0.6 percentage point mainly due to higher farebox revenues and lower operating expenses.
- The year-to-date October Cost per Passenger was $36.24, which is favorable to the Forecast by $2.30 per passenger, primarily due to lower operating expenses.
- The year-to-date October Revenue per Passenger was $2.25, which is favorable to the Forecast by $0.10 per passenger due to higher farebox revenues.

MTA STATEN ISLAND RAILWAY

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

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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	$0.392	$0.352	$(0.040)	(10.3)	$0.000	$0.000	-	-	$0.392	$0.352	$(0.040)	(10.3)
Other Revenue	$0.186	$0.282	$0.096	51.5	$0.000	$0.000	-	-	$0.186	$0.282	$0.096	51.5
Capital and Other Reimbursements	$0.000	$0.000	-	-	$0.898	$0.318	$(0.580)	(64.6)	$0.898	$0.318	$(0.580)	(64.6)
Total Revenue	**$0.578**	**$0.633**	**$0.055**	**9.6**	**$0.898**	**$0.318**	**$(0.580)**	**(64.6)**	**$1.476**	**$0.951**	**$(0.525)**	(35.6)
Expenses												
Labor :												
Payroll	$2.894	$2.901	$(0.007)	(0.2)	$0.550	$0.119	$0.431	78.3	$3.444	$3.020	$0.424	12.3
Overtime	$0.448	$0.276	$0.172	38.3	$0.085	$0.050	$0.035	41.1	$0.533	$0.326	$0.207	38.8
Total Salaries & Wages	**$3.342**	**$3.177**	**$0.165**	**4.9**	**$0.636**	**$0.170**	**$0.466**	**73.3**	**$3.977**	**$3.347**	**$0.630**	15.9
Health and Welfare	$0.932	$1.295	$(0.363)	(39.0)	$0.000	$0.000	$0.000	-	$0.932	$1.295	$(0.363)	(39.0)
OPEB Current Payment	$0.265	$0.518	$(0.253)	(95.7)	$0.000	$0.000	$0.000	-	$0.265	$0.518	$(0.253)	(95.7)
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	$(0.001)	$0.517	$(0.519)	-	$0.264	$0.104	$0.160	60.7	$0.263	$0.621	$(0.358)	(136.5)
Total Fringe Benefits	**$1.946**	**$3.114**	**$(1.168)**	**(60.0)**	**$0.264**	**$0.104**	**$0.160**	**60.7**	**$2.210**	**$3.217**	**$(1.008)**	(45.6)
Contribution to GASB Fund	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Reimbursable Overhead	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Labor	**$5.287**	**$6.291**	**$(1.003)**	**(19.0)**	**$0.900**	**$0.274**	**$0.626**	**69.6**	**$6.187**	**$6.564**	**$(0.377)**	(6.1)
Non-Labor :												
Electric Power	$0.569	$0.277	$0.292	51.3	$0.000	$0.000	-	-	$0.569	$0.277	$0.292	51.3
Fuel	$0.044	$0.026	$0.018	41.3	$0.000	$0.000	-	-	$0.044	$0.026	$0.018	41.3
Insurance	$0.261	$0.215	$0.045	17.4	$0.000	$0.000	-	-	$0.261	$0.215	$0.045	17.4
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	$1.511	$0.626	$0.885	58.5	$0.000	$0.000	-	-	$1.511	$0.626	$0.885	58.5
Professional Service Contracts	$0.379	$0.368	$0.011	2.9	$(0.002)	$0.003	$(0.004)	(238.2)	$0.377	$0.370	$0.007	1.8
Materials & Supplies	$0.111	$(0.237)	$0.349	313.6	$0.000	$0.042	$(0.042)	-	$0.111	$(0.196)	$0.307	276.2
Other Business Expenses	$0.071	$0.051	$0.020	28.4	$0.000	$0.000	-	-	$0.071	$0.051	$0.020	28.4
Non-Labor	**$3.049**	**$1.361**	**$1.687**	**55.4**	**$(0.002)**	**$0.044**	**$(0.046)**	-	**$3.047**	**$1.405**	**$1.642**	53.9
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	**$8.336**	**$7.652**	**$0.684**	**8.2**	**$0.898**	**$0.318**	**$0.580**	**64.6**	**$9.234**	**$7.969**	**$1.264**	13.7
Depreciation	$0.610	$2.868	$(2.258)	(369.9)	$0.000	$0.000	-	-	$0.610	$2.868	$(2.258)	(369.9)
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	**$8.932**	**$10.537**	**$(1.605)**	**(18.0)**	**$0.898**	**$0.318**	**$0.580**	**64.6**	**$9.830**	**$10.855**	**$(1.025)**	(10.4)
OPERATING SURPLUS/DEFICIT	**$(8.354)**	**$(9.904)**	**$(1.550)**	**(18.6)**	**$0.000**	**$0.000**	**$0.000**	-	**$(8.354)**	**$(9.904)**	**$(1.550)**	(18.6)

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 - Oct 2026
($ in Millions)

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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	$3.332	$3.206	$(0.125)	(3.8)	$0.000	$0.000	-	-	$3.332	$3.206	$(0.125)	(3.8)
Other Revenue	$1.897	$2.519	$0.622	32.8	$0.000	$0.000	-	-	$1.897	$2.519	$0.622	32.8
Capital and Other Reimbursements	$0.000	$0.000	-	-	$6.001	$3.731	$(2.270)	(37.8)	$6.001	$3.731	$(2.270)	(37.8)
Total Revenue	**$5.229**	**$5.726**	**$0.497**	**9.5**	**$6.001**	**$3.731**	**$(2.270)**	**(37.8)**	**$11.229**	**$9.457**	**$(1.773)**	(15.8)
Expenses												
Labor :												
Payroll	$28.970	$28.844	$0.126	0.4	$3.253	$1.162	$2.091	64.3	$32.223	$30.006	$2.217	6.9
Overtime	$3.853	$3.414	$0.439	11.4	$0.781	$0.934	$(0.153)	(19.6)	$4.634	$4.348	$0.286	6.2
Total Salaries & Wages	**$32.822**	**$32.257**	**$0.565**	**1.7**	**$4.034**	**$2.097**	**$1.938**	**48.0**	**$36.857**	**$34.354**	**$2.503**	6.8
Health and Welfare	$8.991	$11.445	$(2.454)	(27.3)	$0.000	$0.000	$0.000	-	$8.991	$11.445	$(2.454)	(27.3)
OPEB Current Payment	$2.771	$3.636	$(0.866)	(31.2)	$0.000	$0.000	$0.000	-	$2.771	$3.636	$(0.866)	(31.2)
Pensions	$7.667	$7.831	$(0.164)	(2.1)	$0.000	$0.000	$0.000	-	$7.667	$7.831	$(0.164)	(2.1)
Other Fringe Benefits	$1.964	$3.896	$(1.931)	(98.3)	$1.963	$1.558	$0.405	20.6	$3.927	$5.454	$(1.527)	(38.9)
Total Fringe Benefits	**$21.393**	**$26.808**	**$(5.415)**	**(25.3)**	**$1.963**	**$1.558**	**$0.405**	**20.6**	**$23.356**	**$28.366**	**$(5.010)**	(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	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Labor	**$54.216**	**$59.065**	**$(4.850)**	**(8.9)**	**$5.997**	**$3.655**	**$2.343**	**39.1**	**$60.213**	**$62.720**	**$(2.507)**	(4.2)
Non-Labor :												
Electric Power	$6.372	$4.940	$1.431	22.5	$0.000	$0.000	-	-	$6.372	$4.940	$1.431	22.5
Fuel	$0.415	$0.273	$0.142	34.3	$0.000	$0.000	-	-	$0.415	$0.273	$0.142	34.3
Insurance	$1.782	$2.185	$(0.403)	(22.6)	$0.000	$0.000	-	-	$1.782	$2.185	$(0.403)	(22.6)
Claims	$0.684	$0.349	$0.335	48.9	$0.000	$0.000	-	-	$0.684	$0.349	$0.335	48.9
Paratransit Service Contracts	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Maintenance and Other Operating Contracts	$9.147	$2.891	$6.256	68.4	$0.000	$0.000	-	-	$9.147	$2.891	$6.256	68.4
Professional Service Contracts	$2.524	$1.497	$1.027	40.7	$0.004	$0.025	$(0.021)	(582.4)	$2.527	$1.522	$1.006	39.8
Materials & Supplies	$1.343	$1.745	$(0.403)	(30.0)	$0.000	$0.051	$(0.051)	-	$1.343	$1.797	$(0.454)	(33.8)
Other Business Expenses	$0.640	$0.330	$0.310	48.5	$0.000	$0.000	-	-	$0.640	$0.330	$0.310	48.5
Non-Labor	**$22.906**	**$14.210**	**$8.696**	**38.0**	**$0.004**	**$0.076**	**$(0.072)**	-	**$22.910**	**$14.286**	**$8.623**	37.6
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	**$77.122**	**$73.276**	**$3.846**	**5.0**	**$6.001**	**$3.731**	**$2.270**	**37.8**	**$83.123**	**$77.006**	**$6.116**	7.4
Depreciation	$16.279	$27.478	$(11.199)	(68.8)	$0.000	$0.000	-	-	$16.279	$27.478	$(11.199)	(68.8)
GASB 49 Environmental Remediation	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
GASB 68 Pension Adjustment	$0.000	$0.000	$0.000	-	$0.000	$0.000	-	-	$0.000	$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	$0.028	$0.113	$(0.085)	(300.2)	$0.000	$0.000	-	-	$0.028	$0.113	$(0.085)	(300.2)
GASB 94 PPP and APA	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
GASB 96 SBITA Adjustment	$0.043	$0.135	$(0.092)	(215.4)	$0.000	$0.000	-	-	$0.043	$0.135	$(0.092)	(215.4)
GASB 101 Compensated Absences	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Total Expenses	**$93.472**	**$101.001**	**$(7.529)**	**(8.1)**	**$6.001**	**$3.731**	**$2.270**	**37.8**	**$99.473**	**$104.732**	**$(5.259)**	(5.3)
OPERATING SURPLUS/DEFICIT	**$(88.243)**	**$(95.275)**	**$(7.032)**	**(8.0)**	**$0.000**	**$0.000**	**$0.000**	-	**$(88.243)**	**$(95.275)**	**$(7.032)**	(8.0)

Note: Totals may not add due to rounding

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

DataSource: TRANSIT RPTNG
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
OCT 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.	(0.040)	(10.3)	Unfavorable due to lower average fare	(0.125)	(3.8)	Unfavorable due to lower average fare
Other Revenue	Non Reimb.	0.096	51.5	Favorable due to timing of school fare and insurance reimbursements	0.622	32.8	Favorable due to timing of school fare reimbursement and advertising revenues
Payroll	Non Reimb.	(0.007)	(0.2)	Minor variance	0.126	0.4	Favorable due to lower than anticipated sick payments
Overtime	Non Reimb.	0.172	38.3	Favorable due to excess positions	0.439	11.4	Favorable due to excess positions
Health and Welfare (including OPEB current payment)	Non Reimb.	(0.616)	(51.5)	Unfavorable primarily due to higher than anticipated H&W payments	(3.320)	(28.2)	Unfavorable primarily due to higher than anticipated H&W payments
Pension	Non Reimb.	(0.033)	(4.4)	Primarily due to timing of pension contributions	(0.164)	(2.1)	Primarily due to timing of pension contributions
Other Fringe Benefits	Non Reimb.	(0.519)	-	Primarily due to timing of fringe benefit adjustments	(1.931)	(98.3)	Primarily due to timing of fringe benefit adjustments
Electric Power	Non Reimb.	0.292	51.3	Favorable due to lower than anticipated expenses	1.431	22.5	Favorable due to lower than anticipated expenses
Fuel	Non Reimb.	0.018	41.3	Favorable due to lower than anticipated expenses	0.142	34.3	Favorable due to lower than anticipated expenses
Insurance	Non Reimb.	0.045	17.4	Favorable due to timing of expenses	(0.403)	(22.6)	Unfavorable due to timing of expenses
Claims	Non Reimb.	0.067	65.7	Favorable due to timing of expenses	0.335	48.9	Favorable due to timing of expenses
Maintenance & Other Operating Contracts	Non Reimb.	0.885	58.5	Favorable due to timing of non-rev facility roof restoration	6.256	68.4	Favorable due to timing of non-rev facility roof restoration
Professional Service Contracts	Non Reimb.	0.011	2.9	Minor Variance	1.027	40.7	Favorable primarily due to the timing of expenses for Cyber Security project
Materials and Supplies	Non Reimb.	0.349	313.6	Favorable primarily due to reclassification adjustments	(0.403)	(30.0)	Unfavorable primarily due to higher than anticipated repairs and maintenance
Other Business Expenses	Non Reimb.	0.020	28.4	Favorable due to timing of expenses	0.310	48.5	Favorable due to timing of expenses
Payroll	Reimb.	0.431	78.3	Favorable due to vacancies	2.091	64.3	Favorable due to vacancies
Overtime	Reimb.	0.035	41.1	Minor Variance	(0.153)	(19.6)	Unfavorable due to vacancies
Other Fringe Benefits	Reimb.	0.160	60.7	Favorable due to timing of misc. fringe benefits adjustments	0.405	20.6	Favorable due to timing of misc. fringe benefits adjustments
Professional Service Contracts	Reimb.	(0.004)	(238.2)	Minor Variance	(0.021)	(582.4)	Minor Variance
Materials and Supplies	Reimb.	(0.042)	-	Minor Variance	(0.051)	-	Minor Variance

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2026 Mid_Year
Cash Receipts and Expenditures
Oct 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	**$0.392**	**$0.329**	**$(0.063)**	**(16.2)**	**$3.280**	**$3.155**	**$(0.125)**	**(3.8)**
Other Revenue	**$0.344**	**$0.115**	**$(0.228)**	**(66.4)**	**$2.572**	**$2.766**	**$0.193**	**7.5**
Capital and Other Reimbursements	$0.898	$0.115	$(0.783)	(87.2)	$5.939	$4.598	$(1.341)	(22.6)
Total Revenue	**$1.634**	**$0.559**	**$(1.074)**	**(65.8)**	**$11.791**	**$10.519**	**$(1.272)**	**(10.8)**
Expenditures								
Labor :								
Payroll	$2.817	$2.265	$0.551	19.6	$29.135	$26.364	$2.771	9.5
Overtime	$0.533	$0.326	$0.207	38.8	$4.971	$4.685	$0.286	5.7
Total Salaries & Wages	**$3.350**	**$2.592**	**$0.758**	**22.6**	**$34.106**	**$31.049**	**$3.057**	**9.0**
Health and Welfare	$0.821	$2.259	$(1.439)	(175.3)	$9.214	$15.228	$(6.014)	(65.3)
OPEB Current Payment	$0.332	$0.793	$(0.461)	(138.6)	$2.635	$2.749	$(0.114)	(4.3)
Pensions	$0.750	$0.783	$(0.033)	(4.4)	$7.667	$7.831	$(0.164)	(2.1)
Other Fringe Benefits	$0.255	$0.197	$0.058	22.9	$2.506	$2.344	$0.162	6.5
Total Fringe Benefits	**$2.158**	**$4.032**	**$(1.874)**	**(86.8)**	**$22.022**	**$28.151**	**$(6.129)**	**(27.8)**
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	-	-
Labor	**$5.508**	**$6.624**	**$(1.116)**	**(20.3)**	**$56.129**	**$59.201**	**$(3.072)**	**(5.5)**
Non-Labor :								
Electric Power	$0.554	$0.290	$0.264	47.7	$6.402	$5.258	$1.144	17.9
Fuel	$0.037	$0.023	$0.014	38.5	$0.431	$0.323	$0.107	24.9
Insurance	$0.292	$0.012	$0.280	95.8	$1.720	$1.874	$(0.154)	(9.0)
Claims	$0.069	$0.000	$0.069	99.8	$0.363	$0.019	$0.344	94.8
Paratransit Service Contracts	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Maintenance and Other Operating Contracts	$1.476	$0.377	$1.099	74.4	$9.217	$2.881	$6.336	68.7
Professional Service Contracts	$0.112	$0.235	$(0.123)	(110.1)	$3.258	$3.398	$(0.140)	(4.3)
Materials & Supplies	$0.065	$0.546	$(0.481)	(735.5)	$1.434	$2.549	$(1.114)	(77.7)
Other Business Expenses	$(0.894)	$0.028	$(0.922)	(103.2)	$2.370	$7.008	$(4.638)	(195.7)
Non-Labor	**$1.711**	**$1.512**	**$0.199**	**11.6**	**$25.195**	**$23.309**	**$1.886**	**7.5**
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	**$7.219**	**$8.136**	**$(0.917)**	**(12.7)**	**$81.323**	**$82.510**	**$(1.187)**	**(1.5)**
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	**$7.219**	**$8.136**	**$(0.917)**	**(12.7)**	**$81.323**	**$82.510**	**$(1.187)**	**(1.5)**
Net Surplus/(Deficit)	**$(5.585)**	**$(7.576)**	**$(1.991)**	**(35.7)**	**$(69.532)**	**$(71.991)**	**$(2.459)**	**(3.5)**

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
OCT 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	(0.063)	(16.2)	Unfavorable due to lower average fare	(0.125)	(3.8)	Unfavorable due to lower than anticipated ridership
Other Revenue	(0.228)	(66.4)	Favorable due to timing of school fare and insurance reimbursements	0.193	7.5	Favorable due to timing of school fare reimbursement and advertising revenues
Capital and Other Reimbursements	(0.783)	(87.2)	Timing of reimbursable charges	(1.341)	(22.6)	Timing of reimbursable charges
Payroll	0.551	19.6	Favorable due to lower than anticipated sick payments	2.771	9.5	Favorable due to lower than anticipated sick payments
Overtime	0.207	38.8	Favorable due to excess positions	0.286	5.7	Favorable due to excess positions
Health and Welfare (including OPEB current payment)	(1.900)	(164.8)	Unfavorable due to lower than anticipated H&W payments	(6.128)	(51.7)	Unfavorable due to lower than anticipated H&W payments
Other Fringe Benefits	0.058	22.9	Primarily due to timing of fringe benefit adjustments	0.162	6.5	Primarily due to timing of fringe benefit adjustments
Electric Power	0.264	47.7	Favorable due to lower than anticipated expenses	1.144	17.9	Favorable due to lower than anticipated expenses
Maintenance Contracts	1.099	74.4	Favorable due to timing of non-rev facility roof restoration	6.336	68.7	Favorable due to timing of non-rev facility roof restoration
Professional Services Contracts	(0.123)	(110.1)	Favorable primarily due to the timing of expenses for Cyber Security project	(0.140)	(4.3)	Unfavorable primarily due to the timing of expenses
Materials & Supplies	(0.481)	(735.5)	Unfavorable primarily due to higher than anticipated repairs and maintenance	(1.114)	(77.7)	Unfavorable primarily due to higher than anticipated repairs and maintenance
Other Business Expenses	(0.922)	(103.2)	Unfavorable due to timing of expenses	(4.638)	(195.7)	Unfavorable due to timing of expenses

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2026 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Oct 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	**$0.000**	**$(0.023)**	**$(0.023)**	**-**	**$(0.052)**	**$(0.051)**	**$0.000**	**0.9**
Other Revenue	**$0.158**	**$(0.166)**	**$(0.324)**	**(205.2)**	**$0.675**	**$0.246**	**$(0.429)**	**(63.6)**
Capital and Other Reimbursements	$0.000	$(0.203)	$(0.203)	-	$(0.062)	$0.867	$0.929	-
Total Revenue	**$0.158**	**$(0.392)**	**$(0.550)**	**(348.4)**	**$0.561**	**$1.062**	**$0.501**	**89.2**
Expenses								
Labor :								
Payroll	$0.628	$0.755	$0.127	20.3	$3.088	$3.642	$0.554	17.9
Overtime	$0.000	$0.000	$0.000	-	$(0.337)	$(0.337)	$0.000	0.0
Total Salaries & Wages	**$0.628**	**$0.755**	**$0.127**	**20.3**	**$2.750**	**$3.304**	**$0.554**	**20.1**
Health and Welfare	$0.111	$(0.964)	$(1.075)	(967.2)	$(0.222)	$(3.783)	$(3.560)	-
OPEB Current Payment	$(0.068)	$(0.275)	$(0.207)	(306.8)	$0.135	$0.887	$0.752	556.7
Pensions	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Other Fringe Benefits	$0.008	$0.425	$0.417	-	$1.421	$3.110	$1.689	118.8
Total Fringe Benefits	**$0.051**	**$(0.814)**	**$(0.866)**	**-**	**$1.334**	**$0.215**	**$(1.119)**	**(83.9)**
Contribution to GASB Fund	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Reimbursable Overhead	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Labor	**$0.679**	**$(0.060)**	**$(0.739)**	**(108.8)**	**$4.084**	**$3.519**	**$(0.565)**	**(13.8)**
Non-Labor :								
Electric Power	$0.015	$(0.013)	$(0.028)	(187.3)	$(0.030)	$(0.317)	$(0.288)	(963.2)
Fuel	$0.008	$0.004	$(0.004)	(54.4)	$(0.016)	$(0.051)	$(0.035)	(222.5)
Insurance	$(0.031)	$0.203	$0.234	754.3	$0.062	$0.311	$0.249	400.5
Claims	$0.033	$0.035	$0.002	5.3	$0.321	$0.330	$0.009	2.9
Paratransit Service Contracts	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Maintenance and Other Operating Contracts	$0.035	$0.249	$0.214	611.1	$(0.070)	$0.010	$0.080	114.7
Professional Service Contracts	$0.265	$0.135	$(0.130)	(49.0)	$(0.731)	$(1.876)	$(1.145)	(156.7)
Materials & Supplies	$0.046	$(0.742)	$(0.788)	-	$(0.092)	$(0.752)	$(0.660)	(721.1)
Other Business Expenses	$0.965	$0.023	$(0.943)	(97.7)	$(1.730)	$(6.678)	$(4.948)	(286.0)
Non-Labor	**$1.336**	**$(0.107)**	**$(1.443)**	**(108.0)**	**$(2.285)**	**$(9.023)**	**$(6.738)**	**(294.9)**
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	**$2.015**	**$(0.166)**	**$(2.181)**	**(108.2)**	**$1.799**	**$(5.504)**	**$(7.303)**	**(405.9)**
Depreciation	$0.610	$2.868	$2.258	369.9	$16.279	$27.478	$11.199	68.8
GASB 49 Environmental Remediation	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
GASB 68 Pension Adjustment	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
GASB 75 OPEB Expense Adjustment	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
GASB 87 Lease Adjustment	$(0.014)	$(0.002)	$0.013	89.4	$0.028	$0.113	$0.085	300.2
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	$0.135	$0.092	215.4
GASB 101 Compensated Absences	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Total Expenditures	**$2.611**	**$2.719**	**$0.108**	**4.1**	**$18.150**	**$22.222**	**$4.072**	**22.4**
Total Cash Conversion Adjustments	**$2.769**	**$2.327**	**$(0.441)**	**(15.9)**	**$18.711**	**$23.284**	**$4.573**	**24.4**

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

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

Function/Departments	Forecast Mid Year	Actual	Favorable (Unfavorable) Variance
Administration			
Executive	8	6	2
General Office	20	22	(2)
Purchasing/Stores	4	4	0
Total Administration	**32**	**32**	**0**
Operations			
Transportation	166	142	24
Total Operations	**166**	**142**	**24**
Maintenance			
Mechanical	61	60	1
Electronics/Electrical	25	25	0
Power/Signals	33	33	0
Maintenance of Way	92	73	19
Infrastructure	29	29	0
Total Maintenance	**240**	**220**	**20**
Engineering/Capital			
Capital Project Support	6	7	(1)
Total Engineering Capital	**6**	**7**	**(1)**
Total Positions	**444**	**401**	**43**
Non-Reimbursable	390	392	(2)
Reimbursable	54	10	44
Total Full-Time	444	398	46
Total Full-Time-Equivalents	0	3	(3)

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
OCT 2026

Function/Occupation	Forecast Mid Year	Actual	Favorable/ (Unfavorable) Variance
Administration			
Managers/Supervisors	16	14	2
Professional, Technical, Clerical	8	10	(2)
Operational Hourlies	8	8	0
Total Administration	**32**	**32**	**0**
Operations			
Managers/Supervisors	27	24	3
Professional, Technical, Clerical	6	9	(3)
Operational Hourlies	133	109	24
Total Operations	**166**	**142**	**24**
Maintenance			
Managers/Supervisors	33	33	0
Professional, Technical, Clerical	9	9	0
Operational Hourlies	198	178	20
Total Maintenance	**240**	**220**	**20**
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	76	4
Professional, Technical, Clerical	25	30	(5)
Operational Hourlies	339	295	44
Total Positions	**444**	**401**	**43**

Farebox Revenue Report Highlights

Month of October

SIR farebox revenue totaled $0.352 million in October 2026 which was $0.040 million (10.3%) lower than the Forecast.

Year-to-Date

SIR year-to-date October 2026 farebox revenue totaled $3.206 million which was $0.125 million (3.8%) lower than the Forecast.

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2026 Mid_Year
Ridership (Utilization) Actual to Budget
Oct 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 - Subway	0.198	0.236	0.037	18.8	2.003	2.022	0.019	0.9
Total Ridership	**0.198**	**0.236**	**0.037**	**18.8**	**2.003**	**2.022**	**0.019**	**0.9**
FareBox Revenue								
Farebox Revenue	$0.392	$0.352	$(0.040)	(10.3)	$3.332	$3.206	$(0.125)	(3.8)
Total Farebox Revenue	**$0.392**	**$0.352**	**$(0.040)**	**(10.3)**	**$3.332**	**$3.206**	**$(0.125)**	**(3.8)**

Note: Totals may not add due to rounding