



Transit and Bus Committee Meeting December 2020

Committee Members

H. Mihaltses (Chair)

V. Calise (Vice Chair)

A. Albert

J. Barbas

N. Brown

L. Cortès-Vázquez

R. Glucksman

D. Jones

L. Lacewell

R. Linn

D. Mack

R. Mujica

J. Samuelsen

L. Schwartz



Despite operational challenges stemming from the COVID-19 pandemic, the latest phase of the MTA's new fare payment system – OMNY – remains on pace, with the rollout to all subway stations and buses slated for completion by the end of the year. Since first becoming available for customer use last year, OMNY has recorded more than 32 million taps. Payments with OMNY now account for 10% of the overall market share in the system at OMNY-enabled stations. More than 11,000 OMNY readers have been installed at subway stations and on buses throughout the system. OMNY's next phase, beginning in 2021, will expand availability to additional customer segments and will introduce new features to the system.

New York City Transit and Bus Committee Meeting

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

Wednesday, 12/16/2020

10:00 AM - 5:00 PM ET

1. PUBLIC COMMENT PERIOD

2. SUMMARY OF ACTIONS

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3. APPROVAL OF MINUTES – NOVEMBER 18, 2020

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4. COMMITTEE WORK PLAN

Committee Work Plan December 2020 - Page 6

5. PRESIDENT'S REPORT

a. Customer Service Report

i. Subway Report

Subway Report - Page 14

ii. NYCT, MTA Bus Report

Bus Report - Page 41

iii. Paratransit Report

Paratransit Report - Page 63

iv. Accessibility Update

Accessibility Update - Page 77

v. Strategy & Customer Experience

Strategy & Customer Experience Report - Page 79

b. Safety Report

Safety Report - Page 85

c. Crime Report

Crime Report - Page 92

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

NYCT, SIR and MTA Bus Financial and Ridership Report (October Data) - Page 98

e. Capital Program Status Report

Capital Program Status Report - Page 152

6. PROCUREMENTS

a. Non-Competitive (None)

b. Competitive (None)

c. Ratifications (none)

i. d. C&D Procurements

C&D Procurements - Page 159

7. ACTION ITEMS

a. NYCT 2021 Budget and 2021-2024 Financial Plan Adoption

NYCT Staff Summary and FP Adoption - Page 169

b. SIR 2021 Budget and 2021-2024 Financial Plan Adoption

SIR Staff Summary and FP Adoption - Page 183

c. MTA Bus 2021 Budget and 2021-2024 Financial Plan Adoption

MTA Bus Staff Summary and FP Adoption - Page 195

8. STANDARD FOLLOW UP REPORTS

a. EEO & Diversity Report, 3rd Quarter 2020

NYCT EEO & Diversity Report - 3rd Qtr - Page 206

MTA Bus EEO & Diversity Report - 3rd Qtr - Page 222

9. EXECUTIVE OFFICE CONTACT INFORMATION

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Responsible Department	Vendor Name	Total Amount	Summary of action
MTA C&D	Judlau Contracting Inc.	\$153,225,838	Award of a contract for the Design and Construction of Accessibility Upgrades at Eight Stations in the Five Boroughs of NYC and the award of a long-term elevator maintenance contract.
MTA C&D	Modern Elevator Installations, Inc.	\$ 8,144,593.00	Award of a contract for the Design and Construction of Accessibility Upgrades at Eight Stations in the Five Boroughs of NYC and the award of a long-term elevator maintenance contract.
MTA C&D	Sovereign-Hydroseal LP FKA Sovereign-Thyssen LP	\$ 2,200,000.00	Ratification of a retroactive modification (No. 3) to Contract A37658 for for a 6-month extension for water remediation at various locations in the Borough of Manhattan

**Minutes of Regular Meeting
Committee on Operations of the MTA New York City Transit Authority,
Manhattan and Bronx Surface Transit Operating Authority,
Staten Island Rapid Transit Operating Authority,
Construction and Development Company and Bus Company
November 18, 2020**

Meeting Held At:
Metropolitan Transportation Authority
Two Broadway
New York, New York 10004
10:00 AM

Because of the ongoing COVID-19 public health crisis, the MTA Chairman convened a one-day, virtual Board and Committee meeting session on November 18, 2020, which included the following committees:

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

To see a summary of the meeting and the actions taken by New York City Transit and Bus Committee, please refer to the November 18, 2020 Board minutes in the November Board Book available here on the Board materials website: <https://new.mta.info/transparency/board-and-committee-meetings/November-2020>.

2020 Transit & Bus Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

Approval of Minutes	Committee Chair & Members
NYCT Committee Work Plan	Committee Chair & Members
Operations Performance Summary Presentation (including Financial/Ridership, Capital Program Status, Crime & Safety)	NYCT President & MTA Bus Co. President
Procurements	Procurement & Supply Chain
Service Changes (if any)	Operations Planning
Tariff Changes (if any)	Management & Budget
Capital Budget Modifications (if any)	Capital Planning & Budget
Action Items (if any)	As Listed

II. SPECIFIC AGENDA ITEMS

Responsibility

December 2020

NYCT 2021 Adopted Budget/Financial Plan 2021-2024	Management & Budget
SIR 2021 Adopted Budget/Financial Plan 2021-2024	Management & Budget
MTA Bus 2021 Adopted Budget/Financial Plan 2021-2024	Management & Budget
NYCT & MTA Bus EEO & Diversity Report, 3rd Qtr, 2020	EEO & Human Resources
Charter for Transit Committee	Corporate Compliance

January 2021

Approval of 2021 NYCT Committee Work Plan	Committee Chair & Members
Customer Satisfaction Report 2020	Strategy & Customer Experience
Preliminary Review of NYCT 2020 Operating Results	Management & Budget
Preliminary Review of SIR 2020 Operating Results	Management & Budget
Preliminary Review of MTA Bus 2020 Operating Results	Management & Budget

February 2021

NYCT Adopted Budget/Financial Plan 2021-2022	Management & Budget
SIR Adopted Budget/Financial Plan 2021-204	Management & Budget
MTA Bus Adopted Budget/Financial Plan 2021-2024	Management & Budget
ADA Compliance Report	Capital Program Management
Transit Adjudication Bureau Report, 4th Qtr, 2020	Law
Transit Recidivism Report, 3rd Qtr, 2020	Law
NYCT & MTA Bus EEO & Diversity Report, 2020 Yr End Rpt	EEO & Human Resources

March 2021

Transit Recidivism Report, 4th Qtr, 2020	Law
Fare Evasion Report, 4th Qtr, 2020	Management & Budget

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

April 2021

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

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

May 2021

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

Management & Budget
EEO & Human Resources

June 2021

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

Law
Management & Budget

July 2021

Quarterly Customer Satisfaction Report, 2nd Qtr, 2021

Strategy & Customer Experience

August 2021

No Meetings Held

September 2021

Public comment/Committee review of budget
2021 NYCT Mid-Year Forecast Monthly Allocation
2021 SIR Mid-Year Forecast Monthly Allocation
2021 MTA Bus Mid-Year Forecast Monthly Allocation
2022 Preliminary NYCT Budget
2022 Preliminary SIR Budget
2022 Preliminary MTA Bus Budget
Transit Adjudication Bureau Report, 2nd Qtr, 2021
NYCT & MTA Bus EEO & Diversity Report, 2nd Qtr, 2021
Fare Evasion Report, 2nd Qtr, 2021

Management & Budget
Law
EEO & Human Resources
Management & Budget

October 2021

Public Comment/Committee review of budget
Quarterly Customer Satisfaction Report, 3rd Qtr 2021
2022 Preliminary NYCT Budget
2022 Preliminary SIR Budget
2022 Preliminary MTA Bus Budget
Transit Recidivism Report, 2nd Qtr, 2021

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

November 2021

Transit Adjudication Bureau Report, 3rd Qtr, 2021
Fare Evasion Report, 3rd Qtr, 2021

Law
Management & Budget

2020 Transit & Bus Committee Work Plan

Detailed Summary

I. RECURRING

Approval of Minutes

An official record of proceedings which occurred during the previous month's Committee meeting.

NYCT Work Plan

A monthly update of any edits and/or changes in the work plan.

Operations Performance Summary

Summary presentation on the performance of Subway Service, including a discussion on Safety, Finance and Ridership and Capital Program Plan achievements.

Information includes discussion on key indicators such as Subway MDBF, On-Time Performance, Subway accident rates; and Capital Plan awards, design starts and completions.

Procurements

List of procurement action items requiring Board approval and items for Committee and Board information. The Non-Competitive items will be first, followed by the Competitive items and then the Ratifications. The list will include items that need a 2/3 vote of the Board for approval.

Service Changes

Service proposals presented for Committee information and for Board approval, when required. Proposals outline various subway service initiatives.

Tariff Changes

Proposals presented to the Board for approval of changes affecting NYCT fare policy structure.

Capital Budget Modifications

Proposals presented to the Board for approval of changes to NYCT's 5-Year Capital Program.

Action Items

Staff summary documents presented to the Board for approval of items affecting business standards and practices.

II. SPECIFIC AGENDA ITEMS (con't)

DECEMBER 2020

NYCT 2021 Adopted Budget/Financial Plan 2021-2024

NYCT will present its revised 2021-2024 Financial Plan. This plan will reflect the 2020 Adopted Budget and an updated Financial Plan for 2021-2024 reflecting the out-year impact of any changes incorporated into the 2021 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2021 by category.

SIR 2021 Adopted Budget/Financial Plan 2021-2024

SIR will present its revised 2021-2024 Financial Plan. This plan will reflect the 2021 Adopted Budget and an updated Financial Plan for 2021-2021 reflecting the out-year impact of any changes incorporated into the 2021 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2021 by category.

MTA Bus 2021 Adopted Budget/Financial Plan 2021-2024

MTA Bus will present its revised 2021-2024 Financial Plan. This plan will reflect the 2020 Adopted Budget and an updated Financial Plan for 2021-2024 reflecting the out-year impact of any changes incorporated into the 2021 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2021 by category.

EEO & Diversity Report, 3rd Qtr, 2020

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

Charter for Transit Committee

Once annually, the NYC Transit Committee will be presented with the Committee Charter and will be asked to formally adopt it for use.

JANUARY 2021

Approval of Committee Work Plan

The Committee will be provided with the work plan for 2021 and will be asked to approve its use for the year.

Customer Satisfaction Report, 2020

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

Preliminary Review of NYCT's 2020 Operating Results

NYCT will present a brief review of its 2020 Budget results.

Preliminary Review of SIR 2020 Operating Results

SIR will present a brief review of SIR's 2020 Budget results.

Preliminary Review of MTA Bus 2020 Operating Results

MTA Bus will present a brief review of its 2020 Budget results.

II. SPECIFIC AGENDA ITEMS (con't)

FEBRUARY 2021

Adopted Budget/Financial Plan 2020-2023

NYCT will present its revised 2020-2023 Financial Plan. This plan will reflect the 2020 Adopted Budget and an updated Financial Plan for 2020-2023 reflecting the out-year impact of any changes incorporated into the 2020 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2021 by category.

SIR Adopted Budget/Financial Plan 2021-2024

NYCT will present SIR's revised 2021-2024 Financial Plan. This plan will reflect the 2020 Adopted Budget and an updated Financial Plan for 2020-2023 reflecting the out-year impact of any changes incorporated into the 2020 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2021 by category.

MTA Bus Adopted Budget/Financial Plan 2021-2024

MTA Bus will present its revised 2021-2024 Financial Plan. This plan will reflect the 2020 Adopted Budget and an updated Financial Plan for 2021-2024 reflecting the out-year impact of any changes incorporated into the 2020 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2021 by category.

ADA Compliance Report

The annual update to the NYCT Committee on the status of compliance with the Americans with Disabilities Act (ADA) at New York City Transit. The report summarizes activities for compliance including, rehabilitation of key stations and ADA requirements in bus and subway transportation.

Transit Adjudication Bureau Report, 4th Qtr, 2020

Quarterly report to the Committee on Transit Adjudication Bureau financial and operating indicators including collection activities and data on revenue and expenses.

Transit Recidivism Report, 3rd Qtr, 2020

Quarterly report to the Committee which provides statistical information on recidivist arrest data and discusses NYCT's efforts, working in conjunction with the various District Attorney Offices and the Courts, to address recidivist crime on the system.

EEO & Diversity Report- 2020 Year-End Report

A detailed year-end 2020 report to the committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

MARCH 2021

Transit Recidivism Report, 4th Qtr, 2020

Quarterly report to the Committee which provides statistical information on recidivist arrest data and discusses NYCT's efforts, working in conjunction with the various District Attorney Offices and the Courts, to address recidivist crime on the system.

II. SPECIFIC AGENDA ITEMS (con't)

Fare Evasion Report, 4th Qtr, 2020

Quarterly report to the Committee which provides estimated revenue lost to fare evasion on subways and buses based on staff surveys of stations and routes.

APRIL 2021

Final Review of NYCT 2020 Operating Results

NYCT will review the prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

Final Review of SIR 2020 Operating Results

NYCT will review SIR's prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

Final Review of MTA Bus 2020 Operating Results

MTA Bus will review its prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

Quarterly Customer Satisfaction Report, 1st Qtr 2021

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

MAY 2021

Transit Adjudication Bureau Report, 1st Qtr, 2021

Quarterly report to the Committee on Transit Adjudication Bureau financial and operating indicators including collection activities and data on revenue and expenses.

EEO & Diversity Report, 1st Qtr, 2021

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

JUNE 2021

Transit Recidivism Report, 1st Qtr, 2021

Quarterly report to the Committee providing statistical information on recidivist arrest data. Discusses NYCT's efforts, working in conjunction with the various District Attorney Offices and the Courts, to address recidivist crime in the system.

Fare Evasion report, 1st Qtr, 2021

Quarterly report to the Committee which provides estimated revenue lost to fare evasion on subways and buses based on staff surveys of stations and routes.

JULY 2021

Quarterly Customer Satisfaction Report, 2nd Qtr 2021

Quarterly presentation of customer satisfaction ratings about NYCT's bus, subway, and paratransit services. Report will identify trends from customer surveys results

II. SPECIFIC AGENDA ITEMS (con't)

about key indicators and attributes that define the customer experience.

AUGUST 2021

No Meetings Held

SEPTEMBER 2021

2021 NYCT Mid-Year Forecast Monthly Allocation

NYCT will present a monthly allocation of its 2021 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2021 SIR Mid-Year Forecast Monthly Allocation

NYCT will present a monthly allocation of SIR's 2021 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2021 MTA Bus Mid-Year Forecast Monthly Allocation

MTA Bus will present its monthly allocation of MTA Bus' 2021 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2022 NYCT Preliminary Budget

Public comments will be accepted on the 2022 Preliminary Budget.

2022 SIR Preliminary Budget

Public comments will be accepted on the 2022 Preliminary Budget.

2022 MTA Bus Preliminary Budget

Public comments will be accepted on the 2022 Preliminary Budget.

Transit Adjudication Bureau Report, 2nd Qtr, 2021

Quarterly report to the Committee on Transit Adjudication Bureau financial and operating indicators including collection activities and data on revenue and expenses.

Fare Evasion report, 2nd Qtr, 2021

Quarterly report to the Committee which provides estimated revenue lost to fare evasion on subways and buses based on staff surveys of stations and routes.

EEO & Diversity Report, 2nd Qtr, 2021

Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

OCTOBER 2021

2022 NYCT Preliminary Budget

Public comments will be accepted on the 2022 Preliminary Budget.

II. SPECIFIC AGENDA ITEMS (con't)

2022 SIR Preliminary Budget

Public comments will be accepted on the SIR 2022 Preliminary Budget.

2022 MTA Bus Preliminary Budget

Public comments will be accepted on the MTA Bus 2022 Preliminary Budget.

Customer Satisfaction Report

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

Transit Recidivism Report, 2nd Qtr, 2021

Quarterly report to the Committee which provides statistical information on recidivist arrest data and discusses NYCT's efforts, working in conjunction with the various District Attorney Offices and the Courts, to address recidivist crime on the system.

NOVEMBER 2021

Transit Adjudication Bureau Report, 3rd Qtr, 2021

Quarterly report to the Committee on Transit Adjudication Bureau financial and operating indicators including collection activities and data on revenue and expenses.

Fare Evasion Report, 3rd Qtr, 2021

Quarterly report to the Committee which provides estimated revenue lost to fare evasion on subways and buses based on staff surveys of stations and routes.

Customer Service Report: Subways

Frank Jezycki, Acting Senior Vice President



The 63rd Street Tunnel carries F trains between Queens and Manhattan and will serve future LIRR East Side Access trains. The unique construction of the tunnel requires a special cathodic protection system to prevent corrosion from the saltwater environment. Here, members of Subways' Maintenance of Way Power team use a barge and crane to install equipment at the bottom of the East River that was damaged during Superstorm Sandy.

December 2020 Highlights: Subways

This year has been like none other we've experienced, and that will continue to be true through the holiday period. While many of the typical December activities like shopping, holiday parties, and sight-seeing will be scaled back this year, we remain committed to providing safe, reliable subway service to get riders, including essential workers, where they need to go.

Our ongoing efforts to protect employees and customers from COVID-19 include twice-daily cleaning and disinfecting of our stations, at least daily disinfecting of subway cars and facilities, providing free masks for the public and personal protective equipment for Subways staff, and installing markers in stations to promote social distancing. In-system announcements also remind customers of the importance of wearing a face covering over their nose and mouth, which is required by law in the Transit system and is the right thing to do whenever around others outside your household.

Subways also continues to deliver strong performance results, building on the dramatic improvements we delivered in 2019. On-time performance reached 90% on weekdays for the second consecutive month, and Customer Journey Time Performance reached 86% for the third consecutive month. The current operating environment is a factor in the improved performance, but so are reductions in major incidents and delays due to systems like track, signals, subway cars, and other infrastructure, showing the benefits of the investments made over the past few years.

Subways is also pleased with progress on several important construction projects that are providing benefits for our customers. New elevators at 59th Street-4th Avenue provide accessibility to this N and R line station in Brooklyn, while completion of station work as part of the L project provides new accessibility at First Avenue and Bedford Avenue. Elevator replacement at 191st Street station on the 1 line was completed two months early, restoring a key connection in Washington Heights. And track reconstruction and other work along the Archer Avenue line was completed two weeks ahead of schedule, restoring full E line service to Jamaica.

We began 2020 with a commitment to building on the progress made in improving system performance and reliability for our customers. Since then, we have been dealt numerous challenges including water main breaks, tropical storms, a derailment caused by vandalism, and most significantly, the COVID-19 pandemic. Through it all, the team has never wavered from our commitment to keep New York moving, and to keep improving how we do it. I can't thank the Subways staff enough for these efforts even as COVID-19 impacted our colleagues and families. I wish the entire Subways team a safe and healthy holiday season.

Frank Jezycki

Acting Senior Vice President, Department of Subways

Subway Report (Weekday & Full Month)

Subway Report Performance Indicators						
Performance Indicator	November 2020			12-Month Average		
	This Year	Last Year	Change	This Year	Last Year	Change
Weekday Customer-Focused Metrics						
Weekday Major Incidents (Chart 1) Unplanned incidents delaying 50+ trains	24	34	-29.4%	25.2	45.7	-44.9%
Weekday Service Delivered (Chart 3) % of scheduled trains operated Weekday rush hours (7-10a and 4-7p)	96.0%	96.5%	-0.5%	96.5%	96.5%	0.0%
Additional Platform Time (h:mm:ss) (Chart 7) Average added time spent waiting for trains, compared with scheduled wait time	0:01:07	0:01:10	-0:00:03	0:01:07	0:01:11	-0:00:04
Additional Train Time (h:mm:ss) (Chart 9) Average additional unanticipated time spent onboard train compared to scheduled travel time	0:00:08	0:00:56	-0:00:48	0:00:37	0:00:55	-0:00:18
Customer Journey Time Performance (Chart 11) % of customers whose journeys are completed within five minutes of schedule.	86.0%	83.4%	+3.1%	85.3%	83.3%	+2.4%
Inputs to Operations						
Mean Distance Between Failures (Chart 13) Revenue car miles divided by the number of incidents attributed to car-related causes	151,809	124,477	+22.0%	144,282	126,386	+14.2%
Elevator Availability* (Chart 14) % of time elevators are operational systemwide	97.1%	96.2%	+0.9%	96.8%	96.4%	+0.4%
Escalator Availability* (Chart 14) % of time escalators are operational systemwide	93.3%	91.5%	+2.0%	92.3%	89.5%	+3.1%
Weekday Legacy Indicators						
Weekday Wait Assessment (Chart 15)	74.8%	75.1%	-0.4%	75.7%	74.8%	+1.2%
Weekday Terminal On-Time Performance (Chart 17)	90.0%	81.8%	+10.0%	87.8%	79.7%	+10.2%
Weekday Trains Delayed (Chart 19)	15,936	29,862	-46.6%	18,290	35,248	-48.1%

* Availability measures the percent of time that a unit is running and available for customer service. All service outages, regardless of cause, count as downtime in the availability calculation. (Note: Units out of service for capital rehabilitation are excluded from the calculations.)

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

Subway Report (Weekend)

Subway Report Performance Indicators						
Performance Indicator	November 2020			12-Month Average		
	This Year	Last Year	Change	This Year	Last Year	Change
Weekend Customer-Focused Metrics						
Weekend Major Incidents (Chart 2) Unplanned incidents delaying 50+ trains	3	5	-40.0%	3.7	4.6	-19.6%
Weekend Service Delivered (Chart 5) % of scheduled trains operated during Weekends (10a-6p)	95.5%	98.5%	-3.0%	95.8%	98.6%	-2.8%
Weekend Legacy Indicators						
Weekend Wait Assessment (Chart 16)	76.4%	82.0%	-6.8%	80.8%	81.9%	-1.3%
Weekend Terminal On-Time Performance (Chart 18)	88.6%	84.9%	+4.4%	88.0%	83.2%	+5.8%
Weekend Trains Delayed (Chart 20)	6,084	8,299	-26.7%	5,414	8,903	-39.2%

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

Subway Report (Staten Island Railway)

Subway Report Performance Indicators						
Performance Indicator	November 2020			12-Month Average		
	This Year	Last Year	Change	This Year	Last Year	Change
On-Time Performance						
24 Hour On-Time Performance % of scheduled trains arriving within six minutes of their scheduled arrival time during a 24-hour period	93.4%	88.9%	+9.0%	97.1%	95.9%	+1.3%
AM Rush On-Time Performance % of scheduled trains arriving within six minutes of their scheduled arrival time	91.3%	87.1%	+4.8%	98.6%	97.7%	+0.9%
PM Rush On-Time Performance % of scheduled trains arriving within six minutes of their scheduled arrival time	97.3%	85.0%	+14.5%	96.8%	94.6%	+2.3%
Percentage of Completed Trips						
Percentage of Completed Trips	99.6%	100.0%	-0.4%	99.8%	99.8%	0.0%
Mean Distance Between Failures						
Mean Distance Between Failures Revenue car miles divided by the number of incidents attributed to car-related causes	45,965	66,172	-30.5%	72,101	85,118	-15.3%

Staten Island Railway On-Time Performance excludes delays from trains purposely held for connecting passengers from the Staten Island Ferry.

Note: The metrics in this report are preliminary.

Section 1: Customer-Focused Metrics

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

Performance Indicator Definitions

Major Incidents (Weekday and Weekend)

An unplanned incident that delays 50 or more trains. Major incidents are separated into six categories: Track, Signals, Persons on Trackbed/Police/Medical, Stations & Structures, Subway Car and Other.

Service Delivered (Weekday and Weekend)

Measures NYCT's ability to deliver the service that's scheduled. Service Delivered is measured along the busiest part of the line, which reflects service across the entire line, and is reported as the percentage of scheduled trains that are provided from 7 a.m. to 10 a.m. and 4 p.m. to 7 p.m. on weekdays and from 10 a.m. to 6 p.m. on weekends.

Additional Platform Time (APT)

The estimated average extra time that customers spend waiting on the platform for a train, compared with their scheduled wait time. This estimate is for each individual train a customer uses in their journey (i.e., unlinked trip), not all trains in their journey combined.

Additional Train Time (ATT)

The estimated average extra time that customers spend onboard a train, compared to the time they would have spent onboard a train if trains were running according to schedule. This estimate is for each individual train a customer uses in their journey (i.e., unlinked trip), not all trains in their journey combined.

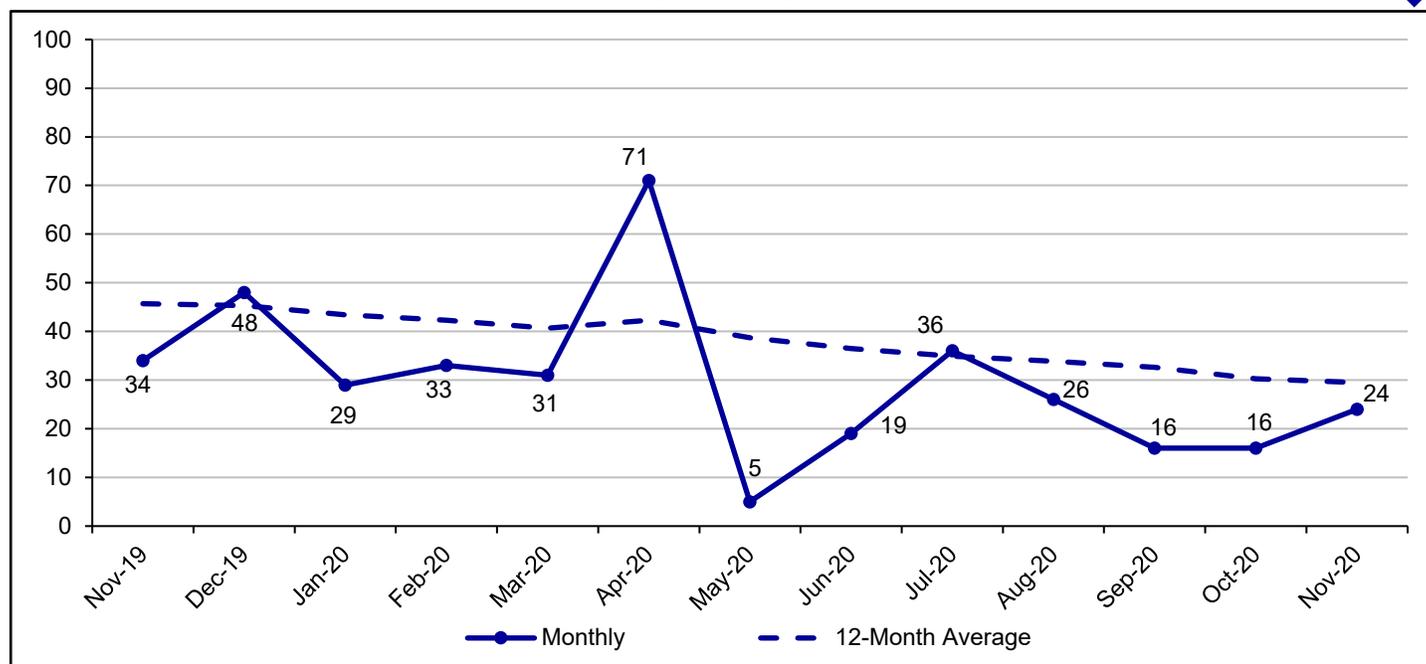
Customer Journey Time Performance (CJTP)

The percentage of customer trips with total travel times within 5 minutes of the scheduled time. It is equivalent to the percentage of customer trips with APT plus ATT of 5 minutes or less. Like APT and ATT, CJTP is estimated for each individual train a customer uses in their journey (i.e., unlinked trip), not all trains in their journey combined.

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

Subway Weekday Major Incidents (24 hours)

Desired trend



Categories	Monthly			12-Month Average		
	Nov 20	Nov 19	% Change	Nov 20	Nov 19	% Change
Track	1	5	-80.0%	3.1	7.1	-56.3%
Signals	10	16	-37.5%	8.2	15.0	-45.3%
Persons on Trackbed/Police/Medical	6	9	-33.3%	7.7	11.4	-32.5%
Stations & Structures	1	0	N/A	0.9	1.8	-50.0%
Subway Car	1	1	0.0%	2.2	4.1	-46.3%
Other	5	3	+66.7%	3.1	6.3	-50.8%
Subdivision A	12	15	-20.0%	12.2	21.7	-43.8%
Subdivision B	12	19	-36.8%	13.0	24.0	-45.8%
Systemwide	24	34	-29.4%	25.2	45.7	-44.9%
Avg Incident Duration (h:mm:ss)	0:19:18	0:17:48	+8.4%	0:23:18	0:16:41	+39.6%
Avg Trains Delayed per Incident	126	100	+26.0%	114	103	+10.7%

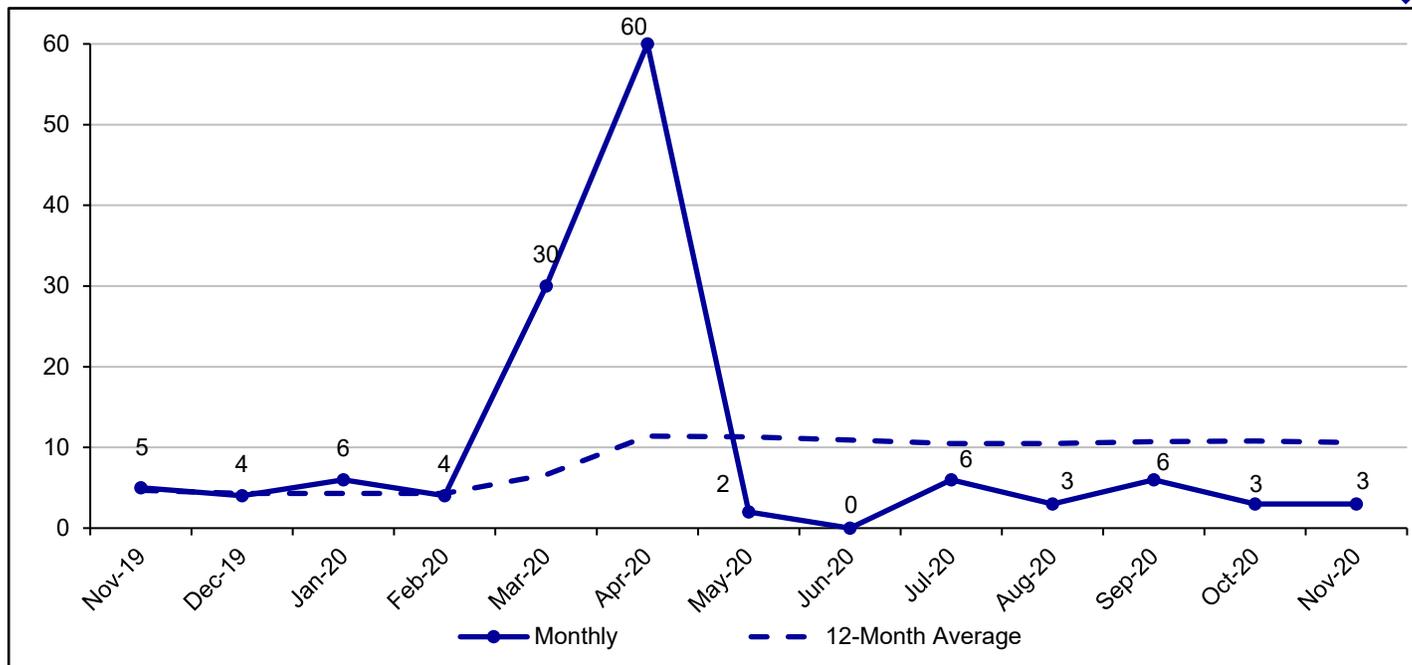
Major Incidents Discussion

- Major Incidents improved by 29.4% in November 2020 compared to November 2019, and the 12-month average improved by 44.9%.
- Six major incidents (four Signals and two Other) in November 2020 were related to an intermittent issue near Queensboro Plaza that affected service on the N, R, and W lines. The high number of delays was due to extensive troubleshooting and repairs to signal control and power cables that were in a difficult-to-reach location.
- In November 2020, there was only one major incident in the Track category, which had the greatest improvement for both the month and 12-month average.

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

Subway Weekend Major Incidents (24 hours)

Desired trend



Categories	Monthly			12-Month Average		
	Nov 20	Nov 19	% Change	Nov 20	Nov 19	% Change
Track	0	0	N/A	0.4	0.6	-33.3%
Signals	1	1	0.0%	0.9	0.8	+12.5%
Persons on Trackbed/Police/Medical	2	3	-33.3%	1.7	1.1	+54.5%
Stations & Structure	0	0	N/A	0.0	0.3	-100.0%
Subway Car	0	0	N/A	0.0	0.2	-100.0%
Other	0	1	-100.0%	0.7	1.8	-61.1%
Subdivision A	2	5	-60.0%	1.4	2.3	-39.1%
Subdivision B	1	0	0.0%	2.3	2.3	0.0%
Systemwide	3	5	-40.0%	3.7	4.6	-19.6%
Avg Incident Duration (h:mm:ss)	0:19:00	0:41:12	-53.9%	0:23:06	0:18:35	+24.3%
Avg Trains Delayed per Incident	81	70	+15.7%	102	96	+6.3%

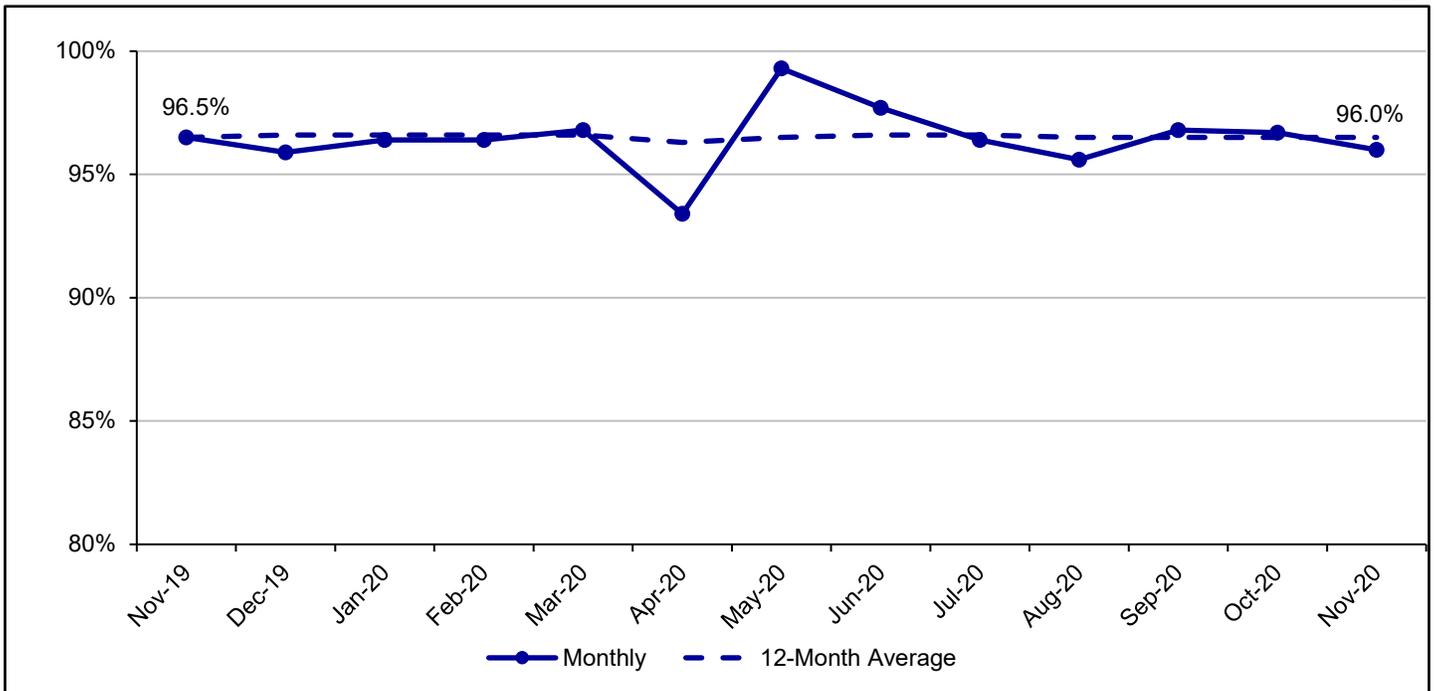
Major Incidents Discussion

- Major Incidents decreased by two in November 2020 from November 2019.
- Weekend Major Incidents remain very low, averaging less than one per weekend.

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

Subway Weekday % Service Delivered (Peak Hours)

Desired trend



	Monthly			12-Month Average		
	Nov 20	Nov 19	% Change	Nov 20	Nov 19	% Change
Subdivision A	96.4%	96.4%	0.0%	96.7%	96.2%	+0.5%
Subdivision B	95.8%	96.6%	-0.8%	96.3%	96.9%	-0.6%
Systemwide	96.0%	96.5%	-0.5%	96.5%	96.5%	0.0%

Weekday Service Delivered Discussion

- Service Delivered in November 2020 worsened by 0.5% compared to November 2019, and the 12-month average remained unchanged.
- The N, R, and W lines in the B Division had the largest decreases in Service Delivered, due in part to the intermittent issue near Queensboro Plaza that caused multiple major incidents in November 2020.

Note: The metrics in this report are preliminary.

Subway Weekday % Service Delivered
Monthly
(Peak Hours)

Desired trend



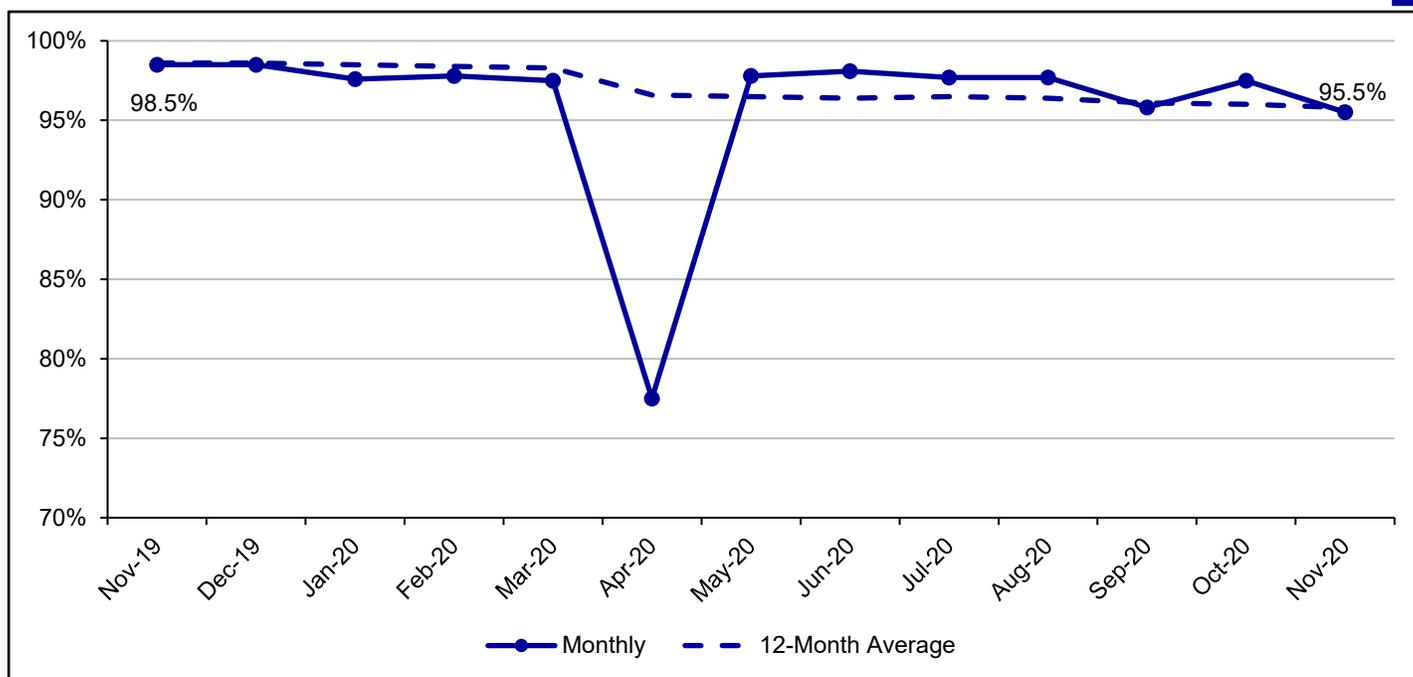
<u>Line</u>	<u>Nov 20</u>	<u>Nov 19</u>	<u>% Change</u>
1	98.3%	98.7%	-0.4%
2	96.4%	98.7%	-2.3%
3	96.5%	99.1%	-2.6%
4	95.9%	94.7%	+1.3%
5	92.6%	93.1%	-0.5%
6	95.5%	93.7%	+1.9%
7	97.8%	97.3%	+0.5%
S 42nd	99.5%	96.8%	+2.8%
Subdivision A	96.4%	96.4%	0.0%
A	93.4%	95.1%	-1.8%
B	95.5%	97.1%	-1.6%
C	97.6%	96.5%	+1.1%
D	96.5%	97.4%	-0.9%
E	99.4%	94.7%	+5.0%
F	98.8%	97.7%	+1.1%
S Fkn	99.6%	99.3%	+0.3%
G	98.3%	97.5%	+0.8%
S Rock	97.4%	98.9%	-1.5%
JZ	98.2%	97.8%	+0.4%
L	99.1%	99.3%	-0.2%
M	95.2%	96.4%	-1.2%
N	92.8%	95.3%	-2.6%
Q	92.9%	94.3%	-1.5%
R	92.9%	96.0%	-3.2%
W	90.8%	95.1%	-4.5%
Subdivision B	95.8%	96.6%	-0.8%
Systemwide	96.0%	96.5%	-0.5%

Chart 4

Note: The metrics in this report are preliminary.

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

Desired trend



	Monthly			12-Month Average		
	Nov 20	Nov 19	% Change	Nov 20	Nov 19	% Change
Subdivision A	93.8%	98.1%	-4.4%	95.4%	98.2%	-2.9%
Subdivision B	96.8%	98.7%	-1.9%	96.0%	98.8%	-2.8%
Systemwide	95.5%	98.5%	-3.0%	95.8%	98.6%	-2.8%

Weekend Service Delivered Discussion

- Service Delivered in November 2020 worsened by 3.0% compared to November 2019, and the 12-month average worsened by 2.8%.
- The lower Service Delivered was due in part to crew availability issues, as well as complicated service changes for planned work on certain lines.

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

Desired trend 

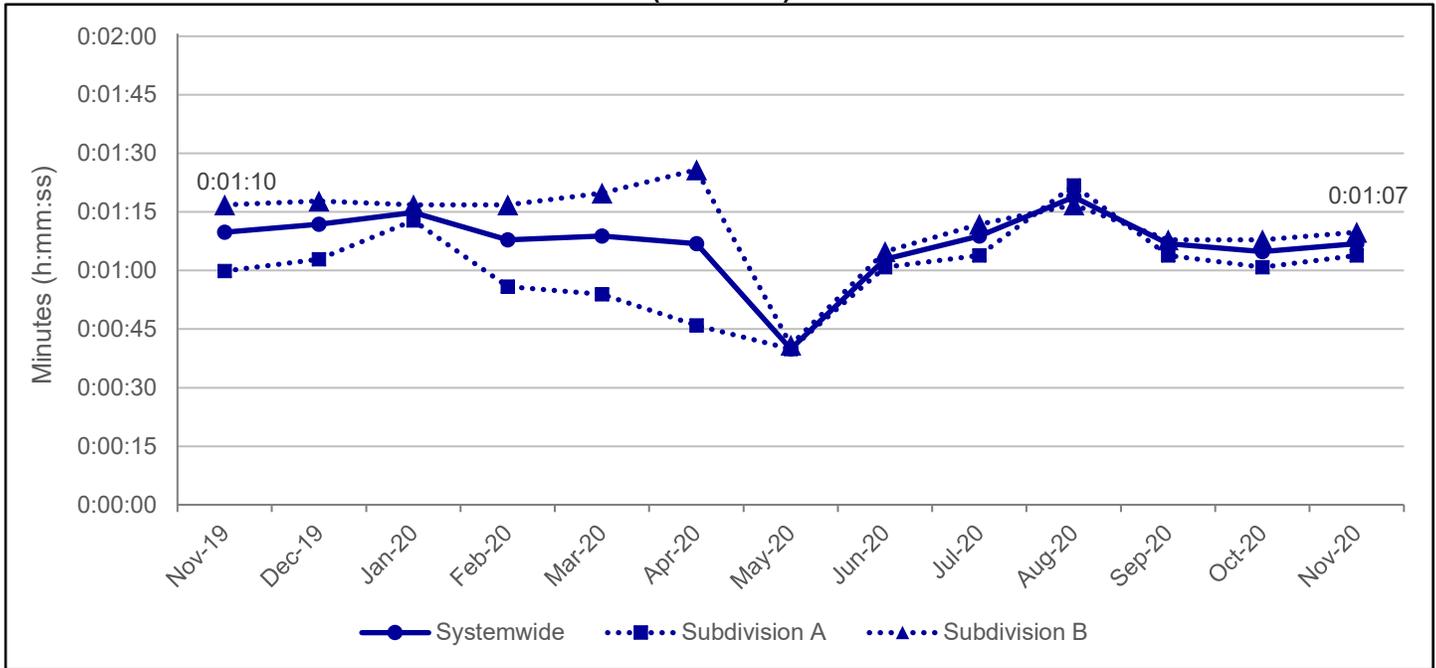
<u>Line</u>	<u>Nov 20</u>	<u>Nov 19</u>	<u>% Change</u>
1	93.0%	98.2%	-5.3%
2	94.8%	95.6%	-0.8%
3	93.1%	95.8%	-2.8%
4	93.6%	98.0%	-4.5%
5	96.2%	98.0%	-1.8%
6	88.7%	99.6%	-10.9%
7	95.8%	100.1%	-4.3%
S 42nd	94.6%	99.9%	-5.3%
Subdivision A	93.8%	98.1%	-4.4%
A	95.3%	98.7%	-3.4%
C	95.4%	98.8%	-3.4%
D	96.2%	98.8%	-2.6%
E	95.5%	99.5%	-4.0%
F	97.4%	99.1%	-1.7%
S Fkln	99.5%	99.8%	-0.3%
G	98.1%	99.5%	-1.4%
S Rock	98.6%	99.8%	-1.2%
JZ	98.2%	99.8%	-1.6%
L	97.5%	96.5%	+1.0%
M	99.1%	98.9%	+0.2%
N	97.7%	97.4%	+0.3%
Q	94.5%	99.5%	-5.0%
R	97.9%	96.9%	+1.0%
Subdivision B	96.8%	98.7%	-1.9%
Systemwide	95.5%	98.5%	-3.0%

Notes:

B and W lines do not operate on weekends.

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

Desired trend



	Monthly			12-Month Average		
	Nov 20	Nov 19	Change	Nov 20	Nov 19	Change
Subdivision A	0:01:04	0:01:00	+0:00:04	0:01:01	0:01:03	-0:00:02
Subdivision B	0:01:10	0:01:17	-0:00:07	0:01:12	0:01:17	-0:00:05
Systemwide	0:01:07	0:01:10	-0:00:03	0:01:07	0:01:11	-0:00:04

Additional Platform Time Discussion

- November 2020 APT improved by 3 seconds compared to November 2019, and the 12-month average improved by 4 seconds.
- The largest improvement in APT was on the 42 St Shuttle, which experienced disruptions related to construction in November 2019.
- The largest worsening in APT was on the N, R, and W lines due to major incidents affecting these lines.

Note: This metric uses electronic data made available systemwide by the MTA's investments in new train tracking technology and in more robust methods for determining how customers use the subway. It is likely that this measure will be refined and enhanced as the MTA gains experience integrating the latest technology and information.

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

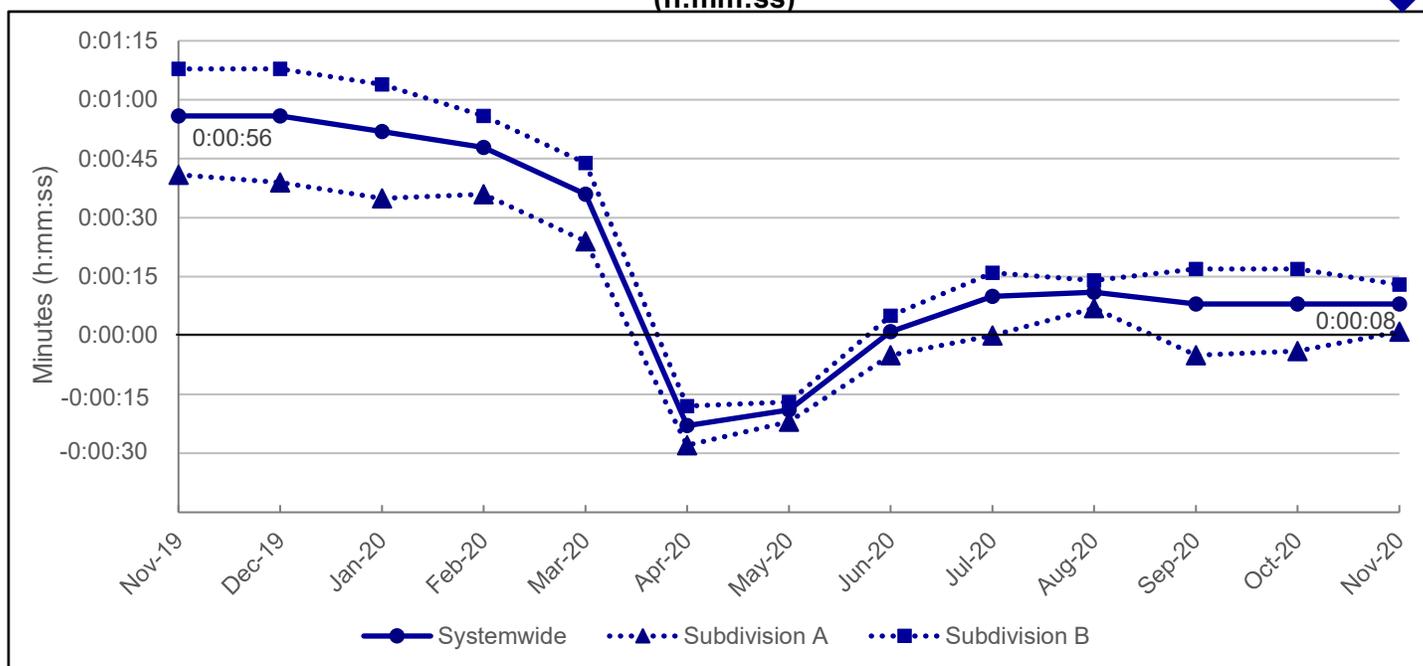
Desired trend



<u>Line</u>	<u>Nov 20</u>	<u>Nov 19</u>	<u>Change</u>
1	0:00:59	0:00:56	+0:00:03
2	0:01:18	0:01:01	+0:00:17
3	0:01:08	0:00:46	+0:00:22
4	0:01:05	0:01:01	+0:00:04
5	0:01:14	0:01:06	+0:00:08
6	0:01:02	0:01:09	-0:00:07
7	0:00:53	0:00:48	+0:00:05
S 42nd	0:00:24	0:01:41	-0:01:17
Subdivision A	0:01:04	0:01:00	+0:00:04
A	0:01:05	0:01:11	-0:00:06
B	0:01:31	0:02:02	-0:00:31
C	0:00:44	0:01:36	-0:00:52
D	0:01:28	0:01:26	+0:00:02
E	0:00:27	0:01:06	-0:00:39
F	0:00:53	0:01:15	-0:00:22
S Fkln	0:00:26	0:00:31	-0:00:05
G	0:01:05	0:01:12	-0:00:07
S Rock	0:00:30	0:00:52	-0:00:22
JZ	0:00:55	0:01:08	-0:00:13
L	0:01:04	0:00:47	+0:00:17
M	0:01:26	0:01:23	+0:00:03
N	0:01:31	0:01:07	+0:00:24
Q	0:01:21	0:01:43	-0:00:22
R	0:01:39	0:01:08	+0:00:31
W	0:01:13	0:00:51	+0:00:22
Subdivision B	0:01:10	0:01:17	-0:00:07
Systemwide	0:01:07	0:01:10	-0:00:03

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

Desired trend ↓



	Monthly			12-Month Average		
	Nov 20	Nov 19	Change	Nov 20	Nov 19	Change
Subdivision A	0:00:01	0:00:41	-0:00:40	0:00:23	0:00:43	-0:00:20
Subdivision B	0:00:13	0:01:08	-0:00:55	0:00:47	0:01:03	-0:00:16
Systemwide	0:00:08	0:00:56	-0:00:48	0:00:37	0:00:55	-0:00:18

Additional Train Time Discussion

- November 2020 ATT improved by 48 seconds compared to November 2019, and the 12-month average improved by 18 seconds.
- The significant ridership decreases related to the COVID-19 pandemic have reduced dwell times for customers to board and alight trains, which allows trains to complete their trips faster.
- ATT remained the same or improved on every line in the system and was less than zero (i.e. faster than the expected travel time) on seven lines.

Note: This metric uses electronic data made available systemwide by the MTA's investments in new train tracking technology and in more robust methods for determining how customers use the subway. It is likely that this measure will be refined and enhanced as the MTA gains experience integrating the latest technology and information.

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

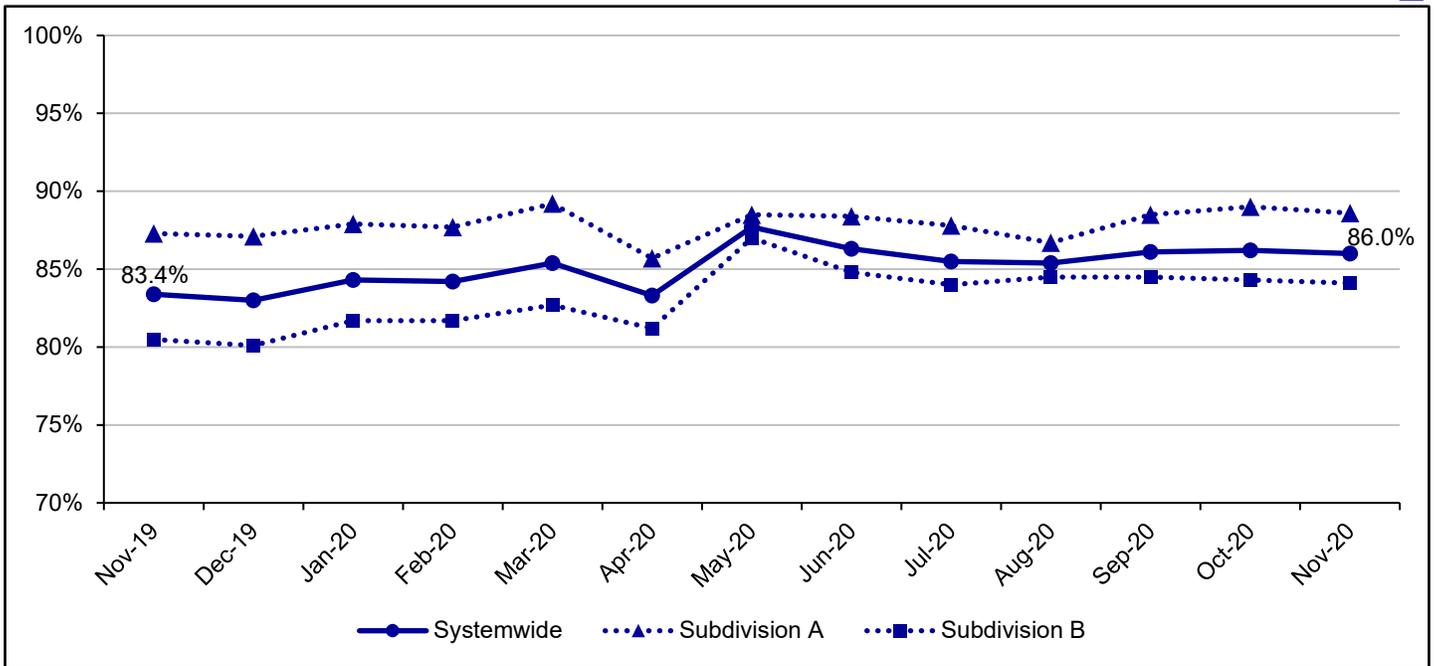
Desired trend



<u>Line</u>	<u>Nov 20</u>	<u>Nov 19</u>	<u>Change</u>
1	0:00:22	0:00:55	-0:00:33
2	-0:00:16	0:00:23	-0:00:39
3	-0:00:17	0:00:15	-0:00:32
4	-0:00:23	0:00:42	-0:01:05
5	-0:00:27	0:00:34	-0:01:01
6	0:00:24	0:00:57	-0:00:33
7	0:00:12	0:00:37	-0:00:25
S 42nd	0:00:26	0:00:30	-0:00:04
Subdivision A	0:00:01	0:00:41	-0:00:40
A	0:00:13	0:01:33	-0:01:20
B	0:00:12	0:01:43	-0:01:31
C	0:00:24	0:01:05	-0:00:41
D	0:00:32	0:01:34	-0:01:02
E	-0:00:27	0:00:54	-0:01:21
F	-0:00:14	0:00:59	-0:01:13
S Fkln	0:00:37	0:00:45	-0:00:08
G	0:00:15	0:01:09	-0:00:54
S Rock	0:00:03	0:00:18	-0:00:15
JZ	0:00:51	0:01:37	-0:00:46
L	-0:00:19	-0:00:04	-0:00:15
M	0:00:05	0:00:56	-0:00:51
N	0:00:57	0:00:57	+0:00:00
Q	0:00:31	0:01:46	-0:01:15
R	0:00:16	0:00:49	-0:00:33
W	0:00:17	0:00:45	-0:00:28
Subdivision B	0:00:13	0:01:08	-0:00:55
Systemwide	0:00:08	0:00:56	-0:00:48

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

Desired trend



	Monthly			12-Month Average		
	Nov 20	Nov 19	% Change	Nov 20	Nov 19	% Change
Subdivision A	88.6%	87.3%	+1.5%	87.9%	87.2%	+0.8%
Subdivision B	84.1%	80.5%	+4.5%	83.4%	80.6%	+3.5%
Systemwide	86.0%	83.4%	+3.1%	85.3%	83.3%	+2.4%

Weekday Customer Journey Time Performance Discussion

- November 2020 CJTP improved by 3.1% compared to November 2019, and the 12-month average improved by 2.4%.
- CJTP improved on 19 of 24 lines.

Note: The metrics in this report are preliminary.

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

Desired trend 

<u>Line</u>	<u>Nov 20</u>	<u>Nov 19</u>	<u>% Change</u>
1	89.1%	87.8%	+1.5%
2	86.5%	86.6%	-0.1%
3	88.9%	91.0%	-2.3%
4	87.4%	84.5%	+3.4%
5	87.2%	85.1%	+2.5%
6	88.9%	87.0%	+2.2%
7	90.4%	89.3%	+1.2%
S 42nd	98.3%	90.6%	+8.5%
Subdivision A	88.6%	87.3%	+1.5%
A	84.1%	77.4%	+8.7%
B	80.6%	71.9%	+12.1%
C	86.9%	78.8%	+10.3%
D	80.2%	74.9%	+7.1%
E	90.7%	84.0%	+8.0%
F	85.2%	80.7%	+5.6%
S Fkn	96.4%	95.1%	+1.4%
G	86.9%	81.7%	+6.4%
S Rock	92.6%	90.8%	+2.0%
JZ	86.7%	77.8%	+11.4%
L	94.5%	93.5%	+1.1%
M	83.7%	81.6%	+2.6%
N	77.4%	82.9%	-6.6%
Q	79.0%	72.7%	+8.7%
R	79.8%	83.7%	-4.7%
W	86.3%	88.5%	-2.5%
Subdivision B	84.1%	80.5%	+4.5%
Systemwide	86.0%	83.4%	+3.1%

Chart 12

Note: The metrics in this report are preliminary.

Section 2: Inputs to Operations

The metrics in this section address how NYCT provides service to its customers, by measuring the reliability of key assets, reflecting the effectiveness of maintenance practices, as well as age and condition. Historically, the only such measures that NYCT has provided to the Transit Committee and to the public are car fleet and elevator and escalator measures, defined below. NYCT is examining additional such measures to bring forward in coming months.

Performance Indicator Definitions

Mean Distance Between Failures (MDBF)

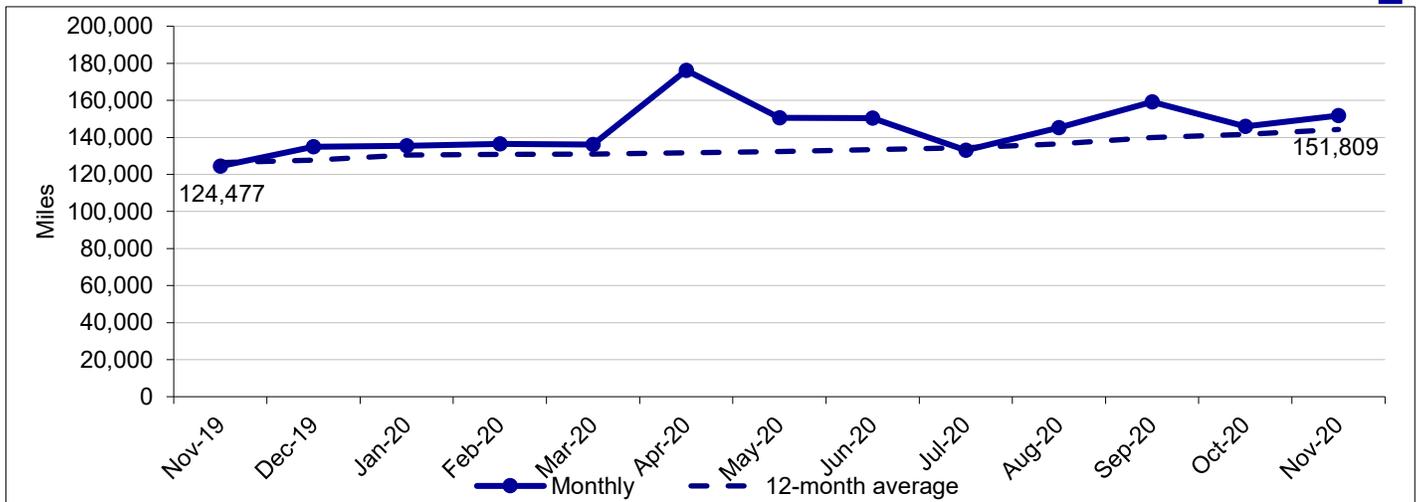
Subway MDBF is a measure of car fleet reliability. It is calculated as revenue car miles divided by the number of delay incidents attributed to car-related causes.

Elevator and Escalator Availability

The percent of time that elevators or escalators are operational system wide. Most elevators and escalators in the subway are maintained by New York City Transit and are electronically monitored 24-hours a day. Some elevators and escalators in the subway are owned and maintained by outside parties; these are inspected by NYCT personnel multiple times daily.

Subway Mean Distance Between Failures

Desired trend



	# of Cars	Monthly		% Change
		Nov '20	Nov '19	
Subdivision A	2,890	217,311	161,824	+34.3%
Subdivision B	3,695	124,473	106,406	+17.0%
Systemwide	6,585	151,809	124,477	+22.0%

Car Class	# of Cars	12-Month Average		% Change
		Nov '20	Nov '19	
R32	130	36,583	29,885	+22.4%
R42	0	-	29,775	N/A
R46	748	59,689	62,741	-4.9%
R62	315	212,630	213,271	-0.3%
R62A	824	144,547	114,927	+25.8%
R68	425	106,270	63,128	+68.3%
R68A	200	67,633	84,769	-20.2%
R142	1,025	248,902	206,692	+20.4%
R142A	220	139,856	111,437	+25.5%
R143	212	166,019	115,872	+43.3%
R160	1,662	273,723	265,406	+3.1%
R179	318	130,847	168,365	-22.3%
R188 - New	126	248,902	524,280	-52.5%
R188 - Conversion	380	307,930	261,464	+17.8%
Subdivision A	2,890	195,881	164,932	+18.8%
Subdivision B	3,695	121,036	108,046	+12.0%
Systemwide	6,585	144,282	126,386	+14.2%

MDBF Discussion

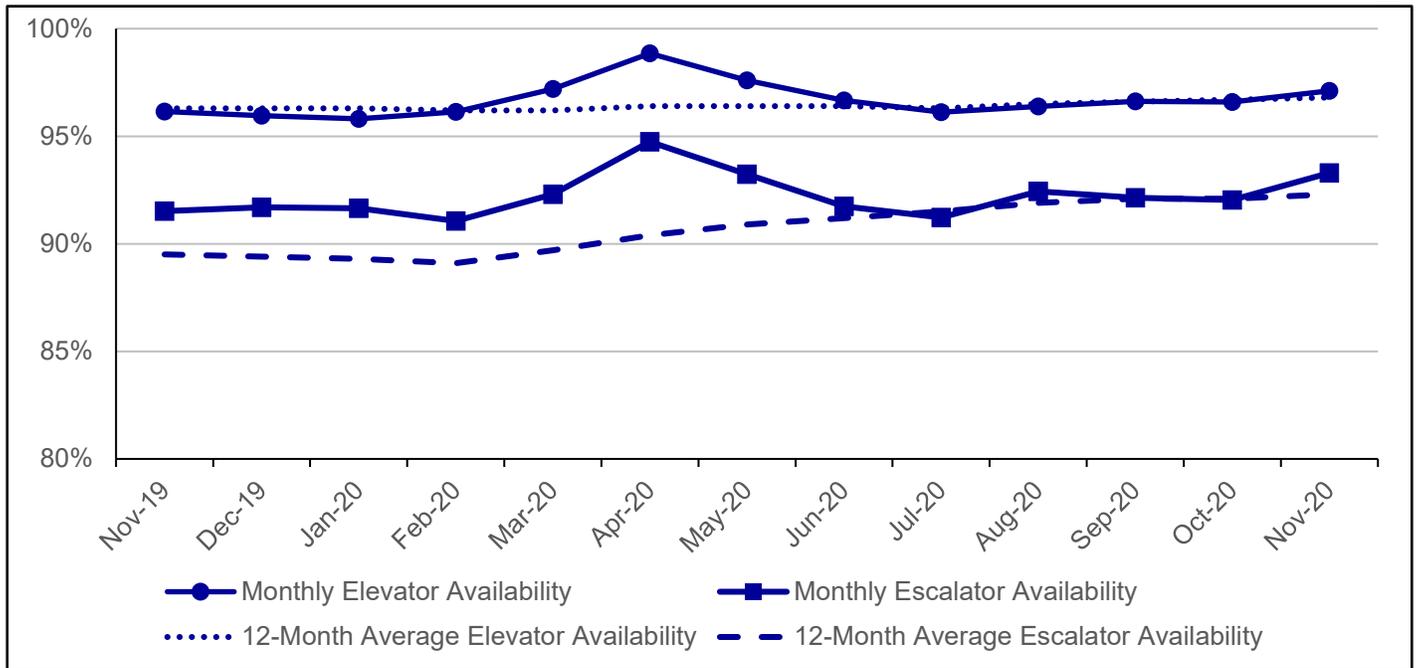
- November 2020 MDBF was 151,809, an increase of 22.0% from one year ago.
- 12-month average MDBF was 144,282 in November 2020, an increase of 14.2% from one year ago.
- The largest improvements in MDBF (12-month average) were on the R68 and R143 fleets.

Chart 13

Note: The metrics in this report are preliminary.

Elevator and Escalator Availability (24 Hours)

Desired trend



	Monthly			12-Month Average		
	Nov 20	Nov 19	% Change	Nov 20	Nov 19	% Change
Elevator Availability	97.1%	96.2%	+0.9%	96.8%	96.4%	+0.4%
Escalator Availability	93.3%	91.5%	+2.0%	92.3%	89.5%	+3.1%

Elevator and Escalator Availability Discussion

- Elevator availability improved by 0.9% in November 2020 compared to November 2019.
- Escalator availability improved by 2.0% in November 2020 compared to November 2019.

Note: The metrics in this report are preliminary.

Section 3: Legacy Indicators

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

Performance Indicator Definitions

Wait Assessment (Weekday and Weekend)

Wait Assessment (WA) measures how regularly the trains are spaced at selected timepoints on each line. To meet the standard, the headway (time between trains) can be no greater than 25% more than the scheduled headway. Minor gaps are more than 25% to 50% over the scheduled headway, medium gaps are more than 50% to 100% over the scheduled headway, and major gaps are more than 100% over the scheduled headway, or missed intervals. WA is reported from 6 a.m. to midnight.

Terminal On-Time Performance (Weekday and Weekend)

Terminal On-Time Performance is the percentage of scheduled trains arriving at the terminal locations within five minutes of their scheduled arrival time during a 24-hour period. An on-time train is defined as a train arriving at its destination terminal on time, early, or no more than five minutes late, and that has not skipped any planned station stops.

Train Delays (Weekday and Weekend)

Train delays are the number of trains that arrived at terminal locations more than five minutes late, or that have skipped any planned station stops during a 24-hour period.

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

Line	Nov 20					Nov 19					Desired trend 	
	Monthly Meets	Monthly Gap			12 month Meets	Monthly Meets	Monthly Gap			12 month Meets		Monthly Standard
	Standard	Minor	Medium	Major	Standard	Standard	Minor	Medium	Major	Standard		% Change
1	82.3%	7.9%	5.1%	4.6%	82.2%	78.8%	8.9%	6.6%	5.7%	79.2%	+4.4%	
2	68.2%	11.2%	11.1%	9.6%	69.9%	73.8%	11.0%	8.8%	6.4%	71.6%	-7.6%	
3	72.1%	11.8%	10.0%	6.0%	74.5%	78.8%	10.7%	6.8%	3.8%	75.4%	-8.5%	
4	72.7%	10.0%	8.6%	8.7%	71.5%	71.7%	10.3%	8.7%	9.3%	71.2%	+1.4%	
5	69.6%	9.9%	9.8%	10.7%	70.9%	69.7%	10.6%	9.5%	10.2%	69.7%	-0.1%	
6	75.5%	9.4%	7.5%	7.6%	78.0%	76.1%	8.7%	7.0%	8.2%	74.9%	-0.8%	
7	80.5%	10.6%	6.0%	2.9%	78.4%	78.7%	10.1%	6.9%	4.3%	76.5%	+2.3%	
S 42nd	96.4%	0.6%	1.2%	1.7%	93.8%	92.0%	2.6%	2.9%	2.6%	94.3%	+4.8%	
Subdivision A	74.9%	9.7%	8.1%	7.2%	75.5%	75.6%	9.8%	7.7%	7.0%	74.6%	-0.9%	
A	67.7%	11.9%	10.7%	9.7%	70.1%	68.6%	10.1%	10.0%	11.3%	69.6%	-1.3%	
B	72.4%	12.8%	9.8%	5.1%	74.8%	72.1%	10.9%	8.5%	8.5%	75.1%	+0.4%	
C	81.8%	11.1%	5.4%	1.7%	78.1%	77.5%	11.1%	8.0%	3.4%	75.7%	+5.5%	
D	72.6%	12.1%	9.4%	5.8%	74.1%	73.6%	11.6%	8.9%	5.9%	74.2%	-1.4%	
E	74.3%	9.8%	8.1%	7.8%	74.4%	72.2%	11.4%	9.3%	7.1%	71.6%	+2.9%	
F	76.1%	11.7%	8.2%	3.9%	74.9%	71.2%	10.4%	9.2%	9.2%	71.0%	+6.9%	
S Fkln	97.9%	1.2%	0.3%	0.6%	98.2%	97.4%	1.2%	0.7%	0.7%	98.3%	+0.5%	
G	79.7%	11.4%	6.5%	2.4%	79.5%	80.0%	11.2%	6.3%	2.6%	80.5%	-0.4%	
S Rock	94.2%	2.9%	1.5%	1.4%	95.5%	93.1%	3.0%	1.5%	2.4%	94.6%	+1.2%	
JZ	83.5%	10.0%	4.8%	1.7%	81.8%	81.5%	9.9%	5.8%	2.8%	80.4%	+2.5%	
L	78.1%	11.0%	7.2%	3.8%	79.5%	79.3%	10.7%	6.6%	3.3%	77.1%	-1.5%	
M	76.6%	11.5%	7.1%	4.7%	76.8%	75.5%	11.1%	7.4%	6.0%	76.1%	+1.5%	
N	70.0%	12.7%	9.7%	7.6%	72.6%	73.6%	12.0%	8.2%	6.2%	74.5%	-4.9%	
Q	70.2%	12.5%	10.1%	7.2%	75.4%	70.6%	11.3%	10.2%	8.0%	76.1%	-0.6%	
R	72.1%	11.7%	9.6%	6.5%	74.3%	74.7%	11.2%	8.3%	5.7%	74.2%	-3.5%	
W	69.7%	12.0%	9.7%	8.7%	73.9%	76.9%	11.3%	7.1%	4.7%	76.6%	-9.4%	
Subdivision B	74.7%	11.4%	8.3%	5.5%	75.8%	74.7%	10.8%	8.2%	6.3%	74.9%	0.0%	
Systemwide	74.8%	10.6%	8.2%	6.3%	75.7%	75.1%	10.3%	7.9%	6.6%	74.8%	-0.4%	

Weekday Wait Assessment Discussion

- Wait Assessment for November 2020 worsened by 0.4% compared to November 2019.

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

Line	Nov 20					Nov 19					Desired trend
	Monthly Meets	Monthly Gap			12 month Meets	Monthly Meets	Monthly Gap			12 month Meets	Monthly Standard
	Standard	Minor	Medium	Major	Standard	Standard	Minor	Medium	Major	Standard	% Change
1	72.4%	13.4%	10.0%	4.2%	86.5%	86.4%	7.1%	3.5%	3.1%	88.9%	-16.2%
2	71.1%	12.4%	10.4%	6.1%	74.9%	75.8%	10.3%	7.2%	6.6%	75.3%	-6.2%
3	73.3%	11.3%	9.4%	6.0%	82.9%	81.5%	7.6%	4.8%	6.1%	84.0%	-10.1%
4	68.9%	11.3%	12.1%	7.7%	75.3%	76.9%	10.4%	8.1%	4.6%	76.2%	-10.4%
5	86.0%	7.4%	2.7%	3.9%	84.7%	83.4%	8.7%	5.1%	2.8%	84.3%	+3.1%
6	69.5%	10.3%	9.7%	10.5%	81.4%	88.8%	6.5%	3.1%	1.7%	84.7%	-21.7%
7	80.3%	10.5%	6.4%	2.8%	83.8%	86.9%	8.0%	3.1%	1.9%	84.8%	-7.6%
S 42nd	89.4%	0.3%	4.3%	5.9%	96.2%	99.1%	0.3%	0.1%	0.4%	98.5%	-9.8%
Subdivision A	73.4%	10.9%	9.4%	6.3%	80.9%	82.8%	8.3%	5.1%	3.8%	82.3%	-11.4%
A	72.4%	10.9%	8.4%	8.3%	76.0%	75.3%	11.9%	8.3%	4.5%	75.4%	-3.9%
C	75.6%	12.2%	9.0%	3.2%	80.1%	82.2%	11.4%	5.0%	1.3%	80.5%	-8.0%
D	75.1%	12.5%	8.2%	4.2%	78.1%	83.6%	10.1%	4.4%	1.9%	80.8%	-10.2%
E	82.8%	9.3%	5.1%	2.8%	85.0%	86.8%	8.2%	3.6%	1.4%	85.1%	-4.6%
F	78.2%	11.7%	7.1%	3.0%	79.6%	80.9%	10.1%	6.5%	2.4%	80.2%	-3.3%
S Fkln	98.4%	0.8%	0.5%	0.3%	98.7%	96.3%	1.4%	1.0%	1.3%	98.2%	+2.2%
G	85.5%	8.8%	3.6%	2.1%	85.5%	84.4%	9.9%	4.4%	1.2%	85.3%	+1.3%
S Rock	96.0%	2.6%	0.4%	0.9%	96.4%	97.6%	1.5%	0.8%	0.1%	95.4%	-1.6%
JZ	85.3%	9.4%	4.1%	1.1%	84.7%	89.0%	7.9%	2.4%	0.7%	87.7%	-4.2%
L	79.7%	11.0%	7.0%	2.3%	83.6%	86.3%	7.1%	3.6%	2.9%	84.6%	-7.6%
M	95.7%	3.3%	0.7%	0.3%	81.2%	79.4%	10.3%	6.7%	3.6%	78.1%	+20.5%
N	77.0%	12.7%	7.2%	3.1%	75.4%	74.6%	11.7%	8.0%	5.6%	79.7%	+3.2%
Q	73.7%	13.2%	9.5%	3.6%	78.2%	83.2%	10.4%	4.9%	1.5%	82.7%	-11.4%
R	79.4%	11.8%	6.7%	2.0%	80.4%	77.4%	11.3%	7.2%	4.1%	80.0%	+2.6%
Subdivision B	78.8%	10.9%	6.9%	3.4%	80.7%	81.4%	10.1%	5.7%	2.8%	81.5%	-3.2%
Systemwide	76.4%	10.9%	8.0%	4.7%	80.8%	82.0%	9.3%	5.4%	3.3%	81.9%	-6.8%

Weekend Wait Assessment Discussion

- Wait Assessment for November 2020 worsened by 6.8% compared to November 2019.

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

Subway Weekday Terminal On-Time Performance

Monthly
(24 hours)

Desired trend



<u>Line</u>	<u>Nov 20</u>	<u>Nov 19</u>	<u>% Change</u>
1	91.2%	84.2%	+8.3%
2	82.6%	81.2%	+1.7%
3	90.2%	89.3%	+1.0%
4	90.7%	76.6%	+18.4%
5	88.5%	79.5%	+11.3%
6	89.3%	77.5%	+15.2%
7	95.9%	92.4%	+3.8%
S 42nd	99.7%	98.1%	+1.6%
Subdivision A	91.8%	85.6%	+7.2%
A	82.5%	66.7%	+23.7%
B	86.7%	62.9%	+37.8%
C	91.1%	76.4%	+19.2%
D	82.1%	67.7%	+21.3%
E	88.2%	78.4%	+12.5%
F	84.1%	71.4%	+17.8%
S Fkn	99.5%	99.1%	+0.4%
G	90.6%	76.6%	+18.3%
S Rock	97.3%	95.2%	+2.2%
JZ	94.1%	82.4%	+14.2%
L	95.1%	95.3%	-0.2%
M	93.4%	80.9%	+15.5%
NW	78.7%	74.7%	+5.4%
Q	87.9%	81.6%	+7.7%
R	86.1%	75.8%	+13.6%
Subdivision B	88.6%	78.9%	+12.3%
Systemwide	90.0%	81.8%	+10.0%

Weekday Terminal On-Time Performance Discussion

- November weekday OTP improved by 10.0% compared to the prior year.
- November OTP continues to reflect the significant reduction in ridership that began in mid-March. Lower ridership closely correlates with shorter dwells (the time it takes for customers to board and exit trains) at stations. These shorter dwells made it more likely that trains could reach their terminals closer to their scheduled times.

Subway Weekend Terminal On-Time Performance

Monthly
(24 hours)

Desired trend



<u>Line</u>	<u>Nov 20</u>	<u>Nov 19</u>	<u>% Change</u>
1	92.0%	88.9%	+3.5%
2	61.3%	65.4%	-6.3%
3	75.1%	75.4%	-0.4%
4	80.4%	70.9%	+13.4%
5	80.4%	83.0%	-3.1%
6	88.0%	87.0%	+1.1%
7	92.3%	94.0%	-1.8%
S 42nd	99.9%	100.0%	-0.1%
Subdivision A	85.8%	84.4%	+1.7%
A	82.3%	81.9%	+0.5%
C	87.0%	75.7%	+14.9%
D	79.5%	87.8%	-9.5%
E	90.3%	88.0%	+2.6%
F	88.6%	79.5%	+11.4%
S Fkn	99.2%	98.4%	+0.8%
G	87.0%	79.8%	+9.0%
S Rock	97.5%	98.4%	-0.9%
JZ	94.5%	91.3%	+3.5%
L	96.6%	92.9%	+4.0%
M	99.0%	88.2%	+12.2%
N	84.0%	64.7%	+29.8%
Q	89.3%	94.5%	-5.5%
R	93.8%	72.5%	+29.4%
Subdivision B	90.6%	85.3%	+6.2%
Systemwide	88.6%	84.9%	+4.4%

Weekend Terminal On-Time Performance Discussion

- November weekend OTP improved by 4.4% compared to the prior year.

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

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

<u>Delay Categories</u>	<u>Trains Delayed</u>	<u>Delayed Trains Per Day (20)</u>	<u>% of Delayed Trains</u>
Track Failures and Emergency Remediation	<u>591</u>	<u>30</u>	<u>3.8%</u>
Rail and Roadbed	458	23	2.9%
Fire, Smoke, Debris	133	7	0.9%
Signal Failures and Emergency Remediation	2,282	114	14.3%
Subway Car	<u>965</u>	<u>48</u>	<u>6.0%</u>
Door-Related	302	15	1.9%
Propulsion	139	7	0.9%
Braking	244	12	1.5%
Other	280	14	1.8%
Other Unplanned Disruptions (e.g. station defect)	978	49	6.1%
Train Brake Activation - cause unknown	187	9	1.1%
Service Delivery (e.g., crew performance)	2,942	147	18.4%
External	<u>3,593</u>	<u>180</u>	<u>22.6%</u>
Public Conduct, Crime, Police Response	1,237	62	7.8%
Sick/Injured Customer	550	28	3.5%
Persons on Roadbed (including persons struck by train)	1,035	52	6.5%
External Debris on Roadbed (e.g., trees, shopping cart)	192	10	1.3%
Other Passenger-Related (e.g., retrieval of property from track)	147	7	0.9%
Public Event (e.g., civil demonstration, parade)	249	12	1.5%
Inclement Weather	62	3	0.4%
Other External Disruptions	121	6	0.8%
Operating Environment	1,703	85	10.7%
Planned Right-of-Way Work	2,695	135	16.9%
Total Trains Delayed	<u>15,936</u>	<u>797</u>	<u>100%</u>

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

<u>Delay Categories</u>	<u>Trains Delayed</u>	<u>Delayed Trains Per Day (10)</u>	<u>% of Delayed Trains</u>
Track Failures and Emergency Remediation	<u>216</u>	<u>22</u>	<u>3.6%</u>
Rail and Roadbed	122	12	2.0%
Fire, Smoke, Debris	94	9	1.5%
Signal Failures and Emergency Remediation	423	42	7.0%
Subway Car	<u>182</u>	<u>18</u>	<u>3.0%</u>
Door-Related	34	3	0.6%
Propulsion	18	2	0.3%
Braking	46	5	0.8%
Other	84	8	1.4%
Other Unplanned Disruptions (e.g. station defect)	77	8	1.3%
Train Brake Activation - cause unknown	15	2	0.2%
Service Delivery (e.g., crew performance)	1,698	170	27.9%
External	<u>948</u>	<u>95</u>	<u>15.6%</u>
Public Conduct, Crime, Police Response	358	36	5.9%
Sick/Injured Customer	80	8	1.3%
Persons on Roadbed (including persons struck by train)	319	32	5.2%
External Debris on Roadbed (e.g., trees, shopping cart)	27	3	0.4%
Other Passenger-Related (e.g., retrieval of property from track)	39	4	0.6%
Public Event (e.g., civil demonstration, parade)	42	4	0.7%
Inclement Weather	50	5	0.8%
Other External Disruptions	33	3	0.5%
Operating Environment	1,085	109	17.8%
Planned Right-of-Way Work	1,440	144	23.7%
Total Trains Delayed	6,084	608	100%

Customer Service Report: Buses

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



George Menduina, Vice President & Chief Facilities Officer of Buses, is retiring after 43 years of dedicated public service at the MTA. His around-the-clock dedication, energy, and expertise will be greatly missed. Thank you for your service, George! The Buses family wish you a long and happy retirement.

December 2020 Highlights: Buses

When we began this year, I said we were going to make 2020 the “Year of the Bus”. We started off the year looking forward to a record breaking capital program, deployment of electric buses, seeing the results of the 14th Street Busway, and the deployment of our on-board automated bus lane enforcement cameras. And then the pandemic hit our City.

While the pandemic rocked us to our core, it also showed just how effective the bus system can be. Throughout the first six months of the pandemic, the NYC bus system carried more customers than any other mode of public transportation in the country. Since August, when we re-opened the front door of buses, we have been carrying approximately 50% of pre-pandemic ridership, a higher percentage than any other public transit option in the City. Although we have been through a lot since the beginning of this pandemic, the one certainty I have come to count on is the extraordinary courage and grace of the women and men of Buses. Their sacrifice, dedication and strength inspire me every day. Thanks to their heroic efforts — carrying essential workers in the worst of the crisis and helping to bring the City back to life as it reopened — 2020 has indeed been the year of the bus.

We know that the key to effective bus service is well-enforced bus priority. We continue to build on this momentum. This year, we added three new routes with automated bus lane enforcement to capture real-time bus lane violations, and worked with the NYC DOT to add over 460 intersections with Transit Signal Priority (for a total of approximately 1,400 to date) and over 10 miles of new bus lanes. While we did a lot, this is simply not enough, we continue to push for bus priority throughout the City. As we see a resurgence in COVID-19 cases in the City we continue to stay laser focused on safety, disinfecting the bus fleet daily, distributing masks to employees and customers, and continuing to message to that wearing a mask or face covering is the law and the best way to protect themselves and others. We launched a real-time app enabling riders to tell exactly how many people are on a given bus so they can make a personal decision about how comfortable they feel riding. All fleets are outfitted with either a temporary or permanent barrier solution to fully protect bus operators, and we are aggressively working towards a goal of 100% permanent barriers on the fleet. Temperature testing has been implemented at all bus locations and COVID-19 testing has been made available to all employees.

Finally, on behalf of the Buses family, it is with bittersweet emotion that I announce the retirement of another key member of my leadership team, George Menduina, Vice President & Chief Facilities Officer. George has 43 years of dedicated service to the MTA. He joined Buses in 1999 managing facility operations and construction and has played a key role in commissioning four new bus depots including the nation’s first LEED gold-certified bus facility, Mother Clara Hale. In 2016, George won the prestigious Sloan Public Service Award honoring civil servants whose work performance and commitment to the public goes above and beyond the ordinary. We wish George a happy and well-deserved retirement.

On behalf of the Buses team I wish to thank the MTA Board, our MTA colleagues, and our partners at NYC DOT and NYPD for their support throughout this very difficult year. To our customers, thank you for continuing to ride with us. We appreciate you being here, and are proud to provide you with safe, reliable public transit. We will never forget those colleagues we lost this year and keep them and their families in our hearts during this holiday season. Stay safe, and please remember to wear your mask.

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

Bus Report

Bus Report Performance Indicators							
Category	Performance Indicator	Current Month: November 2020			12-Month Average		
		This Year	Last Year	Change	This Year	Last Year	Change
Customer Focused Metrics	Service Delivered (Chart 1)	96.3%	96.9%	-0.6%	96.4%	97.3%	-1.0%
	Additional Bus Stop Time (h:mm:ss) (Chart 3)*	0:01:27	0:01:50	-0:00:23	0:01:35	0:01:44	-0:00:09
	Additional Travel Time (h:mm:ss) (Chart 5)*	-0:00:35	0:00:59	-0:01:34	0:00:13	0:00:47	-0:00:34
	Customer Journey Time Performance (Chart 7)*	80.8%	70.7%	+14.3%	+76.1%	+72.3%	+5.3%
Inputs To Operations	Mean Distance Between Failures (Chart 9)	8,564	8,488	+0.9%	8,194	7,785	+5.3%
	Speed (MPH) (Chart 11)	8.3	7.9	+5.4%	8.3	8.0	+4.8%
Legacy Indicators	Wait Assessment (Chart 13)	81.2%	76.9%	+5.7%	80.0%	77.8%	+2.8%
	System MDBSI (Chart 16)	3,378	3,041	+11.1%	3,530	3,042	+16.0%
	NYCT Bus	3,178	2,889	+10.0%	3,349	2,890	+15.9%
	MTA Bus	4,237	3,679	+15.2%	4,240	3,671	+15.5%
	System Trips Completed (Chart 17)*	97.7%	99.3%	-1.6%	98.2%	99.2%	-1.0%
	NYCT Bus	98.0%	99.3%	-1.3%	98.3%	99.3%	-1.0%
	MTA Bus	96.4%	99.3%	-2.9%	97.7%	98.9%	-1.2%
	System AM Pull Out (Chart 18)*	97.7%	99.9%	-2.2%	98.5%	99.8%	-1.3%
	NYCT Bus	98.2%	99.9%	-1.7%	98.7%	99.9%	-1.2%
	MTA Bus	95.9%	99.6%	-3.7%	97.9%	99.5%	-1.6%
	System PM Pull Out (Chart 19)*	98.4%	99.9%	-1.5%	98.8%	99.8%	-1.0%
	NYCT Bus	98.8%	99.9%	-1.1%	99.0%	99.9%	-0.9%
	MTA Bus	97.0%	99.7%	-2.7%	98.3%	99.5%	-1.2%
	System Buses >= 12 years	20.0%	19.0%				
	NYCT Bus	8.1%	6.7%				
	MTA Bus	60.0%	62.0%				
System Fleet Age	7.9	7.1					
NYCT Bus	6.9	6.0					
MTA Bus	11.7	11.0					

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

***NOTE:** Due to severe disruptions in bus ridership and service associated with the COVID-19 pandemic, this report includes the following adjustments:
 - 12-month averages for ABST, ATT, and CJTP metrics exclude April - August 2020
 - 12-month averages for Trips Completed, AM Pull Out, and PM Pull Out metrics exclude April and May 2020

Note: The metrics in this report are preliminary

Section 1: Customer Focused Metrics

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

Performance Indicator Definitions

Service Delivered

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

Additional Bus Stop Time (ABST)

Additional Bus Stop Time (ABST) is the estimated average extra time that customers wait at a stop for a bus, compared with their scheduled wait time. The measure assumes customers arrive at the bus stop at a uniform rate, except for routes with longer headways, where customers arrive more closely aligned to the schedule. ABST (sometimes referred to as Excess Wait Time) is a new indicator for the MTA, and is considered an industry best practice worldwide. ABST is estimated using customers' MetroCard swipes and OMNY taps on buses combined with GPS tracking data from Bus Time. This indicator is likely to be refined and enhanced over time as the MTA gains experience integrating the latest technology. ABST is reported for trips starting between 4am to 11pm on weekdays.

Additional Travel Time (ATT)

Additional Travel Time (ATT) is the estimated average extra time customers are onboard the bus compared to their scheduled onboard time. ATT (sometimes referred to as Excess In-Vehicle Travel Time) is a new indicator for the MTA, and is considered an industry best practice worldwide. ATT is estimated using customers' MetroCard swipes and OMNY taps on buses combined with GPS tracking data from Bus Time. This indicator is likely to be refined and enhanced over time as the MTA gains experience integrating the latest technology. ATT is reported for trips starting between 4am to 11pm on weekdays.

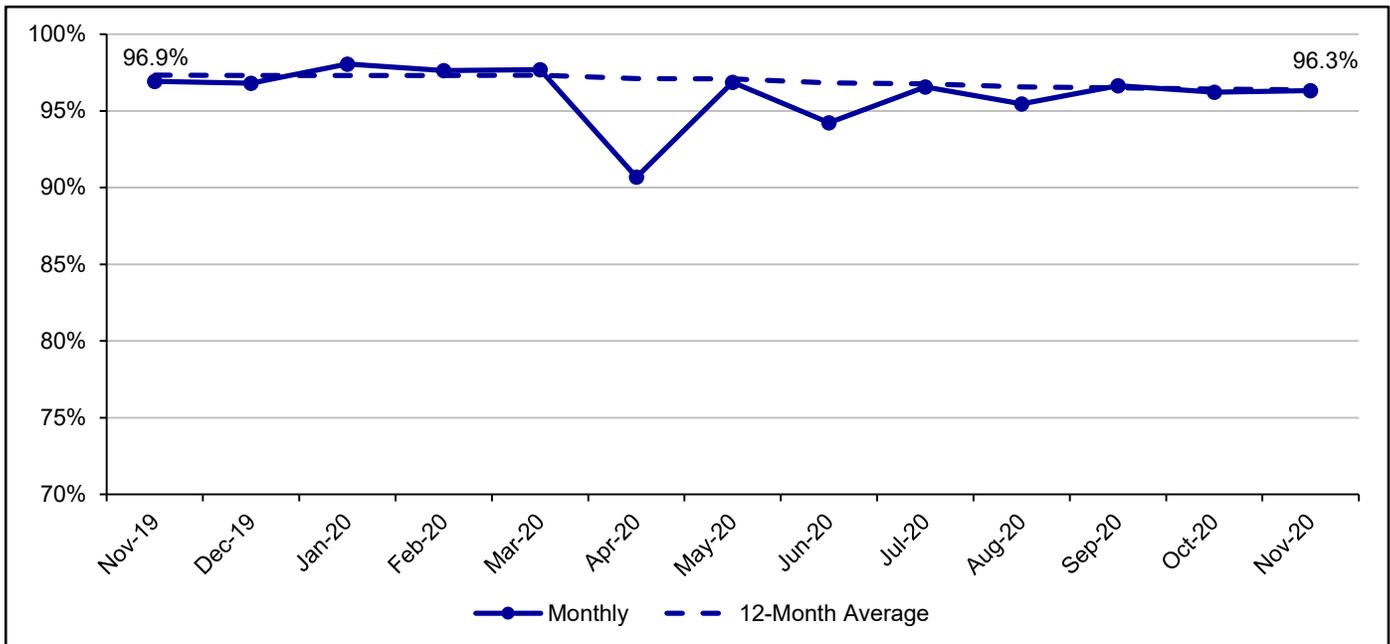
Customer Journey Time Performance (CJTP)

Customer Journey Time Performance (CJTP) estimates the percentage of customers who complete their journey (ABST + ATT) within 5 minutes of the scheduled time. This is a new indicator for the MTA, but is used by other transit agencies to measure service. CJTP is measured using customers' MetroCard swipes and OMNY taps on buses combined with GPS tracking data from Bus Time. This indicator is likely to be refined and enhanced over time as the MTA gains experience integrating the latest technology. CJTP is reported for trips starting between 4am to 11pm on weekdays.

Note: The metrics in this report are preliminary

Service Delivered (Peak Hours)

Desired trend



	Monthly			12-Month Average		
	Nov 20	Nov 19	% Change	Nov 20	Nov 19	% Change
Bronx	97.9%	97.1%	+0.9%	97.6%	97.6%	+0.0%
Brooklyn	96.2%	97.1%	-0.9%	96.6%	97.7%	-1.0%
Manhattan	98.7%	97.6%	+1.1%	97.1%	97.7%	-0.6%
Queens	95.3%	96.4%	-1.2%	95.5%	96.8%	-1.3%
Staten Island	94.5%	97.1%	-2.7%	95.7%	97.7%	-2.0%
Systemwide	96.3%	96.9%	-0.6%	96.4%	97.3%	-1.0%

Service Delivered Discussion

- Service Delivered in November 2020 decreased by 0.6 percent to 96.3 percent compared to November 2019, and decreased by 1.0 percent to 96.4 percent on a 12-month average basis.

Note: The metrics in this report are preliminary

**Service Delivered
Monthly
(Peak Hours)**

Desired trend



<u>Borough</u>	<u>Nov 20</u>	<u>Nov 19</u>	<u>% Change</u>
Bronx	97.9%	97.1%	+0.9%
Local/Limited	97.4%	96.8%	+0.6%
Select Bus Service	99.4%	97.2%	+2.3%
Express	100.3%	98.6%	+1.7%
Brooklyn	96.2%	97.1%	-0.9%
Local/Limited	96.0%	97.0%	-1.1%
Select Bus Service	95.7%	96.2%	-0.5%
Express	98.3%	98.7%	-0.4%
Manhattan	98.7%	97.6%	+1.1%
Local/Limited	98.5%	97.5%	+1.1%
Select Bus Service	98.9%	98.0%	+1.0%
Express	N/A	N/A	N/A
Queens	95.3%	96.4%	-1.2%
Local/Limited	94.9%	96.2%	-1.3%
Select Bus Service	97.5%	97.4%	+0.1%
Express	97.5%	98.1%	-0.7%
Staten Island	94.5%	97.1%	-2.7%
Local/Limited	95.4%	97.2%	-1.8%
Select Bus Service	95.7%	101.7%	-5.9%
Express	93.5%	96.7%	-3.3%
Systemwide	96.3%	96.9%	-0.6%
Local/Limited	96.1%	96.7%	-0.6%
Select Bus Service	98.1%	97.6%	+0.5%
Express	96.4%	97.7%	-1.3%

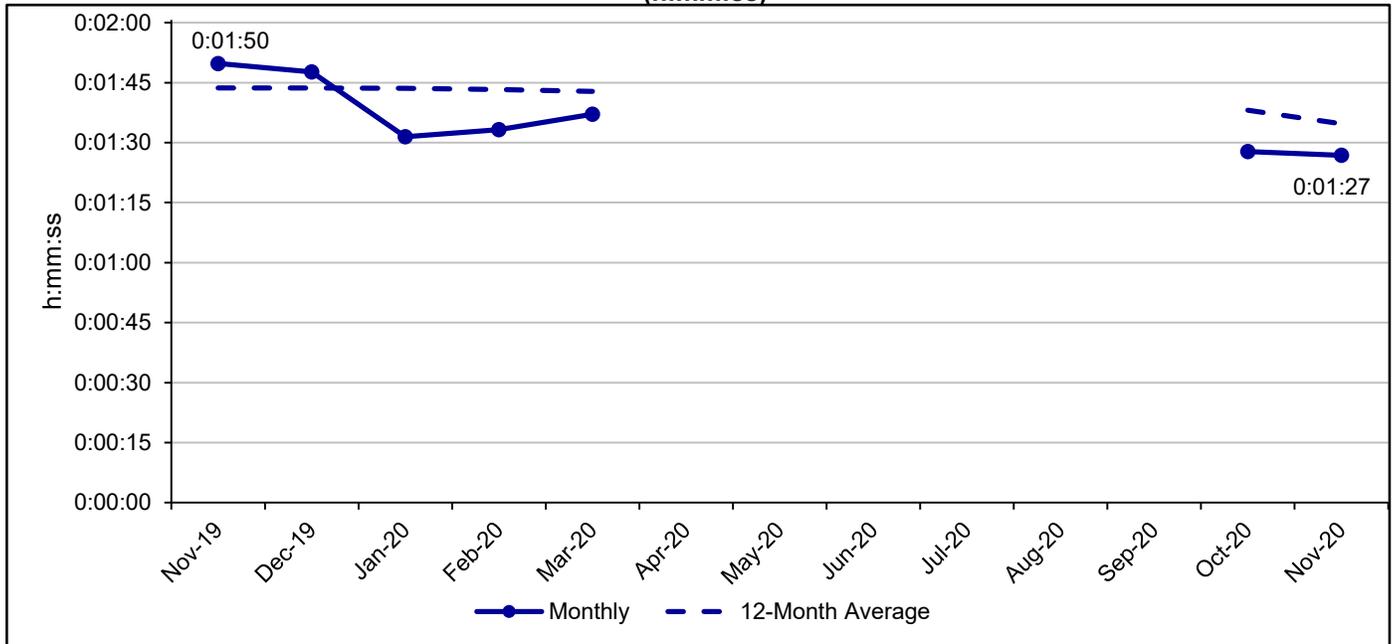
Note: The metrics in this report are preliminary

Additional Bus Stop Time

(4 a.m. - 11 p.m.)

(h:mm:ss)

Desired trend



	Monthly			12-Month Average		
	Nov 20	Nov 19	Change	Nov 20	Nov 19	Change
Bronx	0:01:21	0:01:51	-0:00:30	0:01:36	0:01:44	-0:00:08
Brooklyn	0:01:44	0:02:01	-0:00:17	0:01:46	0:01:54	-0:00:08
Manhattan	0:01:07	0:01:23	-0:00:16	0:01:12	0:01:25	-0:00:13
Queens	0:01:22	0:01:52	-0:00:30	0:01:32	0:01:43	-0:00:11
Staten Island	0:01:58	0:02:07	-0:00:09	0:02:00	0:02:00	0:00:00
Systemwide	0:01:27	0:01:50	-0:00:23	0:01:35	0:01:44	-0:00:09

Additional Bus Stop Time Discussion

- Additional Bus Stop Time in November 2020 decreased by 23 seconds compared to November 2019, and decreased by 9 seconds on a 12-month average basis.
- Note that due to severe disruptions in ridership due to the Covid-19 pandemic, ABST was not available from April - August 2020.

Note: The metrics in this report are preliminary

Additional Bus Stop Time
(4 a.m. - 11 p.m.)
(h:mm:ss)

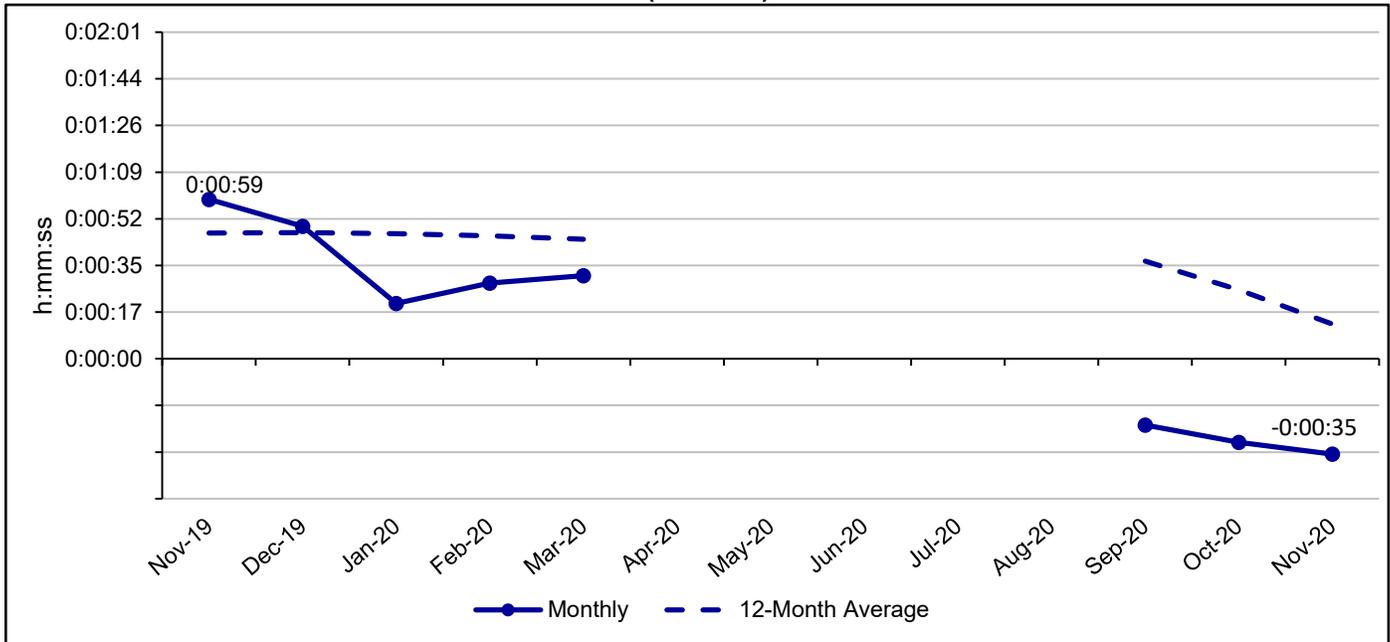
Desired trend 

<u>Borough</u>	<u>Nov 20</u>	<u>Nov 19</u>	<u>Change</u>
Bronx	0:01:21	0:01:51	-0:00:30
Local/Limited	0:01:22	0:01:52	-0:00:30
Select Bus Service	0:01:05	0:01:29	-0:00:24
Express	0:02:01	0:02:38	-0:00:37
Brooklyn	0:01:44	0:02:01	-0:00:17
Local/Limited	0:01:46	0:02:04	-0:00:18
Select Bus Service	0:01:21	0:01:28	-0:00:07
Express	0:02:09	0:02:00	+0:00:09
Manhattan	0:01:07	0:01:23	-0:00:16
Local/Limited	0:01:15	0:01:35	-0:00:20
Select Bus Service	0:00:48	0:01:01	-0:00:13
Express	N/A	N/A	N/A
Queens	0:01:22	0:01:52	-0:00:30
Local/Limited	0:01:22	0:01:55	-0:00:33
Select Bus Service	0:01:18	0:01:12	+0:00:06
Express	0:01:57	0:01:51	+0:00:06
Staten Island	0:01:58	0:02:07	-0:00:09
Local/Limited	0:02:06	0:02:24	-0:00:18
Select Bus Service	0:01:08	0:01:36	-0:00:28
Express	0:01:38	0:01:28	+0:00:10
Systemwide	0:01:27	0:01:50	-0:00:23
Local/Limited	0:01:30	0:01:55	-0:00:25
Select Bus Service	0:01:03	0:01:13	-0:00:10
Express	0:01:51	0:01:50	+0:00:01

Note: The metrics in this report are preliminary

Additional Travel Time (4 a.m. - 11 p.m.) (h:mm:ss)

Desired trend



	Monthly			12-Month Average		
	Nov 20	Nov 19	% Change	Nov 20	Nov 19	% Change
Bronx	-0:00:11	0:01:16	-0:01:27	0:00:31	0:01:00	-0:00:29
Brooklyn	-0:00:32	0:00:57	-0:01:29	0:00:15	0:00:45	-0:00:30
Manhattan	-0:00:48	0:00:31	-0:01:19	-0:00:05	0:00:25	-0:00:30
Queens	-0:00:40	0:01:08	-0:01:48	0:00:16	0:00:54	-0:00:38
Staten Island	-0:02:08	0:00:49	-0:02:57	-0:00:46	0:00:19	-0:01:05
Systemwide	-0:00:35	0:00:59	-0:01:34	0:00:13	0:00:47	-0:00:34

Additional Travel Time Discussion

- Additional Travel Time in November 2020 decreased by 1 minute and 34 seconds compared to November 2019, and decreased by 34 seconds on a 12-month average basis.
- Note that due to severe disruptions in ridership due to the Covid-19 pandemic, ATT was not available from April - August 2020.

Note: The metrics in this report are preliminary

Additional Travel Time
Monthly (4 a.m. - 11 p.m.)
(h:mm:ss)

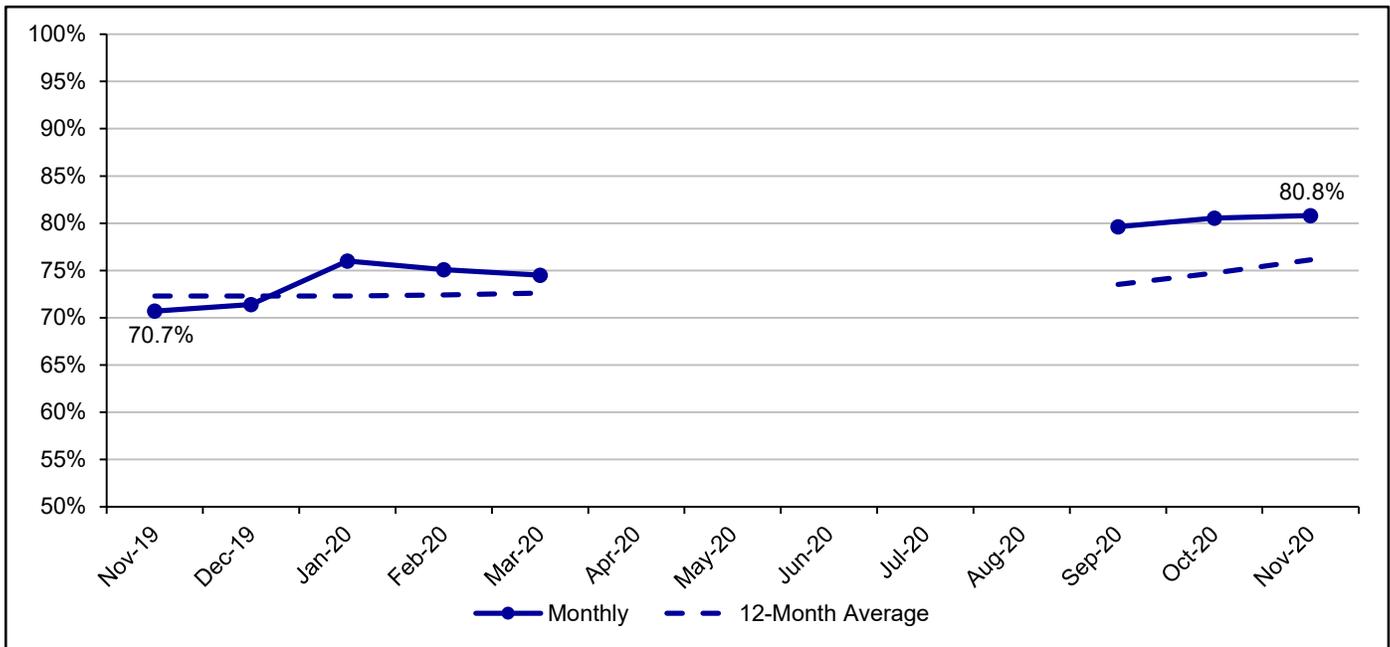
Desired trend 

<u>Borough</u>	<u>Nov 20</u>	<u>Nov 19</u>	<u>% Change</u>
Bronx	-0:00:11	0:01:16	-0:01:27
Local/Limited	-0:00:11	0:01:06	-0:01:17
Select Bus Service	-0:00:05	0:01:32	-0:01:37
Express	-0:01:25	0:06:27	-0:07:52
Brooklyn	-0:00:32	0:00:57	-0:01:29
Local/Limited	-0:00:32	0:00:55	-0:01:27
Select Bus Service	-0:00:17	0:00:56	-0:01:13
Express	-0:03:25	0:03:12	-0:06:37
Manhattan	-0:00:48	0:00:31	-0:01:19
Local/Limited	-0:00:48	0:00:35	-0:01:23
Select Bus Service	-0:00:48	0:00:23	-0:01:11
Express	N/A	N/A	N/A
Queens	-0:00:40	0:01:08	-0:01:48
Local/Limited	-0:00:42	0:01:03	-0:01:45
Select Bus Service	0:00:20	0:00:51	-0:00:31
Express	-0:02:30	0:05:35	-0:08:05
Staten Island	-0:02:08	0:00:49	-0:02:57
Local/Limited	-0:01:10	0:00:47	-0:01:57
Select Bus Service	-0:00:51	0:01:33	-0:02:24
Express	-0:07:44	0:00:37	-0:08:21
Systemwide	-0:00:35	0:00:59	-0:01:34
Local/Limited	-0:00:32	0:00:57	-0:01:29
Select Bus Service	-0:00:24	0:00:46	-0:01:10
Express	-0:04:44	0:03:05	-0:07:49

Note: The metrics in this report are preliminary

Customer Journey Time Performance (4 a.m. - 11 p.m.)

Desired trend



	Monthly			12-Month Average		
	Nov 20	Nov 19	% Change	Nov 20	Nov 19	% Change
Bronx	79.5%	69.3%	+14.7%	74.6%	71.3%	+4.6%
Brooklyn	77.7%	69.4%	+12.0%	74.1%	71.1%	+4.3%
Manhattan	84.7%	76.5%	+10.7%	80.8%	76.8%	+5.2%
Queens	82.7%	70.1%	+18.0%	76.7%	72.0%	+6.5%
Staten Island	83.0%	67.6%	+22.8%	76.2%	70.1%	+8.7%
Systemwide	80.8%	70.7%	+14.3%	76.1%	72.3%	+5.3%

Customer Journey Time Performance Discussion

- Customer Journey Time Performance in November 2020 increased by 14.3 percent to 80.8 percent compared to November 2019, and increased by 5.3 percent to 76.1 percent on a 12-month average basis.
- Note that due to severe disruptions in ridership due to the Covid-19 pandemic, CJTP was not available from April - August 2020.

Note: The metrics in this report are preliminary

Customer Journey Time Performance Monthly

Desired trend 

<u>Borough</u>	<u>Nov 20</u>	<u>Nov 19</u>	<u>% Change</u>
Bronx	79.5%	69.3%	+14.7%
Local/Limited	79.6%	70.1%	+13.6%
Select Bus Service	79.3%	67.7%	+17.1%
Express	71.2%	41.1%	+73.3%
Brooklyn	77.7%	69.4%	+12.0%
Local/Limited	77.6%	69.3%	+12.0%
Select Bus Service	78.9%	72.7%	+8.5%
Express	78.3%	55.7%	+40.5%
Manhattan	84.7%	76.5%	+10.7%
Local/Limited	83.2%	74.0%	+12.4%
Select Bus Service	88.1%	81.1%	+8.6%
Express	N/A	N/A	N/A
Queens	82.7%	70.1%	+18.0%
Local/Limited	83.3%	70.5%	+18.1%
Select Bus Service	73.0%	72.4%	+0.8%
Express	74.7%	45.8%	+63.0%
Staten Island	83.0%	67.6%	+22.8%
Local/Limited	82.1%	68.7%	+19.6%
Select Bus Service	81.3%	67.4%	+20.6%
Express	88.4%	64.7%	+36.6%
Systemwide	80.8%	70.7%	+14.3%
Local/Limited	80.6%	70.4%	+14.6%
Select Bus Service	82.3%	75.7%	+8.7%
Express	80.5%	55.2%	+45.9%

Note: The metrics in this report are preliminary

Section 2: Inputs to Operations

The metrics in this section address how NYCT provides service to its customers by measuring the reliability of bus performance and the impact of bus speed on operations.

Performance Indicator Definitions

Mean Distance Between Failures (MDBF)

Mean Distance Between Failures (MDBF) reports how frequently mechanical problems such as engine failures or electrical malfunctions cause delays. It is calculated by dividing the number of miles buses run in service by the number of incidents due to mechanical problems.

MDBF numbers include weekdays and weekends. This borough and trip-type combinations (Chart 10) are reported as a 12-month average.

Bus Speeds

Bus speeds measure how quickly buses travel along their routes. The average end-to-end speed is the total distance traveled along a route divided by the total time, using bus GPS data.

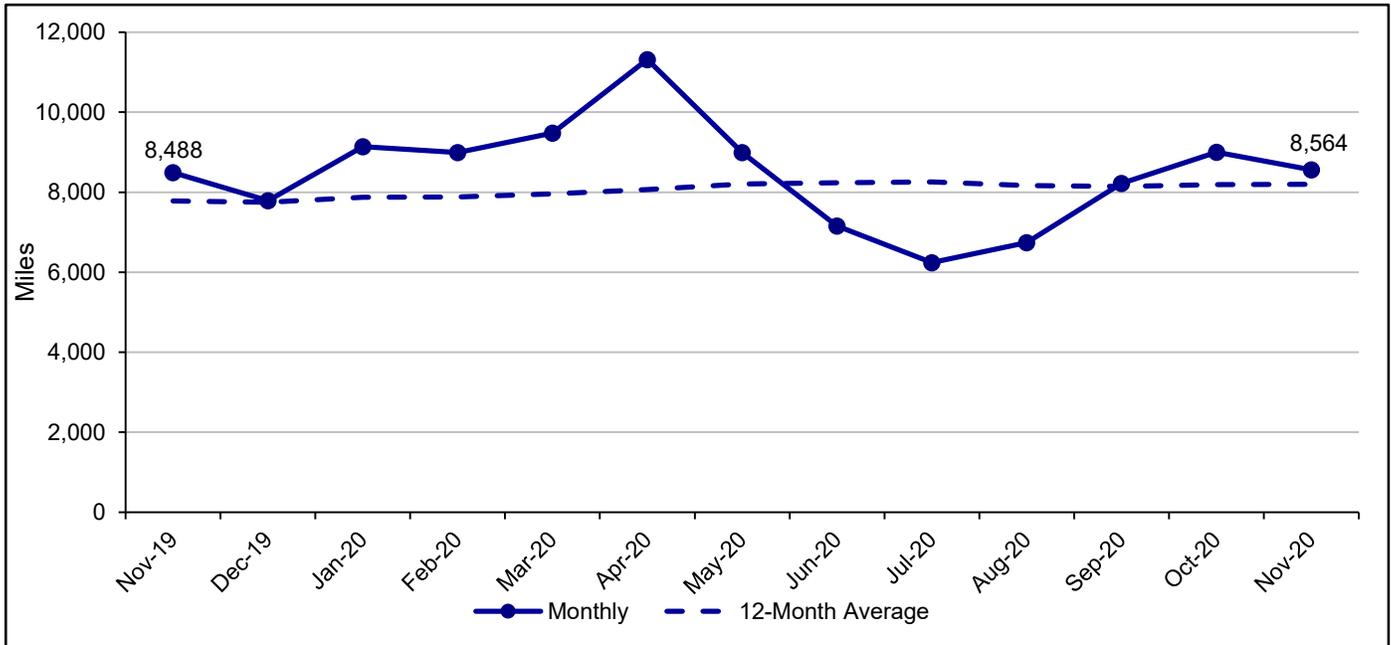
Note: The metrics in this report are preliminary

Mean Distance Between Failures

(24 Hours)

Miles

Desired trend



	Monthly			12-Month Average		
	Nov 20	Nov 19	% Change	Nov 20	Nov 19	% Change
Bronx	6,048	6,662	-9.2%	6,070	6,087	-0.3%
Brooklyn	8,892	9,780	-9.1%	8,524	8,808	-3.2%
Manhattan	5,280	4,108	+28.5%	5,396	4,457	+21.1%
Queens	8,816	8,747	+0.8%	8,059	7,349	+9.7%
Staten Island	29,090	23,195	+25.4%	24,816	21,347	+16.3%
Systemwide	8,564	8,488	+0.9%	8,194	7,785	+5.3%

Mean Distance Between Failures Discussion

- Mean Distance Between Failures in November 2020 increased by 0.9 percent to 8,564 miles compared to November 2019, and increased by 5.3 percent to 8,194 miles on a 12-month average basis.

Note: The metrics in this report are preliminary

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

Desired trend

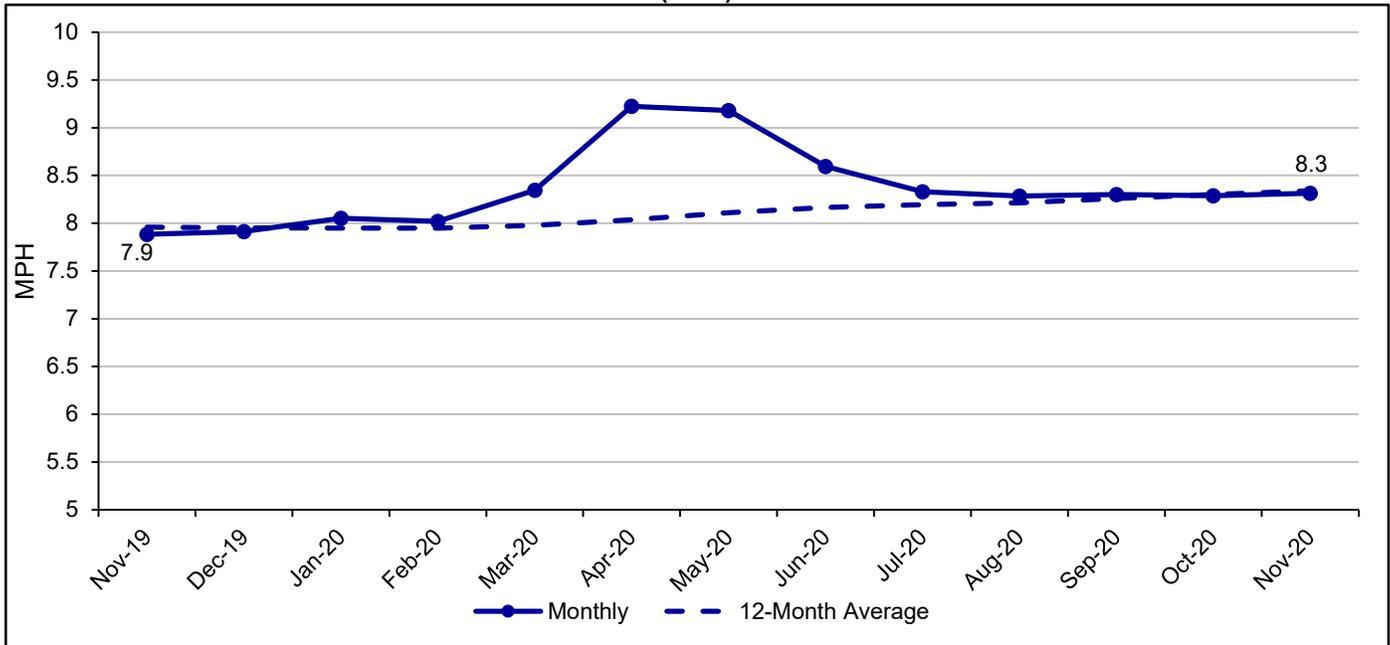


<u>Borough</u>	<u>Nov 20</u>	<u>Nov 19</u>	<u>% Change</u>
Bronx	6,070	6,087	-0.3%
Local/Limited	5,239	5,241	-0.0%
Select Bus Service	8,776	11,641	-24.6%
Express	10,775	10,255	+5.1%
Brooklyn	8,524	8,808	-3.2%
Local/Limited	8,284	8,637	-4.1%
Select Bus Service	10,390	11,739	-11.5%
Express	10,846	8,927	+21.5%
Manhattan	5,396	4,457	+21.1%
Local/Limited	4,686	3,875	+20.9%
Select Bus Service	9,432	8,733	+8.0%
Express	N/A	N/A	N/A
Queens	8,059	7,349	+9.7%
Local/Limited	7,820	7,169	+9.1%
Select Bus Service	7,704	9,061	-15.0%
Express	9,642	7,579	+27.2%
Staten Island	24,816	21,347	+16.3%
Local/Limited	25,419	21,696	+17.2%
Select Bus Service	22,026	17,595	+25.2%
Express	24,596	21,388	+15.0%
Systemwide	8,194	7,785	+5.3%
Local/Limited	7,299	6,960	+4.9%
Select Bus Service	9,406	10,105	-6.9%
Express	13,912	12,012	+15.8%

Note: The metrics in this report are preliminary

Bus Speeds (24 Hours) (MPH)

Desired trend



	Monthly			12-Month Average		
	Nov 20	Nov 19	% Change	Nov 20	Nov 19	% Change
Bronx	7.7	7.3	+4.9%	7.7	7.4	+4.2%
Brooklyn	7.5	7.1	+7.0%	7.5	7.1	+5.9%
Manhattan	6.4	5.9	+9.7%	6.4	5.9	+9.8%
Queens	9.5	8.7	+8.2%	9.4	8.8	+6.7%
Staten Island	14.3	13.5	+5.7%	14.1	13.8	+2.3%
Systemwide	8.3	7.9	+5.4%	8.3	8.0	+4.8%

Speed Discussion

- Bus Speeds in November 2020 increased by 5.4 percent to 8.3 mph compared to November 2019, and increased by 4.8 percent to 8.3 mph on a 12-month average basis.

Note: The metrics in this report are preliminary

Bus Speeds
Monthly (24 Hours)
MPH

Desired trend 

<u>Borough</u>	<u>Nov 20</u>	<u>Nov 19</u>	<u>% Change</u>
Bronx	7.7	7.3	+4.9%
Local/Limited	7.1	6.7	+5.9%
Select Bus Service	9.1	8.4	+8.0%
Express	12.5	11.0	+12.8%
Brooklyn	7.5	7.1	+7.0%
Local/Limited	7.3	6.8	+7.6%
Select Bus Service	8.8	8.6	+3.0%
Express	13.9	11.8	+17.1%
Manhattan	6.4	5.9	+9.7%
Local/Limited	6.1	5.6	+9.9%
Select Bus Service	7.5	6.8	+11.2%
Express	N/A	N/A	N/A
Queens	9.5	8.7	+8.2%
Local/Limited	9.2	8.4	+8.7%
Select Bus Service	11.7	11.1	+5.7%
Express	14.4	12.6	+14.2%
Staten Island	14.3	13.5	+5.7%
Local/Limited	12.6	11.7	+8.0%
Select Bus Service	15.2	14.2	+6.8%
Express	18.9	16.4	+15.3%
Systemwide	8.3	7.9	+5.4%
Local/Limited	7.9	7.4	+7.0%
Select Bus Service	9.5	8.8	+8.0%
Express	14.8	13.4	+10.3%

Note: The metrics in this report are preliminary

Section 3: Legacy Indicators

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

Performance Indicator Definitions

Wait Assessment

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

Bus Mean Distance Between Service Interruptions

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

Bus Percentage of Completed Trips

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

Bus AM Weekday Pull Out Performance

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

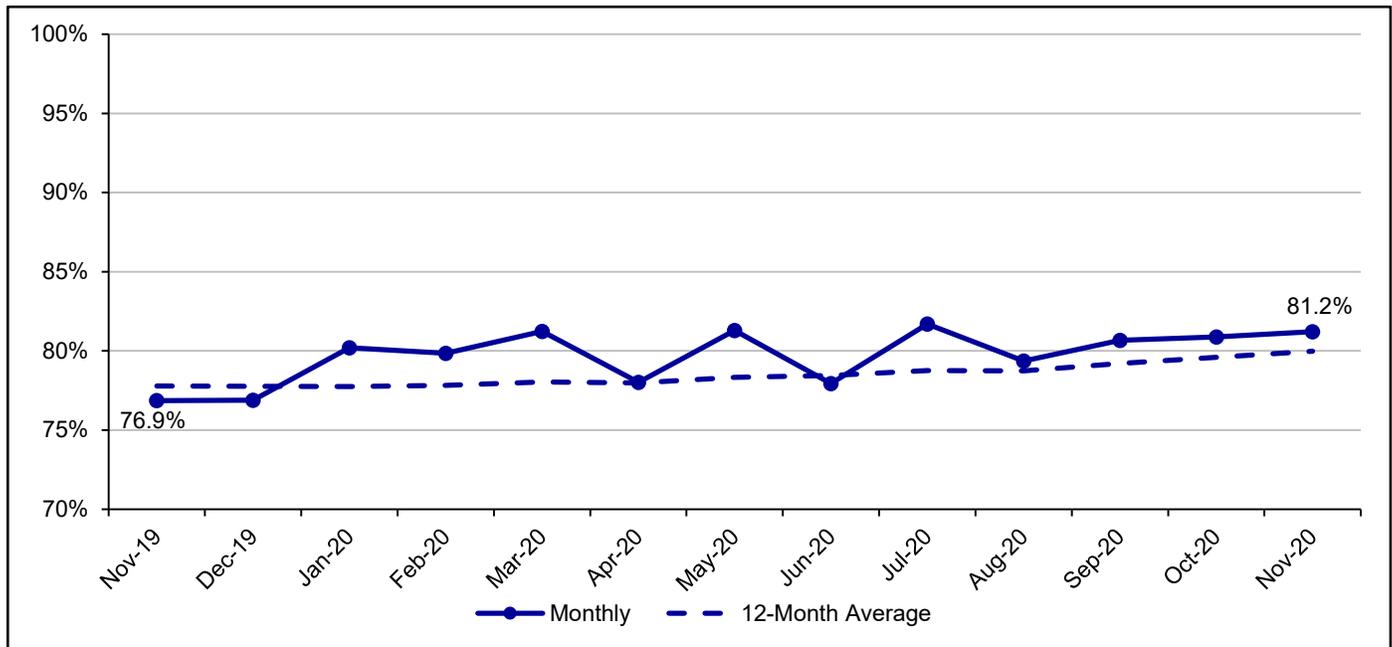
Bus PM Weekday Pull Out Performance

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

Note: The metrics in this report are preliminary

Wait Assessment

Desired trend



	Monthly			12-Month Average		
	Nov 20	Nov 19	% Change	Nov 20	Nov 19	% Change
Bronx	81.2%	75.3%	+7.9%	79.7%	76.6%	+4.0%
Brooklyn	77.5%	75.2%	+3.1%	77.0%	76.1%	+1.2%
Manhattan	83.5%	77.3%	+7.9%	80.6%	77.5%	+4.0%
Queens	83.0%	78.2%	+6.2%	81.9%	79.2%	+3.4%
Staten Island	81.9%	80.2%	+2.1%	82.0%	81.1%	+1.2%
Systemwide	81.2%	76.9%	+5.7%	80.0%	77.8%	+2.8%

Note: The metrics in this report are preliminary

Wait Assessment Monthly

Desired trend 

<u>Borough</u>	<u>Nov 20</u>	<u>Nov 19</u>	<u>% Change</u>
Bronx	81.2%	75.3%	+7.9%
Local/Limited	80.9%	75.1%	+7.8%
Select Bus Service	82.3%	74.6%	+10.4%
Express	87.4%	79.6%	+9.7%
Brooklyn	77.5%	75.2%	+3.1%
Local/Limited	77.4%	75.0%	+3.2%
Select Bus Service	80.4%	79.9%	+0.6%
Express	79.6%	78.2%	+1.8%
Manhattan	83.5%	77.3%	+7.9%
Local/Limited	82.9%	76.6%	+8.3%
Select Bus Service	87.5%	82.6%	+5.9%
Express	N/A	N/A	N/A
Queens	83.0%	78.2%	+6.2%
Local/Limited	83.0%	78.0%	+6.4%
Select Bus Service	83.6%	83.1%	+0.6%
Express	84.5%	81.5%	+3.7%
Staten Island	81.9%	80.2%	+2.1%
Local/Limited	81.4%	79.3%	+2.6%
Select Bus Service	84.3%	78.7%	+7.1%
Express	83.3%	84.3%	-1.2%
Systemwide	81.2%	76.9%	+5.7%
Local/Limited	81.0%	76.5%	+5.8%
Select Bus Service	84.9%	81.2%	+4.6%
Express	83.9%	81.6%	+2.8%

Note: The metrics in this report are preliminary

Bus Mean Distance Between Service Interruptions

Desired trend 

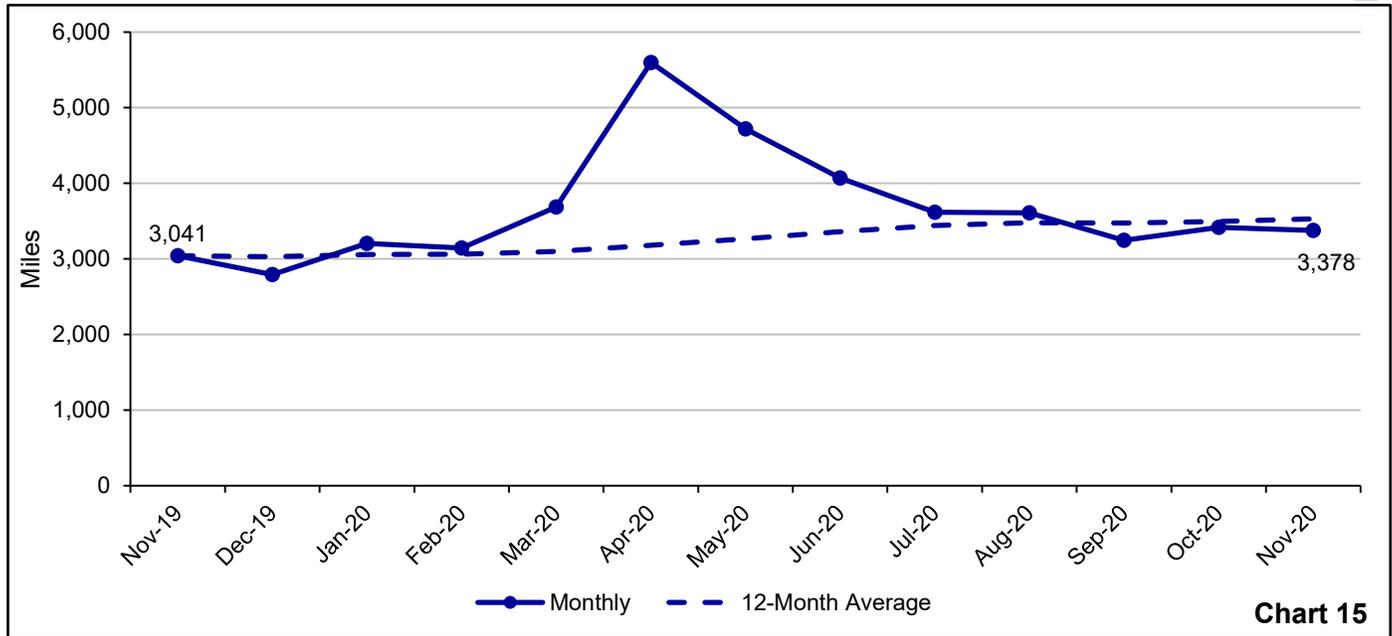


Chart 15

	Monthly			12-Month Average		
	Nov 20	Nov 19	% Change	Nov 20	Nov 19	% Change
Systemwide	3,378	3,041	+11.1%	3,530	3,042	+16.0%

Bus Percentage of Completed Trips

Desired trend 

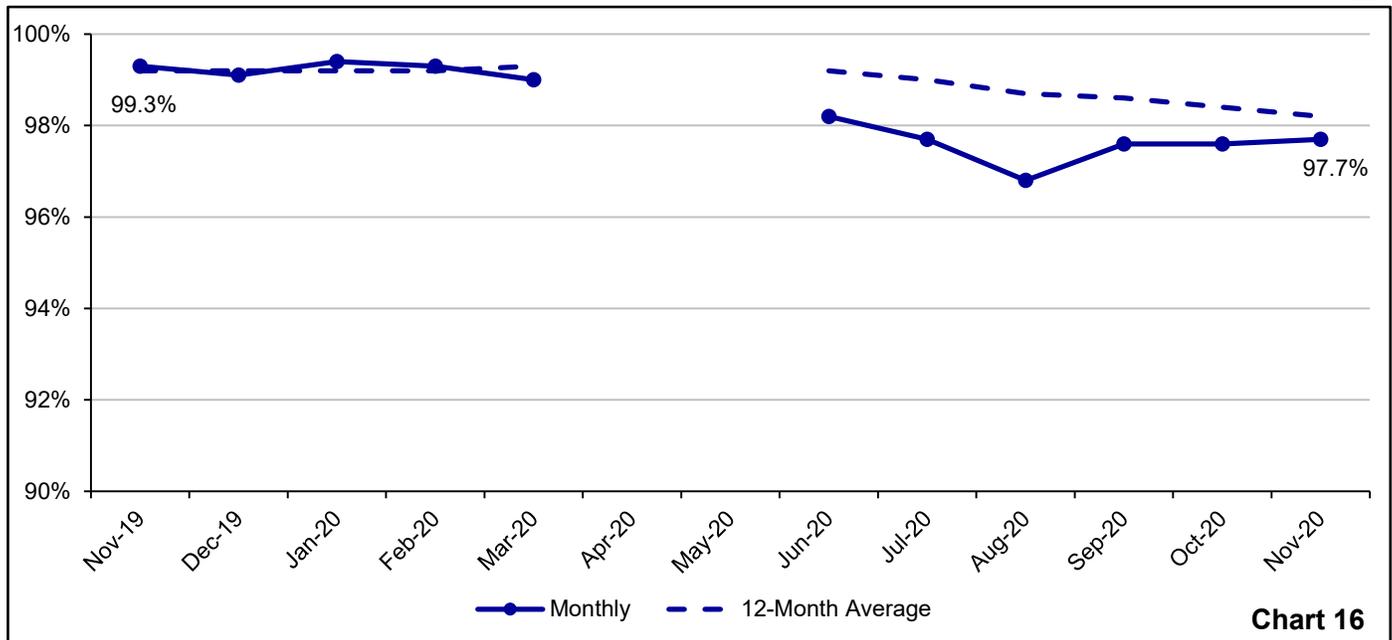


Chart 16

	Monthly			12-Month Average		
	Nov 20	Nov 19	% Change	Nov 20	Nov 19	% Change
Systemwide	97.7%	99.3%	-1.6%	98.2%	99.2%	-1.0%

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

Note: The metrics in this report are preliminary

Bus AM Weekday Pull Out Performance

Desired trend 

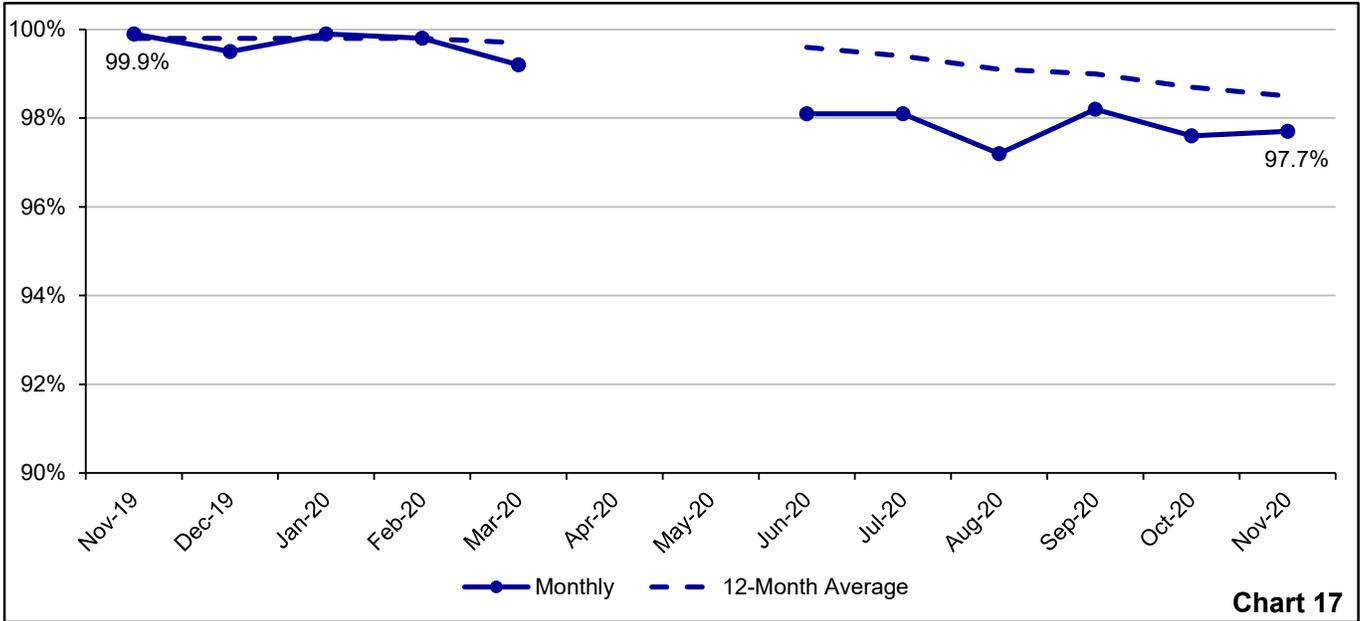


Chart 17

Systemwide	Monthly			12-Month Average		
	Nov 20	Nov 19	% Change	Nov 20	Nov 19	% Change
	97.7%	99.9%	-2.2%	98.5%	99.8%	-1.3%

Bus PM Weekday Pull Out Performance

Desired trend 

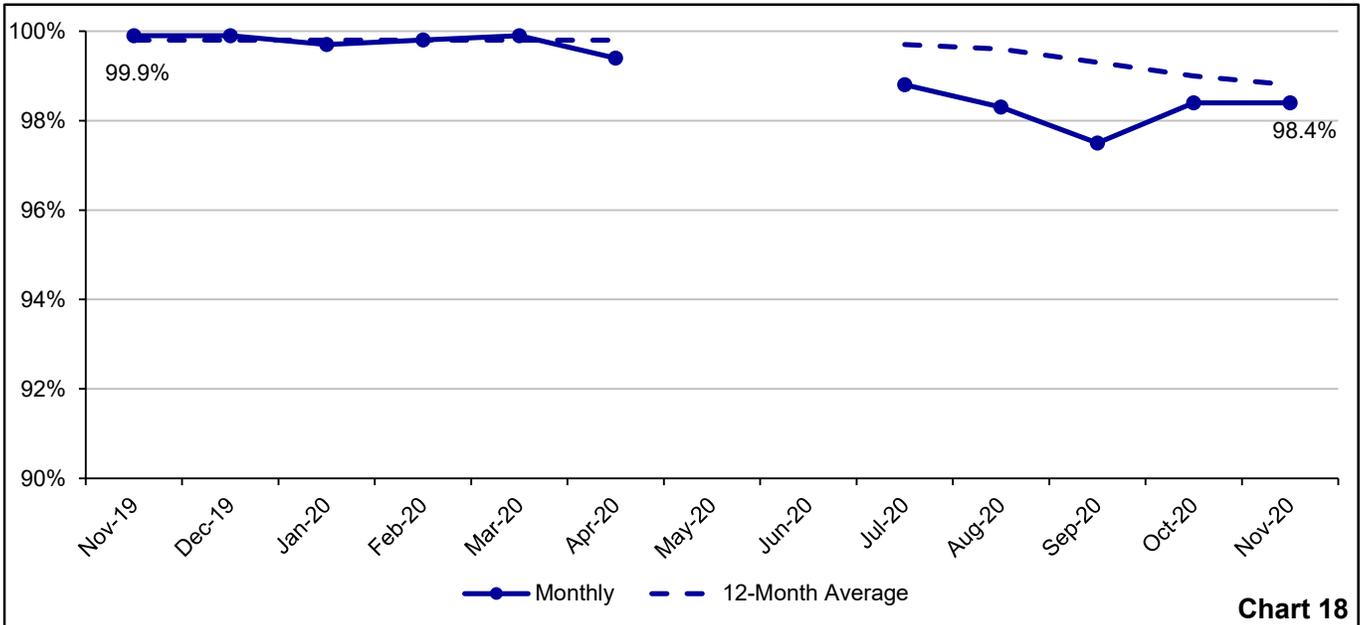


Chart 18

Systemwide	Monthly			12-Month Average		
	Nov 20	Nov 19	% Change	Nov 20	Nov 19	% Change
	98.4%	99.9%	-1.5%	98.8%	99.8%	-1.0%

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

Note: The metrics in this report are preliminary



Customer Service Report: Paratransit

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

December 2020 Highlights: Paratransit

Paratransit weekday trips remain steady at about 30% from pre-COVID levels, even as COVID-19 numbers continue to grow. As service has increased, performance has remained stable. On-Time Performance has exceeded the goals for both the 30-Minute and 15-Minute windows. Average trip duration or ride time continues to remain low (29 minutes) in October. Max ride time performance for both Primary and Broker remain at 99%.

Last month Paratransit reopened two of six assessment centers to support the return to a more regular eligibility process. The centers in Manhattan and Staten Island are operating at 25% (pre-pandemic) capacity to maintain proper social distancing.

I would like to thank the hard working Paratransit staff for their tireless dedication and sacrifice in support of safe and accessible accommodations for our paratransit customers throughout this unprecedented pandemic. We continue to remain vigilant with safety measures designed to protect against the transmission of COVID-19 and to ensure a safe ride for our customers and drivers. All dedicated vehicles are disinfected daily and temperature checks are required for drivers. Face coverings are required on all trips for both customers and drivers, and we continue direct, non-shared ride trips at this time. Customers may only ride with one PCA or guest for a maximum of two per vehicle.

Other customer focused policies that we have implemented during the COVID-19 pandemic include the temporary curtailment of feeder service, the removal of no-show/late cancellation penalties, reduction of the prescribed time gap between customer drop-off and the return trip, and special transportation for those customers who are COVID positive or symptomatic.

Don Raimondi, Deputy Vice President, Paratransit will be leading Paratransit while we conduct a national search for a new Vice President. Don is a seasoned transportation professional with over 20 years of MTA experience. For the past two years, Don has worked closely with former Vice President Michael Cosgrove to transform the system to be more customer-focused.

On behalf of the Paratransit family, I want to thank the MTA Board, our Systemwide Accessibility, Procurement and other MTA colleagues, as well as our customers, for their support of Paratransit through this incredibly tough year. We wish you a safe and restful holiday season.

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

Paratransit Report

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

Paratransit Operations - Monthly Operations Report Service Indicators							
Category	Performance Indicator	Current Month: October 2020			12-Month Average		
		This Year	Last Year	% Change	This Year	Last Year	% Change
Ridership	Total Trips Completed*	500,781	704,595	-28.9%	481,147	662,217	-27.3%
	Total Ridership	680,385	965,411	-29.5%	642,634	898,605	-28.5%
On-Time Performance	Pick-up Primary 30 Minute	98.0%	97.0%	+1.0%	97.4%	96.0%	+1.5%
	Pick-up Primary 15 Minute	91.0%	88.0%	+3.4%	89.4%	87.1%	+2.7%
	Pick-up Broker 30 Minute	97.0%	96.0%	+1.0%	97.5%	94.8%	+2.8%
	Pick-up Broker 15 Minute	90.0%	85.0%	+5.9%	90.2%	84.3%	+7.0%
	Appointment OTP Trips Primary - 30 Min Early to <1 Late (On-Time)*	n/a	47.0%	n/a	46.3%	45.9%	+0.7%
	Appointment OTP Trips Primary - Early*	n/a	45.0%	n/a	46.3%	46.1%	+0.4%
	Appointment OTP Trips Broker - 30 Min Early to <1 Late (On-Time)*	n/a	34.0%	n/a	32.3%	34.6%	-6.8%
	Appointment OTP Trips Broker - Early*	n/a	56.0%	n/a	59.8%	54.3%	+10.1%
Ride Time	Ride Time Variance Performance: Actual Trip Duration vs. Planned Trip Duration - At or Better Than Plan	87.0%	82.0%	+6.1%	85.2%	78.8%	+8.0%
	Average Actual Trip Duration in Minutes	29	37	-21.6%	31	40	-22.6%
	Max Ride Time Performance Primary	99.0%	98.0%	+1.0%	98.8%	97.8%	+1.1%
	Max Ride Time Performance Broker	99.0%	98.0%	+1.0%	98.9%	97.7%	+1.3%
Customer Experience	Frequent Rider Experience Primary*	n/a	76.0%	n/a	76.0%	73.8%	+2.9%
	Frequent Rider Experience Broker*	n/a	73.0%	n/a	70.0%	69.6%	+0.6%
Provider No-Shows	Provider No-Shows per 1,000 Schedule Trips Primary	0.81	0.89	-9.0%	0.70	1.52	-54.2%
	Provider No-Shows per 1,000 Schedule Trips Broker	0.48	0.63	-23.8%	0.79	1.46	-46.0%
Customer Complaints	Passenger Complaints - Transportation Service Quality Per 1000 Completed Trips	1.6	2.7	-40.7%	1.9	2.8	-33.8%
	Passenger Complaints - Non-Transportation Service Quality Per 1000 Completed Trips	1.0	2.7	-63.0%	1.3	2.0	-37.7%
Call Center	Percent of Calls Answered	96.0%	96.0%	0.0%	96.9%	95.7%	+1.3%
	Average Call Answer Speed in Seconds	45	63	-28.6%	40	59	-32.8%
Eligibility	Total Registrants	161,461	160,550	+0.6%	162,298	156,325	+3.8%

*NOTE: October service saw significant changes due to the COVID-19 Pandemic. While full service has been provided throughout the pandemic, October saw a reduction in demand along with a reduction in traffic conditions. To further promote the safety of our customers and operators, shared ride service was also suspended. As a result, appointment time booking of trips would have led to excessively early drop offs and has been temporarily suspended. Customers can still book trips with a pickup time.

Note: 1) The percentage comparisons are the percentage change instead of the percentage point change.
2) Trip data and resulting metrics are preliminary and subject to adjustments.

PARATRANSIT PERFORMANCE INDICATOR DEFINITIONS

Ridership by Provider Type

Total Trips is the count of trips provided to registered Access-A-Ride clients in a given month. Total Ridership includes the count of personal care attendants (PCAs) and guests who join clients on the trips. Ridership is presented by the type of provider:

- 1) **Primary** providers are the blue and white Access-A-Ride branded vehicles, operated by contractors. They provide service with lift and ramp-equipped vans.
- 2) **Brokers** provide for-hire vehicles (FHV), metered taxis, and some wheelchair accessible vehicles.
- 3) **E-Hails** provide web or app-based trip booking and furnish FHV and metered taxis, including wheelchair accessible vehicles (WAVs).
- 4) **Street Hails** are services provided by the traditional FHV, or yellow or green taxis for customers that Access-A-Ride authorized for customer reimbursement.
- 5) **All Others** are mostly services provided by local car services or livery providers in Staten Island, otherwise known as the Voucher Program. This service has been replaced by Enhanced Broker Service since November 2019.

On-Time Performance for Primary and Broker Providers

Pick-up OTP compares actual to promised pick-up time. It is measured on both 15-minute and 30-minute windows. Access-A-Ride's goal is that no less than 94% of all trips arrive at the pick-up location no more than 30 minutes after the promised time, and that no less than 85% of all trips arrive at the pick-up location no more than 15 minutes after the promised time.

Drop-off OTP compares actual to customer-requested drop-off time for trips scheduled with an appointment time. Such trips comprise about half of Access-A-Ride's service plan. An on-time trip is one that arrives at the drop-off location no more than 30 minutes early, and no later than the appointment time.

Provider No-Shows Per 1,000 Scheduled Trips for Primary and Broker Providers

The Provider No-Show rate measures the frequency with which primary providers do not arrive at the pick-up location within 30 minutes of the promised time and the trip is not provided. For broker providers, customers can call for replacement service after 15 minutes.

Ride Time Performance for Primary and Broker Providers

Ride Time measures customer trip duration in three different ways:

Actual vs Scheduled presents travel time variance.

Average Travel Time presents the average actual trip duration by trip distance category.

Max Ride Time Performance presents the percentage of trips performed within Access-A-Ride's established max ride time standards.

0 up to 3 miles: max ride time is 50 minutes
>3 up to 6 miles: max ride time is 65 minutes
>6 up to 9 miles: max ride time is 95 minutes
>9 up to 12 miles: max ride time is 115 minutes
>12 up to 14 miles: max ride time is 135 minutes
>14 miles: max ride time is 155 minutes

PARATRANSIT PERFORMANCE INDICATOR DEFINITIONS

Customer Experience

Customer Experience measures trip results against multiple standards. Trip experience is counted as positive if all of the following standards are met:

- **Pick-up OTP:** actual pick-up time is 30 minutes or less past the promise time.
- **Drop-off OTP:** for trips scheduled with a specific drop-off time, drop-off is no more than 30 minutes early and no later than the requested time.
- **Max Ride Time:** actual trip duration is within max ride time standards established by Access-A-Ride.
- **Provider No-Show:** trip does not result in a provider no-show.

Customer Complaints Per 1,000 Completed Trips

Customers can comment on Access-A-Ride service quality by phone, writing, and website. The number of complaints is measured as a rate per 1,000 completed trips.

Transportation Service Quality measures service delivery, which covers complaints about no-shows, lateness, long ride durations, drivers and vehicles. Access-A-Ride's goal is 3.0 or fewer Transportation Service Quality complaints per 1,000 trips.

Non-Transportation Service Quality measures complaints about the reservation process, eligibility certification experience, customer service agent helpfulness and politeness, and all other complaints. Access-A-Ride's goal is 1.0 or fewer Non-Transportation Service Quality complaints per 1,000 trips.

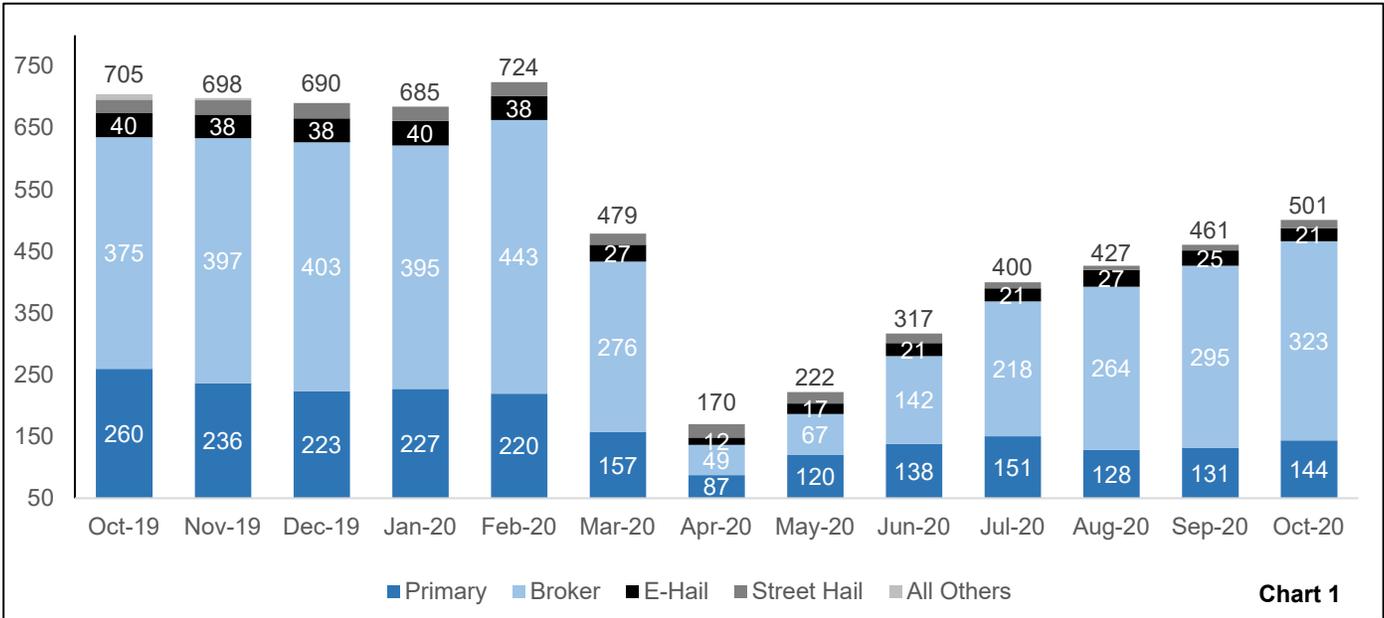
The phone number customers call to make complaints and other comments is the same familiar number they use for reservations. Access-A-Ride reviews all complaints received and works to resolve all specific customer concerns.

Call Center

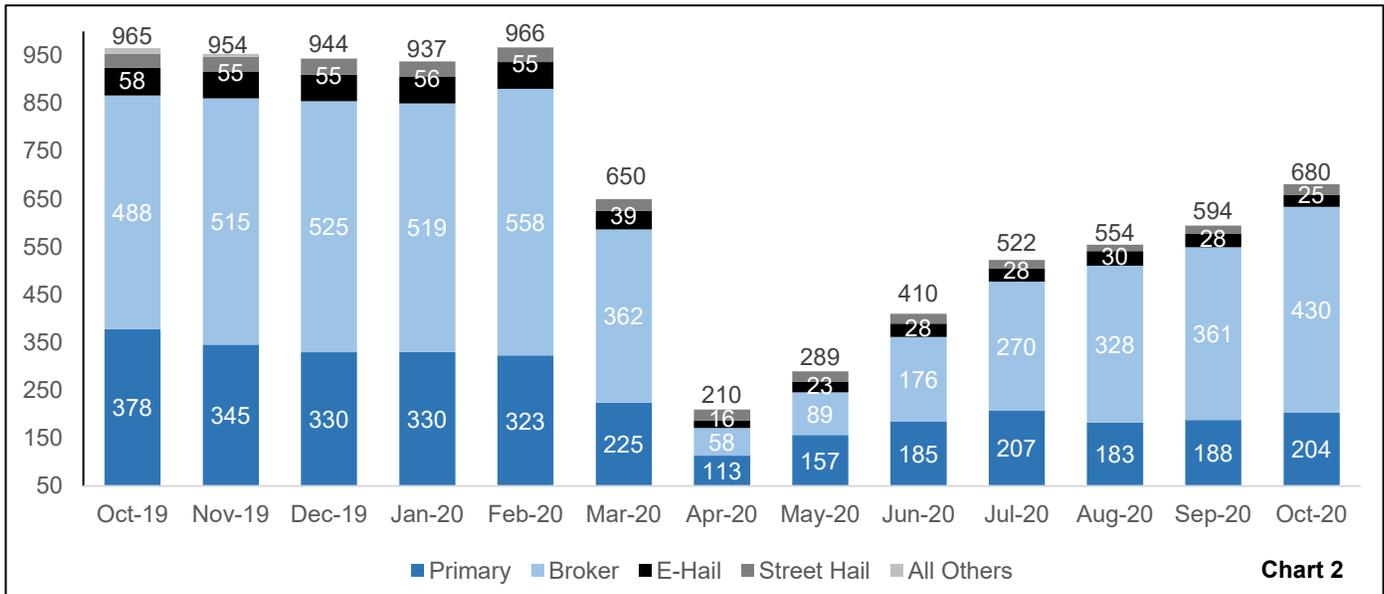
Access-A-Ride Call Center performance is measured as the percent of calls that are answered and the average speed with which those calls are answered. The call center handles reservation and day-of service status calls from customers.

The goal for percent of calls answered is 95% and the goal for average answer speed is 60 seconds.

Total Trips



Total Ridership



Total Trips Discussion

- Total Trips in October 2020 increased by 40K (or 8.7%) when compared to September 2020, and decreased by 204K (or 28.9%) when compared to October 2019.

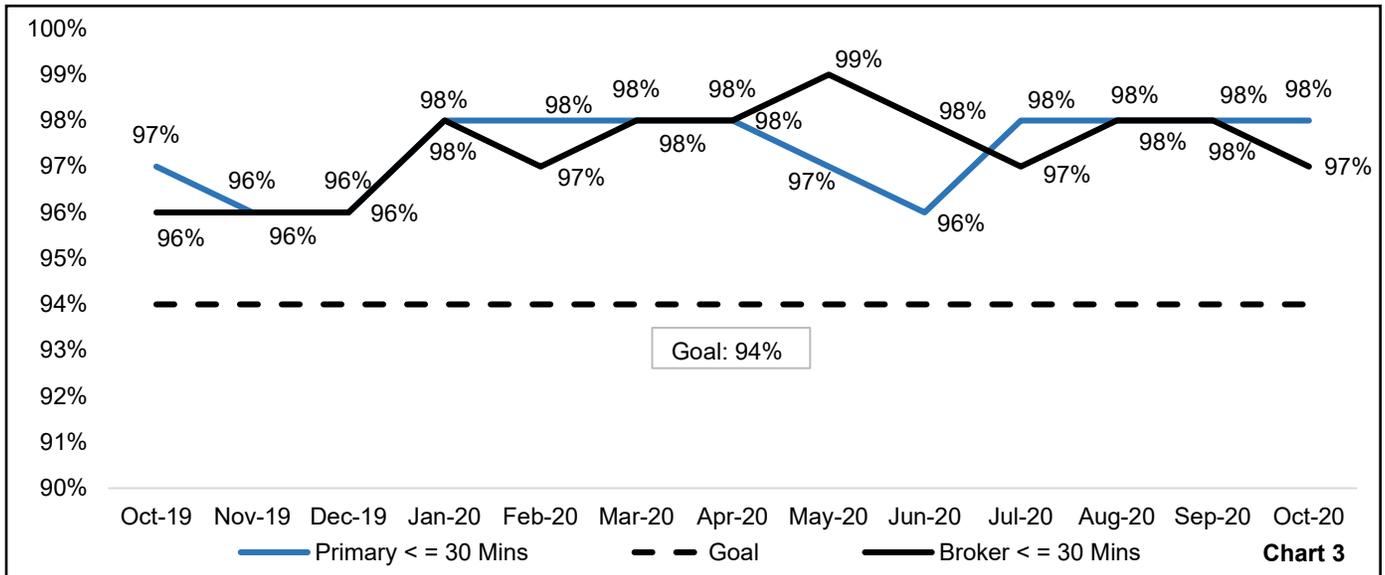
Total Ridership Discussion

- Total Ridership in October 2020 increased by 86K (or 14.5%) when compared to September 2020, and decreased by 285K (or 29.5%) when compared to October 2019.

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

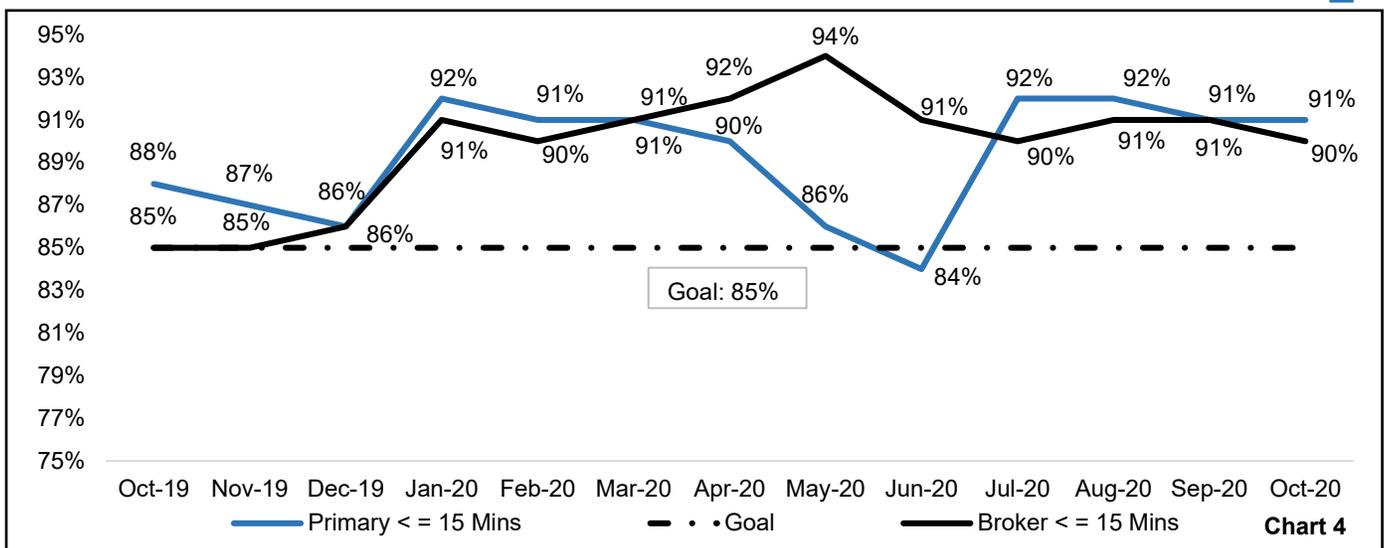
OTP <= 30 Minutes Primary and Broker

Desired trend



OTP <= 15 Minutes Primary and Broker

Desired trend



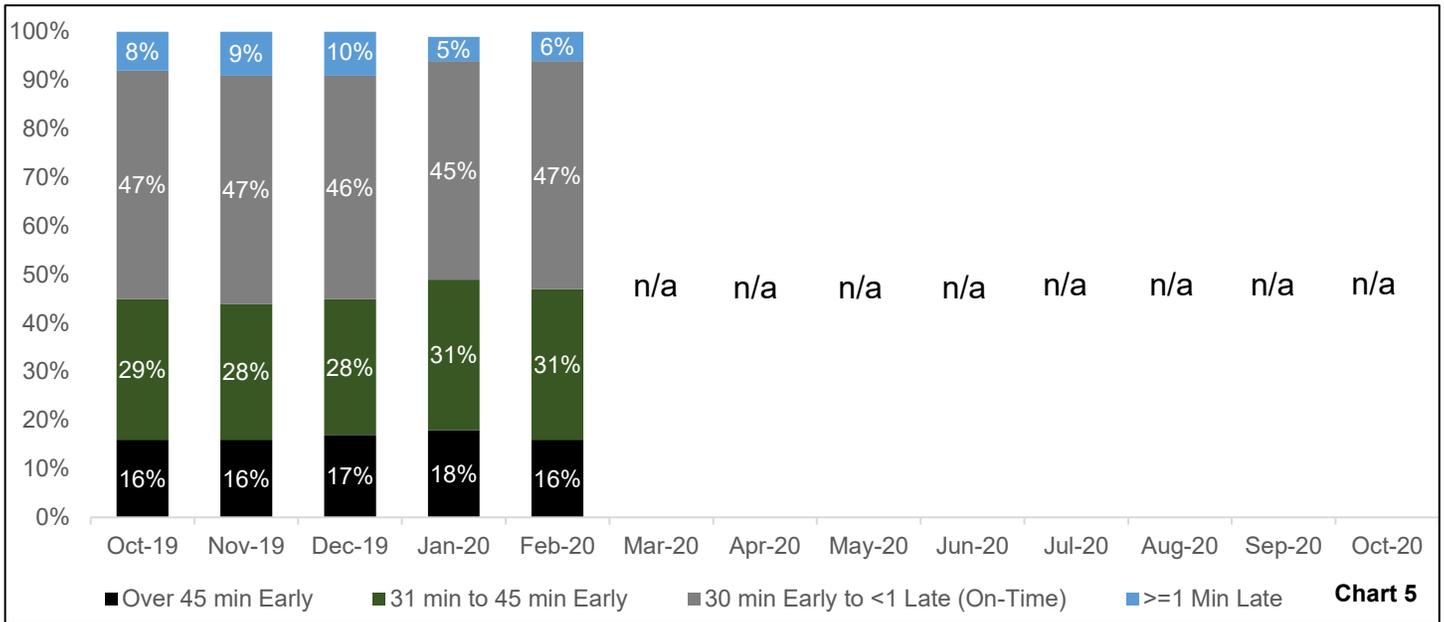
<= 30 Minutes Pick Up On-Time Performance Discussion

- October 2020 Primary 30 minute P/U, OTP result of 98% remained flat when compared to September 2020, and improved at a rate of 1% when compared to October 2019.
- October 2020 Broker 30 minute P/U, OTP result of 97% declined at a rate of 1% when compared to September 2020, and improved at a rate of 1% when compared to October 2019.

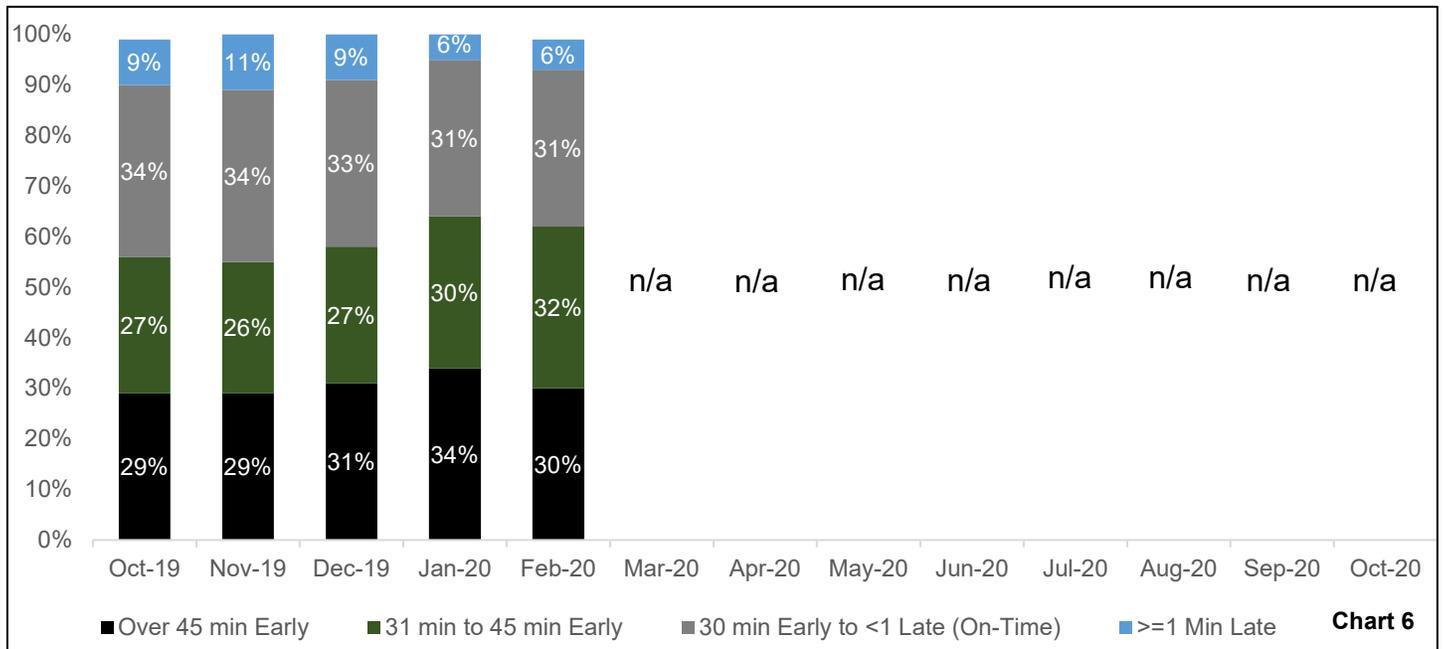
<= 15 Minutes Pick Up On-Time Performance Discussion

- October 2020 Primary 15 minute P/U, OTP result of 91% remained flat when compared to September 2020, and improved at a rate of 3.4% when compared to October 2019.
- October 2020 Broker 15 minute P/U, OTP result of 90% declined at a rate of 1.1% when compared to September 2020, and improved at a rate of 5.9% when compared to October 2019.

Primary Drop Off On-Time Performance On Appointment Trips



Broker Drop Off On-Time Performance On Appointment Trips

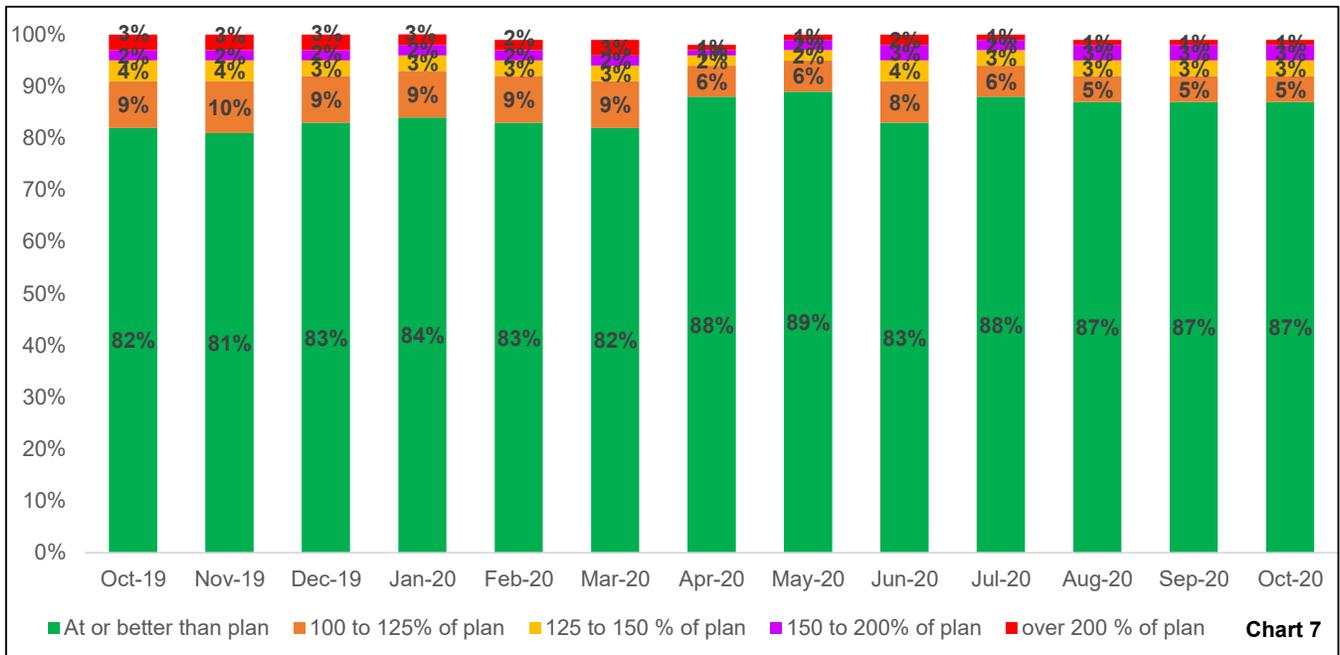


Primary and Broker Drop Off On-Time Performance On Appointment Trips Discussion

- October service continued to show significant changes due to the COVID-19 Pandemic including temporary suspension of appointment time. Appointment time booking of trips would have led to excessively early drop offs due to reductions in traffic and suspension of shared rides. As a result, the Appointment Trips metrics are not provided this month.

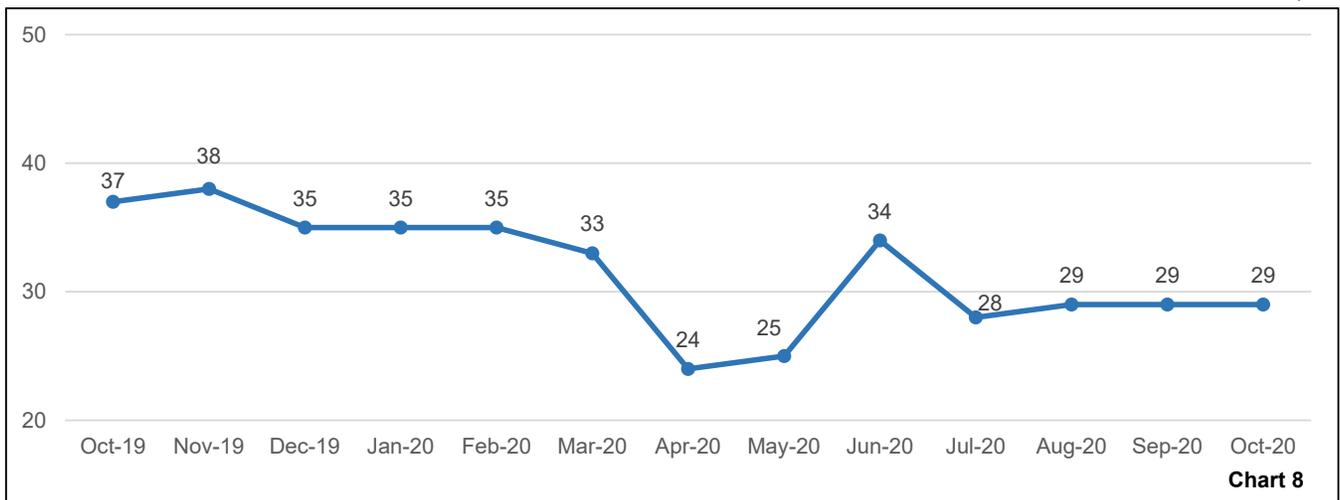
Note: Monthly totals may not be exact due to rounding.

Ride Time Variance Performance: Actual Trip Duration vs. Planned Trip Duration



Average Actual Trip Duration in Minutes

Desired trend



Ride Time Variance Performance: Actual Trip Duration vs. Planned Trip Duration Discussion

- 87% of trips in October 2020 performed within the scheduled time or better which remained flat when compared to September 2020, and improved at a rate of 6.1% when compared to October 2019.

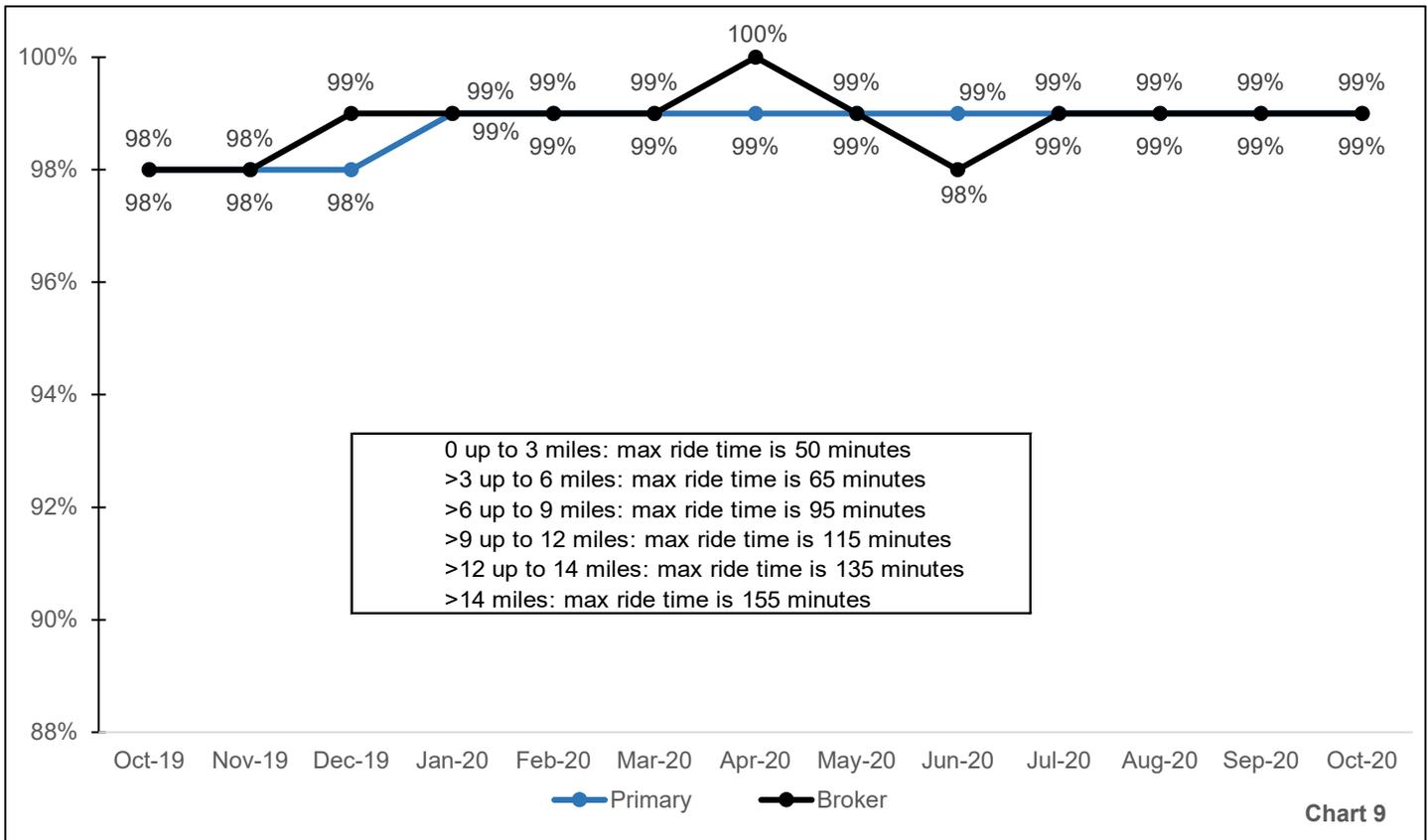
Average Actual Trip Duration in Minutes Discussion

- Actual Trip Duration in October 2020 remained flat when compared to September 2020, and improved by 8 minutes (or 21.6%) when compared to October 2019.

Note: Percentages may not be exact due to rounding.

Max Ride Time Performance

Desired trend 

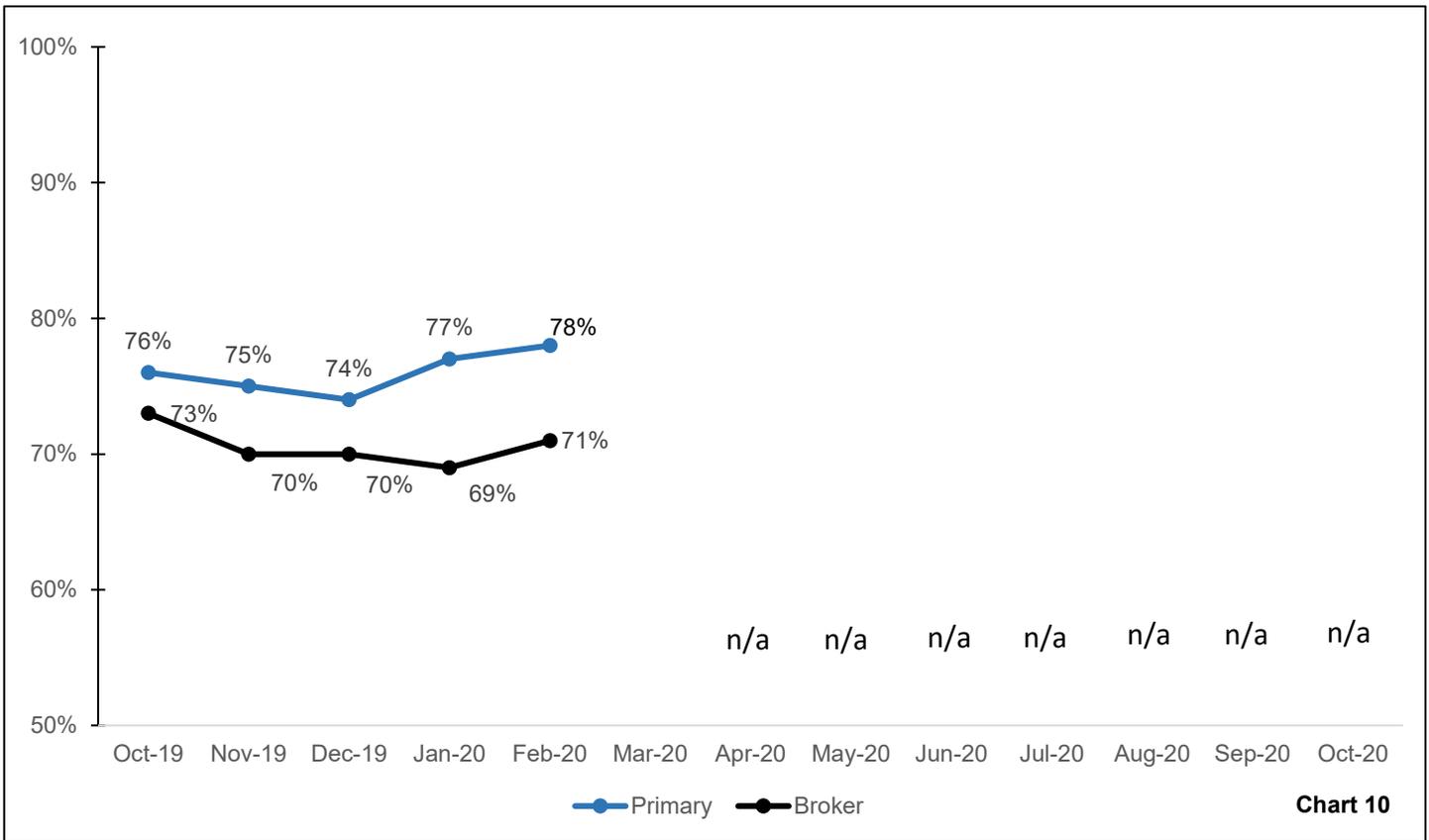


Max Ride Time Performance Discussion

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

Customer Experience Performance

Desired trend 

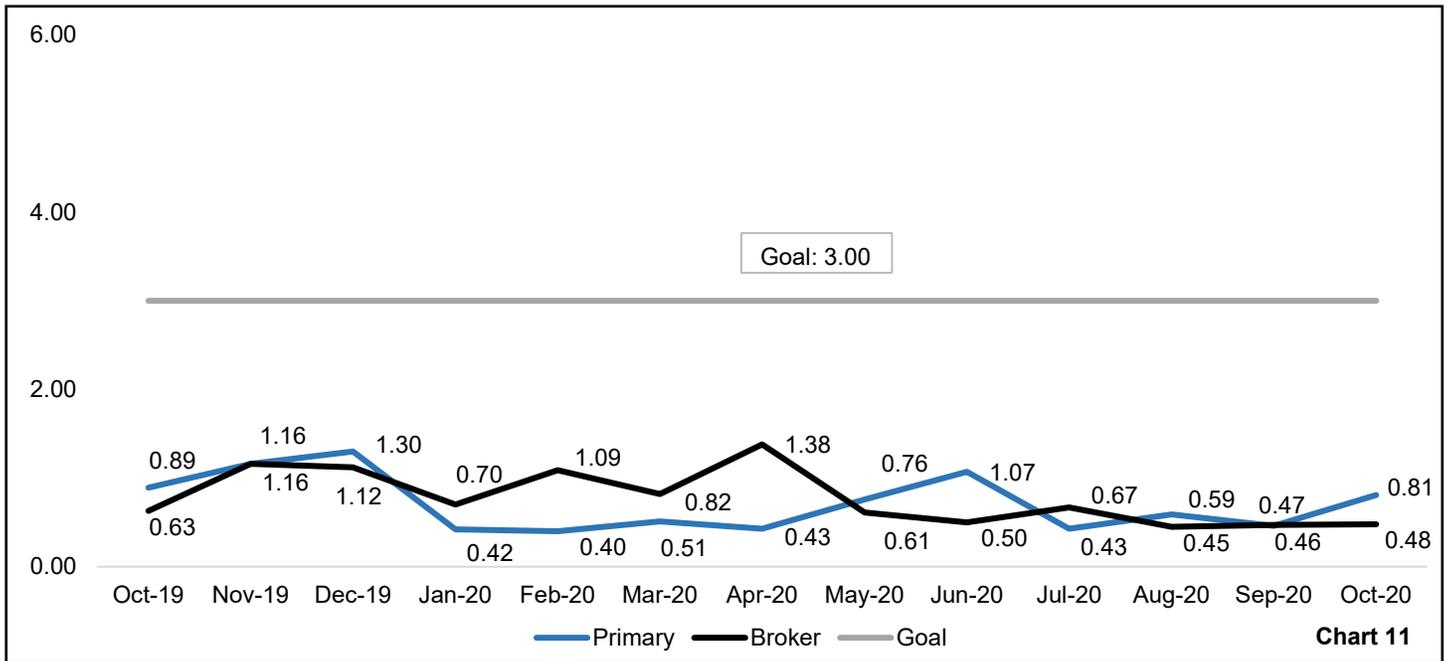


Customer Experience Performance Discussion

- Customer Experience depends on trip results against multiple standards including Drop-off On-Time performance for appointment time booked trips. In October, appointment time booking of trips was temporarily suspended due to the COVID-19 Pandemic. As a result, the Customer Experience metric cannot be calculated in a comparative way and is not provided this month.

Provider No Shows Per 1,000 Scheduled Trips

Desired trend

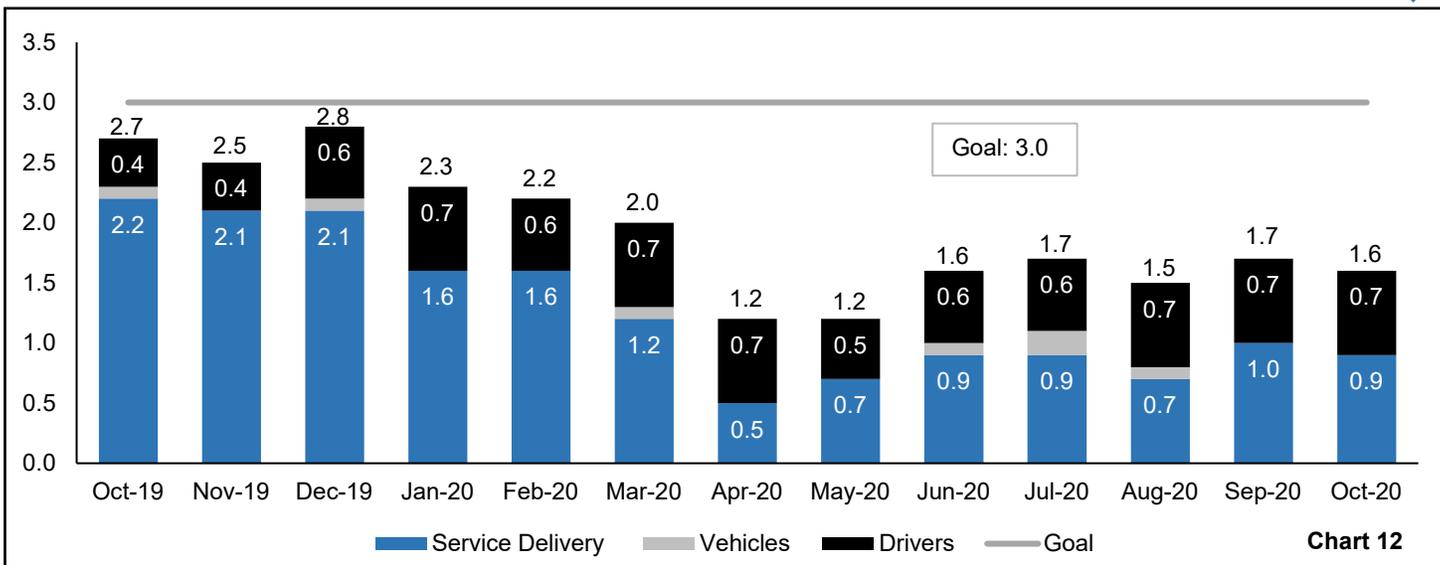


Provider No Shows Per 1000 Scheduled Trips Discussion

- Primary No-Shows increased by 0.35 per 1,000 trips (or 76.1%) in October 2020 when compared to September 2020, and improved by 0.08 per 1,000 trips (or 9%) when compared to the same month last year.
- Broker No-Shows increased by 0.01 per 1,000 trips (or 2.1%) in October 2020 when compared to September 2020, and improved by 0.15 per 1,000 trips (or 23.8%) when compared to the same month last year.

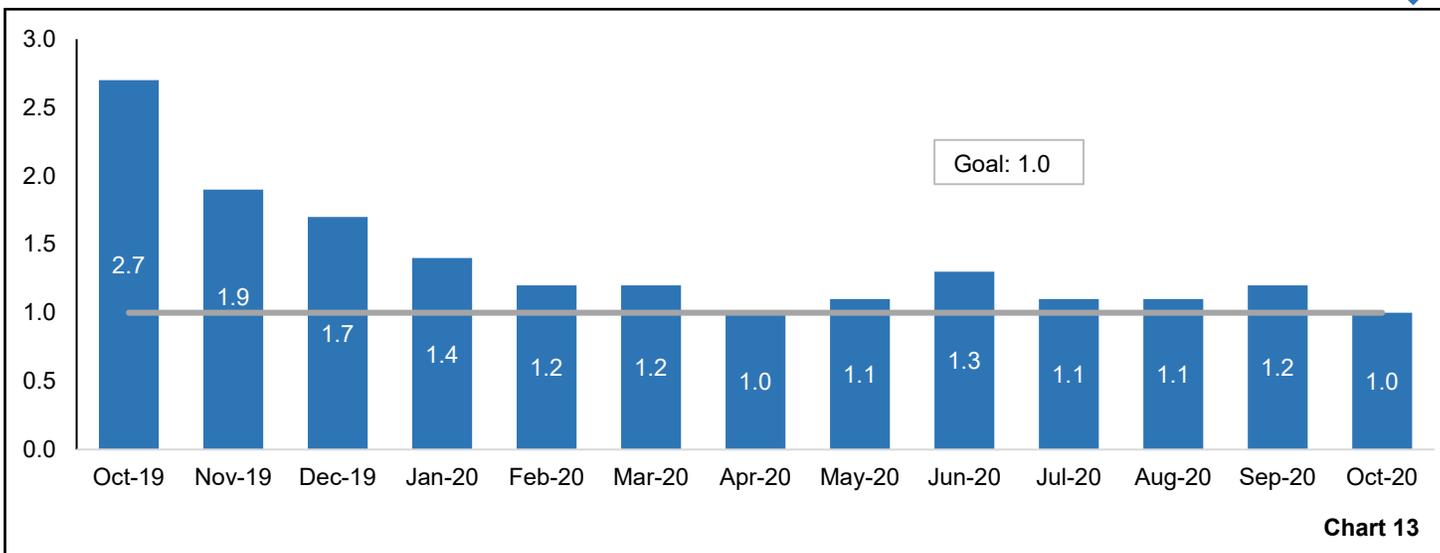
Passenger Complaints Related to Transportation Service Quality Per 1,000 Completed Trips

Desired trend



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

Desired trend



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

- The total Passenger Complaints related to Transportation Service improved by 0.1 per 1,000 trips (or 5.9%) in October 2020 when compared to September 2020, and improved by 1.1 per 1,000 trips (or 40.7%) when compared to October 2019.

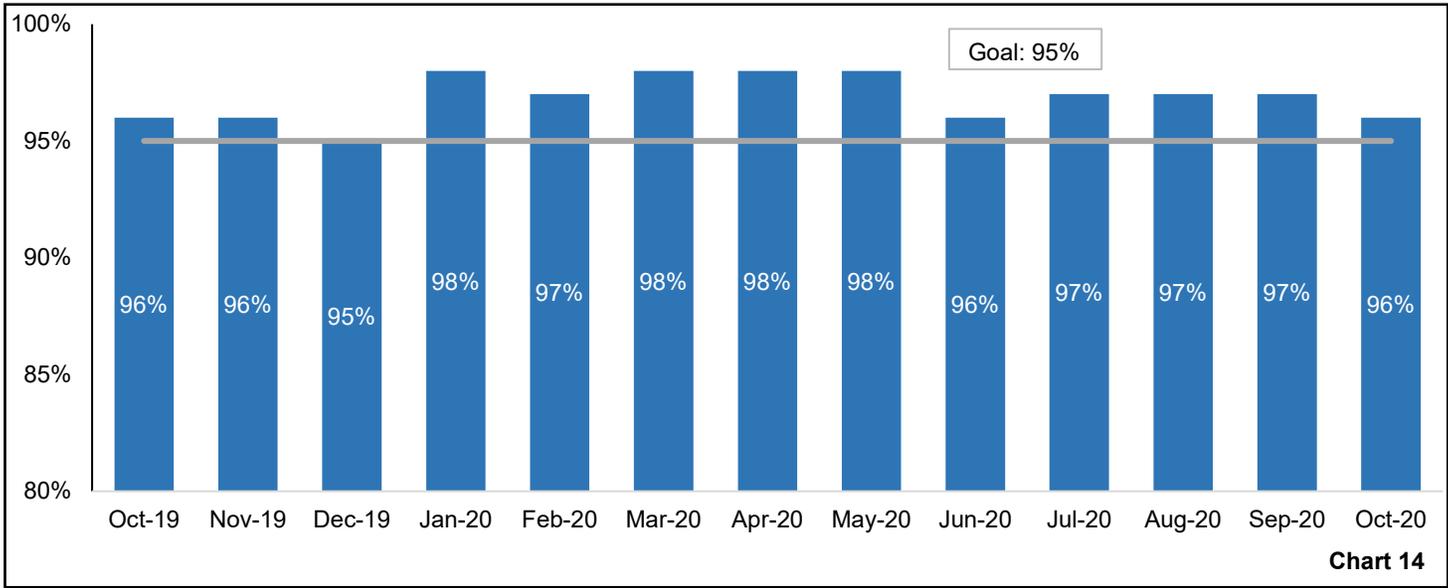
Passenger Complaints Related to Non-Transportation Service Quality Per 1,000 Completed Trips Discussion:

- Passenger Complaints related to Non-Transportation Service improved by 0.2 per 1,000 trips (or 16.7%) in October 2020 when compared to September 2020, and improved by 1.7 per 1,000 trips (or 63%) when compared to October 2019.

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

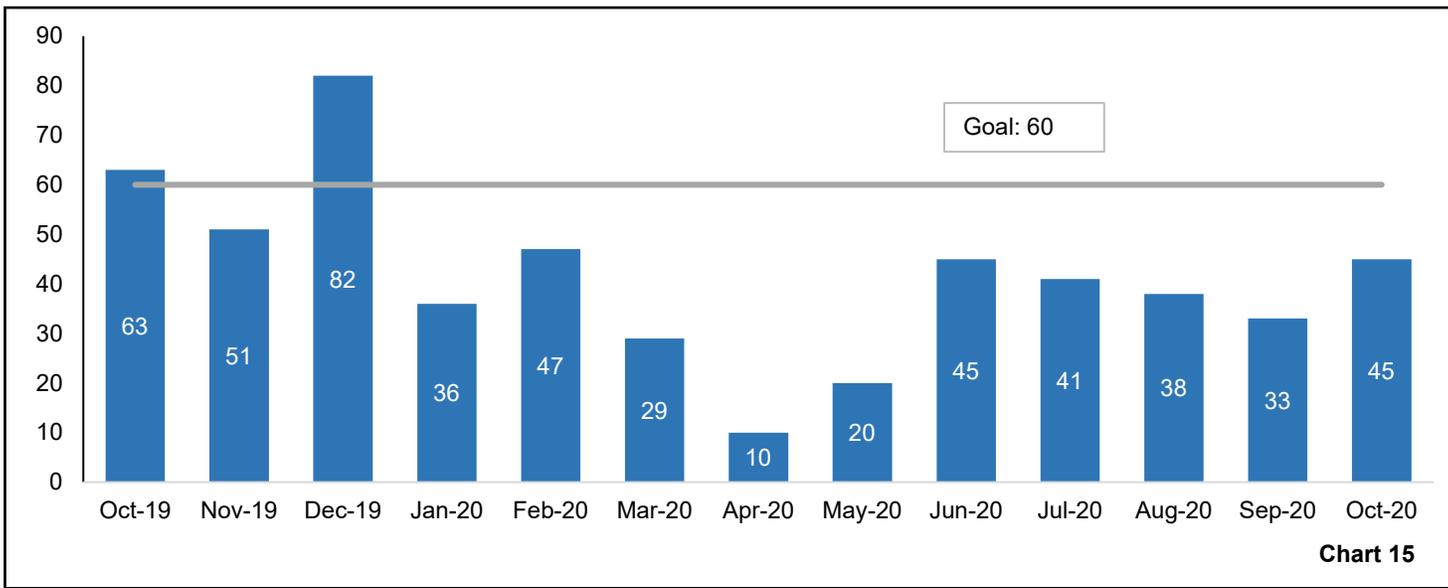
Percent of Calls Answered

Desired trend 



Average Call Answer Speed in Seconds

Desired trend 



Percent of Calls Answered Discussion

- The Percent of Calls Answered in October 2020 declined by 1% when compared to September 2020, and remained flat when compared to October 2019.

Average Call Answer Speed in Seconds Discussion

- The Average Call Answer Speed in October 2020 increased by 12 seconds (or 36.4%) when compared to September 2020, and improved by 18 seconds (or 28.6%) when compared to October 2019.

Accessibility Report



A surface level elevator is shown at Greenpoint Avenue, which on November 25th, 2020 became the 133rd accessible station in the NYC Subway system. The Greenpoint Avenue subway station on the G line is now fully accessible to people with disabilities and has three newly installed elevators that provide full platform access.

December Board Accessibility Update

As we work toward our goal of systemwide accessibility, we are excited to report that by year end, we will have opened 11 new accessible stations, accelerated to completion during the summer and fall. Three additional stations have been made accessible since the last Board meeting.

As of this month's Board meeting, Greenpoint Avenue (G) and Eastern Pkwy-Brooklyn Museum (2,3) in Brooklyn, and Gun Hill Rd (5) in The Bronx are fully ADA accessible. These openings will make a real difference for New Yorkers with disabilities. It is to the great credit of the MTA Construction and Development team that so many of our critical station projects have remained on track throughout the pandemic, and we are proud to have "lit up" our subway map with these 11 additional accessible stations. We look forward to opening additional accessible stations in 2021.

We have been actively working with the Marketing and Station Signage teams to post Alternate Accessible Route signage at all elevators at accessible stations in the system. These signs provide alternate travel instructions in the event that an elevator is out of service. The instructions on the signs vary depending on the station, the elevator's location within the station, and the adjacent bus and subway service. These signs may include information about other elevators at the same station that a customer can use to get to the same level; elevators at the same station that may be taken to other levels and lines, and the identification of connecting bus service near the subway station. We are excited to share that this project will reach substantial completion by the end of the year. As additional stations become accessible, signs will also be added at all new elevators, and updates will be made to routes on MTA.info that can integrate new accessible stations.

Training and providing great customer service remain a top priority. All NYCT employees will have completed our new ADA sensitivity and disability etiquette training course by the end of the year, and many of our top executives have participated in additional in-person accessibility trainings. We have also updated our training curriculum for all front-line staff and continue to work to ensure that our trainings are dynamic, engaging, and effective. You can find our updated bus operator training videos, which feature advocates and riders with disabilities, on our public YouTube channel and we are always adding new content to our trainings to respond to the concerns we hear from our customers and Advisory Committee on Accessible Transit (ACTA).

We look forward to continuing to push forward with accessibility initiatives in 2021, including additional accessible stations and other digital and physical accessibility improvements across the system.

Rachel Cohen

Director, Systemwide Accessibility

Strategy and Customer Experience

Sarah Meyer, Senior Vice President & Chief Customer Officer



Customers began using four new elevators at the 191 St, 1 line station on November 24, two months ahead of schedule. Strategy and Customer Experience worked lockstep with Government and Community Relations, keeping customers informed about travel alternatives while work at NYCT's deepest subway station (173 feet below street level) was ongoing. This included presentations about service during the project to local community boards and elected officials, conversations with nearby businesses, signage, handouts, and engaging with customer questions about the project in stations and on social media and other channels.

November 2020 Highlights: Strategy and Customer Experience

This month we celebrate some very important wins for New York City Transit customers—new elevators at the 59th St Station on the N/R Line in Brooklyn and those at 191st Station on 1 Line in the Bronx.

On November 17, we were thrilled when our Mask Force program went regional. Teaming up with our partners at PANYNJ, NJ Transit, Amtrak and SEPTA we handed out tens of thousands of masks to customers across the northeast.

We also updated our Mask signage for the Thanksgiving holiday:



Our customers also navigated several complex subway service changes across the City, including an infamous D and F swap. For complex changes like these, we create video explainers, new.mta.info/dfswap, so that our customers better understand the work and effort involved.

Wishing everyone a safe and happy holiday season.

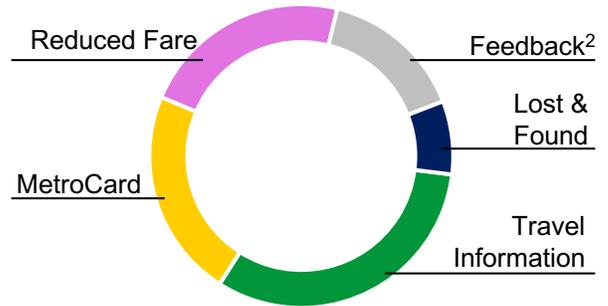
Sarah Meyer
Chief Customer Officer

Customer engagement

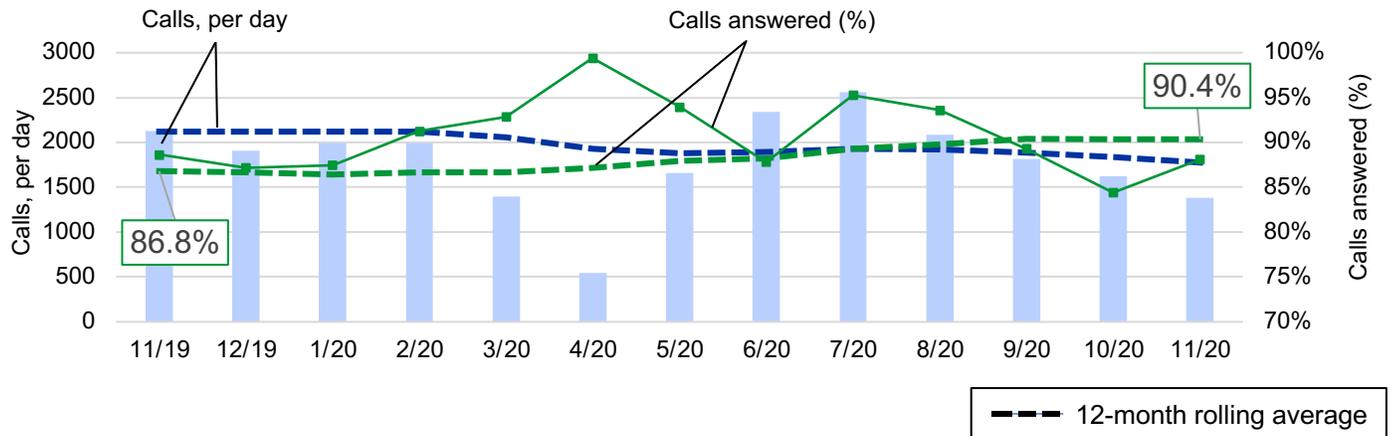
Telephone

	Nov 2020	Nov 2019	Variance
Telephone calls	41,522	63,881	▼35.0%
Calls answered	88.1%	88.6%	▼0.6%
Average time to answer ¹ (seconds)	99	166	▼40.4%

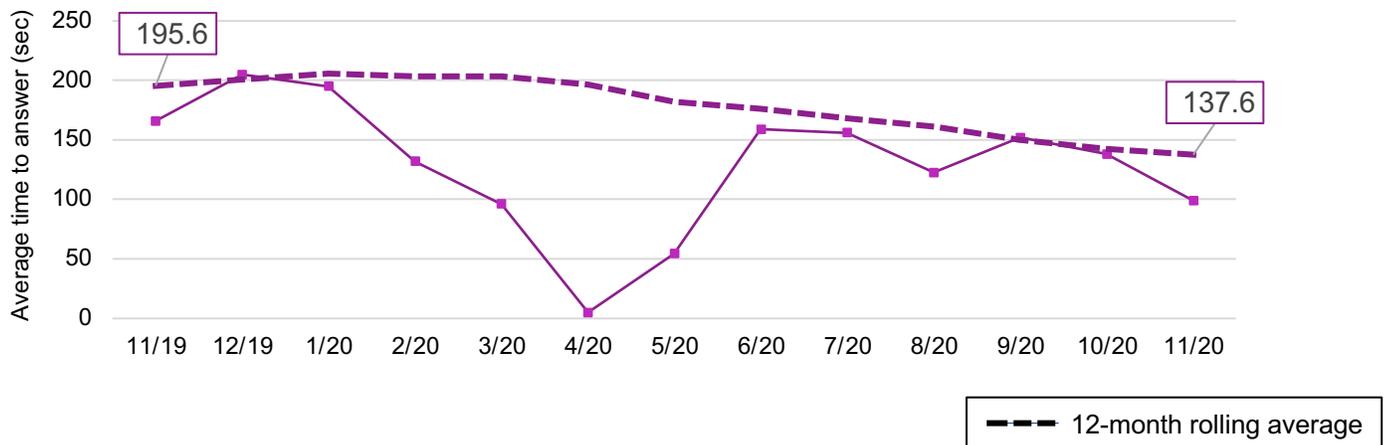
1. Excludes automated self-service calls
2. Feedback is customers calling with comments or concerns



Telephone: calls received and answered



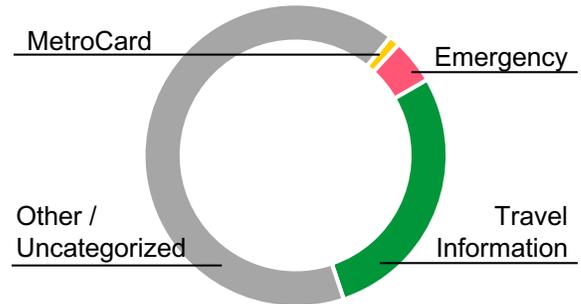
Telephone: average time to answer



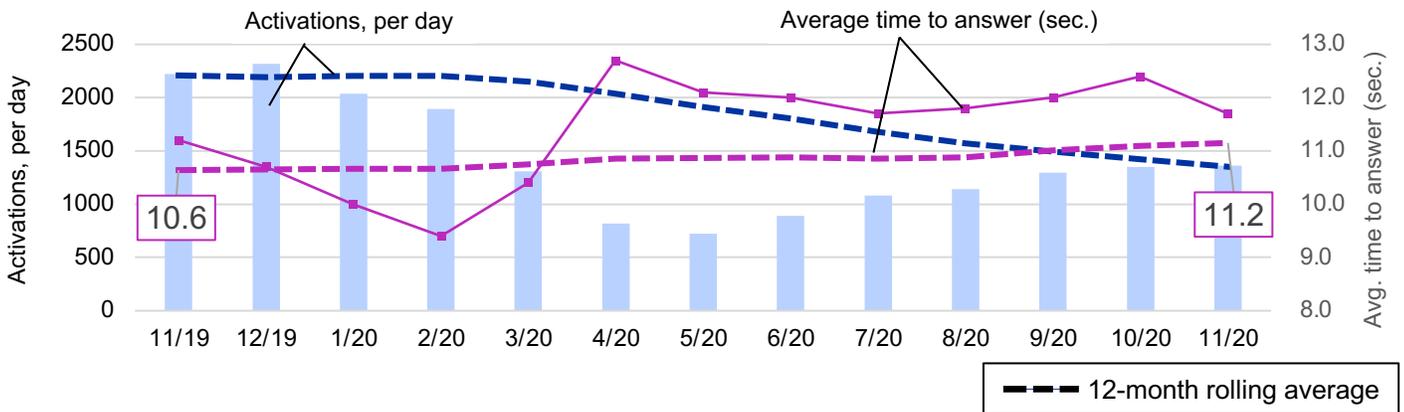
Customer engagement

Help Point

	Nov 2020	Nov 2019	Variance
Help Point activations	40,948	66,679	▼ 38.6%
Average time to answer (seconds)	11.7	11.2	▲ 5.1%

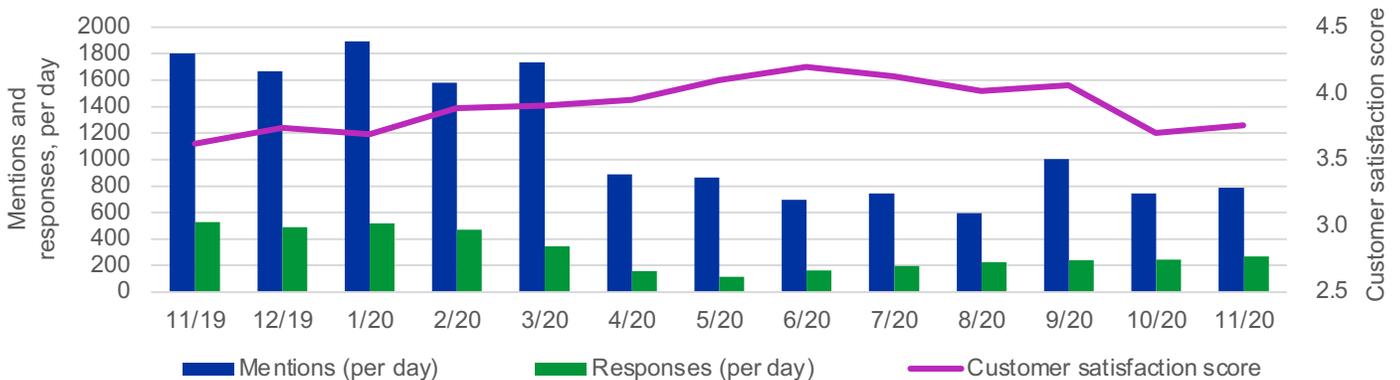
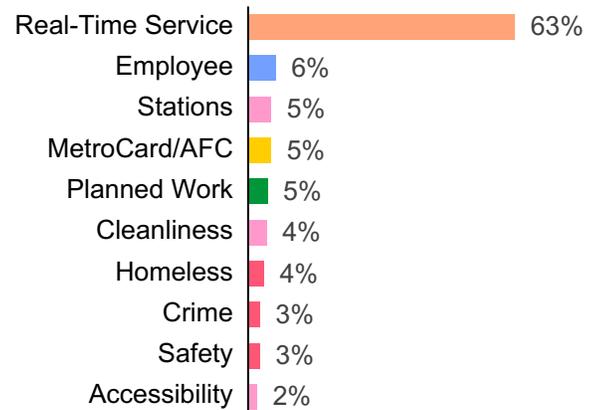


Help Point: activations and average time to answer



Social media

	Nov 2020	Nov 2019	Variance
Social media mentions ¹	23,633	54,031	▼ 56.2%
Responses sent	8,144	15,898	▼ 48.8%
Customer satisfaction score ²	3.76	3.62	▲ 3.9%

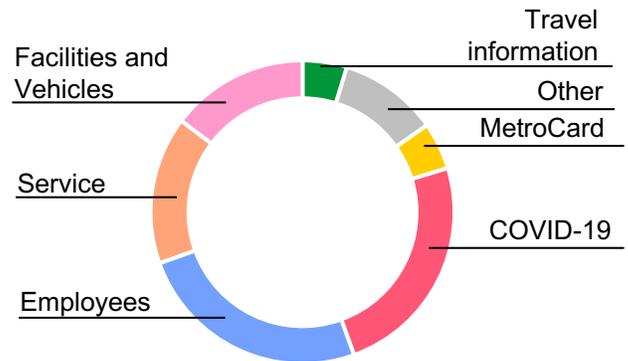


Customer engagement

Web, mobile app, and written feedback

	Nov 2020	Nov 2019	Variance
Received	3,448	6,430	▼46.4%
Responses sent ¹	5,267	8,510	▼38.1%

1. Includes automated and manual responses



Keeping customers informed

Alerts and service notices

	Nov 2020
Web	5,131
Twitter	3,378
Kiosks / Digital Displays ¹	1,289
Email and text alerts	
• Service	3,363
• Elevator and escalator status	7,071
Service Notice posters developed	370

1. Excludes countdown clocks

Social media followers

		Nov 2020	Nov 2019	Variance
Twitter	@NYCTSubway	1,011.0k	1000.0k	▲1.1%
	@NYCTBus	30.7k	26.0k	▲18.1%
	@MTA	1,325.8k	1,314.5k	▲0.9%
Facebook	MTA	155.8k	--	--
Instagram	@mtanyctransit	35.8k	24.3k	▲47.3%

Customer feedback

These complaint metrics include COVID-19-related customer concerns and service reports in the context of substantially lower ridership.

Complaints per 100,000 journeys

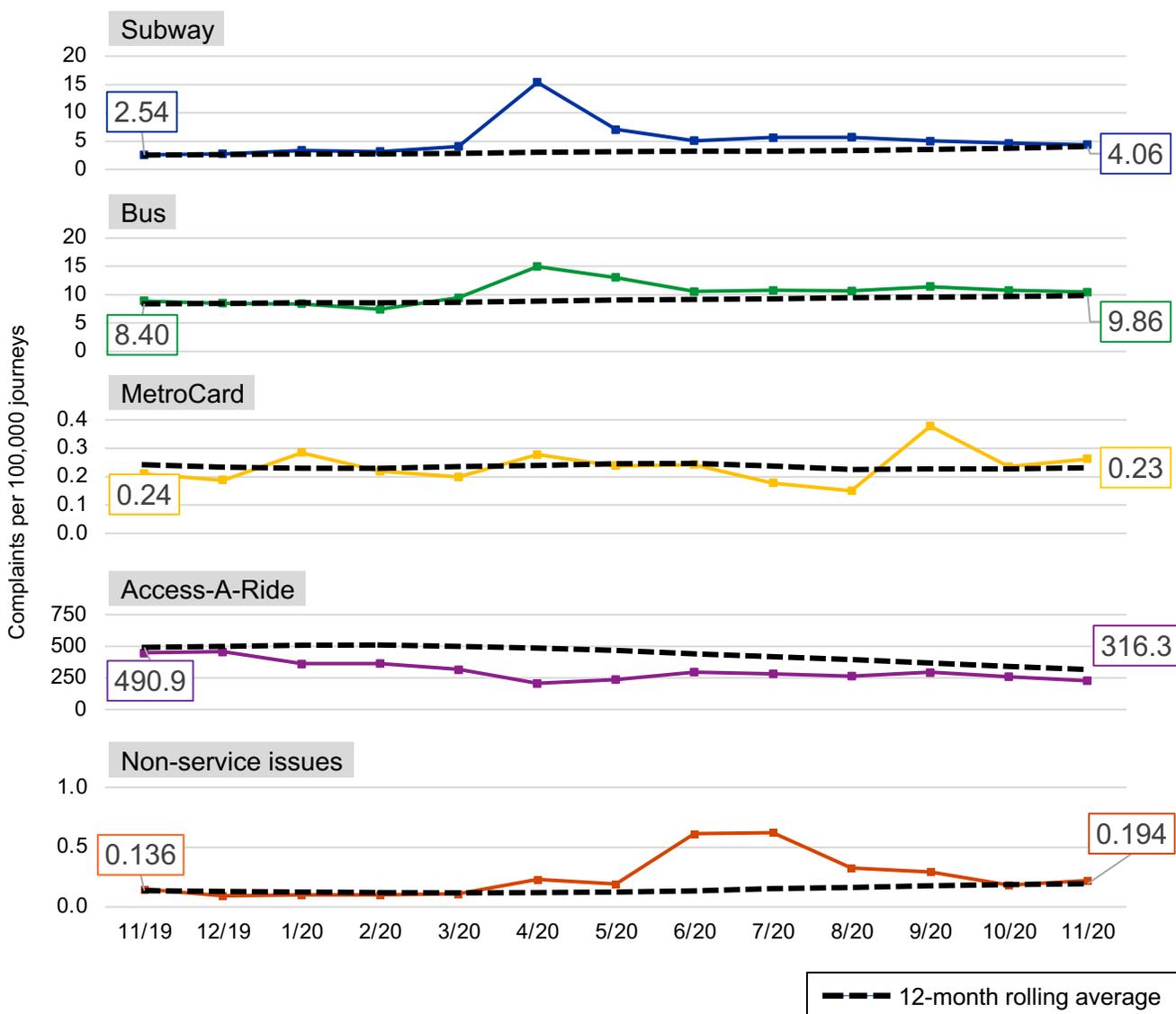
	Nov 2020	Nov 2019	Variance
Subway	4.35	2.59	▲ 68.0%
Bus	10.45	8.90	▲ 17.5%
MetroCard	0.26	0.21	▲ 25.2%
Access-A-Ride	229.1	446.6	▼ 48.7%
Non-service issues ¹	0.220	0.150	▲ 46.2%

Commendations per 100,000 journeys

	Nov 2020	Nov 2019	Variance
Subway	0.163	0.114	▲ 42.4%
Bus	0.50	0.44	▲ 13.4%
Access-A-Ride	89.4	96.7	▼ 7.5%
Non-service issues incl. MetroCard	0.035	0.017	▲ 110.8%

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

Complaints per 100,000 journeys: trends



Safety

Robert Diehl

Senior Vice President, Safety & Security



System Safety Specialist Sebastien Ruban at the Coney Island Overhaul Car Repair Shop during the installation and securing of bolsters. Screening measurements were taken with a direct read sampling device (DataRAM) to ascertain the airborne concentration of particulate matter to determine if the job task must be included in NYCT's Respiratory Protection Program.



November 2020 Highlights: Safety

Subway Customer Accident Rates increased by 29.2% when comparing the most recent 12-month period to the previous one. It is worth noting that, nominally, accidents are down 36.5%.

Bus Collisions declined by 22.8% and Collision Injuries declined by 22.7% while Customer Accidents increased when comparing the most-recent 12-month period to the previous one.

Employee Lost Time Accidents have shown an increase when comparing the most recent 12-month period to the previous one.

Lastly, when comparing figures from the two (2) most-recent 12-month periods, Subway Fires show an increase.

Robert Diehl

Senior Vice President, Safety and Security

**Except for Fires, all numbers reported refer to rates.*

Monthly Operations Report

Statistical results for the 12-Month period are shown below

Safety Report				
Performance Indicators		12-Month Average		
		Dec 17 - Nov 18	Dec 18 - Nov 19	Dec 19 - Nov 20
Subways				
Subway Customer Accidents per Million Customers ¹		2.96	2.95	3.81
Subway Collisions ²				
Total		3	1	2
Mainline		0	0	0
Yard		3	1	2
Subway Derailments ²				
Total		4	5	10
Mainline		1	1	5
Yard		3	4	5
Subway Fires ²		940	699	884
Buses				
Bus Collisions Per Million Miles		53.58	54.41	41.99
Bus Collision Injuries Per Million Miles		6.05	6.11	4.72
Bus Customer Accidents Per Million Customers ¹		1.29	1.49	1.62
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees ¹		3.78	4.14	5.19

¹ 12-month Average data from November through October.

² 12-month figures shown are totals rather than averages.

* = Due to the implementation of rear door boarding and suspension of fare collection to protect frontline employees from the spread of COVID-19, AFC (MetroCard and OMNY) was not used from March 23, 2020, to August 31, 2020, to determine ridership. During this time, ridership was estimated using Automated Passenger Counter (APC) data.

Leading Indicators				
Subways	November	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	16	280	340	82.4%
Joint Track Safety Audits -- Compliance Rate	94.3%	98.9%	100.0%	98.9%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	3,100	20,796	47,520	43.8%
Friction Pad Installation	1,340	17,436	55,650	31.3%
Buses	November	YTD	Goal	YTD as % of Goal
Collision Prevention				
Audible Pedestrian Turn Warning System**	0	25	40	62.5%
Vision Zero Employee Training	479	3,755	6,200	60.6%

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

Subway Fires

November 2020

Fire severity is classified as follows:

Severity	Criteria
Low	No disruption to service No damage to NYC Transit property No reported injuries No discharge/evacuation of passengers Fire self-extinguished or extinguished without Fire Department
Average	Delays to service 15 minutes or less Minor damage to NYC Transit property (no structural damage) No reported injuries/fatalities due to fire/smoke Discharge of passengers in station Minor residual smoke present (haze)
Above Average	Delays to service greater than 15 minutes Moderate to heavy damage to NYC Transit property Four or less injuries due to fire/smoke Discharge of train or transfer of passengers to another train (not in station) Station/platform/train filled with smoke
High	Major delays in service (over one hour) Major structural damage Five or more reported injuries or one or more fatalities Evacuation of passengers to benchwall or roadbed Mass evacuation of more than one train

Severity & Location of fires during the current month were as follows:

Low:	80.0%	Train:	11
Average:	20.0%	Right-of-way:	47
Above Average:	0.0%	Station:	16
High:	0.0%	Other:	1
		Total:	75

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

Train:		Right-of-Way:		Station:	
Debris:	6	Debris:	38	Debris:	12
Brake Shoes:	2	Tie:	2	Advertisement:	1
Circuit Breaker:	1	Cable:	1	Chair:	1
		Cable, Power/3rd			
Contact Shoe:	1	Rail:	1	Electrical:	1
Trolley Lead:	1	Undetermined:	1	Light Fixture:	1

Monthly Operations Report

Safety Report Definitions:

Joint Track Safety Audits are conducted by a joint team of personnel from the Office of System Safety, the Transport Workers Union, and the Subway Surface Supervisors Association (SSSA). The teams look at critical items for on-track safety such as flagging, third rail safety and lighting. These reviews are conducted at various Department of Subways, Capital Program Management and MTA Capital Construction work sites along the right of way to assess compliance with the rules and procedures, identify deficiencies in training and equipment, and improve on-track safety.

Continuous Welded Rail (CWR) significantly reduces the number of rail joints, which lessens the occurrence of broken rails while also providing a smoother ride. Track Engineering analyzed system-wide broken rail data and set forth a CWR installation plan to help reduce broken rails and improve track conditions. We anticipate expanded use of the Critter Rail Stringer and "E" Clip installer to help us achieve this goal.

Friction Pad Installations will increase resiliency of the rail, resulting in reduced broken rail incidents and, overall, will reduce the potential for development of rail defects.

Audible Pedestrian Warning System technology produces an audible voice alert to pedestrians when a bus is making a left- or a right-hand turn. The system turns on automatically without a bus operator's intervention and alerts pedestrians with a street- and curb-side speaker. Volume automatically adjusts based on outside ambient noise.

Vision Zero Training provides focused Safety Awareness Training to all Bus Operators, which engages them on all aspects of Pedestrian Safety issues, emphasizing the current challenges of managing their buses in an environment with distracted pedestrians, motorists and cyclists. The program incorporates testimonial videos from "Families for Safer Streets" along with a series of videos of serious bus and pedestrian accidents secured from onboard bus cameras as well as external traffic and security cameras. The training, which will be delivered over two years, is in the midst of a new cycle that began in April 2019 and will run through March 2021.

Weekly number of incidents of assault and harassment against transit workers

Starting this month, we are providing more frequently updated data and statistics on different aspects of our transit system. This page provides recent data on assaults and harassment against our employees.

Updated December 4, 2020

The safety of our workforce and our customers is our top priority and we are hopeful that increased transparency about the number of these incidents in our system will keep everyone safer and more vigilant.

We plan to update the page weekly with the prior week's figures. Each week's update will be based on verified incidents as of the report date so data for prior weeks may change as additional incidents are verified.

Number of incidents of assault and harassment against transit employees by week

Week beginning	Assault: Subways	Assault: Buses	Harassment: Subways	Harassment: Buses	Total
11/16/20	1	3	14	33	51
11/9/20	3	0	18	37	58
11/2/20	1	3	15	28	47
10/26/20	1	4	12	39	56
10/19/20	0	2	15	39	56
10/12/20	1	1	15	36	53
10/5/20	1	2	11	35	49
9/28/20	2	1	14	47	64
9/21/20	0	0	9	23	32
9/14/20	1	1	7	26	35
9/7/20	5	3	9	34	51
8/31/20	1	0	20	44	65
8/24/20	0	0	20	35	55
8/17/20	0	0	0	14	14
8/10/20	2	2	0	22	26
8/3/20	0	2	3	22	27

Note: Harassment includes but is not limited to verbal threats, other threatening behavior, and spitting.

Source: <https://new.mta.info/safety-and-security/nyct-employee-assault-data>

Weekly number of incidents of vandalism in the transit system

Starting this month, we are providing more frequently updated data and statistics on different aspects of our transit system. This page provides recent New York City Transit data on vandalism of select elements of the transit system.

Updated December 4, 2020

Vandalism is costly to the MTA and to taxpayers, and can in some cases also lead to a safety issue. We are hopeful that increased transparency about vandalism incidents in our system will keep everyone safer and more vigilant.

We plan to update the page weekly with the prior week's figures. Each week's update will be based on verified incidents as of the report date so data for prior weeks may change as additional incidents are verified.

Number of units vandalized by week and component

Week beginning	Graffiti: Subways	Graffiti: Buses	Liquid Crystal Display (LCD) Screen	Metrocard Vending Machine (MVM)	OMNY Reader	Train Glass	Bus Glass	Total
11/16/20	25	0	10	4	0	5	2	46
11/9/20	22	0	21	0	0	11	0	54
11/2/20	8	0	5	1	0	10	0	24
10/26/20	17	3	12	2	0	8	0	42
10/19/20	24	0	2	3	3	6	3	41
10/12/20	10	0	5	2	1	15	3	36
10/5/20	13	0	1	0	0	6	2	22
9/28/20	10	0	4	1	0	13	6	34
9/21/20	26	0	16	4	1	6	1	54
9/14/20	5	0	10	2	0	16	1	34
9/7/20	10	0	12	2	1	48	1	74
8/31/20	6	1	21	1	3	35	10	77
8/24/20	4	0	15	6	0	104	0	129
8/17/20	32	0	19	5	0	81	0	137
8/10/20	14	0	15	1	1	41	0	72
8/3/20	3	0	9	0	0	52	2	66

Source: <https://new.mta.info/safety-and-security/nyct-vandalism-data>



December 2020 Crime Report

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



CRIME STATISTICS NOVEMBER

	2020	2019	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	1	0	1	***. *%
ROBBERY	38	59	-21	-35.6%
GL	44	147	-103	-70.1%
FELASSAULT	26	47	-21	-44.7%
BURGLARY	1	0	1	***. *%
<u>TOTAL MAJOR FELONIES</u>	<u>110</u>	<u>253</u>	<u>-143</u>	<u>-56.5%</u>

During November, the daily Robbery average decreased from 2 to 1.3

During November, the daily Major Felony average decreased from 8.4 to 3.7

CRIME STATISTICS JANUARY THRU NOVEMBER

	2020	2019	Diff	% Change
MURDER	6	3	3	100.0%
RAPE	6	3	3	100.0%
ROBBERY	531	488	43	8.8%
GL	739	1418	-679	-47.9%
FELASSAULT	321	336	-15	-4.5%
BURGLARY	23	5	18	360.0%
<u>TOTAL MAJOR FELONIES</u>	<u>1626</u>	<u>2253</u>	<u>-627</u>	<u>-27.8%</u>

Year to date the daily Robbery average increased from 1.5 to 1.6

Year to date the daily Major Felony average decreased from 6.7 to 4.9

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



NOVEMBER ACTIVITY

	2020	2019	Diff	% Change
Total Arrests	236	694	-458	-66.0%
TOS Arrests	25	167	-142	-85.0%
Total Summons	3348	7660	-4312	-56.3%
TOS TABs	2858	5338	-2480	-46.5%
TOS C-Summ	45	135	-90	-66.7%

JANUARY THRU NOVEMBER ACTIVITY

	2020	2019	Diff	% Change
Total Arrests	3572	9753	-6181	-63.4%
TOS Arrests	455	2960	-2505	-84.6%
Total Summons	33900	87668	-53768	-61.3%
TOS TABs	22949	68663	-45714	-66.6%
TOS C-Summ	516	2339	-1823	-77.9%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

**Hate Crime Task Force
Transit Bureau
HCTF Statistical Data
(As of 11/29/2020)**

Motivation:

Motivation	2020	2019	Diff	% Change
BLACK	2	7	-5	-71%
GENDER	1	3	-2	-67%
HISPANIC	0	1	-1	-100%
MUSLIM	0	2	-2	-100%
OTHER	14	4	10	250%
SEMITIC	19	45	-26	-58%
SEXUAL ORIENTATION	5	8	-3	-38%
WHITE	2	3	-1	-33%
Grand Total	43	73	-30	-41%

Crime Name:

Crime Name	2020	2019	Diff	% Change
Aggravated Harassment 1	9	16	-7	-44%
Aggravated Harassment 2	8	3	5	167%
Assault 2	1	4	-3	-75%
Assault 3	4	6	-2	-33%
Criminal Mischief 2	1	0	1	***.*
Criminal Mischief 3	0	3	-3	-100%
Criminal Mischief 4	15	38	-23	-61%
Grand Larceny 4	1	1	0	0%
Harassment 2	1	0	1	***.*
Menacing 2	0	1	-1	-100%
Menacing 3	1	0	1	***.*



Police Department
City of New York

REPORT

JANUARY-NOVEMBER

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020
Murder	4	1	5	2	2	2	4	3	5	2	4	2	2	1	1	0	1	2	2	2	0	1	3	6
Rape	2	14	1	5	2	0	3	3	3	3	1	2	2	1	3	9	5	5	1	0	7	1	3	6
Robbery	2066	1720	1530	1260	1107	1137	1041	993	1026	899	724	718	643	644	709	731	559	397	476	433	410	431	485	531
Assault	455	394	386	327	250	266	237	254	202	176	188	165	143	178	184	187	180	201	240	287	306	323	326	321
Burglary	29	15	10	12	41	15	7	6	1	5	2	5	1	3	8	26	32	18	19	16	25	11	5	23
GL	3242	2297	2185	2315	2075	1953	1634	1705	1627	1382	1186	1194	1051	1125	1407	1539	1564	1430	1529	1481	1509	1525	1405	739
TOTAL MAJOR FELONIES	5798	4441	4117	3921	3477	3373	2926	2964	2864	2467	2105	2086	1842	1952	2312	2492	2341	2053	2267	2219	2257	2292	2227	1626
Major Fel Per Day	17.36	13.30	12.33	11.74	10.41	10.10	8.76	8.87	8.57	7.39	6.30	6.25	5.51	5.84	6.92	7.46	7.01	6.15	6.79	6.62	6.76	6.86	6.67	4.87



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Staten Island Rapid Transit

November 2020 vs. 2019

	2020	2019	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	0	0	0%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	0	0	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	0	0	0	0%

Year to Date 2020 vs. 2019

	2020	2019	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	4	-1	-25%
Felony Assault	1	2	-1	-50%
Burglary	0	3	-3	-100%
Grand Larceny	0	1	-1	-100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	4	10	-6	-60%

Financial and Ridership Reports

Jaibala Patel, Chief Financial Officer

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



As of the end of October, OMNY payments are being accepted in 415 of 472, or 88% of all subway stations, and all buses in Manhattan, the Bronx, and Staten Island. Over 8% of subway passengers and over 1.5% of bus passengers now use OMNY, surging from 0.37% and 0.31% respectively a year ago.

Preliminary October 2020 Monthly Report: New York City Transit

The purpose of this report is to provide the preliminary October 2020 financial results, on an accrual basis. The accrual basis is presented on a non-reimbursable and reimbursable account basis. These results reflect the new accelerated accounting close and are compared to the Mid-Year Forecast (forecast).

Summary of Preliminary Financial Results

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

- October 2020 New York City Transit ridership of 73.3 million was 27.1 million (58.9 percent) above forecast, of which subway ridership of 47.9 million was 13.5 million (39.1 percent) above forecast, and bus ridership of 24.7 million was 13.6 million (123.4 percent) above forecast.
- October 2020 farebox revenue of \$153 million was \$69.2 million (82.7 percent) above forecast.
- Other revenue was higher than forecast in October by \$3.1 million (9.3 percent), primarily because fare reimbursements were over by \$3.2 million (51.0%) in the month.

October 2020 operating expenses of \$662.0 million were \$74.5 million (10.3 percent) less than forecast.

- Labor expenses were under by \$56.4 million (10.1 percent), due largely to lower welfare/OPEB current expenses, which were below forecast by \$41.2 million (32.1 percent), and Payroll that was lower by \$18.0 million (6.3 percent).
- Non-labor expenses were favorable to the forecast by \$18.1 million (10.0 percent), due mostly to maintenance and other operating contract expense that was favorable by \$6.9 million (17.0 percent), materials and supplies lower by \$5.4 million (17.2 percent), and other business expenses that underran by \$7.0 million (96.8 percent), partly offset by professional services expenses overrun of \$5.7 million (33.7 percent).

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

Preliminary Financial Results Compared to Forecast						
Category (\$ in millions)	October Results		October Year-to-Date Results			
	Variance Fav(UnFav)		Forecast	Prelim Actual	Variance Fav(UnFav)	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	69.2	82.7	1,540.6	1,662.3	121.7	7.9
Nonreimb. Exp. before Dep./OPEB	74.5	10.1	(7,453.2)	(7,107.6)	345.6	4.6
Net Cash Deficit*	141.8	19.3	(2,606.0)	(2,050.1)	555.9	21.3

*Excludes Subsidies and Debt Service

October 2020 farebox revenue of \$153 million was \$69.2 million (82.7 percent) above forecast. Subway revenue was \$43.0 million (66.3 percent) above forecast, bus revenue was \$26.7 million (149.1 percent) above forecast, and paratransit revenue was \$0.46 million (99.9 percent) under forecast. Accrued fare media liability was equal to budget. The October 2020 non-student average fare of \$2.15 increased 5.3¢ from October 2019; subway fare increased 12.2¢; local bus fare increased 6.7¢; express bus fare increased 12.4¢.

Total ridership in October 2020 of 73.3 million was 27.1 million (58.9 percent) above forecast. Average weekday ridership in October 2020 was 2.7 million (65.1 percent) below October 2019. Average weekday ridership for the twelve months ending October 2020 was 3.5 million, 52.2 percent lower than the twelve months ending October 2019.

Non-reimbursable expenses before depreciation, GASB 75 OPEB and GASB 68 pension Adjustment, were below forecast in October by \$74.5 million (10.1 percent).

Labor expenses underran forecast by a net \$56.4 million (10.1 percent), due largely to health & welfare/OPEB current expenses under forecast by \$41.2 million (32.1 percent), Payroll lower by \$18.0 million (6.3 percent), and timing of Pension expenses favorable by \$10.3 million (12.0 percent), partly offset by overtime expenses that were unfavorable by \$7.0 million (14.8 percent).

Non-labor expenses were favorable to the forecast by \$18.1 million (10.0 percent), due mostly to maintenance and other operating contract expense that was favorable by \$6.9 million (17.0 percent), materials and supplies under by \$5.4 million (17.2 percent), and other business expenses that underran by \$7.0 million (96.8 percent), partly offset by professional services expenses overrun of \$5.7 million (33.7 percent).

Year-to-date, non-reimbursable expenses were lower than forecast by \$345.6 million (4.6 percent), of which labor expenses underran by a net \$133.7 million (2.3 percent). Health and welfare/OPEB current expenses were favorable by \$140.9 million (11.2 percent), overtime expenses underran by \$20.1 million (4.2 percent), and payroll underran by \$29.1 million (1.0 percent). COVID-19 death benefit accruals resulted in timing overruns in pension of \$15.8 million (1.8 percent), other fringe benefits were over by \$24.1 million (5.4 percent), and reimbursable overhead credits were unfavorable by \$17.2 million (8.9 percent). Non-labor expenses were favorable by a net \$212.0 million (12.7 percent), including significant underruns in nearly every category: maintenance and operating contracts \$57.4 million (17.8 percent); materials & supplies \$42.0 million (14.1 percent); other business expense \$32.0 million (43.9 percent); paratransit service contract expenses \$27.2 million (9.1 percent); claims expense \$26.1 million (13.6 percent); professional service contracts \$10.6 million (7.1 percent); electric power \$10.5 million (4.9 percent); fuel \$6.7 million (10.6 percent).

Financial Results

Farebox Revenue

October 2020 Farebox Revenue - (\$ in millions)								
	October				October Year-to-Date			
	Forecast	Prelim Actual	Favorable(Unfavorable)		Forecast	Prelim Actual	Favorable(Unfavorable)	
			Amount	Percent			Amount	Percent
Subway	64.9	107.8	43.0	66.3%	1,206.7	1,318.6	111.9	9.3%
NYCT Bus	17.9	44.7	26.7	149.1%	290.7	302.6	11.9	4.1%
Paratransit	0.5	0.0	(0.5)	(99.9%)	7.8	5.7	(2.1)	(27.0%)
Subtotal	83.2	152.5	69.2	83.2%	1,505.2	1,626.9	121.7	8.1%
Fare Media Liability	0.5	0.5	0.0	0.0%	35.4	35.4	0.0	0.0%
Total - NYCT	83.8	153.0	69.2	82.7%	1,540.6	1,662.3	121.7	7.9%

Note: Total may not add due to rounding

Average Fare

October Non-Student Average Fare - (in \$)				
	NYC Transit			
	2019	Prelim 2020	Change	
			Amount	Percent
Subway	2.185	2.307	0.122	5.6%
Local Bus	1.722	1.789	0.067	3.9%
Subway & Local Bus	2.077	2.133	0.055	2.7%
Express Bus	5.762	5.886	0.124	2.2%
Total	2.097	2.150	0.053	2.5%

The non-student average fare increased by 2.7 percent from the prior year. This is due to the significant reduction in overall ridership, which reduces the fare discounts normally enjoyed by pass users.

Non-reimbursable Expenses

Non-reimbursable expenses, before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment, were under forecast in the month of October by \$74.5 million (10.1 percent).

Labor expenses underran forecast by a net \$56.4 million (10.1 percent):

- Health & welfare/OPEB current expenses together were below forecast by \$41.2 million (32.1 percent) due to favorable timing of claims accruals prescription drug credits
- Payroll expenses were lower than forecast by \$18.0 million (6.3 percent), reflecting vacancies and catchup timing of reimbursable project credits
- Pension was favorable to forecast by \$10.3 million (12.0 percent), resulting from timing of COVID-19 death benefit charges
- Other fringe benefits were over forecast by \$7.3 million (17.8 percent), due primarily to higher workers compensations claims
- Overtime was unfavorable to forecast by \$7.0 million (14.8 percent), largely due to backfill of employee vacancies and unavailability

Non-labor expenses were below forecast by \$18.1 million (10.0 percent):

- Maintenance and other operating contract expenses were favorable by \$6.9 million (17.0 percent), primarily resulting from SAP initiative underruns due to COVID-19 constraints
- Materials and supplies were under by \$5.4 million (17.2 percent), resulting from reduced maintenance activity due to COVID-19
- Other business expenses underran by \$7.0 million (96.8 percent), resulting from lower card fees due to lower ridership
- Professional services expenses overran \$5.7 million (33.7 percent), due to unfavorable timing of MTA service accruals

Year to date, non-reimbursable expenses before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment were lower than forecast by \$345.6 million (4.6 percent).

Labor expenses underran forecast by a net \$133.7 million (2.3 percent):

- Health and welfare/OPEB current expenses were favorable by \$140.9 million (11.2 percent), resulting from favorable rates due to prescription drug contract rebates and vacancy savings
- Payroll was under forecast by \$29.1 million (1.0 percent), primarily due to vacancy underruns partly offset by unfavorable reimbursable project underruns hitting operating and an unbudgeted holiday
- Overtime expenses underran by \$20.1 million (4.2 percent), reflecting reduced service requirements, prioritized inspection and maintenance and tightened management controls
- Other fringe benefits were over by \$24.1 million (5.4 percent), due primarily to a major reduction in capital project support requirements and higher workers compensation expense
- Reimbursable overhead credits were unfavorable by \$17.2 million (8.9 percent), due primarily to a major reduction in capital project support requirements

- Pension expenses were higher by \$15.8 million (1.8 percent), due mainly to timing of COVID-19 death benefit accruals

Non-labor expenses were favorable by a net \$212.0 million (12.7 percent):

- Maintenance and other operating contract expenses were lower by \$57.4 million (17.8 percent), primarily due to deferral of the station deep cleaning and other SAP initiatives due to COVID-19 constraints
- Materials and supplies expenses underran by \$42.0 million (14.1 percent), largely due to reduced maintenance activity resulting from COVID-19
- Other business expenses were lower by \$32.0 million (43.9 percent), due to Capital Engineering fringe overhead adjustment credit and reduced MetroCard transaction fees from lower ridership
- Paratransit service contract expenses were favorable by \$27.2 million (9.1 percent), largely due to reduced trips
- Claims expenses underran the forecast \$26.1 million (13.6 percent), reflecting lower claims due to lower ridership
- Professional Services expenses were favorable by \$10.6 million (7.1 percent), due to underruns in IT service, outside services.

claims expense professional service contracts; electric power \$10.5 million (4.9 percent); fuel \$6.7 million (10.6 percent).

Depreciation expenses year-to-date were higher than forecast by \$102.9 million (6.4 percent).

GASB #75 OPEB Expense Adjustment reported an unfavorable variance to forecast of \$54.4 million.

GASB 68 Pension Adjustment was unfavorable to forecast by \$38.3 million.

Ridership Results

October 2020 Ridership vs. Forecast - (in millions)								
	October				October Year-to-Date			
	Forecast	Prelim Actual	More(Less)		Forecast	Prelim Actual	More(Less)	
			Amount	Percent			Amount	Percent
Subway	34.5	47.9	13.5	39.1%	529.8	552.2	22.4	4.2%
NYCT Bus	11.0	24.7	13.6	123.4%	166.8	165.0	(1.8)	(1.1%)
Paratransit	0.6	0.7	0.1	8.4%	5.6	5.8	0.2	3.2%
Total - NYCT	46.1	73.3	27.1	58.9%	702.2	723.0	20.8	3.0%

Note: Total may not add due to rounding

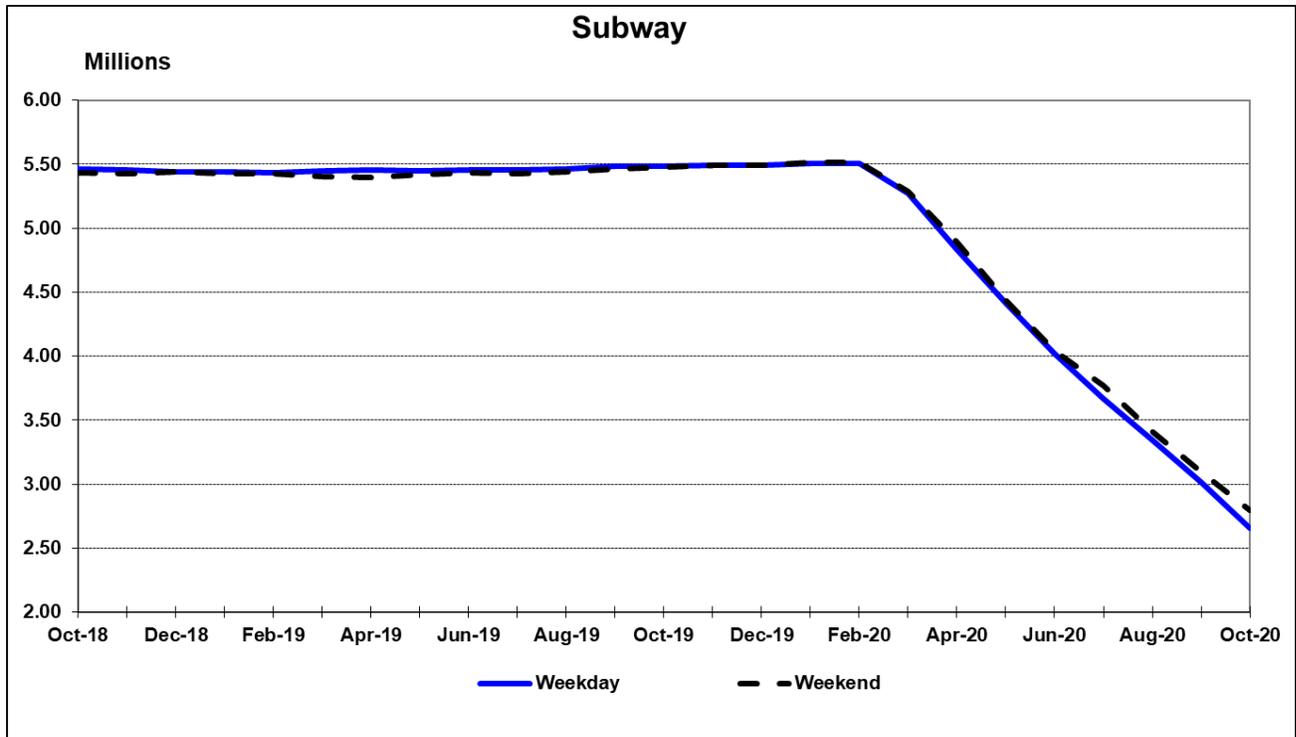
October Average Weekday and Weekend Ridership vs. Prior Year								
Month	Average Weekday - (thousands)				Average Weekend - (thousands)			
	2019	Preliminary	Change		2019	Preliminary	Change	
		2020	Amount	Percent		2020	Amount	Percent
Subway	5,748	1,751	(3,997)	-69.5%	5,780	2,050	(3,730)	-64.5%
NYCT Local Bus	1,806	875	(931)	-51.6%	1,974	1,103	(871)	-44.1%
NYCT Express Bus	42	14	(28)	-66.7%	15	7	(8)	-53.3%
Paratransit	35	25	(9)	-27.1%	42	27	(15)	-35.3%
TOTAL - NYCT	7,631	2,665	(4,965)	-65.1%	7,811	3,187	(4,624)	-59.2%
12-Month Rolling Average								
Subway	5,484	2,659	(2,825)	-51.5%	5,478	2,796	(2,682)	-49.0%
NYCT Local Bus	1,734	781	(953)	-55.0%	1,950	890	(1,060)	-54.4%
NYCT Express Bus	40	20	(20)	-50.0%	13	8	(5)	-38.5%
Paratransit	34	24	(9)	-27.6%	41	27	(14)	-34.0%
TOTAL - NYCT	7,292	3,484	(3,807)	-52.2%	7,482	3,721	(3,761)	-50.3%

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

- October 2020 subway ridership was 39.1 percent favorable to forecast, while bus ridership was 123.4 percent favorable, and Paratransit was 8.4 percent favorable to forecast.
- Compared to the previous year, average weekday ridership was down 69.5 percent on subway and 51.6 percent down on local bus. Express bus ridership was down 66.7 percent. Paratransit average weekday ridership was down only 27.1 percent. The subway is impacted to a greater extent by the reduction in employment-based trips and COVID-19 related safety concerns.

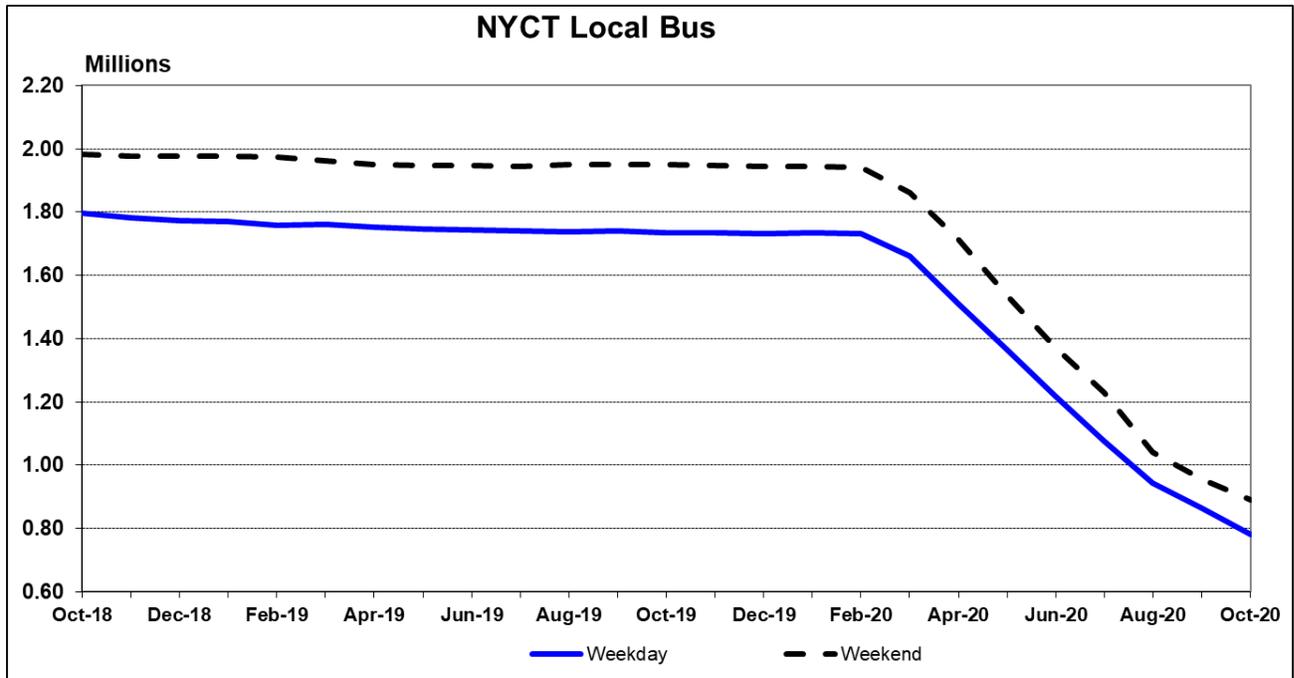
Average Weekday and Weekend Ridership

12-Month Rolling Averages



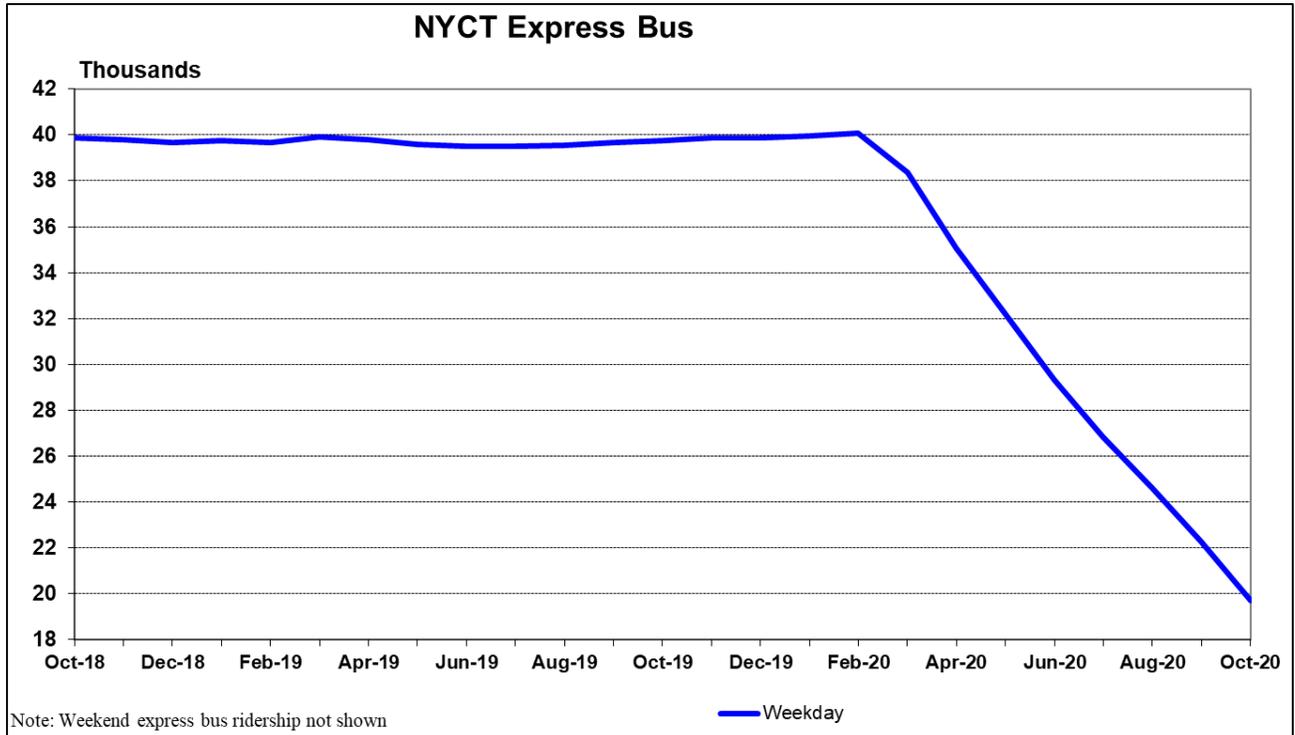
- Following modest average weekday ridership increases year-over-year in 2019, COVID-19 travel limitations and a sizeable reduction in employment-based trips precipitated a drastic decline observed from March through October 2020.
- Average weekend ridership began growing again steadily in mid-2019 after a period of intensive service interruptions during weekends by construction work and GOs. Like average weekday ridership, drastic declines associated with COVID-19 travel restrictions have been observed from March through October 2020.

12-Month Rolling Averages



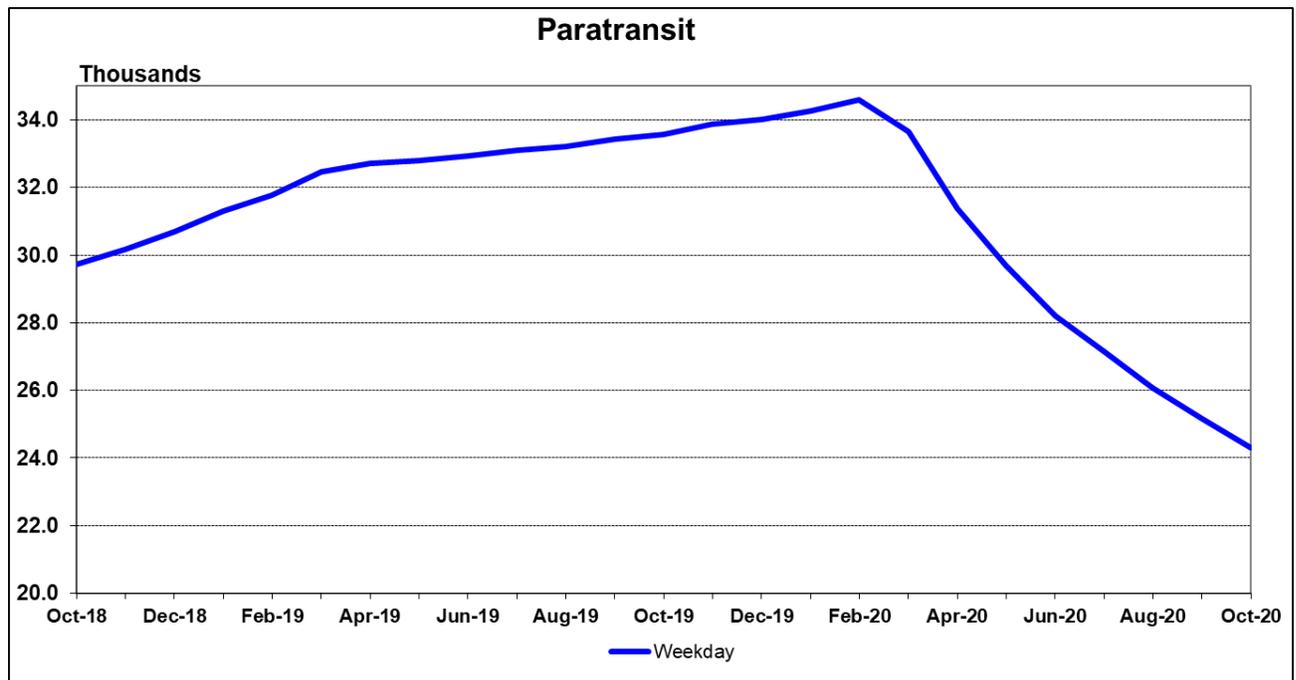
- The long-term downward trend in bus ridership abated in 2019 and early 2020. Drastic declines observed from March through August 2020 were due to COVID-19 travel limitations and impacts of the rear-door-only boarding policy on local buses.

12-Month Rolling Averages



- After a period of decline, express bus ridership increased throughout the second half of 2019 through February of 2020 attaining to 2018 levels. Drastic declines observed from March through October 2020 were due to COVID-19 travel limitations and a sizeable reduction in employment-based trips.

12-Month Rolling Averages



- The increase in Paratransit ridership has been driven by growth in Enhanced Broker service trips. Drastic declines from March 2020 through October 2020 are due to COVID-19 travel limitations, although the rate of decline is slowing in recent months.

Ridership on New York Area Transit Services

Due to COVID-19 travel limitations and a sizeable reduction in employment-based trips, all transit services in the New York area experienced steep ridership declines. Paratransit was the least impacted, down 27.1 percent on weekdays and 35.3 percent on weekends compared to the prior year.

Subway average weekday ridership in October was 1,751 thousand, which is more than a 7.5 percent increase compared to September 2020 and a 32.5 percent increase compared to August 2020, indicating the steady turnaround from the depths of the crisis in April.

A sharp increase in average weekday paid bus ridership took place in September compared to August 2020, which was due to the resumption of front-door boarding and fare collection on local buses. Bus ridership growth continued into October with average weekday ridership on local buses in October 2020 nearly 3.2 percent higher than in September 2020.

Ridership on Transit Services in the New York Area						
(thousands)						
Transit Service	Oct-19	Prelim Oct-20	Percent Change	Rolling Avg Prior Year	Rolling Avg Current Year	12-Month Rolling Average Percent Change
Average Weekday						
Subway	5,748	1,751	-69.5%	5,484	2,659	-51.5%
NYCT Local Bus	1,806	875	-51.6%	1,734	781	-55.0%
NYCT Express Bus	42	14	-66.7%	40	20	-50.0%
Paratransit	35	25	-27.1%	34	24	-27.6%
SIR	17	7	-59.5%	16	8	-52.5%
MTA Local Bus	378	185	-51.0%	362	163	-54.8%
MTA Express Bus	29	12	-58.9%	28	15	-45.6%
LIRR	314	81	-74.2%	317	143	-54.9%
PATH	297	66	-77.8%	284	128	-54.9%
Average Weekend						
Subway	5,780	2,050	-64.5%	5,478	2,796	-49.0%
NYCT Local Bus	1,974	1,103	-44.1%	1,950	890	-54.4%
NYCT Express Bus	15	7	-53.3%	13	8	-38.5%
Paratransit	42	27	-35.3%	41	27	-34.0%
SIR	1	1	+12.8%	6	1	-76.6%
MTA Local Bus	391	220	-43.7%	389	177	-54.5%
MTA Express Bus	14	7	-52.5%	12	7	-40.3%
LIRR	204	87	-57.4%	212	106	-50.0%
PATH	193	81	-58.0%	191	93	-51.3%

Note: Percentages are based on unrounded data.

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

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent
			Variance				Variance				Variance	
Revenue												
Farebox Revenue:												
Subway	\$64.856	\$107.823	\$42.967	66.3	\$0.000	\$0.000	-	-	\$64.856	\$107.823	\$42.967	66.3
Bus	\$17.930	\$44.667	\$26.737	-	\$0.000	\$0.000	-	-	\$17.930	\$44.667	\$26.737	-
Paratransit	\$0.458	\$0.001	(0.457)	-	\$0.000	\$0.000	-	-	\$0.458	\$0.001	(0.457)	-
Fare Liability	\$0.537	\$0.537	\$0.000	0.0	\$0.000	\$0.000	-	-	\$0.537	\$0.537	\$0.000	0.0
Farebox Revenue	\$83.781	\$153.028	\$69.247	82.7	\$0.000	\$0.000	-	-	\$83.781	\$153.028	\$69.247	82.7
Fare Reimbursement	\$6.330	\$9.561	\$3.231	51.0	\$0.000	\$0.000	-	-	\$6.330	\$9.561	\$3.231	51.0
Paratransit Reimbursement	\$18.680	\$18.826	\$0.146	0.8	\$0.000	\$0.000	-	-	\$18.680	\$18.826	\$0.146	0.8
Other Operating Revenue	\$8.149	\$7.848	(0.301)	(3.7)	\$0.000	\$0.000	-	-	\$8.149	\$7.848	(0.301)	(3.7)
Other Revenue	\$33.159	\$36.236	\$3.076	9.3	\$0.000	\$0.000	-	-	\$33.159	\$36.236	\$3.076	9.3
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$126.112	\$143.950	\$17.838	14.1	\$126.112	\$143.950	\$17.838	14.1
Total Revenue	\$116.941	\$189.264	\$72.323	61.8	\$126.112	\$143.950	\$17.838	14.1	\$243.053	\$333.214	\$90.161	37.1
Expenses												
Labor :												
Payroll	\$285.475	\$267.471	\$18.003	6.3	\$45.637	\$49.939	(4.303)	(9.4)	\$331.111	\$317.410	\$13.701	4.1
Overtime	\$47.318	\$54.337	(7.019)	(14.8)	\$16.425	\$18.324	(1.899)	(11.6)	\$63.743	\$72.661	(8.919)	(14.0)
Total Salaries & Wages	\$332.793	\$321.808	\$10.984	3.3	\$62.062	\$68.263	(6.202)	(10.0)	\$394.854	\$390.072	\$4.782	1.2
Health and Welfare	\$82.555	\$54.502	\$28.054	34.0	\$1.783	\$1.710	\$0.073	4.1	\$84.338	\$56.212	\$28.127	33.3
OPEB Current Payment	\$45.804	\$32.655	\$13.149	28.7	\$1.063	\$0.968	\$0.096	9.0	\$46.868	\$33.623	\$13.245	28.3
Pensions	\$85.836	\$75.568	\$10.267	12.0	\$1.978	\$1.978	\$0.000	0.0	\$87.814	\$77.546	\$10.267	11.7
Other Fringe Benefits	\$40.484	\$47.710	(7.226)	(17.8)	\$19.853	\$21.813	(1.959)	(9.9)	\$60.337	\$69.523	(9.185)	(15.2)
Total Fringe Benefits	\$254.679	\$210.435	\$44.244	17.4	\$24.678	\$26.468	(1.791)	(7.3)	\$279.357	\$236.903	\$42.453	15.2
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(30.800)	(31.977)	\$1.177	3.8	\$30.800	\$31.977	(1.177)	(3.8)	\$0.000	\$0.000	\$0.000	-
Labor	\$556.672	\$500.267	\$56.405	10.1	\$117.539	\$126.709	(9.169)	(7.8)	\$674.211	\$626.975	\$47.236	7.0
Non-Labor :												
Electric Power	\$22.309	\$23.072	(0.763)	(3.4)	\$0.021	\$0.020	\$0.002	8.3	\$22.330	\$23.091	(0.761)	(3.4)
Fuel	\$3.934	\$4.670	(0.736)	(18.7)	\$0.000	\$0.000	-	-	\$3.934	\$4.670	(0.736)	(18.7)
Insurance	\$6.158	\$6.221	(0.063)	(1.0)	\$0.000	\$0.000	-	-	\$6.158	\$6.221	(0.063)	(1.0)
Claims	\$19.095	\$15.372	\$3.723	19.5	\$0.000	\$0.000	-	-	\$19.095	\$15.372	\$3.723	19.5
Paratransit Service Contracts	\$32.590	\$30.270	\$2.320	7.1	\$0.000	\$0.000	-	-	\$32.590	\$30.270	\$2.320	7.1
Maintenance and Other Operating Contracts	\$40.276	\$33.418	\$6.858	17.0	\$3.253	\$3.962	(0.710)	(21.8)	\$43.528	\$37.380	\$6.148	14.1
Professional Service Contracts	\$16.875	\$22.555	(5.680)	(33.7)	\$0.729	\$2.499	(1.770)	-	\$17.604	\$25.054	(7.450)	(42.3)
Materials & Supplies	\$31.315	\$25.918	\$5.397	17.2	\$4.414	\$5.408	(0.994)	(22.5)	\$35.730	\$31.327	\$4.403	12.3
Other Business Expenses	\$7.229	\$0.228	\$7.001	96.8	\$0.156	\$5.352	(5.196)	-	\$7.385	\$5.580	\$1.805	24.4
Non-Labor	\$179.781	\$161.724	\$18.057	10.0	\$8.573	\$17.241	(8.668)	-	\$188.354	\$178.965	\$9.389	5.0
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$736.453	\$661.991	\$74.462	10.1	\$126.112	\$143.950	(17.838)	(14.1)	\$862.565	\$805.941	\$56.624	6.6
Depreciation	\$160.672	\$171.337	(10.665)	(6.6)	\$0.000	\$0.000	-	-	\$160.672	\$171.337	(10.665)	(6.6)
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$897.125	\$833.328	\$63.797	7.1	\$126.112	\$143.950	(17.838)	(14.1)	\$1,023.237	\$977.277	\$45.959	4.5
OPERATING SURPLUS/DEFICIT	(780.184)	(644.064)	\$136.120	17.4	\$0.000	\$0.000	\$0.000	-	(780.184)	(644.064)	\$136.120	17.4

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

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

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Percent
			Variance				Variance				Variance	
Revenue												
Farebox Revenue:												
Subway	\$1,206.726	\$1,318.627	\$111.901	9.3	\$0.000	\$0.000	-	-	\$1,206.726	\$1,318.627	\$111.901	9.3
Bus	\$290.672	\$302.594	\$11.922	4.1	\$0.000	\$0.000	-	-	\$290.672	\$302.594	\$11.922	4.1
Paratransit	\$7.806	\$5.698	(2.109)	(27.0)	\$0.000	\$0.000	-	-	\$7.806	\$5.698	(2.109)	(27.0)
Fare Liability	\$35.395	\$35.395	\$0.000	0.0	\$0.000	\$0.000	-	-	\$35.395	\$35.395	\$0.000	0.0
Farebox Revenue	\$1,540.600	\$1,662.314	\$121.714	7.9	\$0.000	\$0.000	-	-	\$1,540.600	\$1,662.314	\$121.714	7.9
Fare Reimbursement	\$71.356	\$68.176	(3.180)	(4.5)	\$0.000	\$0.000	-	-	\$71.356	\$68.176	(3.180)	(4.5)
Paratransit Reimbursement	\$154.814	\$140.396	(14.418)	(9.3)	\$0.000	\$0.000	-	-	\$154.814	\$140.396	(14.418)	(9.3)
Other Operating Revenue	\$2,994.095	\$2,928.851	(65.244)	(2.2)	\$0.000	\$0.000	-	-	\$2,994.095	\$2,928.851	(65.244)	(2.2)
Other Revenue	\$3,220.265	\$3,137.423	(82.842)	(2.6)	\$0.000	\$0.000	-	-	\$3,220.265	\$3,137.423	(82.842)	(2.6)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$960.823	\$910.458	(50.365)	(5.2)	\$960.823	\$910.458	(50.365)	(5.2)
Total Revenue	\$4,760.865	\$4,799.737	\$38.872	0.8	\$960.823	\$910.458	(50.365)	(5.2)	\$5,721.688	\$5,710.195	(11.493)	(0.2)
Expenses												
Labor :												
Payroll	\$2,910.151	\$2,881.062	\$29.089	1.0	\$366.671	\$350.022	\$16.649	4.5	\$3,276.821	\$3,231.083	\$45.738	1.4
Overtime	\$492.966	\$472.192	\$20.774	4.2	\$104.559	\$94.573	\$9.985	9.6	\$597.524	\$566.765	\$30.759	5.1
Total Salaries & Wages	\$3,403.116	\$3,353.254	\$49.863	1.5	\$471.229	\$444.595	\$26.634	5.7	\$3,874.346	\$3,797.848	\$76.497	2.0
Health and Welfare	\$814.244	\$740.305	\$73.940	9.1	\$17.398	\$18.300	(0.902)	(5.2)	\$831.642	\$758.604	\$73.038	8.8
OPEB Current Payment	\$448.355	\$381.408	\$66.947	14.9	\$10.509	\$9.490	\$1.019	9.7	\$458.864	\$390.898	\$67.966	14.8
Pensions	\$859.934	\$875.757	(15.823)	(1.8)	\$30.489	\$30.381	\$0.108	0.4	\$890.423	\$906.138	(15.715)	(1.8)
Other Fringe Benefits	\$449.240	\$473.353	(24.113)	(5.4)	\$149.261	\$140.019	\$9.242	6.2	\$598.500	\$613.371	(14.871)	(2.5)
Total Fringe Benefits	\$2,571.773	\$2,470.822	\$100.951	3.9	\$207.656	\$198.189	\$9.467	4.6	\$2,779.430	\$2,669.011	\$110.419	4.0
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(193.843)	(176.684)	(17.159)	(8.9)	\$193.843	\$176.684	\$17.159	8.9	\$0.000	\$0.000	\$0.000	(49.2)
Labor	\$5,781.047	\$5,647.392	\$133.655	2.3	\$872.728	\$819.468	\$53.260	6.1	\$6,653.775	\$6,466.860	\$186.916	2.8
Non-Labor :												
Electric Power	\$215.265	\$204.813	\$10.452	4.9	\$0.210	\$0.218	(0.007)	(3.5)	\$215.475	\$205.031	\$10.444	4.8
Fuel	\$63.038	\$56.371	\$6.668	10.6	\$0.017	\$0.000	\$0.017	-	\$63.055	\$56.371	\$6.685	10.6
Insurance	\$62.190	\$62.404	(0.214)	(0.3)	\$0.000	\$0.000	-	-	\$62.190	\$62.404	(0.214)	(0.3)
Claims	\$190.952	\$164.891	\$26.060	13.6	\$0.000	\$0.000	-	-	\$190.952	\$164.891	\$26.060	13.6
Paratransit Service Contracts	\$300.261	\$273.070	\$27.191	9.1	\$0.000	\$0.000	-	-	\$300.261	\$273.070	\$27.191	9.1
Maintenance and Other Operating Contracts	\$322.988	\$265.635	\$57.353	17.8	\$36.124	\$31.348	\$4.776	13.2	\$359.113	\$296.984	\$62.129	17.3
Professional Service Contracts	\$147.980	\$137.403	\$10.577	7.1	\$9.245	\$17.646	(8.401)	(90.9)	\$157.225	\$155.049	\$2.175	1.4
Materials & Supplies	\$296.662	\$254.711	\$41.951	14.1	\$43.304	\$34.269	\$9.035	20.9	\$339.966	\$288.979	\$50.986	15.0
Other Business Expenses	\$72.814	\$40.865	\$31.949	43.9	(0.807)	\$7.509	(8.315)	-	\$72.007	\$48.373	\$23.633	32.8
Non-Labor	\$1,672.149	\$1,460.163	\$211.986	12.7	\$88.094	\$90.990	(2.896)	(3.3)	\$1,760.243	\$1,551.153	\$209.090	11.9
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$7,453.196	\$7,107.555	\$345.641	4.6	\$960.823	\$910.458	\$50.365	5.2	\$8,414.019	\$8,018.013	\$396.006	4.7
Depreciation	\$1,606.718	\$1,709.631	(102.912)	(6.4)	\$0.000	\$0.000	-	-	\$1,606.718	\$1,709.631	(102.912)	(6.4)
GASB 75 OPEB Expense Adjustment	(33.793)	\$20.612	(54.405)	-	\$0.000	\$0.000	-	-	(33.793)	\$20.612	(54.405)	-
GASB 68 Pension Adjustment	(5.546)	\$32.690	(38.236)	-	\$0.000	\$0.000	-	-	(5.546)	\$32.690	(38.236)	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$9,020.576	\$8,870.487	\$150.088	1.7	\$960.823	\$910.458	\$50.365	5.2	\$9,981.398	\$9,780.945	\$200.453	2.0
OPERATING SURPLUS/DEFICIT	(4,259.710)	(4,070.750)	\$188.960	4.4	\$0.000	\$0.000	\$0.000	-	(4,259.710)	(4,070.750)	\$188.960	4.4

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

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2020 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
OCTOBER 2020
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	69.2	82.7	Mainly due to higher ridership & higher average fares	121.7	7.9	Mainly due to higher ridership and higher average fares
Other Operating Revenue	NR	3.1	9.3	Primarily favorable timing of fare reimbursement	(82.8)	(2.6)	Mostly underrun of CARES Act funding and Paratransit reimbursement underruns
Payroll	NR	18.0	6.3	Primarily due to vacancies and catchup timing of reimbursable project credits	29.1	1.0	Primarily due to vacancy underruns partly offset by unfavorable reimbursable project underruns hitting operating and an unbudgeted holiday
Overtime	NR	(7.0)	(14.8)	Primarily due to backfill of increasing employee vacancies/unavailability	20.8	4.2	Mainly reduced service requirements and basic inspection during prior months along with tightened management controls
Health & Welfare (including OPEB current payment)	NR	41.2	32.1	Favorable timing of claims accruals and prescription drug credits	140.9	11.2	Favorable rates due to prescription drug contract rebates and vacancy savings
Pension	NR	10.3	12.0	Due to favorable timing of Covid-19 death benefit charges	(15.8)	(1.8)	Due to timing of \$58M accrual for Covid-19 death benefits
Other Fringe Benefits	NR	(7.2)	(17.8)	Mainly due to higher workers compensation claims expense	(24.1)	(5.4)	Mainly due to reduction in capital project support requirements and higher workers compensation claims expense
Reimbursable Overhead	NR	1.2	3.8	Favorable timing of reimbursable project credits	(17.2)	(8.9)	Mainly due to a major reduction in capital project support requirements
Electric Power	NR	(0.8)	(3.4)	Primarily favorable timing of expenses	10.5	4.9	Primarily lower consumption due to reduced service levels in earlier months
Fuel	NR	(0.7)	(18.7)	Mainly due to higher consumption	6.7	10.6	Mainly lower consumption due to reduced service levels in earlier months
Claims	NR	3.7	19.5	Reflects lower major claims due to lower ridership	26.1	13.6	Reflects lower major claims due to lower ridership
Paratransit Service Contracts	NR	2.3	7.1	Largely due to reduced trips	27.2	9.1	Largely due to reduced trips
Maintenance and Other Operating Contracts	NR	6.9	17.0	Primarily SAP initiative underrun due to COVID-19 constraints	57.4	17.8	Primarily SAP initiative underrun due to COVID-19 constraints
Professional Service Contracts	NR	(5.7)	(33.7)	Unfavorable timing of MTA service accruals	10.6	7.1	Mainly underruns in IT service and outside services
Materials & Supplies	NR	5.4	17.2	Reflects reduced maintenance activity due to COVID-19 and rescheduling of SMS program work	42.0	14.1	Reflects reduced maintenance activity due to COVID-19 and rescheduling of SMS program work
Other Business	NR	7.0	96.8	Mainly due to Capital Engineering fringe overhead adjustment credit and lower card fees due to lower ridership	31.9	43.9	Mainly due to Capital Engineering fringe overhead adjustment credit and lower card fees due to lower ridership

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2020 Mid_Year
Cash Receipts and Expenditures

Oct FY20
(\$ in Millions)

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Master Page # 113 of 238 - New York City Transit and Bus Committee Meeting 12/16/2020

	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$83.781	\$122.666	\$38.885	46.4	\$1,540.800	\$1,673.375	\$132.575	8.6
Fare Reimbursement	\$0.000	\$0.000	\$0.000	-	\$26.392	\$0.000	\$(26.392)	-
Paratransit Reimbursement	\$1.335	\$17.879	\$16.544	-	\$172.654	\$178.905	\$6.251	3.6
Other Operating Revenue	\$3.158	\$1.644	\$(1.514)	(47.9)	\$2,921.515	\$2,864.027	\$(57.488)	(2.0)
Other Revenue	\$4.493	\$19.523	\$15.030	-	\$3,120.560	\$3,042.932	\$(77.628)	(2.5)
Capital and Other Reimbursements	\$126.112	\$149.730	\$23.618	18.7	\$961.053	\$812.299	\$(148.754)	(15.5)
Total Revenue	\$214.387	\$291.919	\$77.532	36.2	\$5,622.413	\$5,528.606	\$(93.807)	(1.7)
Expenditures								
Labor :								
Payroll	\$440.280	\$419.012	\$21.269	4.8	\$3,325.202	\$3,274.000	\$51.202	1.5
Overtime	\$63.743	\$72.661	\$(8.919)	(14.0)	\$597.524	\$566.765	\$30.759	5.1
Total Salaries & Wages	\$504.023	\$491.673	\$12.350	2.5	\$3,922.726	\$3,840.765	\$81.961	2.1
Health and Welfare	\$84.338	\$116.765	\$(32.427)	(38.4)	\$831.848	\$760.996	\$70.852	8.5
OPEB Current Payment	\$46.868	\$33.623	\$13.245	28.3	\$458.864	\$390.898	\$67.966	14.8
Pensions	\$87.814	\$85.069	\$2.745	3.1	\$890.423	\$869.087	\$21.336	2.4
Other Fringe Benefits	\$54.353	\$23.179	\$31.174	57.4	\$445.311	\$280.140	\$165.171	37.1
Total Fringe Benefits	\$273.373	\$258.636	\$14.737	5.4	\$2,626.446	\$2,301.121	\$325.325	12.4
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$777.396	\$750.309	\$27.087	3.5	\$6,549.172	\$6,141.886	\$407.286	6.2
Non-Labor :								
Electric Power	\$22.330	\$21.471	\$0.859	3.8	\$227.218	\$214.700	\$12.518	5.5
Fuel	\$3.934	\$4.734	\$(0.800)	(20.3)	\$63.055	\$59.462	\$3.593	5.7
Insurance	\$0.000	\$0.000	\$0.000	-	\$52.833	\$54.850	\$(2.017)	(3.8)
Claims	\$13.847	\$5.555	\$8.292	59.9	\$116.173	\$84.503	\$31.670	27.3
Paratransit Service Contracts	\$32.590	\$30.156	\$2.434	7.5	\$298.261	\$278.529	\$19.732	6.6
Maintenance and Other Operating Contracts	\$43.528	\$31.986	\$11.542	26.5	\$363.992	\$268.048	\$95.944	26.4
Professional Service Contracts	\$15.354	\$13.398	\$1.956	12.7	\$158.119	\$141.290	\$16.829	10.6
Materials & Supplies	\$32.188	\$20.696	\$11.492	35.7	\$327.549	\$285.795	\$41.754	12.7
Other Business Expenses	\$7.385	\$5.935	\$1.450	19.6	\$72.007	\$49.657	\$22.350	31.0
Non-Labor	\$171.156	\$133.931	\$37.225	21.7	\$1,679.207	\$1,436.834	\$242.373	14.4
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$948.552	\$884.240	\$64.312	6.8	\$8,228.379	\$7,578.720	\$649.659	7.9
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures	\$948.552	\$884.240	\$64.312	6.8	\$8,228.379	\$7,578.720	\$649.659	7.9
Net Surplus/(Deficit)	(734.165)	(592.321)	\$141.844	19.3	(2,605.966)	(2,050.114)	\$555.852	21.3

Note: 1) Totals may not add due to rounding

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

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

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	38.9	46.4	Mainly due to higher ridership offset partly by unfavorable timing of revenue receipts	132.6	8.6	Mainly due to higher ridership and higher average fares
Other Operating Receipts	15.0	-	Largely favorable timing of paratransit reimbursement receipts	(77.6)	(2.5)	Mainly reflects \$51M underruns of CARES Act receipts and Metrocard surcharge and the unfavorable timing of Fare reimbursements
Capital and Other Reimbursements	23.6	18.7	Favorable timing of receipts	(148.8)	(15.5)	Lower capital expenses and unfavorable timing of receipts
Payroll	21.3	4.8	Due primarily to vacancies	51.2	1.5	Due primarily to vacancies
Overtime	(8.9)	(14.0)	Primarily due to backfill of employee vacancies/unavailability	30.8	5.1	Mainly reduced service requirements and basic inspection during prior months along with tightened management controls
Health & Welfare/OPEB Current	(19.2)	(14.6)	Unfavorable timing of payments	138.8	10.8	Favorable timing of payments and receipt of credits due from 2019
Pension	2.7	3.1	Favorable timing of COVID-19 special death benefit payments	21.3	2.4	Mainly favorable timing of COVID-19 special death benefit payments
Other Fringe Benefits	31.2	57.4	Mainly due to deferral of FICA payroll tax expenditure under CARES Act	165.2	37.1	Mainly due to deferral of FICA payroll tax expenditure under CARES Act
Electric Power	0.9	3.8		12.5	5.5	Favorable consumption and timing of payments
Fuel	(0.8)	(20.3)	Due to higher consumption	3.6	5.7	Due to lower consumption resulting from reduced service in previous months
Insurance	0.0	-		(2.0)	(3.8)	Unfavorable timing of payments
Claims	8.3	59.9	Reduced claims due to lower ridership	31.7	27.3	Reduced claims due to lower ridership
Paratransit Service Contracts	2.4	7.5	Favorable timing of payments	19.7	6.6	Favorable timing of payments
Maintenance and Other Operating Contracts	11.5	26.5	Primarily SAP initiative underrun due to COVID-19 constraints	95.9	26.4	Primarily SAP initiative underrun due to COVID-19 constraints
Professional Service Contracts	2.0	12.7	Favorable timing of payments and underruns in IT service	16.8	10.6	Favorable timing of payments and underruns in IT service
Materials & Supplies	11.5	35.7	Favorable timing of payments, rescheduling of SMS program work, and reduced maintenance activity due to COVID-19	41.8	12.7	Favorable timing of payments, rescheduling of SMS program work, and reduced maintenance activity due to COVID-19
Other Business	1.5	19.6	Due to lower metrocard transaction fees	22.4	31.0	Due to lower metrocard transaction fees

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

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	\$0.000	(30.362)	(30.362)	-	\$0.200	\$11.061	\$10.861	-
Fare Reimbursement	(6.330)	(9.561)	(3.231)	(51.0)	(44.964)	(68.176)	(23.211)	(51.6)
Paratransit Reimbursement	(17.345)	(0.947)	\$16.397	94.5	\$17.839	\$38.509	\$20.670	-
Other Operating Revenue	(4.991)	(6.204)	(1.213)	(24.3)	(72.580)	(64.824)	\$7.755	10.7
Other Revenue	(28.666)	(16.713)	\$11.953	41.7	(99.705)	(94.491)	\$5.214	5.2
Capital and Other Reimbursements	\$0.000	\$5.780	\$5.780	-	\$0.230	(98.159)	(98.389)	-
Total Revenue	(28.666)	(41.295)	(12.629)	(44.1)	(99.275)	(181.589)	(82.314)	(82.9)
Expenses								
Labor :								
Payroll	(109.169)	(101.601)	\$7.568	6.9	(48.380)	(42.917)	\$5.464	11.3
Overtime	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Salaries & Wages	(109.169)	(101.601)	\$7.568	6.9	(48.380)	(42.917)	\$5.464	11.3
Health and Welfare	\$0.000	(60.554)	(60.554)	-	(0.206)	(2.392)	(2.186)	-
OPEB Current Payment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Pensions	\$0.000	(7.523)	(7.523)	-	\$0.000	\$37.051	\$37.051	-
Other Fringe Benefits	\$5.984	\$46.344	\$40.360	-	\$153.189	\$333.231	\$180.042	-
Total Fringe Benefits	\$5.984	(21.733)	(27.716)	-	\$152.983	\$367.890	\$214.907	-
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	(103.185)	(123.334)	(20.149)	(19.5)	\$104.603	\$324.974	\$220.371	-
Non-Labor :								
Electric Power	\$0.000	\$1.620	\$1.620	-	(11.743)	(9.669)	\$2.074	17.7
Fuel	\$0.000	(0.064)	(0.064)	-	\$0.000	(3.091)	(3.091)	-
Insurance	\$6.158	\$6.221	\$0.063	1.0	\$9.357	\$7.554	(1.803)	(19.3)
Claims	\$5.248	\$9.817	\$4.569	87.1	\$74.779	\$80.388	\$5.610	7.5
Paratransit Service Contracts	\$0.000	\$0.114	\$0.114	-	\$2.000	(5.459)	(7.459)	-
Maintenance and Other Operating Contracts	\$0.000	\$5.394	\$5.394	-	(4.879)	\$28.936	\$33.815	-
Professional Service Contracts	\$2.250	\$11.656	\$9.406	-	(0.894)	\$13.759	\$14.653	-
Materials & Supplies	\$3.542	\$10.631	\$7.089	-	\$12.417	\$3.184	(9.232)	(74.4)
Other Business Expenses	\$0.000	(0.355)	(0.355)	-	\$0.000	(1.284)	(1.284)	-
Non-Labor	\$17.198	\$45.034	\$27.836	-	\$81.036	\$114.319	\$33.283	41.1
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	(85.987)	(78.299)	\$7.688	8.9	\$185.639	\$439.293	\$253.653	-
Depreciation	\$160.672	\$171.337	\$10.665	6.6	\$1,606.718	\$1,709.631	\$102.912	6.4
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	\$0.000	-	(33.793)	\$20.612	\$54.405	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	(5.546)	\$32.690	\$38.236	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$74.685	\$93.037	\$18.353	24.6	\$1,753.019	\$2,202.225	\$449.206	25.6
Total Cash Conversion Adjustments	\$46.019	\$51.743	\$5.724	12.4	\$1,653.744	\$2,020.636	\$366.892	22.2

Note: 1) Totals may not add due to rounding

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

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

NYCT – Non-Reimbursable Overtime Variance

October 2020 and YTD forecast vs. variance

\$M

- Variance - Unfavorable
- Variance - Favorable
- Budget

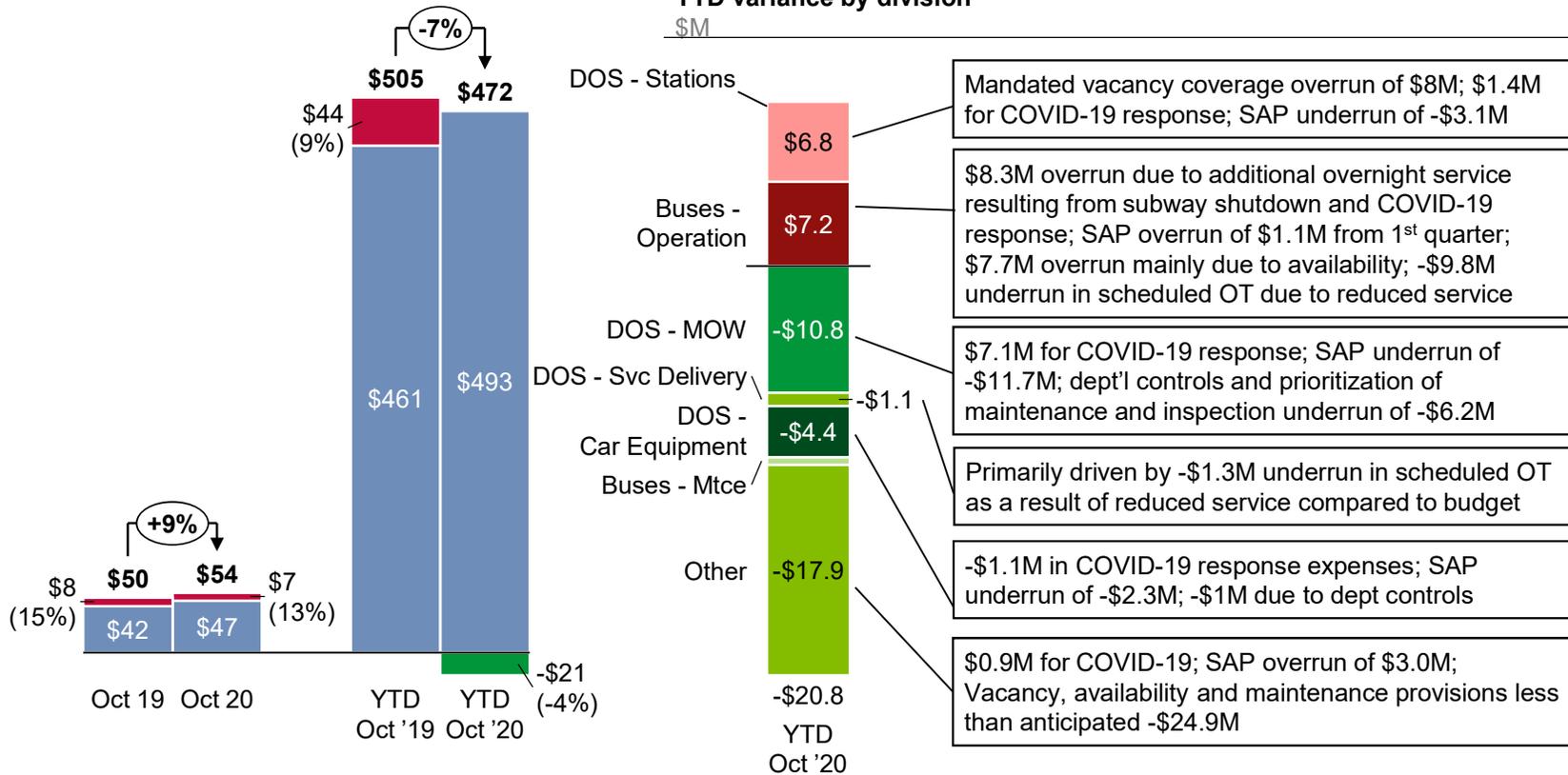
Annual Budget
 Adopted: \$508M
 Forecast: \$603M

Overview

- Overall decrease of \$33M or 7% compared to October YTD 2019
- \$21M or 4% below 2020 YTD budget
- Subways -\$9.4M underrun: \$4.8M for COVID-19 response; \$8.1M for vacancy coverage; -\$20M SAP; -\$1.3M scheduled overtime; -\$1M departmental controls and prioritization of maintenance
- Buses \$6.5M overrun: \$9.4M for vacancy and availability coverage; \$5.6M for COVID-19 response; \$1.1M SAP from 1st quarter; -\$9.6M scheduled overtime

YTD variance by division

\$M



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

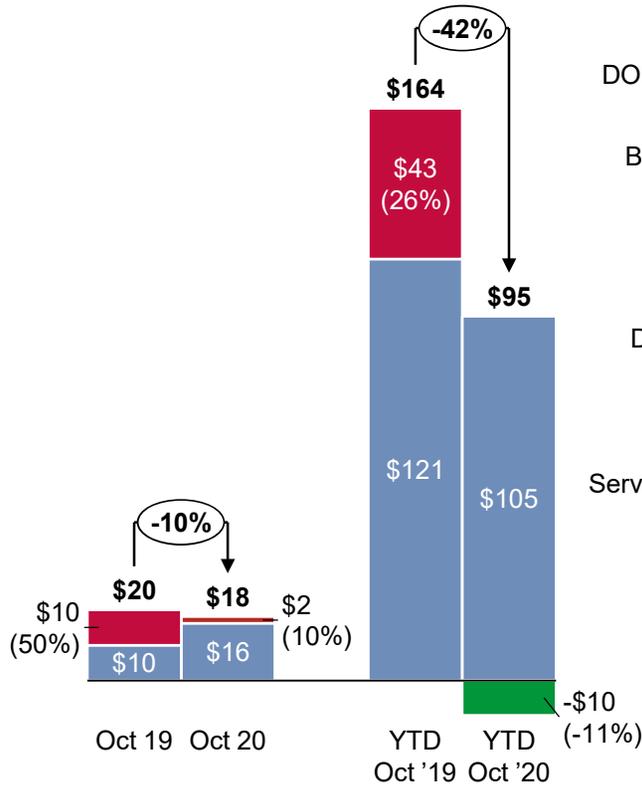
NYCT – Reimbursable Overtime Variance

October 2020 and YTD forecast vs. variance

\$M

- Variance - Unfavorable
- Variance - Favorable
- Budget

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

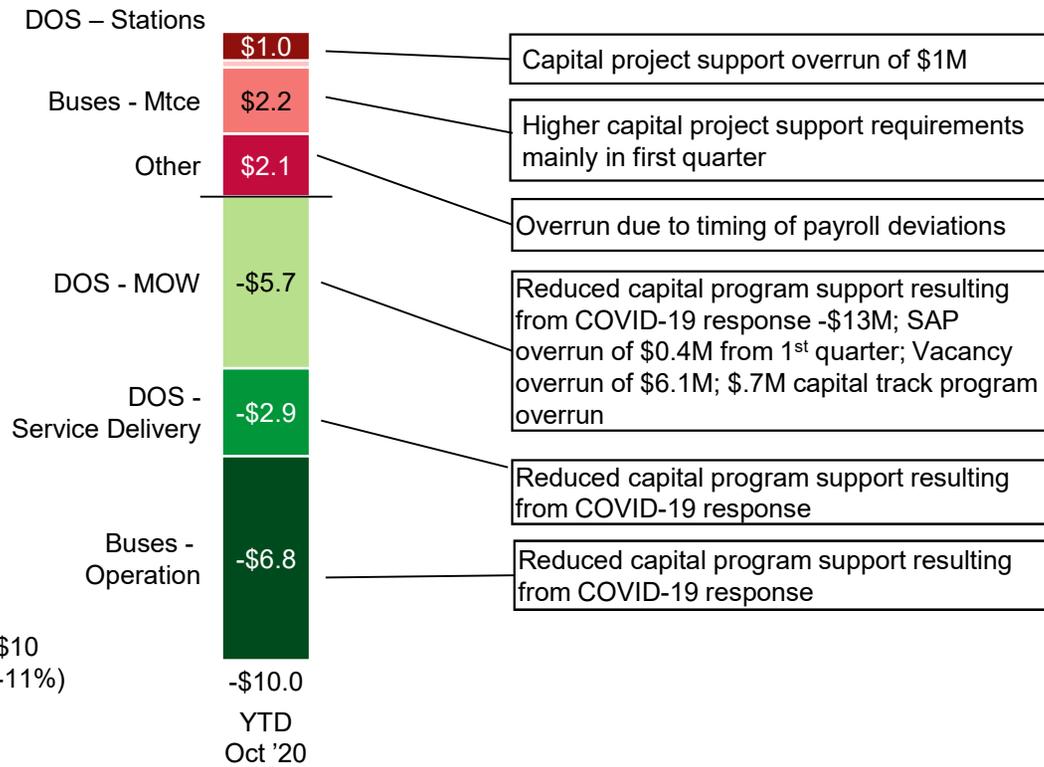


Overview

- Overall decrease of \$70M or 42% compared to October YTD 2019
- \$10M or 11% below 2020 YTD budget
- Subways -\$7.5M underrun: \$6.3M for vacancies, -\$15.5M due to lower capital project support requirements; \$1M overrun for SAP; \$0.7M overrun in capital track program
- Buses -\$4.6M underrun due to lower capital project support requirements

YTD variance by division

\$M



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

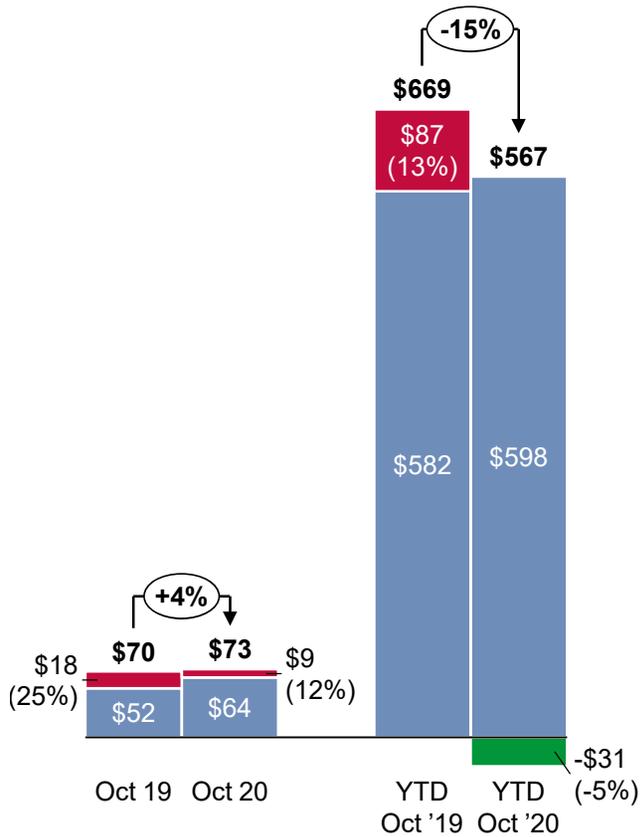
NYCT – Total Overtime Variance

October 2020 and YTD forecast vs. variance

\$M

- Variance - Unfavorable
- Variance - Favorable
- Budget

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

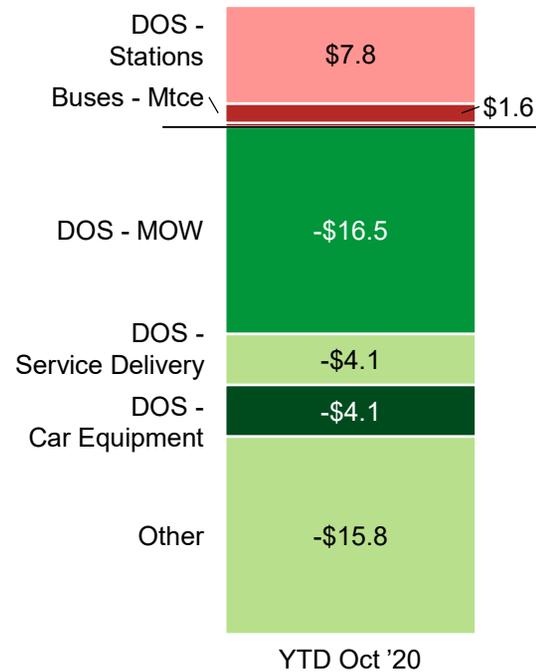


Overview

- Overall decrease of \$103M or 15% compared to October YTD 2019
- \$31M or 5% below 2020 YTD budget

YTD variance by division

\$M



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

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

	<u>Mid Year</u>	<u>Actual</u>	<u>Variance</u> <u>Fav./(Unfav)</u>	<u>Explanation</u>
<u>Administration:</u>				
Office of the President	25	23	2	
Law	281	241	40	
Office of the EVP	13	9	4	
Human Resources	218	186	32	
Office of Management and Budget	41	29	12	
Capital Planning and Budget	37	26	11	
Strategy & Customer Experience	187	179	8	
Non-Departmental	1	0	1	
Labor Relations	84	79	5	
Office of People & Business Transformation	18	12	6	
Materiel	235	206	29	
Controller	114	101	13	
Total Administration	1,254	1,091	163	
<u>Operations:</u>				
Subways Service Delivery	8,202	7,811	391	Vacancies mainly due to Supv and RVO titles.
Subways Operations Support/Admin	405	414	(9)	
Subways Stations	2,603	2,413	190	Vacancies mainly due to Station Agents.
Subtotal Subways	11,210	10,638	572	
Buses	11,008	10,819	189	Vacancies mainly due to Supt and Bus Operators.
Paratransit	214	181	33	
Operations Planning	386	336	50	Vacancies mainly due to Mgr and PTE.
Revenue Control	640	571	69	Vacancies mainly due to Mgr, PTE and Hourlies.
Non-Departmental	-	-	0	
Total Operations	23,458	22,545	913	
<u>Maintenance:</u>				
Subways Operations Support/Admin	123	85	38	
Subways Engineering	358	314	44	
Subways Car Equipment	4,954	4,737	217	Vacancies mainly due to PTE and Hourlies.
Subways Infrastructure	1,881	1,865	16	
Subways Elevators & Escalators	476	449	27	
Subways Stations	3,483	3,267	216	Vacancies mainly due to Supv, and Hourlies.
Subways Track	3,164	2,864	300	Vacancies mainly due to Supt, TEM, PDM, and Trackworkers.
Subways Power	686	632	54	Vacancies mainly due to Hourlies.
Subways Signals	1,698	1,624	74	Vacancies mainly due to MS Signals and Signal Mtrs.
Subways Electronic Maintenance	1,620	1,479	141	Vacancies mainly due to PTE and Hourlies.
Subtotal Subways	18,443	17,316	1,127	
Buses	3,487	3,384	103	Vacancies mainly due to Mgrs and Hourlies.
Supply Logistics	548	527	21	
System Safety	93	79	14	
Non-Departmental	(115)	14	(129)	
Total Maintenance	22,456	21,320	1,136	
<u>Engineering:</u>				
Capital Program Management	1,450	1,153	297	Vacancies mainly due to Mgrs and PTEs
Total Engineering/Capital	1,450	1,153	297	
<u>Public Safety:</u>				
Security	652	610	42	
Total Public Safety	652	610	42	
Total Positions	49,270	46,719	2,551	
Non-Reimbursable	44,210	42,180	2,030	
Reimbursable	5,060	4,539	521	
Total Full-Time	49,079	46,589	2,490	
Total Full-Time Equivalents	191	130	61	

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

FUNCTION/OCCUPATION	Mid Year	Actual	Variance Fav./(Unfav)	Explanation
<u>Administration:</u>				
Managers/Supervisors	438	367	71	
Professional, Technical, Clerical	784	691	93	
Operational Hourlies	32	33	(1)	
Total Administration	1,254	1,091	163	
<u>Operations:</u>				
Managers/Supervisors	2,823	2,669	154	
Professional, Technical, Clerical	579	493	86	
Operational Hourlies	20,056	19,383	673	
Total Operations	23,458	22,545	913	
<u>Maintenance:</u>				
Managers/Supervisors	3,991	3,745	246	
Professional, Technical, Clerical	1,073	841	232	
Operational Hourlies	17,392	16,734	658	
Total Maintenance	22,456	21,320	1136	
<u>Engineering/Capital:</u>				
Managers/Supervisors	364	282	82	
Professional, Technical, Clerical	1,084	869	215	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,450	1,153	297	
<u>Public Safety:</u>				
Managers/Supervisors	270	253	17	
Professional, Technical, Clerical	41	32	9	
Operational Hourlies	341	325	16	
Total Public Safety	652	610	42	
<u>Total Positions:</u>				
Managers/Supervisors	7,886	7,316	570	
Professional, Technical, Clerical	3,561	2,926	635	
Operational Hourlies	37,823	36,477	1346	
Total Positions	49,270	46,719	2,551	

MTA NEW YORK CITY TRANSIT
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2020 YEAR-TO-DATE
(\$ in millions)

	October 2020 Year-to-Date			Favorable/(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast	Actual Results	Mid-Year Forecast		November Foreca	
	\$	\$	\$	\$	%	\$	%
Total Revenue	4,760.9	4,772.8	4,799.7	38.9	0.8	26.9	0.6
Total Expenses before Depreciation, OPEB and Environmental Remediation	7,453.2	7,399.4	7,107.6	345.6	4.6	291.8	3.9
Depreciation	1,606.7	1,606.7	1,709.6	(102.9)	(6.4)	(102.9)	(6.4)
GASB 75 OPEB Expense Adjustment	(33.8)	(33.8)	20.6	(54.4)	-	(54.4)	-
GASB 68 Pension Adjustment	(5.5)	(5.5)	32.7	(38.2)	-	(38.2)	-
Total Expenses	9,020.6	8,966.7	8,870.5	150.1	1.7	96.2	1.1
Net Surplus/(Deficit)	(4,259.7)	(4,193.9)	(4,070.8)	189.0	4.4	123.2	2.9

Note: Totals may not add due to rounding

**MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
OCTOBER 2020 YEAR-TO-DATE
(\$ in millions)**

	October 2020 Year-to-Date		Reason for Variance
	Favorable (Unfavorable) Variance		
	\$	%	
Total Revenue (Nonreimbursable)	26.9	0.6	Primarily favorable bus revenue of \$39.4 million (15.0 percent) and subway revenue of \$18.4 million (1.4 percent), partly offset by Paratransit Reimbursement underruns of (\$11.5) million (7.6 percent), and Other operating revenue shortfall of (\$13.5) million (0.5 percent)
Total Expenses (Nonreimbursable)	96.2	1.1	<p>Operating expenses were favorable \$291.8 million (3.9 percent), including the following:</p> <ul style="list-style-type: none"> Payroll underruns of \$18.9 million (0.7 percent) Overtime lower by \$31.3 million (6.2 percent) Health & welfare/OPEB current underruns of \$108.4 million (8.8 percent) Other fringe benefits favorable by \$17.5 million (3.6 percent) Paratransit service contracts lower by \$17.6 million (6.0 percent) Maintenance and operating contracts lower by \$29.9 million, (10.1 percent) Materials & supplies favorable by \$19.1 million, (7.0 percent) Other business expenses under by \$34.9 million (46.1 percent) <p>Non-operating expense adjustments were unfavorable by \$195.6 million:</p> <ul style="list-style-type: none"> Depreciation expense increase of (\$102.9) million GASB 75 OPEB Adjustment of (\$54.4) million GASB 68 Pension Adjustment of (\$38.2) million

NOTE: Regarding Mid-Year Forecast vs. Actual Results, variance explanations are provided in the monthly report to the Finance Committee.

Preliminary October 2020 Report: Staten Island Railway

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

Summary of Preliminary Financial Results

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

- October 2020 Staten Island Railway ridership of 160,341 was 71,754 rides (81 percent) above forecast. Average weekday ridership of 7,010 was 10,305 rides (59.5 percent) lower than October 2019.
- Farebox revenue of \$0.153 million was \$0.02 million (15.2 percent) above forecast. The overrun was due to higher than expected ridership.
- Other revenue was above forecast in October by \$0.021 million (10.9 percent), primarily due to reimbursement for school fares.
- Operating expenses were under forecast by \$3.005 million (43.6 percent).
 - Labor expenses were less than forecast by \$1.875 million (39.0 percent).
 - Non-labor expenses in total were less than forecast by \$1.130 million (54.1 percent).

STATEN ISLAND RAILWAY FINANCIAL AND RIDERSHIP REPORT

October 2020

Preliminary Actual Results Compared to the Mid-Year Forecast

October 2020 Staten Island Railway ridership of 160,341 was 71,754 rides (81 percent) above forecast. Average weekday ridership of 7,010 was 10,305 rides (59.5 percent) lower than October 2019. Average weekday ridership for the twelve months ending October 2020 was 7,580, which is 8,371 rides (52.5 percent) lower than the twelve months ending October 2019.

Farebox revenue of \$0.153 million was \$0.020 million (15.2 percent) above forecast. The overrun was due to higher than expected ridership.

Operating revenue of \$0.4 million was above forecast by \$0.04 million (12.6 percent) due to reimbursement for school fares and higher than expected ridership.

Non-reimbursable expenses in October, before depreciation, GASB 75 OPEB Expense Adjustment and GASB 68 Pension Adjustment, were under forecast by \$3.0 million (43.6 percent).

- Labor expenses were less than forecast by \$1.9 million (39.0 percent). Health and welfare and OPEB current expenses together underran the forecast by \$0.4 million (37.5 percent), due mostly to favorable rates due to prescription drug contract rebates and vacancy savings. Payroll and overtime came in under forecast mainly due to vacancies.
- Non-labor expenses in total were less than forecast by \$1.1 million (54.1 percent), of which Professional Services underran the forecast by \$0.1 million due to the impact of COVID-19 on the progress of some projects. Maintenance contract expenses were favorable by \$0.5 million (94.1 percent), resulting from favorable timing of maintenance expenses due to COVID-19. Electric power overran by \$0.2 million (51.4 percent), due to increased non-traction power use in facilities.

Year-to-date expenses were below forecast by \$10.0 million (18.3 percent), including underruns in labor expenses of \$6.5 million (15.3 percent), which were driven by several account underruns, primarily health & welfare/OPEB current expenses of \$2.4 million (30.0 percent), pensions expenses of \$1.3 million (18.0 percent) and overtime expenses of \$1.3 million (48.2 percent). Non-labor expenses were also below forecast by \$3.5 million (28.9 percent), due primarily to favorable results in maintenance contract expenses of \$1.8 million (73.9 percent) and other business expense underruns of \$1.1 million (82.7 percent).

Depreciation expenses of \$9.0 million year-to-date were below forecast by \$0.8 million (8.6 percent). GASB #75 OPEB Expense Adjustment entries of \$0.2 million resulted in favorable timing variance of \$0.2 million.

The **operating cash deficit** (excluding subsidies) reported through October year-to-date was \$14.4 million, \$8.8 million (37.9 percent) favorable to forecast.

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

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue:												
Farebox Revenue	\$0.133	\$0.153	\$0.020	15.2	\$0.000	\$0.000	-	-	\$0.133	\$0.153	\$0.020	15.2
Other Revenue	\$0.194	\$0.215	\$0.021	10.9	\$0.000	\$0.000	-	-	\$0.194	\$0.215	\$0.021	10.9
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.825	\$1.096	\$0.271	32.8	\$0.825	\$1.096	\$0.271	32.8
Total Revenue	\$0.326	\$0.367	\$0.041	12.6	\$0.825	\$1.096	\$0.271	32.8	\$1.151	\$1.463	\$0.312	27.1
Expenses												
Labor :												
Payroll	\$2.191	\$1.862	\$0.329	15.0	\$0.525	\$0.200	\$0.325	61.9	\$2.716	\$2.062	\$0.654	24.1
Overtime	\$0.557	\$0.012	\$0.546	97.9	\$0.031	\$0.363	(0.331)	-	\$0.588	\$0.374	\$0.214	36.4
Total Salaries & Wages	\$2.748	\$1.873	\$0.874	31.8	\$0.556	\$0.562	(0.006)	(1.1)	\$3.304	\$2.436	\$0.868	26.3
Health and Welfare	\$0.730	\$0.479	\$0.251	34.3	\$0.000	\$0.000	-	-	\$0.730	\$0.479	\$0.251	34.3
OPEB Current Payment	\$0.249	\$0.132	\$0.116	46.8	\$0.000	\$0.000	\$0.000	-	\$0.249	\$0.133	\$0.116	46.7
Pensions	\$0.736	\$0.604	\$0.133	18.0	\$0.000	\$0.000	-	-	\$0.736	\$0.604	\$0.133	18.0
Other Fringe Benefits	\$0.420	\$0.347	\$0.072	17.2	\$0.189	\$0.000	\$0.189	-	\$0.609	\$0.347	\$0.261	42.9
Total Fringe Benefits	\$2.135	\$1.563	\$0.572	26.8	\$0.189	\$0.000	\$0.189	-	\$2.324	\$1.563	\$0.761	32.7
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.080)	(0.508)	\$0.428	-	\$0.080	\$0.508	(0.428)	-	\$0.000	\$0.000	\$0.000	-
Labor	\$4.803	\$2.928	\$1.875	39.0	\$0.825	\$1.071	(0.246)	(29.8)	\$5.628	\$3.999	\$1.629	28.9
Non-Labor :												
Electric Power	\$0.325	\$0.493	(0.167)	(51.4)	\$0.000	\$0.009	(0.009)	-	\$0.325	\$0.501	(0.176)	(54.1)
Fuel	\$0.018	\$0.018	\$0.000	1.3	\$0.000	\$0.000	-	-	\$0.018	\$0.018	\$0.000	1.3
Insurance	\$0.084	\$0.042	\$0.043	50.7	\$0.000	\$0.000	-	-	\$0.084	\$0.042	\$0.043	50.7
Claims	\$0.083	\$0.080	\$0.003	3.0	\$0.000	\$0.000	-	-	\$0.083	\$0.080	\$0.003	3.0
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$0.548	\$0.032	\$0.516	94.1	\$0.000	\$0.000	-	-	\$0.548	\$0.032	\$0.516	94.1
Professional Service Contracts	\$0.168	\$0.112	\$0.055	33.0	\$0.000	\$0.005	(0.005)	-	\$0.168	\$0.117	\$0.051	30.2
Materials & Supplies	\$0.548	\$0.163	\$0.385	70.3	\$0.000	\$0.012	(0.012)	-	\$0.548	\$0.175	\$0.373	68.1
Other Business Expenses	\$0.317	\$0.021	\$0.295	93.3	\$0.000	\$0.000	-	-	\$0.317	\$0.021	\$0.295	93.3
Non-Labor	\$2.090	\$0.960	\$1.130	54.1	\$0.000	\$0.025	(0.025)	-	\$2.090	\$0.985	\$1.105	52.9
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$6.893	\$3.889	\$3.005	43.6	\$0.825	\$1.096	(0.271)	(32.8)	\$7.718	\$4.985	\$2.734	35.4
Depreciation	\$1.067	\$0.894	\$0.173	16.2	\$0.000	\$0.000	-	-	\$1.067	\$0.894	\$0.173	16.2
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$7.960	\$4.782	\$3.178	39.9	\$0.825	\$1.096	(0.271)	(32.8)	\$8.785	\$5.878	\$2.907	33.1
OPERATING SURPLUS/DEFICIT	(7.634)	(4.415)	\$3.219	42.2	\$0.000	\$0.000	\$0.000	-	(7.634)	(4.415)	\$3.219	42.2

Note: 1) Totals may not add due to rounding

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

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

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

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue:												
Farebox Revenue	\$2.118	\$2.070	(0.047)	(2.2)	\$0.000	\$0.000	-	-	\$2.118	\$2.070	(0.047)	(2.2)
Other Revenue	\$24.684	\$24.499	(0.185)	(0.8)	\$0.000	\$0.000	-	-	\$24.684	\$24.499	(0.185)	(0.8)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$6.187	\$5.337	(0.849)	(13.7)	\$6.187	\$5.337	(0.849)	(13.7)
Total Revenue	\$26.801	\$26.569	(0.233)	(0.9)	\$6.187	\$5.337	(0.849)	(13.7)	\$32.988	\$31.906	(1.082)	(3.3)
Expenses												
Labor :												
Payroll	\$21.613	\$21.384	\$0.229	1.1	\$2.885	\$0.829	\$2.056	71.3	\$24.498	\$22.212	\$2.285	9.3
Overtime	\$2.692	\$1.395	\$1.296	48.2	\$0.838	\$1.814	(0.975)	-	\$3.530	\$3.209	\$0.321	9.1
Total Salaries & Wages	\$24.305	\$22.779	\$1.526	6.3	\$3.723	\$2.642	\$1.081	29.0	\$28.028	\$25.421	\$2.606	9.3
Health and Welfare	\$5.912	\$3.981	\$1.932	32.7	\$0.000	\$0.000	-	-	\$5.912	\$3.981	\$1.932	32.7
OPEB Current Payment	\$2.226	\$1.714	\$0.512	23.0	\$0.001	\$0.002	\$0.000	(26.3)	\$2.227	\$1.715	\$0.512	23.0
Pensions	\$7.365	\$6.040	\$1.325	18.0	\$0.000	\$0.000	-	-	\$7.365	\$6.040	\$1.325	18.0
Other Fringe Benefits	\$4.227	\$4.120	\$0.107	2.5	\$0.923	\$0.000	\$0.923	-	\$5.150	\$4.120	\$1.030	20.0
Total Fringe Benefits	\$19.730	\$15.854	\$3.876	19.6	\$0.924	\$0.002	\$0.922	-	\$20.654	\$15.855	\$4.798	23.2
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(1.309)	(2.431)	\$1.122	85.7	\$1.310	\$2.432	(1.122)	(85.7)	\$0.001	\$0.002	(0.001)	(49.6)
Labor	\$42.725	\$36.202	\$6.524	15.3	\$5.957	\$5.076	\$0.881	14.8	\$48.682	\$41.278	\$7.404	15.2
Non-Labor :												
Electric Power	\$3.131	\$2.821	\$0.310	9.9	\$0.005	\$0.014	(0.009)	-	\$3.136	\$2.835	\$0.301	9.6
Fuel	\$0.232	\$0.170	\$0.062	26.8	\$0.000	\$0.000	-	-	\$0.232	\$0.170	\$0.062	26.8
Insurance	\$0.843	\$0.688	\$0.155	18.4	\$0.000	\$0.000	-	-	\$0.843	\$0.688	\$0.155	18.4
Claims	\$0.825	\$0.800	\$0.025	3.0	\$0.000	\$0.000	-	-	\$0.825	\$0.800	\$0.025	3.0
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$2.469	\$0.645	\$1.824	73.9	\$0.000	\$0.000	-	-	\$2.469	\$0.645	\$1.824	73.9
Professional Service Contracts	\$0.823	\$1.270	(0.447)	(54.3)	\$0.009	\$0.018	(0.009)	-	\$0.832	\$1.289	(0.456)	(54.8)
Materials & Supplies	\$2.540	\$2.038	\$0.502	19.8	\$0.215	\$0.229	(0.014)	(6.4)	\$2.756	\$2.267	\$0.489	17.7
Other Business Expenses	\$1.322	\$0.229	\$1.093	82.7	\$0.000	\$0.000	-	-	\$1.322	\$0.229	\$1.093	82.7
Non-Labor	\$12.185	\$8.661	\$3.524	28.9	\$0.230	\$0.261	(0.032)	(13.7)	\$12.414	\$8.922	\$3.492	28.1
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$54.910	\$44.863	\$10.047	18.3	\$6.187	\$5.337	\$0.849	13.7	\$61.097	\$50.200	\$10.896	17.8
Depreciation	\$9.866	\$9.021	\$0.845	8.6	\$0.000	\$0.000	-	-	\$9.866	\$9.021	\$0.845	8.6
GASB 75 OPEB Expense Adjustment	\$0.358	\$0.182	\$0.176	49.1	\$0.000	\$0.000	-	-	\$0.358	\$0.182	\$0.176	49.1
GASB 68 Pension Adjustment	(0.075)	(0.118)	\$0.043	56.7	\$0.000	\$0.000	-	-	(0.075)	(0.118)	\$0.043	56.7
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$65.059	\$53.949	\$11.111	17.1	\$6.187	\$5.337	\$0.849	13.7	\$71.246	\$59.286	\$11.960	16.8
OPERATING SURPLUS/DEFICIT	(38.258)	(27.380)	\$10.878	28.4	\$0.000	\$0.000	\$0.000	-	(38.258)	(27.380)	\$10.878	28.4

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

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

<u>Generic Revenue or Expense Category</u>	<u>Non Reimb. or Reimb.</u>	<u>MONTH</u>			<u>YEAR-TO-DATE</u>		
		<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>	<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>
		<u>\$</u>	<u>%</u>		<u>\$</u>	<u>%</u>	
Farebox Revenue	Non Reimb.	0.020	15.2	Higher than expected ridership	(0.047)	(2.2)	Lower average fare
Other Revenue	Non Reimb.	0.021	10.9	Favorable due to reimbursement for school fares, offset by minimal rent and advertising income	(0.185)	(0.8)	Unfavorable mainly due to less-than-expected reimbursement for school fares, offset by CARES Act funding
Payroll	Non Reimb.	0.329	15.0	Favorable due to vacancies	0.229	1.1	Favorable due to vacancies
Overtime	Non Reimb.	0.546	97.9	Favorable due to less backfill of vacancies since the pandemic began	1.296	48.2	Favorable due to less backfill of vacancies since the pandemic began
Health and Welfare (including OPEB current payment)	Non Reimb.	0.367	37.5	Favorable rates due to prescription drug contract rebates and vacancy savings	2.444	30.0	Favorable rates due to prescription drug contract rebates and vacancy savings
Pension	Non Reimb.	0.133	18.0	Favorable timing of expenses	1.325	18.0	Favorable timing of expenses
Other Fringe Benefits	Non Reimb.	0.072	17.2	Favorable accrual for Workers Compensation	0.107	2.5	Favorable accrual for Workers Compensation
Reimbursable Overhead	Non Reimb.	0.428	-	Favorable overhead credits from RMB project work	1.122	85.7	Favorable overhead credits from RMB project work
Electric Power	Non Reimb.	(0.167)	(51.4)	Unfavorable due to increased non-traction power use in facilities	0.310	9.9	Favorable mainly due to reduced service usage in general since COVID-19 began and lower rates
Maintenance & Other Operating Contracts	Non Reimb.	0.516	94.1	Favorable timing of maintenance work postponed due to COVID-19	1.824	73.9	Favorable timing of maintenance work postponed due to COVID-19
Professional Service Contracts	Non Reimb.	0.055	33.0	Favorable due to the impact of COVID-19 on work tasks and projects	(0.447)	(54.3)	Unfavorable timing of contracts partially offset by the impact of COVID-19 on progress of some projects
Materials and Supplies	Non Reimb.	0.385	70.3	Favorable due to the impact of COVID-19 on work tasks and projects	0.502	19.8	Favorable due to the impact of COVID-19 on work tasks and projects
Payroll	Reimb.	0.325	61.9	Favorable due to constrained project work caused by COVID-19	2.056	71.3	Favorable due to constrained project work caused by COVID-19
Overtime	Reimb.	(0.331)	-	Unfavorable due to timing of project work requirements budgeted on straight time but performed on OT	(0.975)	-	Unfavorable due to timing of project work requirements budgeted on straight time but performed on OT
Materials and Supplies	Reimb.	(0.012)	-	Draw down of project materials	(0.014)	(6.4)	Draw down of project materials

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

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.133	\$0.134	\$0.001	0.7	\$2.118	\$2.392	\$0.275	13.0
Other Revenue	\$0.063	\$0.005	(0.059)	(92.6)	\$25.005	\$25.146	\$0.141	0.6
Capital and Other Reimbursements	\$0.825	\$1.552	\$0.727	88.1	\$6.186	\$5.580	(0.606)	(9.8)
Total Revenue	\$1.021	\$1.690	\$0.670	65.6	\$33.308	\$33.119	(0.190)	(0.6)
Expenditures								
Labor :								
Payroll	\$3.352	\$2.675	\$0.677	20.2	\$23.025	\$20.810	\$2.215	9.6
Overtime	\$0.588	\$0.254	\$0.335	56.9	\$3.547	\$2.969	\$0.577	16.3
Total Salaries & Wages	\$3.940	\$2.928	\$1.012	25.7	\$26.571	\$23.779	\$2.792	10.5
Health and Welfare	\$0.730	\$0.457	\$0.273	37.3	\$5.913	\$5.696	\$0.216	3.7
OPEB Current Payment	\$0.249	\$0.064	\$0.185	74.4	\$2.160	\$0.952	\$1.209	55.9
Pensions	\$0.736	\$0.604	\$0.133	18.0	\$7.365	\$6.040	\$1.325	18.0
Other Fringe Benefits	\$0.314	\$0.173	\$0.141	44.9	\$2.788	\$2.242	\$0.546	19.6
Total Fringe Benefits	\$2.029	\$1.298	\$0.731	36.0	\$18.226	\$14.929	\$3.296	18.1
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$5.969	\$4.226	\$1.742	29.2	\$44.797	\$38.708	\$6.089	13.6
Non-Labor :								
Electric Power	\$0.325	\$0.370	(0.045)	(13.8)	\$3.136	\$2.788	\$0.348	11.1
Fuel	\$0.018	\$0.018	\$0.000	1.1	\$0.232	\$0.206	\$0.026	11.2
Insurance	\$0.084	\$0.000	\$0.084	-	\$0.843	\$0.852	(0.009)	(1.1)
Claims	\$0.003	\$0.000	\$0.003	-	\$0.025	\$0.000	\$0.025	-
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$0.548	\$0.068	\$0.480	87.6	\$2.469	\$0.453	\$2.015	81.6
Professional Service Contracts	\$0.168	\$0.210	(0.042)	(24.9)	\$0.832	\$0.711	\$0.121	14.6
Materials & Supplies	\$0.477	\$0.847	(0.370)	(77.6)	\$2.899	\$3.746	(0.847)	(29.2)
Other Business Expenses	\$0.317	\$0.009	\$0.307	97.1	\$1.321	\$0.091	\$1.231	93.1
Non-Labor	\$1.940	\$1.522	\$0.418	21.5	\$11.757	\$8.847	\$2.910	24.8
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$7.908	\$5.748	\$2.160	27.3	\$56.554	\$47.555	\$8.999	15.9
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	-	-	\$0.001	\$0.000	\$0.001	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures	\$7.908	\$5.748	\$2.160	27.3	\$56.554	\$47.555	\$8.999	15.9
Net Surplus/(Deficit)	(6.887)	(4.058)	\$2.830	41.1	(23.246)	(14.436)	\$8.809	37.9

Note: 1) Totals may not add due to rounding

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

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

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	0.001	0.7	Primarily due to receipts timing	0.275	13.0	Favorable ridership and fares
Other Revenue	(0.059)	(92.6)	Primarily due to receipt timing lag of fare reimbursement	0.141	0.6	CARES Act funding offset slightly by fare reimbursement
Capital and Other Reimbursements	0.727	88.1	Timing of reimbursements	(0.606)	(9.8)	Unfavorable timing of reimbursements due to project work constrained due to COVID-19
Payroll	0.677	20.2	Timing of payments	2.215	9.6	Favorable due to vacancies and timing of project work
Overtime	0.335	56.9	Timing of payments	0.577	16.3	Timing of payments
Health and Welfare (including OPEB current payment)	0.458	46.8	Timing of payments	1.425	17.7	Favorable timing of interagency payments and vacancies
Other Fringe Benefits	0.141	44.9	Deferral of payroll expenditure (FICA) under CARES Act as well as vacancies	0.546	19.6	Deferral of payroll expenditure (FICA) under CARES Act as well as vacancies
Electric Power	(0.045)	(13.8)	Unfavorable due to increased non-traction power use in facilities recently	0.348	11.1	Favorable mainly due to reduced service usage in general since COVID-19 began and lower rates
Maintenance Contracts	0.480	87.6	Favorable timing of maintenance work postponed due to COVID-19	2.015	81.6	Favorable timing of maintenance work postponed due to COVID-19
Professional Services Contracts	(0.042)	(24.9)	Timing of contract payments	0.121	14.6	Timing of contract costs due to COVID-19
Materials & Supplies	(0.370)	(77.6)	Timing of payments	(0.847)	(29.2)	Mainly unfavorable timing

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

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	Month				Year-To-Date			
	Forecast Mid Year	Actual	Favorable (Unfavorable)		Forecast Mid Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	\$0.000	(0.019)	(0.019)	-	\$0.000	\$0.322	\$0.322	-
Other Revenue	(0.130)	(0.210)	(0.080)	(61.0)	\$0.321	\$0.647	\$0.327	-
Capital and Other Reimbursements	\$0.000	\$0.456	\$0.456	-	(0.001)	\$0.243	\$0.244	-
Total Revenue	(0.130)	\$0.227	\$0.358	-	\$0.320	\$1.212	\$0.892	-
Expenses								
Labor :								
Payroll	(0.636)	(0.613)	\$0.023	3.6	\$1.473	\$1.403	(0.070)	(4.8)
Overtime	\$0.000	\$0.120	\$0.120	-	(0.017)	\$0.240	\$0.256	-
Total Salaries & Wages	(0.636)	(0.493)	\$0.143	22.6	\$1.456	\$1.642	\$0.186	12.8
Health and Welfare	\$0.000	\$0.022	\$0.022	-	\$0.000	(1.716)	(1.716)	-
OPEB Current Payment	\$0.000	\$0.069	\$0.069	-	\$0.067	\$0.764	\$0.697	-
Pensions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Other Fringe Benefits	\$0.295	\$0.175	(0.121)	(40.9)	\$2.362	\$1.878	(0.483)	(20.5)
Total Fringe Benefits	\$0.295	\$0.265	(0.030)	(10.1)	\$2.428	\$0.926	(1.502)	(61.9)
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	\$0.002	\$0.002	-
Labor	(0.341)	(0.227)	\$0.114	33.4	\$3.885	\$2.570	(1.315)	(33.8)
Non-Labor :								
Electric Power	\$0.000	\$0.131	\$0.131	-	\$0.000	\$0.047	\$0.047	-
Fuel	\$0.000	\$0.000	\$0.000	-	\$0.000	(0.036)	(0.036)	-
Insurance	\$0.000	\$0.042	\$0.042	-	\$0.000	(0.164)	(0.164)	-
Claims	\$0.080	\$0.080	\$0.000	0.0	\$0.800	\$0.800	\$0.000	0.0
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.000	(0.036)	(0.036)	-	\$0.000	\$0.192	\$0.191	-
Professional Service Contracts	\$0.000	(0.092)	(0.092)	-	\$0.000	\$0.577	\$0.577	-
Materials & Supplies	\$0.071	(0.672)	(0.743)	-	(0.143)	(1.478)	(1.335)	-
Other Business Expenses	\$0.000	\$0.012	\$0.012	-	\$0.000	\$0.138	\$0.138	-
Non-Labor	\$0.151	(0.536)	(0.687)	-	\$0.657	\$0.075	(0.582)	(88.6)
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	(0.190)	(0.764)	(0.574)	-	\$4.542	\$2.645	(1.896)	(41.8)
Depreciation	\$1.067	\$0.894	(0.173)	(16.2)	\$9.866	\$9.021	(0.845)	(8.6)
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.357	\$0.182	(0.175)	(49.0)
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	(0.075)	(0.118)	(0.043)	(57.7)
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$0.877	\$0.130	(0.747)	(85.2)	\$14.691	\$11.731	(2.960)	(20.1)
Total Cash Conversion Adjustments	\$0.747	\$0.357	(0.389)	(52.1)	\$15.011	\$12.943	(2.068)	(13.8)

Note: 1) Totals may not add due to rounding

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

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

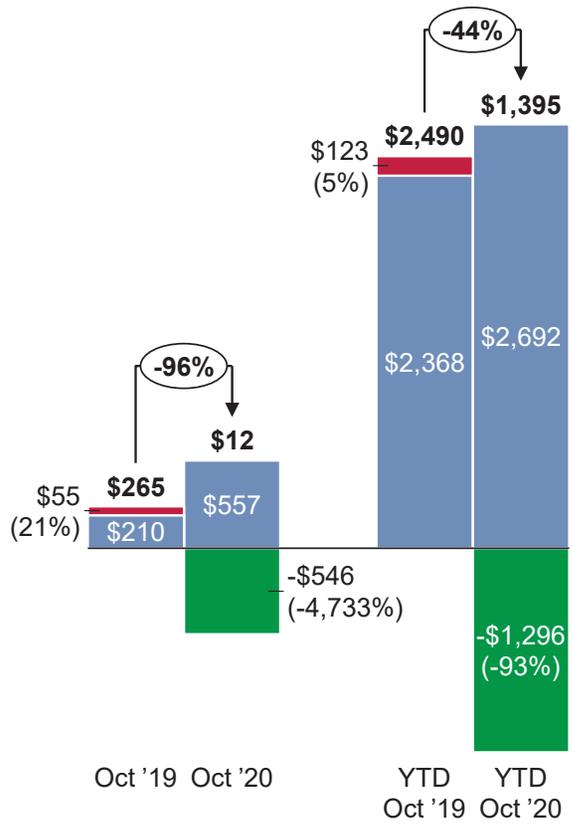
SIRTOA – Non-Reimbursable Overtime Variance

October 2020 and YTD forecast vs. variance

\$K

- Variance - Unfavorable
- Variance - Favorable
- Budget

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

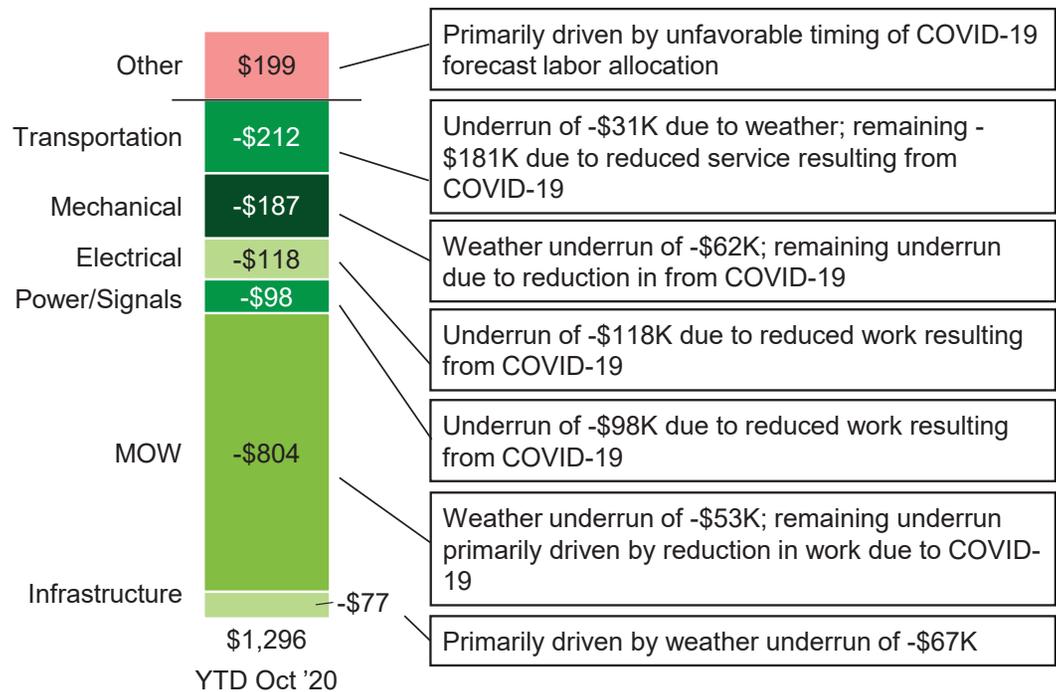


Overview

- Overall decrease of -\$1,095K or 44% compared to October YTD 2019
- -\$1,296K or 93% below 2020 YTD budget
- Maintenance -\$1,084K underrun: -\$156K weather underrun; remaining underrun due to work reduction from COVID-19 partly offset by COVID-19 cleaning
- Service -\$212K underrun: -\$31K weather underrun; remaining underrun due to reduced work related to COVID-19 response

YTD variance by division

\$K



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

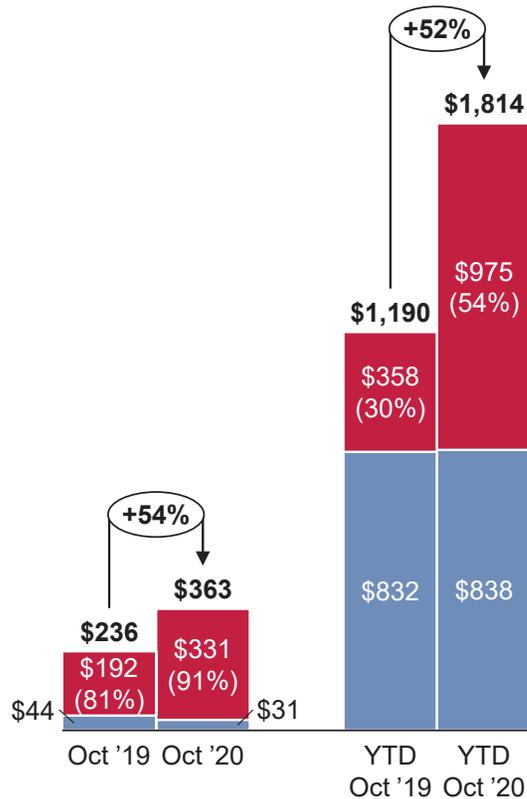
SIRTOA – Reimbursable Overtime Variance

October 2020 and YTD forecast vs. variance

\$K

- Variance - Unfavorable
- Variance - Favorable
- Budget

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

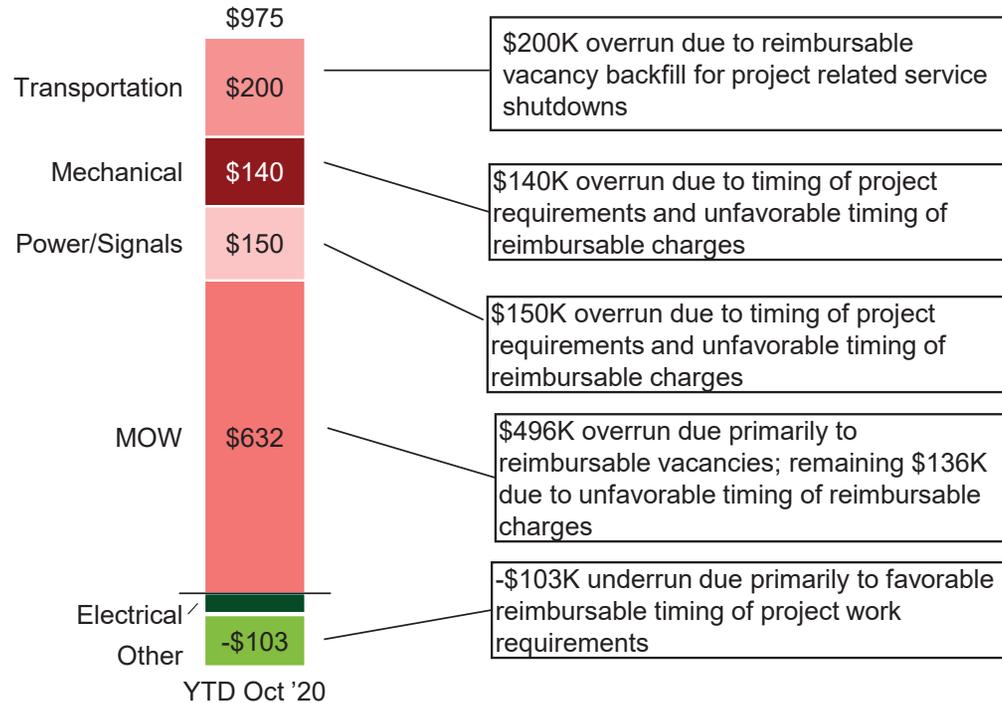


Overview

- Overall increase of \$624K or 52% compared to October YTD 2019
- \$975K or 54% above 2020 YTD budget
- Maintenance \$775K overrun: due primarily to reimbursable vacancy backfill for project work requirements
- Service \$121K overrun: due primarily to reimbursable vacancy backfill for project related service shut-downs

YTD variance by division

\$K



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

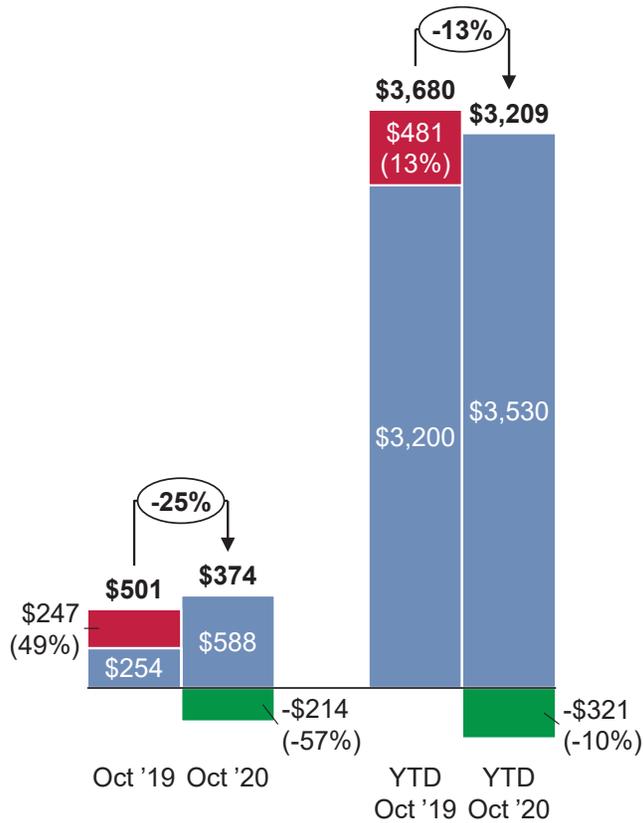
SIRTOA – Total Overtime Variance

October 2020 and YTD forecast vs. variance

\$K

- Variance - Unfavorable
- Variance - Favorable
- Budget

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

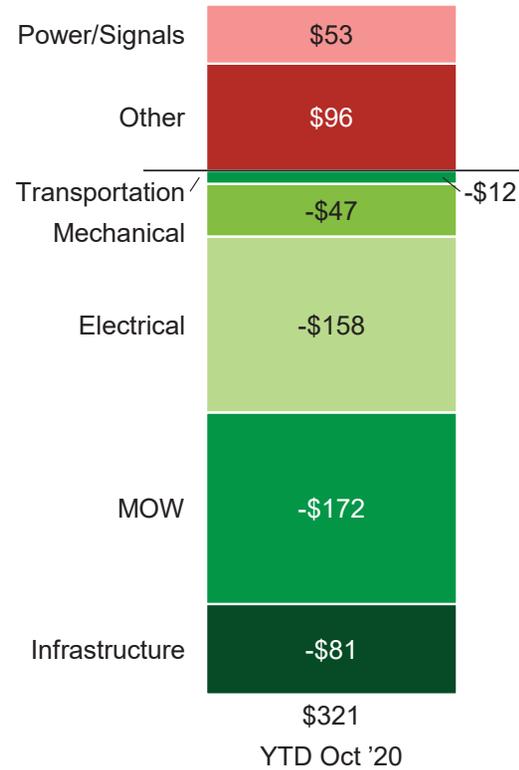


Overview

- Overall decrease of \$472K or 13% compared to October YTD 2019
- \$321K or 10% below 2020 YTD budget

YTD variance by division

\$K



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

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

<u>Function/Departments</u>	<u>Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Executive	13	8	5	
General Office	9	9	0	
Purchasing/Stores	6	4	2	
Total Administration	28	21	7	
Operations				
Transportation	130	113	17	
Total Operations	130	113	17	
Maintenance				
Mechanical	53	52	1	
Electronics/Electrical	15	19	(4)	
Power/Signals	32	28	4	
Maintenance of Way	83	74	9	
Infrastructure	26	26	0	
Total Maintenance	209	199	10	
Engineering/Capital				
Capital Project Support	16	9	7	
Total Engineering Capital	16	9	7	
Total Positions	383	342	41	
Non-Reimbursable	334	296	38	
Reimbursable	49	46	3	
Total Full-Time	383	342	41	
Total Full-Time-Equivalents	0	0	0	

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

	<u>Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	16	11	5	
Professional, Technical, Clerical	12	10	2	
Operational Hourlies	0	0	0	
Total Administration	28	21	7	
Operations				
Managers/Supervisors	11	7	4	
Professional, Technical, Clerical	3	1	2	
Operational Hourlies	116	105	11	
Total Operations	130	113	17	
Maintenance				
Managers/Supervisors	17	25	(8)	
Professional, Technical, Clerical	6	7	(1)	
Operational Hourlies	186	167	19	
Total Maintenance	209	199	10	
Engineering/Capital				
Managers/Supervisors	3	3	0	
Professional, Technical, Clerical	4	0	4	
Operational Hourlies	9	6	3	
Total Engineering/Capital	16	9	7	
Total Positions				
Managers/Supervisors	47	46	1	
Professional, Technical, Clerical	25	18	7	
Operational Hourlies	311	278	33	
Total Positions	383	342	41	

MTA STATEN ISLAND RAILWAY
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2020 YEAR-TO-DATE
(\$ in millions)

	October 2020 Year-to-Date			Favorable/(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast	Actual Results	Mid-Year Forecast		November Forecast	
	\$	\$	\$	\$	%	\$	%
Total Revenue	26.8	26.8	26.6	(0.2)	(0.9)	(0.3)	(0.9)
Total Expenses before Depreciation, OPEB and Environmental Remediation	54.9	46.9	44.9	10.0	18.3	2.0	4.4
Depreciation	9.9	9.1	9.0	0.8	8.6	0.1	1.2
OPEB Account	0.4	0.0	0.2	0.2	49.2	(0.1)	(304.4)
GASB 68 Pension Adjustment	(0.1)	(0.1)	(0.1)	0.0	(57.3)	0.0	0.0
Total Expenses	65.1	56.0	53.9	11.1	17.1	2.0	3.6
Net Surplus/(Deficit)	(38.3)	(29.1)	(27.4)	10.9	28.4	1.8	6.1

Note: Totals may not add due to rounding

**MTA STATEN ISLAND RAILWAY
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
OCTOBER 2020 YEAR-TO-DATE
(\$ in millions)**

	October 2020 Year-to-Date		
	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%	
Total Revenue (Nonreimbursable)	(0.3)	(0.9)	Mostly due to lower subway revenue and lower school fares reimbursement
Total Expenses (Nonreimbursable)	2.0	3.6	<p>Operating expenses were favorable to the Estimate by \$2.0 million (4.4 %), including the following:</p> <p>Maintenance contracts underran by \$.4 million--timing of contracts due to Covid-19.</p> <p>Health & welfare/OPEB current expenses were favorable by \$0.2 million-timing, mostly timing</p> <p>Payroll & Overtime expenses were lower by \$0.4 million-mainly vacancies and less backfill on overtime</p> <p>Materials & supplies favorable by \$0.3 million-timing of requirements</p> <p>Other business expenses favorable by \$0.5 million, timing of requirements</p>

NOTE: Regarding Mid-Year Forecast vs. Actual Results, variance explanations are provided in the monthly report to the Finance Committee.

Preliminary October 2020 Report: Bus Company

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

Summary of Preliminary Financial Results

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

October 2020 Bus Company ridership of 5.4 million was 3.0 million (124.9 percent) above Forecast.

- Farebox revenue of \$11.5 million was \$7.1 million (162.5 percent) above Forecast.
- Total expenses of \$72.3 million were \$32.2 million (30.8 percent) below Forecast.
- Labor expenses were lower than Forecast by \$1.8 million (3.4 percent), including an overrun in Payroll expenses of \$0.8 million (3.3 percent). Other Fringe Benefits were lower than Forecast by \$1.4 million (20.8 percent). Health and Welfare (including OPEB) expenses were lower than Forecast by \$0.4 million (4.4 percent). Overtime expenses were lower than Forecast by \$0.4 million (4.5 percent). Non-labor expenses were lower than Forecast by \$7.6 million (30.6 percent). Professional Service Contracts were lower than Forecast by \$3.1 million (59.9 percent). Maintenance and Other Operating Contracts expenses were lower than Forecast by \$2.1 million (43.2 percent). Materials and Supplies expenses were favorable by \$1.6 million (26.7 percent). Claims expenses were favorable by \$0.4 million (6.1 percent).

MTA BUS FINANCIAL AND RIDERSHIP REPORT
October 2020

(All data are preliminary and subject to audit)

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

Total Revenue was \$11.9 million in October, \$5.5 million (85.4 percent) greater than the Forecast, mainly due to higher ridership and higher average fare. Farebox Revenue was favorable by \$7.1 million (162.5 percent) due to higher ridership and higher average fare. Other Operating Revenue was \$0.3 million unfavorable by \$1.7 million (83.9 percent) due to lower student and senior reimbursement.

Total MTA Bus ridership in October 2020 was 5.4 million, 3.0 percent (124.9 million riders) greater than Forecast. October 2020 average weekday ridership was 196,609, a decrease of 51.6 percent (209,438 riders) from October 2019 Average weekday ridership for the twelve months ending October 2020 was 178,415, a decrease of 54.2 percent (210,863 riders) from the twelve months ending October 2019.

Non-reimbursable expenses, before Depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were \$68.3 million in October, \$9.4 million (12.0 percent) favorable to Forecast.

- Labor expenses were lower than Forecast by \$1.8 million (3.4 percent), including an overrun in Payroll expenses of \$0.8 million (3.3 percent), primarily due to timing of interagency payment and higher attrition. Other Fringe Benefits were lower than Forecast by \$1.4 million (20.8 percent), mainly due to Worker Compensation expenses. Health and Welfare (including OPEB) expenses were lower than Forecast by \$0.4 million (4.4 percent), due to the timing of expenses. Overtime expenses were lower than Forecast by \$0.4 million (4.5 percent) primarily due to lower unscheduled service and favorable COVID-19 cleaning expenses, offset by higher programmatic maintenance, safety procedures, as well as by vacancy/absentee coverage requirements and overage bus maintenance.
- Non-labor expenses were lower than Forecast by \$7.6 million (30.6 percent). Professional Service Contracts were lower than Forecast by \$3.1 million (59.9 percent), due to timing of interagency billing, Bus Technology and the New Fare System / OMNY. Maintenance and Other Operating Contracts expenses were lower than Forecast by \$2.1 million (43.2 percent), mainly due the timing of facility maintenance, security, Bus Technology, farebox maintenance, janitorial and COVID-19 expenses. Materials and Supplies expenses were favorable by \$1.6 million (26.7 percent), due to lower usage of general maintenance material and construction material and the timing of COVID-19 expenses. Claims expenses were favorable by \$0.4 million (6.1 percent), due to the timing of expenses. Other Business Expenses were favorable by \$0.3 million (54.2 percent), due to favorable Automatic Fare Collection (AFC) fees and lower Office and Stationery Supplies.

Depreciation expenses of \$4.0 million were favorable to Forecast by \$1.1 million (21.1 percent). No expenses nor credits were recorded in October regarding GASB 68 Pension Adjustment and GASB 75 OPEB Expense adjustment.

The **operating cash deficit** (excluding subsidies) was \$42.9 million, \$24.5 million (36.3 percent) favorable to the Forecast.

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

	<u>Nonreimbursable</u>				<u>Reimbursable</u>				<u>Total</u>			
	<u>Favorable</u>				<u>Favorable</u>				<u>Favorable</u>			
	<u>Mid Year Forecast</u>	<u>Actual</u>	<u>Variance</u>	<u>Percent</u>	<u>Mid Year Forecast</u>	<u>Actual</u>	<u>Variance</u>	<u>Percent</u>	<u>Mid Year Forecast</u>	<u>Actual</u>	<u>Variance</u>	<u>Percent</u>
Revenue												
Farebox Revenue	4.397	\$11.542	\$7.146	*	\$0.000	\$0.000	\$0.000	-	\$4.397	\$11.542	\$7.146	*
Other Operating Income	2.001	\$0.322	(1.679)	(83.9)	-	-	-	-	2.001	0.322	(1.679)	(83.9)
Capital and Other Reimbursements	-	-	-	-	0.495	0.598	0.103	20.9	0.495	0.598	0.103	20.9
Total Revenue	\$6.398	\$11.864	\$5.466	85.4	\$0.495	\$0.598	\$0.103		\$6.892	\$12.463	\$5.569	80.8
Expenses												
<i>Labor:</i>												
Payroll	\$23.576	\$24.357	(\$0.780)	(3.3)	\$0.136	\$0.373	(\$0.237)	*	\$23.712	\$24.730	(\$1.018)	(4.3)
Overtime	7.939	7.580	0.359	4.5	-	-	-	-	7.939	7.580	0.359	4.5
Health and Welfare	6.486	6.127	0.359	5.5	0.183	-	0.183	100.0	6.669	6.127	0.542	8.1
OPEB Current Payment	1.903	1.893	0.010	0.5	-	-	-	-	1.903	1.893	0.010	0.5
Pensions	6.472	6.171	0.301	4.6	-	-	-	-	6.472	6.171	0.301	4.6
Other Fringe Benefits	6.666	5.282	1.384	20.8	-	-	-	-	6.666	5.282	1.384	20.8
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.057)	(0.225)	0.168	*	0.014	0.225	(0.211)	*	(0.044)	-	(0.044)	(100.0)
Total Labor Expenses	\$52.985	\$51.185	\$1.800	3.4	\$0.332	\$0.598	(\$0.266)	(80.1)	\$53.317	\$51.783	\$1.534	2.9
<i>Non-Labor:</i>												
Electric Power	\$0.161	\$0.141	\$0.021	13.3	\$0.000	\$0.000	\$0.000	-	\$0.161	\$0.141	\$0.021	13.3
Fuel	1.371	1.376	(0.005)	(0.4)	-	-	-	-	1.371	1.376	(0.005)	(0.4)
Insurance	0.573	0.376	0.197	34.4	-	-	-	-	0.573	0.376	0.197	34.4
Claims	6.392	6.000	0.392	6.1	-	-	-	-	6.392	6.000	0.392	6.1
Maintenance and Other Operating Con	4.780	2.715	2.066	43.2	0.035	-	0.035	100.0	4.815	2.715	2.101	43.6
Professional Service Contracts	5.103	2.048	3.055	59.9	-	-	-	-	5.103	2.048	3.055	59.9
Materials & Supplies	5.836	4.278	1.558	26.7	0.127	-	0.127	100.0	5.963	4.278	1.686	28.3
Other Business Expense	0.502	0.230	0.272	54.2	-	-	-	-	0.502	0.230	0.272	54.2
Total Non-Labor Expenses	\$24.719	\$17.163	\$7.556	30.6	\$0.162	\$0.000	\$0.162	100.0	\$24.881	\$17.163	\$7.718	31.0
Total Expenses before Non-Cash Li	\$77.703	\$68.349	\$9.356	12.0	\$0.494	\$0.598	(\$0.103)	(20.8)	\$78.198	\$68.945	\$9.252	11.8
Depreciation	\$5.027	\$3.965	\$1.062	21.1	\$0.000	\$0.000	\$0.000	-	\$5.027	\$3.965	\$1.062	21.1
GASB 75 OPEB Expense Adjustment	\$14.469	\$0.000	\$14.469	100.0	\$0.000	\$0.000	\$0.000	-	\$14.469	-	\$14.469	100.0
GASB 68 Pension Adjustment	7.354	-	7.354	100.0	-	-	-	-	7.354	-	7.354	100.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$104.554	\$72.312	\$32.241	30.8	\$0.494	\$0.598	(\$0.103)	(20.8)	\$105.048	\$72.910	\$32.138	30.6
Net Surplus/(Deficit)	(\$98.156)	(\$60.449)	\$37.708	38.4	\$0.000	\$0.000	\$0.002	*	(\$98.156)	(\$60.449)	\$37.707	38.4

NOTE: Totals may not add due to rounding

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

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

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

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
			(Unfavorable)				(Unfavorable)				(Unfavorable)	
Revenue												
Farebox Revenue	\$70.567	\$75.335	\$4.768	6.8	\$0.000	\$0.000	\$0.000	-	\$70.567	\$75.335	\$4.769	6.8
Other Operating Income	337.505	341.835	4.330	1.3	-	-	-	-	337.505	341.835	4.330	1.3
Capital and Other Reimbursements	-	-	-	-	4.566	4.456	(0.110)	(2.4)	4.566	4.456	(0.110)	(2.4)
Total Revenue	\$408.072	\$417.170	\$9.098	2.2	\$4.566	\$4.456	(\$0.110)	(2.4)	\$412.638	\$421.626	\$8.988	2.2
Expenses												
<i>Labor:</i>												
Payroll	\$244.354	\$253.092	(8.737)	(3.6)	\$2.001	\$2.787	(\$0.786)	(39.3)	\$246.355	\$255.878	(\$9.523)	(3.9)
Overtime	67.984	66.226	1.759	2.6	(0.009)	(0.009)	-	0.0	67.975	66.216	1.759	2.6
Health and Welfare	67.019	60.479	6.539	9.8	0.906	-	0.906	100.0	67.925	60.479	7.445	11.0
OPEB Current Payment	21.313	19.721	1.593	7.5	-	-	-	-	21.313	19.721	1.593	7.5
Pensions	56.946	53.258	3.687	6.5	-	-	-	-	56.945	53.258	3.687	6.5
Other Fringe Benefits	60.660	54.095	6.565	10.8	(0.006)	(0.007)	(0.000)	(6.250)	60.653	54.088	6.565	10.8
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.785)	(1.384)	0.599	76.4	0.870	1.685	(0.815)	(93.6)	0.086	0.302	(0.216)	*
Total Labor Expenses	\$517.491	\$505.486	\$12.005	2.3	\$3.761	\$4.456	(\$0.695)	(18.5)	\$521.253	\$509.943	\$11.310	2.2
<i>Non-Labor:</i>												
Electric Power	\$1.312	\$1.188	\$0.123	9.3	\$0.000	\$0.000	\$0.000	-	\$1.312	\$1.188	\$0.123	9.3
Fuel	13.309	12.972	0.337	2.5	-	-	-	-	13.309	12.972	0.337	2.5
Insurance	4.679	3.747	0.932	19.9	-	-	-	-	4.679	3.747	0.932	19.9
Claims	61.649	60.000	1.649	2.7	-	-	-	-	61.649	60.000	1.649	2.7
Maintenance and Other Operating Contracts	33.832	23.747	10.085	29.8	0.173	-	0.173	100.0	34.005	23.747	10.258	30.2
Professional Service Contracts	36.352	22.695	13.657	37.6	-	-	-	-	36.352	22.695	13.657	37.6
Materials & Supplies	43.531	33.546	9.986	22.9	0.630	-	0.630	100.0	44.161	33.546	10.616	24.0
Other Business Expense	3.544	2.044	1.500	42.3	-	-	-	-	3.544	2.044	1.500	42.3
Total Non-Labor Expenses	\$198.207	\$159.939	\$38.268	19.3	\$0.803	\$0.000	\$0.803	100.0	\$199.010	\$159.939	\$39.071	19.6
Total Expenses before Non-Cash Liability	\$715.698	\$665.426	\$50.273	7.0	\$4.565	\$4.456	\$0.109	2.4	\$720.263	\$669.882	\$50.381	7.0
Depreciation	\$44.434	\$39.068	\$5.366	12.1	\$0.000	\$0.000	\$0.000	-	\$44.434	\$39.068	\$5.366	12.1
GASB 75 OPEB Expense Adjustment	\$71.637	\$0.000	\$71.637	100.0	\$0.000	\$0.000	\$0.000	-	71.637	-	71.637	100.0
GASB 68 Pension Adjustment	36.409	-	36.409	100.0	-	-	-	-	36.409	-	36.409	100.0
Environmental Remediation	-	0.179	(0.179)	-	-	-	-	-	-	0.179	(0.179)	-
Total Expenses	\$868.178	\$704.673	\$163.505	18.8	\$4.565	\$4.456	\$0.109	2.4	\$872.743	\$709.129	\$163.614	18.7
Net Surplus/(Deficit)	(\$460.106)	(\$287.503)	\$172.603	37.5	\$0.001	\$0.000	(\$0.001)	(100.0)	(\$460.104)	(\$287.503)	\$172.602	37.5

NOTE: Totals may not add due to rounding

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

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

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

Generic Revenue or Expense Category	Nonreimb or Reims	October 2020		Reason for Variance	Year-To-Date		Reason for Variance
		Favorable (Unfavorable) Variance			Favorable (Unfavorable) Variance		
		\$	%		\$	%	
Farebox Revenue	NR	\$ 7.146	*	Higher ridership and higher average fare	\$ 4.768	6.8	Higher average fare, ridership was essentially on budget, these were offset by service reduction and rear door boarding with no fare collection policy, due to COVID-19
Other Operating Revenue	NR	\$ (1.679)	(83.9)	Lower Student and Senior fare reimbursement due to COVID-19 along with lower advertising revenue	\$ 4.330	1.3	Favorable CARES Act reimbursement, recovers from other insurance, offset by lower Student and Senior fare reimbursement due to COVID-19 and delayed school openings along with lower advertising revenue
Capital and Other Reimbursements	R	\$ 0.103	*	(a)	\$ (0.110)	(2.4)	Timing of expense and vacancies
Total Revenue Variance		\$ 5.571	80.8		\$ 8.988	2.2	
Payroll	NR	\$ (0.780)	(3.3)	Primarily due to timing of interagency payments and lower attrition.	\$ (8.737)	(3.6)	Primarily due to the timing of prior period interagency payments, higher vacation payment, higher cash out of sick and personal time, retro payment and lower attrition
Overtime	NR	\$ 0.359	4.5	(a)	\$ 1.759	2.6	Lower unscheduled service due to less traffic and service reductions, partially offset by higher programmatic maintenance due to COVID-19 bus disinfections and the installation of COVID-19 barriers and curtains for bus operators with the resumption of fare collection along with safety procedures, overage/fleet/campaign work, and vacancy/absentee coverage requirements.
Health and Welfare (including OPEB)	NR	\$ 0.369	4.4	Timing of expenses	\$ 8.133	9.2	Timing of expenses
Pension	NR	\$ 0.301	4.6	Timing of expenses	\$ 3.687	6.5	Timing of expenses
Other Fringe Benefits	NR	\$ 1.384	20.8	Timing of interagency billing and Worker Compensation expenses.	\$ 6.565	10.8	Timing of interagency billing and Worker Compensation expenses.
Reimbursable Overhead	NR	\$ 0.168	*	(a)	\$ 0.599	76.4	Timing of expense
Electric Power	NR	\$ 0.021	13.3	(a)	\$ 0.123	13.3	Timing of expense
Fuel	NR	\$ (0.005)	(0.4)	(a)	\$ 0.337	2.5	Lower rates partially offset by higher usage due to service
Insurance	NR	\$ 0.197	34.4	Timing of expenses	\$ 0.932	19.9	Timing of expenses
Claims	NR	\$ 0.392	6.1	Timing of expenses	\$ 1.649	2.7	Timing of expenses
Maintenance and Other Operating Contracts	NR	\$ 2.066	43.2	Mainly the timing of facility maintenance, Bus Technology, farebox maintenance, janitorial and COVID-19 expenses	\$ 10.085	29.8	Mainly the timing of facility maintenance, Bus Technology, farebox maintenance, janitorial and COVID-19 expenses
Professional Service Contracts	NR	\$ 3.055	59.9	Timing of interagency billing, Bus Technology, New Fare System /(OMNY) and Outside Training	\$ 13.657	37.6	Timing of interagency billing, Bus Technology, New Fare System /(OMNY) and Outside Training
Materials & Supplies	NR	\$ 1.558	26.7	Mainly due to lower usage of general maintenance material as well as timing of COVID-19 expenses	\$ 9.986	22.9	Lower usage of general maintenance material and construction material due to the COVID-19 pandemic as well as timing of COVID-19 expenses
Other Business Expense	NR	\$ 0.272	54.2	Favorable Print and Stationery Supplies, and timing of Automatic Fare Collection (AFC) fees, Mobility tax and Other Misc. expenses	\$ 1.500	42.3	Timing of Automatic Fare Collection (AFC) fees, mobility tax and other Misc. expenses
Depreciation	NR	\$ 1.062	21.1	Timing of asset replacement	\$ 5.366	12.1	Timing of asset replacement
Other Post Employment Benefits	NR	\$ 14.469	100.0	(a)	\$ 71.637	100.0	
GASB 68 Pension Adjustment	NR	\$ 7.354	100.0	(a)	\$ 36.409	100.0	
Environmental Remediation	NR	\$ -	-		\$ (0.179)	-	
Payroll	R	\$ (0.237)	(a)		\$ (0.786)	(39.3)	
Overtime	R	\$ -	*	(a)	\$ -	*	
Health and Welfare	R	\$ 0.183	100.0		\$ 0.906	100.0	
Pension	R	\$ -	*	Timing of charges	\$ -	*	
Other Fringe Benefits	R	\$ -	*		\$ (0.000)	(6.3)	
Reimbursable Overhead	R	\$ (0.211)	*		\$ (0.815)	*	
Professional Service Contracts	R	\$ -	*	(a)	\$ -	*	
Maintenance and Other Operating Contracts	R	\$ 0.035	*	(a)	\$ 0.173	*	Timing of charges
Materials & Supplies	R	\$ 0.127	*	(a)	\$ 0.630	*	Timing of charges
Total Expense Variance		\$ 32.139	30.6		\$ 163.614	18.7	
Net Variance		\$ 37.710	38.4		\$ 172.601	37.5	

(a) - Variance less than 5%

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

(\$ in millions)

	October 2020				Year-To-Date			
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
			Favorable (Unfavorable)				Favorable (Unfavorable)	
<u>Receipts</u>								
Farebox Revenue	\$3.397	\$ 10.842	\$7.446	*	\$74.532	\$ 77.778	\$3.245	4.4
Other Operating Revenue	1.812	0.177	(1.635)	(90.2)	337.850	345.714	7.863	2.3
Capital and Other Reimburs	1.335	1.012	(0.322)	(24.1)	8.300	4.465	(3.835)	(46.2)
Total Receipts	\$6.544	\$12.031	\$5.487	83.9	\$420.683	\$427.957	\$7.274	1.7
<u>Expenditures</u>								
<i>Labor:</i>								
Payroll	\$20.855	\$23.026	(\$2.171)	(10.4)	\$242.483	\$252.972	(\$10.489)	(4.3)
Overtime	7.939	7.580	0.360	4.5	67.975	66.217	1.758	2.6
Health and Welfare	7.492	2.608	4.884	65.2	66.303	71.812	(5.509)	(8.3)
OPEB Current Payment	2.499	1.893	0.606	24.2	20.139	19.720	0.420	2.1
Pensions	6.519	5.171	1.348	20.7	57.178	50.760	6.418	11.2
Other Fringe Benefits	4.394	5.262	(0.868)	(19.7)	47.632	40.820	6.813	14.3
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	0.000	-	0.000	100.0	0.000	-	0.000	100.0
Total Labor Expenditures	\$49.699	\$45.540	\$4.159	8.4	\$501.711	\$502.301	(\$0.591)	(0.1)
<i>Non-Labor:</i>								
Electric Power	\$0.142	\$0.141	\$0.001	0.8	\$1.350	\$1.324	\$0.026	1.9
Fuel	1.084	1.215	(0.131)	(12.1)	12.452	13.468	(1.016)	(8.2)
Insurance	1.128	0.000	1.128	100.0	5.584	-	5.584	100.0
Claims	1.562	0.686	0.875	56.0	32.981	32.730	0.252	0.8
Maintenance and Other Op	5.343	2.475	2.869	53.7	40.576	28.204	12.373	30.5
Professional Service Contr	7.788	1.525	6.263	80.4	47.261	17.034	30.227	64.0
Materials & Supplies	6.650	3.436	3.214	48.3	50.065	34.037	16.028	32.0
Other Business Expenses	0.532	(0.061)	0.593	*	3.734	1.832	1.902	50.9
Total Non-Labor Expendit	\$24.229	\$9.417	\$14.812	61.1	\$194.003	\$128.628	\$65.375	33.7
Total Expenditures	\$73.928	\$54.957	\$18.972	25.7	\$695.715	\$630.929	\$64.786	9.3
Operating Cash Surplus/((\$67.384)	(\$42.926)	\$24.457	36.3	(\$275.032)	(\$202.972)	\$72.060	26.2

NOTE: Totals may not add due to rounding

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

Operating Receipts or Disbursements	October 2020			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	\$ 7.446	*	Higher ridership and higher average fare	\$ 3.245	4.4	Higher ridership offset by service reduction and rear door boarding with no fare collection policy, due to COVID-19
Other Operating Revenue	(1.635)	(90.2)	Lower Student and Senior fare reimbursement due to COVID-19 along with lower advertising revenue	7.863	2.3	Favorable CARES Act reimbursement, recoveries from other insurance, offset by lower Student and Senior fare reimbursement due to COVID-19 and delayed school openings along with lower advertising revenue
Capital and Other Reimbursements	(0.322)	(24.1)	Timing of reimbursement receipts	(3.835)	(46.2)	Timing of reimbursement receipts
Total Receipts	\$ 5.488	83.9		\$ 7.274	1.7	
Payroll	\$ (2.171)	(10.4)	Primarily due to timing of interagency payments and lower attrition.	\$ (10.489)	(4.3)	Primarily due to the timing of prior period interagency payments, higher vacation payment, higher cash out of sick and personal time, retro payment and lower attrition
Overtime	0.360	4.5	(a)	1.758	2.6	Lower unscheduled service due to less traffic and service reductions, partially offset by higher programmatic maintenance due to COVID-19 bus disinfections and the installation of COVID-19 barriers and curtains for bus operators with the resumption of fare collection along with safety procedures, overage/fleet/campaign work, and vacancy/absentee coverage requirements.
Health and Welfare (including OPEB)	5.490	54.9	Timing of expenses	(5.089)	(5.9)	Prior period payments of prescription drug coverage and medical hospitalization expenses.
Pension	1.348	20.7	Timing of expenses	6.418	11.2	Timing of expenses
Other Fringe Benefits	(0.868)	(19.7)	Timing of payments	6.813	14.3	Timing of payments
GASB	-	-	(a)	-	-	(a)
Electric Power	0.001	0.8	(a)	0.026	1.9	(a)
Fuel	(0.131)	(12.1)	Prior period expenses	(1.016)	(8.2)	Prior period expenses
Insurance	1.128	100.0	Timing of payments	5.584	100.0	Timing of payments
Claims	0.875	56.0	(a)	0.252	0.8	Higher expenses
Maintenance and Other Operating Contracts	2.869	53.7	Mainly the timing of facility maintenance, Bus Technology, farebox maintenance, janitorial and COVID-19 expenses	12.373	30.5	Mainly the timing of facility maintenance, Bus Technology, farebox maintenance, janitorial and COVID-19 expenses
Professional Service Contracts	6.263	80.4	Timing of interagency billing, Bus Technology, New Fare System /(OMNY) and Outside Training	30.227	64.0	Timing of interagency billing, Bus Technology, New Fare System /(OMNY) and Outside Training
Materials & Supplies	3.214	48.3	Mainly due to lower usage of general maintenance material as well as timing of COVID-19 expenses	16.028	32.0	Lower usage of general maintenance material and construction material due to the COVID-19 pandemic as well as timing of COVID-19 expenses
Other Business Expenditure	0.593	*	Favorable Print and Stationery Supplies, and timing of Automatic Fare Collection (AFC) fees, Mobility tax and Other Misc. expenses	1.902	50.9	Favorable Print and Stationery Supplies, and timing of Automatic Fare Collection (AFC) fees, Mobility tax and Other Misc. expenses
Total Expenditures	\$ 18.970	25.7		\$ 64.785	9.3	
Net Cash Variance	\$ 24.457	36.3		\$ 72.060	26.2	

(a) - Variance less than 5%

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

(\$ in millions)

	October 2020				Year-To-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	(\$1.000)	(0.700)	\$0.300	30.0	\$3.965	\$2.443	(\$1.522)	(38.4)
Other Operating Revenue	(0.188)	(0.145)	0.044	23.2	0.345	3.879	3.533	*
Capital and Other Reimbursements	0.840	0.414	(0.426)	(50.7)	3.734	0.009	(3.725)	(99.8)
Total Receipts	(\$0.348)	(\$0.430)	(\$0.081)	(23.4)	\$8.044	\$6.330	(\$1.714)	(21.3)
Expenditures								
<i>Labor:</i>								
Payroll	\$2.857	\$1.704	(\$1.153)	(40.4)	\$3.872	\$2.906	(\$0.966)	(25.0)
Overtime	-	(0.000)	(0.000)	-	(0.000)	(0.001)	(0.001)	*
Health and Welfare	(0.824)	3.519	4.342	*	1.622	(11.333)	(12.955)	*
OPEB Current Payment	(0.596)	0.000	0.596	*	1.174	0.001	(1.173)	(99.9)
Pensions	(0.048)	1.000	1.048	*	(0.234)	2.498	2.732	*
Other Fringe Benefits	2.271	0.020	(2.252)	(99.1)	13.021	13.268	0.247	1.9
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.044)	-	0.044	100.0	0.086	0.302	0.216	*
Total Labor Expenditures	\$3.618	\$6.242	\$2.625	72.6	\$19.542	\$7.642	(\$11.900)	(60.9)
<i>Non-Labor:</i>								
Electric Power	\$0.019	\$0.000	(\$0.019)	(99.0)	(\$0.038)	(\$0.136)	(\$0.098)	*
Fuel	0.287	0.161	(0.126)	(43.9)	0.857	(0.496)	(1.353)	*
Insurance	(0.555)	0.376	0.931	*	(0.905)	3.747	4.652	*
Claims	4.830	5.314	0.483	10.0	28.668	27.270	(1.398)	(4.9)
Maintenance and Other Operating Contracts	(0.527)	0.240	0.768	*	(6.572)	(4.457)	2.115	32.2
Professional Service Contracts	(2.685)	0.523	3.208	*	(10.909)	5.661	16.570	*
Materials & Supplies	(0.687)	0.842	1.529	*	(5.904)	(0.491)	5.413	91.7
Other Business Expenditures	(0.031)	0.291	0.321	*	(0.190)	0.212	0.401	*
Total Non-Labor Expenditures	\$0.652	\$7.747	\$7.095	*	\$5.007	\$31.309	\$26.302	*
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$3.921	\$13.560	\$9.638	*	\$32.592	\$45.281	\$12.689	38.9
Depreciation Adjustment	5.027	3.965	(1.062)	(21.1)	44.434	39.068	(5.366)	(12.1)
GASB 75 OPEB Expense Adjustment	14.469	-	(14.469)	(100.0)	71.637	-	(71.637)	(100.0)
GASB 68 Pension Adjustment	7.354	-	(7.354)	(100.0)	36.409	-	(36.409)	(100.0)
Environmental Remediation	-	-	-	-	-	0.179	0.179	
Total Expenses/Expenditures	\$ 30.772	\$ 17.525	\$ (13.247)	(43.1)	\$ 185.072	\$ 84.528	\$ (100.544)	(54.3)
Total Cash Conversion Adjustments	\$30.772	\$17.525	(\$13.247)	(43.1)	\$185.072	\$84.528	(\$100.544)	(54.3)

NOTE: Totals may not add due to rounding

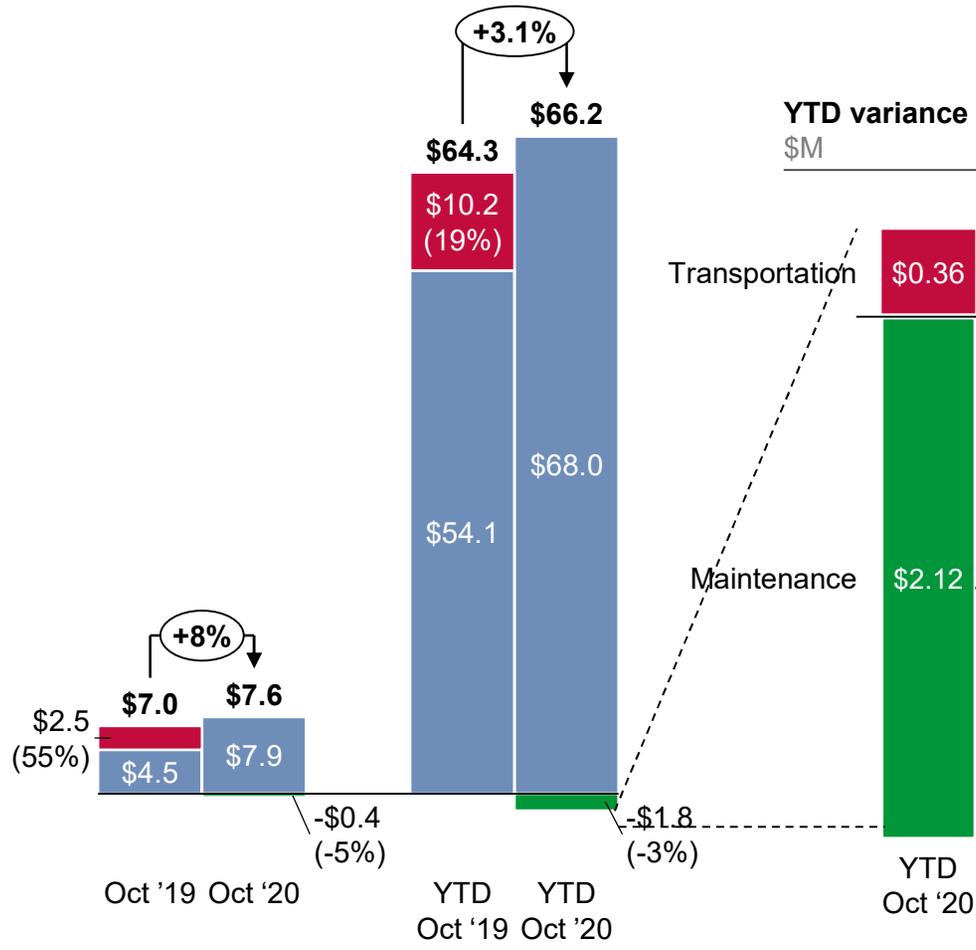
MTA Bus – Non-Reimbursable Overtime Variance

Oct 2020 and YTD Forecast vs. Variance

\$M

- Favorable
- Unfavorable
- Budget

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

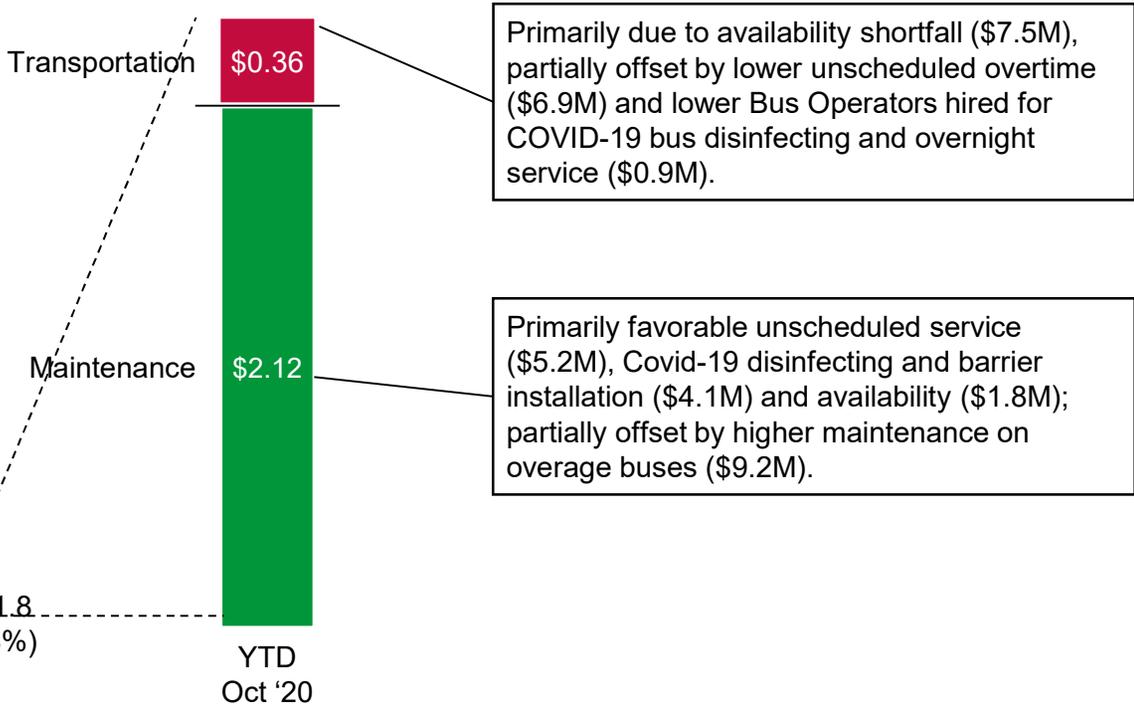


Overview

- Oct 2020 YTD increase of \$1.8 M or 3.1% compared to Oct YTD 2019
- Oct 2020 is 5% under Forecast; Oct YTD is 3% under Forecast

YTD variance by division

\$M



Source: Midyear Forecast - GL actual overtime spending.
Note: MTABC does not have OT Reimbursable for 2019 and 2020.

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

FUNCTION/DEPARTMENT	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	2	1	
Human Resources	17	14	3	
Office of Management and Budget	14	12	2	
Technology & Information Services	-	-	-	
Material	15	14	1	
Controller	18	18	-	
Office of the President	4	5	(1)	
System Safety Administration	-	-	-	
Law	20	19	1	
Corporate Communications	-	-	-	
Labor Relations	-	-	-	
Strategic Office	19	18	1	
Non-Departmental	3	-	3	
Total Administration	113	102	11	Vacancies
Operations				
Buses	2,328	2,262	66	Vacant Bus Operators
Office of the Executive VP	6	4	2	
Safety & Training	68	84	(16)	Bus Operator training
Road Operations	141	142	(1)	
Transportation Support	25	22	3	
Operations Planning	34	31	3	
Revenue Control	6	6	-	
Total Operations	2,608	2,551	58	
Maintenance				
Buses	731	720	11	
Maintenance Support/CMF	233	228	5	
Facilities	83	75	8	
Supply Logistics	104	97	7	
Total Maintenance	1,151	1,120	31	Vacancies
Capital Program Management	35	23	12	
Total Engineering/Capital	35	23	12	Vacancies mainly Managers
Security	13	11	2	
Total Public Safety	13	11	2	Vacancy
Total Positions	3,920	3,807	114	
Non-Reimbursable	3,882	3,772	111	
Reimbursable	38	35	3	
Total Full-Time	3,902	3,794	108	
Total Full-Time Equivalents	18	13	6	

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

FUNCTION/OCCUPATIONAL GROUP	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	46	41	5	
Professional, Technical, Clerical	64	61	3	
Operational Hourlies	3	-	3	
Total Administration	113	102	11	Vacancies
Operations				
Managers/Supervisors	319	316	3	
Professional, Technical, Clerical	45	46	(1)	
Operational Hourlies	2,244	2,189	56	
Total Operations	2,608	2,551	58	Excess Bus Operators
Maintenance				
Managers/Supervisors	241	238	3	
Professional, Technical, Clerical	37	35	2	
Operational Hourlies	873	847	26	
Total Maintenance	1,151	1,120	31	
Engineering/Capital				
Managers/Supervisors	21	12	9	
Professional, Technical, Clerical	14	11	3	
Operational Hourlies	-	-	-	
Total Engineering/Capital	35	23	12	Vacancies mainly Managers
Public Safety				
Managers/Supervisors	8	5	3	
Professional, Technical, Clerical	5	6	(1)	
Operational Hourlies	-	-	-	
Total Public Safety	13	11	2	Vacancy
Total Baseline Positions				
Managers/Supervisors	635	612	23	
Professional, Technical, Clerical	165	159	6	
Operational Hourlies	3,120	3,036	85	
Total Baseline Positions	3,920	3,807	114	

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

	<u>October 2020</u>			<u>Year-to-date as of October 2020</u>		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<u>Farebox Revenue</u>						
Fixed Route	\$4.397	\$11.542	\$7.145	\$70.567	\$75.335	\$4.768
Total Farebox Revenue	\$4.397	\$11.542	\$7.145	\$70.567	\$75.335	\$4.768
<u>Ridership</u>						
Fixed Route	2.388	5.369	2.981	36.122	36.346	0.224
Total Ridership	2.388	5.369	2.981	36.122	36.346	0.224

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

MTA BUS COMPANY
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
OCTOBER 2020 YEAR-TO-DATE
(\$ in millions)

	October Year-to-Date			Favorable(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast	Actual	Mid-Year Forecast		November Forecast	
	\$	\$	\$	\$	%	\$	%
Total Revenue	408.1	402.8	417.2	9.1	2.2	14.4	3.6
Total Expenses before Non-Cash Liability Adjs	715.7	715.7	665.4	50.3	7.0	50.3	7.0
Depreciation	44.4	44.4	39.1	5.4	12.1	5.4	12.1
GASB75 OPEB Obligation	71.6	71.6	-	71.6	100.0	71.6	100.0
GASB 68 Pension Expense Adjustment	36.4	36.4	-	36.4	100.0	36.4	100.0
Environmental Remediation	-	0.0	0.2	(0.2)	0.0	(0.2)	0.0
Total Expenses	868.2	868.2	704.7	163.5	18.8	163.5	18.8
Net Surplus/(Deficit)	(460.1)	(465.4)	(287.5)	172.6	37.5	177.9	38.2

Note: Totals may not add due to rounding

**MTA BUS COMPANY
 EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
 NON-REIMBURSABLE
 OCTOBER 2020 YEAR-TO-DATE
 (\$ in millions)**

	<u>Favorable/(Unfavorable)</u>		<u>Variance Explanation</u>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	\$14.4	3.6	(a)
Total Expenses	\$163.5	18.8	Timing of GASB 68 Pension Expense Adjustment, the GASB 75 OPEB Obligation, Lower usage of general maintenance material and construction material due to the COVID-19 pandemic as well as timing of COVID-19 expenses, Shop Program, Bus Technology, New Fare Payment System (NFS), and interagency billings. This is partially offset by higher Payroll expenses due to higher vacation payment, higher cash out of sick and

NOTE: Mid-Year Forecast vs. Actual Variance explanations are provided in the monthly report to the Finance Committee

(a) - Variance less than 5%



Capital Program

Alok Saha, Acting Senior Vice President

December 2020 Highlights: Capital Program Status

The Capital Program Status Report provides a monthly and year-to-date overview of the progress of the Transit supported Capital Program including a brief discussion of the reporting month's highlights. The report focuses primarily on providing a summary of achievements and year-to-date performance regarding project awards and project completions for the period ending one month prior to the presentation of the report.

Transit's Capital Project Milestone performance, through November 2020 is listed below:

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

	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Construction Awards	\$7,219.0	\$2,368.5	33
Substantial Completions	\$2,630.7	\$2,259.2	86

In November 2020, \$24.6 million in Transit projects were awarded, including track and switch replacement projects on various lines for \$11.2 million and a flood resiliency project at street level openings for \$6.3 million.

Also in November 2020, \$1.06 billion in Transit projects were completed, including the Canarsie Tube (L) restoration and Canarsie Line Core Capacity program of projects for \$781.0 million, an ADA accessibility and renewal project at Astoria Boulevard station on the Astoria Line (N,W) for \$95.1 million, an ADA accessibility project at Bedford Park Boulevard station on the Concourse Line (B,D) for \$32.7 million and flood resiliency projects at five fan plants for \$46.9 million.

Capital Program Status December 2020

In November 2020, \$24.6 million in Transit projects were awarded, including track and switch replacement projects on various lines for \$11.2 million. The lines that will receive track replacement are the Concourse Line and the Myrtle Line. Mainline track replacement includes replacing equipment and materials such as signals, contact rails and ballast. The Rockaway Line will receive mainline track switch replacement. Switch replacement work includes replacement of existing turnouts, track switches, switch valves, connecting rails, contact rails, ties, ballast and signal cables.

Additionally, a flood resiliency project at street level openings was awarded for \$6.3 million. The project will address street level openings such as station entrances, hatches, ventilators and manholes system-wide that were inaccessible due to field conditions at the time of earlier resiliency projects. These vulnerable openings will be protected from flooding in a major storm event with resiliency solutions that include installation of removable stair covers, flood doors, watertight manhole lid/vent covers, mechanical closure devices (MCDs), check valves and sealing of conduits.

Also in November 2020, \$1.06 billion in Transit projects were completed, including the Canarsie Tube (L) restoration and Canarsie Line Core Capacity program of projects for \$781.0 million. Superstorm Sandy inundated the Canarsie Tube with salt water and damaged a variety of critical assets. This project repaired those assets, which include signal equipment, power and communications cable, track, one pump room, two circuit breaker houses (CBHs) and tunnel lighting. Additionally, flood resiliency measures were installed for the cabling system to mitigate saltwater damage in future storm events. The cable system has been raised above the base of the rail in the tunnel and protective cable jacket and waterproof cable splices have been installed to provide further resiliency and increase their ability to survive flooding.

Canarsie Line Core Capacity Projects were contractually combined with the Sandy repairs and were completed concurrently Bedford Avenue and 1st Avenue stations were made ADA accessible through the installation of elevators, ramps and station modifications like new fare arrays and emergency exit gates. A new substation was also constructed at 14th Street-Avenue B, and low resistance rail was installed in the under river tube. State of good repair work that was also accomplished during the Sandy repair work included structure component repair, supervisory vent control replacement at Fan Plants #5110 and #5111 and mainline track replacement. Lastly, automatic signals were installed along the line to better facilitate the throughput of work trains.

Furthermore, Transit completed an ADA accessibility and renewal project at Astoria Boulevard station on the Astoria Line (N,W) for \$95.1 million and an ADA accessibility project at Bedford Park Boulevard station on the Concourse Line (B,D) for \$32.7 million. The ADA accessibility work at Astoria Boulevard included installation of four ADA elevators and other ADA elements to make the station fully compliant such as ADA boarding areas and tactile warning strips. The renewal work includes structural repairs throughout the station, including reconstruction of the mezzanine, upgrades to the electrical, mechanical and communications equipment and replacement of stairs, platform edges, windscreens and the canopy. Bedford Park Boulevard station become ADA accessible through the installation of three elevators ramps, and boarding areas, relocation of stairs, structural modifications to columns and girders and modification of fare arrays and stations rooms.

Lastly, flood resiliency projects at five fan plants were completed for \$46.9 million. These fan plants were identified as vulnerable to flooding through various openings and received flood resiliency solutions such as removable sidewalk vent covers, flood doors, watertight hatches, watertight manhole lid/vent covers, mechanical closure devices (MCDs) and conduit/duct sealing. The fan plants that received flood resiliency solutions were Fan Plant #5104 at Whitehall Street in Manhattan, Fan Plant #5110 at North 7th Street in Brooklyn, Fan Plant #6330 at Front Street (51a1 shaft) in Manhattan, Fan Plant #6404 in Queens and Fan Plant #7204 at 2nd Street and 50th Avenue (shaft #4) in Queens.

CAPITAL PROJECT MILESTONE SUMMARY 2020

(Through November 30, 2020)

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

November

Construction Awards	159.4	4	24.6	6	15.5	150.0
Substantial Completions	1,077.8	36	1,063.4	36	98.7	100.0

2020 Year-To-Date

Construction Awards	7,219.0	197	2,368.5	85	32.8	43.1
Substantial Completions	2,630.7	152	2,259.2	135	85.9	88.8

2020 Projected To-Year-End

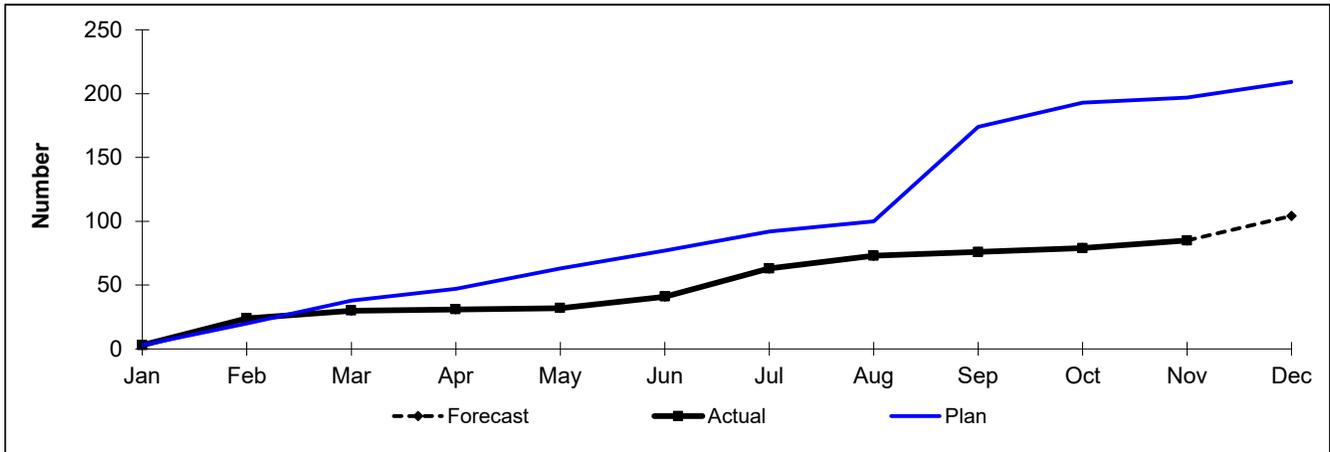
	Initial Plan		Current Forecast		%(\$)	%(#)
Construction Awards	8,439.9	209	3,189.8	104	37.8	49.8
Substantial Completions	2,890.2	174	2,630.6	162	91.0	93.1

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

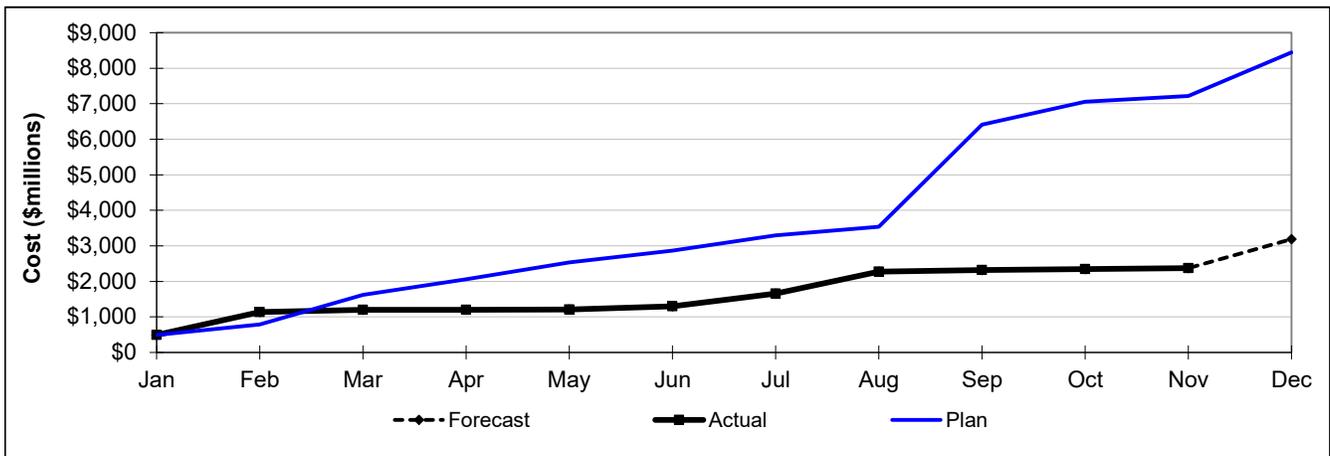
***The initial plan values were established prior to the schedule and financial impacts of COVID-19**

2020 Awards Charts

As of November 2020



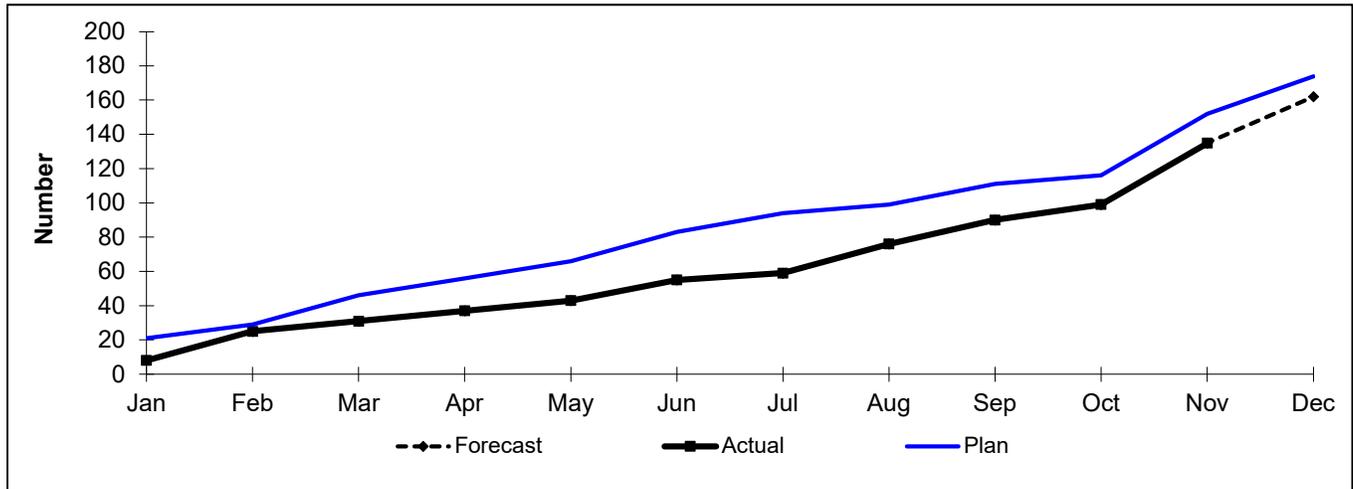
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast												19
Actual	3	21	6	1	1	9	22	10	3	3	6	
Plan	3	17	18	9	16	14	15	8	74	19	4	12
Cummulative												
Forecast												104
Actual	3	24	30	31	32	41	63	73	76	79	85	
Plan	3	20	38	47	63	77	92	100	174	193	197	209



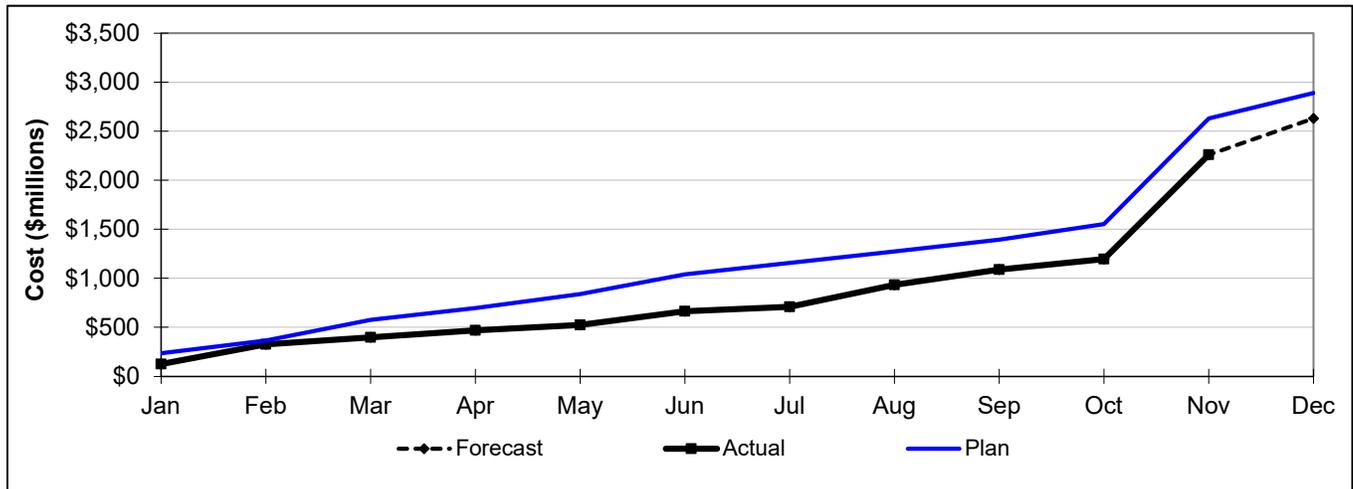
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast												821.3
Actual	493.1	641.2	62.6	2.8	5.0	95.2	353.4	620.1	49.3	21.3	24.6	
Plan	493.1	291.9	833.0	444.8	471.9	331.3	432.0	238.4	2,876.6	646.8	159.4	1,220.9
Cummulative												
Forecast												3,189.8
Actual	493.1	1,134.3	1,196.9	1,199.7	1,204.7	1,299.8	1,653.2	2,273.3	2,322.6	2,343.9	2,368.6	
Plan	493.1	785.0	1,618.0	2,062.7	2,534.6	2,865.9	3,297.9	3,536.2	6,412.8	7,059.6	7,219.0	8,439.8

2020 Substantial Completions Charts

As of November 2020



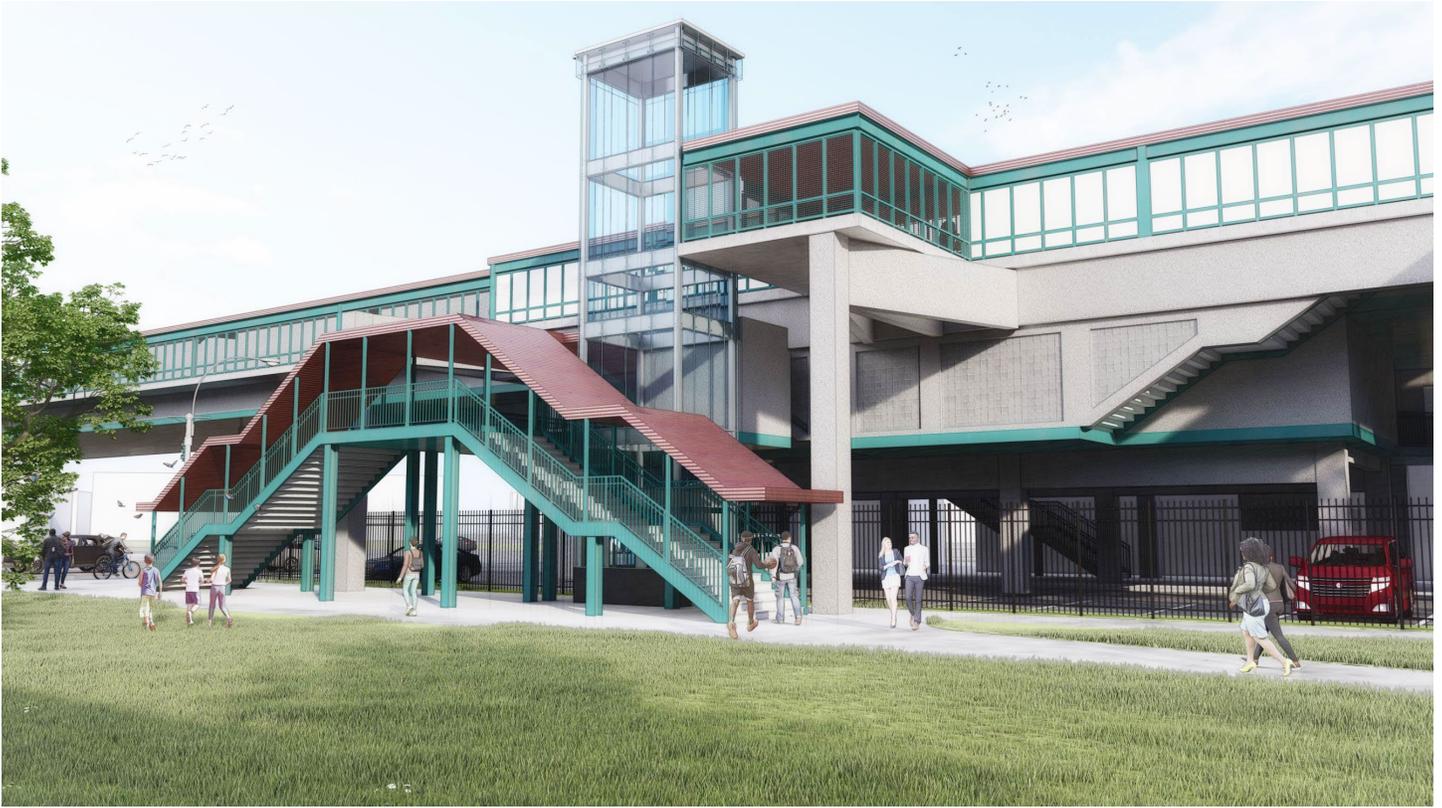
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast												27
Actual	8	17	6	6	6	12	4	17	14	9	36	
Plan	21	8	17	10	10	17	11	5	12	5	36	22
Cummulative												162
Forecast	8	25	31	37	43	55	59	76	90	99	135	162
Actual	8	25	31	37	43	55	59	76	90	99	135	
Plan	21	29	46	56	66	83	94	99	111	116	152	174



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast												371.4
Actual	124.2	201.9	70.8	72.2	54.2	140.4	47.1	221.8	155.8	107.5	1,063.4	
Plan	237.1	128.7	210.9	118.3	143.4	201.7	116.0	117.3	119.0	160.5	1,077.8	259.5
Cummulative												2,630.6
Forecast	124.2	326.0	396.8	469.0	523.2	663.6	710.7	932.5	1,088.3	1,195.8	2,259.2	2,630.6
Actual	124.2	326.0	396.8	469.0	523.2	663.6	710.7	932.5	1,088.3	1,195.8	2,259.2	
Plan	237.1	365.8	576.7	695.0	838.5	1,040.2	1,156.2	1,273.5	1,392.5	1,553.0	2,630.7	2,890.2

Contracts

Stephen Plochochi, Senior Vice President, Contracts

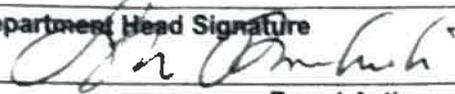


The above rendering depicts a street level view of the Beach 67th Street Station on the A Line after work there under Contract A37151 is completed. Contract A37151 is one of a series of Americans with Disabilities Act (“ADA”) projects in support of the MTA’s commitment to make stations accessible and includes the installation of 17 new elevators that will provide full accessibility at eight stations within the five Boroughs of New York City. The proposed award of this Contract is on this month’s agenda.

PROCUREMENTS

The Procurement Agenda this month includes three procurement actions for a proposed expenditure of \$163.6M

Staff Summary

Subject Request for Authorization to Award Various Procurement Actions					
Department Contracts					
Department Head Name & Title Steve Plochocki, Sr. Vice President					
Department Head Signature 					
Board Action					
Order	To	Date	Approval	Info	Other
1	NYCT & Bus Committee	12/16/2020	X		
2	Board	12/16/2020	X		

Date: December 7, 2020			
Internal Approvals			
	Approval		Approval
	Executive Vice President & General Counsel		President
	Deputy Chief Development Officer, Development		

PURPOSE

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

DISCUSSION

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

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Two-Thirds Vote</u>		
C. Competitive Requests for Proposals (Award of Purchase/Public Work Contacts)	<u>2</u>	<u>\$161,370,431</u>
SUBTOTAL	2	\$161,370,431

MTA Construction & Development proposes to award a Ratification in the following category:

	<u># of Actions</u>	<u>\$ Amount</u>
<u>Schedules Requiring Majority Vote</u>		
K. Ratification of Completed Procurement Actions	<u>1</u>	<u>\$ 2,200,000</u>
SUBTOTAL	1	\$ 2,200,000
TOTAL	3	\$163,570,431

Budget Impact:

The approval of these procurement actions will obligate the capital and operating funds in the amounts listed. Funds are available in the capital and operating budgets for these purposes.

Recommendation:

The procurement actions be approved as proposed. (The items are included in the resolution of approval at the beginning of the Procurement Section.)

MTA Construction & Development

BOARD RESOLUTION

WHEREAS, in accordance with Sections 1265-a and 1209 of the Public Authorities Law and the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive purchase and public works contracts, and the solicitation and award of request for proposals in regard to purchase and public work contracts; and

WHEREAS, in accordance with the All Agency Procurement Guidelines, the Board authorizes the award of certain non-competitive miscellaneous service and miscellaneous procurement contracts, certain change orders to purchase, public work, and miscellaneous service and miscellaneous procurement contracts;

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

NOW, the Board resolves as follows:

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

DECEMBER 2020
LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

Schedule C. Competitive request for Proposal (Award of Procurement/Public Works Contract)

1-2	Judlau Contracting, Inc Contract No. A37151 Thirty-One Months	\$153,225,838	<u>Staff Summary Attached</u> ↓
	Modern Elevator Installations, Inc. Contract No. To Be Determined Fifteen Years	\$ 8,144,593	↓

MTA Construction and Development seeks Board approval for the award of a contract for the Design and Construction of Accessibility Upgrades at Eight Stations in the Five Boroughs of NYC and the award of a long-term elevator maintenance contract.

Item Numbers		1 & 2			
Dept & Dept Head Name:					
Delivery/ Mark Roche					
Department Head Signature					
					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	NYCT & Bus Committee	12/16/2020	X		
2	Board	12/16/2020	X		
Internal Approvals					
Order	Approval	Order	Approval		
	Deputy Chief Development Officer, Development		President		
	Senior Vice President, Contracts		Executive Vice President & General Counsel		

SUMMARY INFORMATION	
Vendor Name	Contract Number
1. Judlau Contracting, Inc.	A37151 (D/B)
2. Modern Elevator Installations, Inc.	TBD (Maint.)
Description	
1. Design Build Services for Accessibility Upgrades at Eight Stations in the Five Boroughs of NYC	
2. Long Term Elevator Maintenance Contract.	
Total Amounts	
1. A37151	2. Maintenance Contract
Base \$149,312,790	\$8,144,593
Option 1 \$ 1,131,698	
Option 2 \$ 2,781,350	
Total \$153,225,838	
Contract Terms	
1. A37151: 31 Months	
2. Maintenance Contract: 15 Years	
Option(s) included in Total Amount?	<input checked="" type="checkbox"/> Yes* <input checked="" type="checkbox"/> No** <input type="checkbox"/> N/A
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other.	
Funding Source	
<input checked="" type="checkbox"/> Operating** <input checked="" type="checkbox"/> Capital* <input checked="" type="checkbox"/> Federal* <input checked="" type="checkbox"/> MTA*	

*Design/Build Contract **Maintenance Contract

Purpose

To obtain approval of the Board to award a contract for the Design and Construction of Accessibility Upgrades at Eight Stations in the Five Boroughs of NYC to Judlau Contracting, Inc. ("Judlau") in the amount of \$149,312,790 and a duration of 31 months as well as authorize the future exercise of two locally-funded Options for State of Good Repair work totaling \$3,913,048. Board approval is also requested to award a long-term elevator maintenance contract to Modern Elevator Installations, Inc. ("Modern") in the amount of \$8,144,593 and duration of 15 years. In accordance with MTA policy regarding the use of design-build, and to enhance competition and defray proposal costs, this solicitation includes a stipend of \$300,000 to be paid to each of the three unsuccessful proposers for a total amount of \$900,000.

Discussion

Contract A37151 is one of a series of Americans with Disabilities Act ("ADA") projects in support of the MTA's commitment to make stations accessible. The contract includes the installation of 17 new elevators that will provide full accessibility at the following elevated and below ground stations: in Brooklyn - 7th Avenue, Lorimer Street, Metropolitan Avenue, and Grand Street; in Queens - Beach 67th Street; in Manhattan - Dyckman Street; in the Bronx - East 149th; and in Staten Island - New Dorp.

Work at each station generally includes the design and construction of 2 to 3 new elevators per station; structural and excavation work to accommodate new elevator installations; electrical power upgrades (where necessary); station communications systems upgrades (where necessary); relocation of existing public and transit utilities; replacement, relocation and/or addition of staircases from street to mezzanines and mezzanines to platforms; and reconstruction of platform edges and/or reconstruction of ADA boarding areas.

In addition, MTA Construction and Development (“C&D”) will enter into a separate long-term Elevator Maintenance Contract for all maintenance, repairs, tests and inspections, callbacks and emergency services required to ensure optimum performance and longevity of the elevators and ancillary equipment. In order to ensure long-term optimum performance of the elevators, the procurement was structured to require continuity between the design and installation of the elevator equipment, and the subsequent maintenance thereof. Only the elevator manufacturer or installer is eligible for an award of the Maintenance Contract. The goal is to ensure that the design-builder works in concert with its elevator subcontractor to choose sufficiently robust equipment that would not only withstand the rigors of the NYC Transit system, but that would also take into consideration the elevator subcontractor’s ultimate responsibility for a performance-based long-term maintenance contract. The term of the Maintenance Contract includes a “ramp-up” period during which elevators placed in service prior to Substantial Completion of the Design/Build Contract will be maintained; a fifteen-year maintenance period, commencing with Substantial Completion of the Design/Build Contract; and finally two 5-year option periods, exercisable at MTA’s discretion.

A 2-Step procurement process was conducted for these contracts. In Step 1, a Request for Qualifications (RFQ) was advertised resulting in the submission of five Statements of Qualification (SOQ) which were evaluated against preestablished selection criteria addressing relevant experience, past performance, general responsibility, financial resources, and safety record. The following four firms were selected to receive the Request for Proposal (RFP) in Step 2: Halmar International LLC (“Halmar”), Judlau, MLJ-TC, JV (“MLJTC”), and Scalandre-Gramercy, JV (“SGJV”).

In response to the RFP, four proposals were received: Halmar – \$226,803,455 (Maintenance: \$12,643,785); Judlau – \$149,312,790 (Maintenance: \$8,144,593); MLJTC – \$239,153,925 (Maintenance: \$12,173,420); and SGJV - \$243,322,782 (Maintenance: \$12,308,420).

Proposals were evaluated by a Selection Committee (“SC”) utilizing preestablished selection criteria addressing the proposers’ design and construction approach, overall project schedule, management plan, maintenance approach, experience, record of performance, safety and quality control/quality assurance plans, quality and thoroughness of proposal and oral presentation and other relevant matters. Supporting the SC evaluation was a subcommittee comprised of members of NYCT’s Elevator and Escalator Division.

For the installation and the long-term maintenance of the elevators, Judlau proposed Modern. Each of the other three teams proposed MAE – TEI JOINT VENTURE, LLC, a limited liability company, wholly owned by Mid-American Elevator Company, Inc. and TEI Group, Inc.

The SC reviewed the technical proposals, observed the oral presentations, and subsequently reviewed the price proposals submitted by each proposer. All four technical proposals were deemed to include qualified design and construction teams, and each included pre-approved Alternate Technical Concepts (“ATC”) providing equal or better solutions to the technical requirements of the Contract designed to expedite the work and provide cost savings while still achieving project requirements. Each proposer offered schedule reductions to the overall project duration and the duration for completion of each station. Although all four teams submitted comprehensive technical proposals with various strengths, Judlau’s proposal presented the ideal combination of technical approach, cost, schedule, and long-term elevator maintenance. In addition, Judlau was the only proposer that provided a fully responsive elevator approach, providing a single entity. Modern will supply the equipment, perform the installation and provide the long-term maintenance. After review and consideration of all proposals, the SC unanimously recommended that Judlau be invited for negotiations.

A negotiation meeting was conducted with Judlau and included detailed discussions of the proposed design and construction approach, project schedule, overall cost and maintenance requirements. Both Judlau and Modern provided assurances that their proposals were fully compliant with contract requirements and considered all associated costs. As a result of the negotiation, Judlau agreed to provide further schedule reductions resulting in an overall reduction of 150 days, or 14% to Substantial Completion and cumulative station milestone reductions of 1,050 days, or 17.5%. The agreement includes incentives for the early completion of work as well as liquidated damages for contractor delays for each station milestone and Substantial Completion. C&D and Judlau agreed on a lump sum price of \$149,312,790 for the Design-Build Contract and \$8,144,593 with Modern for the long-term Maintenance Contract. The agreed upon price for the Design-Build Contract takes into consideration reduced overhead costs associated with schedule reductions, an alternate approach (through ATC) of providing full accessibility at the Beach 67th Street station utilizing only two elevators, and Modern’s use of machine room-less elevators, which will reduce the amount of excavation and risks associated with underground utility relocations.

The Selection Committee unanimously recommended Judlau for award of the Design/Build Contract and Modern for the award of the long-term maintenance contract. The SC determined that Judlau’s proposal offered the best overall value considering the strength of their technical proposal, their lowest proposed cost and reductions to schedule, which will minimize the impact of the work on MTA’s customers. Judlau’s and Modern’s prices are both below the internal estimate and are considered fair and reasonable. Bonds, financial, and insurance approvals are pending. No award will be made until all such approvals are received.

In connection with previous contracts awarded to Judlau, Judlau was found to be responsible notwithstanding Significant Adverse Information (“SAI”) pursuant to all All-Agency Responsibility Guidelines, and such responsibility findings were approved by the MTA Interim Executive Director in consultation with the MTA General Counsel in March 2017. No new SAI has been found relating to Judlau, and Judlau has been found to be responsible.

DBE/MBE/WBE/SDVOB Information

The MTA Department of Diversity and Civil Rights (“DDCR”) has established a 20% DBE goal for the Design/Build Contract. Although this is a design/build contract with some undefined scope of work, Judlau is projecting to meet the required 20% DBE goal. Judlau has achieved the assigned D/M/WBE goals on previous completed MTA contracts.

DDCR has established a 0% MBE/WBE/SDVOB goal for the Maintenance Contract due to the lack of MWBE/SDVOB firms in the marketplace. Meetings are being coordinated with the MWBE/SDVOB community to establish certified firms in the area of elevator and escalator maintenance. Modern has not completed any MTA contract with D/M/WBE/SDVOB goals; therefore, no assessment of its performance can be determined at this time.

Impact on Funding

Funding for the design and construction of accessibility upgrades at eight stations, design for component repair at stations, and stipend for the three unsuccessful proposers are included in the NYCT portion of the MTA’s 2020-2024 Capital Program. This Contract will be funded with Federal and MTA Local funds. The contract will not be awarded until WAR certificates are issued. Funding for the maintenance contract is included in the NYCT operating budget.

Alternatives

None recommended. Currently, MTA lacks available in-house technical personnel to perform the scope of work associated with the Design/Build Contract.

Recommendation

1. That the Board approve the award of a contract for the Design and Construction of Accessibility Upgrades at Eight Stations in the Five Boroughs of NYC to Judlau Contracting, Inc. in the amount of \$149,312,790 and a duration of 31 months as well as authorize the future exercise of two locally-funded Options for State of Good Repair work totaling \$3,913,048. The Board is also requested to approve the payment of stipends in the amount of \$300,000 to each of Halmar, MLJTC, and SGJV for a total amount of \$900,000.
2. That the Board approve the award of a long-term elevator maintenance contract to Modern Elevator Installations, Inc. in the amount of \$8,144,593 and duration of 15 years.

DECEMBER 2020

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

Schedule K. Ratification of Completed Procurement Actions (Involving Schedules E-J)
(Staff Summaries required for items requiring Board Approval)

3. Sovereign-Hydroseal LP FKA Sovereign-Thyssen LP \$ 2,200,000
Contract No. A-37658.3

Staff Summary Attached

MTA Construction and Development requests the Board ratify a retroactive modification for a nine-month extension to the contract for Water Remediation at Various Locations in the New York City Transit System.

Item Number: 3

Vendor Name (Location) Sovereign-Hydroseal LP FKA Sovereign-Thyssen LP
Description Water Remediation at Various Locations in the New York City Transit System
Contract Term (including Options, if any) December 31, 2018–September 30, 2020
Option(s) included in Total Amt? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept./Div., Dept./Div. Head Name: Delivery/Mark Roche

Contract Number	AWO/Mod. #s
A-37658	3
Original Amount:	\$ 7,330,211.50
Prior Modifications:	\$ 0
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 7,330,211.50
This Request:	\$ 2,200,000.00
% of This Request to Current Amt.:	30%
% of Modifications (including This Request) to Original Amount:	30%

Discussion:

This retroactive modification is for a nine-month extension to the contract for Water Remediation at Various Locations in the New York City Transit System.

The base contract is for water remediation on an as-needed basis at fixed unit prices to address water infiltration in subway stations and on selected segments of subway tunnel sidewalls and ceilings. The work consists of injecting liquid grout to stop active leaks.

A replacement water remedy contract is currently anticipated for award in the second quarter of 2021. This extension and additional funding will enable water remediation work to continue under the current contract on an as-needed basis until the replacement contract is in place.

The President of C&D approved a retroactive waiver for a not-to-exceed amount of \$400,000 and the contractor was issued a Directive to Proceed on November 13, 2020 which enabled the work to continue until such time that this modification is approved.

The requested amount of \$2,200,000 is based on estimated additional quantities anticipated to be used during the extension period at the contract unit prices. Accordingly, this amount has been determined to be fair and reasonable. In addition, this modification will extend the contract expiration date from September 30, 2020 to June 30, 2021.



NYCT, SIR and MTA Bus 2021 Budget and 2021 Financial Plan Adoption

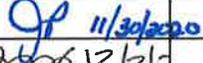
New York City Transit

Staff Summary

Subject NYCT 2021 Budget and 2021-2024 Financial Plan Adoption
Department Office of Management & Budget
Department Head Name Aaron Stern
Department Head Signature 
Project Manager Name

Date December 2, 2020
Vendor Name NA
Contract Number NA
Contract Manager Name NA
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	TA Committec	12/16/20	X		
2	Finance Committee	12/16/20	X		
3	MTA Board	12/16/20	X		

Internal Approvals			
Order	Approval	Order	Approval
1	OMB - Director 		
2	CFO 		
3	President 		
4			

Purpose

To secure MTA Board adoption of MTA New York City Transit’s 2020 November Forecast, 2021 Final Proposed Budget, and the Four-Year Financial Plan for 2021-2024.

Discussion

The COVID-19 pandemic has significantly reduced business activity and personal travel in the NYC region resulting in drastic transit ridership declines. In addition, the high cost of intensive daily cleaning and disinfecting of agency fleets and facilities is assumed to continue for the duration of the plan period, adding significantly to the overall baseline agency operating costs. Finally, while aid from the federal CARES Act covered a portion of the 2020 operating deficit, no additional aid has been approved. Consequently, without new federal action to appropriate additional funding for Transit operations, the Agency faces enormous operating deficits in the immediate future.

November Financial Plan Highlights are summarized as follows:

- Total COVID-19 Impact and Response (July and November Plans combined) is a net unfavorable \$5.1 billion over the 2020-2024 financial plan period. This figure is comprised of reduced operating revenue of \$6.3 billion and COVID-related incremental expenses of \$1.6 billion for a combined total of \$7.9 billion. Receipts from the CARES Act, totaling \$2.8 billion in 2020, helped cover the net cost of operating essential service during the early months of the pandemic.
- Health & Welfare and OPEB Current expenses are favorable by \$29 million in 2020 due to the delayed receipt of 2019 prescription drug credits, with \$63.5 million of favorability for 2021 through 2024, mainly due to lower projected NYSHIP premium rates.
- Recognition of the likely adoption of Juneteenth as a new state holiday is adding \$95 million in costs over the plan period, reflecting overtime backfill requirements.

Baseline Ridership

The November 2020 Financial Plan ridership projection estimates subway and bus ridership for 2020 will be 65 percent below the Adopted Budget. Actuals through August are included with the forecast period unchanged from the July Plan. The projection assumes that ridership will recover from 23 percent of normal ridership in the 4th quarter of 2020 and reaching 100% of Adopted budget ridership in February 2023. Paratransit trip projections reflect a more rapid recovery to baseline than the McKinsey scenario at just 37 percent below the Adopted budget in 2020, 16 percent below in 2021, and with return to full baseline ridership in 2022.

COVID Preventive Measures

To facilitate safe usage of the transit system, significant protocols have been established including daily intensive cleaning and disinfecting of the subway cars, bus fleet, and subway stations. Hand sanitizer dispensers have been installed at subway stations, protective barriers have been installed on buses, rules for mask wearing are being enforced system-wide, and maintaining social distance has been strongly and repeatedly stressed.

Budget Reduction Program (Combined July/November Plans)

The overall change in the Budget Reduction Program (BRP) was minor, but several changes, mainly Paratransit BRPs, were made to reflect current agency plans. The combined plan includes BRP actions that total \$46.9 million in 2020, \$31.4 million in 2021, \$18.7 million in 2022, \$22.0 million in 2023 and \$23.1 million in 2024.

Additional Savings Actions

MTA New York City Transit has identified and begun implementing a program of significant Additional Savings Actions, which include reduced reliance on outside consultants and contractors, reduce non-service-related expenses, and reduce overtime. These reductions provide savings throughout the Plan period and are captured and presented as part of MTA Consolidated materials; savings will be reflected in Agency financials in the February Plan.

2020 November Forecast-Baseline

Total operating revenues are projected at \$5.008 billion, including \$1.777 billion of farebox revenues. Total operating expenses are projected to be \$8.999 billion, consisting of labor costs of \$7.078 billion and non-labor expenses of \$1.921 billion. Non-cash depreciation expense is projected at \$1.928 billion, GASB 75 other post-employment benefit expenses are projected at \$1.345 billion, and GASB 68 pension expenses are projected as a credit of \$0.303 billion. After including favorable cash adjustments of \$3.320 billion, the projected net cash deficit is \$3.642 billion. Projected reimbursable expenses of \$1.061 billion are fully offset by capital reimbursements. Total end-of-year positions are projected at 49,140, including 44,077 non-reimbursable positions and 5,063 reimbursable positions.

2021 Final Proposed Budget-Baseline

Total operating revenues are projected at \$2.891 billion, including farebox revenues of \$2.376 billion. Total operating expenses are projected to be \$9.423 billion, consisting of labor costs of \$7.281 billion and non-labor expenses of \$2.142 billion. Non-cash depreciation expense is projected at \$1.978 billion, GASB 75 other post-employment benefit expenses are projected at \$1.472 billion, and GASB 68 pension expenses are projected as a credit of \$0.309 billion. After including favorable cash adjustments of \$3.370 billion, the projected net cash deficit is \$6.304 billion. Projected reimbursable expenses of \$1.240 billion are fully offset by capital reimbursements. Total end-of-year positions are projected at 48,703 including 44,008 non-reimbursable positions and 4,695 reimbursable positions.

Impact on Funding

The 2020 November Forecast, the 2021 Final Proposed Budget and the Four-Year Financial Plan for 2021-2024, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

Recommendation

It is recommended that the MTA Board adopt the 2020 November Forecast, the 2021 Final Proposed Budget and the Four-Year Financial Plan for 2021-2024 for MTA New York City Transit and the related authorization to draw down Transit Adjudication Bureau (TAB) receipts and interest consistent with this Final Proposed Budget.

MTA NEW YORK CITY TRANSIT
November Financial Plan 2021 - 2024
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2019	November Forecast 2020	Final Proposed Budget 2021	2022	2023	2024
<u>Non-Reimbursable</u>						
Operating Revenue						
<i>Farebox Revenue:</i>						
Subway	\$3,570.257	\$1,434.051	\$1,850.525	\$2,954.897	\$3,589.467	\$3,615.327
Bus	935.856	296.013	474.478	759.771	924.493	931.580
Paratransit	23.324	5.699	10.890	21.861	27.955	29.414
Fare Media Liability	<u>64.321</u>	<u>40.935</u>	<u>40.244</u>	<u>64.357</u>	<u>78.336</u>	<u>78.500</u>
Farebox Revenue	\$4,593.758	\$1,776.698	\$2,376.137	\$3,800.886	\$4,620.252	\$4,654.821
<i>Other Operating Revenue:</i>						
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	213.471	188.135	256.320	300.263	319.440	342.152
Other	<u>169.730</u>	<u>2,958.811</u>	<u>174.453</u>	<u>181.036</u>	<u>185.734</u>	<u>248.667</u>
Other Operating Revenue	\$467.216	\$3,230.962	\$514.789	\$565.315	\$589.190	\$674.835
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$5,060.974	\$5,007.660	\$2,890.927	\$4,366.201	\$5,209.442	\$5,329.656
Operating Expense						
<i>Labor:</i>						
Payroll	\$3,481.965	\$3,537.147	\$3,622.128	\$3,729.468	\$3,808.852	\$3,904.997
Overtime	<u>600.251</u>	<u>620.390</u>	<u>680.911</u>	<u>695.500</u>	<u>716.010</u>	<u>731.009</u>
Total Salaries and Wages	\$4,082.216	\$4,157.537	\$4,303.038	\$4,424.967	\$4,524.862	\$4,636.006
Health and Welfare	943.786	976.822	1,074.905	1,148.982	1,220.863	1,304.910
OPEB Current Payments	498.040	514.019	586.473	643.675	705.440	772.804
Pension	1,069.101	1,034.300	981.380	988.604	977.843	975.790
Other Fringe Benefits	<u>458.038</u>	<u>597.566</u>	<u>604.446</u>	<u>639.305</u>	<u>669.506</u>	<u>698.975</u>
Total Fringe Benefits	\$2,968.965	\$3,122.707	\$3,247.204	\$3,420.567	\$3,573.653	\$3,752.479
Reimbursable Overhead	(294.137)	(202.067)	(269.528)	(254.946)	(255.385)	(259.095)
Total Labor Expenses	\$6,757.044	\$7,078.177	\$7,280.714	\$7,590.588	\$7,843.129	\$8,129.390
<i>Non-Labor:</i>						
Electric Power	\$278.381	\$249.875	\$300.776	\$302.647	\$309.502	\$319.915
Fuel	106.662	72.382	91.448	94.665	97.351	99.804
Insurance	69.825	74.836	81.267	97.569	108.875	127.624
Claims	254.856	195.636	221.849	222.082	225.810	230.373
Paratransit Service Contracts	476.888	359.331	438.446	519.390	554.708	591.619
Maintenance and Other Operating Contracts	283.971	372.655	388.087	383.589	407.826	415.034
Professional Services Contracts	191.372	174.925	171.245	171.891	174.613	174.946
Materials and Supplies	341.877	330.504	360.468	387.926	384.267	370.430
Other Business Expenses	98.100	90.768	88.687	89.440	90.012	90.481
Total Non-Labor Expenses	\$2,101.932	\$1,920.911	\$2,142.273	\$2,269.198	\$2,352.964	\$2,420.225
<i>Other Expense Adjustments:</i>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$8,858.976	\$8,999.088	\$9,422.987	\$9,859.786	\$10,196.093	\$10,549.615
Depreciation	\$1,994.253	\$1,928.062	\$1,978.062	\$2,029.359	\$2,081.986	\$2,135.977
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	579.584	1,345.800	1,472.300	1,557.000	1,643.300	1,699.300
GASB 68 Pension Expense Adjustment	(27.261)	(303.171)	(308.944)	(308.944)	(308.944)	(308.944)
Environmental Remediation	27.548	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$11,433.099	\$11,969.779	\$12,564.405	\$13,137.200	\$13,612.435	\$14,075.948
Net Surplus/(Deficit)	(\$6,372.125)	(\$6,962.118)	(\$9,673.478)	(\$8,770.999)	(\$8,402.993)	(\$8,746.293)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2021 - 2024
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2019	November Forecast 2020	Final Proposed Budget 2021	2022	2023	2024
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	1,375.409	1,061.355	1,239.585	1,201.210	1,199.741	1,216.192
Total Revenues	\$1,375.409	\$1,061.355	\$1,239.585	\$1,201.210	\$1,199.741	\$1,216.192
Operating Expense						
Labor:						
Payroll	\$476.013	\$415.191	\$488.304	\$473.736	\$471.082	\$477.332
Overtime	<u>190.816</u>	<u>107.278</u>	<u>122.398</u>	<u>124.039</u>	<u>126.464</u>	<u>129.062</u>
Total Salaries and Wages	\$666.829	\$522.469	\$610.702	\$597.775	\$597.545	\$606.394
Health and Welfare	24.412	22.083	27.418	28.417	29.227	30.505
OPEB Current Payments	11.154	13.839	14.695	15.499	16.240	17.016
Pension	45.131	34.351	26.755	25.506	23.391	22.851
Other Fringe Benefits	<u>206.756</u>	<u>161.906</u>	<u>191.661</u>	<u>185.721</u>	<u>184.824</u>	<u>187.203</u>
Total Fringe Benefits	\$287.454	\$232.179	\$260.529	\$255.143	\$253.683	\$257.575
Reimbursable Overhead	294.137	202.067	269.528	254.946	255.385	259.095
Total Labor Expenses	\$1,248.420	\$956.715	\$1,140.759	\$1,107.863	\$1,106.614	\$1,123.064
Non-Labor:						
Electric Power	\$0.337	\$0.252	\$0.252	\$0.252	\$0.252	\$0.252
Fuel	0.000	0.017	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.096	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	46.147	47.093	38.006	33.082	32.862	32.863
Professional Services Contracts	22.995	17.653	9.627	9.627	9.627	9.627
Materials and Supplies	59.738	37.854	51.422	50.868	50.868	50.868
Other Business Expenses	(2.324)	1.770	(0.482)	(0.482)	(0.482)	(0.482)
Total Non-Labor Expenses	\$126.989	\$104.640	\$98.825	\$93.347	\$93.127	\$93.128
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$1,375.409	\$1,061.355	\$1,239.585	\$1,201.210	\$1,199.741	\$1,216.192
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA NEW YORK CITY TRANSIT
November Financial Plan 2021 - 2024
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2019	November Forecast 2020	Final Proposed Budget 2021	2022	2023	2024
<u>Non-Reimbursable / Reimbursable</u>						
Operating Revenue						
<i>Farebox Revenue:</i>						
Subway	\$3,570.257	\$1,434.051	\$1,850.525	\$2,954.897	\$3,589.467	\$3,615.327
Bus	935.856	296.013	474.478	759.771	924.493	931.580
Paratransit	23.324	5.699	10.890	21.861	27.955	29.414
Fare Media Liability	<u>64.321</u>	<u>40.935</u>	<u>40.244</u>	<u>64.357</u>	<u>78.336</u>	<u>78.500</u>
Farebox Revenue	\$4,593.758	\$1,776.698	\$2,376.137	\$3,800.886	\$4,620.252	\$4,654.821
<i>Other Operating Revenue:</i>						
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	213.471	188.135	256.320	300.263	319.440	342.152
Other	<u>169.730</u>	<u>2,958.811</u>	<u>174.453</u>	<u>181.036</u>	<u>185.734</u>	<u>248.667</u>
Other Operating Revenue	\$467.216	\$3,230.962	\$514.789	\$565.315	\$589.190	\$674.835
Capital and Other Reimbursements	1,375.409	1,061.355	1,239.585	1,201.210	1,199.741	1,216.192
Total Revenues	\$6,436.384	\$6,069.015	\$4,130.511	\$5,567.411	\$6,409.183	\$6,545.848
Operating Expense						
<i>Labor:</i>						
Payroll	\$3,957.978	\$3,952.338	\$4,110.431	\$4,203.204	\$4,279.934	\$4,382.329
Overtime	<u>791.067</u>	<u>727.668</u>	<u>803.309</u>	<u>819.538</u>	<u>842.474</u>	<u>860.071</u>
Total Salaries and Wages	\$4,749.045	\$4,680.006	\$4,913.740	\$5,022.742	\$5,122.407	\$5,242.400
Health and Welfare	968.198	998.905	1,102.323	1,177.399	1,250.091	1,335.415
OPEB Current Payments	509.195	527.858	601.169	659.174	721.681	789.820
Pension	1,114.233	1,068.651	1,008.135	1,014.110	1,001.235	998.641
Other Fringe Benefits	<u>664.794</u>	<u>759.472</u>	<u>796.107</u>	<u>825.026</u>	<u>854.330</u>	<u>886.178</u>
Total Fringe Benefits	\$3,256.419	\$3,354.886	\$3,507.734	\$3,675.709	\$3,827.336	\$4,010.054
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$8,005.464	\$8,034.892	\$8,421.474	\$8,698.451	\$8,949.743	\$9,252.453
<i>Non-Labor:</i>						
Electric Power	\$278.719	\$250.127	\$301.028	\$302.899	\$309.754	\$320.167
Fuel	106.662	72.399	91.448	94.665	97.351	99.804
Insurance	69.825	74.836	81.267	97.569	108.875	127.624
Claims	254.953	195.636	221.849	222.082	225.810	230.373
Paratransit Service Contracts	476.888	359.331	438.446	519.390	554.708	591.619
Maintenance and Other Operating Contracts	330.118	419.748	426.094	416.671	440.688	447.897
Professional Services Contracts	214.367	192.578	180.872	181.518	184.240	184.573
Materials and Supplies	401.615	368.358	411.890	438.793	435.135	421.298
Other Business Expenses	95.775	92.538	88.206	88.958	89.531	89.999
Total Non-Labor Expenses	\$2,228.922	\$2,025.551	\$2,241.098	\$2,362.545	\$2,446.091	\$2,513.354
<i>Other Expense Adjustments:</i>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$10,234.385	\$10,060.443	\$10,662.571	\$11,060.996	\$11,395.834	\$11,765.807
Depreciation	\$1,994.253	\$1,928.062	\$1,978.062	\$2,029.359	\$2,081.986	\$2,135.977
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	579.584	1,345.800	1,472.300	1,557.000	1,643.300	1,699.300
GASB 68 Pension Expense Adjustment	(27.261)	(303.171)	(308.944)	(308.944)	(308.944)	(308.944)
Environmental Remediation	27.548	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$12,808.509	\$13,031.134	\$13,803.989	\$14,338.410	\$14,812.176	\$15,292.140
Net Surplus/(Deficit)	(\$6,372.125)	(\$6,962.118)	(\$9,673.478)	(\$8,770.999)	(\$8,402.993)	(\$8,746.293)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2021 - 2024
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2019	November Forecast 2020	Final Proposed Budget 2021	2022	2023	2024
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$4,616.626	\$1,776.898	\$2,376.337	\$3,801.086	\$4,620.452	\$4,655.021
<i>Other Operating Revenue:</i>						
Fare Reimbursement	129.052	54.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	129.197	234.021	256.164	300.094	319.256	341.952
Other Revenue	102.576	2,892.860	60.648	64.471	66.479	67.107
Other Operating Revenue	360.825	3,180.897	400.829	448.581	469.751	493.075
Capital and Other Reimbursements	1,399.872	1,114.649	1,240.258	1,208.254	1,199.536	1,212.254
Total Receipts	\$6,377.323	\$6,072.444	\$4,017.424	\$5,457.921	\$6,289.739	\$6,360.349
Expenditures						
<i>Labor:</i>						
Payroll	\$3,929.902	\$3,925.645	\$4,105.509	\$4,165.649	\$4,241.507	\$4,351.063
Overtime	791.067	727.668	803.309	819.538	842.474	860.071
Total Salaries & Wages	\$4,720.969	\$4,653.313	\$4,908.818	\$4,985.187	\$5,083.981	\$5,211.134
Health and Welfare	939.726	990.407	1,091.298	1,165.547	1,237.350	1,321.718
OPEB Current Payments	509.195	527.858	601.169	659.174	721.681	789.820
Pension	1,111.052	1,068.651	1,008.135	1,014.110	1,001.235	998.641
Other Fringe Benefits	521.755	518.823	548.252	565.607	585.538	608.395
Total Fringe Benefits	\$3,081.728	\$3,105.739	\$3,248.854	\$3,404.439	\$3,545.804	\$3,718.574
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
Total Labor Expenditures	\$7,802.697	\$7,759.051	\$8,157.672	\$8,389.627	\$8,629.785	\$8,929.708
<i>Non-Labor:</i>						
Electric Power	\$294.214	\$261.049	\$311.950	\$313.821	\$320.676	\$331.089
Fuel	108.146	72.399	91.448	94.665	97.351	99.804
Insurance	86.850	81.109	85.473	100.985	114.211	134.286
Claims	170.106	110.361	139.115	141.942	144.826	149.389
Paratransit Service Contracts	484.088	357.331	436.446	517.390	552.708	589.619
Maintenance and Other Operating Contracts	315.800	423.680	433.288	423.865	447.882	455.091
Professional Services Contracts	202.303	193.472	171.872	172.518	175.240	175.573
Materials and Supplies	427.770	363.858	405.535	437.293	433.635	419.798
Other Business Expenses	96.415	92.538	88.206	88.958	89.531	89.999
Total Non-Labor Expenditures	\$2,185.692	\$1,955.797	\$2,163.331	\$2,291.437	\$2,376.059	\$2,444.648
<i>Other Expenditure Adjustments:</i>						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$9,988.389	\$9,714.848	\$10,321.003	\$10,681.063	\$11,005.844	\$11,374.356
Net Cash Balance	(\$3,611.066)	(\$3,642.404)	(\$6,303.579)	(\$5,223.142)	(\$4,716.105)	(\$5,014.006)

MTA NEW YORK CITY TRANSIT
November Financial Plan 2021 - 2024
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2019	November Forecast 2020	Final Proposed Budget 2021	2022	2023	2024
Cash Flow Adjustments						
Receipts						
Farebox Revenue	\$22.868	\$0.200	\$0.200	\$0.200	\$0.200	\$0.200
<i>Other Operating Revenue:</i>						
Fare Reimbursement	45.036	(30.000)	0.000	0.000	0.000	0.000
Paratransit Reimbursement	(39.712)	45.886	(0.156)	(0.169)	(0.184)	(0.200)
Other Revenue	(111.716)	(65.951)	(113.805)	(116.565)	(119.255)	(181.560)
Other Operating Revenue	(\$106.391)	(\$50.065)	(\$113.961)	(\$116.734)	(\$119.439)	(\$181.760)
Capital and Other Reimbursements	24.463	53.294	0.673	7.044	(0.205)	(3.938)
Total Receipts	(\$59.061)	\$3.429	(\$113.087)	(\$109.490)	(\$119.445)	(\$185.498)
Expenditures						
<i>Labor:</i>						
Payroll	\$28.076	\$26.693	\$4.922	\$37.554	\$38.426	\$31.266
Overtime	0.000	0.000	0.000	0.000	0.000	0.000
Total Salaries and Wages	\$28.076	\$26.693	\$4.922	\$37.554	\$38.426	\$31.266
Health and Welfare	28.471	8.498	11.025	11.852	12.741	13.696
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000
Pension	3.181	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	143.039	240.649	247.855	259.418	268.792	277.783
Total Fringe Benefits	\$174.691	\$249.147	\$258.880	\$271.270	\$281.532	\$291.479
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
Total Labor Expenditures	\$202.767	\$275.840	\$263.802	\$308.824	\$319.958	\$322.746
<i>Non-Labor:</i>						
Electric Power	(\$15.495)	(\$10.922)	(10.922)	(\$10.922)	(\$10.922)	(\$10.922)
Fuel	(1.484)	0.000	0.000	0.000	0.000	0.000
Insurance	(17.025)	(6.273)	(4.206)	(3.416)	(5.336)	(6.662)
Claims	84.847	85.275	82.734	80.140	80.984	80.984
Paratransit Service Contracts	(7.200)	2.000	2.000	2.000	2.000	2.000
Maintenance and Other Operating Contracts	14.318	(3.932)	(7.194)	(7.194)	(7.194)	(7.194)
Professional Services Contracts	12.064	(0.894)	9.000	9.000	9.000	9.000
Materials and Supplies	(26.155)	4.500	6.355	1.500	1.500	1.500
Other Business Expenses	(0.640)	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$43.230	\$69.754	\$77.767	\$71.108	\$70.032	\$68.706
<i>Other Expenditure Adjustments:</i>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$245.996	\$345.594	\$341.569	\$379.932	\$389.990	\$391.452
Total Cash Conversion Adjustments before Depreciation	\$186.936	\$349.023	\$228.481	\$270.442	\$270.546	\$205.953
Depreciation	\$1,994.253	\$1,928.062	\$1,978.062	\$2,029.359	\$2,081.986	\$2,135.977
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	579.584	1,345.800	1,472.300	1,557.000	1,643.300	1,699.300
GASB 68 Pension Expense Adjustment	(27.261)	(303.171)	(308.944)	(308.944)	(308.944)	(308.944)
Environmental Remediation	27.548	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$2,761.059	\$3,319.714	\$3,369.899	\$3,547.857	\$3,686.887	\$3,732.286

MTA NEW YORK CITY TRANSIT
November Financial Plan 2021 - 2024
Ridership (Utilization) and Revenue
(in millions)

	Actual	November	Final			
	2019	Forecast	Proposed	2022	2023	2024
		2020	Budget			
			2021			

RIDERSHIP

Subway	1,697.787	614.393	865.171	1,381.913	1,679.036	1,690.823
Bus	557.037	165.820	276.936	442.989	538.783	542.689
Paratransit	10.918	7.329	10.194	12.592	13.222	13.883
Total Ridership	2,265.742	787.542	1,152.300	1,837.494	2,231.041	2,247.394

FAREBOX REVENUE (Excluding fare media liability)

Subway	\$3,570.257	\$1,434.051	\$1,850.525	\$2,954.897	\$3,589.467	\$3,615.327
Bus	935.856	296.013	474.478	759.771	924.493	931.580
Paratransit	23.324	5.699	10.890	21.861	27.955	29.414
Total Revenue	\$4,529.437	\$1,735.763	\$2,335.893	\$3,736.529	\$4,541.915	\$4,576.321

NEW YORK CITY TRANSIT
November Financial Plan 2021-2024
Budget Reduction Plan Summary
(\$ in millions)

	Favorable/(Unfavorable)									
	<u>Pos.</u>	<u>2020</u>	<u>Pos.</u>	<u>2021</u>	<u>Pos.</u>	<u>2022</u>	<u>Pos.</u>	<u>2023</u>	<u>Pos.</u>	<u>2024</u>
Administration										
Administrative Savings (July Plan)	4	0.455	4	0.502	4	0.502	4	0.502	4	0.502
<i>Subtotal Administration</i>	4	0.455	4	0.502	4	\$0.502	4	\$0.502	4	\$0.502
Customer Convenience/Amenities										
<i>Subtotal Customer Convenience/Amenities</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Maintenance										
Adverse Weather Overtime Savings (July Plan)	-	19.128	-	-	-	-	-	-	-	-
<i>Subtotal Maintenance</i>	-	19.128	-	0.000	-	0.000	-	0.000	-	0.000
Revenue Enhancement										
<i>Subtotal Revenue Enhancement</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Safety										
<i>Subtotal Safety</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Security										
<i>Subtotal Security</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Service										
Paratransit Efficiencies (July Plan)	-	27.338	-	23.934	-	9.350	-	12.016	-	12.148
Paratransit Enhanced Broker Contract (Nov Plan)	-	-	-	7.000	-	8.820	-	9.446	-	10.478
<i>Subtotal Service</i>	-	27.338	-	30.934	-	18.170	-	21.462	-	22.626
Service Support										
<i>Subtotal Service Support</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Other										
<i>Subtotal Other</i>	-	0.000	-	0.000	-	0.000	-	0.000	-	0.000
Total BRPs	4	\$46.921	4	\$31.436	4	\$18.672	4	\$21.964	4	\$23.128

MTA New York City Transit
November Financial Plan 2021 - 2024
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

	2019 Actual	2020 November Estimate	2021 Final Proposed Budget	2022	2023	2024
Administration						
Office of the President	25	25	25	25	25	25
Law	261	281	281	281	281	281
Office of the EVP	12	14	14	14	14	14
Human Resources	210	218	218	218	218	218
Office of Management and Budget	36	41	41	41	40	40
Capital Planning & Budget	28	37	36	36	36	36
Strategy & Customer Experience	189	188	186	185	183	183
Non-Departmental	-	-	-	-	-	-
Labor Relations	81	84	84	84	84	84
Office of People & Business Transformation	14	18	18	18	18	18
Materiel	218	235	223	217	211	211
Controller	105	114	113	112	111	111
Total Administration	1,179	1,255	1,239	1,231	1,221	1,221
Operations						
Subways Service Delivery	8,562	8,198	8,139	8,098	8,034	8,034
Subways Operation Support /Admin	436	406	406	406	406	406
Subways Stations	2,579	2,603	2,420	2,420	2,420	2,420
Subtotal - Subways	11,577	11,207	10,965	10,924	10,860	10,860
Buses	11,139	11,050	11,081	11,081	11,081	11,081
Paratransit	185	214	214	214	214	214
Operations Planning	342	386	384	383	381	381
Revenue Control	593	641	641	641	641	641
Non-Departmental	-	-	-	-	-	-
Total Operations	23,836	23,498	23,285	23,243	23,177	23,177
Maintenance						
Subways Operation Support /Admin	107	118	109	108	103	103
Subways Engineering	326	358	335	332	300	300
Subways Car Equipment	4,963	4,799	4,777	4,851	4,705	4,793
Subways Infrastructure	1,966	1,881	1,881	1,839	1,803	1,803
Subways Elevator & Escalators	475	476	490	485	485	485
Subways Stations	3,464	3,476	3,477	3,456	3,455	3,455
Subways Track	3,051	3,164	3,145	3,145	3,145	3,145
Subways Power	671	686	624	610	610	610
Subways Signals	1,658	1,698	1,685	1,667	1,665	1,665
Subways Electronics Maintenance	1,545	1,620	1,576	1,519	1,510	1,510
Subtotal - Subways	18,226	18,276	18,099	18,012	17,781	17,869
Buses	3,560	3,484	3,444	3,421	3,432	3,454
Supply Logistics	554	548	548	548	548	548
System Safety	83	93	92	91	90	90
Non-Departmental	(1)	(116)	(4)	39	89	89
Total Maintenance	22,422	22,285	22,179	22,111	21,940	22,050
Engineering/Capital						
Capital Program Management	1,244	1,450	1,361	1,342	1,323	1,323
Total Engineering/Capital	1,244	1,450	1,361	1,342	1,323	1,323
Public Safety						
Security	632	652	639	639	639	639
Total Public Safety	632	652	639	639	639	639
Total Baseline Positions	49,313	49,140	48,703	48,566	48,300	48,410
Non-Reimbursable	45,148	44,077	44,008	44,129	44,043	44,153
Reimbursable	4,165	5,063	4,695	4,437	4,257	4,257
Total Full-Time	49,137	48,950	48,513	48,376	48,110	48,220
Total Full-Time Equivalents	176	190	190	190	190	190

MTA NEW YORK CITY TRANSIT
November Financial Plan 2021 - 2024
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION / OCCUPATIONAL GROUP	Actual 2019	November Forecast 2020	Final Proposed Budget 2021	2022	2023	2024
Administration						
Managers/Supervisors	399	438	429	426	421	421
Professional/Technical/Clerical	748	785	778	773	768	768
Operational Hourlies	32	32	32	32	32	32
Total Administration Headcount	1,179	1,255	1,239	1,231	1,221	1,221
Operations						
Managers/Supervisors	2,743	2,819	2,814	2,811	2,792	2,792
Professional/Technical/Clerical	508	581	579	578	576	576
Operational Hourlies	20,585	20,098	19,892	19,854	19,809	19,809
Total Operations Headcount	23,836	23,498	23,285	23,243	23,177	23,177
Maintenance						
Managers/Supervisors	3,973	3,952	3,951	3,925	3,895	3,906
Professional/Technical/Clerical	926	1,065	1,001	959	945	945
Operational Hourlies	17,523	17,268	17,227	17,227	17,100	17,199
Total Maintenance Headcount	22,422	22,285	22,179	22,111	21,940	22,050
Engineering / Capital						
Managers/Supervisors	308	364	331	317	303	303
Professional/Technical/Clerical	934	1,084	1,028	1,023	1,018	1,018
Operational Hourlies	2	2	2	2	2	2
Total Engineering Headcount	1,244	1,450	1,361	1,342	1,323	1,323
Public Safety						
Managers/Supervisors	257	270	269	269	269	269
Professional/Technical/Clerical	32	41	41	41	41	41
Operational Hourlies	343	341	329	329	329	329
Total Public Safety Headcount	632	652	639	639	639	639
Total Positions						
Managers/Supervisors	7,680	7,843	7,794	7,748	7,680	7,691
Professional/Technical/ Clerical	3,148	3,556	3,427	3,374	3,348	3,348
Operational Hourlies	38,485	37,741	37,482	37,444	37,272	37,371
Total Positions	49,313	49,140	48,703	48,566	48,300	48,410

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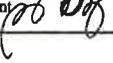
Staten Island Railway

Staff Summary

Subject SIR 2021 Budget and 2021 – 2024 Financial Plan Adoption
Department Office of Management & Budget
Department Head Name Aaron Stern
Department Head Signature 
Project Manager Name

Date December 2, 2020
Vendor Name NA
Contract Number NA
Contract Manager Name NA
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	TA Committee	12/16/20			
2	Finance Committee	12/16/20			
3	MTA Board	12/16/20			

Internal Approvals			
Order	Approval	Order	Approval
1	OMB – Director 		
2	CFO 		
3	President 		

Purpose

To secure MTA Board adoption of MTA Staten Island Railway’s 2020 November Forecast, 2021 Final Proposed Budget, and the Four-Year Financial Plan for 2021-2024.

Discussion

The COVID-19 pandemic has significantly reduced business activity and personal travel in the NYC region resulting in drastic transit ridership declines. In addition, the high cost of intensive daily cleaning and disinfecting of agency fleets and facilities is expected to continue for the duration of the plan period, adding to the overall baseline agency operating costs.

The 2021 Final Proposed Budget, which is consistent with information presented to the Board in November, provides sufficient funding to support MTA Staten Island Railway’s planned service levels, as well as MTA’s commitment to provide safe, reliable and efficient transportation service. The baseline projections that follow for MTA Staten Island Railway include several operational initiatives as summarized below. SIR projections do not include the estimated impacts from projected fare increases and MTA policy actions. These impacts are presented as part of MTA consolidated materials.

Operational Highlights:

1. The Plan includes a net unfavorable \$19.8 million in COVID-identified impacts over the five-year period comprised of reduced operating revenue of \$9.3 million and COVID-related incremental expenses of \$10.5 million. Receipts from the CARES Act, totaling \$23.3 million in 2020, helped cover the net cost of operating essential service through July 2020.
2. Currently, Staten Island Railway (SIR) does not have staff dedicated to training and must borrow New York City Transit (NYCT) track worker employees to conduct 377 classes annually on two shifts. With a dedicated staff of two instructors, SIR can perform more effective training for its MOW workforce.

3. Almost 90 percent of SIR's 28.6 miles of track and ties have exceeded its expected useful life. To prolong the longevity of track and ties that are not scheduled to be immediately replaced through the Capital Program, the Maintenance Spot Tie Replacement Program was initiated in 2020 with 20 positions to replace every third tie which will allow SIR to extend the life of the track and ties. The program was budgeted for just one year to provide for a progress review. Without an in-house repair Capital group to supplement capital contracts, as NYCT has, SIR is retaining the 20 non-reimbursable positions for 2021 to continue this track work.
4. Capital program work specifies 11 reimbursable positions (7 retained, 4 new) in 2021 for weekend shutdowns, including work train operators, flagmen, and pilots for on-track equipment in support of contractors performing capital work.

2020 November Forecast-Baseline

Total operating revenues are projected at \$27.8 million, including farebox revenues of \$2.4 million. Total operating expenses are projected to be \$68.1 million, consisting of labor costs of \$52.1 million and non-labor expenses of \$16.1 million. Non-cash depreciation expense is projected at \$12.0 million, GASB 75 other post-employment benefit expenses are projected at \$5.5 million and GASB 68 pension expenses are projected as a credit of \$0.1 million. After including favorable cash adjustments of \$17.4 million, the projected net cash deficit is \$40.3 million. Projected reimbursable expenses of \$7.0 million are fully offset by capital reimbursements. Total end-of-year positions are projected at 385, including 336 non-reimbursable positions and 49 reimbursable positions.

2021 Final Proposed Budget-Baseline

Total operating revenues are projected at \$5.8 million, including farebox revenues of \$3.4 million. Total operating expenses are projected to be \$66.0 million, consisting of labor costs of \$52.9 million and non-labor expenses of \$13.1 million. Non-cash depreciation expense is projected at \$12.0 million, GASB 75 other post-employment benefit expenses are projected at \$6.5 million, and GASB 68 pension expenses are projected as a credit of \$1.1 million. After including favorable cash adjustments of \$19.8 million, the projected net cash deficit is \$57.8 million. Projected reimbursable expenses of \$7.8 million are fully offset by capital reimbursements. Total end-of-year positions are projected at 389, including 336 non-reimbursable positions and 53 reimbursable positions.

Impact on Funding

The 2020 November Forecast, the 2021 Final Proposed Budget and the Four-Year Financial Plan for 2021-2024, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

Recommendation

It is recommended that the MTA Board adopt the 2020 November Forecast, the 2021 Final Proposed Budget and the Four-Year Financial Plan for 2021-2024 for MTA Staten Island Railway.

MTA STATEN ISLAND RAILWAY
November Financial Plan 2021 - 2024
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2019	November Forecast 2020	Final Proposed Budget 2021	2022	2023	2024
<u>Non-Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$6.662	\$2.362	\$3.400	\$5.445	\$6.619	\$6.667
Other Operating Revenue	2.705	25.412	2.386	2.391	2.398	2.719
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$9.366	\$27.774	\$5.786	\$7.836	\$9.017	\$9.386
Operating Expense						
<u>Labor:</u>						
Payroll	\$25.234	\$26.545	\$27.322	\$26.243	\$26.740	\$27.754
Overtime	2.986	3.238	2.416	2.002	2.023	2.401
Health and Welfare	6.158	6.588	7.670	7.382	7.743	8.115
OPEB Current Payments	2.292	2.723	2.802	2.949	3.094	3.245
Pension	7.244	8.838	8.682	8.298	8.342	8.226
Other Fringe Benefits	5.002	5.048	5.077	5.341	5.414	5.888
Reimbursable Overhead	(2.300)	(0.903)	(1.077)	(0.766)	(0.782)	(0.460)
Total Labor Expenses	\$46.615	\$52.077	\$52.892	\$51.449	\$52.575	\$55.167
<u>Non-Labor:</u>						
Electric Power	\$3.655	\$3.292	\$3.906	\$3.827	\$4.323	\$4.409
Fuel	0.291	0.225	0.216	0.227	0.236	0.245
Insurance	1.022	1.012	1.350	1.691	1.870	2.208
Claims	1.486	0.990	0.993	0.995	0.986	0.998
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.938	3.565	2.220	2.222	2.293	2.377
Professional Services Contracts	0.893	1.742	2.657	2.517	2.534	2.554
Materials and Supplies	2.487	3.271	1.745	1.737	1.206	1.218
Other Business Expenses	0.236	1.955	0.031	0.024	0.022	0.027
Total Non-Labor Expenses	\$11.009	\$16.052	\$13.118	\$13.240	\$13.470	\$14.036
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$57.624	\$68.129	\$66.009	\$64.689	\$66.045	\$69.203
Depreciation	\$11.630	\$12.000	\$12.000	\$12.000	\$17.500	\$17.500
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	5.784	5.500	6.500	4.700	4.900	5.100
GASB 68 Pension Expense Adjustment	0.291	(0.100)	(1.100)	(1.100)	(1.200)	(1.200)
Environmental Remediation	(0.109)	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$75.220	\$85.529	\$83.409	\$80.289	\$87.245	\$90.603
Net Surplus/(Deficit)	(\$65.854)	(\$57.755)	(\$77.623)	(\$72.452)	(\$78.229)	(\$81.217)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2021 - 2024
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2019	November Forecast 2020	Final Proposed Budget 2021	2022	2023	2024
Reimbursable						
Operating Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	5.399	6.985	7.802	6.292	6.401	4.686
Total Revenues	\$5.399	\$6.985	\$7.802	\$6.292	\$6.401	\$4.686
Operating Expense						
Labor:						
Payroll	\$0.886	\$3.897	\$4.174	\$3.525	\$3.597	\$2.639
Overtime	1.580	0.900	1.110	0.900	0.900	0.900
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.004	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	1.285	1.441	1.101	1.123	0.687
Reimbursable Overhead	2.302	0.903	1.077	0.766	0.782	0.460
Total Labor Expenses	\$4.772	\$6.985	\$7.802	\$6.292	\$6.401	\$4.686
Non-Labor:						
Electric Power	\$0.005	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.026	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.595	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.627	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Expense Adjustments:						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$5.399	\$6.985	\$7.802	\$6.292	\$6.401	\$4.686
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA STATEN ISLAND RAILWAY
November Financial Plan 2021 - 2024
Accrual Statement of Operations By Category
(\$ in millions)

	Actual 2019	November Forecast 2020	Final Proposed Budget 2021	2022	2023	2024
<u>Non-Reimbursable / Reimbursable</u>						
Operating Revenue						
Farebox Revenue	\$6.662	\$2.362	\$3.400	\$5.445	\$6.619	\$6.667
Other Operating Revenue	2.705	25.412	2.386	2.391	2.398	2.719
Capital and Other Reimbursements	5.399	6.985	7.802	6.292	6.401	4.686
Total Revenues	\$14.765	\$34.759	\$13.588	\$14.129	\$15.418	\$14.072
Operating Expense						
<u>Labor:</u>						
Payroll	\$26.120	\$30.442	\$31.496	\$29.768	\$30.337	\$30.393
Overtime	4.566	4.138	3.526	2.902	2.923	3.301
Health and Welfare	6.158	6.588	7.670	7.382	7.743	8.115
OPEB Current Payments	2.296	2.723	2.802	2.949	3.094	3.245
Pension	7.244	8.838	8.682	8.298	8.342	8.226
Other Fringe Benefits	5.002	6.333	6.518	6.442	6.537	6.575
Reimbursable Overhead	0.002	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$51.387	\$59.062	\$60.693	\$57.741	\$58.976	\$59.853
<u>Non-Labor:</u>						
Electric Power	\$3.661	\$3.292	\$3.906	\$3.827	\$4.323	\$4.409
Fuel	0.291	0.225	0.216	0.227	0.236	0.245
Insurance	1.022	1.012	1.350	1.691	1.870	2.208
Claims	1.486	0.990	0.993	0.995	0.986	0.998
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.938	3.565	2.220	2.222	2.293	2.377
Professional Services Contracts	0.920	1.742	2.657	2.517	2.534	2.554
Materials and Supplies	3.082	3.271	1.745	1.737	1.206	1.218
Other Business Expenses	0.236	1.955	0.031	0.024	0.022	0.027
Total Non-Labor Expenses	\$11.635	\$16.052	\$13.118	\$13.240	\$13.470	\$14.036
<u>Other Expense Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$63.022	\$75.114	\$73.811	\$70.981	\$72.447	\$73.889
Depreciation	\$11.630	\$12.000	\$12.000	\$12.000	\$17.500	\$17.500
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	5.784	5.500	6.500	4.700	4.900	5.100
GASB 68 Pension Expense Adjustment	0.291	(0.100)	(1.100)	(1.100)	(1.200)	(1.200)
Environmental Remediation	(0.109)	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$80.619	\$92.514	\$91.211	\$86.581	\$93.647	\$95.289
Net Surplus/(Deficit)	(\$65.854)	(\$57.755)	(\$77.623)	(\$72.452)	(\$78.229)	(\$81.217)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2021 - 2024
Cash Receipts and Expenditures
(\$ in millions)

	Actual 2019	November Forecast 2020	Final Proposed Budget 2021	2022	2023	2024
Cash Receipts and Expenditures						
Receipts						
Farebox Revenue	\$6.585	\$2.363	\$3.400	\$5.445	\$6.619	\$6.667
Other Operating Revenue	3.443	25.412	2.386	2.391	2.398	2.719
Capital and Other Reimbursements	5.469	6.984	7.802	6.293	6.401	4.686
Total Receipts	\$15.497	\$34.759	\$13.588	\$14.129	\$15.417	\$14.072
Expenditures						
Labor:						
Payroll	\$24.379	\$32.855	\$31.401	\$29.670	\$30.235	\$30.206
Overtime	4.059	4.138	3.526	2.902	2.923	3.301
Health and Welfare	8.515	6.588	7.670	7.382	7.743	8.115
OPEB Current Payments	0.870	2.723	2.802	2.949	3.094	3.245
Pension	7.202	8.838	8.682	8.298	8.342	8.226
Other Fringe Benefits	4.149	4.410	4.712	4.635	4.729	4.760
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
Total Labor Expenditures	\$49.174	\$59.551	\$58.793	\$55.835	\$57.066	\$57.852
Non-Labor:						
Electric Power	\$3.590	\$3.292	\$3.906	\$3.827	\$4.323	\$4.409
Fuel	0.272	0.225	0.217	0.226	0.236	0.245
Insurance	1.248	1.012	1.350	1.691	1.870	2.208
Claims	0.004	0.490	0.493	0.495	0.486	0.499
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.690	3.565	2.220	2.222	2.293	2.377
Professional Services Contracts	0.748	1.742	2.657	2.517	2.534	2.554
Materials and Supplies	4.212	3.272	1.745	1.737	1.207	1.218
Other Business Expenses	0.155	1.955	0.032	0.025	0.022	0.027
Total Non-Labor Expenditures	\$10.917	\$15.553	\$12.620	\$12.740	\$12.971	\$13.537
Other Expenditure Adjustments:						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$60.091	\$75.105	\$71.412	\$68.576	\$70.038	\$71.389
Net Cash Balance	(\$44.594)	(\$40.346)	(\$57.824)	(\$54.446)	(\$54.620)	(\$57.317)

MTA STATEN ISLAND RAILWAY
November Financial Plan 2021 - 2024
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	Actual 2019	November Forecast 2020	Final Proposed Budget 2021	2022	2023	2024
Cash Flow Adjustments						
Receipts						
Farebox Revenue	(\$0.077)	\$0.001	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.738	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.070	(0.001)	0.000	0.001	0.000	0.000
Total Receipts	\$0.732	\$0.000	\$0.001	\$0.001	(\$0.001)	\$0.000
Expenditures						
<u>Labor:</u>						
Payroll	\$1.741	(\$2.413)	\$0.095	\$0.099	\$0.102	\$0.187
Overtime	0.507	0.001	0.000	0.000	0.000	0.000
Health and Welfare	(2.357)	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	1.426	0.000	0.000	0.000	0.000	0.000
Pension	0.041	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.853	1.923	1.806	1.807	1.808	1.815
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.002	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$2.213	(\$0.490)	\$1.901	\$1.905	\$1.910	\$2.001
<u>Non-Labor:</u>						
Electric Power	\$0.071	\$0.000	0.000	\$0.000	\$0.000	\$0.000
Fuel	0.020	0.000	(0.001)	0.001	0.000	0.000
Insurance	(0.226)	0.000	0.000	0.000	0.000	0.000
Claims	1.483	0.500	0.500	0.500	0.500	0.499
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.248	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.172	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	(1.130)	(0.001)	0.000	0.000	(0.001)	0.000
Other Business Expenses	0.081	0.000	(0.001)	(0.001)	0.000	0.000
Total Non-Labor Expenditures	\$0.718	\$0.499	\$0.498	\$0.500	\$0.499	\$0.499
<u>Other Expenditure Adjustments:</u>						
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$2.932	\$0.009	\$2.399	\$2.406	\$2.409	\$2.501
Total Cash Conversion Adjustments before Depreciation	\$3.663	\$0.009	\$2.399	\$2.406	\$2.408	\$2.501
Depreciation	\$11.630	\$12.000	\$12.000	\$12.000	\$17.500	\$17.500
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	5.784	5.500	6.500	4.700	4.900	5.100
GASB 68 Pension Expense Adjustment	0.291	(0.100)	(1.100)	(1.100)	(1.200)	(1.200)
Environmental Remediation	(0.109)	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$21.260	\$17.409	\$19.799	\$18.006	\$23.608	\$23.901

MTA STATEN ISLAND RAILWAY
November Financial Plan 2021 - 2024
Ridership (Utilization) and Revenue
(in millions)

	Actual 2019	November Forecast 2020	Final Proposed Budget 2021	2022	2023	2024
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RIDERSHIP

Fixed Route	4.300	1.483	2.180	3.491	4.245	4.273
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FAREBOX REVENUE

Fixed Route Farebox Revenue	\$6.662	\$2.362	\$3.400	\$5.445	\$6.619	\$6.667
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Farebox Revenue	\$6.662	\$2.362	\$3.400	\$5.445	\$6.619	\$6.667
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MTA STATEN ISLAND RAILWAY
November Financial Plan 2021-2024
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2019 Actual	2020 November Forecast	2021 Final Proposed Budget	2022	2023	2024
Administration						
Executive	7	13	13	13	13	13
General Office	9	11	11	11	11	11
Purchasing/Stores	4	6	6	6	6	6
Total Administration	20	30	30	30	30	30
Operations						
Transportation	121	130	133	123	123	123
Maintenance						
Mechanical	51	53	53	53	53	53
Electronic/Electrical	19	15	15	15	15	15
Power/Signals	28	32	32	28	28	28
Maintenance of Way	79	83	84	67	67	55
Infrastructure	30	26	26	26	26	26
Total Maintenance	207	209	210	189	189	177
Engineering/Capital						
Capital Project Support	9	16	16	16	16	16
Public Safety						
Police	-					
Baseline Total Positions						
	357	385	389	358	358	346
Non-Reimbursable	329	336	336	305	305	293
Reimbursable	28	49	53	53	53	53
Total Full-Time	357	385	389	358	358	346
Total Full-Time Equivalents						

MTA STATEN ISLAND RAILWAY
November Financial Plan 2021 - 2024
Total Positions by Function and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION / OCCUPATIONAL GROUP	Actual 2019	November Forecast 2020	Final Proposed Budget 2021	2022	2023	2024
Administration						
Managers/Supervisors	10	16	16	16	16	16
Professional/Technical/Clerical	10	12	12	12	12	12
Operational Hourlies	0	2	2	2	2	2
Total Administration Headcount	20	30	30	30	30	30
Operations						
Managers/Supervisors	8	11	11	11	11	11
Professional/Technical/Clerical	1	3	3	3	3	3
Operational Hourlies	112	116	119	109	109	109
Total Operations Headcount	121	130	133	123	123	123
Maintenance						
Managers/Supervisors	26	17	17	14	14	14
Professional/Technical/Clerical	7	6	6	6	6	6
Operational Hourlies	174	186	187	169	169	157
Total Maintenance Headcount	207	209	210	189	189	177
Engineering / Capital						
Managers/Supervisors	3	3	3	3	3	3
Professional/Technical/Clerical	0	4	4	4	4	4
Operational Hourlies	6	9	9	9	9	9
Total Engineering Headcount	9	16	16	16	16	16
Public Safety						
Managers/Supervisors	0	0	0	0	0	0
Professional/Technical/Clerical	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0
Total Public Safety Headcount	0	0	0	0	0	0
Total Positions						
Managers/Supervisors	47	47	47	44	44	44
Professional/Technical/ Clerical	18	25	25	25	25	25
Operational Hourlies	292	313	317	289	289	277
Total Positions	357	385	389	358	358	346

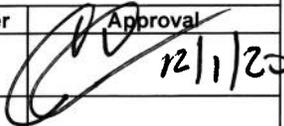
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MTA Bus

Subject MTA Bus 2021 Budget and 2021-2024 Financial Plan Adoption
Department Finance
Department Head Name Craig Cipriano
Department Head Signature 
Project Manager Name Daniel Hom, Acting

Date December 2, 2020
Vendor Name NA
Contract Number NA
Contract Manager Name NA
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	NYCT/MTA Bus	12/16/20			
2	Finance Committee	12/16/20	X		
3	MTA Board	12/16/20	X		

Internal Approvals			
Order	Approval	Order	Approval
1	President	X	 12/1/20

Purpose

To secure MTA Board adoption of MTA Bus Company's 2020 November Forecast, 2021 Final Proposed Budget, and the Four-Year Financial Plan for 2021-2024.

Discussion

The 2021 Final Proposed Budget, which is consistent with information presented to the Board in November, provides sufficient funding to support MTA Bus Company's planned service levels, as well as MTA's commitment to provide safe, secure, reliable, and cost-efficient transportation service to the metropolitan New York region. The baseline projections that follow for MTA Bus Company exclude certain items that are captured "below-the-line" in the MTA Consolidated Financial Plan, including fare increases and other MTA policy actions. The MTA is reimbursed by the City of New York for the operating deficits of MTA Bus Company (MTABC).

The 2021 Final Proposed Budget includes funding for new and enhanced investments as follows:

Key Programmatic Initiatives

- Juneteenth Holiday - New York State Executive Order recognized Juneteenth (June 19th), commemorating the end of slavery in the United States, as an official public holiday for state employees.

Additional Savings Action

MTA Bus Company has identified and begun implementing a program of significant Additional Savings Actions, which include reduced reliance on outside consultants and contractors, reduced non-service-related expenses, and reduced overtime. These reductions provide savings throughout the Plan period and are captured and presented as part of MTA Consolidated materials; savings will be reflected in Agency financials in the February Plan.

2020 November Forecast - Baseline

Total operating revenues are budgeted at \$426.6 million, including farebox revenues of \$73.2 million. Total non-reimbursable expenses before depreciation and GASB adjustments are budgeted to be \$887.5 million in 2020, consisting of labor costs of \$638.0 million and non-labor expenses of \$249.5 million. Non-cash depreciation expense is projected at \$54.3 million, GASB 75 OPEB expense adjustment is projected at \$58.1 million and GASB 68 Pension expense adjustment is projected at \$50.9 million. Projected reimbursable expenses of \$5.6 million are fully offset by capital reimbursements. The projected net cash deficit is \$435.9 million after Cash Flow Adjustments.

Total end-of-year positions are projected at 3,920 consisting of 3,882 non-reimbursable positions and 38 reimbursable positions.

2021 Final Proposed Budget - Baseline

Total operating revenues are budgeted at \$136.1 million, including farebox revenues of \$114.9 million. Total non-reimbursable expenses before depreciation and GASB adjustments are budgeted to be \$919.0 million in 2021, consisting of labor costs of \$659.5 million and non-labor expenses of \$259.4 million. Non-cash depreciation expense is projected at \$54.8 million, GASB 75 OPEB expense adjustment is projected at \$69.9 million and GASB 68 Pension expense adjustment is projected at \$44.0 million. Projected reimbursable expenses of \$5.6 million are fully offset by capital reimbursements.

The projected net cash deficit is \$772.6 million after Cash Flow Adjustments.

Total end-of-year positions are projected at 3,894 consisting of 3,856 non-reimbursable positions and 38 reimbursable positions.

Impact on Funding

The 2020 November Forecast, the 2021 Final Proposed Budget, and the Four-Year Financial Plan for 2021-2024, which are presented in the attached tables, are consistent with the proposed MTA Financial Plan.

Recommendation

It is recommended that the MTA Board adopt the 2020 November Forecast, the 2021 Final Proposed Budget, and the Four-Year Financial Plan for 2021-2024 for MTA Bus Company.

MTA BUS COMPANY
November Financial Plan 2021-2024
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE	Actual	November	Final Proposed			
	2019	Forecast	Budget	2022	2023	2024
		2020	2021			
Operating Revenue						
Farebox Revenue	\$224.812	\$73.191	\$114.901	\$183.908	\$223.671	\$225.374
Other Operating Revenue	17.247	353.436	21.193	22.040	22.183	23.764
Capital and Other Reimbursements	-	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$242.059	\$426.627	\$136.094	\$205.949	\$245.854	\$249.139
Operating Expenses						
<u>Labor:</u>						
Payroll	\$304.850	\$291.580	\$293.373	\$314.016	\$305.530	\$306.002
Overtime	76.722	84.808	99.797	101.000	101.044	101.891
Health and Welfare	88.184	94.426	100.176	104.679	108.965	113.428
OPEB Current Payment	27.364	24.271	25.751	26.910	28.013	29.162
Pensions	59.770	69.877	65.509	64.996	65.842	65.552
Other Fringe Benefits	60.889	73.899	75.827	78.731	77.898	78.029
Reimbursable Overhead	(2.652)	(0.897)	(0.906)	(0.935)	(0.932)	(0.930)
Total Labor Expenses	\$615.127	\$637.963	\$659.528	\$689.398	\$686.359	\$693.134
<u>Non-Labor:</u>						
Electric Power	\$1.843	\$1.519	\$1.677	\$1.672	\$1.720	\$1.780
Fuel	24.904	18.574	19.960	20.801	21.528	22.017
Insurance	4.614	5.809	7.035	8.733	10.084	12.078
Claims	78.784	74.245	76.099	77.992	79.909	81.829
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	31.166	43.035	48.557	44.841	42.660	43.803
Professional Service Contracts	28.241	46.176	41.367	42.379	41.895	41.965
Materials & Supplies	45.173	55.669	60.086	58.774	55.860	55.616
Other Business Expenses	3.835	4.510	4.647	5.015	5.097	5.131
Total Non-Labor Expenses	\$218.560	\$249.537	\$259.429	\$260.207	\$258.754	\$264.219
<u>Other Expenses Adjustments:</u>						
Other	-	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation & GAS	\$833.687	\$887.501	\$918.957	\$949.604	\$945.113	\$957.353
Depreciation	\$44.703	\$54.341	\$54.778	\$56.163	\$56.163	\$56.163
OPEB Liability Adjustment	0.000					
GASB 75 Pension Expense Adjustment		58.100	69.900	80.000	89.600	92.600
GASB 68 Pension Expense Adjustment	51.753	50.900	44.000	44.300	52.400	37.600
Environmental Remediation	1.664	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$931.807	\$1,050.842	\$1,087.635	\$1,130.067	\$1,143.276	\$1,143.716
Net Surplus/(Deficit)	(\$689.748)	(\$624.215)	(\$951.541)	(\$924.118)	(\$897.422)	(\$894.577)

MTA BUS COMPANY
November Financial Plan 2021-2024
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE						
	<u>Actual</u> <u>2019</u>	<u>November</u> <u>Forecast</u> <u>2020</u>	<u>Final Proposed</u> <u>Budget</u> <u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>
Revenue						
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	-	-	-	-	-	-
Capital and Other Reimbursements	6.071	5.554	5.644	5.823	5.815	5.809
Total Revenue	\$6.071	\$5.554	\$5.644	\$5.823	\$5.815	\$5.809
Expenses						
<u>Labor:</u>						
Payroll	\$3.518	\$2.268	\$2.230	\$2.301	\$2.297	\$2.294
Overtime	0.070	-	-	-	-	-
Health and Welfare	-	1.266	1.374	1.417	1.416	1.415
OPEB Current Payment	-	-	-	-	-	-
Pensions	-	-	-	-	-	-
Other Fringe Benefits	0.073	-	-	-	-	-
Reimbursable Overhead	2.350	0.897	0.906	0.935	0.932	0.930
Total Labor Expenses	\$6.011	\$4.431	\$4.510	\$4.653	\$4.645	\$4.640
<u>Non-Labor:</u>						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	0.000	0.000	0.000	0.000	0.000
Insurance	-	-	-	-	-	-
Claims	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	0.242	0.244	0.252	0.252	0.252
Professional Service Contracts	0.060	-	-	-	-	-
Materials & Supplies	-	0.881	0.890	0.918	0.918	0.918
Other Business Expenses	-	-	-	-	-	-
Total Non-Labor Expenses	\$0.060	\$1.123	\$1.134	\$1.170	\$1.170	\$1.170
<u>Other Expenses Adjustments:</u>						
Other	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation & GAS	\$6.071	\$5.554	\$5.644	\$5.823	\$5.815	\$5.810
Depreciation	-	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$6.071	\$5.554	\$5.644	\$5.823	\$5.815	\$5.810
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BUS COMPANY
November Financial Plan 2021-2024
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE	Actual 2019	November Forecast 2020	Final Proposed Budget 2021	2022	2023	2024
Revenue						
Farebox Revenue	\$224.812	\$73.191	\$114.901	\$183.908	\$223.671	\$225.374
Other Operating Revenue	17.247	353.436	21.193	22.040	22.183	23.764
Capital and Other Reimbursements	6.071	5.554	5.644	5.823	5.815	5.809
Total Revenue	\$248.130	\$432.181	\$141.738	\$211.771	\$251.669	\$254.948
Expenses						
<u>Labor:</u>						
Payroll	\$308.368	\$293.848	\$295.603	\$316.317	\$307.827	\$308.296
Overtime	76.792	84.808	99.797	101.000	101.044	101.891
Health and Welfare	88.184	95.692	101.550	106.096	110.381	114.843
OPEB Current Payment	27.364	24.271	25.751	26.910	28.013	29.162
Pensions	59.770	69.877	65.509	64.996	65.842	65.552
Other Fringe Benefits	60.962	73.899	75.827	78.731	77.898	78.029
Reimbursable Overhead	(0.302)	0.000	(0.000)	(0.000)	0.000	0.000
Total Labor Expenses	\$621.138	\$642.394	\$664.037	\$694.051	\$691.005	\$697.774
<u>Non-Labor:</u>						
Electric Power	\$1.843	\$1.519	\$1.677	\$1.672	\$1.720	\$1.780
Fuel	24.904	18.574	19.960	20.801	21.528	22.017
Insurance	4.614	5.809	7.035	8.733	10.084	12.078
Claims	78.784	74.245	76.099	77.992	79.909	81.829
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	31.166	43.277	48.801	45.093	42.912	44.055
Professional Service Contracts	28.301	46.176	41.367	42.379	41.895	41.965
Materials & Supplies	45.173	56.550	60.976	59.692	56.778	56.534
Other Business Expenses	3.835	4.510	4.647	5.015	5.097	5.131
Total Non-Labor Expenses	\$218.620	\$250.660	\$260.563	\$261.377	\$259.924	\$265.389
<u>Other Expenses Adjustments:</u>						
Other	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation & GAS	\$839.758	\$893.055	\$924.601	\$955.427	\$950.929	\$963.162
Depreciation	\$44.703	\$54.341	\$54.778	\$56.163	\$56.163	\$56.163
OPEB Liability Adjustment	-	0.000	0.000	0.000	0.000	0.000
GASB 75 Pension Expense Adjustment	-	58.100	69.900	80.000	89.600	92.600
GASB 68 Pension Expense Adjustment	51.753	50.900	44.000	44.300	52.400	37.600
Environmental Remediation	1.664	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$937.878	\$1,056.396	\$1,093.279	\$1,135.890	\$1,149.091	\$1,149.525
Net Surplus/(Deficit)	(\$689.748)	(\$624.215)	(\$951.541)	(\$924.118)	(\$897.423)	(\$894.577)

MTA BUS COMPANY
November Financial Plan 2021-2024
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES						
	Actual	November	Final Proposed			
	2019	Forecast	Budget	2022	2023	2024
		2020	2021			
Receipts						
Farebox Revenue	\$226.465	\$73.191	\$114.901	\$183.908	\$223.671	\$225.374
Other Operating Revenue	15.282	353.436	21.193	22.040	22.183	23.764
Capital and Other Reimbursements	6.071	10.930	11.006	11.393	11.315	11.309
Total Receipts	\$247.819	\$437.557	\$147.100	\$217.341	\$257.168	\$260.448
Expenditures						
<u>Labor:</u>						
Payroll	\$304.566	\$295.386	\$295.197	\$315.898	\$307.408	\$307.877
Overtime	76.793	\$84.808	\$99.797	\$101.000	\$101.045	\$101.891
Health and Welfare	87.786	\$95.693	\$101.550	\$106.097	\$110.382	\$114.844
OPEB Current Payment	25.136	\$24.271	\$25.751	\$26.910	\$28.013	\$29.162
Pensions	59.773	\$70.203	\$65.333	\$64.815	\$65.660	\$65.371
Other Fringe Benefits	58.511	\$58.722	\$60.648	\$63.547	\$62.714	\$62.845
GASB Account	-	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Reimbursable Overhead	-	\$0.000	(\$0.000)	(\$0.000)	\$0.000	\$0.000
Total Labor Expenditures	\$612.565	\$629.082	\$648.276	\$678.267	\$675.221	\$681.990
<u>Non-Labor:</u>						
Electric Power	\$1.707	\$1.519	\$1.677	\$1.672	\$1.720	\$1.780
Fuel	24.663	17.151	19.961	20.802	21.529	22.017
Insurance	10.209	7.807	7.035	8.733	10.084	12.078
Claims	44.760	36.059	36.995	37.878	38.915	39.954
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	41.196	50.888	48.802	45.093	42.913	44.055
Professional Service Contracts	30.505	62.376	41.367	42.380	41.895	41.965
Materials & Supplies	46.479	63.808	60.976	59.692	56.777	56.534
Other Business Expenses	3.762	4.760	4.647	5.015	5.098	5.132
Total Non-Labor Expenditures	\$203.282	\$244.368	\$221.461	\$221.263	\$218.930	\$223.514
<u>Other Expenditure Adjustments:</u>						
Other		0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$815.847	\$873.451	\$869.737	\$899.530	\$894.151	\$905.504
Net Cash Surplus/(Deficit)	(\$568.028)	(\$435.893)	(\$722.637)	(\$682.189)	(\$636.982)	(\$645.056)
		(\$435.893)	(\$722.637)	(\$682.189)	(\$636.982)	(\$645.056)
		\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BUS COMPANY
November Financial Plan 2021-2024
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS						
	<u>Actual</u> <u>2019</u>	<u>November</u> <u>Forecast</u> <u>2020</u>	<u>Final Proposed</u> <u>Budget</u> <u>2021</u>	<u>2022</u>	<u>2023</u>	<u>2024</u>
Receipts						
Farebox Revenue	\$1.653	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	(1.965)	0.000	0.000	(0.000)	(0.000)	(0.000)
Capital and Other Reimbursements	0.000	5.376	5.362	5.570	5.500	5.500
Total Receipts	(\$0.311)	\$5.376	\$5.362	\$5.570	\$5.500	\$5.500
Expenditures						
<u>Labor:</u>						
Payroll	\$3.802	(\$1.538)	\$0.406	\$0.419	\$0.419	\$0.419
Overtime	(0.001)	0.000	0.000	(0.000)	(0.000)	(0.000)
Health and Welfare	0.398	(0.001)	0.000	(0.001)	(0.001)	(0.001)
OPEB Current Payment	2.228	0.000	0.000	0.000	0.000	0.000
Pensions	(0.003)	(0.326)	0.176	0.181	0.181	0.181
Other Fringe Benefits	2.451	15.177	15.179	15.184	15.184	15.184
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(0.302)	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$8.573	\$13.312	\$15.761	\$15.784	\$15.784	\$15.784
<u>Non-Labor:</u>						
Electric Power	\$0.136	\$0.000	\$0.000	(\$0.000)	(\$0.000)	(\$0.000)
Fuel	0.241	1.423	(0.001)	(0.000)	(0.000)	(0.000)
Insurance	(5.595)	(1.998)	0.000	0.000	0.000	0.000
Claims	34.024	38.186	39.105	40.114	40.994	41.875
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(10.030)	(7.611)	(0.001)	(0.000)	(0.000)	0.000
Professional Service Contracts	(2.204)	(16.200)	0.000	(0.000)	(0.000)	(0.000)
Materials & Supplies	(1.306)	(7.258)	0.000	0.001	0.001	0.001
Other Business Expenditures	0.073	(0.250)	0.000	(0.000)	(0.000)	(0.000)
Total Non-Labor Expenditures	\$15.338	\$6.292	\$39.103	\$40.113	\$40.994	\$41.875
<u>Other Expenditures Adjustments:</u>						
Other	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before	\$23.600	\$24.980	\$60.226	\$61.467	\$62.278	\$63.159
Depreciation Adjustment	\$44.703	\$54.341	\$54.778	\$56.163	\$56.163	\$56.163
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 Pension Expense Adjustment	0.000	58.100	69.900	80.000	89.600	92.600
GASB 68 Pension Expense Adjustment	51.753	50.900	44.000	44.300	52.400	37.600
Environmental Remediation	1.664	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$121.720	\$188.321	\$228.904	\$241.930	\$260.440	\$249.521

MTA BUS COMPANY
November Financial Plan 2021-2024
Ridership/(Utilization)
(in millions)

	November	Final Proposed			
Actual	Forecast	Budget			
2019	2020	2021	2022	2023	2024

RIDERSHIP

Fixed Route	120.432	36.594	60.968	97.687	118.870	119.733
Baseline Total Ridership	120.432	36.594	60.968	97.687	118.870	119.733

FAREBOX REVENUE

Fixed Route	\$224.812	\$73.191	\$114.901	\$183.908	\$223.671	\$225.374
Baseline Total Revenue	\$224.812	\$73.191	\$114.901	\$183.908	\$223.671	\$225.374

BTL Adjustment

MTA BUS COMPANY
November Financial Plan 2021-2024
Total Positions by Function & Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	November Forecast 2020	Final Proposed Budget 2021	2022	2023	2024
Administration					
Office of the EVP	3	3	3	3	3
Human Resources	17	17	17	17	17
Office of Management and Budget	14	14	14	14	14
Materiel	15	15	15	15	15
Controller	18	18	18	18	18
Office of the President	4	4	4	4	4
System Safety Administration	0	0	0	0	0
Law	20	20	20	20	20
Strategic Office	19	19	19	19	19
Non Departmental	3	4	9	3	3
Total Administration	113	114	119	113	113
Operations					
Buses	2,328	2,328	2,328	2,328	2,328
Office of the Executive Vice President, Regional	6	6	6	6	6
Safety & Training	68	68	68	68	68
Road Operations	141	141	141	141	141
Transportation Support	25	25	25	25	25
Operations Planning	34	34	34	33	33
Revenue Control	6	6	6	6	6
Total Operations	2,608	2,608	2,608	2,607	2,607
Maintenance					
Buses	731	731	731	731	731
Maintenance Support/CMF	233	208	333	225	225
Facilities	83	81	81	81	81
Supply Logistics	104	104	104	104	104
Total Maintenance	1,151	1,124	1,249	1,141	1,141
Engineering/Capital					
Capital Program Management	35	35	35	35	35
Public Safety					
Office of the Senior Vice President	13	13	13	13	13
Total Positions	3,920	3,894	4,024	3,909	3,909
Non-Reimbursable	3,882	3,856	3,986	3,871	3,871
Reimbursable	38	38	38	38	38
Total Full-Time	3,902	3,876	4,006	3,891	3,891
Total Full-Time Equivalents	18	18	18	18	18

MTA BUS COMPANY
November Financial Plan 2021-2024
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	Actual	November	Final Proposed			
	2019	Forecast 2020	Budget 2021	2022	2023	2024
Administration						
Managers/Supervisors	43	46	46	46	46	46
Professional, Technical, Clerical	66	64	64	64	64	64
Operational Hourlies	0	3	4	9	3	3
Total Administration	109	113	114	119	113	113
Operations						
Managers/Supervisors	316	319	319	319	318	318
Professional, Technical, Clerical	48	45	45	45	45	45
Operational Hourlies	2,227	2,244	2,244	2,244	2,244	2,244
Total Operations	2,591	2,608	2,608	2,608	2,607	2,607
Maintenance						
Managers/Supervisors	238	241	241	241	241	241
Professional, Technical, Clerical	36	37	35	35	35	35
Operational Hourlies	877	873	848	973	865	865
Total Maintenance	1,151	1,151	1,124	1,249	1,141	1,141
Engineering/Capital						
Managers/Supervisors	15	21	21	21	21	21
Professional, Technical, Clerical	11	14	14	14	14	14
Operational Hourlies	0	0	0	0	0	0
Total Engineering/Capital	26	35	35	35	35	35
Public Safety						
Managers/Supervisors	6	8	8	8	8	8
Professional, Technical, Clerical	6	5	5	5	5	5
Operational Hourlies	0	0	0	0	0	0
Total Public Safety	12	13	13	13	13	13
Total Positions						
Managers/Supervisors	618	635	635	635	634	634
Professional, Technical, Clerical	167	165	163	163	163	163
Operational Hourlies	3,104	3,120	3,096	3,226	3,112	3,112
Total Baseline Positions	3,889	3,920	3,894	4,024	3,909	3,909
	0	0	0	0	0	0

New York City Transit NYCT

EEO Report – 3rd Quarter 2020

December 16, 2020



Executive Summary

■ EEO

As of **September 30, 2020**, NYCT workforce included 49,559 total employees. This represents a 1% decrease from the third quarter 2019 (3Q19).

- Females represent 19% (9,263) of our workforce and remained constant when compared to 3Q19 due to no significant change in the proportion of the hires and separations of male and female employees.
- Females were hired above their current representation possibly due to recruitment outreach efforts targeting females.
- Minorities represent 79% (39,251) of our workforce, and remained constant compared to 3Q19. While there was a slight decrease in the raw numbers, there was no significant change in the proportion of the workforce population.
- Minorities were hired above their current representation due to ongoing yet limited hiring in the critical operating vacancies that were filled.



Executive Summary

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

Females:

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

Minorities:

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



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

Executive Summary

■ Diversity Initiatives to increase representation

- Initiatives taken to address underrepresented females and minorities
 - **Females** – Disseminated Monthly Notices of Examination (NOE) and Job Vacancy Notices (JVN) to *Empowering Women in Transit*, a Transit Employee Group (TEG), colleges and universities, the NYS Department of Labor and Women In Need (Buses).
 - **Minorities** – Disseminated monthly NOE's to Transit TEG officers, the NYC Department of Education vocational high school work-based learning coordinators, NYC Catholic Charities, the Chinese Chamber of Commerce and to *Halawai.org*, a non-profit that supports shared interests in Hawaiian and Other Pacific Islander culture.
- Initiatives to increase representation of veterans and persons with disabilities
 - **Veterans** – Collaborated with MTA Director of Veteran's Recruitment and the BSC to create a channel for the Military Spouse Employment Program (MSEP) to electronically upload MTA job postings to their employment portal.
 - **Persons with Disabilities** - Developed an MTA employment search and Civil Service examinations process presentation to support jobseekers with disabilities. Participated in NYU Langone Rusk Institute *Business Advisory Council* meetings and conducted a resume & interview training for the Helen Keller School. To increase accessibility and promote a more inclusive workplace, NYCT has redesigned our intranet webpage and continued to encourage employees to update personal information, including the voluntary self-identification of disability status.



NYCT

Workforce

as of September 30, 2020



Definitions of EEO Job Categories

Officials & Administrators

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

Professionals

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

Technicians

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

Protective Services

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

Paraprofessionals

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

Administrative Support

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

Skilled Craft

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

Service Maintenance

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



NYCT Workforce

JOB CATEGORY	TOTAL ¹		Minorities		WHITES		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		2+ RACES		VETERANS		PWD	
	#	%	#	%	#	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	2,262		1398	62%	864	38%	696	31%	268	12%	306	14%	7	0%	2	0%	119	5%	103	5%	54	2%
F	533	24%	402	18%	131	6%	265	12%	53	2%	57	3%	0	0%	0	0%	27	1%	5	5%	17	31%
M	1,729	76%	996	44%	733	32%	431	19%	215	10%	249	11%	7	0%	2	0%	92	4%	98	95%	37	69%
Professionals	2,494		1819	73%	675	27%	773	31%	255	10%	667	27%	4	0%	0	0%	120	5%	33	1%	48	2%
F	968	39%	780	31%	188	8%	416	17%	125	5%	185	7%	2	0%	0	0%	52	2%	6	18%	23	48%
M	1,526	61%	1039	42%	487	20%	357	14%	130	5%	482	19%	2	0%	0	0%	68	3%	27	82%	25	52%
Technicians	158		116	73%	42	27%	67	42%	18	11%	23	15%	0	0%	0	0%	8	5%	5	3%	4	3%
F	58	37%	46	29%	12	8%	34	22%	7	4%	4	3%	0	0%	0	0%	1	1%	0	0%	1	25%
M	100	63%	70	44%	30	19%	33	21%	11	7%	19	12%	0	0%	0	0%	7	4%	5	100%	3	75%
Protective Services	866		726	84%	140	16%	417	48%	231	27%	53	6%	0	0%	1	0%	24	3%	57	7%	2	0%
F	137	16%	127	15%	10	1%	94	11%	26	3%	1	0%	0	0%	0	0%	6	1%	7	12%	0	0%
M	729	84%	599	69%	130	15%	323	37%	205	24%	52	6%	0	0%	1	0%	18	2%	50	88%	2	0%
Paraprofessionals	52		47	90%	5	10%	28	54%	12	23%	4	8%	0	0%	0	0%	3	6%	0	0%	0	0%
F	33	63%	31	60%	2	4%	17	33%	9	17%	2	4%	0	0%	0	0%	3	6%	0	0%	0	0%
M	19	37%	16	31%	3	6%	11	21%	3	6%	2	4%	0	0%	0	0%	0	0%	0	0%	0	0%
Administrative Support	4,129		3732	90%	397	10%	2,268	55%	543	13%	785	19%	12	0%	3	0%	121	3%	33	1%	19	0%
F	1,979	48%	1874	45%	105	3%	1,427	35%	254	6%	123	3%	7	0%	2	0%	61	1%	13	39%	10	53%
M	2,150	52%	1858	45%	292	7%	841	20%	289	7%	662	16%	5	0%	1	0%	60	1%	20	61%	9	47%
Skilled Craft	18,804		13132	70%	5,672	30%	7,034	37%	2,551	14%	2,859	15%	57	0%	7	0%	624	3%	295	2%	31	0%
F	1,031	5%	970	5%	61	0%	757	4%	146	1%	30	0%	4	0%	1	0%	32	0%	11	4%	2	6%
M	17,773	95%	12162	65%	5,611	30%	6,277	33%	2,405	13%	2,829	15%	53	0%	6	0%	592	3%	284	96%	29	94%
Service Maintenance	20,794		18281	88%	2,513	12%	11,654	56%	4,790	23%	1,278	6%	36	0%	3	0%	520	3%	246	1%	25	0%
F	4,524	22%	4356	21%	168	1%	3,312	16%	869	4%	64	0%	6	0%	0	0%	105	1%	19	8%	1	4%
M	16,270	78%	13925	67%	2,345	11%	8,342	40%	3,921	19%	1,214	6%	30	0%	3	0%	415	2%	227	92%	24	96%
Total	49,559		39,251	79%	10,308	21%	22,937	46%	8,668	17%	5,975	12%	116	0%	16	0%	1,539	3%	772	2%	183	0%

*American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

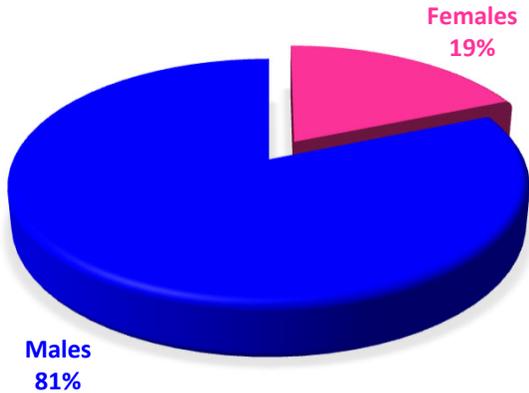
*** Headcount indicates employees who self-identify as persons with disabilities

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

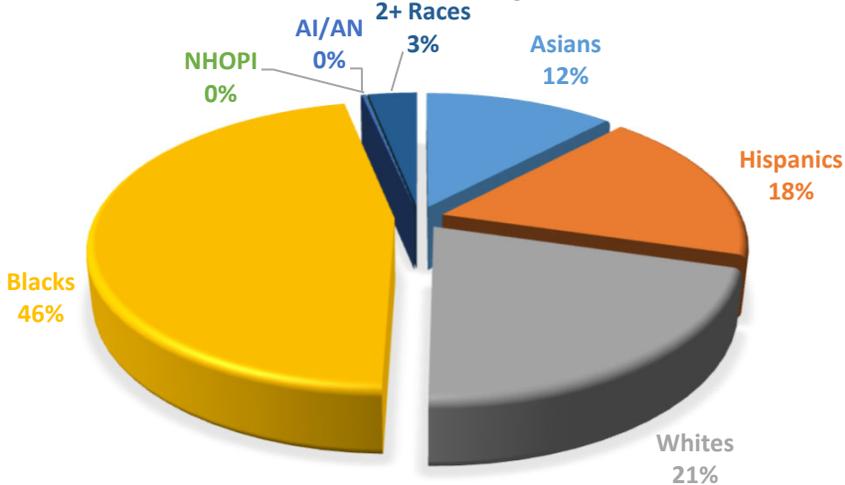


NYCT Workforce

WORKFORCE BY GENDER



WORKFORCE BY RACE/ETHNICITY



NYCT workforce consists of **49,559** employees

- ❑ **18.69%** females, **79.20%** minorities, **1.56%** veterans and **0.37%** persons with disabilities
- ❑ The percentage of females **remained constant** when compared to 3Q19
- ❑ The percentage of minorities **remained constant** as it relates to race and ethnicity when compared to 3Q19.



Underutilization Analysis Overview

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

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



NYCT Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN		NHOPI		2+ RACES		WHITES	
		Est Avail	Actual %												
Officials & Administrators	F	6%	12%	2%	2%	1%	3%	0%	0%	0%	0%	0%	1%	9%	6%
	M	15%	19%	8%	10%	8%	11%	0%	0%	0%	0%	1%	4%		
Professionals	F	6%	17%	4%	5%	4%	7%	0%	0%	0%	0%	0%	2%	19%	8%
	M	7%	14%	5%	5%	8%	19%	0%	0%	0%	0%	1%	3%		
Technicians	F	3%	22%	5%	4%	4%	3%	0%	0%	0%	0%	0%	1%	19%	8%
	M	6%	21%	5%	7%	6%	12%	0%	0%	0%	0%	0%	4%		
Protective Services	F	8%	11%	3%	3%	1%	0%	0%	0%	0%	0%	0%	1%	3%	1%
	M	26%	37%	15%	24%	3%	6%	0%	0%	0%	0%	0%	2%		
Paraprofessionals	F	5%	33%	5%	17%	2%	4%	0%	0%	0%	0%	0%	6%	16%	4%
	M	2%	21%	1%	6%	1%	4%	0%	0%	0%	0%	0%	0%		
Administrative Support	F	15%	35%	16%	6%	7%	3%	0%	0%	0%	0%	0%	1%	16%	3%
	M	6%	20%	8%	7%	4%	16%	0%	0%	0%	0%	0%	1%		
Skilled Craft	F	4%	4%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
	M	20%	33%	17%	13%	8%	15%	0%	0%	0%	0%	1%	3%		
Service Maintenance	F	5%	16%	9%	4%	2%	0%	0%	0%	0%	0%	0%	1%	3%	1%
	M	16%	40%	28%	19%	4%	6%	0%	0%	0%	0%	0%	2%		

*American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

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



NYCT

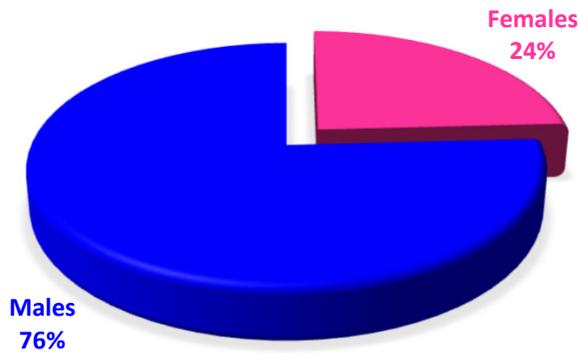
New Hires and Veterans

January 1, 2020 – September 30, 2020

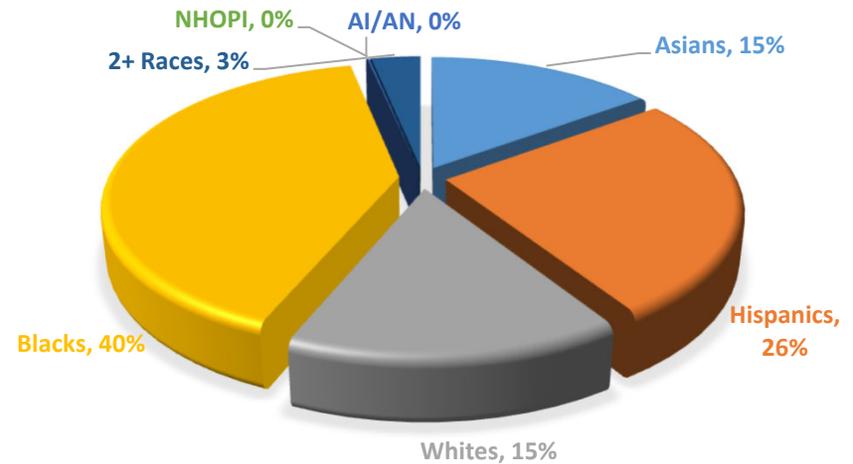


NYCT New Hires and Veterans

NEW HIRES BY GENDER



NEW HIRES BY RACE/ETHNICITY



- We added **861** employees including **15** veterans and **1** persons with disabilities
- ❑ **24.16%** females of which **0.00%** were female veterans and **0.48%** were female persons with disabilities.
 - ❑ Female hires were above their current representation in the workforce
 - ❑ **84.55%** minorities of which **1.79%** were minority veterans and **0.00%** were minority persons with disabilities.
 - ❑ The share of Minority hires was greater than their current representation in the workforce



NYCT

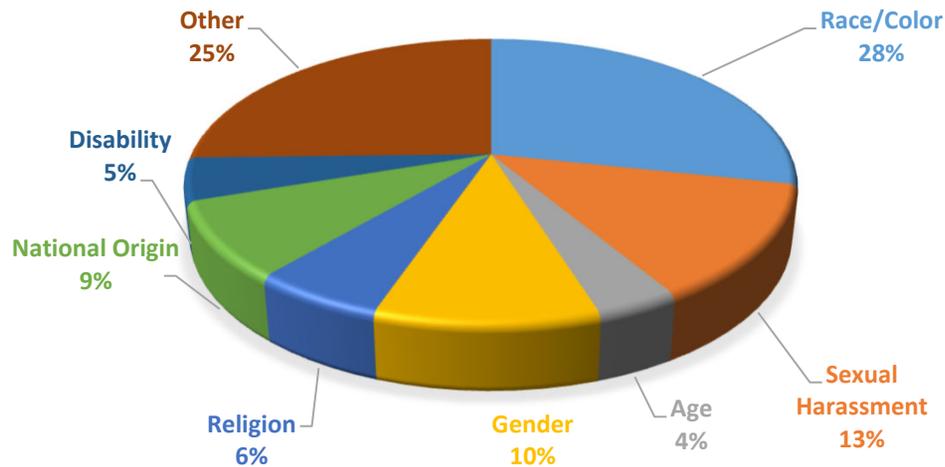
Complaints and Lawsuits

January 1, 2020 – September 30, 2020

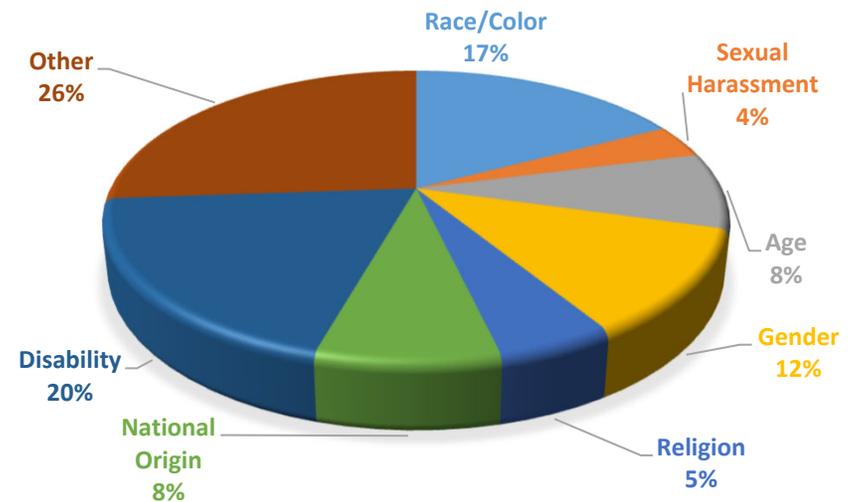


NYCT Internal/External EEO Complaints and Lawsuits

INTERNAL EEO COMPLAINTS



EXTERNAL EEO COMPLAINTS



NYCT handled **240** EEO complaints, citing **540** separate allegations, and **75** lawsuits

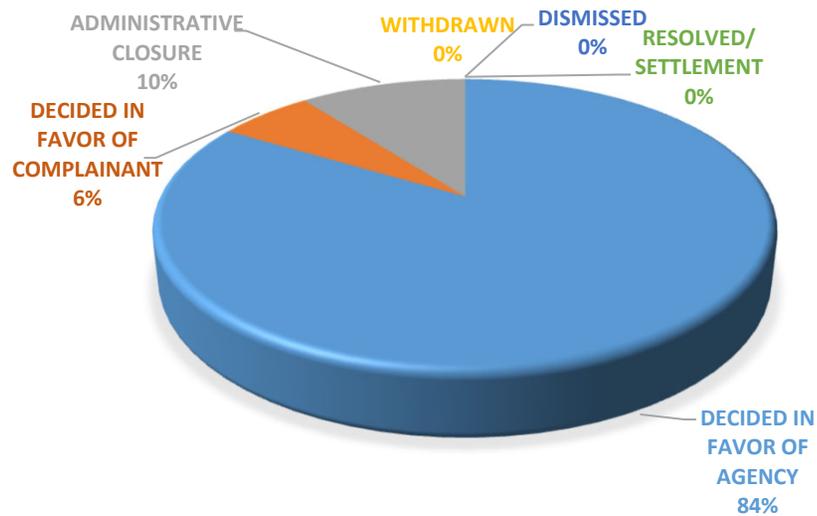
- **115** internal complaints
- **125** external complaints
- The most frequently cited basis internally was race/color and externally was disability

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

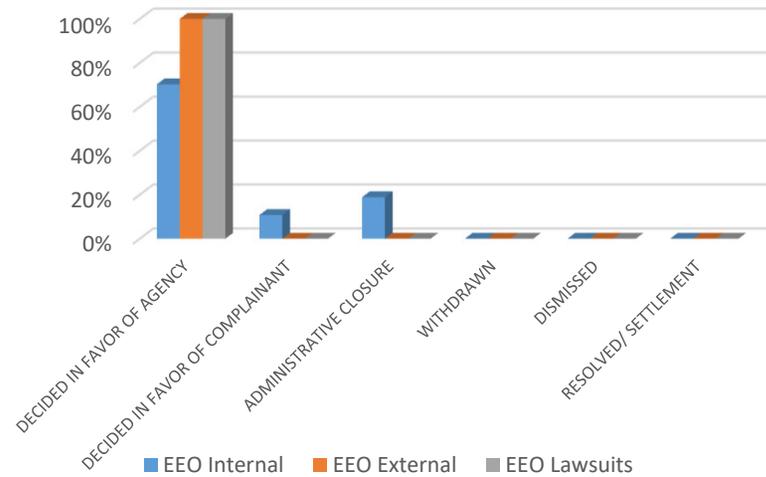


NYCT EEO Complaints and Lawsuits Dispositions

OVERALL EEO COMPLAINTS AND LAWSUITS DISPOSITIONS



EEO COMPLAINTS AND LAWSUITS DISPOSITIONS

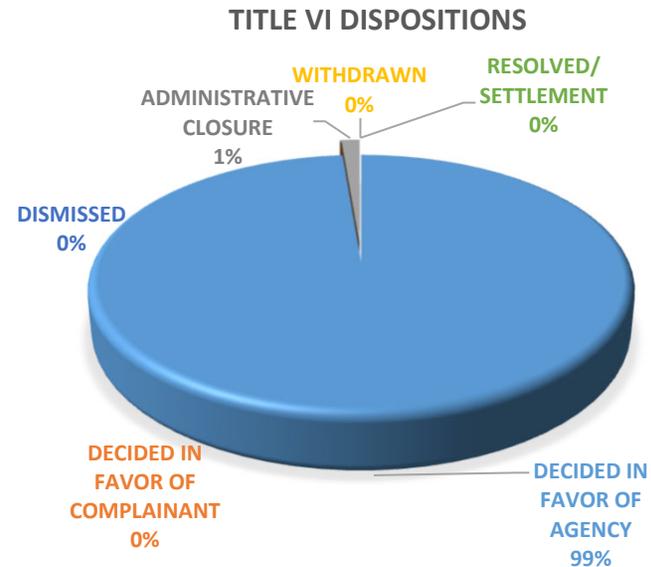
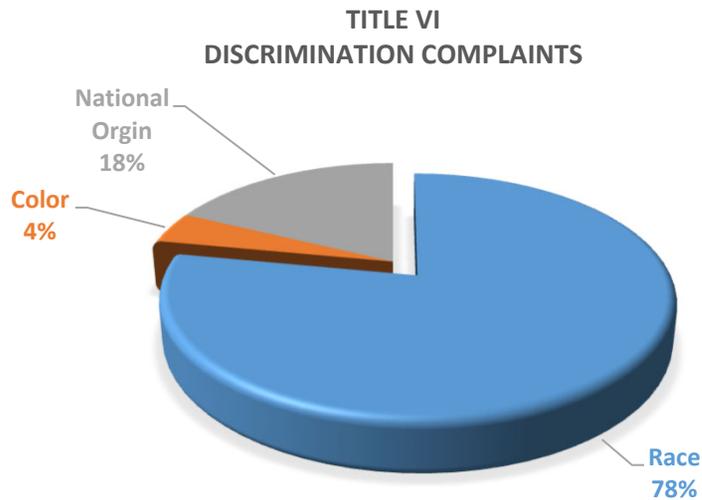


NYCT disposed **61** EEO complaints and **5** EEO lawsuits

- ❑ **84%** complaints decided in favor of the agency
- ❑ **6%** complaints decided in favor of the complainant
- ❑ **10%** complaints were administrative closures



NYCT Title VI Discrimination Complaints, Lawsuits and Dispositions



NYCT handled **108** Title VI complaints, citing **118** separate allegations and no Title VI lawsuits. Agency disposed of **77** complaints and no lawsuits

- ❑ **99%** complaints/lawsuits decided in favor of the agency
- ❑ **1%** complaints/lawsuits were administrative closures
- ❑ **0%** complaints/lawsuits were resolved/settled
- ❑ **0%** complaints/lawsuits decided in favor of the complainant



MTA Bus Company MTABC

EEO Report – 3rd Quarter 2020

December, 2020



Executive Summary

■ EEO

As of **September 30, 2020**, MTA Bus's workforce included 4,005 total employees. This represents a decrease of 123 employees from the third quarter 2019 (3Q19) workforce.

- Females representation of 13% (507) is unchanged when compared to 3Q19.
- Females were hired above their current representation.
- Minorities representation of 81% (3,233) increased 1% when compared to 3Q19.
- Minorities were hired above their current representation.



Executive Summary

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

Females:

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

Minorities:

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

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



Executive Summary

■ Diversity Initiatives to increasing representation

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

- Women in Need Bus Operator Informational Session
- Catalyst Group Career Fair
- Connected Facilities colleagues with Bronx Design Academy to review their Carpentry curriculum
- Conducted mock interview sessions with NJ Institute of Technology students
- Participated in an Interview and Resume Writing workshop for people with disabilities at NYU's Rusk Institute



MTABC

Workforce
as of September 30, 2020



Definitions of EEO Job Categories

Officials & Administrators

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

Professionals

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

Technicians

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

Protective Services

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

Paraprofessionals

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

Administrative Support

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

Skilled Craft

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

Service Maintenance

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



MTABC Workforce

JOB CATEGORY	TOTAL		Minorities			WHITES			BLACKS			HISPANICS			ASIANS			AI/AN*			NHOP1**			2+ RACES			VETERANS			PWD***		
	#	%	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %
Officials & Administrators	229		135	59%		94	41%		60	26%		32	14%		29	13%		0	0%		0	0%		14	6%		15	7%		9	4%	
F	52	23%	41	18%	15%	11	5%	5%	23	10%	2%	6	3%	2%	8	3%	0%	0	0%	0%	0	0%	1%	4	2%	1%	0	0%	0	0	0%	
M	177	77%	94	41%	36%	83	36%	6%	37	16%	6%	26	11%	5%	21	9%	0%	0	0%	0%	0	0%	2%	10	4%	1%	15	100%	9	100%		
Professionals	119		93	78%		26	22%		38	32%		17	14%		30	25%		0	0%		0	0%		8	7%		4	3%		4	3%	
F	55	46%	47	39%	15%	8	7%	7%	22	18%	5%	12	10%	4%	10	8%	0%	0	0%	0%	0	0%	1%	3	3%	2%	3	75%	2	50%		
M	64	54%	46	39%	30%	18	15%	5%	16	13%	4%	5	4%	7%	20	17%	0%	0	0%	0%	0	0%	1%	5	4%	1%	1	25%	2	50%		
Technicians	12		5	42%		7	58%		1	8%		2	17%		1	8%		0	0%		0	0%		1	8%		0	0%		0	0%	
F	7	58%	3	25%	32%	4	33%	5%	1	8%	11%	2	17%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0	0	0%	
M	5	42%	2	17%	21%	3	25%	0%	0	0%	0%	0	0%	5%	1	8%	0%	0	0%	0%	0	0%	5%	1	8%	5%	0	0%	0	0%		
Protective Services	6		5	83%		1	17%		3	50%		2	33%		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%	
F	2	33%	1	17%	3%	1	17%	9%	0	0%	4%	1	17%	1%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0	0	0%	
M	4	67%	4	67%	17%	0	0%	27%	3	50%	16%	1	17%	4%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	13%	0	0%	0	0%		
Paraprofessionals	0		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%	
F	0	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0	0	0%	
M	0	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0	0	0%	
Administrative Support	90		67	74%		23	26%		29	32%		12	13%		16	18%		0	0%		0	0%		10	11%		2	2%		3	3%	
F	28	31%	25	28%	6%	3	3%	7%	12	13%	5%	8	9%	1%	2	2%	0%	0	0%	0%	0	0%	1%	3	3%	2%	1	50%	2	67%		
M	62	69%	42	47%	16%	20	22%	21%	17	19%	9%	4	4%	8%	14	16%	0%	0	0%	0%	0	0%	5%	7	8%	5%	1	50%	1	33%		
Skilled Craft	704		488	69%		216	31%		240	34%		105	15%		84	12%		2	0%		6	1%		51	7%		13	2%		4	1%	
F	3	0%	2	0%	1%	1	0%	1%	2	0%	1%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	1	8%	0	0	0%	
M	701	100%	486	69%	25%	215	31%	25%	238	34%	12%	105	15%	9%	84	12%	0%	2	0%	1%	6	1%	5%	51	7%	4%	12	92%	4	100%		
Service Maintenance	2,845		2440	86%		405	14%		1,434	50%		688	24%		200	7%		8	0%		4	0%		106	4%		26	1%		0	0%	
F	360	13%	340	12%	5%	20	1%	7%	227	8%	5%	99	3%	0%	3	0%	0%	1	0%	0%	0	0%	0%	10	0%	0%	0	0%	0	0	0%	
M	2,485	87%	2100	74%	14%	385	14%	28%	1,207	42%	16%	589	21%	4%	197	7%	0%	7	0%	0%	4	0%	2%	96	3%	1%	26	100%	0	0	0%	
Total	4,005		3,233	81%		772	19%		1,805	45%		858	21%		360	9%		10	0%		10	0%		190	5%		60	1%		20	0%	

* American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

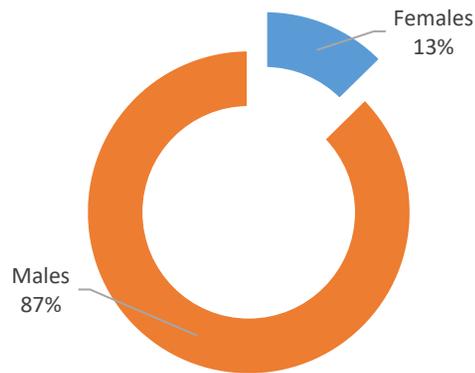
*** Persons with Disabilities



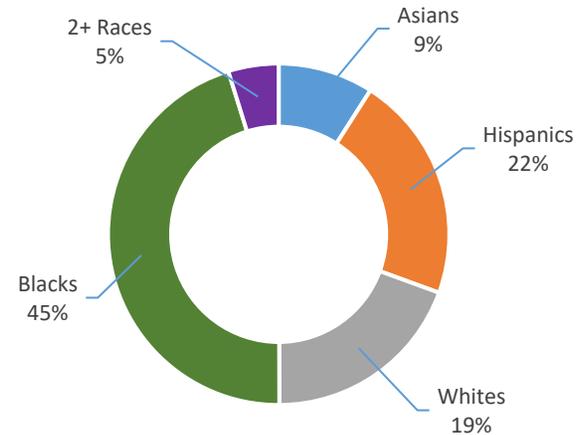
Note: All percentages have been rounded up to the nearest whole number.

MTABC Workforce

Workforce by Gender



Workforce by Race/Ethnicity



MTABC workforce consists of 4,005 employees

- ❑ 13% females, 81% minorities, and 1% veterans.
- ❑ The percentage of females employed was unchanged when compared to 3Q19.
- ❑ The percentage of minorities has increased by 1% as it relates to race and ethnicity when compared to 3Q19.



Underutilization Analysis Overview

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

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



MTABC Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN*		NHOPI**		2+ RACES		WHITES	
		Est Avail	Actual %												
Officials & Administrators	F	5%	10%	2%	3%	2%	3%	0%	0%	0%	0%	1%	2%	15%	5%
	M	6%	16%	6%	11%	5%	9%	0%	0%	0%	0%	2%	4%		
Professionals	F	7%	18%	5%	10%	4%	8%	0%	0%	0%	0%	1%	3%	15%	7%
	M	5%	13%	4%	4%	7%	17%	0%	0%	0%	0%	1%	4%		
Technicians	F	5%	8%	11%	17%	0%	0%	0%	0%	0%	0%	0%	0%	32%	33%
	M	0%	0%	0%	0%	5%	8%	0%	0%	0%	0%	5%	8%		
Protective Services	F	9%	0%	4%	17%	1%	0%	0%	0%	0%	0%	0%	0%	3%	17%
	M	27%	50%	16%	17%	4%	0%	0%	0%	0%	0%	0%	0%		
Paraprofessionals	F	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	M	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Administrative Support	F	7%	13%	5%	9%	1%	2%	0%	0%	0%	0%	1%	3%	6%	3%
	M	21%	19%	9%	4%	8%	16%	0%	0%	0%	0%	5%	8%		
Skilled Craft	F	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
	M	25%	34%	12%	15%	9%	12%	0%	0%	1%	1%	5%	7%		
Service Maintenance	F	7%	8%	5%	3%	0%	0%	0%	0%	0%	0%	0%	0%	5%	1%
	M	28%	42%	16%	21%	4%	7%	0%	0%	0%	0%	2%	3%		

*American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

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



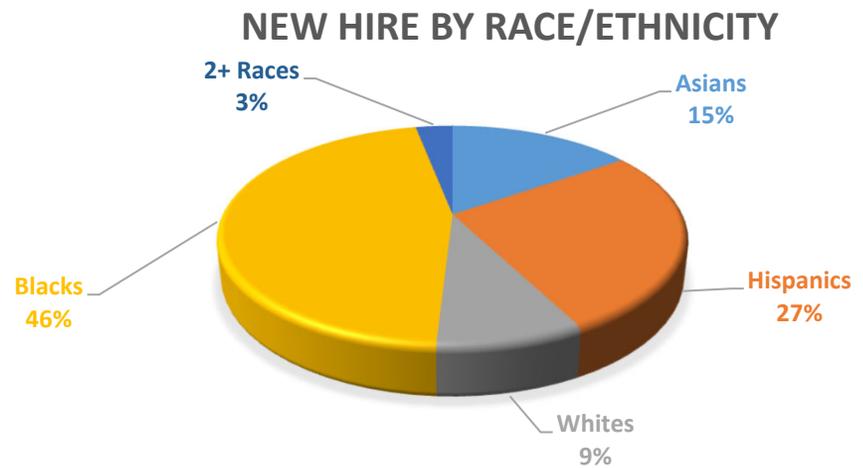
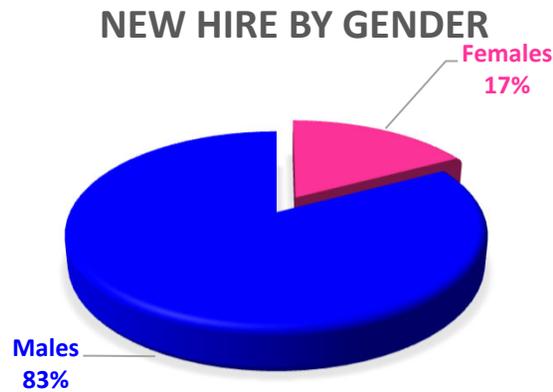
MTABC

New Hires and Veterans

January 1, 2020 – September 30, 2020



MTABC New Hires and Veterans



We hired 163 employees including 5 veterans

- ❑ 17% females of which 0% were female veterans.
- ❑ Female hires exceeded their current representation in the workforce.
- ❑ 91% minorities of which 1% are minority veterans.
- ❑ Minorities hires exceeded their current representation in the workforce.



MTABC

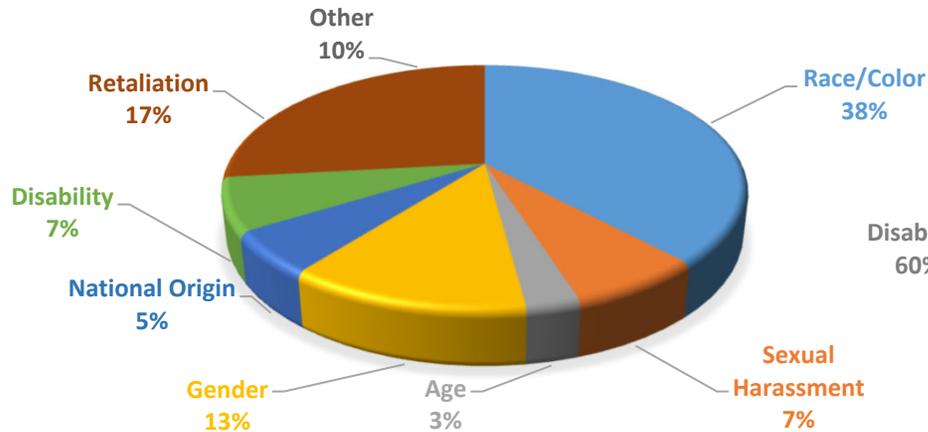
Complaints and Lawsuits

January 1, 2020 – September 30, 2020

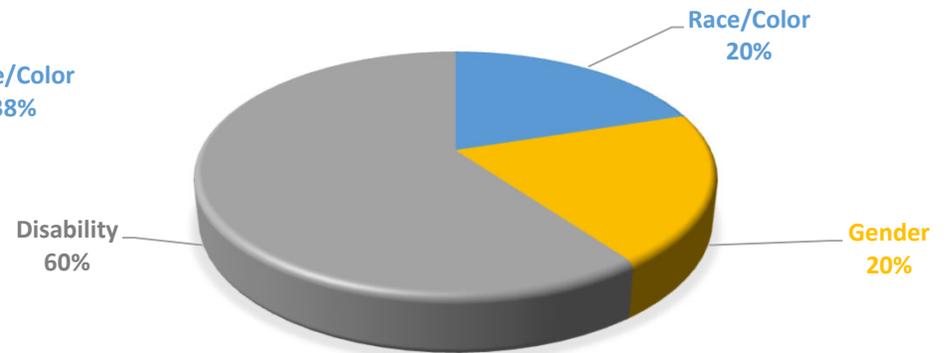


MTABC Internal/External EEO Complaints and Lawsuits

INTERNAL EEO COMPLAINTS



EXTERNAL EEO COMPLAINTS



MTABC handled 56 EEO complaints, citing 86 separate allegations, including 5 lawsuits.

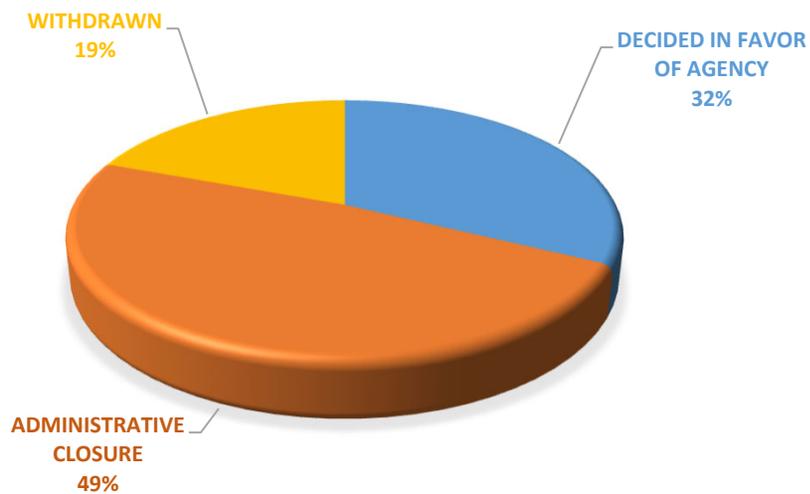
- ❑ 48 handled internal complaints.
- ❑ 8 handled external complaints.
- ❑ The most frequently cited basis internally was race/color and externally was disability.



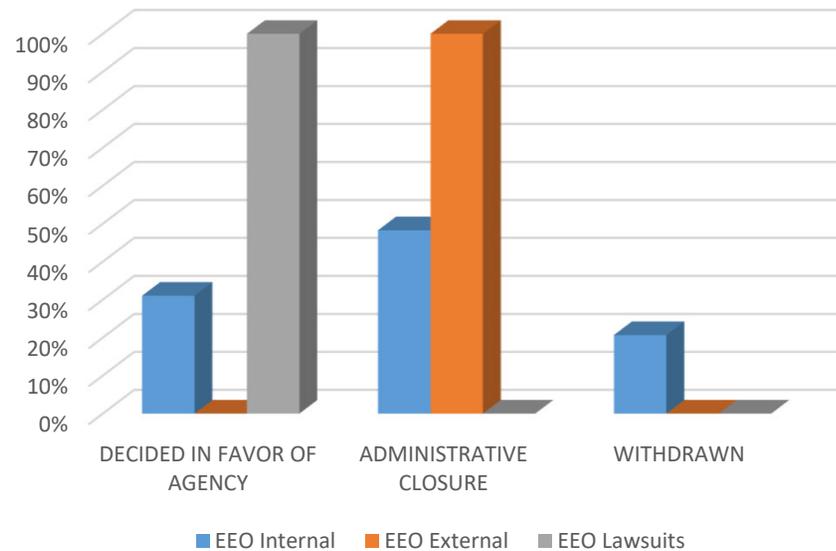
These charts include all pending matters as of the date of the report, including matters filed prior to the reporting period. "Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e., Sexual Orientation, Military status, or Marital Status etc.).

MTABC EEO Complaints and Lawsuits Dispositions

OVERALL EEO COMPLAINTS AND LAWSUITS DISPOSITIONS



EEO COMPLAINTS AND LAWSUITS DISPOSITIONS



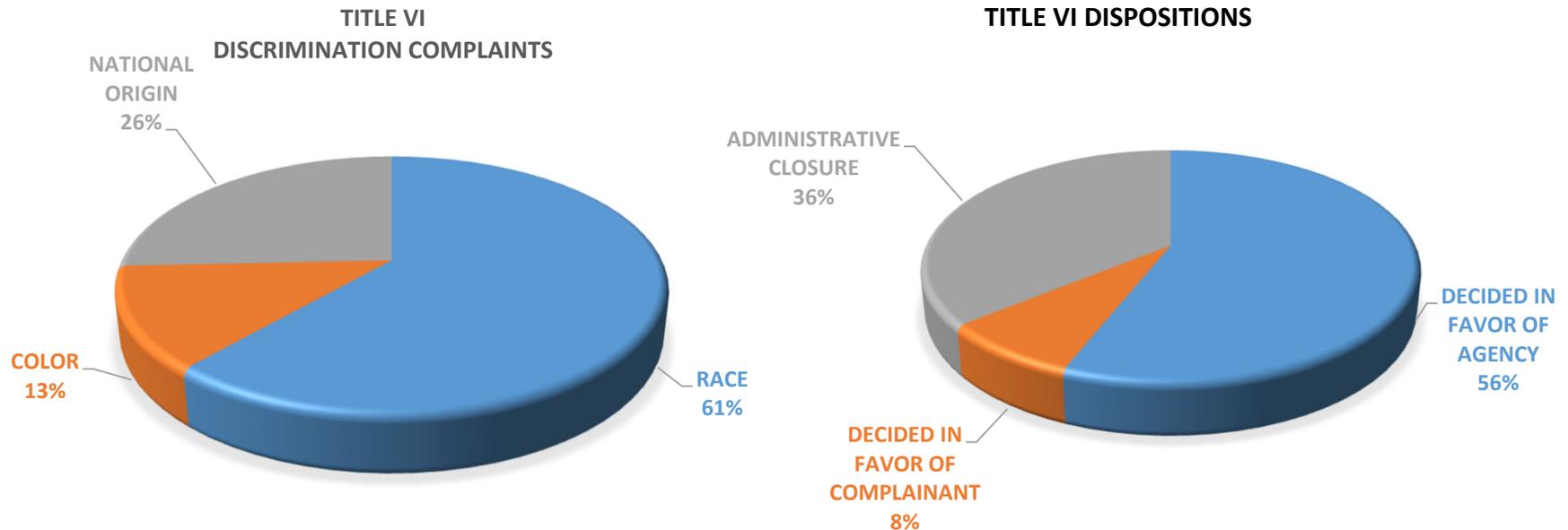
Through September 30, MTABC disposed 29 internal EEO complaints, 1 external EEO complaint, and 1 lawsuit.

- 32% complaints decided in favor of the agency.
- 48% complaints were administratively closed.
- 19% complaints were withdrawn.



MTABC

Title VI Discrimination Complaints, Lawsuits and Dispositions



MTABC handled 65 Title VI complaints, citing 70 separate allegations and no Title VI lawsuits. MTABC disposed 25 complaints.

- ❑ 56% complaints/lawsuits decided in favor of the agency.
- ❑ 36% complaints/lawsuits were administrative closures.
- ❑ 8% complaints/lawsuits decided in favor of the complainant.





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