



Transit and Bus Committee Meeting February 2022

Committee Members

H. Mihaltses (Chair)

V. Calise (Vice Chair)

A. Albert

J. Barbas

N. Brown

L. Cortès-Vázquez

R. Glucksman

D. Jones

R. Linn

D. Mack

R. Mujica

J. Samuelsen



MTA New York City Transit Interim President Craig Cipriano (left) and SVP of Subways Demetrius Crichlow (right) present commendations to Allied Universal security officers Marcel Langhorn, Richard Garcia, Sultan Mohamed and Evelyn Riddick at South Ferry station on February 4. The officers extinguished a fire aboard a 1 train at 181 St on February 2.

New York City Transit and Bus Committee Meeting

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

Tuesday, 2/22/2022

10:30 AM - 12:30 PM ET

1. PUBLIC COMMENT PERIOD

2. SUMMARY OF ACTIONS

Summary of Actions - Page 4

3. APPROVAL OF MINUTES – JANUARY 24, 2022

Minutes - January 24, 2022 - Page 5

4. COMMITTEE WORK PLAN

February Work Plan - Page 16

5. EXECUTIVE SUMMARY

Executive Summary - Page 23

6. TRANSIT COMMITTEE REPORT

a. Customer Service Report

i. Subway Report

Subway Report - Page 32

ii. NYCT, MTA Bus Report

Bus Report - Page 58

iii. Paratransit Report

Paratransit Report - Page 79

iv. Strategy & Customer Experience Report

Strategy and Customer Experience Report - Page 90

b. Safety Report

Safety Report - Page 95

c. Crime Report

Crime Report - Page 100

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

NYCT, SIR, MTA Bus Financial and Ridership - Page 108

7. PROCUREMENTS

Procurement Cover, Staff Summary and Resolution - Page 152

a. NYCT

i. Competitive

Competitive - Page 157

ii. Non-Competitive (none)

iii. Ratifications (None)

8. STANDARD FOLLOW UP REPORTS

a. NYCT Adopted Budget/Financial Plan 2022-2025

NYCT Adopted Budget/Financial Plan 2022-2025 - Page 160

b. SIR Adopted Budget/Financial Plan 2022-2025

SIR Adopted Budget/Financial Plan 2022-2025 - Page 180

c. MTA Bus Adopted Budget/Financial Plan 2022-2025

MTA Bus Adopted Budget/Financial Plan 2022-2025 - Page 200

d. ADA Compliance Report

Annual ADA Compliance Report to MTA Committee - Page 220

f. Transit Adjudication Bureau Report, 4th Quarter 2021

Transit Adjudication Bureau Report, 4th Quarter 2021 - Page 228

h. Fare Evasion Report, 4th Quarter 2021

Fare Evasion Report, 4th Quarter 2021 - Page 231

9. Contact Page

Contact Page - Page 233

NYCT Committee
ACTIONS and PRESENTATIONS
SUMMARY for FEBRUARY 2022

Responsible Department	Vendor Name	Total Amount	Summary of action
NYCT	TBD	TBD	Authorizing Resolution for the Purchase of up to 1,729 buses (952 for NYC Transit and 777 for MTA Bus Company) through multiple solicitations

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,
MTA Construction & Development and MTA Bus Company
January 24, 2022

Meeting Held at:
Metropolitan Transportation Authority
Two Broadway
New York, New York 10004
10:30 AM

The following Board Members attended in person or by videoconference:

Hon. Haeda Mihaltses, Committee Chair
Hon. Victor Calise
Hon. Andrew Albert
Hon. Randolph Glucksman
Hon. Jamey Barbas
Hon. Robert Linn
Hon. Lorraine Cortes-Vasquez
Hon. Robert Mujica
Hon. Harold Porr III

The following Staff Members attended in person or by videoconference:

Chairman and CEO, MTA, Janno Lieber
Craig Cipriano, Interim President, NYCT
Demetrius Crichlow, Senior Vice President, NYCT Department of Subways
Frank Annicaro, Acting President, MTA Bus Company/Senior Vice President, NYCT
Sarah Meyer, Chief Customer Officer, MTA
Jason Wilcox, Chief of Transit, NYPD
Patrick Warren, Chief Safety Officer, MTA, Acting Chief Operating Officer, NYCT
Judith McClain, Chief, Operations Planning, NYCT
Quemuel Arroyo, MTA Chief Accessibility Officer
Monica Murray, Chief Administrative Officer, NYCT
David Farber, General Counsel, NYCT and MTA Bus
Robert Diehl, Senior Vice President, Safety and Security, NYCT
Raymond Porteus, Inspector, NYPD Transit Bureau
Jaibala Patel, Deputy Chief Financial Officer, MTA
Louis Montanti, Deputy Chief Procurement Officer, Operations, MTA
Chris Papandreou, Senior Director, Customer Services, MTA
David Cannon, Vice President, Contracts, C&D
Mark Roche, Deputy Chief Development Officer, Delivery, C&D
Zafira Lateef, Chief Officer, Business Strategies, NYCT

I. Committee Chair Mihaltses Opened the Meeting

II. Chairman Janno Lieber's Opening Remarks

Chairman Janno Lieber spoke about the tragic loss of police officer Jason Rivera and the critical injuries sustained by his partner Wilbert Mora. He described how these tragic events have gripped the city and expressed that the victims and victims' families are in our hearts. He also observed that the city is still reeling from the tragic murder of Michelle Go, which he said deeply impacted riders and left people feeling vulnerable and unsafe. He noted that the mental health crisis has been exacerbated by the pandemic and referred to the numerous discussions about safety that have been taking place at the MTA. He stated that even in the weeks before Michelle Go was lost, he started a track trespassing force to address these problems including people jumping on the tracks and the increasing number of incidents involving people with mental health issues.

Chairman Lieber underscored that in moments of crisis, it is the responsibility of government to take action. He said that while the MTA has compassion for the most vulnerable in our city, it is also recognized that riders are coming face to face with this crisis, and something must be done. He remarked that the MTA is fortunate to have a governor and mayor who are intensely focused on these issues and noted that one of Mayor Adams's first actions during his first few weeks in office was, along with the Governor, prioritizing safety on the subways. He conveyed that the Governor has committed to deploying new mental health professionals into the system starting this week.

Chairman Lieber said that he looks forward to working with Jason Wilcox, Chief of Transit, NYPD, and he emphasized their commitment to remain in constant communication, including sharing data, identifying which stations have trouble spots, where the vulnerable populations are, and how deployments can be adjusted to keep riders safe. He said their commitment also includes improving communications among personnel, train operators, conductors, customers and first responders. Chairman Lieber said he is confident that with Jason Wilcox at the helm, the MTA is going to be able to get it done for the riders.

Chairman Lieber highlighted how critical it is for the future of the city to allow people to travel safely. He spoke about the crises New York faces periodically, and stressed that we all need to be smart, work together and focus on answers that are implementable now.

Jason Wilcox, the new Chief of Transit, NYPD stated that he was privileged to be at the meeting. He described himself as a lifelong New Yorker who grew up on 117th Street on Amsterdam. He said that as a city kid, he never had a car, and he and his family got around by the trains and buses every day. Chief Wilcox stated that this was his 35th year at the NYPD, with his last several years spent in the Detective Bureau where he oversaw detective squads addressing transit crime, hate crime and transit special victims. He said prior to that, from 2006-2013, he was in the Transit Bureau as the CO of Manhattan Transit. He emphasized that he has lived in and knows the transit world well and was on the train every day. He said in this new role he plans to be out there with the public and with his teams, leading them.

Chief Wilcox assured that the NYPD plans to address the statistical reality and the perception of crime in the system. He said as police they will continually try to prevent crime and are also determined to make the riders of the subways in NYC feel safer. He said to do that, they are going to continue to reinforce what transit cops know and do better than anyone – uniform train patrols moving around every day who will be there to protect people and make them feel safer. Chief Wilcox stated that he is looking forward to working very closely with the Committee and the Chair, to continually collaborate, communicate and coordinate in partnership to make New York City safer.

Chief Safety Officer Pat Warren also spoke about the importance of safety and security. He reiterated how strong the MTA’s relationship is with the NYPD, as well as with the Department of Homeless Services and the Department of Social Services, as efforts to support the outreach are rolled out. He explained that whether it is for Emotionally Disturbed Persons (EDPs) or for people experiencing homelessness, the MTA provides a lot of information to the city which is obtained from staff, train personnel, station agents and counters to help understand what is actually happening and where in the system and apply resources there.

Chief Safety Officer Warren stated that there are multiple significant events going on right now in the city, and in conjunction with NYPD, it includes a large effort to try to work through the challenges in the Penn Corridor, Herald Square area and Times Square. He also stressed that they are trying to make sure that people are getting to the shelters they need to be and not sheltering in the system. Warren also emphasized that the teams care greatly about what happens on the buses, not only for riders but for the employees in that system, and there has been a significant effort to start to improve bus patrols in order to support that mission. Chief Officer Warren asserted that the MTA will continue to support the missions of the city and provide ideas about next steps.

Please refer to the video recording of the meeting, produced by the MTA and maintained in MTA records for further details of about this presentation and any surrounding discussions.

III. Public Speakers

There were ten public speakers. The following is a list of the public speakers:

Hersh Parekh, Director of Governor and Communications, PA NY/NJ
Christopher Greif,
Charlton D’Souza, Passengers United
Andy Pollack, Passengers United
Jean Ryan, Disabled in Action (DIA)
Michael Ring, DIA
Murray Bodin, DIA
David Kupferberg, private citizen
Jason Anthony, Amazon Labor Union
Lisa Daglian, PCAC

IV. Approval of Minutes

Upon motion duly made and seconded, the Committee approved the minutes of the December 13, 2021 meeting.

V. Work Plan

Interim President Craig Cipriano reported that there were no changes to the Committee's proposed 2022 Work Plan. Upon motion duly made and seconded, the Committee approved the Work Plan.

VI. President's Report

Interim President Cipriano reported that current daily ridership numbers are at 3.8M riders or 48% of the 8M pre-pandemic daily riders. He compared that to subway ridership high prior to the Omicron surge, which was 3.4M. Cipriano reported that buses before Omicron was 1.5M daily riders, which was also 60% of the pre-pandemic, and there were 22,000 paratransit trips before Omicron, or about 80% of pre-pandemic levels.

Cipriano reported that prior to December when Omicron hit, NYCT had continued the upward performance trend that has been discussed the prior three months, but similar to every industry across the country, the transmissibility of the Omicron variant has had an effect on crews beginning in mid-December. Cipriano said that while the last six weeks have been challenging for everyone, the NYCT leadership team has remained laser focused on providing the best service possible to continue to support NYCT's recovery. He said as we begin to see the impacts of Omicron, NYCT strategically forecasted and made schedule adjustments to continue so we could continue to provide strong service across the system for customers who rely on us 24/7.

Cipriano stated that he is now happy to say that the Omicron-induced crew shortages that began in December and spiked during the first week of January are appearing to trend down, and the latest indicators show new daily COVID positives flattening. He reported that employees are returning to work at higher rates compared to when the variant hit and as of this morning, and NYCT returned the last of the suspended lines, the W, back to normal weekday service.

Cipriano informed that even under availability constraints, NYCT delivered consistent service at all 472 subway stations and 16,000 bus stops. He conveyed his gratitude to all employees and members of the leadership team whose hard work ensured that NYCT continued to provide approximately 85% to 90% of scheduled service for approximately 45% of ridership during the spike of those absences. He explained that in order to get past the challenge, NYCT addressed the crew shortage issue on multiple fronts, including setting up a reporting and project management oversight system to keep the leadership team informed of absences and trends and to remain nimble and provide crews most needed. He said we also partnered with unions, set up regular communication and close monitoring out of crew offices, and implemented strategic changes to scheduled service, with the primary goal of maximizing the effectiveness of crews and continuing to provide good consistent service across the entire network.

Interim President Cipriano thanked Judy McClain and her team who wrote the supplemental schedules on nights and weekends despite their own COVID battles, enabling NYCT to maximize crews with minimal impacts to the scheduled headways. He said as soon as these changes were

implemented, they immediately began planning to resume service to be ready as soon as enough employees returned to work. Cipriano reported that on Wednesday of last week, service returned on the A, B, J, Z, 6 and 7 lines and service resumed this morning on the W, the last of the suspended lines. He said that while we are still experiencing absences above what was experienced pre-Omicron, he is optimistic that the worst is behind us.

Cipriano reiterated that he is grateful to all the NYCT employees, the transit heroes and “sheroes” who have been here since day one of the pandemic, and to the leadership teams who worked hard and navigated these difficult circumstances. Cipriano conveyed to the customers, who continued to use the system, that NYCT is here for you as well as those who continue to return. In closing, he stated that NYCT’s prayers go out to the family and friends of Michelle Go. He said that this tragedy only underscores the importance of the MTA’s partnership with Transit NYPD Chief Wilcox and the Adams administration to address safety in our system.

Please refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for further details of this presentation and any surrounding discussion.

VII. Subway Report

Demetrius Crichlow, Senior Vice President, NYCT Department of Subways, delivered the Subway Report. Mr. Crichlow indicated that subway performance in December was impacted by the regional rise in COVID cases associated with the Omicron variant. He noted that prior to Omicron, Subways averaged about 400 service delivery personnel out sick per day, while at the peak in late December, the number of service delivery employees carried as sick and not available for service increased to nearly 1700. Crichlow stated that NYCT responded with proactive measures to ensure even and consistent service for all customers. He said they strategically chose to suspend a few weekday-only supplemental and express services that all provided redundant service, and this allowed the crew office to undertake the enormous task of redistributing crews to ensure that service was maintained at every station.

Crichlow reported that while some individual trips were more affected than others, the average customer using a suspended service experienced an average of only one to three minutes of additional journey time. He said they were glad to have had enough crews return to work that service was fully restored to the A, B, J, Z, 6 and 7 lines as of last week, and the W today.

Crichlow reported that prior to the Omicron surge, NYCT saw positive signs of performance continuing an improving trend that began in the fall. He reported that service delivery for the first two weeks of December was 91.7%, a two percentage point improvement, while on-time performance was 27% better. He indicated that even with the impact of the surge, full month December on-time performance of 80.7% was better than 2019. He noted that similarly additional platform time was 20 seconds faster than two years ago. Crichlow reported that incident response also remained strong with the average major incident duration down three and a half minutes, and the average number of trains delayed per incident down 17%.

Crichlow highlighted the significant improvements in MDBF, or mean distance between failure, attributing the effort to NYCT’s Division of Car Equipment led by Chief Mechanical Officer Siu

Ling Ko. He reported that MDBF was nearly 169,000 miles in December, an 8% increase over the last month and a 25% increase compared to December of 2019. He stated that Sue and her team have focused efforts on improving specific fleets and those efforts are paying off.

Crichlow remarked that he would be remiss not to speak about the beloved R32s, for which the MTA had celebrated retirement with special trips in December and early January. He said these cars had served New York City since 1964 through dramatic changes in the subway system, and over the past six decades, ran on every line in the B Division and the letter lines. Crichlow affirmed that it is a testament to the maintenance teams responsible for these cars that they remained in good condition over six decades, outlasting four other younger car fleets. He said that while it is time to say farewell to these oldest cars, we are looking forward to the delivery of the R211 fleet which will usher in a new era of technology and comfort for customers.

Crichlow commented that as we continue to recover from the latest COVID surge, we look forward to resuming the trend of improving service that began in mid-2021. He thanked the heroic Subway workforce, the Heroes and Heroines, as Craig put it he said, and the amazing work of the subway workforce for their efforts and flexibilities during these difficult times, and for continuing to do their part to keep New York moving.

Please refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for further details of this presentation and any surrounding discussion.

VIII. Bus Report

Frank Annicaro, Acting President, MTA Bus Company/Senior Vice President, Department of Buses, NYCT, delivered the Bus Report. He stated that as we ended 2021 and kicked off 2022, the city was reminded of the importance of remaining vigilant against the Omicron variant causing the surge in COVID-1 cases. He reiterated that the Omicron surge affected the MTA as well as other transit agencies across the United States, and at the end of December, daily bus operator absences were 1300 above pre-COVID levels, peaking in early January at approximately 1700 over pre-COVID absentees. Annicaro said that this came as NYCT was already working to mitigate existing operator shortages.

Annicaro reported that at the beginning of December, service delivery was approximately 94%, in line with November's improving performance. He stated that as a result of the COVID surge, at the end of the month, overall service delivery in December was 92.5% for approximately 57% of pre-pandemic ridership. Annicaro indicated that NYCT has been working closely with union partners to strategically curtail schedules, suspend limited service as needed, and prioritize operator assignments to minimize customer impacts. He said that as a result of tackling these challenges head-on, NYCT continues to provide service for customers to all 16,000 stops and 329 routes across all five boroughs.

Annicaro reported that despite these challenges, December saw a slight improvement in customer journey time over November, with the latest indicators leaving us cautiously optimistic that the COVID-19 cases are flattening, as employees are returning to work at a higher rate. He also stated

that last year NYCT hired over 1200 bus operators, and continues to stay focused on training and hiring bus operators to return to pre-COVID vacancy levels.

Annicaro stated that as we emerge from the pandemic and look toward the future, it is certain that buses will be critical to New York's recovery, and we must do everything we can to encourage ridership. He congratulated and welcomed a key partner in these efforts, Ydanis Rodriguez, newly appointed as NYCDOT Commissioner.

Annicaro remarked that 2022 will be a defining role for buses, and an investment in buses is an investment in equity. He said Buses is looking forward to working closely with the Committee, City partners, advocate communities and elected officials to deliver the bus prior needed to move New Yorkers who need it most.

Please refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for further details of this presentation and any surrounding discussion.

IX. Paratransit Report

Frank Annicaro delivered the Paratransit Report. He noted driver shortages continue to pose challenges, and NYCT continues to work daily with its brokers and carriers to find innovative solutions. He stated that NYCT remains focused on ramping up broker service to increase capacity. He reported on efforts to improve service including a declaration of immediate operating need to fast track procurements of supplemental paratransit services; providing MTA ad space for primary carrier hiring campaigns; outreach to recently retired bus operators for hiring opportunities; and amending contracts to incentivize good performance.

He noted November showed clear improvement in primary carrier service compared to the prior month. He stated that on-time performance improved for primary carriers, as did primary carrier no shows. He noted however that broker no-shows increased. He stated in November, there was a COVID related dip in average weekday ridership to 74% of pre-pandemic levels, and a dip to 71% in December. He stated that preliminary December performance records show aggressive efforts to improve service have been promising, and NYCT is optimistic that there will be continued improvements.

In response to Board Member Victor Calise's question regarding what is being done to bring new brokers on board, Mr. Annicaro stated that we have worked with CTG to increase their capacity, and we now have the two new brokers, Sentry and Arrow, providing trips. Annicaro indicated that Sentry is doing a good job of covering the trips that Curb was providing before eliminated. He also indicated that we are in the process of putting two contracts in place for supplemental service. Board Member Calise emphasized the importance of getting more brokers in place before the latest COVID wave subsides and ridership increases. Mr. Annicaro responded that he is confident the initiatives NYCT has been taking will meet that need. With respect to Board Member Calise's question about providing incentives, Mr. Annicaro responded NYCT is in the process of revising the contracts with brokers to include incentives. Board Member Calise expressed frustration over long wait times for some Paratransit trips, requested improvement in that regard, and suggested

issuing vouchers when service is too slow. Mr. Annicaro responded that Paratransit is working on addressing that.

Please refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for details of any discussion surrounding this presentation.

X. Accessibility Report

Quemuel Arroyo, Chief Accessibility Officer, delivered the Accessibility Report. He started by outlining his priorities or pillars. He stated that the first pillar is working towards a uniform accessible design standard, for instance, in 2022, the first R211 subway cars will be tested and additional new buses will be rolled out with flexible seating designs to accommodate customers with walkers and strollers. He added that new ADA accessible stations continue to be rolled out, including new elevators at 170th Street Station on the 4 line in the Bronx. He noted that work is happening on new infrastructure and retrofitting existing stations and rolling stock for increased accessibility.

He stated that the second pillar is effective communications which includes making sure all customers, including customers who are blind or hard of hearing, have access to information. He noted this includes testing of smart phone apps that assist with navigation. He added more buses will be deployed with digital information screens which will help enhance access to information. He stated that the third pillar revolves around ensuring employees are properly trained to interact with customers with disabilities and that the fourth pillar entails delivering Access a Ride service that provides reliability, flexibility and utilization of technology that customers deserve. He noted that this includes the rollout of the OMNY fare payment system to paratransit customers, which will allow them to travel without cash. He added that improvements continue to be made to the MYmta app and website.

Board Member Calise stated that he was happy to hear that OMNY was coming to paratransit and it was good to hear about the other improvements that are under way. He asked for more detail regarding loop systems in buses. Mr. Arroyo responded that the loop system is in testing and stated he would return with specifics.

XI. Strategy & Customer Experience Report

Sarah Meyer, Chief Customer Officer, delivered the Strategy & Customer Experience Report. She noted that in December, we re-launched the MTA's open data program as part of a renewed effort at transparency and to share data publicly. She stated that a number of new data sets were published on the New York State open data portal. She reported that NYCT is on track to submit fifty data sets by the end of January. She noted that we have also begun to develop a three-year plan for sharing data, which is expected to be published in April. She advised that there is more information available at new.mta.info/open-data. She thanked Molly Washam and Mikael Sheikh and their team for all their hard work. She also thanked the Mask Force volunteers for helping to distribute free masks throughout the system on December 17th and added that the next Mask Force distribution will occur on December 25th.

She stated COVID PCR testing was introduced at ten subway and railroad stations last month. She noted tens of thousands of customers and riders have now been vaccinated and tested. She acknowledged the Contact Center Management and AAR Call Center for their help in addressing the large increase in calls to the employee COVID hotline in December as positivity rates increased. She noted the telephone contact center performance improved in December, with average call wait times decreasing, and calls answered rate increasing. She noted customer complaints about subway and bus service increased last month. She noted they were doing everything possible to mitigate those complaints.

She reported the marketing teams are hard at work on renewing the safety campaigns working with NYPD, DHS, 311 and 911 on strengthening procedures and protocols. She stated those campaigns would be further discussed at the Board meeting.

Board Member Lorraine Cortes-Vazquez inquired whether the Mask Force could also be utilized for other customer service functions. Ms. Meyer responded she would review that idea with her team and noted there have been conversations about making NYCT personnel more visible throughout the system. Board Member Cortes-Vazquez inquired when the elevator digital alert system will be rolled out, and in particular, whether inaccessible stations in the Bronx can be prioritized for that. Mr. Arroyo responded that he will be working with Ms. Meyer's team and with IT toward providing alerts to all customers.

XII. Safety & Security Report

Robert Diehl, Senior Vice President, Safety and Security, NYCT, delivered the Safety & Security Report. He reported that when comparing the most recent 12-month period to the previous one, subway customer accident rates increased, but noted that the rates have decreased each month since March 2021. He reported that bus collisions, customer accidents and injuries increased when comparing the most recent 12-month period to the previous one, although injuries showed decreases on a monthly basis when compared to the previous year. Mr. Diehl reported that employee lost time accidents showed a decrease when comparing the most recent period to the previous one, and that December 2021 fires decreased when compared to the previous year.

Please refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for further details of this presentation.

XIII. Crime Report

NYPD Transit Chief Jason Wilcox took a moment to express what a somber and sad time it was for the City and the NYPD and thanked everyone in the room for listening and for their support and prayers with the horrible crime that happened Friday night with the tragic death of Jason Rivera and injuries sustained by Wilbert Mora.

Chief Wilcox reiterated that he would address the perception of fear and the statistical analysis relating to crime. He said that looking back on 2021, major crimes in transit were up about 1%, but with reductions in robbery, larcenies and burglaries. He remarked that 1% was an interesting number, because data is being compared to 2020 where ridership was suppressed. He said that

when you compare the 2021 major crime numbers to 2019 and 2018 you are actually looking at about a 30% reduction in major crime. He stated that in 2021 there were fewer than five major crimes per day in the transit system, and when that is compared to 2019 and 2018 and even going back to 2011 when the average was about 7 per day, and 2001 when it was about 10 per day, and in the 90's, almost four times as many, or about 17 crimes per day, that is a significant accomplishment by the men and women of the Transit Bureau.

Chief Wilcox acknowledged the leadership of the prior Chief of the Transit Bureau, Kathleen O'Reilly, and her amazing accomplishments. He said he has known her for almost two decades and he feels privileged to be following her as the Chief of Transit, as she takes on a role of even greater significance as the Chief of Patrol for the NYPD.

Chief Wilcox reported that one of the areas in which they did see an increase in 2021 was felony assaults, as noted in the media. He indicated that felony assaults were up about 27% last year, 461 incidents, compared to 361 in 2020. He noted that about one-third of those involved used cutting instruments, and the Transit Bureau will be looking at that very closely. Chief Wilcox also pointed out that the number of arrests for felony assault in the transit system in 2021 was 347, up 52% from 2020, and there were 428 arrests involving the use of cutting instruments, a 67% increase. He said the number of arrests is increasing because of more arrests made at the scene with the swift response of officers, and also thanks to arrests from the diligent investigations conducted by detectives for significant incidents such as a stabbing or someone being pushed on the tracks. He acknowledged the fantastic effort of the detectives and emphasized that NYPD will continue to address felony assaults, look at them very closely and investigate them incredibly well.

Chief Wilcox said that while we have seen a slight increase in the numbers, when it is seen from a larger perspective, the crimes in many areas are down and they will continue to focus on that. He noted that NYPD is also committed to addressing the perception of fear, working with everyone in the room and others who are listening, everyone in the communities, and everyone that is doing active work in the transit system, including private organizations, the City, the State, local community leaders and politicians. He stressed that this is a team effort to make the system safe, and he is part of a great team in the NYPD Transit Bureau.

Please refer to the video recording of the meeting, produced by the MTA and maintained in MTA records, for further details of this presentation and any surrounding discussion.

XIV. Service Changes

Judith McClain announced that there is one service change which is described in the staff summary being submitted for Board information. She explained that due to the redevelopment at JFK airport, the B15, Q3 and Q10 bus routes will need to be temporarily changed. She said this redevelopment will permanently eliminate the MTA's use of the space at Terminal 5, currently used as the terminal for these routes. She stated that during the redevelopment project, all three routes will terminate the Lefferts Boulevard Air Train Station, where riders will be able to transfer for free to the Howard Beach Branch of the Air Train. She announced that the the B15 and Q10 stops in the Central Terminal Area (CTA) will be eliminated, and the Q3 stops at Terminal 5 will be relocated to Terminal 8.

McClain reported that as part of the redevelopment of JFK Airport, there is a proposal to construct a new ground transportation hub within the airport's CTA. She indicated that when it is completed, which will be no sooner than 2026, the terminal for the three routes will be relocated to the new hub.

McClain relayed that the net result of these changes would be a temporary decrease in operating costs of approximately \$942,000 due to the route changes, their associated changes in travel time, even with an increase in Q3 service. She said the implementation of these service changes is planned for March 27, 2022.

XV. Adjournment

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

2022 Proposed 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, Crime & Safety)	NYCT President & MTA Bus Co. President
Procurements (if any)	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

February 2022

NYCT Adopted Budget/Financial Plan 2022-2025	Management & Budget
SIR Adopted Budget/Financial Plan 2022-2025	Management & Budget
MTA Bus Adopted Budget/Financial Plan 2022-2025	Management & Budget
ADA Compliance Report	Capital Program Management
Transit Adjudication Bureau Report, 4th Qtr, 2021	Law
Fare Evasion Report, 4th Qtr, 2021	Management & Budget

March 2022

No Items

April 2022

Final Review of NYCT 2021 Operating Results	Management & Budget
Final Review of SIR 2021 Operating Results	Management & Budget
Final Review of MTA Bus 2021 Operating Results	Management & Budget

May 2022

Biannual Customer Satisfaction Report	Strategy & Customer Experience
Transit Adjudication Bureau Report, 1st Qtr, 2022	Law
Fare Evasion Report, 1st Qtr, 2022	Management & Budget

June 2022

NYCT & MTA Bus EEO & Diversity Report, 1st Qtr, 2022	EEO & Human Resources
--	-----------------------

SPECIFIC AGENDA ITEMS (con't)**Responsibility****July 2022**

No Items

August 2022

No Meetings Held

September 2022

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

2023 Preliminary NYCT Budget

2023 Preliminary SIR Budget

2023 Preliminary MTA Bus Budget

Transit Adjudication Bureau Report, 2nd Qtr, 2022

NYCT & MTA Bus EEO & Diversity Report, 2nd Qtr, 2022

Fare Evasion Report, 2nd Qtr, 2022

Management & Budget

Law

EEO & Human Resources

Management & Budget

October 2022

Public Comment/Committee Review of Budget

2023 Preliminary NYCT Budget

2023 Preliminary SIR Budget

2023 Preliminary MTA Bus Budget

Management & Budget

Management & Budget

Management & Budget

November 2022

Biannual Customer Satisfaction Report

Transit Adjudication Bureau Report, 3rd Qtr, 2022

Fare Evasion Report, 3rd Qtr, 2022

Charter for Transit Committee

Strategy & Customer Experience

Law

Management & Budget

Corporate Compliance

December 2022

NYCT 2022 Adopted Budget/Financial Plan 2023-2026

SIR 2022 Adopted Budget/Financial Plan 2023-2026

MTA Bus 2022 Adopted Budget/Financial Plan 2023-2026

NYCT & MTA Bus EEO & Diversity Report, 3rd Qtr, 2022

Management & Budget

Management & Budget

Management & Budget

EEO & Human Resources

January 2023

Approval of 2023 NYCT Committee Work Plan

Preliminary Review of NYCT 2022 Operating Results

Preliminary Review of SIR 2022 Operating Results

Preliminary Review of MTA Bus 2022 Operating Results

Committee Chair & Members

Management & Budget

Management & Budget

Management & Budget



2022 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 and Bus Service, including a discussion on Safety, Finance and Ridership.

Information includes discussion on key indicators for Subway and Bus Customer-Focused and Performance metrics.

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

FEBRUARY 2022

Adopted Budget/Financial Plan 2022-2025

NYCT will present its revised 2022-2025 Financial Plan. This plan will reflect the 2021 Adopted Budget and an updated Financial Plan for 2022-2025 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 2022 by category.

SIR Adopted Budget/Financial Plan 2022-2025

NYCT will present SIR's revised 2022-2025 Financial Plan. This plan will reflect the 2021 Adopted Budget and an updated Financial Plan for 2022-2025 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 2022 by category.

MTA Bus Adopted Budget/Financial Plan 2022-2025

MTA Bus will present its revised 2022-2025 Financial Plan. This plan will reflect the 2021 Adopted Budget and an updated Financial Plan for 2022-2025 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.

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, 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, 4th 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.

MARCH 2022

No Items

APRIL 2022

Final Review of NYCT 2021 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 2021 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 2021 Operating Results

MTA Bus will review its prior year's budget results and their implications for current

II. SPECIFIC AGENDA ITEMS

and future budget performance will be presented to the Committee.

MAY 2022

Transit Adjudication Bureau Report, 1st Qtr, 2022

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, 1st Qtr, 2022

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.

Biannual Customer Satisfaction Report, Spring 2022

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.

JUNE 2022

EEO & Diversity Report, 1st Qtr, 2022

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.

JULY 2022

No Items

AUGUST 2022

No Meetings Held

SEPTEMBER 2022

2022 NYCT Mid-Year Forecast Monthly Allocation

NYCT will present a monthly allocation of its 2022 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2022 SIR Mid-Year Forecast Monthly Allocation

NYCT will present a monthly allocation of SIR's 2022 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2022 MTA Bus Mid-Year Forecast Monthly Allocation

MTA Bus will present its monthly allocation of MTA Bus' 2022 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2023 NYCT Preliminary Budget

Public comments will be accepted on the 2023 Preliminary Budget.

II. SPECIFIC AGENDA ITEMS

2023 SIR Preliminary Budget

Public comments will be accepted on the 2023 Preliminary Budget.

2023 MTA Bus Preliminary Budget

Public comments will be accepted on the 2023 Preliminary Budget.

Transit Adjudication Bureau Report, 2nd Qtr, 2022

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, 2022

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, 2022

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 2022

2023 NYCT Preliminary Budget

Public comments will be accepted on the 2023 Preliminary Budget.

2023 SIR Preliminary Budget

Public comments will be accepted on the SIR 2023 Preliminary Budget.

2023 MTA Bus Preliminary Budget

Public comments will be accepted on the MTA Bus 2023 Preliminary Budget.

NOVEMBER 2022

Biannual Customer Satisfaction Report, Fall 2022

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 Adjudication Bureau Report, 3rd Qtr, 2022

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, 2022

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.

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.

II. SPECIFIC AGENDA ITEMS

DECEMBER 2022

NYCT 2022 Adopted Budget/Financial Plan 2023-2026

NYCT will present its revised 2023-2026 Financial Plan. This plan will reflect the 2022 Adopted Budget and an updated Financial Plan for 2023-2026 reflecting the out-year impact of any changes incorporated into the 2023 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2023 by category.

SIR 2022 Adopted Budget/Financial Plan 2023-2026

SIR will present its revised 2023-2026 Financial Plan. This plan will reflect the 2022 Adopted Budget and an updated Financial Plan for 2023-2026 reflecting the out-year impact of any changes incorporated into the 2023 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2023 by category.

MTA Bus 2021 Adopted Budget/Financial Plan 2023-2026

MTA Bus will present its revised 2023-2026 Financial Plan. This plan will reflect the 2022 Adopted Budget and an updated Financial Plan for 2023-2026 reflecting the out-year impact of any changes incorporated into the 2023 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2023 by category.

EEO & Diversity Report, 3rd Qtr, 2022

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.

JANUARY 2023

Approval of Committee Work Plan

The Committee will be provided with the work plan for 2023 and will be asked to approve its use for the year.

Preliminary Review of NYCT's 2022 Operating Results

NYCT will present a brief review of its 2022 Budget results.

Preliminary Review of SIR 2022 Operating Results

SIR will present a brief review of SIR's 2022 Budget results.

Preliminary Review of MTA Bus 2022 Operating Results

MTA Bus will present a brief review of its 2022 Budget results.



Transit and Bus Committee Report February 2022 Executive Summary

President's Message
Subways
Buses
Paratransit
Accessibility
Strategy and Customer Experience
Safety
Financial & Ridership

President's Message

Craig Cipriano, Interim President, NYCT

February marks Black History Month and I would like to recognize the accomplishments of Black Americans in this country. I am especially grateful for their contributions to the success of New York City Transit.

Black History Month serves as an important reminder that we must persist in creating a diverse and inclusive workforce. The evidence is clear that a more diverse workforce creates a better, smarter, more creative environment that helps us all achieve success. I remain focused on ensuring that we continue to prioritize diversity and equity in the workplace. And this commitment extends to creating more equity in our system. In addition to the Fair Fares and OMNY Fare capping programs, we are redesigning our bus networks to expand bus service to a larger share of residents in underserved communities and communities of color and expanding the Second Avenue Subway to East Harlem, one of the largest communities of color in New York City.

I would like to thank my team for managing the Omicron-induced crew shortages – they met these challenges head on and helped Transit deliver strong consistent service.

Strong service doesn't happen without this team's focus on safety in the system. Early this month, we honored four brave safety officers- Officers Mohamed, Garcia, Langhorn, and Riddick -who put themselves in harm's way to put out a fire at the 181 St station. They remained calm and focused, relied on their training and prevented a more dangerous situation from happening. And thank you to our riders who alerted us to the fire. I am grateful for the quick action of these officers and others.

Subways

Demetrius Crichlow, Senior Vice President

In January, the Department of Subways was glad to welcome back our colleagues who were affected by the regional rise in COVID cases associated with the Omicron variant that began in December. As crews returned to work, we were able to incrementally restore express service on the J, 6 and 7 lines and full service on B, W, and Z lines by January 17. Although service had been maintained to every station, these restorations provide customers with additional options, better frequency, and faster trips. January performance recovered from the dip we experienced in December, mostly returning to levels similar to November 2021. We expect performance to resume the improving trend we saw before Omicron as newly-hired crewmembers complete their induction training.

Although the decline in COVID cases is positive news, Subways isn't letting up on our precautions to keep customers safe. Our teams continue to disinfect all customer touchpoints in stations twice per day and all in-service subways cars at least daily. We also continue to remind customers throughout their trips that masks covering their nose and mouth are still required on public transportation. Pop-up sites for vaccines, boosters, and PCR testing also remain available in multiple subway stations.

The Subways team also successfully managed a significant snowstorm on Saturday, January 29. Preparations began well before the storm, as teams salted and sanded entrances and

outdoor areas of 472 stations, relocated trains to underground storage locations, activated switch heaters, checked airlines on signal equipment, installed scraper shoes on cars, deployed deicer trains, prepared snow throwers, and staffed local storm-fighting centers and the Incident Command Center. During and after the storm, teams cleared snow from tracks and platforms, and addressed any incidents as they occurred. This could not have been possible without the thousands of employees that showed up in the field supporting this tremendous effort.

Once again, the Subways team has shown its dedication to New Yorkers despite personal difficulty, keeping trains and our customers moving through COVID, snowstorms, and myriad other challenges with which it is faced. They are true heroes and deserve our thanks for everything they do.

Buses

Frank Annicaro, Acting MTA Bus President / Acting Senior Vice President NYCT
Buses

I am pleased to report that even amidst an Omicron surge and two major snowstorms, performance in January was strong. Service delivery was 91.3% for 58% of pre-pandemic ridership and improved to approximately 95% in the last two weeks of the month as COVID-19 cases flattened. In addition, wait assessment saw a slight uptick against the prior month and there was a notable improvement in customer journey time, which was 74.6% up 2.8% against the prior month.

I want to thank my dedicated team for successfully navigating our first two major storms of the year. Most recently winter storm Kenan dumped over a foot of snow in parts of the city and brought blizzard like conditions. We outfitted 2,400 buses with tire chains, and strategically deployed snow fighters across the system. Our road operations team were out in force working tirelessly throughout the storm. As a result, we were able to provide continuous service for those customers who needed us the most.

Finally, this month NYC Transit is submitting a request for the Board to approve an RFP authorizing resolution to utilize the RFP method for the procurement of up to 1,729 buses (including 777 buses for the MTA Bus Company) remaining in the 2020-2024 Capital Plan. These buses will replace buses that have reached the end of their 12-year useful life. This blanket approval represents a new strategy to streamline and shorten our procurement process with the goal of getting new buses on our streets faster.

We continue to work hard alongside our partners in the city to meet several important milestones this year in our efforts to increase bus priority. Network redesign is one of our key initiatives. As an update, we are proceeding with work on the much-anticipated Bronx Local Bus Network Redesign. Starting in March, NYCDOT will begin installing new bus panels and destination signs in order to be ready for the implementation of the local bus redesign on June 26th. NYCT will also begin installing information about the redesign at bus stops in the Bronx.



MTA Chair & CEO Janno Lieber and NYCT Interim President Craig Cipriano recently visited the Zerega Central Maintenance and Training Facility

Paratransit

Frank Annicaro, Acting MTA Bus President / Acting Senior Vice President NYCT Buses

December performance showed clear improvements even amidst the Omicron surge and continuing industrywide driver shortages and reverses the trend of declining performance in 2021. Aggressive actions were implemented and continue to be implemented to help stabilize and improve service for our customers.

For primary carrier service, the 30-minute window for on-time performance improved slightly and is above goal at 95%. For broker service, the 30-minute window improved by 6%, returning to the 90% performance level for the first time since August of 2021. Primary carrier no-shows per 1,000 scheduled trips improved significantly by 24% from the prior month. Broker no-shows also improved by 19% as we completed the full ramp down service from Curb in December. These improvements contributed to better call center performance with 90% of calls answered, up 4% from the previous month, and call wait times improving by 29%. In addition, Transportation related complaints decreased by 28% and non-Transportation complaints by 5%.

While some improvements were facilitated by an Omicron related dip in weekday ridership, which went from approximately 74% to 67% of pre-pandemic levels, the aggressive efforts to improve service for our customers are clearly taking effect. This was evident in the first half of December prior to the Omicron surge and preliminarily results in the second half of January where we see the similar improvements as COVID-19 cases began flattening and our ridership returning. We continue to remain laser focused on working daily with our brokers and carriers to improve service and increase capacity.

I want to thank the Paratransit team for their significant efforts in successfully managing the two major snowstorms in January. As a result of their dedication and hard work we were able to provide continuous carrier and broker service for those customers who needed us throughout the storms.

Accessibility

Quemuel Arroyo, Chief Accessibility Officer

The MTA Accessibility team joins our colleagues across the agency and the state in celebrating the significant decrease in COVID-19 positivity rates in New York. With the end of the statewide mask mandate, we remind customers that masks are still required on public transit, for vaccinated and non-vaccinated customers alike. Please join us in continuing to respect our fellow New Yorkers' health and safety by wearing your mask as we all continue to return to transit.

Customers who have recently traveled on subways on nights and weekends may have noticed a number of service changes, especially over the President's Day holiday, as well as ongoing elevator replacement projects around the system. These service changes are required to facilitate important projects to repair and improve the system. However, we know that being able to plan your trip – at any time and on any day – is important to our customers, so we are working to get both service change and elevator status information out in every possible format. We remind customers that you can check new.mta.info before traveling or look for more information on screens or via in-station and on-car announcements to ensure your trip is not interrupted by unexpected service changes or elevator projects.

Lastly, we are happy to share that the two smartphone apps we are piloting through the Transit Tech Lab Accessibility Challenge are almost ready for customer testing. The NaviLens wayfinding app is being tested on the M23 SBS bus line; using colorful QR-style codes, NaviLens helps customers who are blind or low vision navigate to the exact locations of bus stops, and helps all customer easily access bus arrival and crowding information. We are additionally testing Evelity, an indoor bluetooth beacon-based wayfinding app at Jay St-MetroTech Station. This app provides step-by-step guidance to help customers with any access needs more easily navigate the station. We continue working with our partners at the Tech Lab and our vendors to adjust the design of both solutions to optimize performance. We look forward to beginning customer feedback collection in the next few months to evaluate the effectiveness of these technologies.

Strategy and Customer Experience

Sarah Meyer, Chief Customer Officer

The Strategy and Customer Experience creative and marketing production teams led the development of the new *MTA Best Fares* travel promotion program we launched this month. *MTA Best Fares* aims to encourage New Yorkers to get back on subways, buses, and trains by offering fares that are more affordable, more flexible, and more fair. The campaign is composed of animations displaying on digital screens across our system and posters on subway and railroad cars, buses, and in stations without digital screens. A social media component also launched this month.

For subway and bus customers, the primary element of *MTA Best Fares* is the [OMNY weekly fare capping pilot](#) which begins on Monday, February 28. With fare capping, customers will ride free for the rest of the week after taking 12 subway or local bus trips (tapping with the same card or device, Monday through Sunday). We are excited to give customers the benefits of a weekly unlimited pass, without needing to commit to and buy the pass in advance.



Strategy and Customer Experience led the 17th Mask Force on January 25, with MTA leaders, community volunteers, and employees distributing free masks throughout the system. While we are glad positivity rates are decreasing again, mask usage remains mandatory when on our trains and buses and when within indoor stations, and along with vaccinations remains a critical part of keeping customers and employees safe. The team will be back out for number 18 on February 23 – [please join us!](#)

Our telephone contact center performance improved further in January, with average call wait time decreasing 64% versus December 2021 to 138 seconds – a tremendous result. The calls answered rate correspondingly increased to 88.3% from 72.4% last month. I thank our customer engagement teams for their continued work towards improving this element of the customer experience.

Customer complaints about Access-A-Ride service decreased further last month to 439.3 per 100,000 journeys, 51% lower than the previous month and 60% lower than the peak in November 2021. Subway complaints however increased to 5.42, 39% higher than December and 11.3% higher than January 2021.

Safety

Robert Diehl, Senior Vice President, Safety & Security

When comparing the most-recent 12-month period to the previous one, Subway Customer Accident Rates decreased. It's worth noting that these 12-month Rates have decreased each month since March 2021.

Bus Collisions, Customer Accidents and Injuries increased when comparing the most-recent 12-month period to the previous one. However, Bus Collisions decreased slightly, and Collision Injuries declined noticeably when compared to the most-recent pre-pandemic period. Department of Buses continues to address current trends in all of their training classes and with their instructors to discuss while conducting interviews and safety rides. Department of Buses also sends out weekly talking points to all managers addressing current trends.

Employee Lost Time Accidents showed a decrease when comparing the most recent 12-month period to the previous one.

We continue to see an increase in Subway Fires when comparing the last 12-month period to the previous one. Vandalism accounted for 40% of the fires this past month, NYPD has

made some arrests in connection with some of these fires and we continue to work with the NYPD to identify patterns to aid in making more arrests.

An MTA Web Page (<https://new.mta.info/safety-and-security/nyct-employee-assault-data>) provides updated data and statistics on assaults and harassment against our employees.

Another MTA Web Page (<https://new.mta.info/safety-and-security/nyct-vandalism-data>) provides updated data and statistics on vandalism of select elements of the transit system.

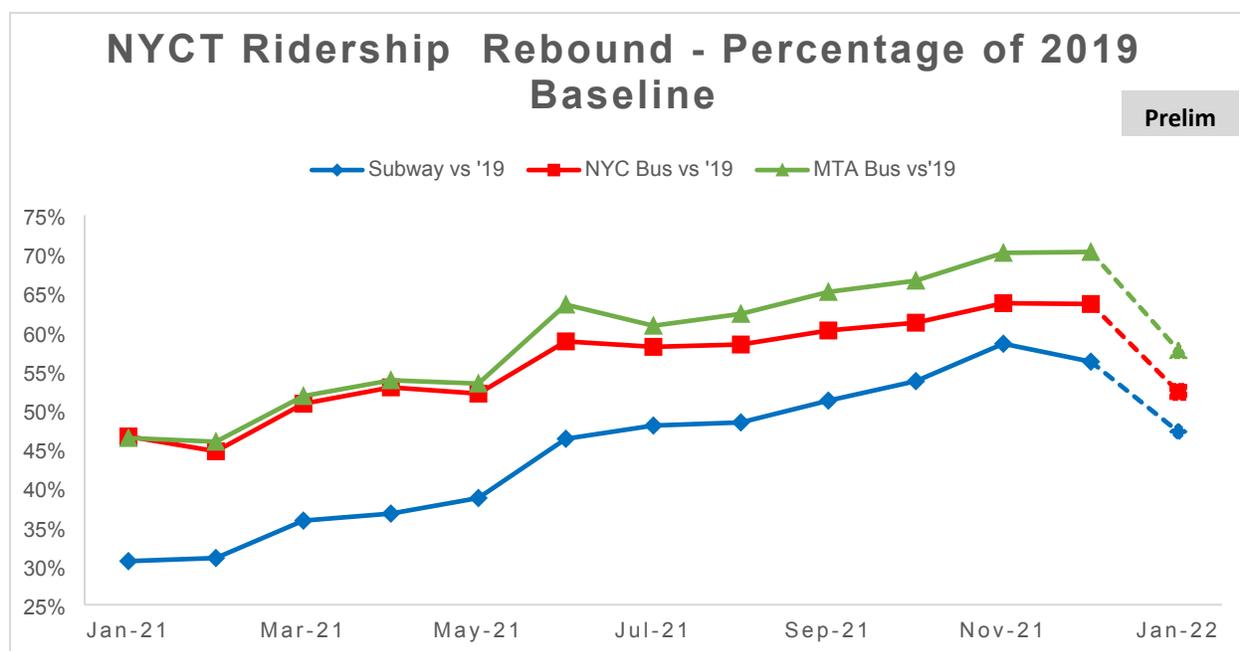
Financial & Ridership

Jaibala Patel, Deputy Chief Financial Officer, MTA

NYCT January 2022 vs Adopted Budget

Ridership of 87.4 million was short of budget by 33.6 million (27.8 percent).

The Transit ridership recovery compared with a 2019 baseline retreated in late December and January due to the spread of the COVID omicron variant in the region. (Monthly results by mode from January '21 to January '22 appear in the chart below). Adverse winter weather also contributed to lower ridership.



*January ridership figures shown with dotted lines above are based upon preliminary ridership data.

Total operating revenue of \$224.9 million is unfavorable to budget by \$67.5 million (23.1 percent), mainly due to lower farebox revenue.

Farebox revenue of \$187.1 million was lower than budget by \$65.5 million (25.9 percent), mainly due to lower ridership resulting from the surge of Omicron variant infection.

Other revenue of \$37.8 million was below budget by \$2.0 million (5.1 percent)

Total operating expense (before non-cash liabilities) of \$784.7 million is unfavorable to budget by \$13.5 million (1.7 percent).

Labor expenses were over budget by a net \$25.4 million (4.2 percent), due to health & welfare/OPEB current expense overruns of \$15.1 million (10.9 percent), due to unfavorable timing of claims expense accruals. Overtime overruns of \$9.8 million (22.4 percent), were largely due to vacancy and availability coverage backfill along with severe weather response. Overruns in both reimbursable overhead of \$10.9 million (56.1 percent), and other fringe benefits over by \$6.1 million (12.5 percent), resulted from lower reimbursable labor charges than expected. Pension was also lower by \$4.1 million (5.1 percent), due to favorable timing of expenses. Underruns in payroll of \$12.4 million (4.0 percent), resulting from vacancies provided a partial offset to generally unfavorable labor expense results.

Non-labor expenses were net favorable to budget by \$11.9 million (7.0 percent), mainly due to Paratransit service contracts lower by \$5.7 million (17.7 percent), reflecting fewer trips and favorable support costs. Maintenance and other operating contracts were below budget by \$3.8 million (14.9 percent), and materials & supplies underran by \$3.4 million (12.0 percent), reflecting favorable timing of expense accruals. Electric power was over budget by \$1.6 million (5.1 percent), providing partial offset to general non-labor underruns.

MTABC January 2022 vs Adopted Budget

Ridership of 5.6 million was below the Budget by 1.7 million (23.6 percent).

Total operating revenue of \$10.2 million is unfavorable to Budget by \$4.9 million (32.6 percent).

Farebox Revenue of \$9.3 million was below the budget by \$4.3 million (31.7 percent), mainly due to lower ridership, resulting from the surge of Omicron variant infection, January winter storms and lower average fare

Other Revenue of \$1.0 million was below the budget by \$0.7 million (40.0 percent).

Total operating expense (before non-cash liabilities) of \$65.8 million is favorable to budget by \$10.9 million (14.2 percent).

Labor expenses were below the Budget by a net of \$2.0 million (3.7 percent), primarily due to lower overtime of \$0.8 million due to lower unscheduled overtime, COVID related cleaning and programmatic maintenance, lower Health & Welfare/OPEB of \$0.6 million due to lower dental, medical & hospitalization, partially offset by higher prescription drugs and life insurance expenses, lower Other Fringe Benefits expenses of \$0.9 million due to timing of interagency billing, lower Worker's Compensation and Health Benefit Trust. This was partially offset by unfavorable payroll of \$0.3 million (1.0 percent) resulting from higher vacation payments, cash out and sick time.

Non-labor was net favorable to forecast by \$8.9 million (40.6 percent), mainly due to favorable Fuel expenses of \$0.9 million (35.2 percent) due to the timing of CNG billing, lower diesel usage partially offset by higher fuel costs, timing of Claim

expenses of \$1.9 million (30.2 percent). Maintenance and other operating contracts were lower by \$1.7 million (48.3 percent), largely due to the favorable timing of operating contract expense charges. Professional service contracts were lower by \$1.7 million (45.8 percent), mainly due to timing of service contracts. Materials & supplies underrun of \$2.2 million (47.4 percent), reflecting lower usage of general maintenance material and timing of radio equipment maintenance/repairs, construction material and COVID-19 expenses.

Customer Service Report: Subways

Demetrius Crichlow, Senior Vice President, Department of Subways



Thousands of Subways employees worked to prepare for and respond to a significant snowstorm over the weekend of January 28-29. Their efforts kept trains – and our customers – moving with only minimal disruptions.

Subway Report (Weekday & Full Month)

Subway Report Performance Indicators						
Performance Indicator	January 2022			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	35	24	+45.8%	34.5	23.8	+45.0%
Weekday Service Delivered (Chart 3) % of scheduled trains operated Weekday rush hours (7-10a and 4-7p)	92.2%	96.8%	-4.6%	91.8%	96.5%	-4.7%
Additional Platform Time (h:mm:ss) (Chart 7) Average added time spent waiting for trains, compared with scheduled wait time	0:01:18	0:01:08	+0:00:10	0:01:26	0:01:09	0:00:17
Additional Train Time (h:mm:ss) (Chart 9) Average additional unanticipated time spent onboard train compared to scheduled travel time	0:00:19	0:00:04	0:00:15	0:00:13	0:00:11	0:00:02
Customer Journey Time Performance (Chart 11) % of customers whose journeys are completed within five minutes of schedule.	83.2%	86.2%	-3.0%	83.6%	85.8%	-2.2%
Inputs to Operations						
Mean Distance Between Failures (Chart 13) Revenue car miles divided by the number of incidents attributed to car-related causes	134,383	154,181	-12.8%	148,627	148,070	+0.4%
Elevator Availability* (Chart 14) % of time elevators are operational systemwide	95.7%	97.3%	-1.6%	96.4%	97.0%	-0.6%
Escalator Availability* (Chart 14) % of time escalators are operational systemwide	90.6%	92.3%	-1.7%	91.2%	92.4%	-1.2%
Weekday Legacy Indicators						
Weekday Wait Assessment (Chart 15)	68.4%	75.8%	-7.4%	67.7%	75.5%	-7.8%
Weekday Terminal On-Time Performance (Chart 17)	81.6%	89.2%	-7.6%	84.3%	88.6%	-4.3%
Weekday Trains Delayed Per Day (Chart 19)	1,376	738	+86.4%	1,263	867	+45.7%

* 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.)

Change values for time- and percentage-based metrics are calculated as absolute values. All other change values are calculated as percentage changes.

The surge in COVID cases due to the Omicron variant required service and schedule changes on multiple lines, and performance was measured against the schedule operated each day. For lines that were temporarily suspended, performance is only reported for the days after service resumed – January 19th for the B and Z lines and January 24th for the W line.

Subway Report (Weekend)

Subway Report Performance Indicators						
Performance Indicator	January 2022			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	13	7	+85.7%	5.7	4.1	+39.0%
Weekend Service Delivered (Chart 5) % of scheduled trains operated during Weekends (10a-6p)	91.1%	95.8%	-4.7%	92.6%	96.0%	-3.4%
Weekend Legacy Indicators						
Weekend Wait Assessment (Chart 16)	59.1%	78.5%	-19.4%	70.6%	79.8%	-9.2%
Weekend Terminal On-Time Performance (Chart 18)	75.7%	89.6%	-13.9%	83.8%	88.0%	-4.2%
Weekend Trains Delayed Per Day (Chart 20)	1,175	636	+84.7%	872	593	+47.0%

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

Subway Report (Staten Island Railway)

Subway Report Performance Indicators						
Performance Indicator	January 2022			12-Month Average		
	This Year	Last Year	Change	This Year	Last Year	Change
24 Hour On-Time Performance						
% of scheduled trains arriving within six minutes of their scheduled arrival time during a 24-hour period	98.5%	97.8%	+0.7%	96.7%	97.5%	-0.8%
AM Rush On-Time Performance						
% of scheduled trains arriving within six minutes of their scheduled arrival time	100.0%	97.4%	+2.6%	96.1%	98.1%	-2.0%
PM Rush On-Time Performance						
% of scheduled trains arriving within six minutes of their scheduled arrival time	97.4%	96.0%	+1.4%	92.3%	97.8%	-5.5%
Percentage of Completed Trips						
Percentage of Completed Trips	99.9%	99.5%	+0.4%	98.8%	99.8%	-1.0%
Mean Distance Between Failures						
Revenue car miles divided by the number of incidents attributed to car-related causes	45,691	17,266	+164.6%	32,059	46,981	-31.8%

Ferry. The surge in COVID cases due to the Omicron variant required service and schedule changes on multiple lines, and performance was measured against the schedule operated each day. For lines that were temporarily suspended, performance is only reported for the days

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.

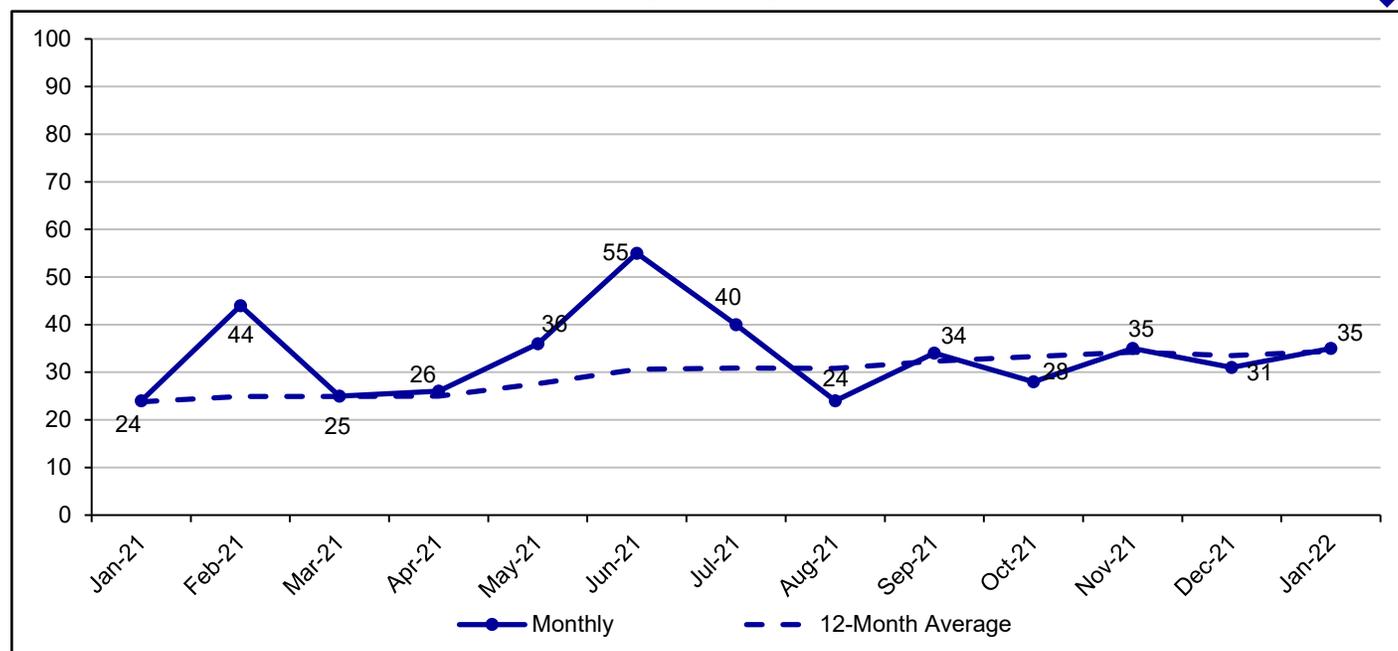
Customer Journey Time Performance (CJTP)

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		
	Jan 22	Jan 21	% Change	Jan 22	Jan 21	% Change
Track	5	1	+400.0%	4.4	2.1	+109.5%
Signals	8	11	-27.3%	11.7	8.8	+33.0%
Persons on Trackbed/Police/Medical	15	7	+114.3%	10.0	7.4	+35.1%
Stations & Structures	3	1	+200.0%	2.7	0.8	+237.5%
Subway Car	1	0	0.0%	3.3	2.2	+50.0%
Other	3	4	-25.0%	2.4	2.5	-4.0%
Subdivision A	19	8	+137.5%	14.7	11.3	+30.1%
Subdivision B	16	16	0.0%	19.8	12.5	+58.4%
Systemwide	35	24	+45.8%	34.5	23.8	+45.0%
Avg Incident Duration (h:mm:ss)	0:20:06	0:25:24	-20.9%	0:22:30	0:24:30	-8.1%
Avg Trains Delayed per Incident	89	118	-24.6%	112	106	+5.7%

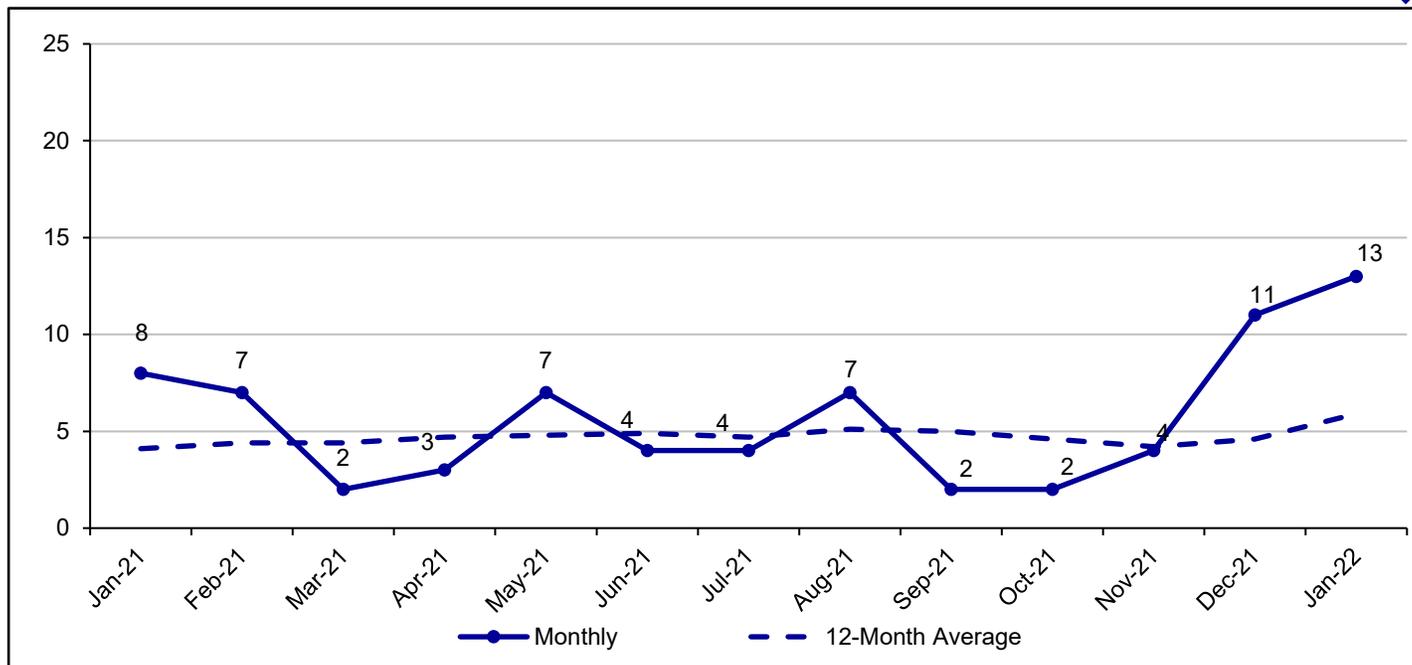
Major Incidents Discussion

- January 2022 had 34 Major incidents, compared to 24 in January 2021.
- The largest category was Persons on Trackbed/Police/Medical, with 15 incidents, or 44% of the total, mostly due to trespassers on the tracks.

Note: 12-month category averages do not include the months of March and April 2020.

Subway Weekend Major Incidents (24 hours)

Desired trend



Categories	Monthly			12-Month Average		
	Jan 22	Jan 21	% Change	Jan 22	Jan 21	% Change
Track	3	1	+200.0%	0.4	0.4	0.0%
Signals	4	2	+100.0%	1.7	1.1	+54.5%
Persons on Trackbed/Police/Medical	3	4	-25.0%	1.8	2.1	-14.3%
Stations & Structure	0	0	0.0%	0.5	0.1	+400.0%
Subway Car	1	0	0.0%	0.5	0.1	+400.0%
Other	2	0	0.0%	0.7	0.3	+133.3%
Subdivision A	5	3	+66.7%	1.9	1.8	+5.6%
Subdivision B	10	5	+100.0%	3.8	2.3	+65.2%
Systemwide	13	7	+85.7%	5.7	4.1	+39.0%
Avg Incident Duration (h:mm:ss)	0:21:12	0:27:54	-24.0%	0:32:42	0:24:18	+34.6%
Avg Trains Delayed per Incident	92	88	+4.5%	91	143	-36.4%

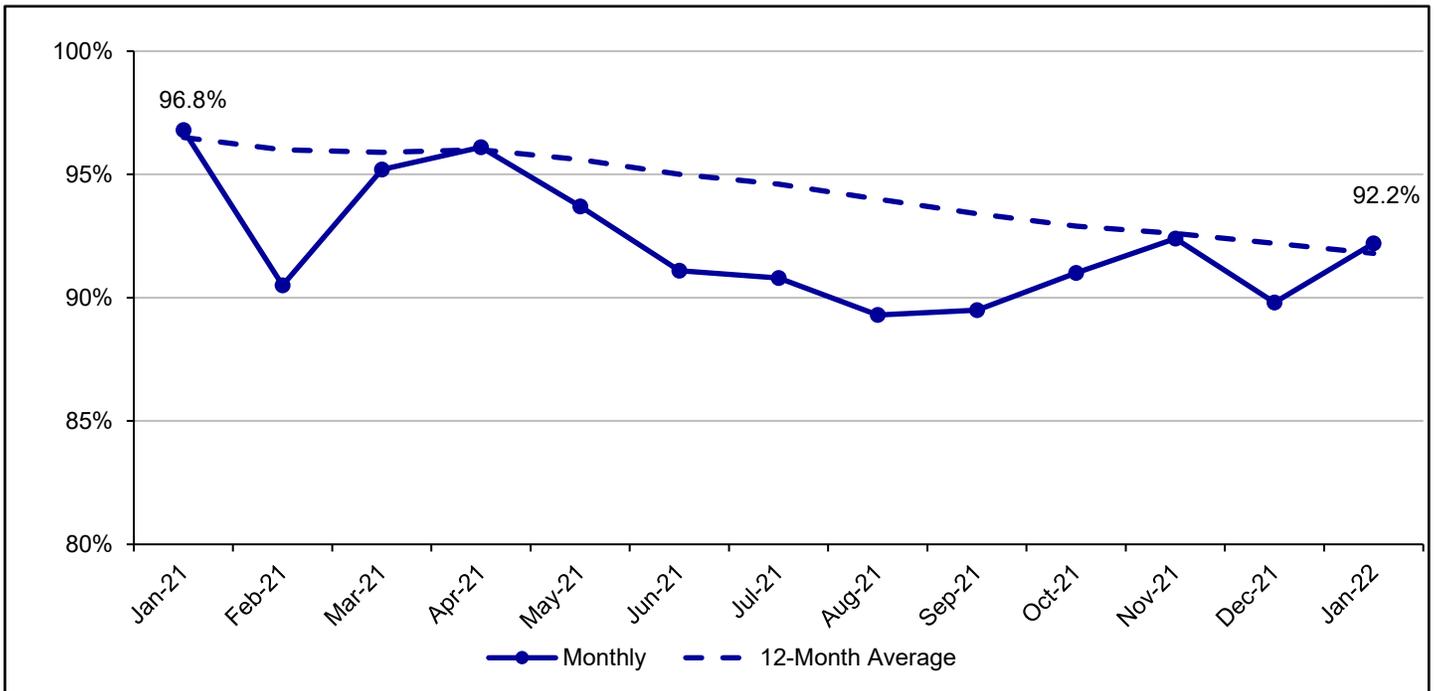
Major Incidents Discussion

- January 2022 had 13 weekend major incidents.
- At least four of the incidents were related to the snowstorm on January 29th.

Note: 12-month category averages do not include the months of March and April 2020.

Subway Weekday % Service Delivered (Peak Hours)

Desired trend



	Monthly			12-Month Average		
	Jan 22	Jan 21	Change	Jan 22	Jan 21	Change
Subdivision A	93.2%	95.4%	-2.2%	93.3%	96.4%	-3.1%
Subdivision B	91.5%	97.7%	-6.2%	90.8%	96.5%	-5.7%
Systemwide	92.2%	96.8%	-4.6%	91.8%	96.5%	-4.7%

Weekday Service Delivered Discussion

- Service Delivered decreased by 4.6% compared to January 2021, and the 12-month average decreased by 4.7%.
- Service Delivered recovered to approximately November 2021 levels after the dip in December caused by the COVID surge.

Subway Weekday % Service Delivered
Monthly
(Peak Hours)

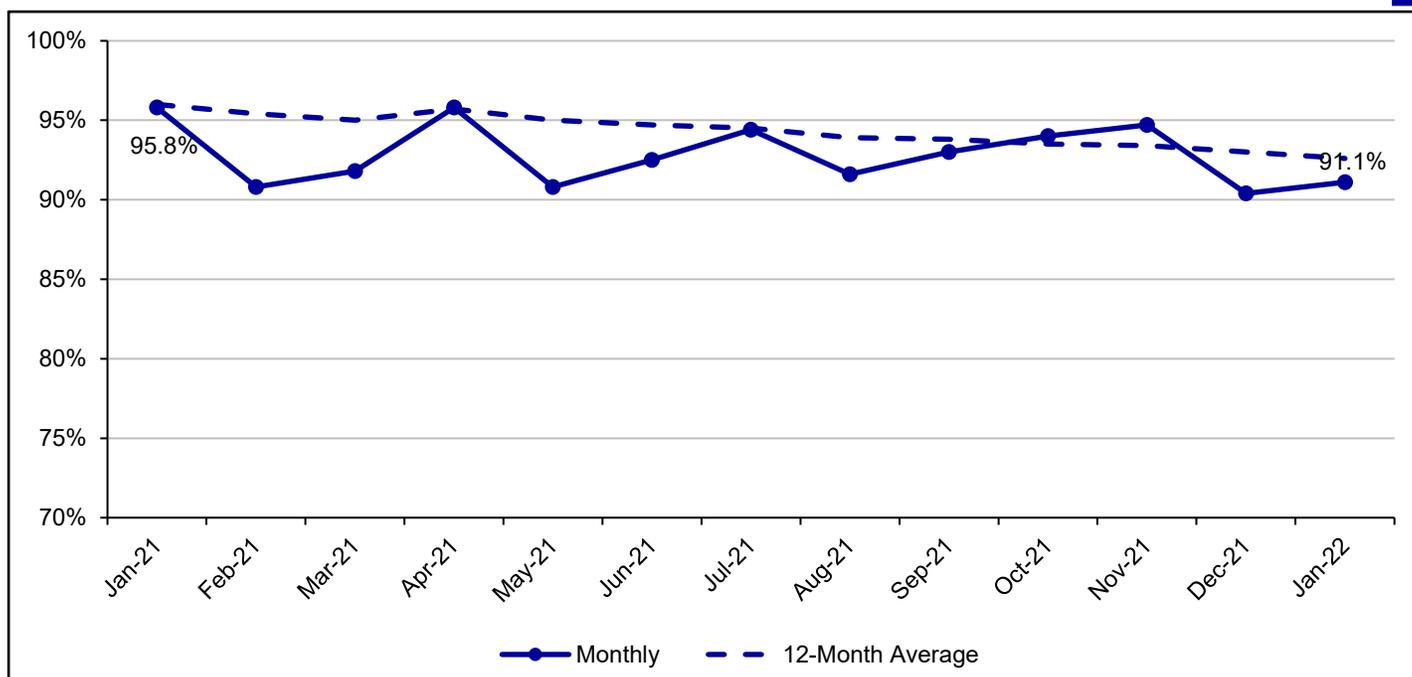
Desired trend 

<u>Line</u>	<u>Jan 22</u>	<u>Jan 21</u>	<u>Change</u>
1	93.7%	98.4%	-4.7%
2	94.5%	96.8%	-2.3%
3	96.6%	97.0%	-0.4%
4	91.2%	94.6%	-3.4%
5	91.1%	93.2%	-2.1%
6	93.0%	96.4%	-3.4%
7	94.6%	93.6%	+1.0%
S 42nd	N/A	N/A	N/A
Subdivision A	93.2%	95.4%	-2.2%
A	81.3%	95.3%	-14.0%
B	94.7%	98.6%	-3.9%
C	85.0%	99.7%	-14.7%
D	92.0%	98.8%	-6.8%
E	93.7%	96.0%	-2.3%
F	93.1%	100.7%	-7.6%
S Fkln	96.6%	99.9%	-3.3%
G	99.7%	101.3%	-1.6%
S Rock	97.7%	99.8%	-2.1%
JZ	95.6%	100.6%	-5.0%
L	98.2%	98.9%	-0.7%
M	93.3%	93.2%	+0.1%
N	91.7%	97.4%	-5.7%
Q	91.5%	97.4%	-5.9%
R	90.4%	95.8%	-5.4%
W	82.5%	96.2%	-13.7%
Subdivision B	91.5%	97.7%	-6.2%
Systemwide	92.2%	96.8%	-4.6%

Chart 4

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

Desired trend



	Monthly			12-Month Average		
	Jan 22	Jan 21	% Change	Jan 22	Jan 21	% Change
Subdivision A	90.1%	93.7%	-3.6%	93.0%	95.2%	-2.2%
Subdivision B	91.6%	97.4%	-5.8%	92.2%	96.5%	-4.3%
Systemwide	91.1%	95.8%	-4.7%	92.6%	96.0%	-3.4%

Weekend Service Delivered Discussion

- Weekend Service Delivered was 91.1% in January 2022, a decrease of 4.7% from last January, but a slight improvement from December 2021.
- The year-over-year decrease was due to the ongoing crew shortage and the January 29th snowstorm

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

Desired trend



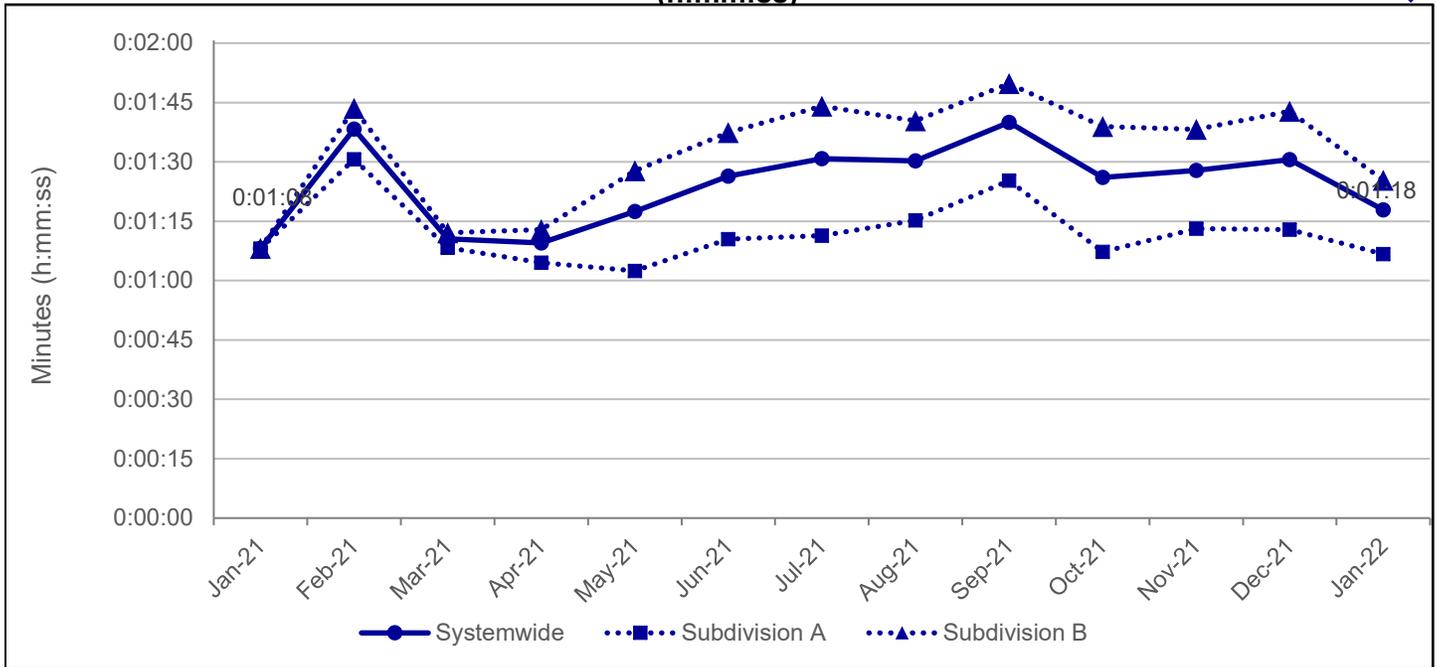
<u>Line</u>	<u>Jan 22</u>	<u>Jan 21</u>	<u>% Change</u>
1	93.0%	94.7%	-1.7%
2	82.5%	90.1%	-7.6%
3	91.4%	93.1%	-1.7%
4	92.4%	90.9%	+1.5%
5	91.5%	94.7%	-3.2%
6	90.1%	89.8%	+0.3%
7	91.0%	98.8%	-7.8%
S 42nd	N/A	99.8%	N/A
Subdivision A	90.1%	93.7%	-3.6%
A	85.8%	95.2%	-9.4%
C	88.2%	96.9%	-8.7%
D	90.6%	98.9%	-8.3%
E	94.7%	N/A	N/A
F	88.8%	100.0%	-11.2%
S Fkln	99.9%	95.8%	+4.1%
G	98.7%	97.5%	+1.2%
S Rock	94.9%	100.5%	-5.6%
J	89.5%	99.6%	-10.1%
L	95.8%	98.7%	-2.9%
M	93.9%	N/A	N/A
N	83.0%	95.9%	-12.9%
Q	95.3%	98.1%	-2.8%
R	89.5%	97.6%	-8.1%
Subdivision B	91.6%	97.4%	-5.8%
Systemwide	91.1%	95.8%	-4.7%

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		
	Jan 22	Jan 21	Change	Jan 22	Jan 21	Change
Subdivision A	0:01:07	0:01:08	-0:00:01	0:01:12	0:01:03	+0:00:09
Subdivision B	0:01:26	0:01:08	+0:00:18	0:01:35	0:01:13	+0:00:22
Systemwide	0:01:18	0:01:08	+0:00:10	0:01:26	0:01:09	+0:00:17

Additional Platform Time Discussion

- January 2022 APT worsened by 11 seconds compared to January 2021, and the 12-month average worsened by 17 seconds.
- APT improved compared to fall 2021 levels as Subways better managed wait times.

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)

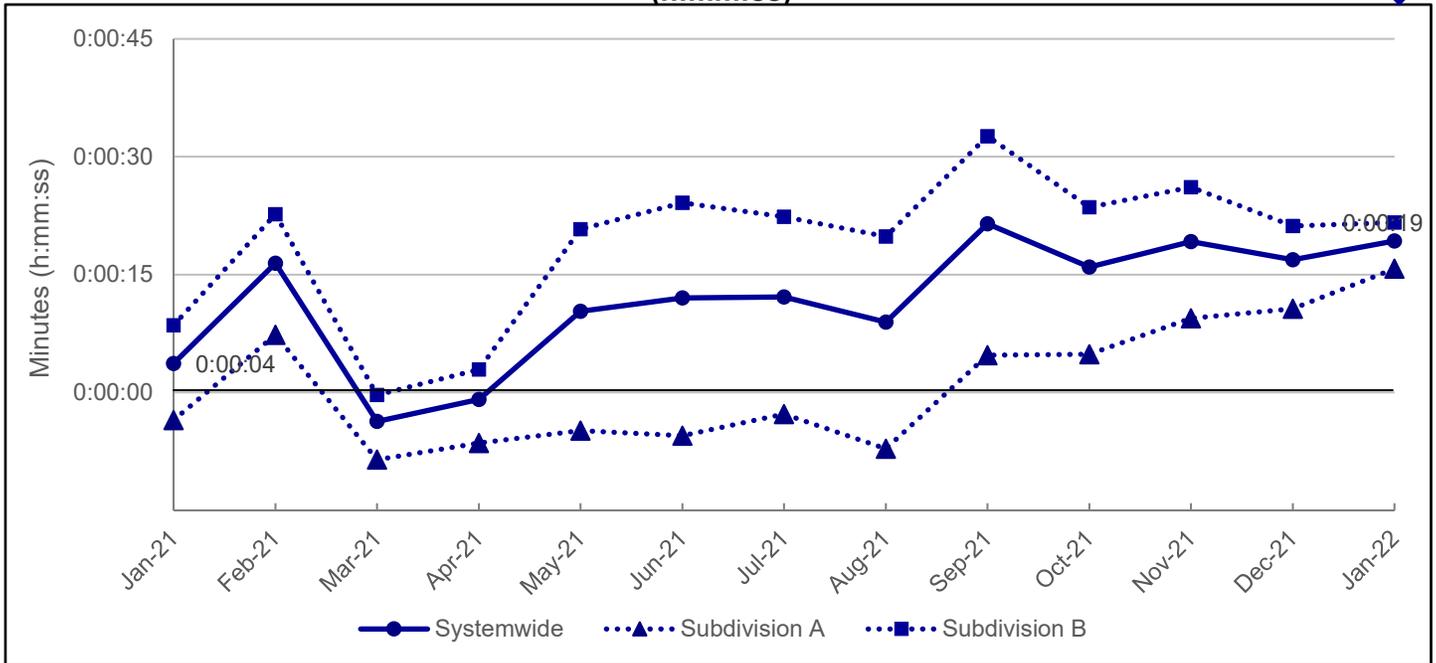
Desired trend



<u>Line</u>	<u>Jan 22</u>	<u>Jan 21</u>	<u>Change</u>
1	0:00:49	0:00:50	-0:00:01
2	0:01:05	0:01:17	-0:00:12
3	0:00:55	0:01:06	-0:00:11
4	0:01:19	0:01:10	+0:00:09
5	0:01:19	0:01:17	+0:00:02
6	0:01:14	0:00:57	+0:00:17
7	0:01:07	0:01:23	-0:00:16
S 42nd	N/A	N/A	N/A
Subdivision A	0:01:07	0:01:08	-0:00:01
A	0:01:46	0:01:06	+0:00:40
B	0:01:43	0:01:28	+0:00:15
C	0:02:08	0:00:41	+0:01:27
D	0:01:45	0:01:24	+0:00:21
E	0:01:23	0:01:07	+0:00:16
F	0:01:05	0:00:42	+0:00:23
S Fkln	0:00:41	0:00:21	+0:00:20
G	0:01:03	0:00:50	+0:00:13
S Rock	0:01:16	0:00:15	+0:01:01
JZ	0:01:09	0:01:00	+0:00:09
L	0:00:42	0:00:43	-0:00:01
M	0:00:58	0:01:45	-0:00:47
N	0:01:37	0:01:13	+0:00:24
Q	0:01:31	0:01:10	+0:00:21
R	0:01:34	0:01:33	+0:00:01
W	0:01:20	0:01:06	+0:00:14
Subdivision B	0:01:26	0:01:08	+0:00:18
Systemwide	0:01:18	0:01:08	+0:00:10

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

Desired trend



	Monthly			12-Month Average		
	Jan 22	Jan 21	Change	Jan 22	Jan 21	Change
Subdivision A	0:00:16	-0:00:04	+0:00:20	0:00:03	0:00:02	+0:00:01
Subdivision B	0:00:22	0:00:09	+0:00:13	0:00:21	0:00:17	+0:00:03
Systemwide	0:00:19	0:00:04	+0:00:15	+0:00:13	0:00:11	+0:00:02

Additional Train Time Discussion

- January 2022 ATT worsened by 15 seconds compared to January 2021, while the 12 month average worsened by 2 seconds.
- ATT remains significantly better than pre-pandemic levels as we continue to focus on improving train speeds

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)

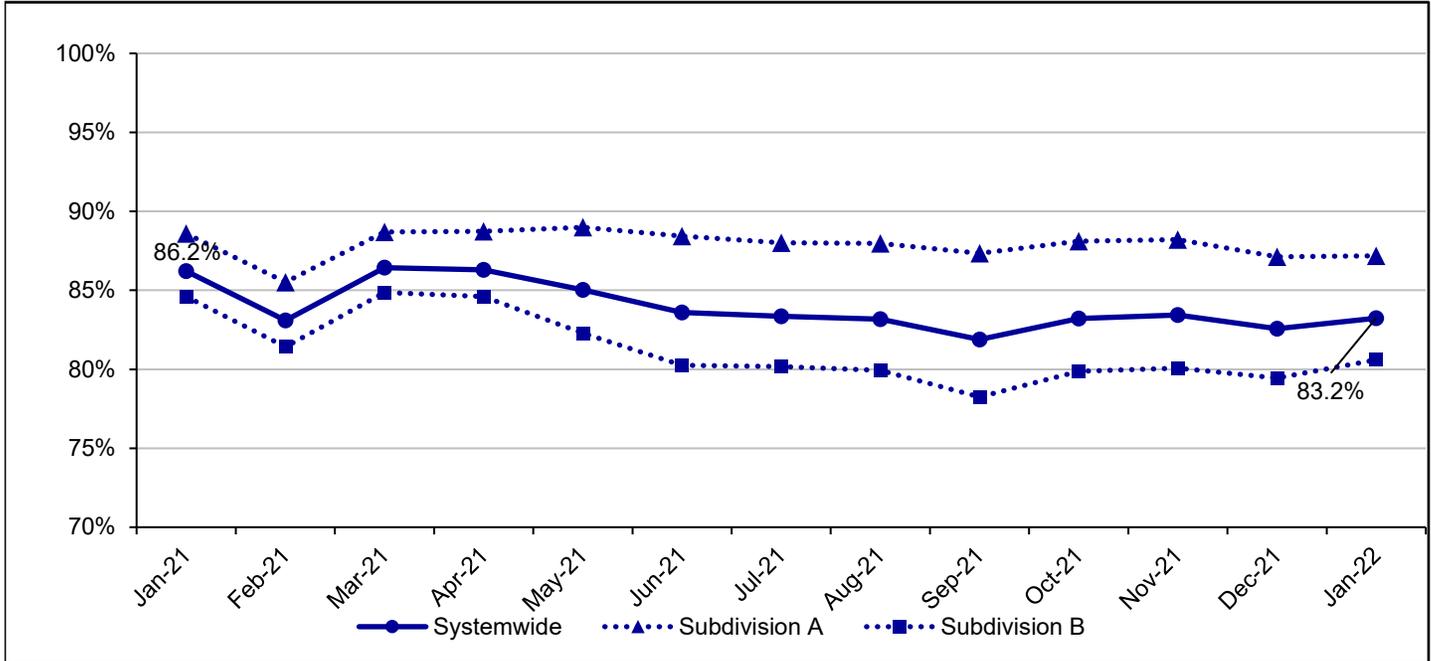
Desired trend



<u>Line</u>	<u>Jan 22</u>	<u>Jan 21</u>	<u>Change</u>
1	0:00:28	0:00:03	+0:00:25
2	-0:00:19	-0:00:22	+0:00:03
3	-0:00:08	-0:00:22	+0:00:14
4	0:00:06	-0:00:29	+0:00:35
5	-0:00:03	-0:00:30	+0:00:27
6	0:00:37	0:00:12	+0:00:25
7	0:00:35	0:00:34	+0:00:01
S 42nd	N/A	N/A	N/A
Subdivision A	0:00:16	-0:00:04	+0:00:20
A	0:00:56	0:00:05	+0:00:51
B	0:01:05	0:00:25	+0:00:40
C	0:00:28	0:00:06	+0:00:22
D	0:00:13	0:00:19	-0:00:06
E	0:00:30	0:00:17	+0:00:13
F	-0:00:04	-0:00:19	+0:00:15
S Fkln	0:00:04	0:00:03	+0:00:01
G	0:00:24	0:00:33	-0:00:09
S Rock	-0:00:43	-0:00:29	-0:00:14
JZ	0:00:21	0:00:21	+0:00:00
L	0:00:04	-0:00:06	+0:00:10
M	0:00:17	0:00:09	+0:00:08
N	0:00:37	0:00:28	+0:00:09
Q	0:00:30	0:00:12	+0:00:18
R	-0:00:02	-0:00:08	+0:00:06
W	0:00:24	0:00:10	+0:00:14
Subdivision B	0:00:22	0:00:09	+0:00:13
Systemwide	0:00:19	0:00:04	+0:00:15

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

Desired trend



	Monthly			12-Month Average		
	Jan 22	Jan 21	Change	Jan 22	Jan 21	Change
Subdivision A	87.2%	88.6%	-1.4%	87.9%	88.7%	-0.8%
Subdivision B	80.6%	84.6%	-4.0%	80.7%	83.8%	-3.1%
Systemwide	83.2%	86.2%	-3.0%	83.6%	85.8%	-2.2%

Weekday Customer Journey Time Performance Discussion

- January 2022 CJTP worsened by 3.0% compared to January 2021, and the 12-month average worsened by 2.2%.

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

Desired trend 

<u>Line</u>	<u>Jan 22</u>	<u>Jan 21</u>	<u>Change</u>
1	90.2%	90.6%	-0.4%
2	87.3%	86.8%	+0.5%
3	87.8%	89.2%	-1.4%
4	84.5%	87.5%	-3.0%
5	85.5%	87.6%	-2.1%
6	85.9%	90.6%	-4.7%
7	88.4%	87.2%	+1.2%
S 42nd	N/A	N/A	N/A
Subdivision A	87.2%	88.6%	-1.4%
A	77.2%	84.9%	-7.7%
B	75.4%	81.2%	-5.8%
C	76.3%	89.1%	-12.8%
D	76.3%	81.5%	-5.2%
E	82.8%	84.9%	-2.1%
F	82.6%	85.2%	-2.6%
S Fkln	95.7%	97.8%	-2.1%
G	83.3%	86.6%	-3.3%
S Rock	89.6%	93.9%	-4.3%
JZ	82.4%	85.2%	-2.8%
L	90.3%	94.9%	-4.6%
M	82.2%	80.7%	+1.5%
N	79.3%	82.6%	-3.3%
Q	79.1%	82.7%	-3.6%
R	78.6%	81.4%	-2.8%
W	84.3%	88.0%	-3.7%
Subdivision B	80.6%	84.6%	-4.0%
Systemwide	83.2%	86.2%	-3.0%

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)

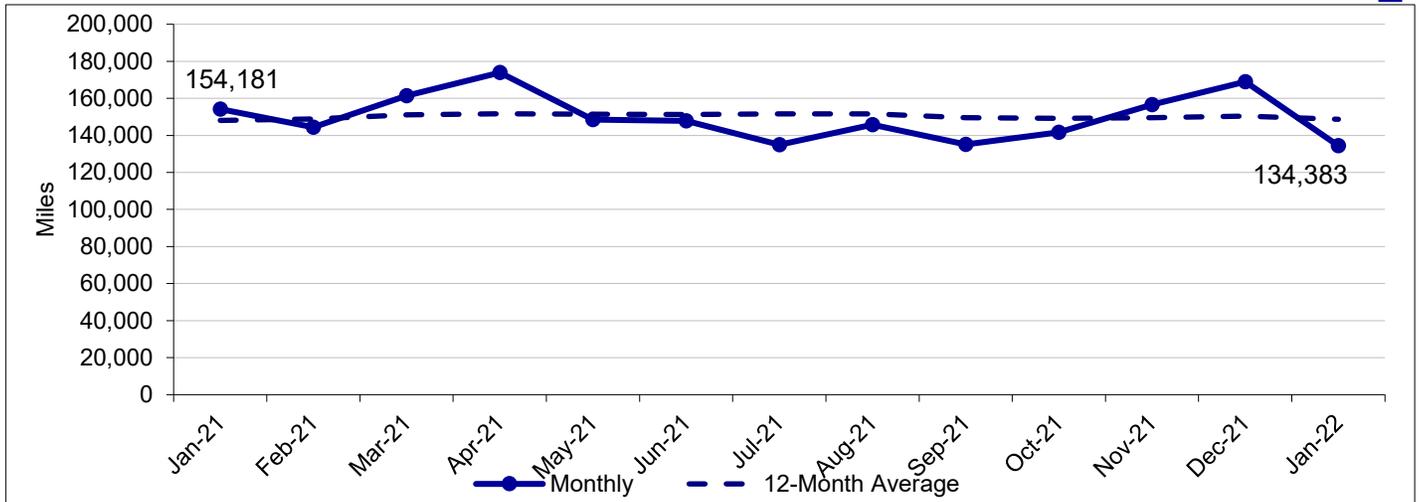
Subway MDBF is a measure of car fleet reliability. It is calculated as revenue car miles divided by the number of delay incidents attributed to car-related causes.

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		<u>% Change</u>
		Jan '22	Jan '21	
Subdivision A	2,890	170,841	257,542	-33.7%
Subdivision B	3,565	114,288	120,476	-5.1%
Systemwide	6,455	134,383	154,181	-12.8%

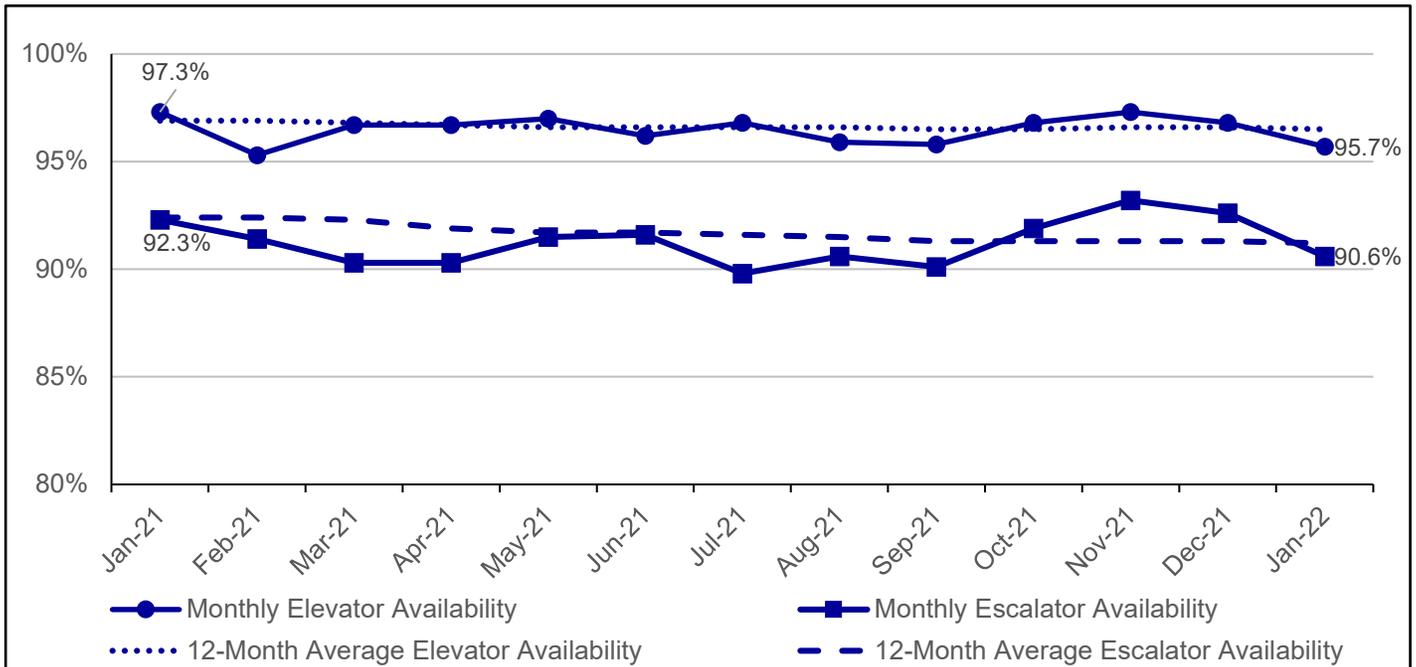
Car Class	# of Cars	12-Month Average		<u>% Change</u>
		Jan '22	Jan '21	
R46	748	56,063	58,309	-3.9%
R62	315	213,526	220,253	-3.1%
R62A	824	149,604	154,807	-3.4%
R68	425	107,354	111,553	-3.8%
R68A	200	97,458	69,009	+41.2%
R142	1,025	253,194	265,746	-4.7%
R142A	220	136,766	124,210	+10.1%
R143	212	187,837	172,337	+9.0%
R160	1,662	298,071	295,061	+1.0%
R179	318	204,393	115,720	+76.6%
R188 - New	126	235,502	289,785	-18.7%
R188 - Conversion	380	208,817	346,459	-39.7%
Subdivision A	2,890	192,849	205,323	-6.1%
Subdivision B	3,565	126,636	123,102	+2.9%
Systemwide	6,455	148,627	148,070	+0.4%

MDBF Discussion

- January 2022 MDBF was 134,383, a decrease of 12.8% from one year ago.
- 12-month average MDBF was 148,627 in January 2022, an increase of 0.4% from one year ago.
- The largest improvements in MDBF (12-month average) were on the R179, R68A, and R142A fleets.
- The decrease in monthly MDBF was attributed in part to increased failures on the R142 and R188 fleets, and in part to Omicron-related schedule reductions causing fewer car miles operated.

Elevator and Escalator Availability (24 Hours)

Desired trend



	Monthly			12-Month Average		
	Jan 22	Jan 21	% Change	Jan 22	Jan 21	% Change
Elevator Availability	95.7%	97.3%	-1.6%	96.4%	97.0%	-0.6%
Escalator Availability	90.6%	92.3%	-1.7%	91.2%	92.4%	-1.2%

Elevator and Escalator Availability Discussion

- January 2022 elevator availability decreased by 1.6% compared to January 2021, while the 12-month average decreased by 0.6%.
- January 2022 escalator availability decreased by 1.7%, compared to January 2021, while the 12-month average decreased by 1.2%.
- January 2022 availability was affected by employee availability during to the COVID surge, which resulted in longer response times to outages

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	Jan 22					Jan 21					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	74.3%	10.4%	9.2%	3.8%	72.0%	81.7%	8.2%	6.1%	2.6%	82.4%	-7.4%
2	66.1%	11.5%	11.9%	7.1%	65.2%	68.4%	11.2%	10.5%	6.8%	69.1%	-2.3%
3	71.6%	12.5%	10.3%	3.6%	65.3%	71.9%	11.9%	9.7%	4.2%	73.5%	-0.3%
4	65.2%	10.2%	10.8%	9.0%	66.0%	71.5%	10.1%	8.9%	6.3%	70.9%	-6.3%
5	66.5%	9.9%	10.3%	8.6%	65.6%	68.8%	10.0%	9.5%	7.6%	70.4%	-2.3%
6	67.6%	9.9%	10.7%	7.8%	72.1%	78.8%	8.8%	6.7%	3.5%	77.6%	-11.2%
7	73.4%	11.5%	8.2%	4.2%	73.5%	76.6%	10.5%	7.1%	3.5%	77.9%	-3.2%
S 42nd	N/A	N/A	N/A	N/A	95.1%	N/A	N/A	N/A	N/A	93.8%	N/A
Subdivision A	68.7%	10.7%	10.3%	6.7%	69.0%	73.8%	10.1%	8.4%	5.0%	74.7%	-5.1%
A	55.4%	11.0%	14.6%	12.2%	59.3%	71.4%	10.9%	9.2%	5.1%	70.0%	-16.0%
B	65.9%	13.7%	12.1%	5.6%	61.6%	78.0%	11.3%	7.1%	2.3%	75.1%	-12.1%
C	56.4%	16.5%	17.2%	6.7%	60.6%	85.9%	8.7%	4.3%	0.7%	79.5%	-29.5%
D	66.8%	12.2%	12.0%	5.9%	62.5%	76.2%	11.8%	7.5%	2.8%	74.4%	-9.4%
E	64.8%	11.4%	12.4%	7.6%	66.2%	70.9%	11.2%	9.8%	5.5%	74.5%	-6.1%
F	67.4%	13.5%	12.2%	4.7%	62.0%	76.9%	11.1%	7.8%	2.8%	76.0%	-9.5%
S Fkln	95.5%	0.9%	2.6%	0.5%	98.0%	99.2%	0.6%	0.2%	0.0%	98.2%	-3.7%
G	81.4%	11.2%	5.5%	1.1%	75.4%	84.7%	10.8%	3.7%	0.6%	80.3%	-3.3%
S Rock	86.4%	5.1%	3.9%	3.0%	91.5%	96.2%	1.8%	1.3%	0.4%	95.6%	-9.8%
JZ	76.2%	11.7%	8.0%	2.5%	77.8%	85.7%	8.7%	3.8%	1.2%	82.4%	-9.5%
L	77.7%	10.6%	7.2%	3.0%	74.0%	79.7%	11.0%	6.5%	1.9%	79.5%	-2.0%
M	74.0%	12.5%	8.8%	2.9%	68.9%	75.4%	10.8%	7.5%	4.0%	77.3%	-1.4%
N	69.5%	11.9%	10.3%	5.4%	65.9%	74.7%	11.5%	8.2%	3.6%	72.6%	-5.2%
Q	65.7%	12.1%	12.4%	6.6%	62.0%	77.5%	10.8%	7.5%	2.9%	75.3%	-11.8%
R	67.0%	12.1%	11.3%	6.1%	66.2%	74.6%	11.1%	8.5%	3.8%	74.5%	-7.6%
W	62.1%	9.7%	11.5%	9.7%	66.1%	77.8%	10.7%	5.7%	2.7%	73.6%	-15.7%
Subdivision B	68.2%	12.0%	11.1%	5.7%	66.6%	77.5%	10.7%	7.1%	3.0%	76.2%	-9.3%
Systemwide	68.4%	11.4%	10.7%	6.2%	67.7%	75.8%	10.4%	7.7%	3.9%	75.5%	-7.4%

Weekday Wait Assessment Discussion

- Wait Assessment for January 2022 decreased by 7.4% compared to January 2021.
- Wait Assessment is very sensitive to changes in headway, and the decrease was caused both by trips cancelled due to crew shortages and adjustments to reduce gaps on adjacent trips.

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

Line	Jan 22					Jan 21					Desired trend
	Monthly	Monthly Gap			12 month	Monthly	Monthly Gap			12 month	Monthly
	Meets				Meets	Meets				Meets	Standard
	Standard	Minor	Medium	Major	Standard	Standard	Minor	Medium	Major	Standard	Change
1	61.4%	16.4%	14.7%	3.5%	71.0%	82.0%	7.4%	7.0%	1.3%	84.6%	-20.6%
2	46.8%	12.8%	20.3%	13.9%	63.4%	64.6%	13.5%	13.2%	5.7%	72.4%	-17.8%
3	58.2%	14.9%	17.3%	5.6%	71.7%	76.8%	10.5%	8.6%	2.1%	81.0%	-18.6%
4	64.2%	13.3%	14.2%	5.2%	69.0%	69.0%	13.0%	10.9%	4.4%	73.6%	-4.8%
5	67.7%	13.0%	12.4%	3.6%	76.3%	78.3%	9.4%	6.8%	3.3%	82.3%	-10.6%
6	62.5%	15.6%	14.8%	3.8%	69.9%	72.9%	10.9%	9.6%	3.4%	78.8%	-10.4%
7	64.7%	14.9%	11.3%	6.1%	76.7%	89.2%	7.1%	2.7%	0.3%	82.9%	-24.5%
S 42nd	N/A	N/A	N/A	N/A	95.9%	91.1%	2.3%	2.6%	3.0%	93.4%	N/A
Subdivision A	60.3%	14.4%	15.2%	6.2%	70.8%	74.5%	10.6%	9.1%	3.4%	78.7%	-14.2%
A	48.1%	12.5%	16.7%	15.7%	59.3%	73.8%	11.3%	9.4%	3.7%	75.2%	-25.7%
C	50.5%	17.5%	19.6%	8.4%	63.0%	77.9%	11.6%	7.1%	2.2%	78.8%	-27.4%
D	52.7%	16.5%	19.1%	7.5%	65.7%	82.2%	10.7%	5.1%	1.3%	78.2%	-29.5%
E	67.9%	14.2%	13.2%	2.6%	76.0%	73.7%	6.6%	3.5%	15.6%	84.5%	-5.8%
F	54.4%	17.2%	16.8%	7.4%	67.4%	84.2%	9.0%	5.3%	0.9%	80.3%	-29.8%
S Fkln	95.4%	1.7%	1.1%	0.8%	98.0%	94.9%	0.5%	0.4%	0.7%	98.3%	+0.5%
G	77.9%	11.9%	6.0%	1.8%	80.9%	89.1%	7.0%	2.2%	0.8%	86.3%	-11.2%
S Rock	89.4%	4.1%	2.8%	1.9%	91.3%	98.5%	1.3%	0.1%	0.2%	97.0%	-9.1%
J	59.7%	13.8%	16.6%	6.6%	75.7%	86.8%	7.6%	3.6%	1.1%	84.7%	-27.1%
L	65.0%	15.4%	13.0%	4.2%	76.5%	81.6%	10.1%	5.1%	1.9%	82.3%	-16.6%
M	83.8%	8.1%	4.6%	1.5%	84.6%	95.4%	3.1%	1.1%	0.3%	83.2%	-11.6%
N	46.9%	18.7%	20.0%	9.0%	63.4%	77.9%	11.9%	6.8%	1.9%	75.5%	-31.0%
Q	47.2%	15.9%	20.3%	11.1%	66.5%	79.9%	10.8%	6.5%	1.7%	78.4%	-32.7%
R	60.9%	16.5%	13.9%	5.2%	71.1%	82.4%	10.2%	5.5%	1.1%	80.4%	-21.5%
Subdivision B	58.4%	15.1%	15.4%	7.2%	70.3%	81.6%	9.6%	5.5%	2.1%	80.6%	-23.2%
Systemwide	59.1%	14.8%	15.3%	6.8%	70.6%	78.5%	10.1%	7.1%	2.7%	79.8%	-19.4%

Weekend Wait Assessment Discussion

- Wait Assessment is very sensitive to changes in headway, and the decrease was caused both by trips cancelled due to crew shortages and adjustments to reduce gaps on adjacent trips.

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>Jan 22</u>	<u>Jan 21</u>	<u>Change</u>
1	85.0%	90.1%	-5.1%
2	79.0%	84.8%	-5.8%
3	86.7%	89.6%	-2.9%
4	77.7%	88.9%	-11.2%
5	81.6%	88.3%	-6.7%
6	73.9%	89.5%	-15.6%
7	90.4%	92.3%	-1.9%
S 42nd	97.9%	N/A	N/A
Subdivision A	83.6%	89.6%	-6.0%
A	62.8%	86.8%	-24.0%
B	67.0%	86.4%	-19.4%
C	65.3%	92.4%	-27.1%
D	78.1%	87.5%	-9.4%
E	72.1%	82.3%	-10.2%
F	78.2%	85.2%	-7.0%
S Fkln	98.1%	100.0%	-1.9%
G	92.3%	93.3%	-1.0%
S Rock	93.0%	98.4%	-5.4%
JZ	86.5%	95.2%	-8.7%
L	92.2%	96.0%	-3.8%
M	85.0%	84.7%	+0.3%
NW	74.4%	83.6%	-9.2%
Q	76.5%	86.8%	-10.3%
R	83.9%	84.9%	-1.0%
Subdivision B	80.2%	89.1%	-8.9%
Systemwide	81.6%	89.2%	-7.6%

Weekday Terminal On-Time Performance Discussion

- January weekday OTP worsened by 7.6% compared to the prior year.
- While performance decreased year-over-year due to the crew shortage and COVID surge, OTP recovered to Fall 2021 levels after the dip in December.

Subway Weekend Terminal On-Time Performance

Monthly
(24 hours)

Desired trend



<u>Line</u>	<u>Jan 22</u>	<u>Jan 21</u>	<u>Change</u>
1	86.7%	91.2%	-4.5%
2	56.0%	65.2%	-9.2%
3	73.8%	77.3%	-3.5%
4	74.2%	83.2%	-9.0%
5	68.2%	88.1%	-19.9%
6	80.5%	85.5%	-5.0%
7	85.9%	97.4%	-11.5%
S 42nd	99.9%	99.7%	+0.2%
Subdivision A	78.8%	87.0%	-8.2%
A	57.2%	84.1%	-26.9%
C	70.2%	82.9%	-12.7%
D	70.1%	91.8%	-21.7%
E	75.6%	95.8%	-20.2%
F	71.6%	85.1%	-13.5%
S Fkn	92.4%	96.8%	-4.4%
G	88.1%	91.8%	-3.7%
S Rock	91.8%	99.2%	-7.4%
J	71.3%	92.8%	-21.5%
L	77.8%	94.1%	-16.3%
M	79.3%	99.0%	-19.7%
N	57.5%	85.7%	-28.2%
Q	59.7%	86.0%	-26.3%
R	76.8%	93.7%	-16.9%
Subdivision B	73.7%	91.3%	-17.6%
Systemwide	75.7%	89.6%	-13.9%

Weekend Terminal On-Time Performance Discussion

- January 2022 OTP decreased 13.9% compared to January 2021.
- The decrease was mostly to the impact of crew availability, the COVID surge, and the January 29th snowstorm.

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

Subway Weekday Trains Delayed
Monthly - January 2022
(24 hours)

<u>Delay Categories</u>	<u>Trains</u> <u>Delayed</u>	<u>Delayed</u> Trains Per Day (20)	<u>% of Delayed</u> Trains
Track Failures and Emergency Remediation	<u>949</u>	<u>47</u>	<u>3.4%</u>
Rail and Roadbed	590	30	2.2%
Fire, Smoke, Debris	359	18	1.3%
Signal Failures and Emergency Remediation	3,413	171	12.4%
Subway Car	<u>1,064</u>	<u>53</u>	<u>3.9%</u>
Door-Related	341	17	1.2%
Propulsion	145	7	0.5%
Braking	185	9	0.7%
Other	393	20	1.5%
Stations and Structure	338	17	1.2%
Other Internal	<u>7,102</u>	<u>355</u>	<u>25.8%</u>
Service Delivery (e.g. crew performance)	383	19	1.4%
Crew Availability (e.g. operator vacancy)	6,353	318	23.1%
Train Brake Activation - cause unknown	166	8	0.6%
Other Internal Disruptions (e.g. IT system failure)	200	10	0.7%
External	<u>7,420</u>	<u>371</u>	<u>27.0%</u>
Public Conduct, Crime, Police Response	3,567	178	12.9%
Sick/Injured Customer	1,244	62	4.5%
Persons on Roadbed (including persons struck by train)	1,445	72	5.2%
External Debris on Roadbed (e.g., trees, shopping cart)	158	8	0.6%
Inclement Weather	535	27	2.0%
External Agency or Utility	471	24	1.7%
Operating Environment	3,620	181	13.2%
Planned Right-of-Way Work	3,622	181	13.2%
Total Trains Delayed	<u>27,528</u>	<u>1,376</u>	<u>100%</u>

Subway Weekend Trains Delayed
Monthly - January 2022
(24 hours)

<u>Delay Categories</u>	<u>Trains Delayed</u>	<u>Delayed Trains Per Day (11)</u>	<u>% of Delayed Trains</u>
Track Failures and Emergency Remediation	<u>468</u>	<u>43</u>	<u>3.6%</u>
Rail and Roadbed	326	30	2.5%
Fire, Smoke, Debris	142	13	1.1%
Signal Failures and Emergency Remediation	1,403	128	10.9%
Subway Car	<u>475</u>	<u>43</u>	<u>3.7%</u>
Door-Related	89	8	0.7%
Propulsion	187	17	1.4%
Braking	122	11	0.9%
Other	77	7	0.6%
Stations and Structure	54	5	0.4%
Other Internal	<u>4,420</u>	<u>402</u>	<u>34.2%</u>
Service Delivery (e.g. crew performance)	125	11	1.0%
Crew Availability (e.g. operator vacancy)	4,210	383	32.6%
Train Brake Activation - cause unknown	26	2	0.2%
Other Internal Disruptions (e.g. IT system failure)	59	5	0.5%
External	<u>3,782</u>	<u>344</u>	<u>29.3%</u>
Public Conduct, Crime, Police Response	948	86	7.3%
Sick/Injured Customer	230	21	1.8%
Persons on Roadbed (including persons struck by train)	520	47	4.0%
External Debris on Roadbed (e.g., trees, shopping cart)	69	6	0.5%
Inclement Weather	1,761	160	13.6%
External Agency or Utility	254	23	2.0%
Operating Environment	1,259	114	9.7%
Planned Right-of-Way Work	1,061	96	8.2%
Total Trains Delayed	<u>12,922</u>	<u>1,175</u>	<u>100%</u>

Customer Service Report: Buses

Frank Annicaro, Acting President, MTA Bus Company/
Senior Vice President, NYCT Department of Buses



New York City experienced another winter storm at the end of January with heavier snow and blizzard conditions and over a foot of accumulation has been recorded. Buses made precautionary measures including replaced articulated buses with 40-foot standard buses that were fitted with chains and 35 snow-fighters vehicles prepared to operate. Road Operations and Transportation teams made efficient service-related decisions based on road conditions and additionally gave full measure of labor to salt and clear surfaces of snow and ice to keep customers and employees safe while delivering as much reliable service as possible.

Bus Report

Bus Report Performance Indicators							
Category	Performance Indicator	Current Month: January 2022			12-Month Average		
		This Year	Last Year	Change	This Year	Last Year	Change
Customer Focused Metrics	Service Delivered (Chart 1)	91.3%	97.0%	-5.7%	93.4%	96.0%	-2.6%
	Additional Bus Stop Time (h:mm:ss) (Chart 3)*	0:02:17	0:01:17	0:01:00	0:02:04	0:01:33	0:00:31
	Additional Travel Time (h:mm:ss) (Chart 5)*	-0:00:10	-0:00:58	0:00:48	0:00:02	-0:00:12	0:00:14
	Customer Journey Time Performance (Chart 7)*	74.6%	84.0%	-9.4%	74.7%	78.5%	-3.8%
Inputs To Operations	Mean Distance Between Failures (Chart 9)	6,658	8,816	-24.5%	6,697	8,241	-18.7%
	Speed (MPH) (Chart 11)	8.3	8.4	-1.2%	8.2	8.4	-2.4%
Legacy Indicators	Wait Assessment (Chart 13)	72.2%	83.7%	-11.5%	75.0%	80.3%	-5.3%
	System MDBSI (Chart 16)	2,784	3,541	-21.4%	3,146	3,627	-13.3%
	NYCT Bus	2,784	3,476	-19.9%	3,094	3,453	-10.4%
	MTA Bus	2,783	3,766	-26.1%	3,319	4,300	-22.8%
	System Trips Completed (Chart 17)*	93.1%	98.0%	-4.9%	94.9%	97.8%	-2.9%
	NYCT Bus	93.5%	98.2%	-4.7%	94.9%	98.0%	-3.1%
	MTA Bus	91.1%	97.4%	-6.3%	95.1%	97.2%	-2.1%
	System AM Pull Out (Chart 18)**	92.8%	98.1%	-5.3%	95.1%	98.0%	-2.9%
	NYCT Bus	93.1%	98.2%	-5.1%	95.2%	98.2%	-3.0%
	MTA Bus	91.8%	97.7%	-5.9%	94.8%	97.3%	-2.5%
	System PM Pull Out (Chart 19)**	94.6%	98.6%	-4.0%	96.2%	98.5%	-2.3%
	NYCT Bus	95.5%	98.9%	-3.4%	96.5%	98.7%	-2.2%
	MTA Bus	91.7%	97.9%	-6.2%	95.4%	97.9%	-2.5%
	System Buses >= 12 years	26.0%	19.0%				
	NYCT Bus	16.0%	6.9%				
	MTA Bus	61.9%	59.0%				
System Fleet Age	8.2	7.9					
NYCT Bus	7.2	6.8					
MTA Bus	11.6	11.7					

System refers to the combined results of NYCT Bus and MTA Bus. Change values for time- and percentage-based metrics are calculated as absolute values. All other change values are calculated as percentage changes.

***NOTE:** Due to severe disruptions in bus ridership and service associated with the COVID-19 pandemic, this report includes the following adjustments:

- AM Pull Out and PM Pull Out metrics and 12-month averages exclude December 27 – 31, 2021
- 12-month averages for Trips Completed, AM Pull Out, and PM Pull Out metrics exclude April and May 2020
- 12-month averages for ABST, ATT, and CJTP metrics exclude April - August 2020

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.

Service Delivered (Peak Hours)

Desired trend

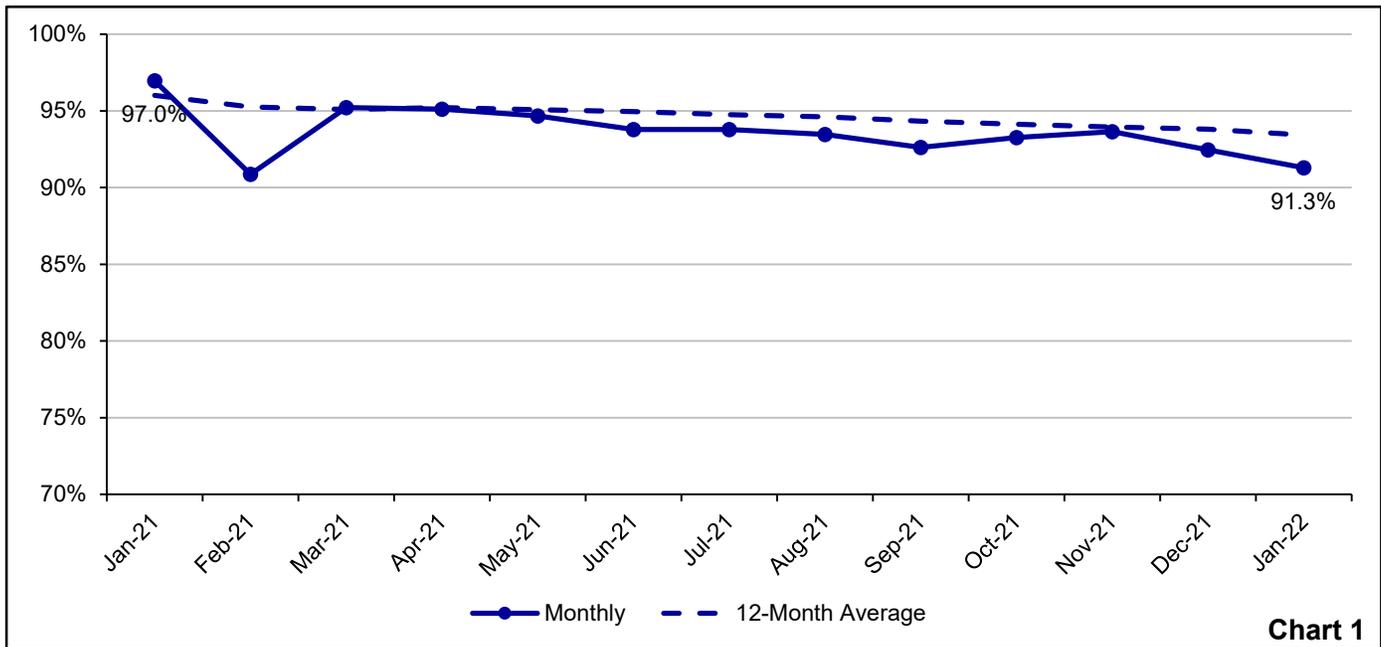


Chart 1

	Monthly			12-Month Average		
	Jan 22	Jan 21	Change (Pts)	Jan 22	Jan 21	Change (Pts)
Bronx	94.2%	98.2%	-4.0%	94.6%	97.4%	-2.8%
Brooklyn	90.4%	97.0%	-6.6%	93.2%	96.2%	-3.0%
Manhattan	92.6%	98.8%	-6.2%	95.8%	97.1%	-1.3%
Queens	91.4%	95.9%	-4.5%	93.3%	95.0%	-1.7%
Staten Island	86.6%	96.1%	-9.5%	89.9%	95.0%	-5.1%
Systemwide	91.3%	97.0%	-5.7%	93.4%	96.0%	-2.6%

Service Delivered Discussion

- Service Delivered in January 2022 decreased by 5.7 percentage points to 91.3 percent compared to January 2021, and decreased by 2.6 percentage points to 93.4 percent on a 12-month average basis.

Service Delivered
Monthly
(Peak Hours)

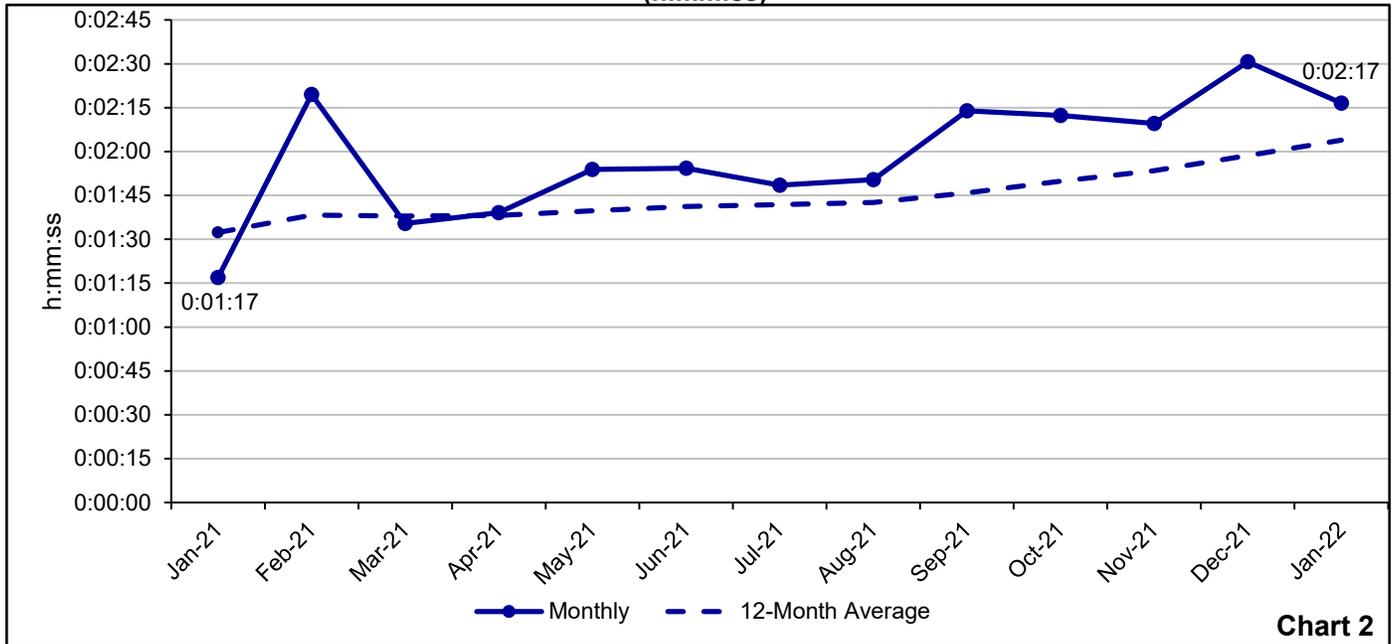
Desired trend



<u>Borough</u>	<u>Jan 22</u>	<u>Jan 21</u>	<u>Change (Pts)</u>
Bronx	94.2%	98.2%	-4.0%
Local/Limited	93.8%	97.5%	-3.7%
Select Bus Service	92.7%	99.6%	-6.9%
Express	97.7%	101.5%	-3.8%
Brooklyn	90.4%	97.0%	-6.6%
Local/Limited	90.2%	96.7%	-6.5%
Select Bus Service	87.9%	95.6%	-7.7%
Express	94.2%	100.3%	-6.1%
Manhattan	92.6%	98.8%	-6.2%
Local/Limited	92.8%	98.7%	-5.9%
Select Bus Service	92.1%	98.9%	-6.8%
Express	N/A	N/A	N/A
Queens	91.4%	95.9%	-4.5%
Local/Limited	90.8%	95.6%	-4.8%
Select Bus Service	93.7%	97.0%	-3.3%
Express	95.3%	98.0%	-2.7%
Staten Island	86.6%	96.1%	-9.5%
Local/Limited	84.3%	96.5%	-12.2%
Select Bus Service	89.8%	99.0%	-9.2%
Express	88.6%	95.4%	-6.8%
Systemwide	91.3%	97.0%	-5.7%
Local/Limited	91.0%	96.7%	-5.7%
Select Bus Service	91.6%	98.2%	-6.6%
Express	92.8%	97.8%	-5.0%

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

Desired trend



	Monthly			12-Month Average		
	Jan 22	Jan 21	Change	Jan 22	Jan 21	Change
Bronx	0:01:57	0:01:09	+0:00:48	0:01:55	0:01:31	+0:00:24
Brooklyn	0:02:40	0:01:31	+0:01:09	0:02:24	0:01:47	+0:00:37
Manhattan	0:01:44	0:01:02	+0:00:42	0:01:28	0:01:09	+0:00:19
Queens	0:02:18	0:01:15	+0:01:03	0:02:04	0:01:28	+0:00:36
Staten Island	0:03:31	0:01:46	+0:01:45	0:03:06	0:01:59	+0:01:07
Systemwide	0:02:17	0:01:17	+0:01:00	0:02:04	0:01:33	+0:00:31

Additional Bus Stop Time Discussion

- Additional Bus Stop Time in January 2022 increased by 1 minute and 0 seconds compared to January 2021, and increased by 31 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 and is excluded from the 12-month average.

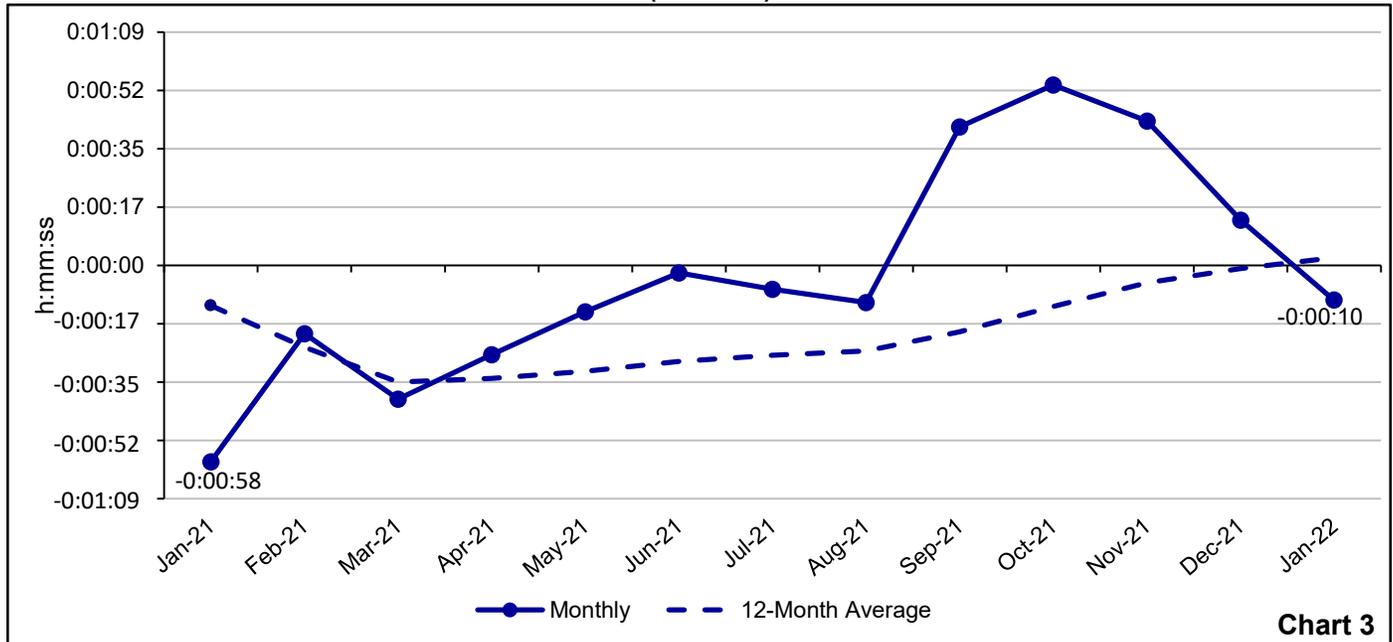
Additional Bus Stop Time
(4 a.m. - 11 p.m.)
(h:mm:ss)

Desired trend 

<u>Borough</u>	<u>Jan 22</u>	<u>Jan 21</u>	<u>Change</u>
Bronx	0:01:57	0:01:09	0:00:48
Local/Limited	0:01:58	0:01:10	0:00:48
Select Bus Service	0:01:36	0:00:59	0:00:37
Express	0:02:51	0:02:01	0:00:50
Brooklyn	0:02:40	0:01:31	0:01:09
Local/Limited	0:02:43	0:01:31	0:01:12
Select Bus Service	0:02:13	0:01:22	0:00:51
Express	0:03:13	0:01:46	0:01:27
Manhattan	0:01:44	0:01:02	0:00:42
Local/Limited	0:01:55	0:01:07	0:00:48
Select Bus Service	0:01:21	0:00:49	0:00:32
Express	N/A	N/A	N/A
Queens	0:02:18	0:01:15	0:01:03
Local/Limited	0:02:20	0:01:15	0:01:05
Select Bus Service	0:01:37	0:01:02	0:00:35
Express	0:02:50	0:01:54	0:00:56
Staten Island	0:03:31	0:01:46	0:01:45
Local/Limited	0:04:05	0:01:54	0:02:11
Select Bus Service	0:01:56	0:01:00	0:00:56
Express	0:02:28	0:01:26	0:01:02
Systemwide	0:02:17	0:01:17	0:01:00
Local/Limited	0:02:22	0:01:19	0:01:03
Select Bus Service	0:01:37	0:01:00	0:00:37
Express	0:02:45	0:01:42	0:01:03

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

Desired trend



	Monthly			12-Month Average		
	Jan 22	Jan 21	Change	Jan 22	Jan 21	Change
Bronx	-0:00:06	-0:00:40	+0:00:34	0:00:19	0:00:08	+0:00:11
Brooklyn	-0:00:02	-0:00:53	+0:00:51	0:00:07	-0:00:06	+0:00:13
Manhattan	-0:00:28	-0:01:02	+0:00:34	-0:00:19	-0:00:26	+0:00:07
Queens	0:00:05	-0:01:01	+0:01:06	0:00:09	-0:00:13	+0:00:22
Staten Island	-0:01:55	-0:02:42	+0:00:47	-0:01:15	-0:01:33	+0:00:18
Systemwide	-0:00:10	-0:00:58	+0:00:48	0:00:02	-0:00:12	+0:00:14

Additional Travel Time Discussion

- Additional Travel Time in January 2022 increased by 48 seconds compared to January 2021, and increased by 14 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 and is excluded from the 12-month average.

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

Desired trend 

<u>Borough</u>	<u>Jan 22</u>	<u>Jan 21</u>	<u>Change</u>
Bronx	-0:00:06	-0:00:40	+0:00:34
Local/Limited	-0:00:07	-0:00:36	+0:00:29
Select Bus Service	0:00:21	-0:00:42	+0:01:03
Express	-0:01:37	-0:03:43	+0:02:06
Brooklyn	-0:00:02	-0:00:53	+0:00:51
Local/Limited	-0:00:04	-0:00:51	+0:00:47
Select Bus Service	0:00:48	-0:00:42	+0:01:30
Express	-0:02:52	-0:06:30	+0:03:38
Manhattan	-0:00:28	-0:01:02	+0:00:34
Local/Limited	-0:00:35	-0:01:01	+0:00:26
Select Bus Service	-0:00:16	-0:01:05	+0:00:49
Express	N/A	N/A	N/A
Queens	0:00:05	-0:01:01	+0:01:06
Local/Limited	0:00:05	-0:01:00	+0:01:05
Select Bus Service	0:00:14	-0:00:07	+0:00:21
Express	-0:00:34	-0:06:13	+0:05:39
Staten Island	-0:01:55	-0:02:42	+0:00:47
Local/Limited	-0:00:51	-0:01:30	+0:00:39
Select Bus Service	-0:01:08	-0:01:34	+0:00:26
Express	-0:06:09	-0:09:27	+0:03:18
Systemwide	-0:00:10	-0:00:58	+0:00:48
Local/Limited	-0:00:08	-0:00:52	+0:00:44
Select Bus Service	0:00:05	-0:00:50	+0:00:55
Express	-0:03:33	-0:07:04	+0:03:31

Customer Journey Time Performance

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

Desired trend

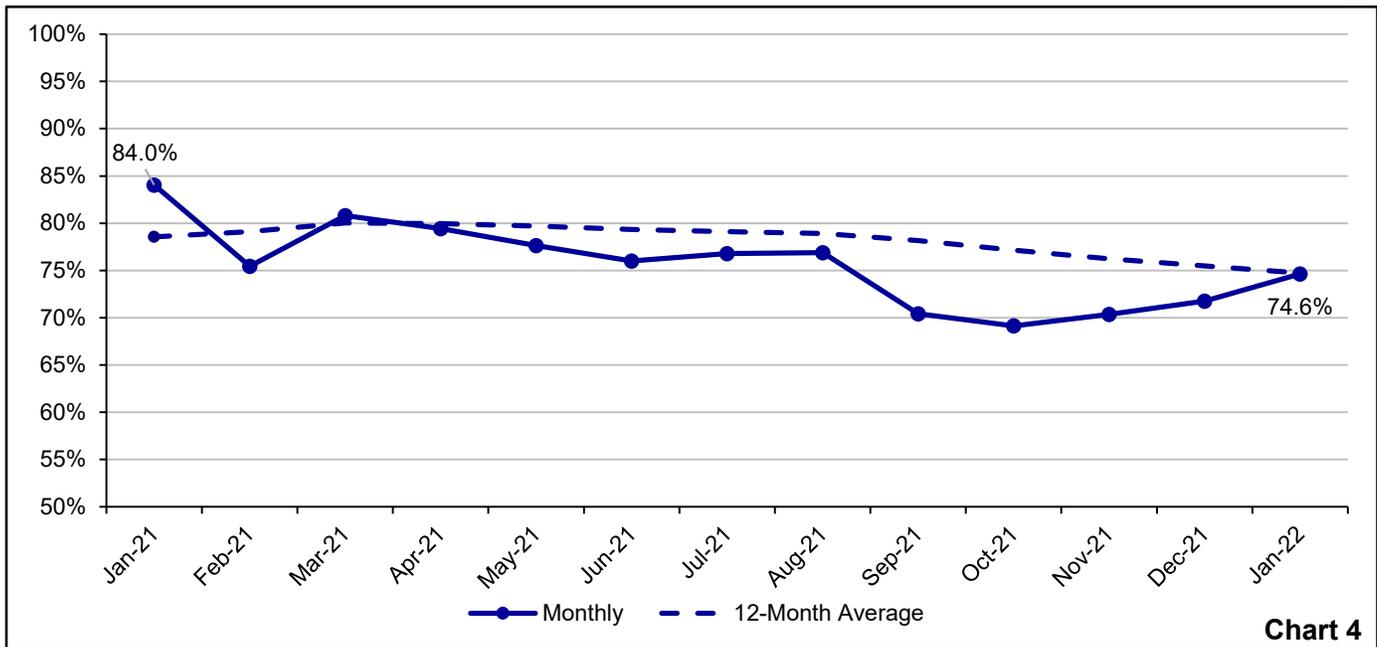


Chart 4

	Monthly			12-Month Average		
	Jan 22	Jan 21	Change (Pts)	Jan 22	Jan 21	Change (Pts)
Bronx	75.6%	83.4%	-7.8%	73.8%	77.1%	-3.3%
Brooklyn	70.5%	81.0%	-10.5%	71.6%	75.8%	-4.2%
Manhattan	80.2%	86.8%	-6.6%	80.6%	82.8%	-2.2%
Queens	74.3%	85.8%	-11.5%	75.1%	79.8%	-4.7%
Staten Island	75.4%	86.1%	-10.7%	74.9%	80.0%	-5.1%
Systemwide	74.6%	84.0%	-9.4%	74.7%	78.5%	-3.8%

Customer Journey Time Performance Discussion

- Customer Journey Time Performance in January 2022 decreased by 9.4 percentage points to 74.6 percent compared to January 2021, and decreased by 3.8 percentage points to 74.7 percent 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 and is excluded from the 12-month average.

Customer Journey Time Performance Monthly

Desired trend

<u>Borough</u>	<u>Jan 22</u>	<u>Jan 21</u>	<u>Change (Pts)</u>
Bronx	75.6%	83.4%	-7.8%
Local/Limited	75.9%	83.5%	-7.6%
Select Bus Service	74.3%	83.7%	-9.4%
Express	69.6%	79.0%	-9.4%
Brooklyn	70.5%	81.0%	-10.5%
Local/Limited	70.6%	80.9%	-10.3%
Select Bus Service	68.9%	81.6%	-12.7%
Express	73.5%	87.6%	-14.1%
Manhattan	80.2%	86.8%	-6.6%
Local/Limited	78.6%	85.6%	-7.0%
Select Bus Service	83.4%	89.5%	-6.1%
Express	N/A	N/A	N/A
Queens	74.3%	85.8%	-11.5%
Local/Limited	74.5%	86.1%	-11.6%
Select Bus Service	72.5%	78.3%	-5.8%
Express	66.1%	86.3%	-20.2%
Staten Island	75.4%	86.1%	-10.7%
Local/Limited	72.4%	84.8%	-12.4%
Select Bus Service	78.5%	85.4%	-6.9%
Express	84.6%	93.1%	-8.5%
Systemwide	74.6%	84.0%	-9.4%
Local/Limited	74.2%	83.8%	-9.6%
Select Bus Service	77.3%	85.2%	-7.9%
Express	75.9%	87.7%	-11.8%

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

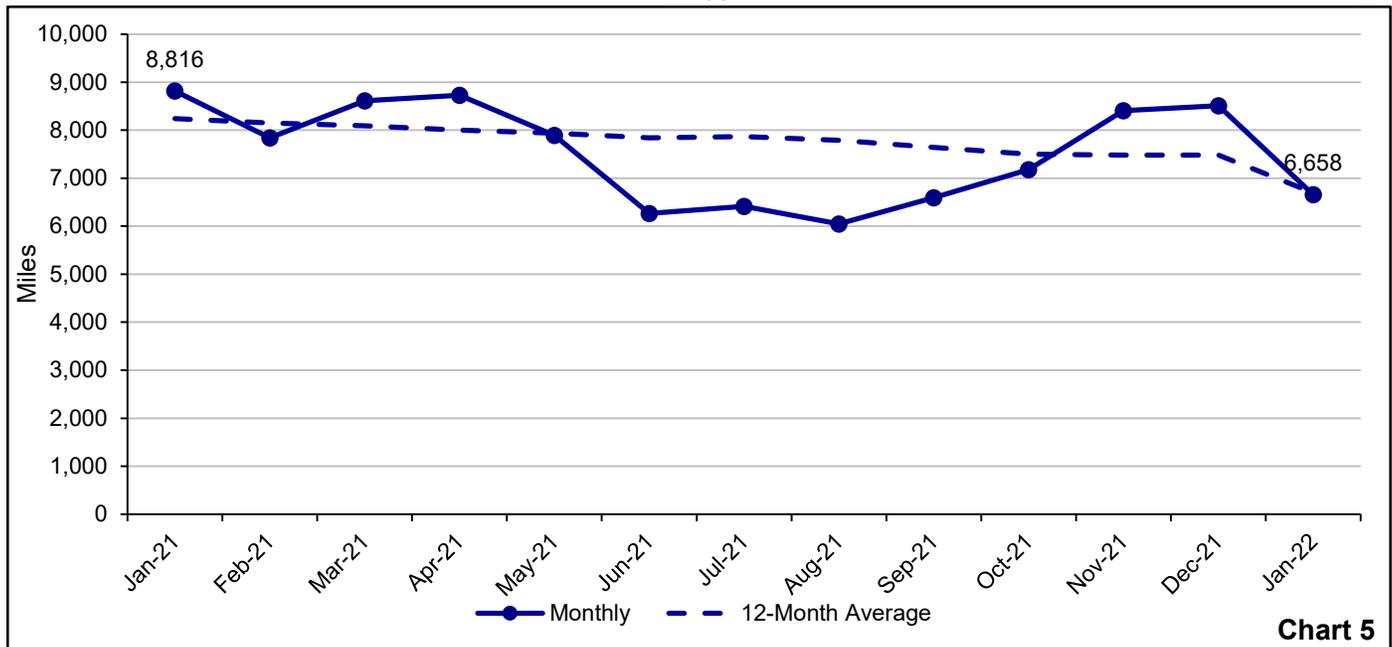
Bus speeds measure how quickly buses travel along their routes. The average end-to-end speed is the total distance traveled along a route divided by the total time, using bus GPS data.

Mean Distance Between Failures

(24 Hours)

Miles

Desired trend



	Monthly			12-Month Average		
	Jan 22	Jan 21	% Change	Jan 22	Jan 21	% Change
Bronx	4,674	5,953	-21.5%	4,656	5,988	-22.2%
Brooklyn	7,419	10,448	-29.0%	8,068	8,719	-7.5%
Manhattan	4,248	5,706	-25.5%	4,543	5,350	-15.1%
Queens	6,809	8,658	-21.4%	6,893	8,195	-15.9%
Staten Island	15,671	25,601	-38.8%	22,657	25,441	-10.9%
Systemwide	6,658	8,816	-24.5%	6,697	8,241	-18.7%

Mean Distance Between Failures Discussion

- Mean Distance Between Failures in January 2022 decreased by 24.5 percent to 6,658 miles compared to January 2021, and decreased by 18.7 percent to 6,697 miles on a 12-month average basis.

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

Desired trend 

<u>Borough</u>	<u>Jan 22</u>	<u>Jan 21</u>	<u>% Change</u>
Bronx	4,656	5,988	-22.2%
Local/Limited	4,496	5,149	-12.7%
Select Bus Service	6,017	8,616	-30.2%
Express	10,784	10,945	-1.5%
Brooklyn	8,068	8,719	-7.5%
Local/Limited	7,993	8,344	-4.2%
Select Bus Service	9,501	13,863	-31.5%
Express	6,929	10,869	-36.2%
Manhattan	4,543	5,350	-15.1%
Local/Limited	4,220	4,629	-8.8%
Select Bus Service	5,937	9,701	-38.8%
Express	N/A	N/A	N/A
Queens	6,893	8,195	-15.9%
Local/Limited	6,824	7,857	-13.2%
Select Bus Service	7,111	8,004	-11.2%
Express	11,663	10,391	+12.2%
Staten Island	22,657	25,441	-10.9%
Local/Limited	22,220	23,019	-3.5%
Select Bus Service	41,970	60,219	-30.3%
Express	15,545	26,134	-40.5%
Systemwide	6,697	8,241	-18.7%
Local/Limited	6,545	7,233	-9.5%
Select Bus Service	7,542	10,429	-27.7%
Express	12,430	14,617	-15.0%

Bus Speeds (24 Hours) (MPH)

Desired trend

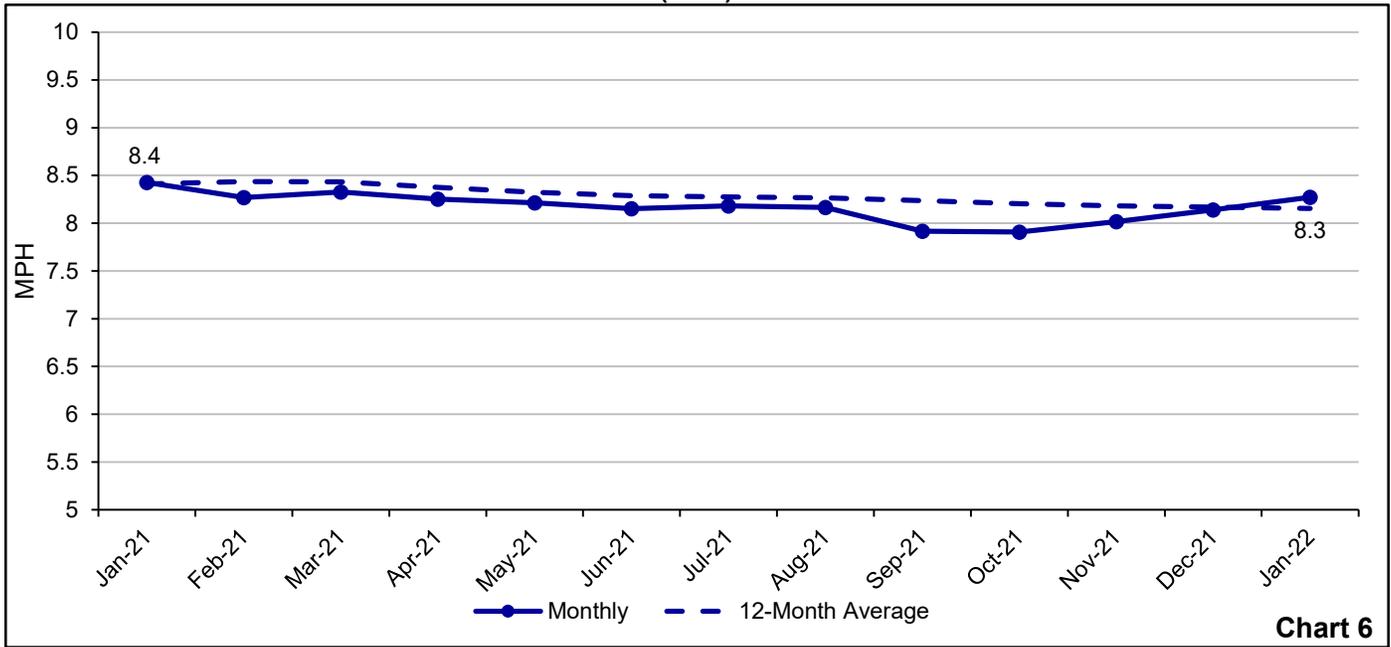


Chart 6

	Monthly			12-Month Average		
	Jan 22	Jan 21	% Change	Jan 22	Jan 21	% Change
Bronx	7.7	7.8	-1.3%	7.6	7.8	-2.6%
Brooklyn	7.4	7.7	-3.9%	7.3	7.6	-3.9%
Manhattan	6.3	6.5	-3.1%	6.2	6.5	-4.6%
Queens	9.3	9.6	-3.1%	9.2	9.5	-3.2%
Staten Island	14.6	14.5	+0.7%	14.2	14.2	0.0%
Systemwide	8.3	8.4	-1.2%	8.2	8.4	-2.4%

Speed Discussion

- Bus Speeds in January 2022 decreased by 1.2 percent to 8.3 mph compared to January 2021, and decreased by 2.4 percent to 8.2 mph on a 12-month average basis.

Bus Speeds
Monthly (24 Hours)
MPH

Desired trend 

<u>Borough</u>	<u>Jan 22</u>	<u>Jan 21</u>	<u>% Change</u>
Bronx	7.7	7.8	-1.3%
Local/Limited	7.0	7.2	-2.8%
Select Bus Service	9.0	9.3	-3.2%
Express	12.5	13.0	-3.8%
Brooklyn	7.4	7.7	-3.9%
Local/Limited	7.1	7.4	-4.1%
Select Bus Service	8.6	9.1	-5.5%
Express	13.5	14.5	-6.9%
Manhattan	6.3	6.5	-3.1%
Local/Limited	6.0	6.2	-3.2%
Select Bus Service	7.4	7.5	-1.3%
Express	N/A	N/A	N/A
Queens	9.3	9.6	-3.1%
Local/Limited	9.0	9.3	-3.2%
Select Bus Service	11.5	11.8	-2.5%
Express	14.1	15.2	-7.2%
Staten Island	14.6	14.5	+0.7%
Local/Limited	12.2	12.7	-3.9%
Select Bus Service	15.1	15.5	-2.6%
Express	18.9	18.9	+0.0%
Systemwide	8.3	8.4	-1.2%
Local/Limited	7.7	8.0	-3.8%
Select Bus Service	9.4	9.5	-1.1%
Express	15.0	15.4	-2.6%

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.

Wait Assessment

Desired trend

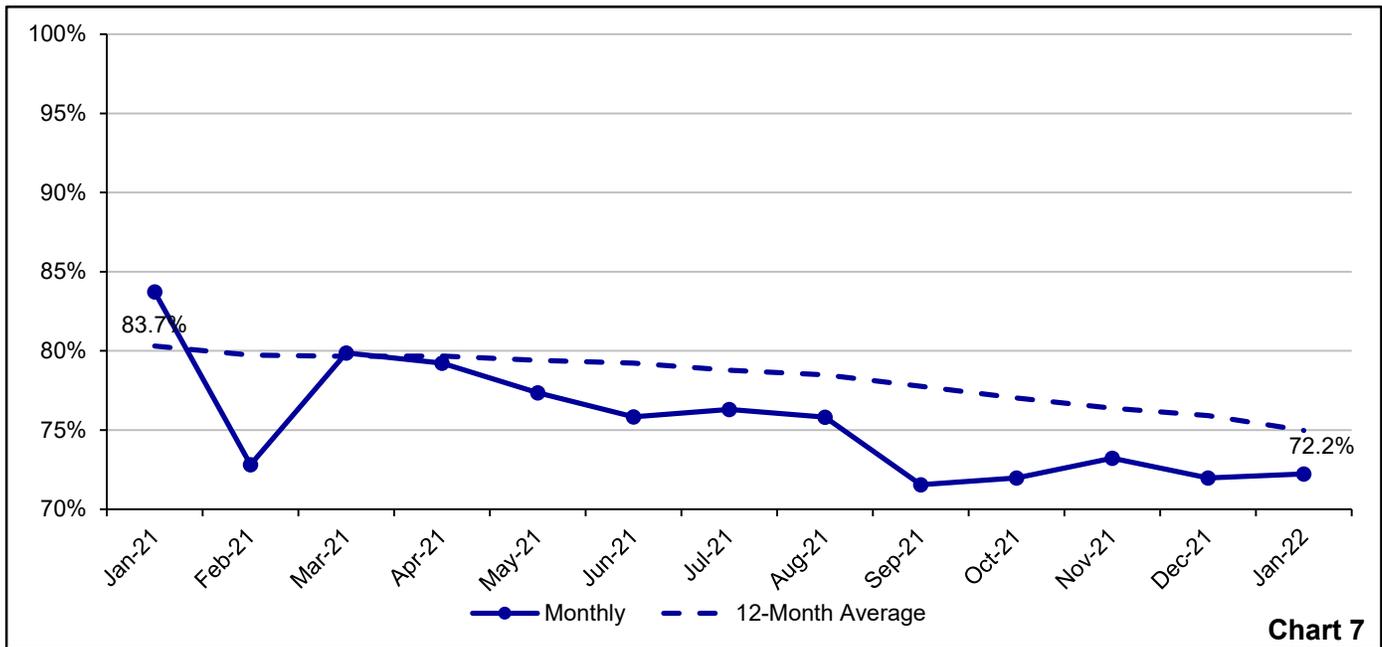


Chart 7

	Monthly			12-Month Average		
	Jan 22	Jan 21	Change (Pts)	Jan 22	Jan 21	Change (Pts)
Bronx	74.0%	83.9%	-9.9%	74.4%	80.4%	-6.0%
Brooklyn	68.0%	80.2%	-12.2%	71.2%	76.8%	-5.6%
Manhattan	74.0%	85.5%	-11.5%	78.3%	81.4%	-3.1%
Queens	74.7%	85.2%	-10.5%	77.3%	82.2%	-4.9%
Staten Island	68.4%	85.2%	-16.8%	73.0%	82.0%	-9.0%
Systemwide	72.2%	83.7%	-11.5%	75.0%	80.3%	-5.3%

Wait Assessment Monthly

Desired trend 

<u>Borough</u>	<u>Jan 22</u>	<u>Jan 21</u>	<u>Change (Pts)</u>
Bronx	74.0%	83.9%	-9.9%
Local/Limited	73.6%	83.6%	-10.0%
Select Bus Service	72.6%	84.7%	-12.1%
Express	82.6%	90.1%	-7.5%
Brooklyn	68.0%	80.2%	-12.2%
Local/Limited	67.8%	80.2%	-12.4%
Select Bus Service	69.6%	81.0%	-11.4%
Express	75.4%	82.8%	-7.4%
Manhattan	74.0%	85.5%	-11.5%
Local/Limited	73.7%	85.1%	-11.4%
Select Bus Service	76.5%	88.5%	-12.0%
Express	N/A	N/A	N/A
Queens	74.7%	85.2%	-10.5%
Local/Limited	74.5%	85.2%	-10.7%
Select Bus Service	79.0%	85.6%	-6.6%
Express	80.1%	86.2%	-6.1%
Staten Island	68.4%	85.2%	-16.8%
Local/Limited	66.9%	85.0%	-18.1%
Select Bus Service	73.7%	86.0%	-12.3%
Express	72.9%	85.8%	-12.9%
Systemwide	72.2%	83.7%	-11.5%
Local/Limited	71.9%	83.5%	-11.6%
Select Bus Service	75.4%	86.3%	-10.9%
Express	77.1%	86.5%	-9.4%

Bus Mean Distance Between Service Interruptions

Desired trend

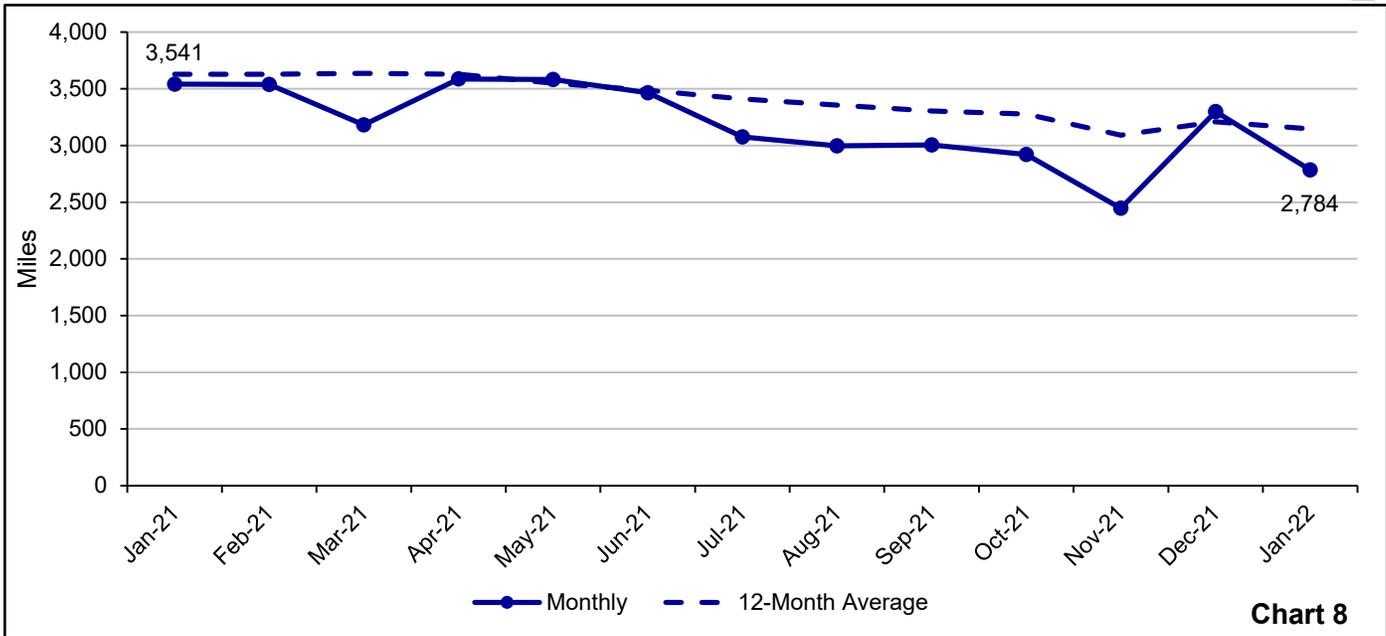


Chart 8

	Monthly			12-Month Average		
	Jan 22	Jan 21	% Change	Jan 22	Jan 21	% Change
Systemwide	2,784	3,541	-21.4%	3,146	3,627	-13.3%

Bus Percentage of Completed Trips

Desired trend

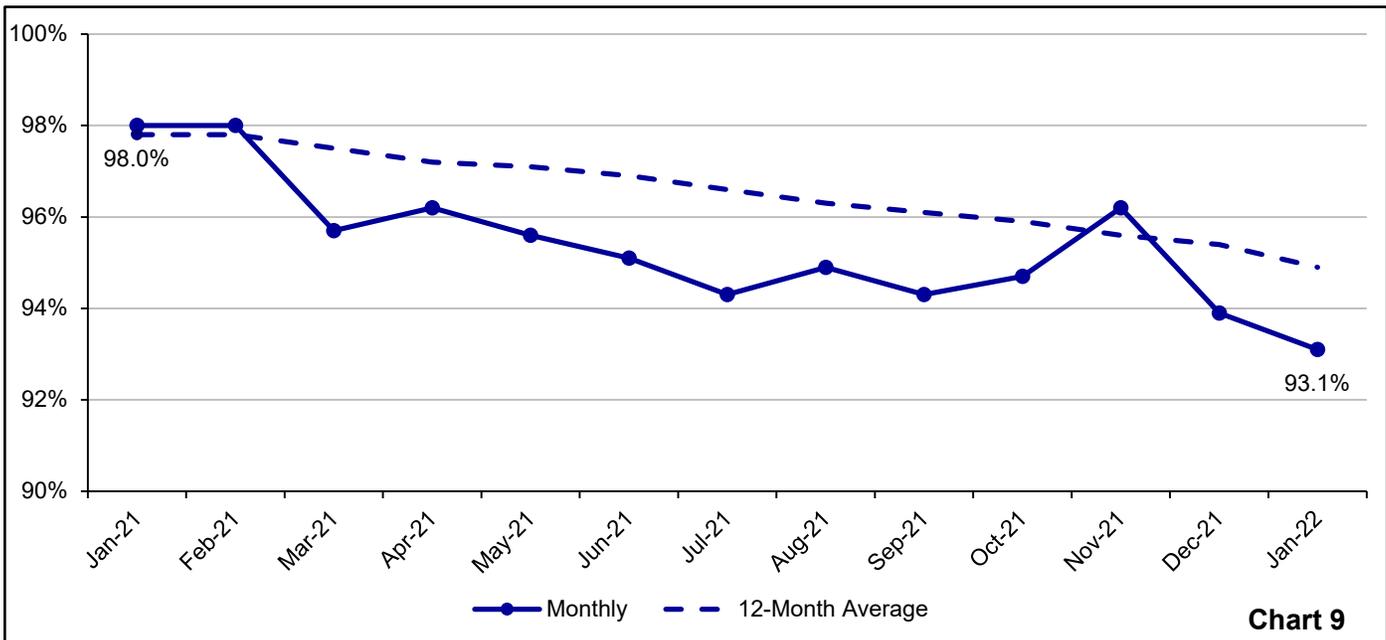


Chart 9

	Monthly			12-Month Average		
	Jan 22	Jan 21	Change (Pts)	Jan 22	Jan 21	Change (Pts)
Systemwide	93.1%	98.0%	-4.9%	94.9%	97.8%	-2.9%

Bus AM Weekday Pull Out Performance

Desired trend

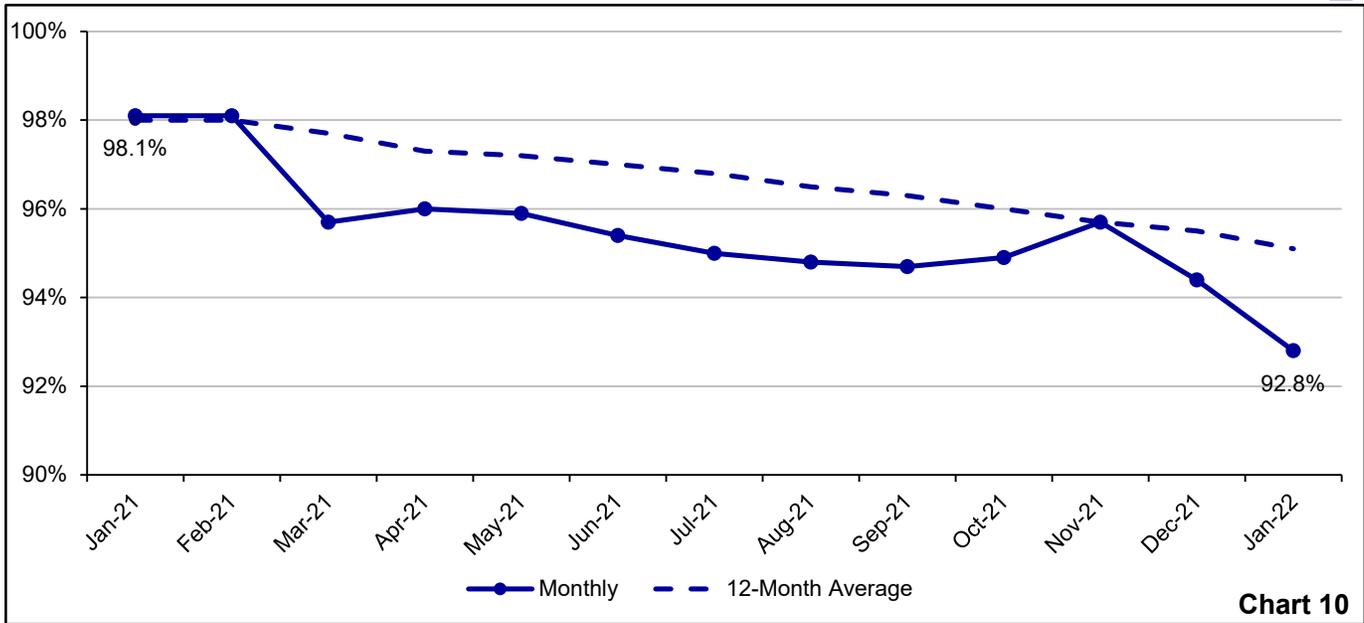


Chart 10

	Monthly			12-Month Average		
	Jan 22	Jan 21	Change (Pts)	Jan 22	Jan 21	Change (Pts)
Systemwide	92.8%	98.1%	-5.3%	95.1%	98.0%	-2.9%

Bus PM Weekday Pull Out Performance

Desired trend

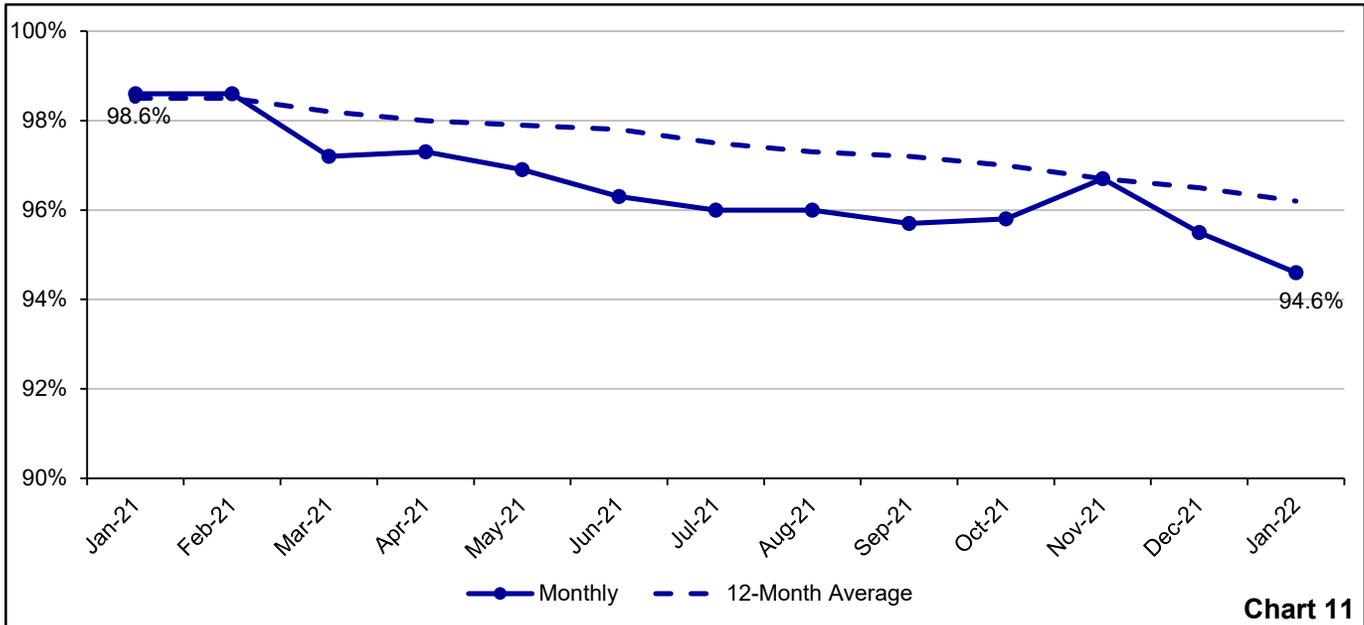


Chart 11

	Monthly			12-Month Average		
	Jan 22	Jan 21	Change (Pts)	Jan 22	Jan 21	Change (Pts)
Systemwide	94.6%	98.6%	-4.0%	96.2%	98.5%	-2.3%

Customer Service Report: Paratransit

Frank Annicaro, Acting President, MTA Bus Company/
Senior Vice President, NYCT Department of Buses



On Saturday, January 29, a nor'easter hit the tri-state region bringing heavy snow and blizzard like conditions to the areas. In this photo, dispatchers are in action during the storm at one of our primary carriers, monitoring service during the storm, and ensuring our customers arrive at their destinations. These essential workers are critical to our Paratransit Access-A-Ride Service.

Paratransit Report

Statistical results for the month of December 2021 are shown below.

Paratransit Operations - Monthly Operations Report Service Indicators							
Category	Performance Indicator	Current Month: December 2021			12-Month Average		
		This Year	Last Year	% Change	This Year	Last Year	% Change
Ridership	Total Trips Completed*	440,859	472,710	-6.7%	468,904	444,824	+5.4%
	Total Ridership	620,458	643,662	-3.6%	652,998	593,087	+10.1%
On-Time Performance	Pick-up Primary 30 Minute	95.0%	98.0%	-3.0%	94.2%	97.8%	-3.6%
	Pick-up Primary 15 Minute	84.0%	91.0%	-7.0%	83.9%	90.3%	-6.3%
	Pick-up Broker 30 Minute	90.0%	98.0%	-8.0%	91.0%	97.8%	-6.8%
	Pick-up Broker 15 Minute	76.0%	90.0%	-14.0%	76.0%	91.1%	-15.1%
	Appointment OTP Trips Primary - 30 Min Early to <1 Late (On-Time)*	n/a	n/a	n/a	n/a	46.0%	n/a
	Appointment OTP Trips Primary - Early*	n/a	n/a	n/a	n/a	48.0%	n/a
	Appointment OTP Trips Broker - 30 Min Early to <1 Late (On-Time)*	n/a	n/a	n/a	n/a	31.0%	n/a
Appointment OTP Trips Broker - Early*	n/a	n/a	n/a	n/a	63.0%	n/a	
Ride Time	Ride Time Variance Performance: Actual Trip Duration vs. Planned Trip Duration - At or Better Than Plan	79.0%	88.0%	-9.0%	82.7%	86.1%	-3.4%
	Average Actual Trip Duration in Minutes	36	28	+28.6%	33	30	+10.4%
	Max Ride Time Performance Primary	98.0%	99.0%	-1.0%	98.7%	99.0%	-0.3%
	Max Ride Time Performance Broker	97.0%	99.0%	-2.0%	98.6%	99.0%	-0.4%
Customer Experience	Frequent Rider Experience Primary*	n/a	n/a	n/a	n/a	77.5%	n/a
	Frequent Rider Experience Broker*	n/a	n/a	n/a	n/a	70.0%	n/a
Provider No-Shows	Provider No-Shows per 1,000 Schedule Trips Primary	1.89	1.13	+67.3%	2.61	0.58	+348.4%
	Provider No-Shows per 1,000 Schedule Trips Broker	8.64	0.41	+2,007.3%	4.39	0.67	+556.5%
Customer Complaints	Passenger Complaints - Transportation Service Quality Per 1000 Completed Trips	5.1	1.5	+240.0%	4.8	1.7	+190.5%
	Passenger Complaints - Non-Transportation Service Quality Per 1000 Completed Trips	3.8	1.0	+280.0%	2.5	1.1	+120.4%
Call Center	Percent of Calls Answered	90.0%	96.0%	-6.0%	90.3%	96.9%	-6.7%
	Average Call Answer Speed in Seconds	159	48	+231.3%	147	38	+292.9%
Eligibility	Total Registrants	166,000	161,776	+2.6%	163,618	162,278	+0.8%

*NOTE: The Drop-off On-Time Performance and Customer Experience metrics are not available to present monthly data comparison due to the temporary suspension of appointment time booking of trips associated with the COVID-19 pandemic which started in March 2020. Consequently, the current 12-Month Average rate for these two metrics cannot be calculated.

Note: 1) The percentage comparisons are the percentage point change instead of the percentage 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.

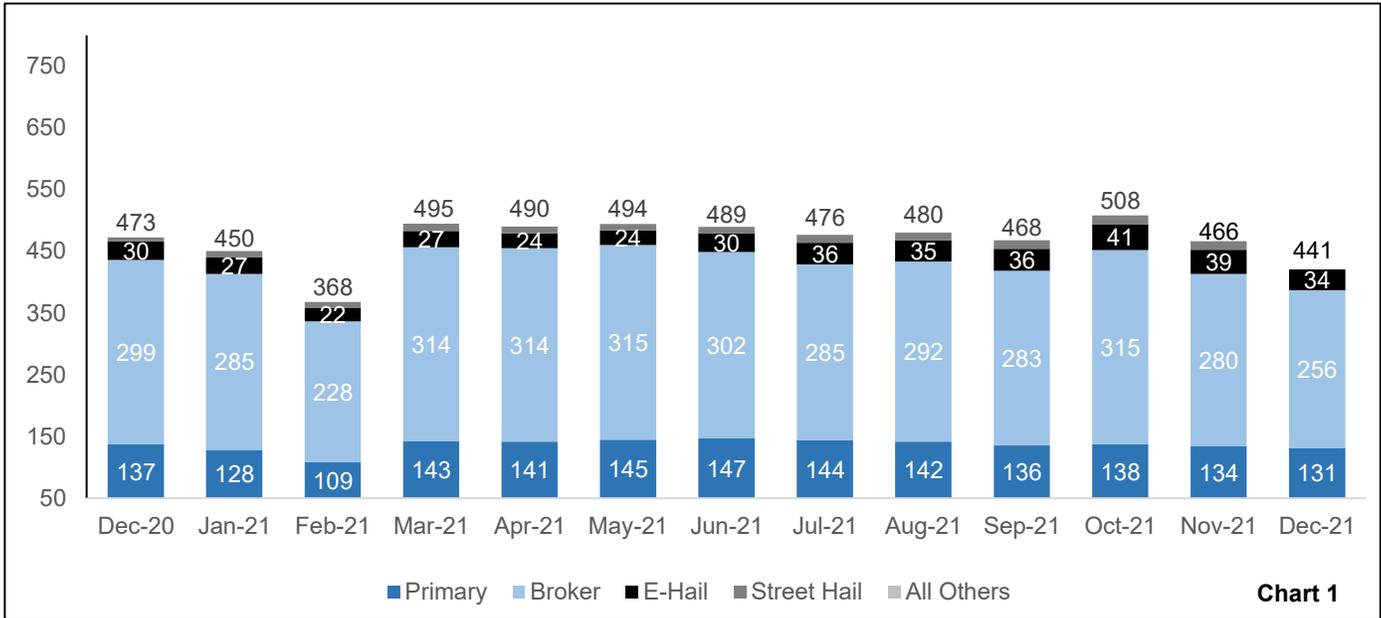
The phone number customers call to make complaints and other comments is the same familiar number they use for reservations. Access-A-Ride reviews all complaints received and works to resolve all specific customer concerns.

Call Center

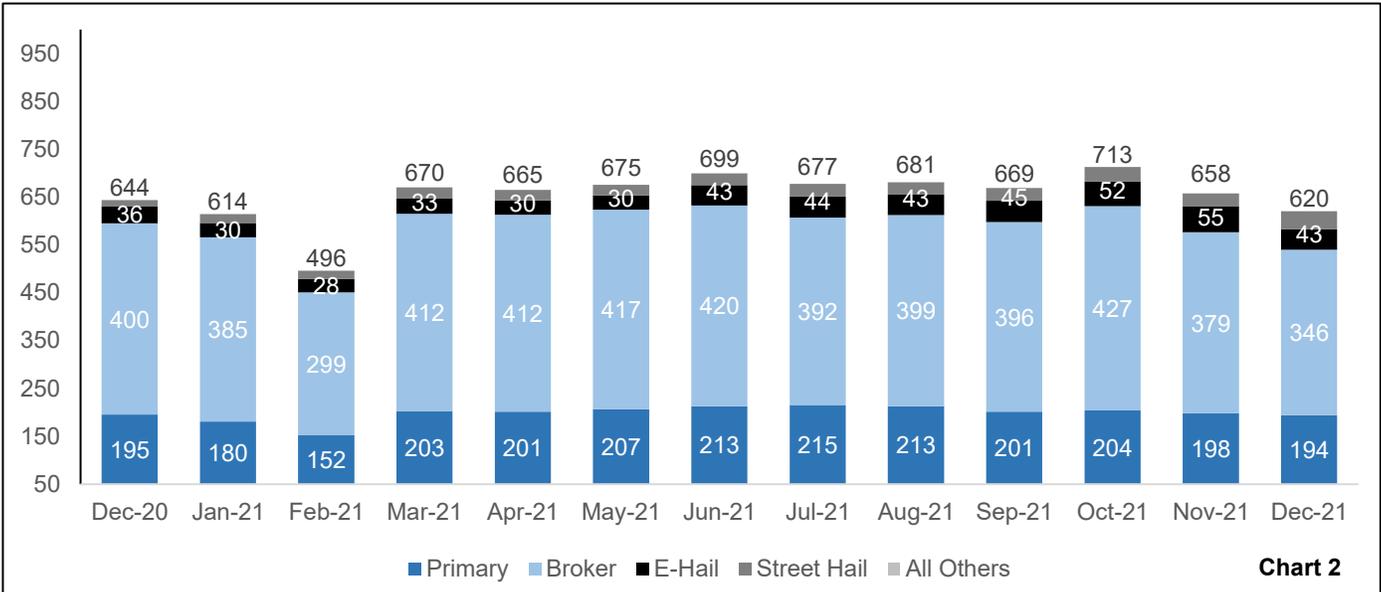
Access-A-Ride Call Center performance is measured as the percent of calls that are answered and the average speed with which those calls are answered. The call center handles reservation and day-of service status calls from customers.

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

Total Trips (In Thousands)



Total Ridership (In Thousands)



Total Trips Discussion

- Total Trips in December 2021 decreased by 25K (or 5.4%) when compared to November 2021, and decreased by 32K (or 6.7%) when compared to December 2020.

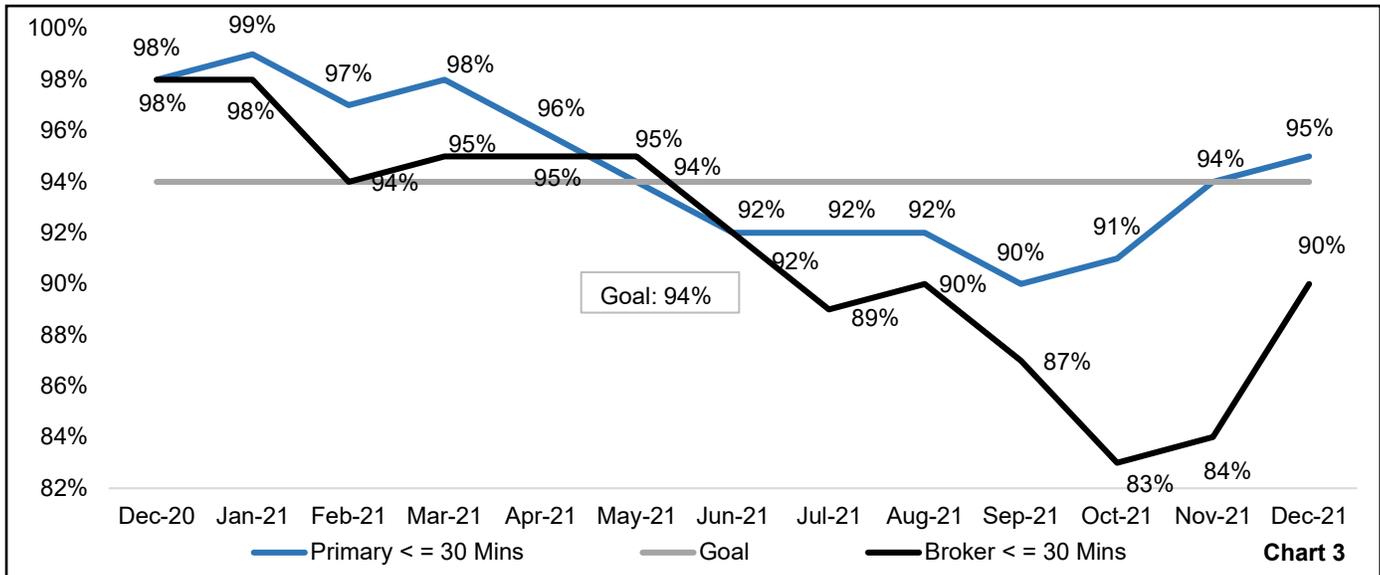
Total Ridership Discussion

- Total Ridership in December 2021 decreased by 37K (or 5.7%) when compared to November 2021, and decreased by 23K (or 3.6%) when compared to December 2020.

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

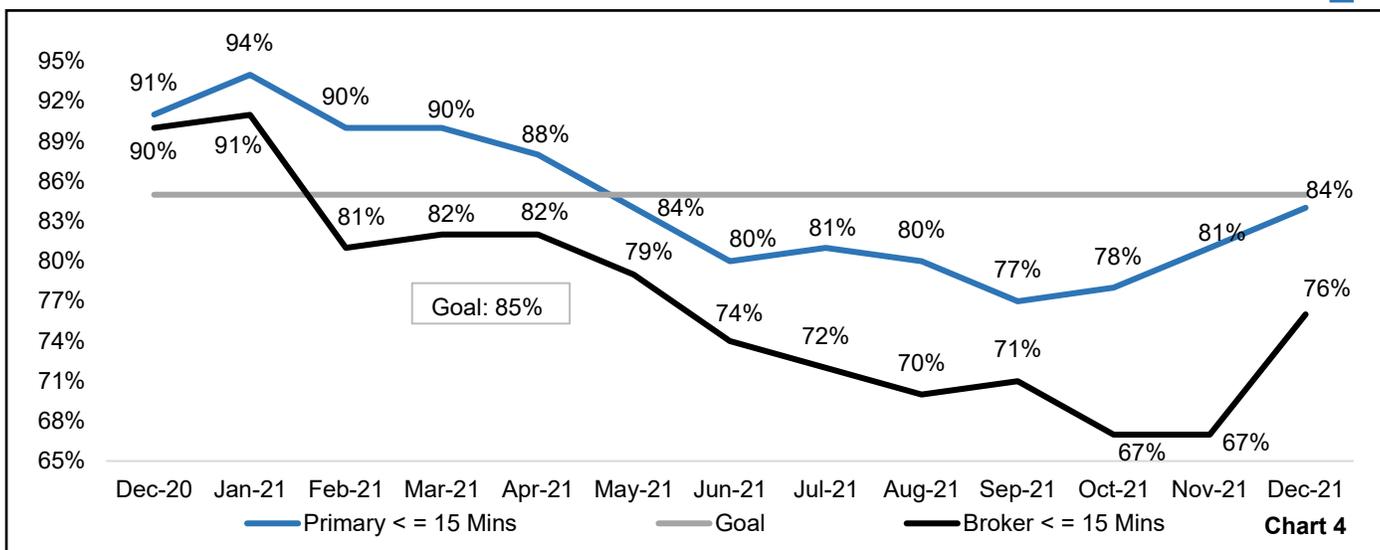
OTP <= 30 Minutes Primary and Broker

Desired trend



OTP <= 15 Minutes Primary and Broker

Desired trend



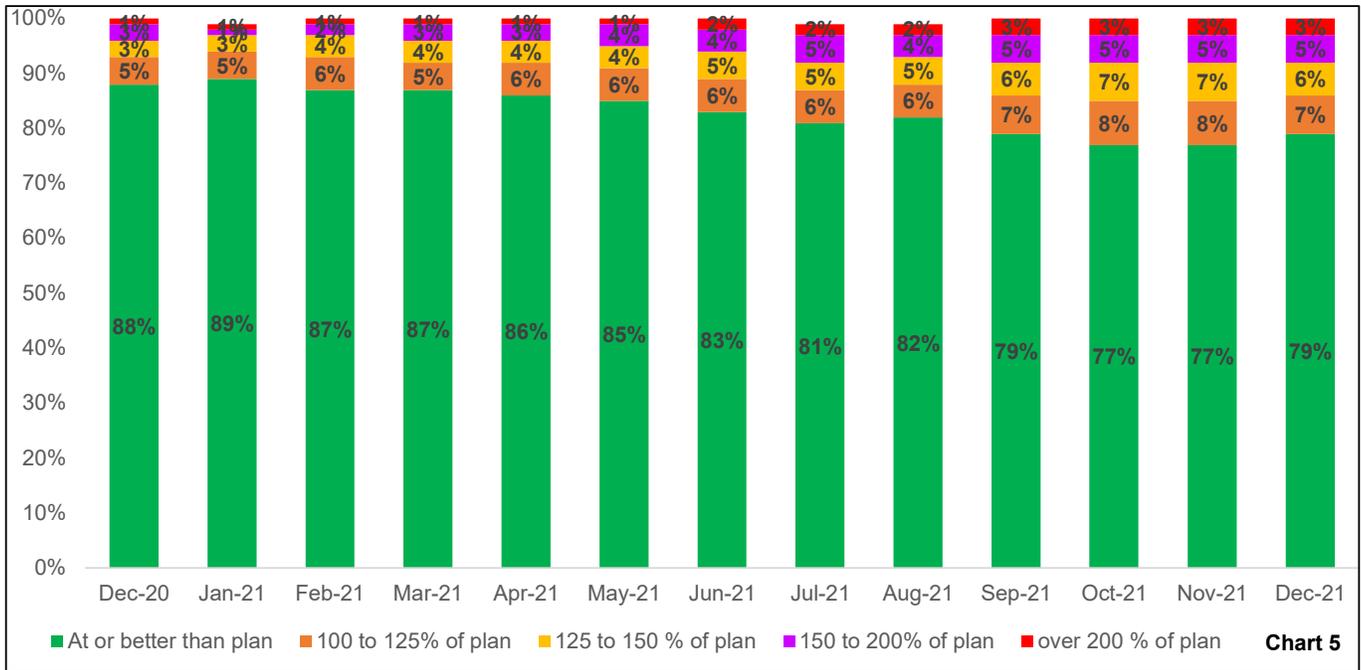
<= 30 Minutes Pick Up On-Time Performance Discussion

- December 2021 Primary 30 minute P/U, OTP result of 95% improved by 1 percentage point when compared to November 2021, and declined by 3 percentage points when compared to December 2020.
- December 2021 Broker 30 minute P/U, OTP result of 90% improved by 6 percentage points when compared to November 2021, and declined by 8 percentage points when compared to December 2020.

<= 15 Minutes Pick Up On-Time Performance Discussion

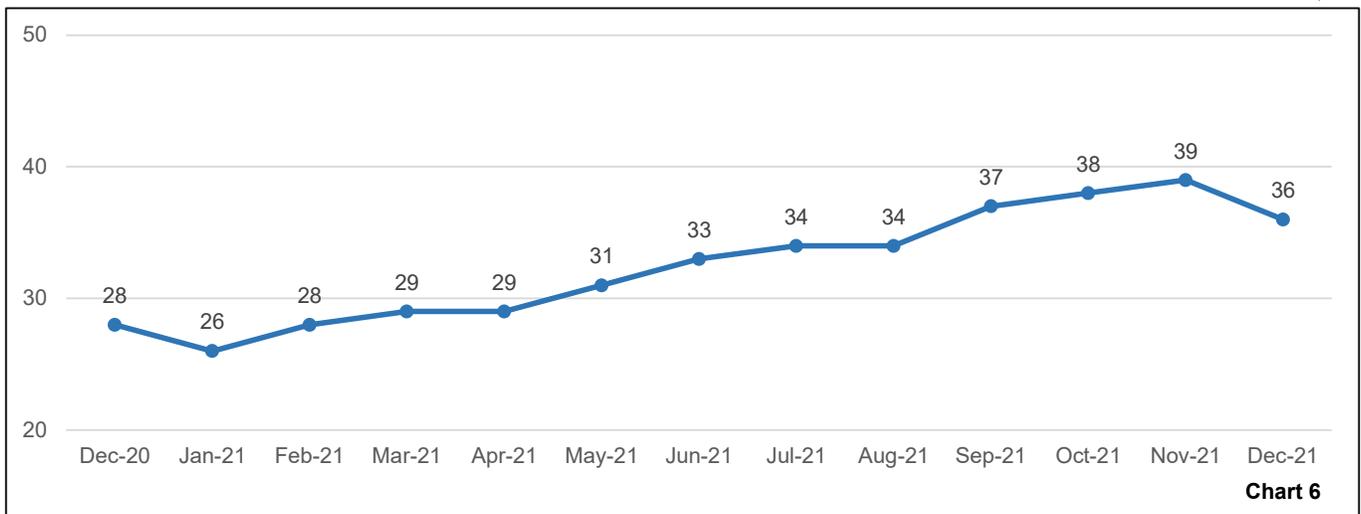
- December 2021 Primary 15 minute P/U, OTP result of 84% improved by 3 percentage point when compared to November 2021, and declined by 7 percentage points when compared to December 2020.
- December 2021 Broker 15 minute P/U, OTP result of 76% improved 9 percentage points when compared to November 2021, and declined by 14 percentage points when compared to December 2020.

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

- 79% of trips in December 2021 performed within the scheduled time or better increased 2 percentage points when compared to November 2021, and decreased by 9 percentage points when compared to December 2020.

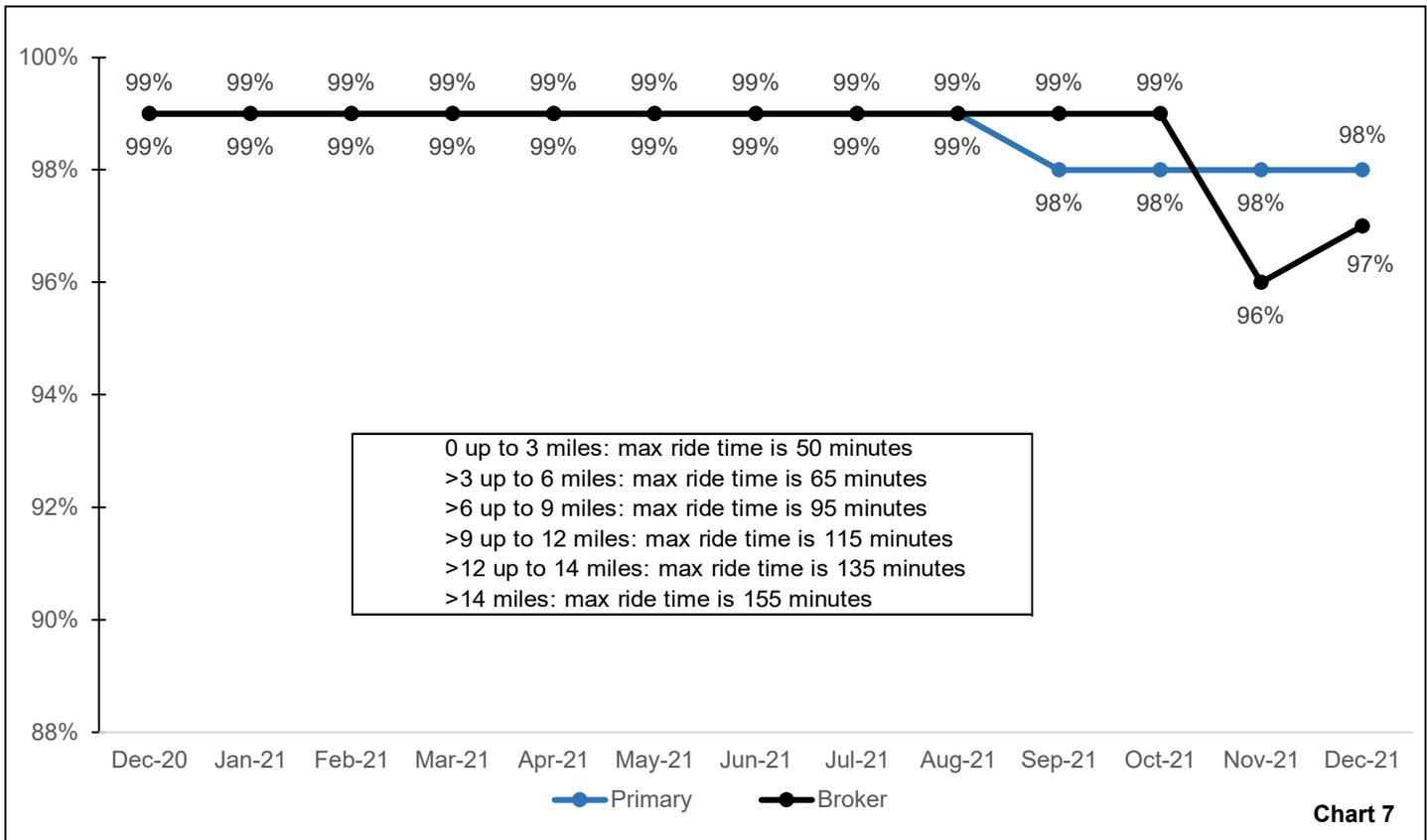
Average Actual Trip Duration in Minutes Discussion

- Actual Trip Duration in December 2021 improved by 3 minutes (or 7.7%) when compared to November 2021, and declined by 8 minutes (or 28.6%) when compared to December 2020.

Note: Percentages may not be exact due to rounding.

Max Ride Time Performance

Desired trend

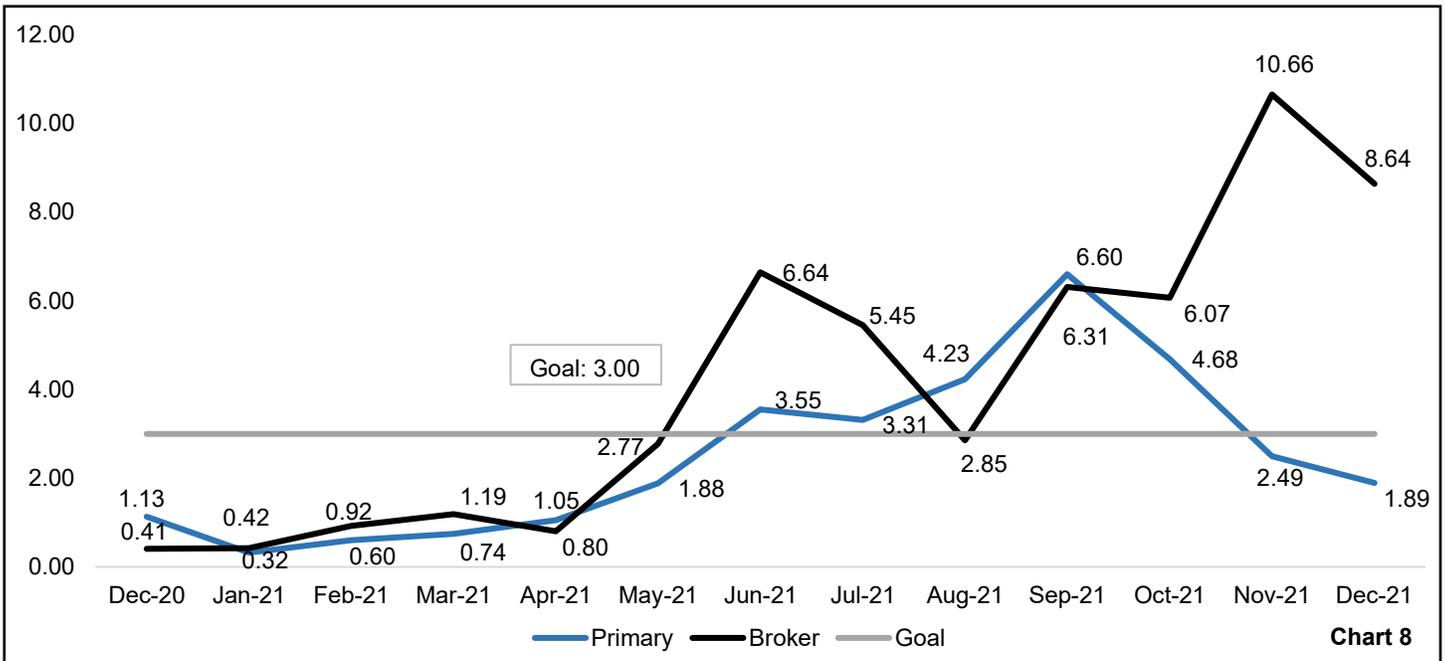


Max Ride Time Performance Discussion

- In the month of December 2021, 98% of Primary trips were completed within the Max Ride Time parameters. Performance remained flat compared to November 2021 and declined by 1% compared to November 2020.
- In the month of December 2021, 97% of Broker trips were completed within the Max Ride Time parameters. Performance improved by 1% when compared to November 2021 and declined by 2% when compared to December 2020.

Provider No Shows Per 1,000 Scheduled Trips

Desired trend

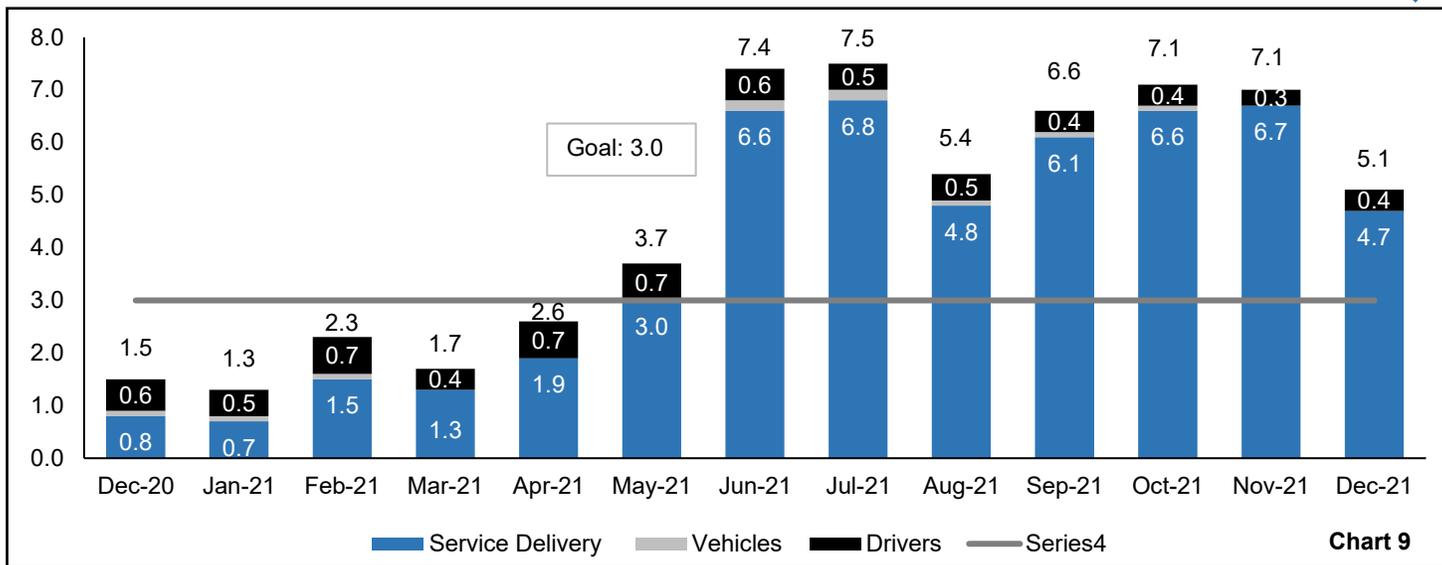


Provider No Shows Per 1000 Scheduled Trips Discussion

- Primary No-Shows improved by 0.60 per 1,000 trips (or 24.1%) in December 2021 when compared to November 2021, and declined by 0.76 per 1,000 trips (or 67.3%) when compared to the same month last year.
- Broker No-Shows improved by 2.02 per 1,000 trips (or 18.9%) in December 2021 when compared to November 2021, and declined by 8.23 per 1,000 trips (or 2,007.3%) when compared to the same month last year.

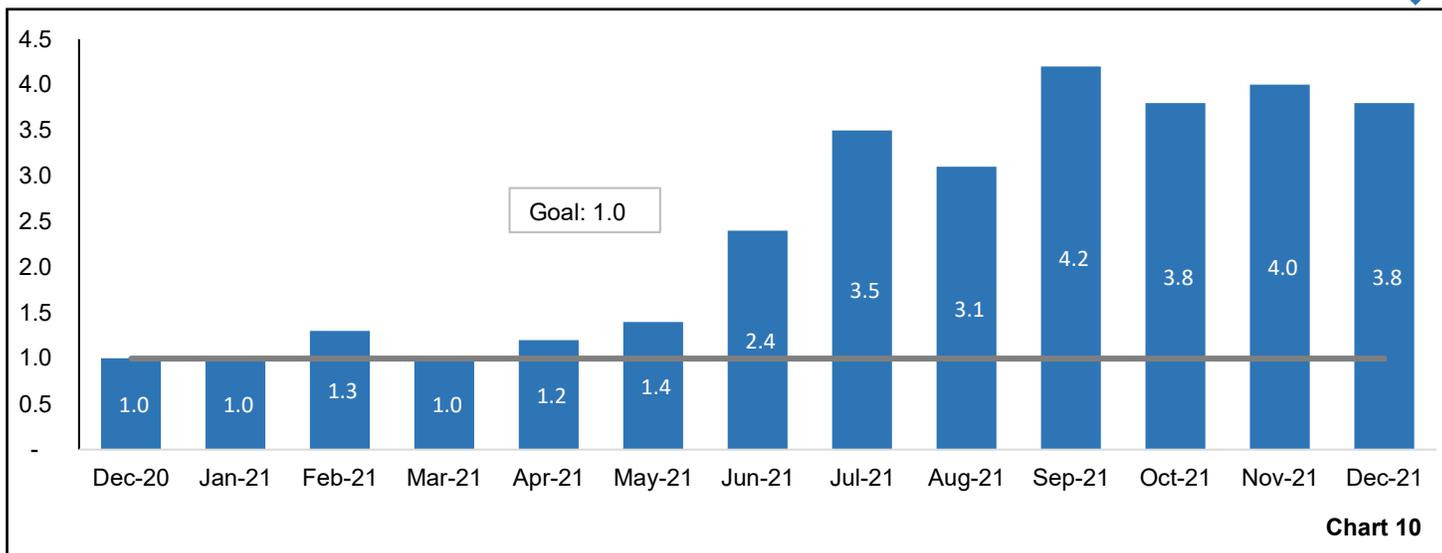
Passenger Complaints Related to Transportation Service Quality Per 1,000 Completed Trips

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 in December 2021 improved by 2.0 per 1,000 trips (or 28.2%) when compared to November 2021, and declined by 3.6 per 1,000 trips (or 240.0%) when compared to December 2020.

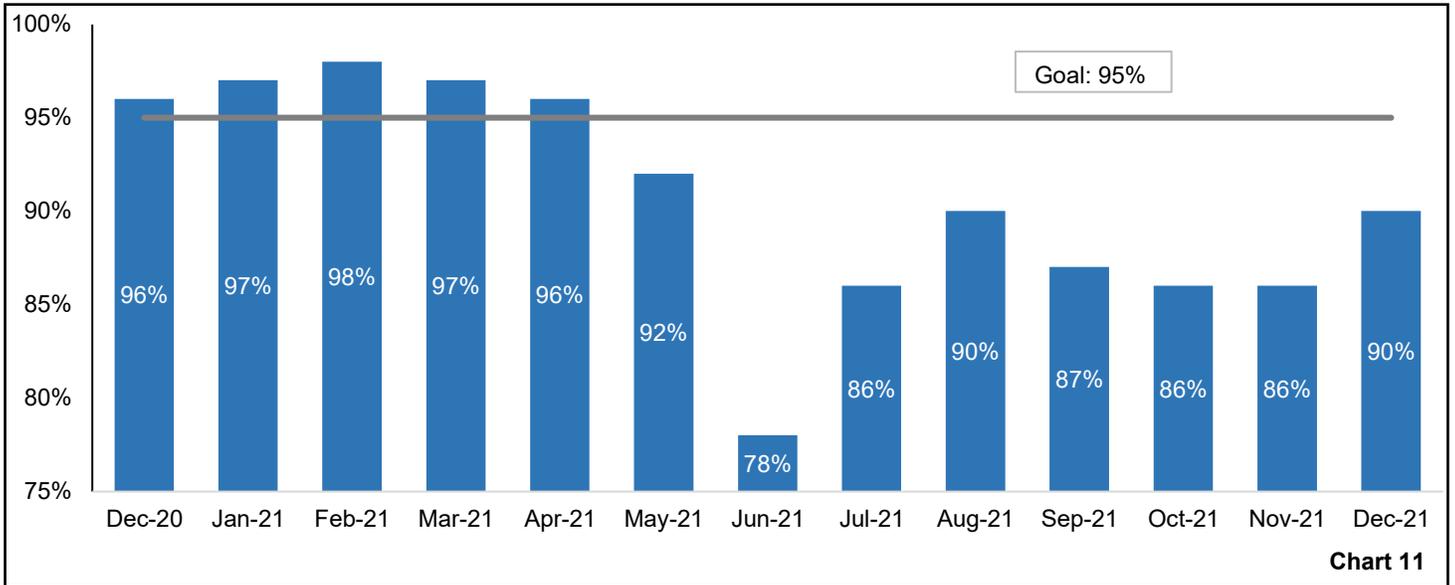
Passenger Complaints Related to Non-Transportation Service Quality Per 1,000 Completed Trips Discussion:

- Passenger Complaints related to Non-Transportation Service in December 2021 improved by 0.2 per 1,000 trips (or 5%) when compared to November 2021, and declined by 2.8 per 1,000 trips (or 280.0%) when compared to December 2020.

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

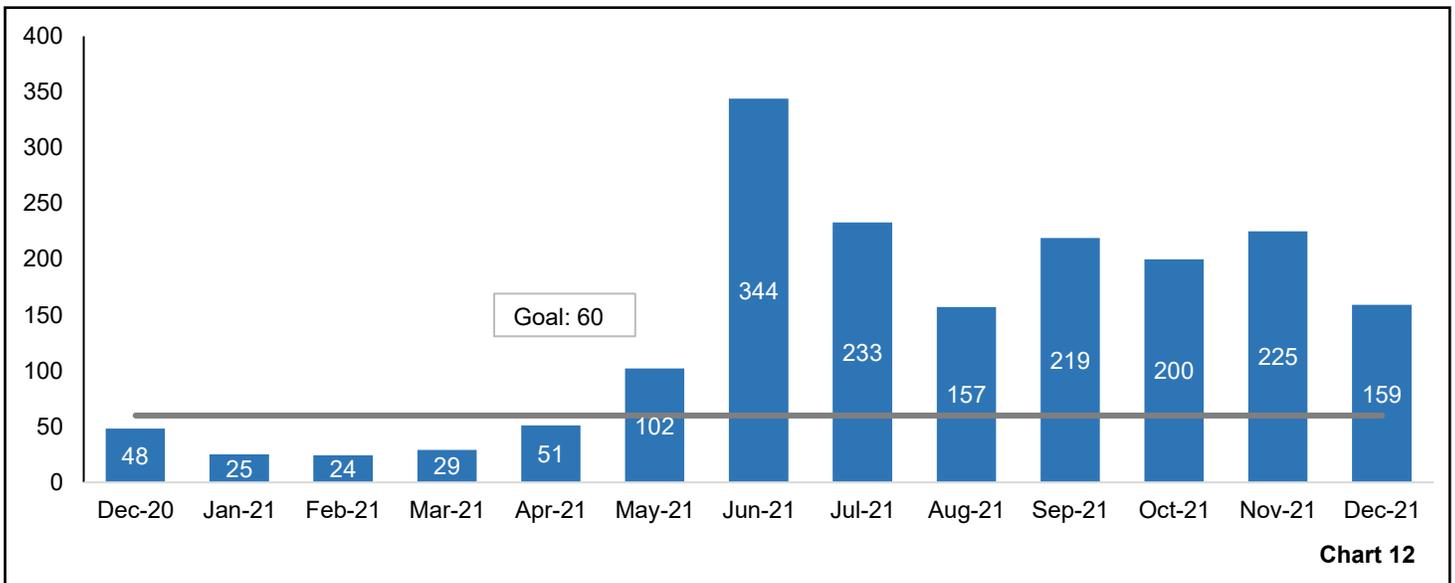
Percent of Calls Answered

Desired trend 



Average Call Answer Speed in Seconds

Desired trend 



Percent of Calls Answered Discussion

- The Percent of Calls Answered in December 2021 improved by 4 percentage point when compared to November 2021, and declined by 6 percentage points when compared to December 2020.

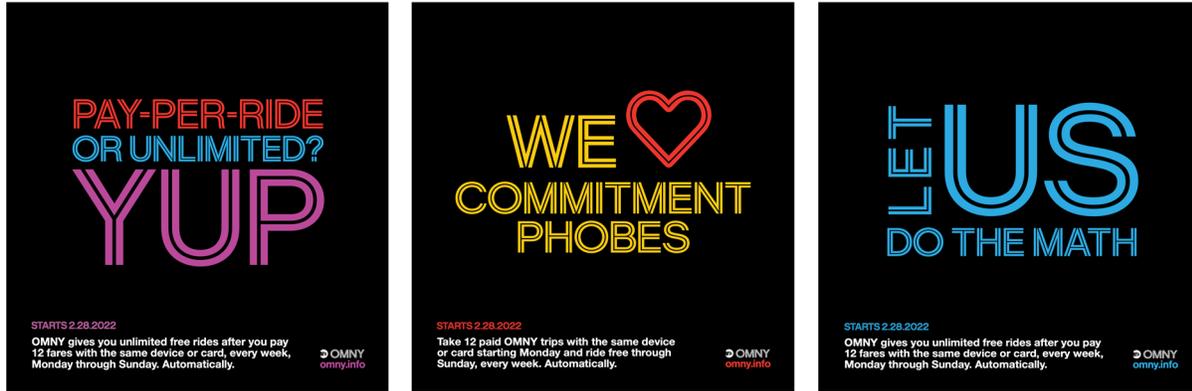
Average Call Answer Speed in Seconds Discussion

- The Average Call Answer Speed in December 2021 improved by 66 seconds (or 29%) when compared to November 2021, and declined by 111 seconds (or 31.0%) when compared to December 2020.



Strategy and Customer Experience

Sarah Meyer, Chief Customer Officer



The Strategy and Customer Experience creative and marketing production teams led the development of the new MTA Best Fares travel promotion program we launched this month. The campaign aims to encourage New Yorkers to get back on subways, buses, and trains by offering various travel incentives that make doing so more affordable, flexible, and fairer. Under the [OMNY weekly fare capping pilot](#) that begins on February 28, customers will ride free for the rest of the week after taking 12 subway or local bus trips (tapping with the same card or device, Monday through Sunday). This gives the benefits of a weekly unlimited pass, without needing to buy it in advance.

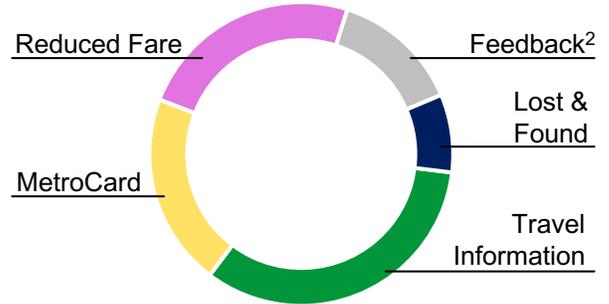
Customer engagement

12-month rolling averages through 5/21, throughout this section, reflect the very unusual travel levels and customer service needs between March and June 2020.

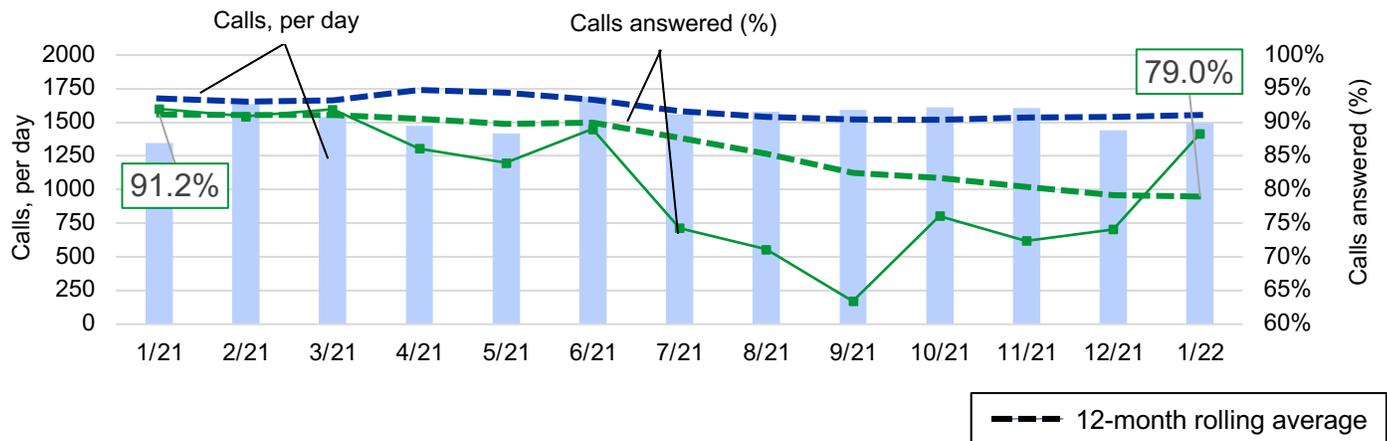
Telephone

	Jan 2022	Jan 2021	Variance
Telephone calls	44,831	41,777	▲7.3%
Calls answered	88.3%	92.0%	▼4.0%
Average time to answer ¹ (seconds)	138	59	▲133.9%

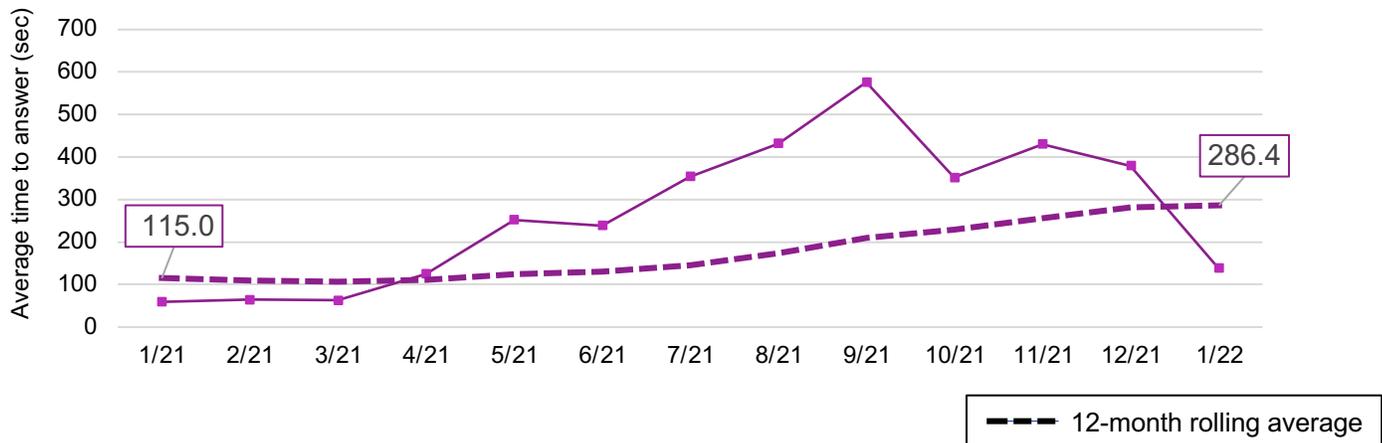
1. Excludes automated self-service calls
2. Feedback is customers calling with comments or concerns



Telephone: calls received and answered



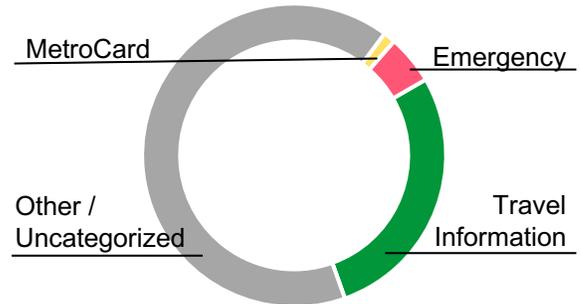
Telephone: average time to answer



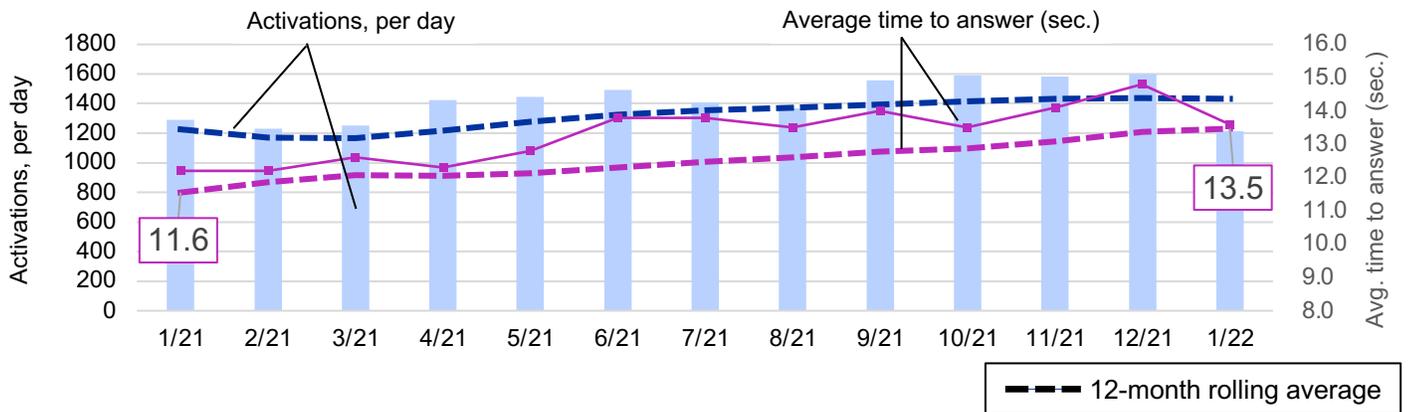
Customer engagement

Help Point

	Jan 2022	Jan 2021	Variance
Help Point activations	36,352	39,949	▼9.0%
Average time to answer (seconds)	13.6	12.2	▲11.1%

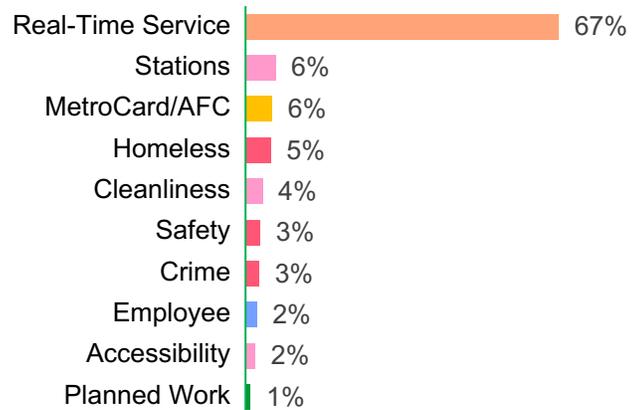


Help Point: activations and average time to answer

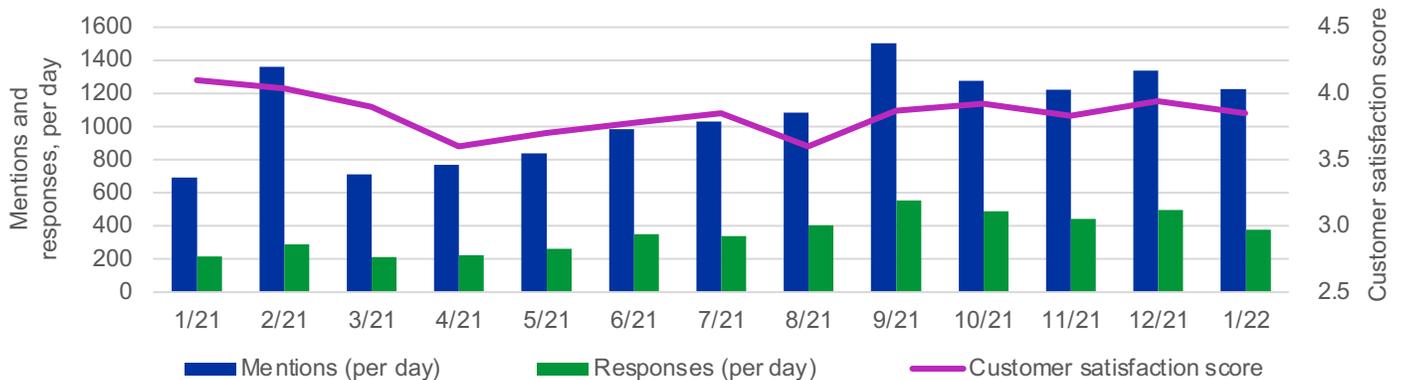


Social media

	Jan 2022	Jan 2021	Variance
Social media mentions ¹	36,780	21,525	▲70.9%
Responses sent	11,314	6,703	▲68.8%
Customer satisfaction score ²	3.85	4.10	▼6.1%



1. Social media mentions include Tweets, Facebook posts, and comments
2. Customers were asked *How would you rate your experience on Twitter with NYCT Subway?* using a scale of 1 to 5

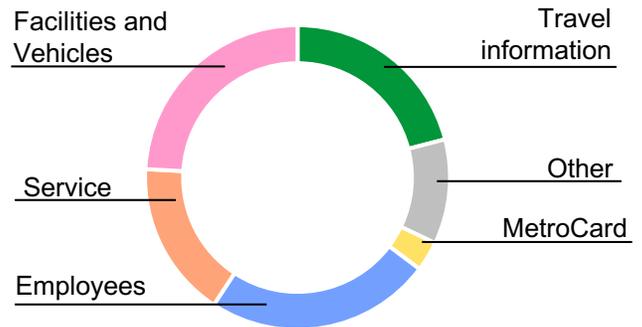


Customer engagement

Web, mobile app, and written feedback

	Jan 2022	Jan 2021	Variance
Received	6,598	3,310	▲ 99.3%
Responses sent ¹	9,444	4,992	▲ 89.2%

1. Includes automated and manual responses



Keeping customers informed

Alerts and service notices

	Jan 2022
Web	3,724
Twitter	5,356
Kiosks / Digital Displays ¹	5,984
Email and text alerts	
• Service	5,032
• Elevator and escalator status	7,863
Service Notice posters developed	390

1. Excludes countdown clocks

Social media followers

		Jan 2022	Jan 2021	Variance
Twitter	@NYCTSubway	1,015.5k	1,007.0k	▲ 0.8%
	@NYCTBus	32.6k	30.9k	▲ 5.5%
	@MTA	1,326.9k	1,323.7k	▲ 0.2%
Facebook	MTA	156.7k	153.8k	▲ 1.9%
Instagram	@mtanyctransit	51.8k	37.9k	▲ 36.7%

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

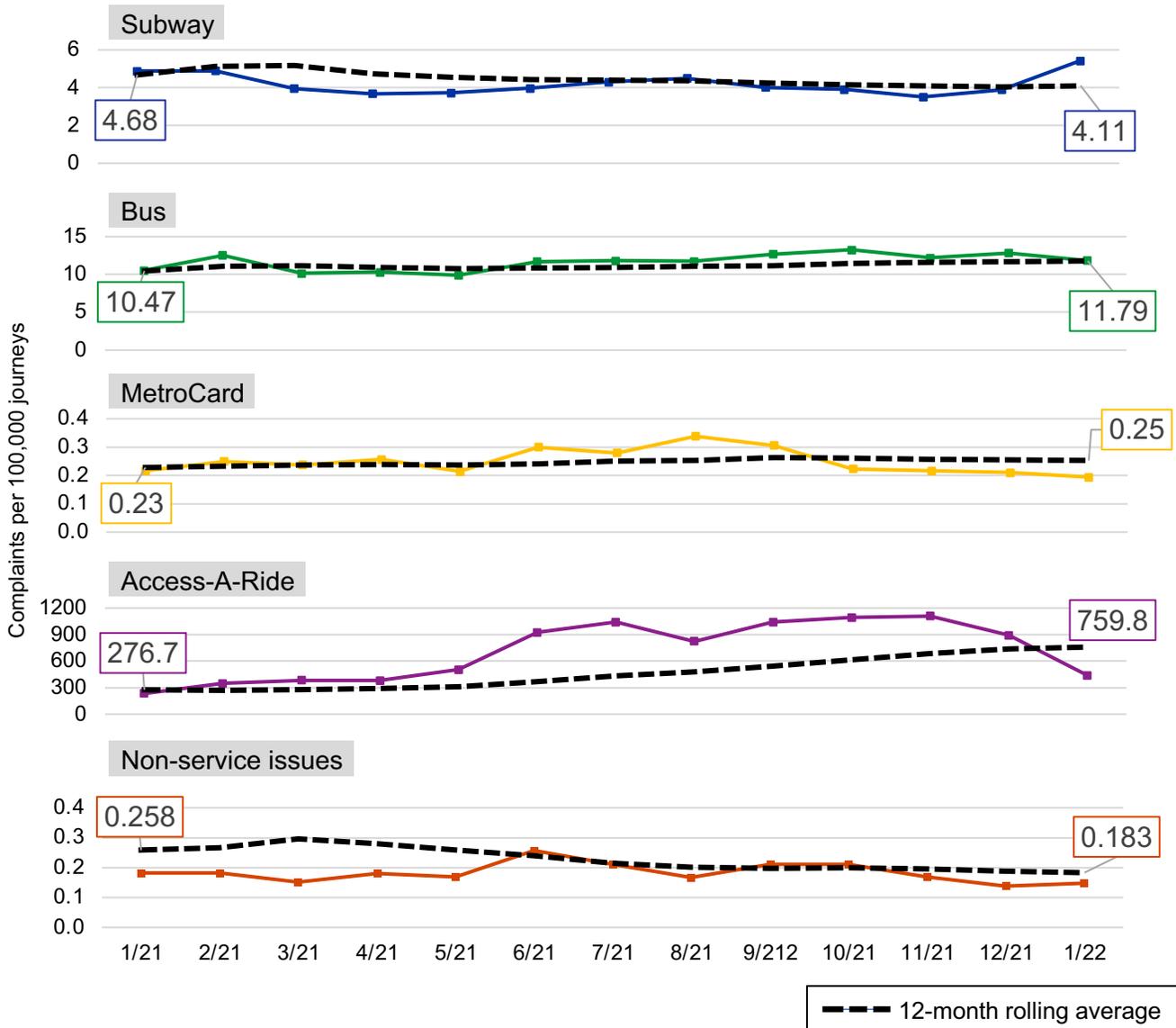
	Jan 2022	Jan 2021	Variance
Subway	5.42	4.87	▲ 11.3%
Bus	11.86	10.55	▲ 12.5%
MetroCard	0.19	0.22	▼ 10.0%
Access-A-Ride	439.3	233.9	▲ 87.8%
Non-service issues ¹	0.147	0.183	▼ 19.6%

Commendations per 100,000 journeys

	Jan 2022	Jan 2021	Variance
Subway	0.105	0.121	▼ 13.6%
Bus	0.72	0.45	▲ 57.4%
Access-A-Ride	97.4	67.8	▲ 43.5%
Non-service issues incl. MetroCard	0.035	0.029	▲ 20.5%

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 Jason Ortiz observes contractors troubleshooting a fire alarm system.

Safety

Robert Diehl, Senior Vice President, Safety & Security

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

Bus Collisions, Customer Accidents and Injuries increased when comparing the most-recent 12-month period to the previous one.

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

When comparing figures from the two (2) most-recent 12-month periods, Subway Fires increased.

An MTA Web Page (<https://new.mta.info/safety-and-security/nyct-employee-assault-data>) provides updated data and statistics on assaults and harassment against our employees.

Another MTA Web Page (<https://new.mta.info/safety-and-security/nyct-vandalism-data>) provides updated data and statistics on vandalism of select elements of the transit system.

Monthly Operations Report

Statistical results for the 12-Month period are shown below

Safety Report				
Performance Indicators		12-Month Average		
		Feb 19 - Jan 20	Feb 20 - Jan 21	Feb 21 - Jan 22
Subways				
Subway Customer Accidents per Million Customers ¹		2.95	4.43	4.10
Subway Collisions ²				
Total		1	3	2
Mainline		0	0	0
Yard		1	3	2
Subway Derailments ²				
Total		6	9	10
Mainline		1	5	0
Yard		5	4	10
Subway Fires ²		720	905	1,054
Buses				
Bus Collisions Per Million Miles		54.26	40.47	53.79
Bus Collision Injuries Per Million Miles		6.31	4.48	5.47
Bus Customer Accidents Per Million Customers ¹		1.47	1.75	1.90
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees ¹		4.37	5.32	4.70

¹ 12-month Average data from January through December.

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 30, 2020, to determine ridership. During this time, ridership was estimated using Automated Passenger Counter (APC) data.

Leading Indicators				
Subways	January	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	28	28	340	8.2%
Joint Track Safety Audits -- Compliance Rate	99.3%	99.3%	100.0%	99.3%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	1,866	1,866	10,758	17.3%
Friction Pad Installation	750	750	22,000	3.4%
Buses	January	YTD	Goal	YTD as % of Goal
Collision Prevention				
Audible Pedestrian Turn Warning System	14	14	800	1.8%
Vision Zero Employee Training	48	48	4,500	1.1%

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, and MTA Construction & Development 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.

Subway Fires

January 2022

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:	92.1%	Train:	28
Average:	6.3%	Right-of-way:	53
Above Average:	0.8%	Station:	44
High:	0.8%	Other:	2
		Total:	127

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

Train:		Right-of-Way:		Station:	
Debris:	16	Debris:	39	Debris:	39
Brake Shoes:	4	Tie:	6	Advertisement:	2
Element:	4	Insulator:	2	Bench:	1
Converter:	1	Cable, Power/3rd Rail:	1	Chair:	1
Low Volt Wiring:	1	Undetermined:	1	Electrical:	1



February 2022 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 in the NYCT Subway system. The report is submitted by NYPD's Transit Bureau on a monthly basis for the month ending prior to the reporting period. The report also includes statistics on employee assaults and harassment as well as vandalism, compiled by the NYCT Department of Safety and Security, and incidents on SIRT compiled by MTA PD.



Police Department
City of New York

MTA Report

CRIME STATISTICS JANUARY

	2022	2021	Diff	% Change
MURDER	1	0	1	***. *%
RAPE	1	1	0	0.0%
ROBBERY	57	24	33	137.5%
FELASSAULT	45	42	3	7.1%
BURGLARY	1	2	-1	-50.0%
GL	93	44	49	111.4%
<u>TOTAL MAJOR FELONIES</u>	<u>198</u>	<u>113</u>	<u>85</u>	<u>75.2%</u>

CRIME STATISTICS JANUARY

	2022	2021	Diff	% Change
MURDER	1	0	1	***. *%
RAPE	1	1	0	0.0%
ROBBERY	57	24	33	137.5%
FELASSAULT	45	42	3	7.1%
BURGLARY	1	2	-1	-50.0%
GL	93	44	49	111.4%
<u>TOTAL MAJOR FELONIES</u>	<u>198</u>	<u>113</u>	<u>85</u>	<u>75.2%</u>

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



JANUARY ACTIVITY

	2022	2021	Diff	% Change
Total Arrests	527	425	102	24.0%
TOS Arrests	93	77	16	20.8%
Total Summons	7115	6434	681	10.6%
TOS TABs	5675	5522	153	2.8%
TOS C-Summ	73	87	-14	-16.1%

JANUARY ACTIVITY

	2022	2021	Diff	% Change
Total Arrests	527	425	102	24.0%
TOS Arrests	93	77	16	20.8%
Total Summons	7115	6434	681	10.6%
TOS TABs	5675	5522	153	2.8%
TOS C-Summ	73	87	-14	-16.1%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

**Hate Crime Task Force
Transit Bureau
HCTF Statistical Data
(As of 2/13/2022)**

Motivation:

Motivation	2022	2021	Diff	% Change
BLACK	4	2	2	100%
ETHNIC	3	1	2	200%
GENDER	0	2	-2	-100%
HISPANIC	1	0	1	***.*
JEWISH	4	1	3	300%
SEXUAL ORIENTATION	0	2	-2	-100%
WHITE	1	0	1	***.*
Grand Total	13	8	5	63%

Crime Name:

Crime Name	2022	2021	Diff	% Change
Aggravated Harassment 1	3	2	1	50%
Aggravated Harassment 2	2	2	0	0%
Assault 2	2	0	2	***.*
Assault 3	1	2	-1	-50%
Criminal Mischief 4	4	1	3	300%
Forcible Touching	0	1	-1	-100%
Menacing 2	1	0	1	***.*
Grand Total	13	8	5	63%



Police Department
City of New York

REPORT

JANUARY

	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022	
<i>Murder</i>	0	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
<i>Rape</i>	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	3	0	0	0	0	1	1	1	1	1
<i>Robbery</i>	224	174	152	126	124	111	104	93	119	99	75	73	71	84	64	88	61	49	43	41	35	42	34	75	24	57	
<i>Assault</i>	37	39	35	24	33	23	17	27	23	13	17	12	19	15	20	11	14	14	12	37	38	26	30	33	43	45	
<i>Burglary</i>	7	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	4	1	4	2	2	1	0	2	1	
<i>GL</i>	275	212	185	201	170	181	151	161	197	113	101	122	135	92	110	153	171	152	95	130	136	122	129	152	44	93	
TOTAL MAJOR FELONIES	544	427	374	351	328	315	272	282	339	226	193	209	225	192	194	252	248	222	151	212	211	192	195	261	114	198	
<i>Major Fel Per Day</i>	<i>17.55</i>	<i>13.77</i>	<i>12.06</i>	<i>11.32</i>	<i>10.58</i>	<i>10.16</i>	<i>8.77</i>	<i>9.10</i>	<i>10.94</i>	<i>7.29</i>	<i>6.23</i>	<i>6.74</i>	<i>7.26</i>	<i>6.19</i>	<i>6.26</i>	<i>8.13</i>	<i>8.00</i>	<i>7.16</i>	<i>4.87</i>	<i>6.84</i>	<i>6.81</i>	<i>6.19</i>	<i>6.29</i>	<i>8.42</i>	<i>3.68</i>	<i>6.39</i>	



**METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Staten Island Rapid Transit**

January 2022 vs. 2021

	2022	2021	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 2022 vs. 2021

	2022	2021	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%

Weekly number of incidents of assault and harassment against transit workers

Below are updated data and statistics on different aspects of our transit system. This page provides recent data on assaults and harassment against our employees.

Updated February 3, 2022

The safety of our workforce and our customers is our top priority. 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. Data for prior weeks may change as additional incidents are verified.

of incidents of assault & harassment against transit employees by week (Last 6 Months)

Week beginning	Assault: Subways	Assault: Buses	Harassment: Subways	Harassment: Buses	Total
1/24/2022	2	0	7	33	42
1/17/2022	1	2	11	14	28
1/10/2022	2	1	3	29	35
1/3/2022	0	0	5	21	26
12/27/2021	1	0	3	25	29
12/20/2021	1	2	3	35	41
12/13/2021	1	3	9	27	40
12/6/2021	2	1	9	25	37
11/29/2021	1	3	8	37	49
11/22/2021	2	2	5	45	54
11/15/2021	1	0	6	36	43
11/8/2021	1	0	6	43	50
11/1/2021	2	4	8	29	43
10/25/2021	0	3	12	27	42
10/18/2021	1	0	3	51	55
10/11/2021	0	4	6	51	61
10/4/2021	3	3	13	36	55
9/27/2021	1	1	12	39	53
9/20/2021	0	3	7	35	45
9/13/2021	1	0	4	40	45
9/6/2021	4	2	9	24	39
8/30/2021	2	1	8	31	42
8/23/2021	0	1	9	32	42
8/16/2021	0	3	6	41	50
8/9/2021	0	2	6	38	46

Weekly number of incidents of vandalism in the transit system

Below are 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.

Source: <https://new.mta.info/safety-and-security/nyct-vandalism-data> (Updated February 3, 2022)

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. Data for prior weeks may change as additional incidents are verified.

of units vandalized by week and component (Last 6 Months)

Week beginning	Graffiti: Subways	Graffiti: Buses	Liquid Crystal Display (LCD) Screen	Metrocard Vending Machine (MVM)	OMNY Reader	Train Glass	Bus Glass	Total
1/24/2022	53	0	1	0	0	15	1	70
1/17/2022	21	0	4	2	0	18	0	45
1/10/2022	11	0	1	0	0	6	2	20
1/3/2022	39	0	1	0	0	7	2	49
12/27/2021	20	0	1	0	0	4	0	25
12/20/2021	23	0	2	0	0	1	3	29
12/13/2021	28	0	7	0	0	6	2	43
12/6/2021	9	0	8	0	0	6	0	23
11/29/2021	13	0	0	0	0	5	2	20
11/22/2021	16	0	0	0	0	5	3	24
11/15/2021	27	1	1	0	0	3	1	33
11/8/2021	12	0	1	3	0	6	0	22
11/1/2021	25	0	3	0	0	6	1	35
10/25/2021	16	0	2	1	0	3	1	23
10/18/2021	24	0	1	1	0	5	5	36
10/11/2021	15	1	2	0	0	9	3	30
10/4/2021	7	0	5	1	3	4	2	22
9/27/2021	9	0	6	0	0	9	4	28
9/20/2021	20	0	15	0	5	4	4	48
9/13/2021	7	0	3	1	0	4	1	16
9/6/2021	11	0	6	1	0	4	3	25
8/30/2021	4	0	4	0	0	6	6	20
8/23/2021	9	0	3	4	0	3	0	19
8/16/2021	20	0	0	4	0	4	0	28
8/9/2021	19	0	4	0	0	4	2	29

Financial and Ridership Reports

Jaibala Patel, Deputy Chief Financial Officer, MTA



January subway and bus ridership fell sharply under the spread of the Omicron variant. Subway daily ridership was down 17 percent from the prior month to 2.4 million, while NYCT bus was down 13 percent to 0.9 million.

Preliminary January 2022 Monthly Report:

New York City Transit

The purpose of this report is to provide the preliminary January 2022 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 Adopted Budget (budget).

Summary of Preliminary Financial Results

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

- January 2022 New York City Transit ridership of 87.4 million was 33.6 million (27.8 percent) under budget, of which subway ridership of 63.5 million was 25.6 million (28.7 percent) below budget, and bus ridership of 23.3 million was 7.8 million (25 percent) below budget.
- January 2022 ridership compared with January 2019 was lower by 92.6 million (51.4 percent). Subway ridership was lower by 52.8 percent and bus ridership was lower by 47.7 percent.
- January 2022 ridership was 24.9 million (39.8 percent) above January 2021 ridership. Subway ridership was 54.5 percent higher, and bus ridership was 12.2 percent higher.
- January 2022 farebox revenue of \$187.1 million was \$65.5 million (25.9 percent) under budget.

January 2022 operating expenses of \$784.7 million is unfavorable to budget by \$13.5 million (1.7 percent).

- Labor expenses were over budget by a net \$25.4 million (4.2 percent), due to health & welfare/OPEB current expense overruns of \$15.1 million (10.9 percent), due to unfavorable timing of claims expense accruals. Overtime overruns of \$9.8 million (22.4 percent), were largely due to vacancy and availability coverage backfill along with severe weather response. Overruns in both reimbursable overhead of \$10.9 million (56.1 percent), and other fringe benefits over by \$6.1 million (12.5 percent), resulted from lower reimbursable labor charges than expected. Pension was lower by \$4.1 million (5.1 percent), due to favorable timing of expenses. Underruns in payroll of \$12.4 million (4.0 percent), resulting from vacancies provided a partial offset to generally unfavorable labor expense results.
- Non-labor expenses were net favorable to budget by \$11.9 million (7.0 percent), mainly due to Paratransit service contracts lower by \$5.7 million (17.7 percent), reflecting fewer trips and favorable support costs. Maintenance and other operating contracts were below budget by \$3.8 million (14.9 percent), and materials & supplies underran by \$3.4 million (12.0 percent), reflecting favorable timing of expense accruals. Electric power was over budget by \$1.6 million (5.1 percent), providing partial offset to general non-labor underruns.

Financial Results

Farebox Revenue

January 2022 Farebox Revenue - (\$ in millions)								
	January				January Year-to-Date			
	Budget	Prelim Actual	Favorable(Unfavorable)		Budget	Prelim Actual	Favorable(Unfavorable)	
			Amount	Percent			Amount	Percent
Subway	192.3	140.7	(51.6)	(26.8%)	192.3	140.7	(51.6)	(26.8%)
NYCT Bus	54.4	41.0	(13.4)	(24.6%)	54.4	41.0	(13.4)	(24.6%)
Paratransit	1.6	1.1	(0.5)	(33.6%)	1.6	1.1	(0.5)	(33.6%)
Subtotal	248.3	182.8	(65.5)	(26.4%)	248.3	182.8	(65.5)	(26.4%)
Fare Media Liability	4.4	4.4	0.0	0.0%	4.4	4.4	0.0	0.0%
Total - NYCT	252.6	187.1	(65.5)	(25.9%)	252.6	187.1	(65.5)	(25.9%)

Note: Total may not add due to rounding

January 2022 farebox revenue of \$187.1 million was \$65.5 million (25.9 percent) below budget. Subway revenue underran by \$51.6 million (26.8 percent), bus revenue was lower by \$13.4 million (24.6 percent), and paratransit revenue was unfavorable \$0.5 million (33.6 percent). Accrued fare media liability was equal to budget. The January 2022 non-student average fare of \$2.26 increased 6.5¢ from January 2021; subway fare increased 2.6¢; local bus fare increased 2.7¢; express bus fare increased 1.7¢.

Average Fare

January Non-Student Average Fare - (in \$)				
	NYC Transit			
	2021	Prelim 2022	Change	
			Amount	Percent
Subway	2.343	2.369	0.026	1.1%
Local Bus	1.838	1.865	0.027	1.5%
Subway & Local Bus	2.175	2.239	0.064	2.9%
Express Bus	5.982	5.999	0.017	0.3%
Total	2.192	2.257	0.065	3.0%

The January 2022 non-student average local fare of \$2.26 increased 6.5¢ (3.0 percent) from the prior year.

Non-reimbursable Expenses

Non-reimbursable expenses of \$784.7 million (before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment), was unfavorable to budget by \$13.5 million (1.7 percent).

Labor expenses were over budget by a net \$25.4 million (4.2 percent):

- Health and welfare/OPEB current expenses were over by a combined \$15.1 million (10.9 percent), due to unfavorable timing of claims expense accruals
- Reimbursable overhead was unfavorable by \$10.9 million (56.1 percent), and other fringe benefits overran by \$6.1 million (12.5 percent), mainly due to less than anticipated capital labor charges
- Overtime expenses exceeded budget by \$9.8 million (22.4 percent), primarily due to vacancy and availability backfill coverage and severe weather response
- Payroll was favorable by \$12.4 million (4.0 percent), primarily due to vacancies
- Pension was under budget by \$4.1 million (5.1 percent), reflecting favorable timing of NYCERS pension expense

Non-labor expenses were net favorable to budget by \$11.9 million (7.0 percent):

- Paratransit service contracts underran by \$5.7 million (17.7 percent), reflecting fewer trips and favorable timing of support costs
- Maintenance and other operating contract expenses were lower by \$3.8 million (14.9 percent), largely due to favorable timing of operating contract charges
- Materials and Supplies were below budget by \$3.4 million (12.0 percent), reflecting primarily favorable timing of vehicle and non-vehicle materials expenses
- Electric power overran by \$1.6 million (5.1 percent), mainly due to higher consumption

Depreciation expense in January of \$174.1 million underran budget by \$5.2 million (2.9 percent). There are no GASB 75 OPEB expense adjustment entries nor any GASB 68 Pension adjustment entries recorded in January as of the preliminary close.

The **operating cash surplus** (excluding subsidies) of \$45.5 million for January was \$12.1 million (21.1 percent) unfavorable to budget.

Ridership Results

January 2022 Ridership vs. Budget - (in millions)								
	January				January Year-to-Date			
	Budget	Prelim Actual	More(Less)		Budget	Prelim Actual	More(Less)	
			Amount	Percent			Amount	Percent
Subway	89.1	63.5	(25.6)	(28.7%)	89.1	63.5	(25.6)	(28.7%)
NYCT Bus	31.1	23.3	(7.8)	(25.0%)	31.1	23.3	(7.8)	(25.0%)
Paratransit	0.7	0.6	(0.2)	(23.5%)	0.7	0.6	(0.2)	(23.5%)
Total - NYCT	120.9	87.4	(33.6)	(27.8%)	120.9	87.4	(33.6)	(27.8%)

Note: Total may not add due to rounding

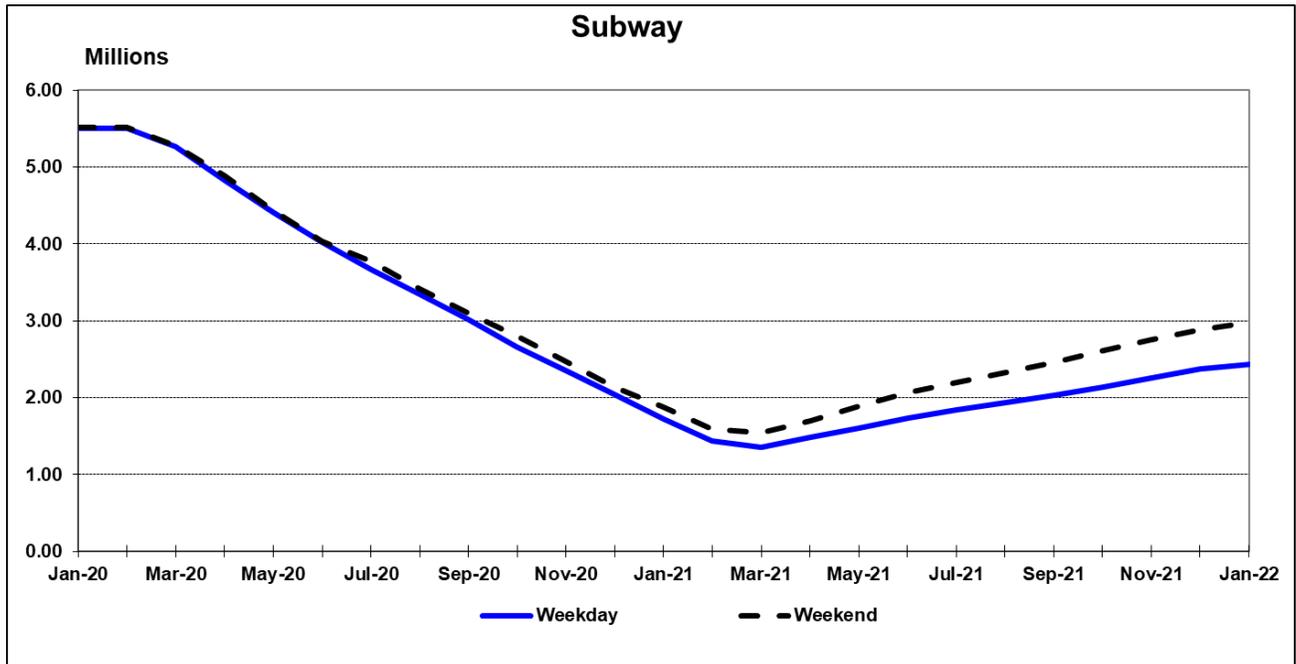
January Average Weekday and Weekend Ridership vs. Prior Year								
Month	Average Weekday - (thousands)				Average Weekend - (thousands)			
	2021	Preliminary	Change		2021	Preliminary	Change	
		2022	Amount	Percent		2022	Amount	Percent
Subway	1,595	2,429	834	+52.3%	1,720	2,569	849	+49.4%
NYCT Local Bus	784	898	114	+14.5%	902	811	(91)	-10.1%
NYCT Express Bus	12	17	5	+41.7%	5	7	2	+40.0%
Paratransit	24	22	(2)	-9.5%	25	21	(4)	-16.8%
TOTAL - NYCT	2,415	3,366	951	+39.4%	2,652	3,408	756	+28.5%
12-Month Rolling Average								
Subway	1,725	2,435	710	+41.2%	1,874	2,978	1,104	+58.9%
NYCT Local Bus	564	977	413	+73.2%	677	1,116	439	+64.8%
NYCT Express Bus	13	17	4	+30.8%	5	8	3	+60.0%
Paratransit	22	25	3	+14.2%	23	27	4	+16.6%
TOTAL - NYCT	2,324	3,454	1,130	+48.6%	2,579	4,129	1,550	+60.1%

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

- January 2022 subway ridership was 28.7 percent unfavorable to budget and bus ridership was 25.0 percent unfavorable. Paratransit ridership was 23.5 percent unfavorable to budget.
- Compared to the previous year, average weekday ridership was up 52.3 percent on subway and up 14.5 percent on local bus. Express bus ridership was up 41.7 percent. Paratransit average weekday ridership was down 9.5 percent.
- Rolling average weekday ridership for the twelve-month period ending in January 2022, compared to twelve-month period ending in January 2021, is 41.2 percent higher on subway, 73.2 percent higher on local bus, 30.8 percent higher on express bus, and 14.2 percent higher on paratransit.

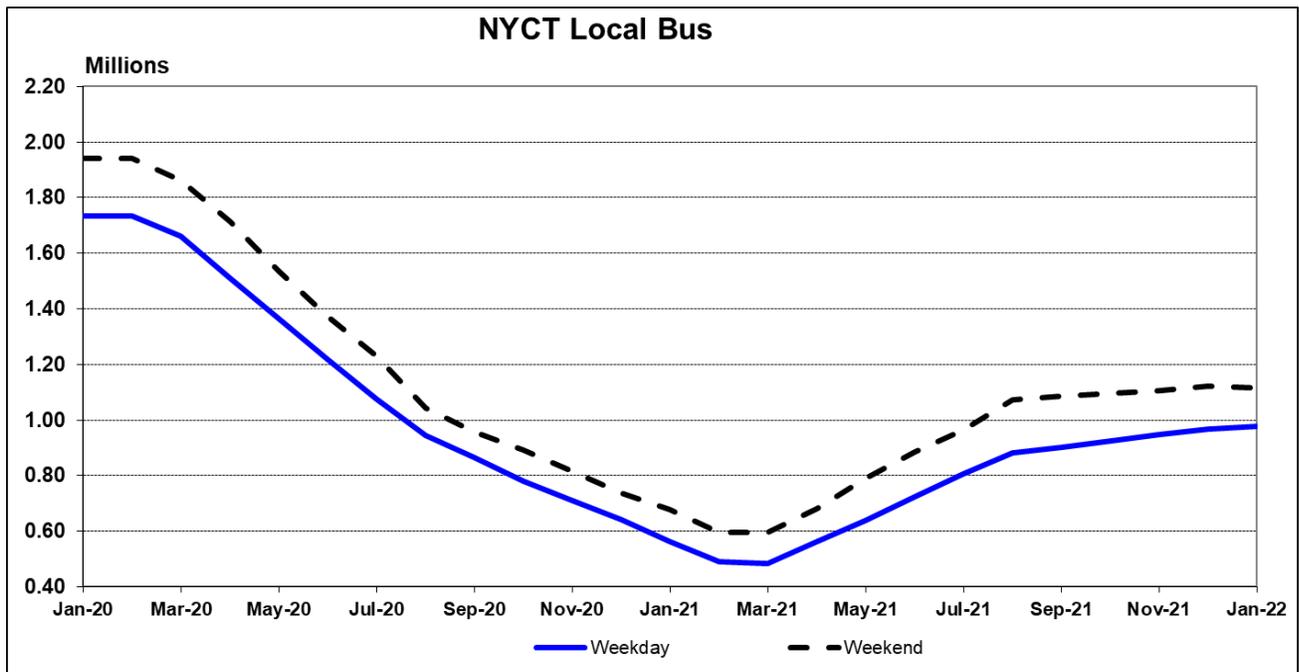
Average Weekday and Weekend Ridership

12-Month Rolling Averages



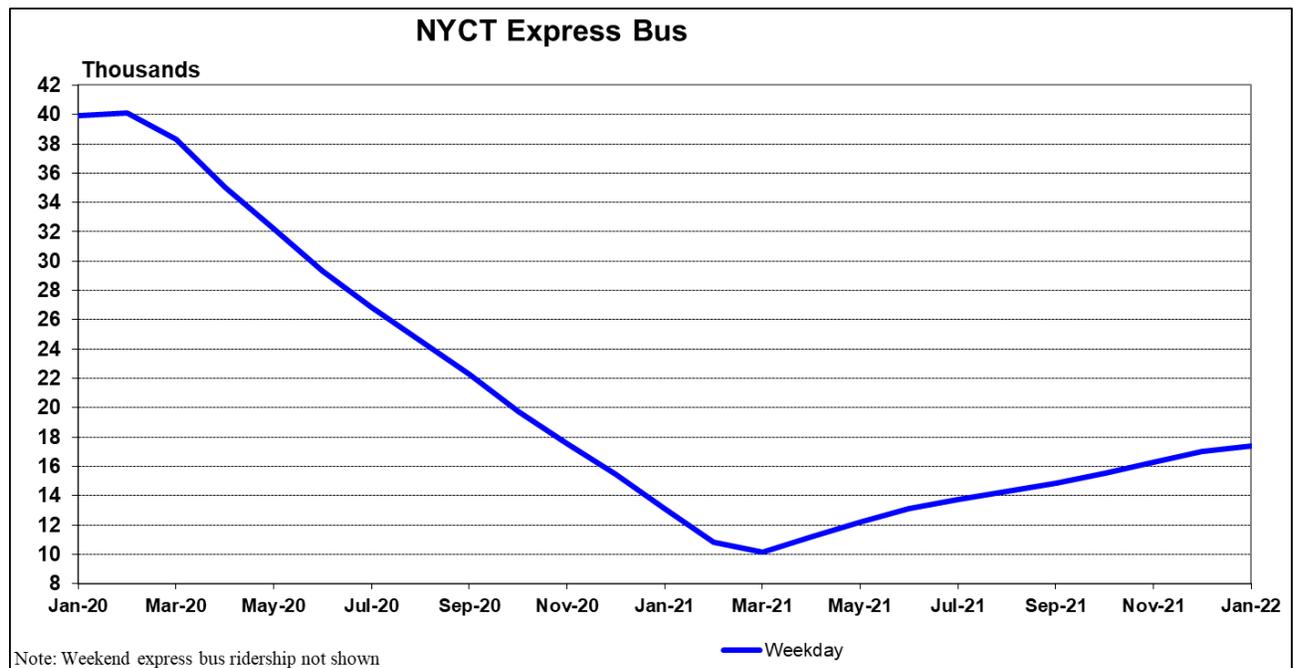
- Average weekday and weekend ridership increased moderately in 2019, before drastic declines due to COVID-19 travel restrictions, which began in March 2020.
- In February 2021, the ridership decline slowed, and in March 2021, a new period of growth began.

12-Month Rolling Averages



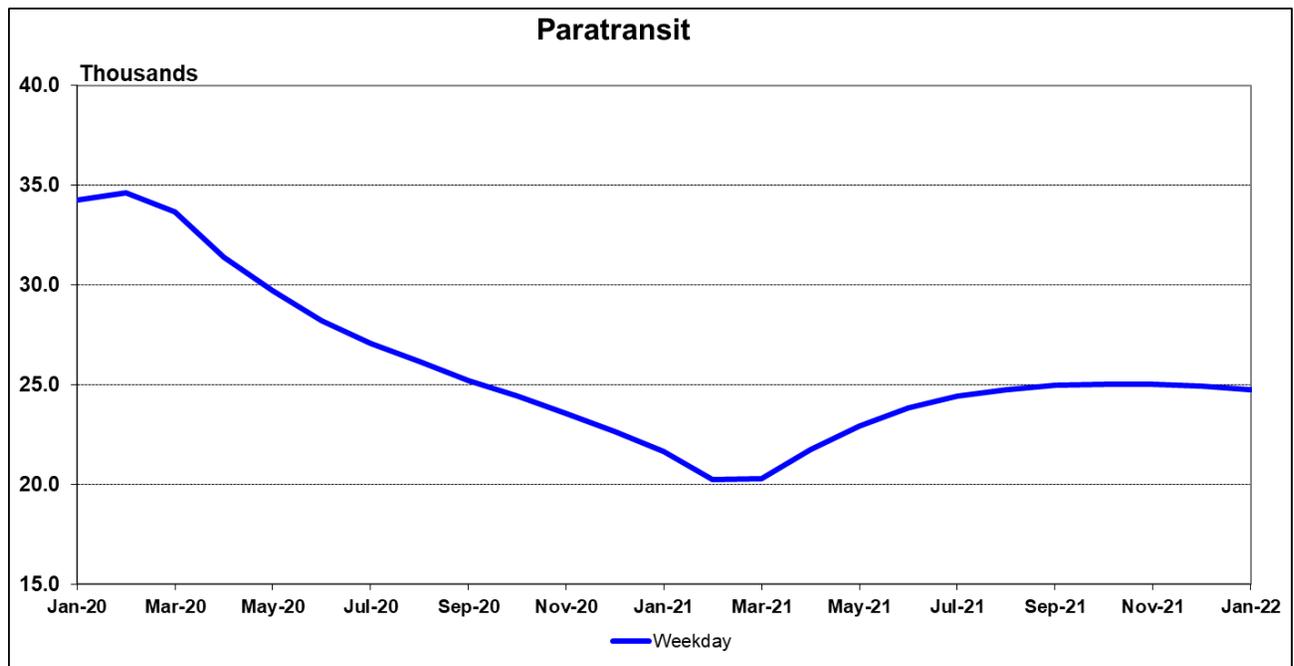
- Local bus ridership decreased slightly in 2019 and early 2020 before declining drastically starting in March 2020 due to COVID-19 travel limitations. Fare-free back door boarding was also in effect from late March through end of August 2020.
- In February 2021, the ridership decline slowed, and in March 2021, a new period of growth began.

12-Month Rolling Averages



- Express bus ridership increased moderately during 2019 and early 2020 before declining drastically starting in March 2020 due to COVID-19 travel limitations.
- In February 2021, the ridership decline slowed, and in March 2021, a new period of growth began.

12-Month Rolling Averages



- Paratransit ridership increased rapidly in 2019 due to outsize growth in E-hail and Enhanced Broker service trips, before declining drastically starting in March 2020 due to COVID-19 travel limitations.
- In February 2021, the ridership decline ceased, and in March 2021, a new period of growth began, which has since stabilized in the second half of 2021.

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 from late March 2020 through early 2021.

In February - March 2021, the rate of decline started to slow down in all agencies and on all modes of transportation, and in March - November 2022, a new period of growth began. Travel restrictions were gradually lifted, businesses and schools reopened, and employees were returning to the office. December and January ridership retreated under the Omicron variant wave of infection across the region. January ridership remains well below January 2019 levels, but the growth is significant compared with January 2021.

The rolling average ridership is still low, both on weekdays and weekends, for the 12-month period ending in January 2022, compared to 12-month period ending in January 2021.

Ridership on Transit Services in the New York Area						
(thousands)						
Transit Service	Jan-21	Prelim Jan-22	Percent Change	Rolling Avg Prior Year	Rolling Avg Current Year	12-Month Rolling Average Percent Change
Average Weekday						
Subway	1,595	2,429	+52.3%	1,725	2,435	+41.2%
NYCT Local Bus	784	898	+14.5%	564	977	+73.2%
NYCT Express Bus	12	17	+41.7%	13	17	+30.8%
Paratransit	24	22	-9.5%	22	25	+14.2%
SIR	4	6	+64.6%	4	5	+29.1%
MTA Local Bus	166	209	+25.9%	118	217	+83.3%
MTA Express Bus	11	13	+25.0%	11	15	+35.6%
LIRR	73	115	+57.5%	83	113	+36.1%
Metro-North	52	87	+67.3%	70	93	+32.9%
PATH	57	84	+47.4%	72	93	+29.2%
Average Weekend						
Subway	1,720	2,569	+49.4%	1,874	2,978	+58.9%
NYCT Local Bus	902	811	-10.1%	677	1,116	+64.8%
NYCT Express Bus	5	7	+40.0%	5	8	+60.0%
Paratransit	25	21	-16.8%	23	27	+16.6%
SIR	2	3	+53.3%	1	2	+79.9%
MTA Local Bus	180	179	-0.6%	134	237	+76.8%
MTA Express Bus	5	5	+3.0%	6	8	+45.1%
LIRR	55	91	+65.5%	69	130	+88.4%
Metro-North	63	107	+69.8%	71	129	+81.7%
PATH	61	85	+39.3%	66	115	+74.2%

Note: Percentages are based on unrounded data.

MTA NEW YORK CITY TRANSIT

Jan - 2022 Adopted
 Accrual Statement of Operations By Category
 Month - Jan 2022
 (\$ in Millions)

2/04/2022 04:06 PM

	Nonreimbursable			Reimbursable			Total		
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)		
	Actual	Adopted	Percent	Actual	Adopted	Percent	Actual	Adopted	Percent
Revenue									
Farebox Revenue:									
Subway	\$140,707	\$0,000	(26.8)	\$0,000	\$0,000	-	\$140,707	\$0,000	(51,584)
Bus	\$41,002	\$0,000	(24.6)	\$0,000	\$0,000	-	\$41,002	\$0,000	(13,371)
Paratransit	\$1,056	\$0,000	(33.6)	\$0,000	\$0,000	-	\$1,056	\$0,000	(0,534)
Fare Liability	\$4,383	\$0,000	0.0	\$0,000	\$0,000	-	\$4,383	\$0,000	\$0,000
Farebox Revenue	\$187,148	\$0,000	(25.9)	\$0,000	\$0,000	-	\$187,148	\$0,000	(65,489)
Fare Reimbursement	\$7,928	\$0,000	0.0	\$0,000	\$0,000	-	\$7,928	\$0,000	\$0,000
Paratransit Reimbursement	\$18,903	\$0,000	(0.3)	\$0,000	\$0,000	-	\$18,903	\$0,000	(0,062)
Other Operating Revenue	\$12,901	\$0,000	(15.1)	\$0,000	\$0,000	-	\$12,901	\$0,000	(1,948)
Other Revenue	\$37,783	\$0,000	(5.1)	\$0,000	\$0,000	-	\$37,783	\$0,000	(2,011)
Capital and Other Reimbursements	\$0,000	\$53,877	-	\$53,877	\$53,877	(44.0)	\$53,877	\$53,877	(42,347)
Total Revenue	\$224,932	\$224,932	(23.1)	\$53,877	\$53,877	(44.0)	\$278,808	\$278,808	(109,847)
Expenses									
Labor:									
Payroll	\$310,194	\$297,756	4.0	\$21,616	\$38,475	43.8	\$319,371	\$348,670	\$29,299
Overtime	\$43,619	\$53,410	(22.4)	\$4,504	\$9,123	50.6	\$57,914	\$52,743	(5,171)
Total Salaries & Wages	\$353,814	\$351,166	0.7	\$26,119	\$47,599	45.1	\$377,285	\$401,412	\$24,127
Health and Welfare	\$91,304	\$96,760	(6.0)	\$1,940	\$2,341	17.1	\$98,700	\$93,645	(5,055)
OPEB Current Payment	\$47,786	\$47,443	(0.7)	\$1,139	\$1,295	12.1	\$49,081	\$49,081	\$0,000
Pensions	\$78,921	\$74,865	5.1	\$3,077	\$2,952	(4.2)	\$77,942	\$81,873	\$3,931
Other Fringe Benefits	\$54,790	\$46,681	(12.5)	\$8,310	\$14,718	43.5	\$63,099	\$63,399	\$0,299
Total Fringe Benefits	\$266,693	\$283,857	(6.4)	\$14,465	\$21,305	32.1	\$298,322	\$287,997	(10,325)
Contribution to GASB Fund	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000
Reimbursable Overhead	(19,392)	(8,516)	(56.1)	\$8,516	\$19,392	56.1	\$0,000	\$0,000	\$0,000
Labor	\$601,115	\$626,507	(4.2)	\$49,100	\$88,295	44.4	\$675,607	\$689,410	\$13,802
Non-Labor:									
Electric Power	\$30,562	\$32,128	(5.1)	\$0,023	\$0,021	(7.9)	\$32,151	\$30,583	(1,568)
Fuel	\$9,941	\$10,141	(2.0)	\$0,000	\$0,000	-	\$10,142	\$9,941	(201)
Insurance	\$6,455	\$5,957	7.7	\$0,000	\$0,000	-	\$5,957	\$6,455	\$0,498
Claims	\$17,757	\$17,757	0.0	\$0,000	\$0,000	-	\$17,757	\$17,757	\$0,000
Paratransit Service Contracts	\$32,234	\$26,541	17.7	\$0,000	\$0,000	-	\$32,234	\$26,541	\$5,693
Maintenance and Other Operating Contracts	\$25,330	\$21,563	14.9	\$3,209	\$2,025	36.9	\$28,538	\$23,588	\$4,950
Professional Service Contracts	\$13,133	\$12,487	4.9	\$0,493	\$0,963	(95.4)	\$13,626	\$13,450	\$176
Materials & Supplies	\$27,900	\$24,550	12.0	\$4,052	\$1,969	51.4	\$31,952	\$26,519	\$5,433
Other Business Expenses	\$6,845	\$7,115	(3.9)	(0,203)	\$0,154	231.8	\$6,912	\$6,999	\$0,088
Non-Labor	\$170,156	\$158,240	7.0	\$4,777	\$7,929	39.8	\$178,085	\$163,017	\$15,069
Other Expense Adjustments:									
Other	\$0,000	\$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	\$0,000
Total Expenses before Depreciation and OPEB	\$771,271	\$784,747	(1.7)	\$53,877	\$96,224	44.0	\$838,624	\$867,495	\$28,871
Depreciation	\$179,367	\$174,119	2.9	\$0,000	\$0,000	-	\$179,367	\$179,367	\$5,248
GASB 75 OPEB Expense Adjustment	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000
GASB 68 Pension Adjustment	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000
Environmental Remediation	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000
Total Expenses	\$950,638	\$958,866	(0.9)	\$53,877	\$96,224	44.0	\$1,012,743	\$1,046,862	\$34,119
OPERATING SURPLUS/DEFICIT	(658,207)	(733,934)	(11.5)	\$0,000	\$0,000	-	(733,934)	(658,207)	(75,727)

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 actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN 2022
EXPLANATION OF VARIANCES BETWEEN THE MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
JANUARY 2022
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH		YEAR TO DATE		
		Favorable (Unfavorable) Variance \$	%	Favorable (Unfavorable) Variance \$	%	
Farebox Revenue	NR	(65.5)	(25.9)	(65.5)	(25.9)	Primarily due to lower ridership
Other Operating Revenue	NR	(2.0)	(5.1)	(2.0)	(5.1)	Mainly unfavorable advertising and MetroCard surcharges
Payroll	NR	12.4	4.0	12.4	4.0	Primarily due to vacancies
Overtime	NR	(9.8)	(22.4)	(9.8)	(22.4)	Vacancy / availability backfill coverage and adverse weather response
Health & Welfare (including OPEB current payment)	NR	(15.1)	(10.9)	(15.1)	(10.9)	Mainly unfavorable timing of claims expense accruals
Pension	NR	4.1	5.1	4.1	5.1	Favorable timing of pension expense
Other Fringe Benefits	NR	(6.1)	(12.5)	(6.1)	(12.5)	Mainly due to less than anticipated capital labor expense
Reimbursable Overhead	NR	(10.9)	(56.1)	(10.9)	(56.1)	Mainly due to less than anticipated capital labor expense
Electric Power	NR	(1.6)	(5.1)	(1.6)	(5.1)	Mainly higher consumption
Fuel	NR	(0.2)	(2.0)	(0.2)	(2.0)	Minor variance
Insurance	NR	0.5	7.7	0.5	7.7	Minor variance
Paratransit Service Contracts	NR	5.7	17.7	5.7	17.7	Reflecting fewer trips and favorable timing of support costs
Maintenance and Other Operating Contracts	NR	3.8	14.9	3.8	14.9	Favorable timing of operating contract charges
Professional Service Contracts	NR	0.6	4.9	0.6	4.9	Favorable timing of bond issuance expense
Materials & Supplies	NR	3.4	12.0	3.4	12.0	Mainly favorable timing of vehicle and non-vehicle materials expenses
Other Business	NR	(0.3)	(3.9)	(0.3)	(3.9)	Primarily higher card processing fees

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2022 Adopted
Cash Receipts and Expenditures

Jan FY22
(\$ in Millions)

2/10/2022 11:32 AM

	Month			Year-To-Date			
	Adopted	Actual	Favorable	Adopted	Actual	Favorable	
			(Unfavorable)			Variance	(Unfavorable)
			Variance			Variance	Percent
Receipts							
Farebox Revenue	\$252,637	\$187,632	(65,005)	\$252,637	\$187,632	(65,005)	(25.7)
Fare Reimbursement	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	100.0
Paratransit Reimbursement	\$18,965	\$7,975	(10,990)	\$18,965	\$7,975	(10,990)	(57.9)
Other Operating Revenue	\$466,900	\$465,539	(1,361)	\$466,900	\$465,539	(1,361)	(0.3)
Other Revenue	\$485,865	\$473,514	(12,351)	\$485,865	\$473,514	(12,351)	(2.5)
Capital and Other Reimbursements	\$96,224	\$76,309	(19,915)	\$96,224	\$76,309	(19,915)	(20.7)
Total Revenue	\$834,726	\$737,455	(97,271)	\$834,726	\$737,455	(97,271)	(11.7)
Expenditures							
Labor :							
Payroll	\$292,475	\$287,278	\$5,197	\$292,475	\$287,278	\$5,197	1.8
Overtime	\$52,743	\$57,914	(5,171)	\$52,743	\$57,914	(5,171)	(9.8)
Total Salaries & Wages	\$345,218	\$345,192	\$0,026	\$345,218	\$345,192	\$0,026	0.0
Health and Welfare	\$93,645	\$23,453	(70,192)	\$93,645	\$23,453	(70,192)	75.0
OPEB Current Payment	\$49,081	\$58,581	(9,500)	\$49,081	\$58,581	(9,500)	(19.4)
Pensions	\$81,873	\$77,920	\$3,953	\$81,873	\$77,920	\$3,953	4.8
Other Fringe Benefits	\$43,428	\$43,924	(0,496)	\$43,428	\$43,924	(0,496)	(1.1)
Total Fringe Benefits	\$268,026	\$203,878	\$64,148	\$268,026	\$203,878	\$64,148	23.9
Contribution to GASB Fund	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	-
Reimbursable Overhead	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	-
Labor	\$613,244	\$549,070	\$64,174	\$613,244	\$549,070	\$64,174	10.5
Non-Labor :							
Electric Power	\$30,583	\$28,548	\$2,035	\$30,583	\$28,548	\$2,035	6.7
Fuel	\$9,941	\$8,586	\$1,355	\$9,941	\$8,586	\$1,355	13.6
Insurance	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	100.0
Claims	\$12,745	\$3,540	\$9,205	\$12,745	\$3,540	\$9,205	72.2
Paratransit Service Contracts	\$32,234	\$31,888	\$0,346	\$32,234	\$31,888	\$0,346	1.1
Maintenance and Other Operating Contracts	\$28,538	\$22,559	\$5,979	\$28,538	\$22,559	\$5,979	21.0
Professional Service Contracts	\$11,376	\$15,961	(4,585)	\$11,376	\$15,961	(4,585)	(40.3)
Materials & Supplies	\$31,410	\$24,504	\$6,906	\$31,410	\$24,504	\$6,906	22.0
Other Business Expenses	\$6,999	\$7,281	(0,282)	\$6,999	\$7,281	(0,282)	(4.0)
Non-Labor	\$163,827	\$142,867	\$20,960	\$163,827	\$142,867	\$20,960	12.8
Other Expense Adjustments:							
Other	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	-
Other Expense Adjustments	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	-
Total Expenditures before Depreciation and OPEB	\$777,070	\$691,937	\$85,133	\$777,070	\$691,937	\$85,133	11.0
Depreciation	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	(100.0)
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 Expenditures	\$777,070	\$691,937	\$85,133	\$777,070	\$691,937	\$85,133	11.0
Net Surplus/(Deficit)	\$57,656	\$45,518	(12,138)	\$57,656	\$45,518	(12,138)	21.1

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN 2022
EXPLANATION OF VARIANCES BETWEEN THE MID-YEAR FORECAST AND ACTUAL CASH BASIS
Jan FY22
(\$ in millions)

Operating Receipts or Disbursements	MONTH		YEAR TO DATE		
	Favorable (Unfavorable) Variance	Reason for Variance	Favorable (Unfavorable) Variance	Reason for Variance	
	\$	%	\$	%	
Farebox Receipts	(65.0)	(25.7)	(65.0)	(25.7)	Primarily due to lower ridership
Other Operating Receipts	(12.4)	(2.5)	(12.4)	(2.5)	Mainly underruns in Paratransit reimbursement
Capital and Other Reimbursements	(19.9)	(20.7)	(19.9)	(20.7)	Unfavorable timing of reimbursement receipts
Payroll	5.2	1.8	5.2	1.8	Primarily due to vacancies and capital project underruns
Overtime	(5.2)	(9.8)	(5.2)	(9.8)	Mainly vacancy coverage and availability backfill
Health & Welfare/OPEB Current	60.7	42.5	60.7	42.5	Favorable timing of payments, rebates, and vacancies
Pension	4.0	4.8	4.0	4.8	Favorable timing of NYCERS pension payments
Other Fringe Benefits	(0.5)	(1.1)	(0.5)	(1.1)	Minor variance
Electric Power	2.0	6.7	2.0	6.7	Favorable timing of payments
Fuel	1.4	13.6	1.4	13.6	Favorable timing of payments
Claims	9.2	72.2	9.2	72.2	Favorable timing of payments
Paratransit Service Contracts	0.3	1.1	0.3	1.1	Minor variance
Maintenance and Other Operating Contracts	6.0	21.0	6.0	21.0	Favorable timing of payments
Professional Service Contracts	(4.6)	(40.3)	(4.6)	(40.3)	Unfavorable timing of payments
Materials & Supplies	6.9	22.0	6.9	22.0	Favorable timing of payments
Other Business	(0.3)	(4.0)	(0.3)	(4.0)	Primarily higher card processing fees

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2022 Adopted
Cash Conversion (Cash Flow Adjustments)

Jan FY22
(\$ in Millions)

2/10/2022 11:32 AM

	Month			Year-To-Date			
	Adopted	Actual	Favorable	Adopted	Actual	Favorable	
			(Unfavorable) Variance			(Unfavorable) Variance	Percent
Revenue							
Farebox Revenue	\$0.000	\$0.484	\$0.484	\$0.000	\$0.484	\$0.484	-
Fare Reimbursement	(7.928)	(7.928)	\$0.000	(7.928)	(7.928)	\$0.000	0.0
Paratransit Reimbursement	\$0.000	(10.928)	(10.928)	\$0.000	(10.928)	\$0.000	-
Other Operating Revenue	\$453.999	\$454.586	\$0.588	\$453.999	\$454.586	\$0.588	0.1
Other Revenue	\$446.071	\$435.731	(10.340)	\$446.071	\$435.731	(10.340)	(2.3)
Capital and Other Reimbursements	\$0.000	\$22.432	\$22.432	\$0.000	\$22.432	\$22.432	-
Total Revenue	\$446.071	\$458.647	\$12.576	\$446.071	\$458.647	\$12.576	2.8
Expenses							
Labor:							
Payroll	\$56.195	\$32.093	(24.102)	\$56.195	\$32.093	(24.102)	(42.9)
Overtime	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(100.0)
Total Salaries & Wages	\$56.195	\$32.093	(24.102)	\$56.195	\$32.093	(24.102)	(42.9)
Health and Welfare	\$0.000	\$75.247	\$75.247	\$0.000	\$75.247	\$75.247	-
OPEB Current Payment	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	-
Pensions	\$0.000	\$0.022	\$0.022	\$0.000	\$0.022	\$0.022	-
Other Fringe Benefits	\$19.971	\$19.175	(0.796)	\$19.971	\$19.175	(0.796)	(4.0)
Total Fringe Benefits	\$19.971	\$94.444	\$74.473	\$19.971	\$94.444	\$74.473	372.9
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	-
Labor	\$76.166	\$126.537	\$50.371	\$76.166	\$126.537	\$50.371	66.1
Non-Labor:							
Electric Power	\$0.000	\$3.603	\$3.603	\$0.000	\$3.603	\$3.603	-
Fuel	\$0.000	\$1.556	\$1.556	\$0.000	\$1.556	\$1.556	-
Insurance	\$6.455	\$5.957	(0.498)	\$6.455	\$5.957	(0.498)	(7.7)
Claims	\$5.012	\$14.217	\$9.205	\$5.012	\$14.217	\$9.205	183.7
Paratransit Service Contracts	\$0.000	(5.347)	(5.347)	\$0.000	(5.347)	(5.347)	-
Maintenance and Other Operating Contracts	\$0.000	\$1.029	\$1.029	\$0.000	\$1.029	\$1.029	-
Professional Service Contracts	\$2.250	(2.511)	(2.261)	\$2.250	(2.511)	(2.261)	(211.6)
Materials & Supplies	\$0.542	\$2.015	\$1.473	\$0.542	\$2.015	\$1.473	272.0
Other Business Expenses	\$0.000	(0.369)	(0.369)	\$0.000	(0.369)	(0.369)	-
Non-Labor	\$14.259	\$20.150	\$5.891	\$14.259	\$20.150	\$5.891	41.3
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	\$90.425	\$146.687	\$56.262	\$90.425	\$146.687	\$56.262	62.2
Depreciation	\$179.367	\$174.119	(5.248)	\$179.367	\$174.119	(5.248)	(2.9)
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 Expenditures	\$269.792	\$320.806	\$51.014	\$269.792	\$320.806	\$51.014	18.9
Total Cash Conversion Adjustments	\$715.863	\$779.452	\$63.589	\$715.863	\$779.452	\$63.589	8.9

Note: Totals may not add due to rounding

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

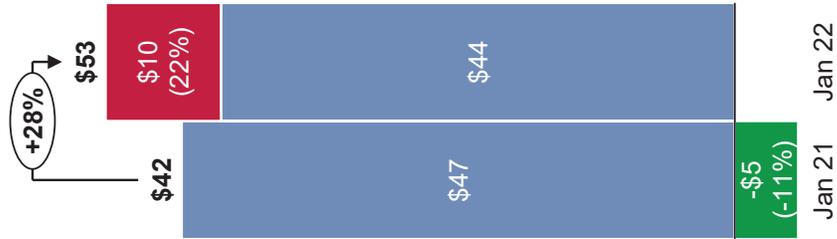
NYCT – Non-Reimbursable Overtime Variance

January 2022 and YTD adopted vs. variance

\$M

- Variance - Unfavorable
- Variance - Favorable
- Budget

Annual Budget
Adopted: \$492M

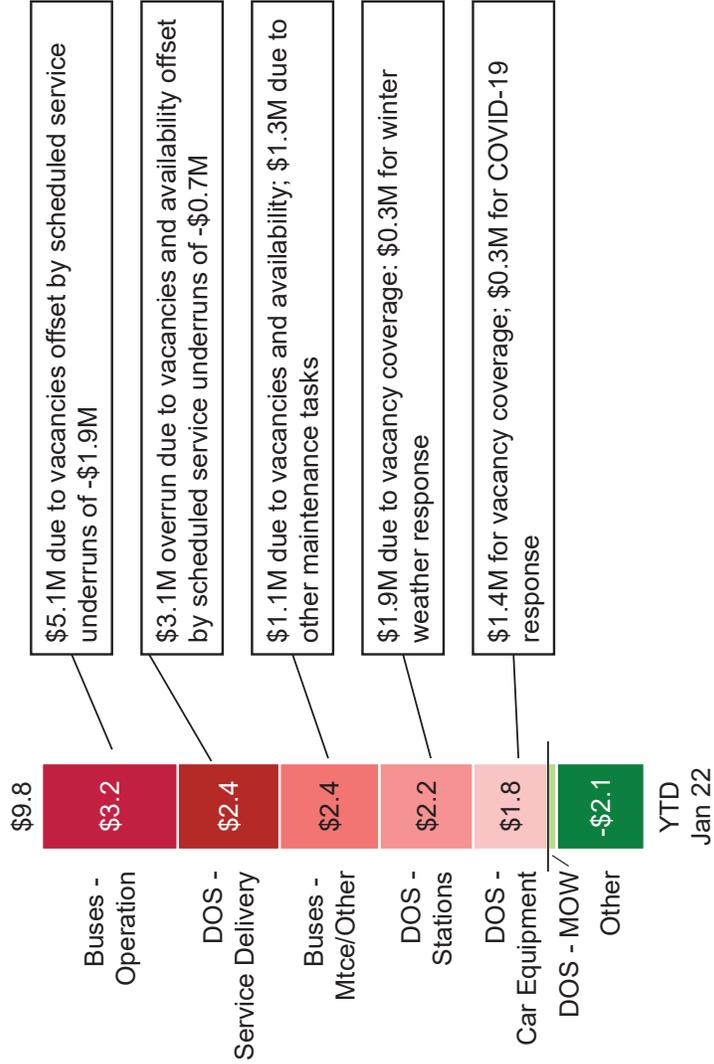


Overview

- Overall increase of \$11.8M or 28% compared to January YTD 2021
- Overall increase of \$15.3M or 40% compared to January YTD 2020
- \$9.8M or 22% above 2022 YTD budget; offset by -\$12.4M payroll overrun
- Subways \$6.3M overrun: \$6.4M for vacancy coverage; \$0.7M for winter weather response; remaining overrun due to scheduled service underruns
- Buses \$5.6M overrun: \$6.2M for vacancy coverage; \$1.4M for other maintenance tasks; -\$1.9M for scheduled service underruns

YTD variance by division

\$M



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

NYCT – Reimbursable Overtime Variance

January 2022 and YTD adopted vs. variance
\$M

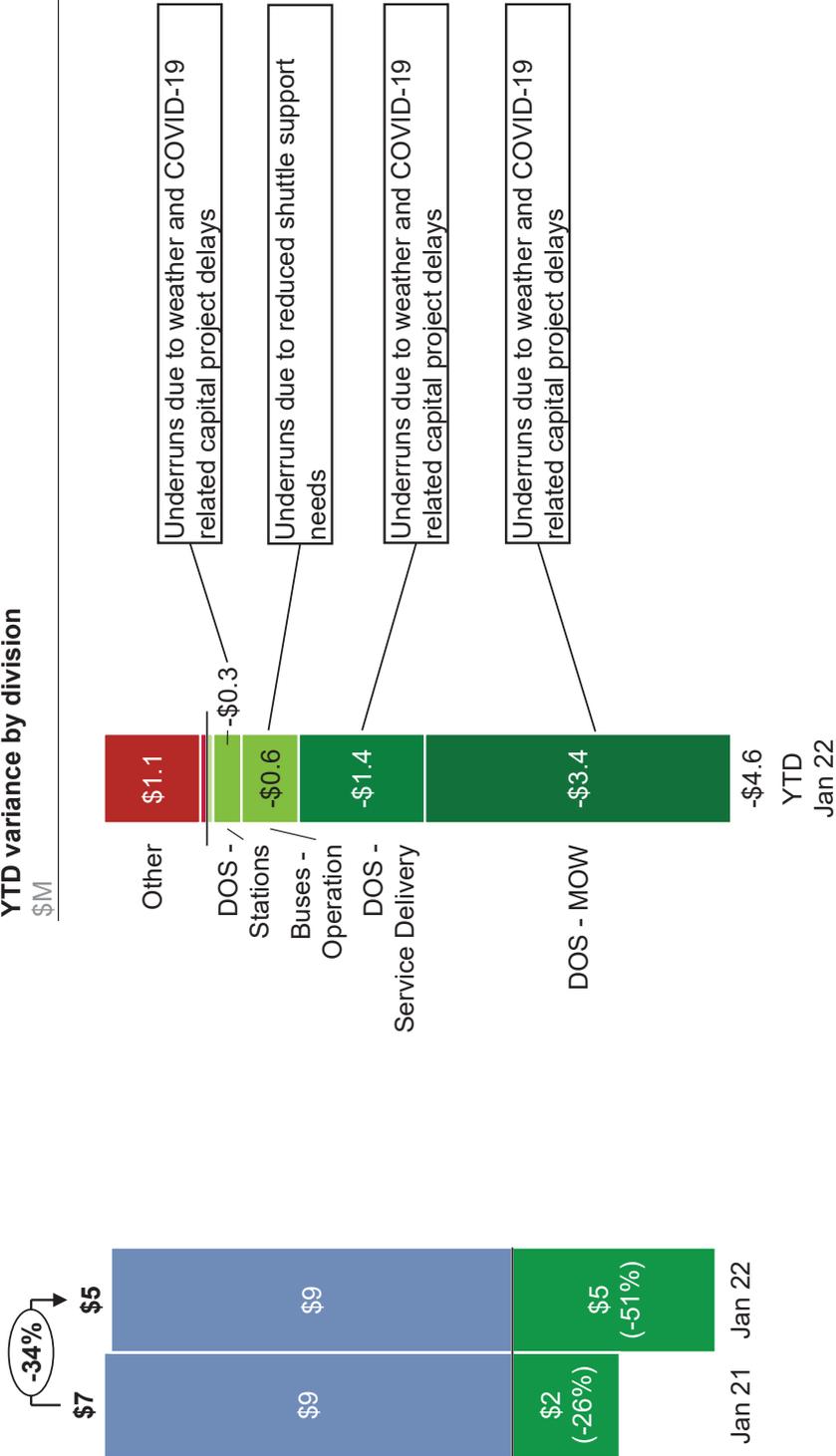
- Variance - Unfavorable
- Variance - Favorable
- Budget

Annual Budget
Adopted: \$123M

Overview

- Overall decrease of -\$2.3M or -34% compared to January YTD 2021
- Overall decrease of -\$2.5M or -36% compared to January YTD 2020
- -\$4.6M or 51% below 2022 YTD budget
- Subways -\$5.1M underrun due weather & COVID-19 related capital project delays
- Buses -\$0.6M underrun due to reduced shuttle support needs

YTD variance by division \$M



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

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN 2022
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE AND FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
January 2022

	<u>Adopted</u>	<u>Actual</u>	<u>Variance</u> <u>Fav./(Unfav)</u>	<u>Explanation</u>
<u>Administration:</u>				
Office of the President	14	7	7	
Law	245	216	29	
Office of the EVP	21	17	4	
Human Resources	122	93	29	
Office of Management and Budget	32	24	8	
Strategy & Customer Experience	167	147	20	
Non-Departmental	(8)	0	(8)	
Labor Relations	89	72	17	
Office of People & Business Transformation/EEO	25	25	0	
Materiel	151	177	(26)	
Controller	109	99	10	
Total Administration	967	877	90	
<u>Operations:</u>				
Subways Service Delivery	8,361	7,812	549	Mainly RVO vacancies.
Subways Operations Support/Admin	433	420	13	
Subways Stations	2,326	2,204	122	Mainly Station Agent vacancies.
Subtotal Subways	11,120	10,436	684	
Buses	11,129	10,798	331	
Paratransit	188	170	18	
Operations Planning	359	287	72	Mainly Mgr and hourly vacancies.
Revenue Control	542	508	34	
Non-Departmental	(22)	-	(22)	
Total Operations	23,316	22,199	1,117	
<u>Maintenance:</u>				
Subways Operations Support/Admin	112	92	20	
Subways Engineering	346	304	42	
Subways Car Equipment	4,811	4,479	332	Mainly PTE and hourly vacancies.
Subways Infrastructure	1,875	1,770	105	Mainly hourly vacancies.
Subways Elevators & Escalators	487	459	28	
Subways Stations	3,334	3,052	282	Mainly Supv and hourly vacancies.
Subways Track	3,201	2,870	331	Mainly TEM, PDM and TrackWorker vacancies.
Subways Power	657	606	51	Mainly hourly vacancies.
Subways Signals	1,709	1,647	62	Mainly Signal Mtr vacancies.
Subways Electronic Maintenance	1,580	1,389	191	Mainly PTE and hourly vacancies.
Subtotal Subways	18,112	16,668	1,444	
Buses	3,418	3,283	135	Mainly Mrg and hourly vacancies.
Supply Logistics	523	507	16	
System Safety/OHS	164	143	21	
Non-Departmental	(127)	-	(127)	
Total Maintenance	22,090	20,601	1,489	
<u>Engineering:</u>				
Construction and Development	1,265	1,028	237	Mainly Mgr, and PTE vacancies.
Total Engineering/Capital	1,265	1,028	237	
<u>Public Safety:</u>				
Security	639	593	46	
Total Public Safety	639	593	46	
Total Positions	48,277	45,298	2,979	
Non-Reimbursable	43,619	41,642	1,977	
Reimbursable	4,658	3,656	1,002	
Total Full-Time	48,114	45,197	2,917	
Total Full-Time Equivalents	163	101	62	

MTA NEW YORK TRANSIT
FEBRUARY FINANCIAL PLAN 2022
TOTAL POSITIONS by FUNCTION and OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
January 2022

FUNCTION/OCCUPATION	Adopted	Actual	Variance Fav./(Unfav)	Explanation
<u>Administration:</u>				
Managers/Supervisors	328	292	36	
Professional, Technical, Clerical	615	565	50	
Operational Hourlies	24	20	4	
Total Administration	967	877	90	
<u>Operations:</u>				
Managers/Supervisors	2,866	2,636	230	
Professional, Technical, Clerical	470	419	51	
Operational Hourlies	19,980	19,144	836	
Total Operations	23,316	22,199	1117	
<u>Maintenance:</u>				
Managers/Supervisors	3,972	3,694	278	
Professional, Technical, Clerical	1,006	811	195	
Operational Hourlies	17,112	16,096	1016	
Total Maintenance	22,090	20,601	1489	
<u>Engineering/Capital:</u>				
Managers/Supervisors	330	260	70	
Professional, Technical, Clerical	933	766	167	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,265	1,028	237	
<u>Public Safety:</u>				
Managers/Supervisors	272	247	25	
Professional, Technical, Clerical	33	32	1	
Operational Hourlies	334	314	20	
Total Public Safety	639	593	46	
<u>Total Positions:</u>				
Managers/Supervisors	7,768	7,129	639	
Professional, Technical, Clerical	3,057	2,593	464	
Operational Hourlies	37,452	35,576	1876	
Total Positions	48,277	45,298	2,979	

Preliminary January 2022 Report: Staten Island Railway

The purpose of this report is to provide the preliminary January 2022 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 Adopted Budget (budget).

Summary of Preliminary Financial Results

Preliminary ridership and accrual results versus budget are summarized as follows:

- January 2022 Staten Island Railway ridership of 137,610 was 55,471 rides (28.7 percent) below budget.
- Compared with January 2021, January 2022 ridership was higher by 17.3 percent. Compared with January 2019, January 2022 ridership was lower by 68.7 percent.
- January 2022 Farebox revenue of \$0.199 million was \$0.082 million (29.1 percent) below budget.
- Operating expenses were under budget by \$0.469 million (6.8 percent).
 - Labor expenses were less than budget by \$0.149 million (3.2 percent).
 - Non-labor expenses were also less than budget by \$0.268 million (22.7 percent).

STATEN ISLAND RAILWAY FINANCIAL AND RIDERSHIP REPORT

January 2022

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Adopted Budget (budget)

January 2022 Staten Island Railway ridership of 137,610 was 55,471 rides (28.7 percent) below budget. Average weekday ridership of 5,910 was 2,320 rides (64.6 percent) higher than January 2021 and 10,450 rides (63.9 percent) lower than January 2019.

Total Operating Revenue of \$0.361 million was below budget by \$0.172 million (32.3 percent).

- Farebox revenue of \$0.199 million was \$0.082 million (29.1 percent) below budget. The underrun was due to lower than expected ridership.
- Other Revenue of \$0.162 million was \$0.090 million (35.9 percent) below budget due to lower school fare reimbursement.

Nonreimbursable expenses in January, before depreciation, GASB 75 OPEB Expense Adjustment and GASB 68 Pension Adjustment, were less than budget by \$0.418 million (7.1 percent).

- Labor expenses were below budget by \$0.149 million (3.2 percent), due primarily to overtime underrun of \$0.187 million (55.5 percent) resulting from less backfill of vacancies and \$0.186 million (20.0 percent) in Health & Welfare/OPEB resulting from interagency expense charges. Payroll overran budget by \$0.261 million (11.1 percent) due to sick and vacation cash-out.
- Non-labor expenses were below budget by \$0.268 million (22.7 percent) due to timing of projects, including an underrun in Professional Services Contracts of \$0.114 million (62.0 percent) due to timing of expenses and Insurance underran by \$0.055 million (35.2 percent). Electric Power underran budget by \$0.051 million (13.0 percent).

Operating cash deficit (excluding subsidies) in January of \$0.141 million was \$0.165 million (over 100 percent) unfavorable to budget.

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2022 Adopted
Ridership (Utilization) Actual to Budget
 Jan FY22
 (# in Millions)

2/08/2022 05:25 PM

	Month			Year-To-Date		
	Adopted	Actual	Favorable	Adopted	Actual	Favorable
			(Unfavorable)			(Unfavorable)
			Variance		Variance	Percent
<u>Ridership</u>						
Ridership - Subway	0.193	0.138	(0.055)	0.193	0.138	(0.055)
Total Ridership	0.193	0.138	(0.055)	0.193	0.138	(0.055)
<u>FareBox Revenue</u>						
Farebox Revenue	\$0.281	\$0.199	(0.082)	\$0.281	\$0.199	(0.082)
Total Farebox Revenue	\$0.281	\$0.199	(0.082)	\$0.281	\$0.199	(0.082)

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY

Jan - 2022 Adopted
 Accrual Statement of Operations By Category

Month - Jan 2022
 (\$ in Millions)

2/11/2022 02:15 PM

	Nonreimbursable			Reimbursable			Total		
	Adopted	Actual	Favorable (Unfavorable) Variance	Adopted	Actual	Favorable (Unfavorable) Variance	Adopted	Actual	Favorable (Unfavorable) Variance
			Percent			Percent			Percent
Revenue									
Farebox Revenue:									
Farebox Revenue	\$0.281	\$0.199	(0.082)	\$0.000	\$0.000	-	\$0.281	\$0.199	(0.082)
Other Revenue	\$0.252	\$0.162	(0.090)	\$0.000	\$0.000	-	\$0.252	\$0.162	(0.090)
Capital and Other Reimbursements	\$0.000	\$0.000	-	\$0.000	\$0.056	(0.585)	\$0.641	\$0.056	(0.585)
Total Revenue	\$0.533	\$0.361	(0.172)	\$0.641	\$0.056	(0.585)	\$1.175	\$0.417	(0.757)
Expenses									
Labor :									
Payroll	\$2.364	\$2.626	(0.261)	\$0.338	\$0.018	\$0.320	\$2.702	\$2.643	\$0.059
Overtime	\$0.337	\$0.150	\$0.187	\$0.093	\$0.015	\$0.078	\$0.429	\$0.164	\$0.265
Total Salaries & Wages	\$2.701	\$2.775	(0.074)	\$0.431	\$0.032	\$0.398	\$3.131	\$2.807	\$0.324
Health and Welfare	\$0.685	\$0.509	\$0.176	\$0.000	\$0.000	-	\$0.685	\$0.509	\$0.176
OPEB Current Payment	\$0.246	\$0.236	\$0.010	\$0.000	\$0.000	\$0.000	\$0.246	\$0.236	\$0.010
Pensions	\$0.735	\$0.657	\$0.078	\$0.000	\$0.000	-	\$0.735	\$0.657	\$0.078
Other Fringe Benefits	\$0.333	\$0.364	(0.031)	\$0.210	\$0.023	\$0.187	\$0.544	\$0.387	\$0.157
Total Fringe Benefits	\$1.999	\$1.766	\$0.233	\$0.210	\$0.023	\$0.187	\$2.210	\$1.789	\$0.421
Contribution to GASB Fund	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.009	(0.009)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.009	(0.009)
Labor	\$4.700	\$4.550	\$0.149	\$0.641	\$0.055	\$0.586	\$5.341	\$4.606	\$0.735
Non-Labor :									
Electric Power	\$0.388	\$0.338	\$0.051	\$0.000	\$0.000	-	\$0.388	\$0.338	\$0.051
Fuel	\$0.033	\$0.046	(0.013)	\$0.000	\$0.000	-	\$0.033	\$0.046	(0.013)
Insurance	\$0.156	\$0.101	\$0.055	\$0.000	\$0.000	-	\$0.156	\$0.101	\$0.055
Claims	\$0.074	\$0.072	\$0.002	\$0.000	\$0.000	-	\$0.074	\$0.072	\$0.002
Paratransit Service Contracts	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.198	\$0.189	\$0.009	\$0.000	\$0.000	-	\$0.198	\$0.189	\$0.009
Professional Service Contracts	\$0.184	\$0.070	\$0.114	\$0.000	\$0.001	(0.001)	\$0.184	\$0.071	\$0.114
Materials & Supplies	\$0.138	\$0.093	\$0.044	\$0.000	\$0.000	\$0.000	\$0.138	\$0.093	\$0.044
Other Business Expenses	\$0.014	\$0.008	\$0.006	\$0.000	\$0.000	-	\$0.014	\$0.008	\$0.006
Non-Labor	\$1.185	\$0.916	\$0.268	\$0.000	\$0.001	(0.001)	\$1.185	\$0.917	\$0.268
Other Expense Adjustments:									
Other	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Other Expense Adjustments	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Total Expenses before Depreciation and OPEB	\$5.885	\$5.467	\$0.418	\$0.641	\$0.056	\$0.585	\$6.526	\$5.523	\$1.003
Depreciation	\$1.000	\$0.949	\$0.051	\$0.000	\$0.000	-	\$1.000	\$0.949	\$0.051
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000
Environmental Remediation	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Total Expenses	\$6.885	\$6.416	\$0.469	\$0.641	\$0.056	\$0.585	\$7.526	\$6.472	\$1.053
OPERATING SURPLUS/DEFICIT	(6.351)	(6.055)	\$0.296	\$0.000	\$0.000	\$0.000	(6.351)	(6.055)	\$0.296

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 actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

**MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN- 2022 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN JANUARY 2022 RESULTS AND THE FEBRUARY FINANCIAL PLAN
JANUARY 2022
(\$ in millions)-Accrual Basis**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH		Reason for Variance	YEAR-TO-DATE		
		Favorable/ (Unfavorable) Variance \$	%		Favorable/ (Unfavorable) Variance \$	%	
Farebox Revenue	Non Reimb.	(0.082)	(29.1)	Unfavorable due to lower than anticipated ridership	(0.082)	(29.1)	Unfavorable due to lower than anticipated ridership
Other Revenue	Non Reimb.	(0.090)	(35.9)	Unfavorable due to minimal reimbursement for school fares	(0.090)	(35.9)	Unfavorable due to minimal reimbursement for school fares
Payroll	Non Reimb.	(0.261)	(11.1)	Unfavorable due to sick and vacation cash-out	(0.261)	(11.1)	Unfavorable due to sick and vacation cash-out
Overtime	Non Reimb.	0.187	55.5	Favorable primarily due to less backfill of vacancies.	0.187	55.5	Favorable primarily due to less backfill of vacancies.
Health and Welfare (including OPEB current payment)	Non Reimb.	0.186	20.0	Favorable rates due to timing of expense accruals	0.186	20.0	Favorable rates due to timing of expense accruals
Pension	Non Reimb.	0.078	10.6	Favorable timing of expenses	0.078	10.6	Favorable timing of expenses
Other Fringe Benefits	Non Reimb.	(0.031)	(9.2)	Unfavorable due to lower reimbursable fringe OH credits than expected	(0.031)	(9.2)	Unfavorable due to lower reimbursable fringe OH credits than expected
Electric Power	Non Reimb.	0.051	13.0	Favorable primarily due to timing of bills	0.051	13.0	Favorable primarily due to timing of bills
Fuel	Non Reimb.	(0.013)	(38.6)	Unfavorable due to heating fuel consumption	(0.013)	(38.6)	Unfavorable due to heating fuel consumption
Insurance	Non Reimb.	0.055	35.2	Favorable due to timing of expenses	0.055	35.2	Favorable due to timing of expenses
Claims	Non Reimb.	0.002	2.1	Favorable due to timing of expenses	0.002	2.1	Favorable due to timing of expenses
Maintenance & Other Operating Contracts	Non Reimb.	0.009	4.4	Favorable due to the timing of facility and maintenance services projects	0.009	4.4	Favorable due to the timing of facility and maintenance services projects
Professional Service Contracts	Non Reimb.	0.114	62.0	Favorable due to timing of Covid-19 cleaning expenses	0.114	62.0	Favorable due to timing of Covid-19 cleaning expenses
Materials and Supplies	Non Reimb.	0.044	32.3	Favorable due to the timing of facility and maintenance services projects	0.044	32.3	Favorable due to the timing of facility and maintenance services projects
Other Business Expenses	Non Reimb.	0.006	45.8	Favorable due to department control on expenses	0.006	45.8	Favorable due to department control on expenses
Payroll	Reimb.	0.320	94.8	Favorable due to vacancies	0.320	94.8	Favorable due to vacancies
Overtime	Reimb.	0.078	84.2	Favorable due to less backfill of vacancies	0.078	84.2	Favorable due to less backfill of vacancies
Materials and Supplies	Reimb.	0.000	0.0	Draw down of project materials	0.000	0.0	Draw down of project materials

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2022 Adopted
Cash Receipts and Expenditures
 Jan FY22
 (\$ in Millions)

2/11/2022 02:17 PM

	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.281	\$0.235	(0.046)	(16.4)	\$0.281	\$0.235	(0.046)	(16.4)
Other Revenue	\$4.867	\$4.828	(0.039)	(0.8)	\$4.867	\$4.828	(0.039)	(0.8)
Capital and Other Reimbursements	\$0.641	\$0.056	(0.585)	(91.3)	\$0.641	\$0.056	(0.585)	(91.3)
Total Revenue	\$5.789	\$5.119	(0.670)	(11.6)	\$5.789	\$5.119	(0.670)	(11.6)
Expenditures								
Labor :								
Payroll	\$2.136	\$2.191	(0.055)	(2.6)	\$2.136	\$2.191	(0.055)	(2.6)
Overtime	\$0.429	\$0.164	\$0.265	61.7	\$0.429	\$0.164	\$0.265	61.7
Total Salaries & Wages	\$2.566	\$2.355	\$0.210	8.2	\$2.566	\$2.355	\$0.210	8.2
Health and Welfare	\$0.685	\$0.898	(0.214)	(31.2)	\$0.685	\$0.898	(0.214)	(31.2)
OPEB Current Payment	\$0.246	\$0.145	\$0.101	41.1	\$0.246	\$0.145	\$0.101	41.1
Pensions	\$0.735	\$0.657	\$0.078	10.6	\$0.735	\$0.657	\$0.078	10.6
Other Fringe Benefits	\$0.382	\$0.175	\$0.207	54.2	\$0.382	\$0.175	\$0.207	54.2
Total Fringe Benefits	\$2.048	\$1.875	\$0.173	8.4	\$2.048	\$1.875	\$0.173	8.4
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	\$4.613	\$4.231	\$0.383	8.3	\$4.613	\$4.231	\$0.383	8.3
Non-Labor :								
Electric Power	\$0.388	\$0.338	\$0.050	12.9	\$0.388	\$0.338	\$0.050	12.9
Fuel	\$0.033	\$0.020	\$0.013	39.0	\$0.033	\$0.020	\$0.013	39.0
Insurance	\$0.156	\$0.000	\$0.156	100.0	\$0.156	\$0.000	\$0.156	100.0
Claims	\$0.041	\$0.040	\$0.001	3.0	\$0.041	\$0.040	\$0.001	3.0
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.198	\$0.275	(0.077)	(39.1)	\$0.198	\$0.275	(0.077)	(39.1)
Professional Service Contracts	\$0.184	\$0.177	\$0.008	4.2	\$0.184	\$0.177	\$0.008	4.2
Materials & Supplies	\$0.138	\$0.166	(0.029)	(20.8)	\$0.138	\$0.166	(0.029)	(20.8)
Other Business Expenses	\$0.014	\$0.014	\$0.000	(0.8)	\$0.014	\$0.014	\$0.000	(0.8)
Non-Labor	\$1.153	\$1.030	\$0.123	10.6	\$1.153	\$1.030	\$0.123	10.6
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$5.766	\$5.261	\$0.505	8.8	\$5.766	\$5.261	\$0.505	8.8
Depreciation	\$0.000	\$0.000	\$0.000	100.0	\$0.000	\$0.000	\$0.000	100.0
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 Expenditures	\$5.766	\$5.261	\$0.505	8.8	\$5.766	\$5.261	\$0.505	8.8
Net Surplus/(Deficit)	\$0.023	(0.141)	(0.165)	713.4	\$0.023	(0.141)	(0.165)	713.4

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN- 2022 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN JANUARY 2022 RESULTS AND THE FEBRUARY FINANCIAL PLAN
JANUARY 2022
(\$ in millions)

	MONTH		YEAR TO DATE		
	<u>Favorable/ (Unfavorable) Variance</u>	<u>%</u>	<u>Favorable/ (Unfavorable) Variance</u>	<u>%</u>	
<u>Operating Receipts or Disbursements</u>	<u>\$</u>		<u>\$</u>		
Farebox Receipts	(0.046)	(16.4)	(0.046)	(16.4)	Primarily due to favorable ridership
Other Revenue	(0.039)	(0.8)	(0.039)	(0.8)	Primarily due to receipt timing lag of fare reimbursement
Capital and Other Reimbursements	(0.585)	(91.3)	(0.585)	(91.3)	Timing of reimbursements
Payroll	(0.055)	(2.6)	(0.055)	(2.6)	Unfavorable due to health and vacation cash-out
Overtime	0.265	61.7	0.265	61.7	Timing of payments
Health and Welfare (including OPEB current payment)	(0.113)	0.0	(0.113)	0.0	Timing of payments
Other Fringe Benefits	0.207	54.2	0.207	54.2	Deferral of payroll expenditure (FICA) under CARES Act as well as vacancies
Electric Power	0.050	12.9	0.050	12.9	Unfavorable mainly due to timing
Maintenance Contracts	(0.077)	(39.1)	(0.077)	(39.1)	Unfavorable timing of maintenance work postponed due to COVID-19
Professional Services Contracts	0.008	4.2	0.008	4.2	Timing of contract payments
Materials & Supplies	(0.029)	(20.8)	(0.029)	(20.8)	Timing of payments

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2022 Adopted
Cash Conversion (Cash Flow Adjustments)

Jan FY22
(\$ in Millions)

2/11/2022 02:16 PM

	Month			Year-To-Date		
	Adopted	Actual	Favorable	Adopted	Actual	Favorable
			(Unfavorable)			(Unfavorable)
			Variance			Variance
			Percent			Percent
Revenue						
Farebox Revenue	\$0.000	\$0.036	\$0.036	\$0.000	\$0.036	\$0.036
Other Revenue	\$4.615	\$4.666	\$0.052	\$4.615	\$4.666	\$0.052
Capital and Other Reimbursements	\$0.000	(0.001)	(0.001)	\$0.000	(0.001)	(0.001)
Total Revenue	\$4.615	\$4.702	\$0.087	\$4.615	\$4.702	\$0.087
			1.9			1.9
Expenses						
Labor :						
Payroll	\$0.565	\$0.452	(0.114)	\$0.565	\$0.452	(0.114)
Overtime	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Salaries & Wages	\$0.565	\$0.452	(0.114)	\$0.565	\$0.452	(0.114)
			(20.1)			(20.1)
Health and Welfare	\$0.000	(0.389)	(0.389)	\$0.000	(0.389)	(0.389)
OPEB Current Payment	\$0.000	\$0.091	\$0.091	\$0.000	\$0.091	\$0.091
Pensions	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Fringe Benefits	\$0.162	\$0.212	\$0.050	\$0.162	\$0.212	\$0.050
Total Fringe Benefits	\$0.162	(0.086)	(0.248)	\$0.162	(0.086)	(0.248)
			30.9			30.9
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Reimbursable Overhead	\$0.000	\$0.009	\$0.009	\$0.000	\$0.009	\$0.009
Labor	\$0.727	\$0.375	(0.352)	\$0.727	\$0.375	(0.352)
			(48.4)			(48.4)
Non-Labor :						
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	\$0.000	\$0.026	\$0.026	\$0.000	\$0.026	\$0.026
Insurance	\$0.000	\$0.101	\$0.101	\$0.000	\$0.101	\$0.101
Claims	\$0.032	\$0.000	(0.032)	\$0.032	\$0.000	(0.032)
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Maintenance and Other Operating Contracts	\$0.000	(0.086)	(0.086)	\$0.000	(0.086)	(0.086)
Professional Service Contracts	\$0.000	(0.106)	(0.106)	\$0.000	(0.106)	(0.106)
Materials & Supplies	\$0.000	(0.073)	(0.073)	\$0.000	(0.073)	(0.073)
Other Business Expenses	\$0.000	(0.007)	(0.007)	\$0.000	(0.007)	(0.007)
Non-Labor	\$0.032	(0.113)	(0.145)	\$0.032	(0.113)	(0.145)
			(449.2)			(449.2)
Other Expense Adjustments:						
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and OPEB	\$0.760	\$0.263	(0.497)	\$0.760	\$0.263	(0.497)
			(65.4)			(65.4)
Depreciation	\$1.000	\$0.949	(0.051)	\$1.000	\$0.949	(0.051)
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 Expenditures	\$1.760	\$1.212	(0.548)	\$1.760	\$1.212	(0.548)
			(31.1)			(31.1)
Total Cash Conversion Adjustments	\$6.374	\$5.913	(0.461)	\$6.374	\$5.913	(0.461)
			(7.2)			(7.2)

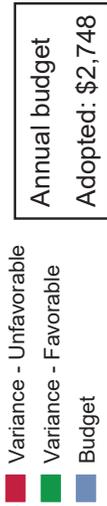
Note: Totals may not add due to rounding

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.

SIRTOA – Non-Reimbursable Overtime Variance

January 2022 and YTD forecast vs. variance

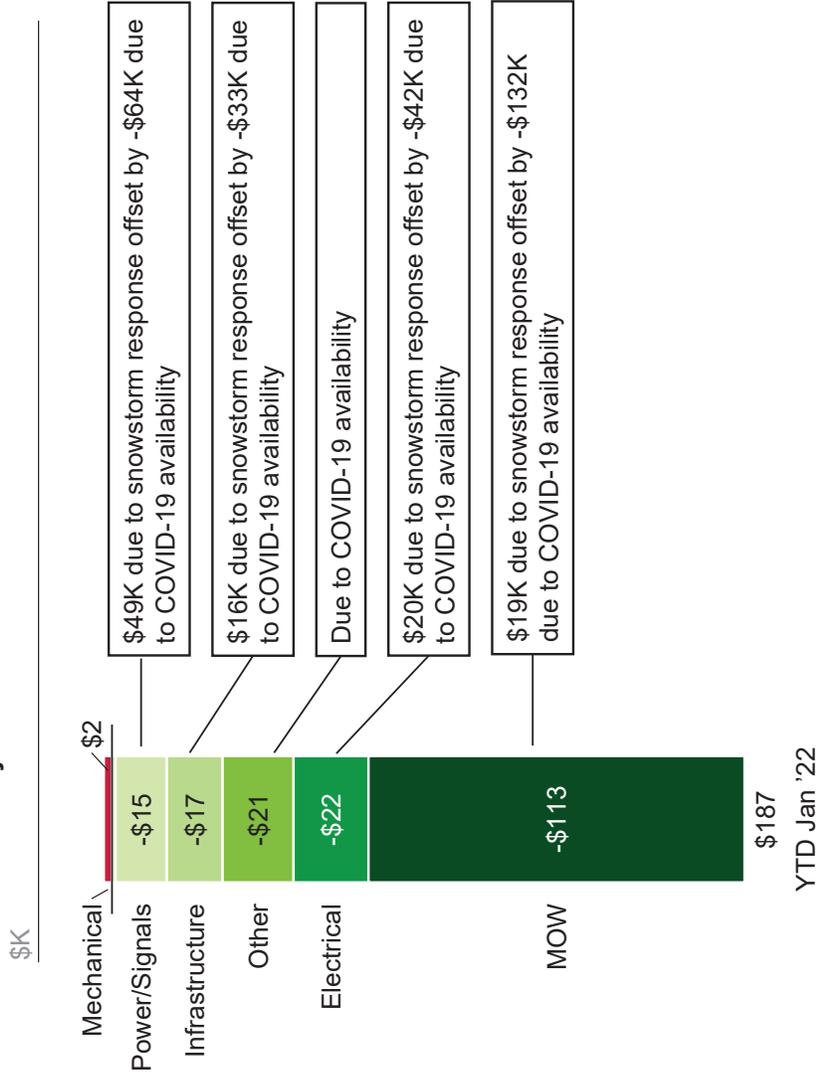
Overview



- Overall increase of \$208K or 355% compared to January YTD 2021
- -\$187K or -56% below 2022 YTD budget
- Maintenance -\$165K underrun: \$79K weather overrun; \$28K vacancy overrun; remaining underrun of -\$271K due to COVID-19
- Service -\$1K underrun due to offsetting weather and service requirements



YTD variance by division



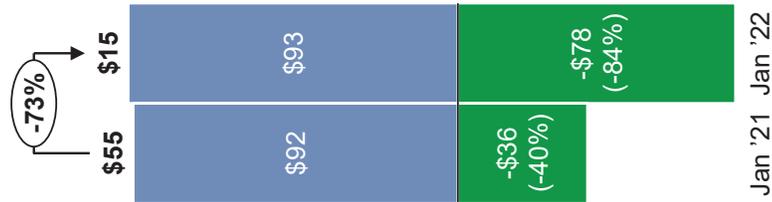
Source: Adopted budget. GL actuals for actual overtime spending.

SIRTOA – Reimbursable Overtime Variance

January 2022 and YTD forecast vs. variance
\$K

- Variance - Unfavorable
- Variance - Favorable
- Budget

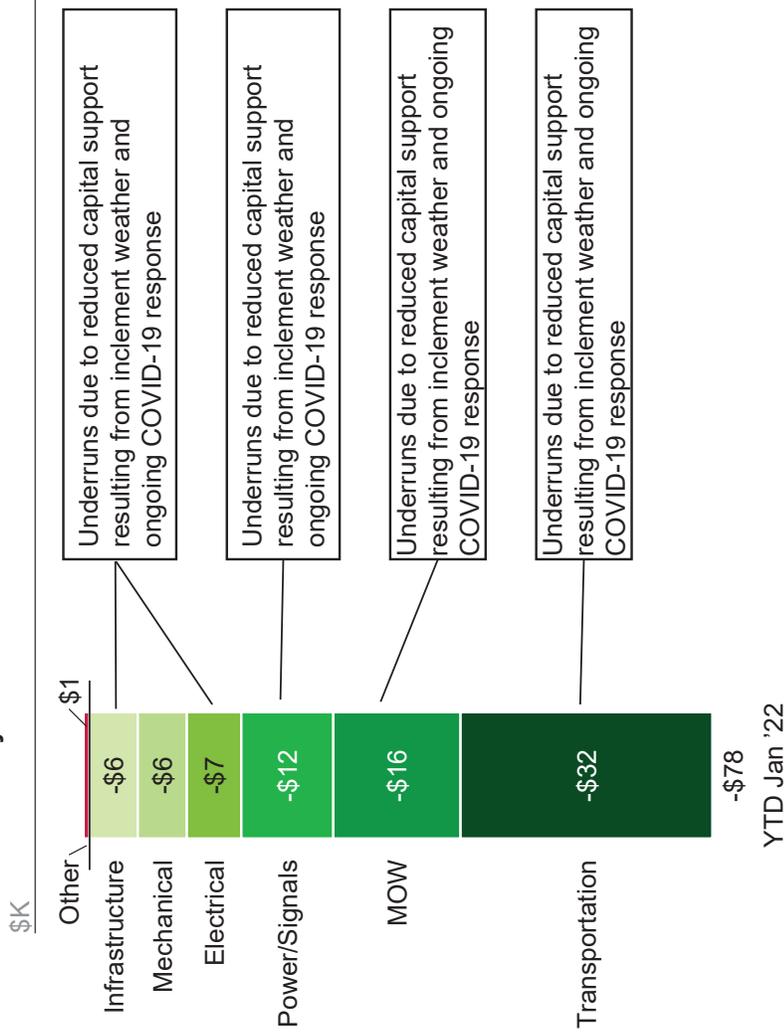
Annual budget
Adopted: \$1,127K



Overview

- Overall decrease of -\$40K or -73% compared to January YTD 2021
- -\$78K or -84% below 2022 YTD budget
- Maintenance -\$47K underrun due to reduced capital work resulting from inclement weather and COVID-19 response
- Service -\$32K underrun due to reduced capital support resulting from inclement weather and COVID-19 response

YTD variance by division



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

**MTA Staten Island Railway
February Financial Plan
Total Full-Time Positions and Full-Time Equivalents
Jan 2022**

	Adopted	Actual	Favorable/ (Unfavorable)
Administration			
SIR Executive	6	4	2
SIR General Office	13	12	1
SIR Purchasing Stores	4	3	1
Total Administration	23	19	4
Operations			
SIR Transportation	152	136	16
Total Operations	152	136	16
Maintenance			
SIR Mechanical	54	50	4
SIR Electronics Electrical	21	18	3
SIR Power Signals	32	26	6
SIR Maintenance of Way	89	73	16
SIR Infrastructure	18	19	(1)
Total Maintenance	214	186	28
Engineering/Capital			
SIR Reimbursable Program Support	6	3	3
Total Engineering/Capital	6	3	3
Total Positions	395	344	51
Non-Reimbursable	342	338	4
Reimbursable	53	6	47
Total Full-Time	395	344	51
Total Full-Time-Equivalents	0	0	0

**MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN
TOTAL POSITIONS by FUNCTION and OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
Jan 2022**

FUNCTION/OCCUPATION	Adopted	Actual	Favorable/ (Unfavorable)
<u>Administration</u>			
Managers/Supervisors	13	10	3
Professional/Technical/Clerical	6	7	(1)
Operational Hourlies	4	2	2
Total Administration	23	19	4
<u>Operations</u>			
Managers/Supervisors	26	22	4
Professional/Technical/Clerical	6	2	4
Operational Hourlies	120	112	8
Total Operations	152	136	16
<u>Maintenance</u>			
Managers/Supervisors	25	24	1
Professional/Technical/Clerical	7	7	0
Operational Hourlies	182	155	27
Total Maintenance	214	186	28
<u>Engineering/Capital</u>			
Managers/Supervisors	4	3	1
Professional/Technical/Clerical	2	0	2
Operational Hourlies	0	0	-
Total Engineering/Capital	6	3	3
<u>Total Positions</u>			
Managers/Supervisors	68	59	9
Professional/Technical/Clerical	21	16	5
Operational Hourlies	306	269	37
Total Positions	395	344	51

Preliminary January 2022 Report: Bus Company

The purpose of this report is to provide the preliminary January 2022 financial results on an accrual basis. The accrual basis is presented on a non-reimbursable account basis. These results are compared to the Adopted Budget (budget).

Summary of Preliminary Financial Results

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

January 2022 Bus Company ridership of 5.6 million was 1.7 million (23.6 percent) below budget.

- Farebox Revenue of \$9.3 million was \$4.3 million (31.7 percent) below budget.
- Total expenses before Non-Cash Liabilities of \$65.8 million were \$10.9 million (14.2 percent) below budget.
 - Labor expenses were lower than budget by \$ 2.0 million (3.7 percent). Payroll expenses were slightly higher than budget by \$0.3 million (1.0 percent). Overtime expenses were lower than budget by \$0.8 million (10.2 percent). Health and Welfare (including OPEB) expenses were lower than budget by \$0.6 million (6.1 percent). Other Fringe Benefits were lower than budget by \$0.9 million (15.2 percent).
 - Non-labor expenses were favorable to budget by \$8.9 million (40.6 percent). Fuel expenses were favorable by \$0.9 million (35.2 percent). Insurance expenses were favorable by \$0.3 million (39.1 percent). Claim expenses were favorable by \$1.9 million (30.2 percent). Maintenance and Other Operating Contracts expenses were lower than budget by \$1.7 million (48.3 percent). Professional Service Contracts were lower than budget by \$1.6 million (45.8 percent). Materials and Supplies expenses were favorable by \$2.2 million (47.4 percent). Other Business Expense was lower than budget by \$0.3 million (64.9 percent).

MTA BUS FINANCIAL AND RIDERSHIP REPORT
January 2022

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to Adopted Budget (budget).

Total Revenue was \$10.2 million in January, \$4.9 million (32.6 percent) unfavorable to budget, mainly due to lower Farebox Revenue. Farebox Revenue was unfavorable by \$4.3 million (31.7 percent) due to lower ridership, the surge in the COVID-19 Omicron variant, winter storms and lower average fare. Other Operating Revenue was unfavorable by \$0.7 million (40.0 percent) primarily due to no Student reimbursement due to COVID-19, partially offset by higher recoveries from Other Insurances.

January 2022 Farebox Revenue of \$9.3 million was \$4.3 million (31.7 percent) below budget, \$0.8 million (9.8 percent) below 2021, and \$7.3 million (44.2 percent) below 2019.

Total Ridership, MTA Bus ridership in January 2022 was 5.6 million, 23.6 percent (1.7 million riders) below budget. January 2022 average weekday ridership was 221,740, an increase of 25.9 percent (45,591 riders) from January 2021. Compared to January 2019, average weekday ridership decreased 41 percent (154,057 riders). Average weekday ridership for the twelve months ending January 2022 was 231,972, an increase of 79.2 percent (102,543 riders) from the twelve months ending January 2021. This is a decrease of 40.3 percent (156,456 riders) in comparison to the twelve months ending January 2019.

January 2022 actual ridership of 5.6 million was 1.7 million (23.6 percent) below budget, 1.0 million (23.3 percent) above 2021, and 4.1 million (42.2 percent) below 2019.

Non-reimbursable expenses before Depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were \$65.8 million in January, \$10.9 million (14.2 percent) favorable to budget.

- Labor expenses were lower than budget by \$2.0 million (3.7 percent). Payroll expenses were slightly higher than budget by \$0.3 million (1.0 percent), primarily due to higher vacation and sick payments. Overtime expenses were lower than budget by \$0.8 million (10.2 percent), primarily due to lower unscheduled overtime, COVID-19 related cleaning, and programmatic maintenance partially offset by unfavorable availability. Health and Welfare (including OPEB) expenses were lower than budget by \$0.6 million (6.1 percent), primary due to lower dental, medical & hospitalization partially offset by higher prescription drugs and insurance expenses. Other Fringe Benefits were lower than budget by \$0.9 million (15.2 percent), due to timing of interagency billing, lower Worker's Compensation, and Health Benefits Trust payments.

Non-labor expenses were favorable to budget by \$8.9 million (40.6 percent). Fuel expenses were favorable by \$0.9 million (35.2 percent) primarily due to the timing of CNG billing, lower consumption partially offset by higher fuel costs. Insurance expenses were favorable by \$0.3 million (39.1 percent), due to the timing of expenses. Claims expenses were favorable by \$1.9 million (30.2 percent) due to timing of expenses. Maintenance and Other Operating Contracts expenses were lower than budget by \$1.7 million (48.3 percent), mainly due to the timing of expenses for facility maintenance, bus technology, farebox maintenance, Shop Program, COVID-19 expenses, tires and tube rental and vehicle purchases. Professional Service Contracts were lower than budget by \$1.6 million (45.8 percent), due to the timing of interagency billing, bus technology, and service contracts. Materials and Supplies expenses were favorable by \$2.2 million (47.4 percent), mainly due to lower usage of general maintenance material as well as the timing of radio equipment maintenance/repairs, construction material, and COVID-19 expenses. Other

Business Expense was lower than budget by \$0.3 million (64.9 percent), Primarily due to the timing of Automatic Fare Collection (AFC) fees, and other miscellaneous expenses.

Depreciation expenses of \$3.9 million were \$0.7 million (15.5 percent) below budget due to the timing of asset replacement. No expenses or credits were recorded in January regarding GASB 68 Pension adjustment and GASB 75 OPEB Expense adjustment.

The **Operating Cash Surplus** (excluding subsidies) for January was \$20.3 million, \$73.5 million (138.2 percent) above budget.

MTA BUS COMPANY
February Financial Plan - 2022 Adopted Budget
ACCRUAL STATEMENT OF OPERATIONS by CATEGORY
January 2022
(\$ in millions)

	Nonreimbursable			Reimbursable			Total		
	Favorable			Favorable			Favorable		
	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance	Adopted Budget	Actual	Variance
Revenue									
Farebox Revenue	\$13.537	\$9,252	(\$4,285)	\$0.000	\$0.000	\$0.000	\$13.537	\$9,252	(\$4,285)
Other Operating Income	1.635	0.981	(0.654)	-	-	-	1.635	0.981	(0.654)
Capital and Other Reimbursements	-	-	-	0.481	0.186	(0.295)	0.481	0.186	(0.295)
Total Revenue	\$15.172	\$10.233	(\$4,939)	\$0.481	\$0.186	(\$0.295)	\$15.653	\$10.419	(\$5,234)
Expenses									
Labor:									
Payroll	\$26.059	\$26.319	(\$0.260)	\$0.190	\$0.090	\$0.100	\$26.249	\$26.409	(\$0.160)
Overtime	8.033	7,216	0.817	-	0.010	(0.010)	8.033	7,226	0.807
Health and Welfare	7.501	6,867	0.634	0.117	-	0.117	7.618	6,867	0.751
OPEB Current Payment	2.096	2,146	(0.050)	-	-	-	2.096	2,146	(0.050)
Pensions	4.934	5,015	(0.081)	-	-	-	4.934	5,015	(0.081)
Other Fringe Benefits	6.222	5,277	0.945	-	0.007	(0.007)	6.222	5,284	0.938
GASB Account	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.077)	(0.079)	0.002	0.077	0.079	(0.002)	-	-	-
Total Labor Expenses	\$54.768	\$52.761	\$2.007	\$0.384	\$0.186	\$0.198	\$55.154	\$52.947	\$2.205
Non-Labor:									
Electric Power	\$0.145	\$0.150	(\$0.005)	\$0.000	\$0.000	\$0.000	\$0.145	\$0.150	(\$0.005)
Fuel	2.480	1,606	0.874	-	-	-	2.480	1,606	0.874
Insurance	0.751	0,457	0.294	-	-	-	0.751	0,457	0.294
Claims	6.445	4,500	1,945	-	-	-	6.445	4,500	1,945
Maintenance and Other Operating Contracts	3.441	1,780	1,661	0.021	-	0.021	3.462	1,780	1,682
Professional Service Contracts	3.584	1,943	1,641	-	-	-	3.584	1,943	1,641
Materials & Supplies	4.726	2,488	2,238	0.076	-	0.076	4.802	2,488	2,314
Other Business Expense	0.419	0,147	0.272	-	-	-	0.419	0,147	0.272
Total Non-Labor Expenses	\$21.991	\$13.071	\$8.920	\$0.097	\$0.000	\$0.097	\$22.088	\$13.071	\$9.017
Total Expenses before Non-Cash Liability Adjs.	\$76.759	\$65.832	\$10.927	\$0.481	\$0.186	\$0.295	\$77.242	\$66.018	\$11.222
Depreciation	\$4.641	\$3,922	\$0,719	\$0.000	\$0.000	\$0.000	\$4.641	\$3,922	\$0,719
GASB 75 OPEB Expense Adjustment	6.611	-	6,611	-	-	-	6.611	-	6,611
GASB 68 Pension Adjustment	4.537	-	4,537	-	-	-	4.537	-	4,537
Environmental Remediation	-	-	-	-	-	-	-	-	-
Total Expenses	\$92.548	\$69.754	\$22.794	\$0.481	\$0.186	\$0.296	\$93.031	\$69.940	\$23.089
Net Surplus/(Deficit)	(\$77.376)	(\$59.521)	\$17.855	\$0.000	\$0.000	\$0.001	(\$77.378)	(\$59.521)	\$17.855

NOTE: Totals may not add due to rounding

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

MTA BUS COMPANY
February Financial Plan - 2022 Adopted Budget
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
January 2022 Year-To-Date
(\$ in millions)

	Nonreimbursable			Reimbursable			Total					
	Favorable			Favorable			Favorable					
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$13.537	\$9.252	(\$4.285)	(31.7)	\$0.000	\$0.000	\$0.000	-	\$13.537	\$9.252	(\$4.285)	(31.7)
Other Operating Income	1.635	0.981	(0.654)	(40.0)	-	-	-	-	1.635	0.981	(0.654)	(40.0)
Capital and Other Reimbursements	-	-	-	-	0.481	0.186	(0.295)	(61.3)	0.481	0.186	(0.296)	(61.5)
Total Revenue	\$15.172	\$10.233	(\$4.939)	(32.6)	\$0.481	\$0.186	(\$0.295)	(61.3)	\$15.653	\$10.419	(\$5.235)	(33.4)
Expenses												
Labor:												
Payroll	\$26.059	\$26.319	(\$0.260)	(1.0)	\$0.190	\$0.090	\$0.100	52.6	\$26.249	\$26.409	(\$0.160)	(0.6)
Overtime	8.033	7.216	0.817	10.2	-	0.010	(0.010)	-	8.033	7.226	0.807	10.0
Health and Welfare	7.501	6.867	0.634	8.5	0.117	-	0.117	100.0	7.618	6.867	0.751	9.9
OPEB Current Payment	2.096	2.146	(0.050)	(2.4)	-	-	-	-	2.096	2.146	(0.050)	(2.4)
Pensions	4.934	5.015	(0.081)	(1.6)	-	-	-	-	4.934	5.015	(0.081)	(1.6)
Other Fringe Benefits	6.222	5.277	0.945	15.2	-	0.007	(0.007)	-	6.222	5.284	0.938	15.1
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.077)	(0.079)	0.002	2.6	0.077	0.079	(0.002)	(2.6)	-	-	-	-
Total Labor Expenses	\$54.768	\$52.761	\$2.007	3.7	\$0.384	\$0.186	\$0.198	51.6	\$55.154	\$52.947	\$2.205	4.0
Non-Labor:												
Electric Power	\$0.145	\$0.150	(\$0.005)	(3.4)	-	-	-	-	\$0.145	\$0.150	(\$0.005)	(3.4)
Fuel	2.480	1.606	0.874	35.2	-	-	-	-	2.480	1.606	0.874	35.2
Insurance	6.445	4.500	1.945	30.2	-	-	-	-	6.445	4.500	1.945	30.2
Claims	3.441	1.780	1.661	48.3	0.021	-	0.021	100.0	3.462	1.780	1.682	48.6
Maintenance and Other Operating Contracts	3.584	1.943	1.641	45.8	-	-	-	-	3.584	1.943	1.641	45.8
Professional Service Contracts	4.726	2.488	2.238	47.4	0.076	-	0.076	100.0	4.802	2.488	2.314	48.2
Materials & Supplies	0.419	0.147	0.272	64.9	-	-	-	-	0.419	0.147	0.272	64.9
Other Business Expense	-	-	-	-	-	-	-	-	-	-	-	-
Total Non-Labor Expenses	\$21.991	\$13.071	\$8.920	40.6	\$0.097	\$0.000	\$0.097	100.0	\$22.088	\$13.071	\$9.017	40.8
Total Expenses before Non-Cash Liability Adjs.	\$76.759	\$65.832	\$10.927	14.2	\$0.481	\$0.186	\$0.295	61.3	\$77.242	\$66.018	\$11.222	14.5
Depreciation	\$4.641	\$3.922	\$0.719	15.5	-	-	-	-	\$4.641	\$3.922	\$0.719	15.5
GASB 75 OPEB Expense Adjustment	6.611	-	6.611	100.0	-	-	-	-	6.611	-	6.611	100.0
GASB 68 Pension Adjustment	4.537	-	4.537	100.0	-	-	-	-	4.537	-	4.537	100.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$92.548	\$69.754	\$22.794	24.6	\$0.481	\$0.186	\$0.295	61.3	\$93.031	\$69.940	\$23.089	24.8
Net Surplus/(Deficit)	(\$77.376)	(\$59.521)	\$17.855	23.1	\$0.000	\$0.000	(\$0.001)	-	(\$77.378)	(\$59.521)	\$17.854	23.1

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 month's actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results

MTA BUS COMPANY
February Financial Plan - 2022 Adopted Budget
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
 (\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	January 2022		Reason for Variance	Year-To-Date	
		Favorable (Unfavorable) Variance	%		Favorable (Unfavorable) Variance	%
Farabox Revenue	NR	\$ (4,285)	(31.7)	Lower ridership due to the COVID-19 Omicron variant, winter weather and lower average fare	\$ (4,285)	(31.7)
Other Operating Revenue	NR	\$ (0,654)	(40.0)	Primarily due to no Student reimbursement due to COVID-19, partially offset by higher recoveries from Other Insurances	\$ (0,654)	(40.0)
Capital and Other Reimbursements	R	\$ (0,295)	*	Timing of Reimbursements	\$ (0,295)	(61.3)
Total Revenue Variance		\$ (6,234)	(33.4)		\$ (6,234)	(33.4)
Payroll	NR	\$ (0,260)	(1.0)	Primarily due to higher vacation payment, higher cash out of sick and personal time, and lower attrition	\$ (0,260)	(1.0)
Overtime	NR	\$ 0,817	10.2	Primarily lower unscheduled overtime, COVID-19 related cleaning, and programmatic maintenance partially offset by lower availability	\$ 0,817	10.2
Health and Welfare (including OPEB)	NR	\$ 0,584	6.1	Primarily due to lower dental, medical & hospitalization, partially offset by higher prescription drugs and life insurance expenses	\$ 0,584	6.1
Pension	NR	\$ (0,081)	(1.6)	(a)	\$ (0,081)	(1.6)
Other Fringe Benefits	NR	\$ 0,945	15.2	Timing of interagency billing, lower Worker's Compensation and lower Health Benefit Trust.	\$ 0,945	15.2
Reimbursable Overhead	NR	\$ 0,002	2.6	(a)	\$ 0,002	2.6
Electric Power	NR	\$ (0,005)	(3.4)	(a)	\$ (0,005)	(3.4)
Fuel	NR	\$ 0,874	35.2	Primarily due to timing of CNG billing, lower fuel consumption partially offset by unfavorable fuel costs	\$ 0,874	35.2
Insurance	NR	\$ 0,294	39.1	Timing of expenses	\$ 0,294	39.1
Claims	NR	\$ 1,945	30.2	Timing of expenses	\$ 1,945	30.2
Maintenance and Other Operating Contracts	NR	\$ 1,661	48.3	Mainly the timing of facility maintenance, bus technology, farebox maintenance, Shop Program, COVID-19 expenses, tires and tubes and vehicle purchases	\$ 1,661	48.3
Professional Service Contracts	NR	\$ 1,641	45.8	Timing of interagency billing, bus technology, and service contracts	\$ 1,641	45.8
Materials & Supplies	NR	\$ 2,238	47.4	Mainly due to lower usage of general maintenance material as well as timing of equipment maintenance/repairs, construction material, and COVID-19 expenses	\$ 2,238	47.4
Other Business Expense	NR	\$ 0,272	64.9	Primarily due to the timing of Automatic Fare Collection (AFC) fees, and other miscellaneous expenses	\$ 0,272	64.9
Depreciation	NR	\$ 0,719	15.5	Timing of asset replacement	\$ 0,719	15.5
Other Post Employment Benefits	NR	\$ 6,611	100.0	(a)	\$ 6,611	100.0
GASB 68 Pension Adjustment	NR	\$ 4,537	100.0	(a)	\$ 4,537	100.0
Environmental Remediation	NR	\$ -	-		\$ -	-
Payroll	R	\$ 0,100	52.6	(a)	\$ 0,100	52.6
Overtime	R	\$ (0,010)	*	(a)	\$ (0,010)	*
Health and Welfare	R	\$ 0,117	100.0	Timing of charges	\$ 0,117	100.0
Pension	R	\$ -	-		\$ -	-
Other Fringe Benefits	R	\$ (0,007)	*		\$ (0,007)	*
Reimbursable Overhead	R	\$ (0,002)	*		\$ (0,002)	*
Professional Service Contracts	R	\$ 0,021	*	(a)	\$ 0,021	*
Maintenance and Other Operating	R	\$ 0,076	*	(a)	\$ 0,076	*
Materials & Supplies	R	\$ 0,076	*	(a)	\$ 0,076	*
Total Expense Variance		\$ 23,089	24.8		\$ 23,089	24.8
Net Variance		\$ 17,855	23.1		\$ 17,855	23.1

(a) - Variance less than 5%

SAME AS MONTH

MTA BUS COMPANY
February Financial Plan - 2022 Adopted Budget
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

	January 2022			Year-To-Date		
	Adopted Budget	Actual	Favorable (Unfavorable) Variance Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance Percent
Receipts						
Farebox Revenue	\$13.537	\$9.447	(\$4.090) (30.2)	\$13.537	\$9.447	(\$4.090) (30.2)
Other Operating Revenue	5.595	73.109	67.513 *	5.595	73.109	67.513 *
Capital and Other Reimburs	0.485	0.602	0.117 24.1	0.485	0.602	0.117 24.1
Total Receipts	\$19.617	\$83.158	\$63.541 *	\$19.617	\$83.158	\$63.541 *
Expenditures						
Labor:						
Payroll	\$26.435	\$24.056	\$2.379 9.0	\$26.435	\$24.056	\$2.379 9.0
Overtime	7.665	7.226	0.439 5.7	7.665	7.226	0.439 5.7
Health and Welfare	7.683	8.745	(1.061) (13.8)	7.683	8.745	(1.061) (13.8)
OPEB Current Payment	2.114	2.146	(0.032) (1.5)	2.114	2.146	(0.032) (1.5)
Pensions	4.961	5.015	(0.054) (1.1)	4.961	5.015	(0.054) (1.1)
Other Fringe Benefits	5.009	3.844	1.165 23.3	5.009	3.844	1.165 23.3
GASB Account	-	-	- -	-	-	- -
Reimbursable Overhead	-	-	- -	-	-	- -
Total Labor Expenditures	\$53.867	\$51.032	\$2.835 5.3	\$53.867	\$51.032	\$2.835 5.3
Non-Labor:						
Electric Power	\$0.147	\$0.209	(\$0.062) (42.2)	\$0.147	\$0.209	(\$0.062) (42.2)
Fuel	2.501	4.433	(1.932) (77.2)	2.501	4.433	(1.932) (77.2)
Insurance	0.757	-	0.757 100.0	0.757	-	0.757 100.0
Claims	3.156	0.656	2.500 79.2	3.156	0.656	2.500 79.2
Maintenance and Other Op	3.491	3.212	0.279 8.0	3.491	3.212	0.279 8.0
Professional Service Contr	3.614	1.038	2.576 71.3	3.614	1.038	2.576 71.3
Materials & Supplies	4.842	1.971	2.871 59.3	4.842	1.971	2.871 59.3
Other Business Expenses	0.422	0.309	0.113 26.8	0.422	0.309	0.113 26.8
Total Non-Labor Expendit	\$18.931	\$11.828	\$7.103 37.5	\$18.931	\$11.828	\$7.103 37.5
Total Expenditures	\$72.798	\$62.860	\$9.938 13.7	\$72.798	\$62.860	\$9.938 13.7
Operating Cash Surplus/((\$53.181)	\$20.298	\$73.479 *	(\$53.181)	\$20.298	\$73.479 *

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
February Financial Plan - 2022 Adopted Budget
EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS
(\$ in millions)

	January 2022		Year-To-Date		Reason for Variance
	Favorable (Unfavorable) Variance	%	Favorable (Unfavorable) Variance	%	
	\$		\$		
Operating Receipts or Disbursements					
Farebox Revenue	\$ (4,090)	(30.2)	\$ (4,090)	(30.2)	Lower ridership due to the COVID-19 Omicron variant, winter weather and lower average fare
Other Operating Revenue	67,513	*	67,513	*	Mainly due to the CRRSAA Federal Aid payment, higher recoveries from Other Insurance, partially offset by no Student reimbursement due to COVID-19
Capital and Other Reimbursements	0,117	24.1	0,117	24.1	Timing of Payments
Total Receipts	\$ 63,540		\$ 63,540		
Payroll	\$ 2,379	9.0	\$ 2,379	9.0	Timing of Payments
Overtime	0,439	5.7	0,439	5.7	Primarily lower unscheduled overtime, COVID-19 related cleaning, and programmatic maintenance partially offset by lower availability
Health and Welfare (including OPEB)	(1,093)	(11.2)	(1,093)	(11.2)	Primary due to higher prescription drugs and life insurance expenses partially offset by lower dental, medical & hospitalization
Pension	(0,054)	(1.1)	(0,054)	(1.1)	(a)
Other Fringe Benefits	1,165	23.3	1,165	23.3	Timing of payments
GASB	-	-	-	-	
Electric Power	(0,062)	(42.2)	(0,062)	(42.2)	(a)
Fuel	(1,932)	(77.2)	(1,932)	(77.2)	Primarily due to timing of prior year CNG payments
Insurance	0,757	100.0	0,757	100.0	Timing of payments
Claims	2,500	79.2	2,500	79.2	Timing of payments
Maintenance and Other Operating Contracts	0,279	8.0	0,279	8.0	Mainly the timing of facility maintenance, bus technology, farebox maintenance, Shop Program, COVID-19 expenses, tires and tubes and vehicle purchases
Professional Service Contracts	2,576	71.3	2,576	71.3	Timing of interagency billing, bus technology, and service contracts
Materials & Supplies	2,871	59.3	2,871	59.3	Mainly due to lower usage of general maintenance material as well as timing of radio equipment maintenance/repairs, construction material, and COVID-19 expenses
Other Business Expenditure	0,113	26.8	0,113	26.8	Primarily due to the timing of Automatic Fare Collection (AFC) fees, and other miscellaneous expenses
Total Expenditures	\$ 9,937	13.7	\$ 9,937	13.7	
Net Cash Variance	\$ 73,479		\$ 73,479		

(a) - Variance less than 5%

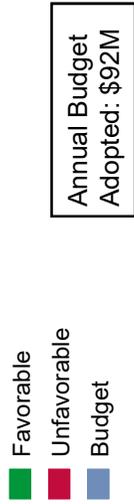
MTA BUS COMPANY
February Financial Plan - 2022 Adopted Budget
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
 (\$ in millions)

	January 2022			Year-To-Date				
	Favorable (Unfavorable)			Favorable (Unfavorable)				
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$0.000	\$0.195	\$0.195	-	\$0.000	\$0.195	\$0.195	-
Other Operating Revenue	3.960	72.128	68.168	*	3.960	72.128	68.168	*
Capital and Other Reimbursements	0.004	0.416	0.412	*	0.004	0.416	0.412	*
Total Receipts	\$3.964	\$72.739	\$68.775	*	\$3.964	\$72.739	\$68.775	*
Expenditures								
<i>Labor:</i>								
Payroll	(\$0.186)	\$2.353	\$2.539	*	(\$0.186)	\$2.353	\$2.539	*
Overtime	0.368	-	(0.368)	(100.0)	0.368	-	(0.368)	(100.0)
Health and Welfare	(0.065)	(1.878)	(1.813)	*	(0.065)	(1.878)	(1.813)	*
OPEB Current Payment	(0.018)	-	0.018	100.0	(0.018)	-	0.018	100.0
Pensions	(0.027)	-	0.027	100.0	(0.027)	-	0.027	100.0
Other Fringe Benefits	1.213	1.440	0.227	18.7	1.213	1.440	0.227	18.7
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$1.285	\$1.915	\$0.630	49.0	\$1.285	\$1.915	\$0.630	49.0
<i>Non-Labor:</i>								
Electric Power	(\$0.002)	(\$0.059)	(\$0.057)	*	(\$0.002)	(\$0.059)	(\$0.057)	*
Fuel	(0.021)	(2.827)	(2.806)	*	(0.021)	(2.827)	(2.806)	*
Insurance	(0.006)	0.457	0.463	*	(0.006)	0.457	0.463	*
Claims	3.289	3.844	0.555	16.9	3.289	3.844	0.555	16.9
Maintenance and Other Operating Contracts	(0.029)	(1.432)	(1.403)	*	(0.029)	(1.432)	(1.403)	*
Professional Service Contracts	(0.030)	0.905	0.935	*	(0.030)	0.905	0.935	*
Materials & Supplies	(0.040)	0.517	0.557	*	(0.040)	0.517	0.557	*
Other Business Expenditures	(0.003)	(0.162)	(0.159)	*	(0.003)	(0.162)	(0.159)	*
Total Non-Labor Expenditures	\$3.158	\$1.243	(\$1.915)	(60.6)	\$3.158	\$1.243	(\$1.915)	(60.6)
Total Cash Conversion Adjustments before Non-Cash Liability Adjts.	\$8.407	\$75.897	\$67.490	*	\$8.407	\$75.897	\$67.490	*
Depreciation Adjustment	\$4.641	\$3.922	(\$0.719)	(15.5)	\$4.641	\$3.922	(\$0.719)	(15.5)
GASB 75 OPEB Expense Adjustment	6.611	-	(6.611)	(100.0)	6.611	-	(6.611)	(100.0)
GASB 68 Pension Adjustment	4.537	-	(4.537)	(100.0)	4.537	-	(4.537)	(100.0)
Environmental Remediation	-	-	-	-	-	-	-	-
Total Expenses/Expenditures	\$24.196	\$79.819	\$55.623	*	\$24.196	\$79.819	\$55.623	*
Total Cash Conversion Adjustments	\$24.196	\$79.819	\$55.623	*	\$24.196	\$79.819	\$55.623	*

NOTE: Totals may not add due to rounding

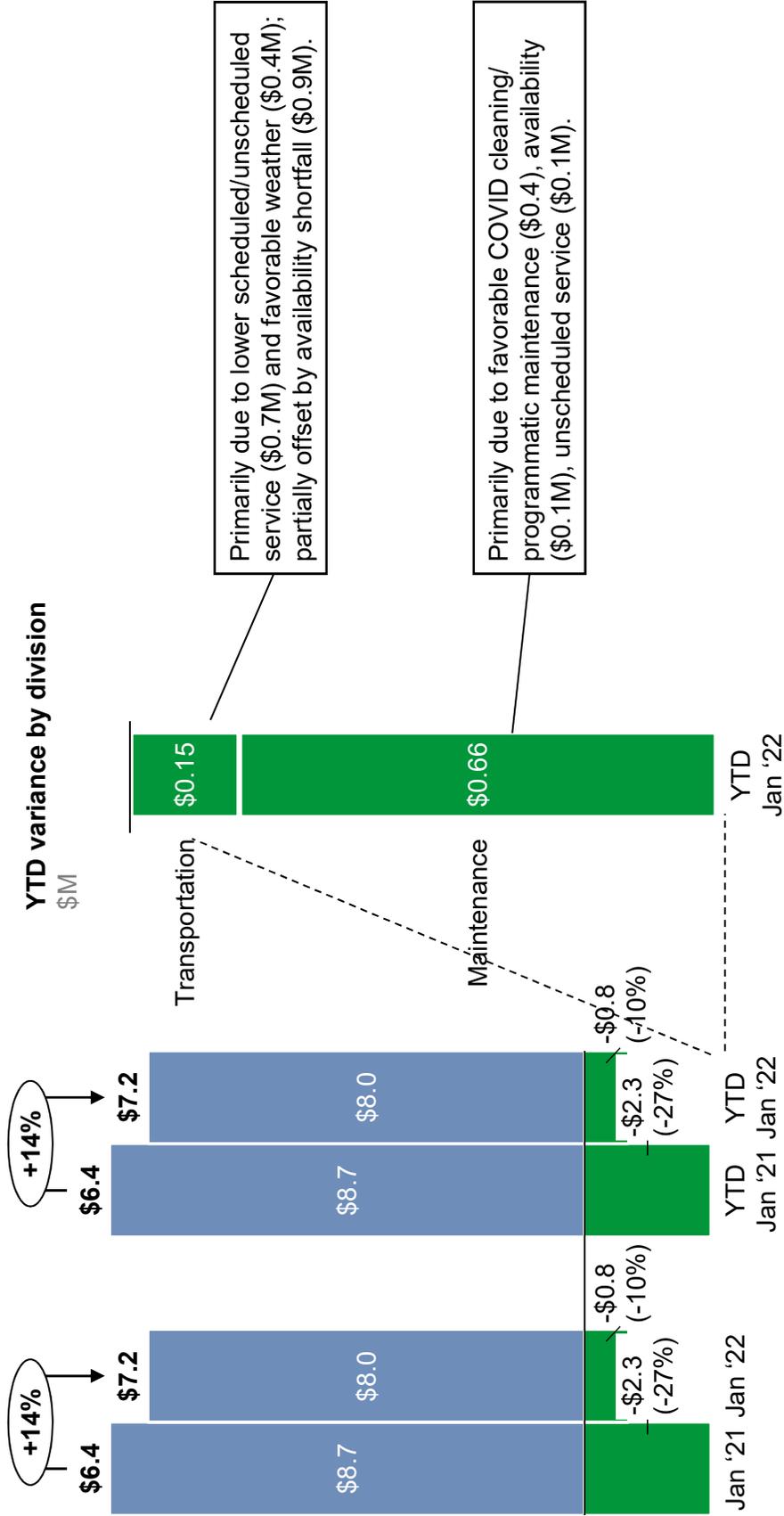
MTA Bus – Non-Reimbursable Overtime Variance

Jan 2022 and YTD Adopted Budget vs. Variance
\$M



Overview

- Jan 2022 OT increased by \$0.9M or 14% compared to Jan 2021 OT
- Jan 2022 variance is \$0.8M or 10% favorable.



Source: Adopted budget, GL actuals for overtime spending.
 Note: MTABC January 2022 Reimbursable OT is \$10K and \$0 for the same period in 2021.

MTA BUS COMPANY
2022 Adopted Budget vs Actual
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE / REIMBURSABLE AND FULL-TIME EQUIVALENTS
JANUARY 2022

FUNCTION/DEPARTMENT	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	2	1	
Human Resources	16	9	7	
Office of Management and Budget	14	11	3	
Material	15	11	4	
Controller	18	16	2	
Office of the President	4	-	4	
System Safety Administration	-	-	-	
Law	20	15	5	
Labor Relations	-	-	-	
Strategic Office	19	17	2	
Non-Departmental	7	-	7	
Total Administration	116	81	35	Vacancies
Operations				
Buses	2,328	2,296	33	Vacancies Bus Operators
Office of the Executive VP	6	2	4	
Safety & Training	68	72	(4)	
Road Operations	141	137	4	
Transportation Support	25	23	2	
Operations Planning	34	28	6	
Revenue Control	6	6	-	
Total Operations	2,608	2,564	45	
Maintenance				
Buses	723	711	12	
Maintenance Support/CMF	335	192	143	Vacancies mainly Maintenance
Facilities	76	71	5	
Supply Logistics	104	90	14	
Total Maintenance	1,238	1,064	174	
Capital Program Management	35	22	13	
Total Engineering/Capital	35	22	13	Vacancies mainly Managers
Security	13	10	3	
Total Public Safety	13	10	3	Vacancy
Total Positions	4,010	3,741	270	
Non-Reimbursable	3,972	3,708	265	
Reimbursable	38	33	5	
Total Full-Time	3,992	3,726	267	
Total Full-Time Equivalents	18	15	3	

MTA BUS COMPANY
 2022 Adopted Budget vs Actual
 TOTAL FULL - TIME AND FTE'S BY FUNCTION AND OCCUPATION
 JANUARY 2022

FUNCTION/OCCUPATIONAL GROUP	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	46	30	16	
Professional, Technical, Clerical	63	51	12	
Operational Hours	7	7	-	
Total Administration	116	81	35	Vacancies
Operations				
Managers/Supervisors	319	313	6	
Professional, Technical, Clerical	45	38	7	
Operational Hours	2,244	2,213	32	Mainly Bus Operator vacancies
Total Operations	2,608	2,564	45	
Maintenance				
Managers/Supervisors	241	213	28	
Professional, Technical, Clerical	35	33	2	
Operational Hours	962	818	144	Vacancies mainly Maintenance
Total Maintenance	1,238	1,064	174	
Engineering/Capital				
Managers/Supervisors	21	11	10	
Professional, Technical, Clerical	14	11	3	
Operational Hours	-	-	-	
Total Engineering/Capital	35	22	13	Vacancies mainly Managers
Public Safety				
Managers/Supervisors	8	5	3	
Professional, Technical, Clerical	5	5	-	
Operational Hours	-	-	-	
Total Public Safety	13	10	3	Vacancy
Total Baseline Positions				
Managers/Supervisors	635	572	63	
Professional, Technical, Clerical	162	138	24	
Operational Hours	3,213	3,031	183	
Total Baseline Positions	4,010	3,741	270	

MTA BUS COMPANY
February Financial Plan - 2022 Adopted Budget
Utilization
(In millions)

	<u>January 2022</u>		<u>Year-to-date as of January 2022</u>		Favorable/ (Unfavorable) Variance
	Adopted Budget	Actual	Adopted Budget	Actual	
<u>Farebox Revenue</u>					
Fixed Route	\$13.537	\$9.252	\$13.537	\$9.252	(\$4.285)
Total Farebox Revenue	\$13.537	\$9.252	\$13.537	\$9.252	(\$4.285)
<u>Ridership</u>					
Fixed Route	7.309	5.586	7.309	5.586	(1.723)
Total Ridership	7.309	5.586	7.309	5.586	(1.723)



Procurements

Louis Montanti, MTA Deputy Chief Procurement Officer - Operations

PROCUREMENTS

The Procurement Agenda this month includes 1 action for a proposed expenditure of \$TBDM.

Subject	Request for Authorization to Award Various Procurements				
Department	MTA Procurement				
Department Head Name	Kuvershen Ayer				
Department Head Signature					
Project Manager Name	Rose Davis				
Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	2/22/22			
2	Board	2/24/22			

February 15, 2022			
Department			
Department Head Name			
Department Head Signature			
Internal Approvals			
	Approval		Approval
	President NYCT		
	Pres. MTA Bus SVP DOB		
	CFO		
	Law		

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval

PURPOSE

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

DISCUSSION

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

MTA Capital Construction proposes to award Noncompetitive procurements in the following categories: None

MTA Bus Company proposes to award Noncompetitive procurements in the following categories: None

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

<u>Procurements Requiring Two-Thirds Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	1	\$ TBD M
SUBTOTAL	1	\$ TBD M

MTA Capital Construction proposes to award Competitive procurements in the following categories: None

MTA Bus Company proposes to award Competitive procurements in the following categories: None

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

MTA Capital Construction proposes to award Ratifications in the following categories: None

MTA Bus Company proposes to award Ratifications in the following categories: None

SUBTOTAL	1	\$ TBD M
TOTAL	1	\$ TBD M

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

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

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

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

FEBRUARY 2022

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

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

- | | | |
|-----------------------|--------------|--------------------------------------|
| 1. TBD | \$TBD | <u>Staff Summary Attached</u> |
| TBD | | |
| Contract # TBD | | |
- Request to issue competitive Request for Proposals for the purchase of up to 1,729 buses (952 for NYC Transit and 777 for MTA Bus Company) through multiple solicitations.

Staff Summary

Item Number 1			
Department MTA Procurement, Kuvershen Ayer, CPO			
Internal Approvals			
Order	Approval	Order	Approval
1	Procurement	6	
2	Law		X
3	CFO		
4	Buses/MTAB		
5	President		

SUMMARY INFORMATION	
Vendor Name RFP Authorizing Resolution	Contract Nos. Various
Descriptions Purchase of up to 1,729 buses (952 for NYC Transit and 777 for MTA Bus Company) through multiple solicitations	
Total Amount TBD	
Contract Term (including Options, if any) TBD	
Option(s) included in Total Amt?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

Purpose

To request that the Board declare competitive bidding impractical or inappropriate for the procurement of up to 1,729 buses for NYC Transit and MTA Bus Company (“MTABC”) and that it is in the public interest to issue competitive Request for Proposals (“RFP”) pursuant to New York State Public Authorities Law, Section 1209, subdivision 9(g) for NYC Transit and New York State Public Authorities Law, Section 1265-a, subdivision 4(g) for MTABC.

Discussion

The Public Authorities Law, Section 1209, subdivision 9(g) and Section 1265-a, subdivision 4(g) permits NYC Transit and MTABC respectively, to use the competitive RFP process in lieu of competitive bidding to award contracts based on a formal evaluation of characteristics such as quality, delivery, and cost against stated selection criteria. NYC Transit and MTABC are desirous of utilizing such a procedure with respect to the procurement of 1,729 buses (952 and 777 buses respectively) remaining in the approved 2020–2024 Capital Plan.

The approved 2020–2024 Capital Plan includes 2,435 buses, 706 have already been awarded. The remaining 1,729 buses include 1,042 low-floor 40-foot buses, 345 low-floor 60-foot buses, and 342 over-the-road express buses; 485 of the low-floor buses will be all-electric (460 for NYC Transit and 25 for MTABC). These 1,729 buses will replace aging buses that have reached the end of their 12-year useful life and will be operated throughout the five boroughs.

NYC Transit will conduct the procurements for all 1,729 buses, including 777 buses on behalf of MTABC. Utilizing the RFP process will allow NYC Transit to select the proposals which offer the best overall value through negotiations and evaluation based on criteria that reflect the critical needs of each agency. Upon completion of each RFP process, NYC Transit will obtain Board approval for the actual contract awards.

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

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

Alternative

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

Impact on Funding

The 1,729 buses are part of the approved 2020–2024 Capital Program.

Recommendation

That the Board declare competitive bidding impractical or inappropriate for the procurement of 1,729 buses for NYC Transit and MTABC and that it is in the public interest to issue competitive RFPs pursuant to New York State Public Authorities Law, Section 1209, subdivision 9(g) for NYC Transit and New York State Public Authorities Law, Section 1265-a, subdivision 4(g) for MTABC.

**MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN 2022-2025
2021 FINAL ESTIMATE AND 2022 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA New York City Transit's 2021 Final Estimate, 2022 Adopted Budget and the Financial Plan for 2022 - 2025. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the November Plan and adopted by the Board in December 2021, as well as other technical adjustments.

Technical adjustments include:

- Transfer of a non-reimbursable security position to MTA HQ with recurring annual savings of \$0.1 million beginning in 2022.

MTA Plan adjustments include:

- Reflect the NYCT share of the Federal Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA) funding in 2021/2022

There are no changes to the NYCT reimbursable budget.

The attached also includes schedules detailing the monthly allocation of financials, including overtime, and headcount and utilization data based on the 2022 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA NEW YORK CITY TRANSIT

February Financial Plan 2022 - 2025

Reconciliation to the November Plan (Accrual) Non-Reimbursable

(\$ in millions)

	Favorable/(Unfavorable)										
	2021 Positions	2022 Dollars	2023 Positions	2024 Dollars	2025 Positions	2025 Dollars					
2021 November Financial Plan: Net Surplus/(Deficit)	42,733	(\$9,124.934)	43,374	(\$8,445.094)	43,017	(\$8,446.896)	43,115	(\$8,773.218)	43,367	(\$9,269.879)	
Technical Adjustments:											
Transfer to MTA HQ - Security		1	0.128	1	0.134	1	0.133	1	0.133	1	0.133
Sub-Total Technical Adjustments	0	\$,000	1	\$,128	1	\$,134	1	\$,133	1	\$,133	
MTA Plan Adjustments:											
MTA Policy Actions:											
MTA Re-estimates:											
Other:											
CRRSAA Federal Aid		2,795.316									
Sub-Total MTA Plan Adjustments	0	\$,000	0	\$,000	0	\$,000	0	\$,000	0	\$,000	
2022 February Financial Plan: Net Surplus/(Deficit)	42,733	(\$6,329.618)	43,373	(\$8,444.966)	43,016	(\$8,446.762)	43,114	(\$8,773.085)	43,366	(\$9,269.746)	

MTA NEW YORK CITY TRANSIT
February Financial Plan 2022 - 2025
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2021		2022		2023		2024		2025	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2021 November Financial Plan: Net Surplus/(Deficit)	4,747	\$0.000	4,667	\$0.000	4,230	\$0.000	4,167	\$0.000	4,051	\$0.000

Technical Adjustments:

Sub-Total Technical Adjustments	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
---------------------------------	---	---------	---	---------	---	---------	---	---------	---	---------

MTA Plan Adjustments:

MTA Policy Actions:

MTA Re-estimates:

Other:

Sub-Total MTA Plan Adjustments	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
--------------------------------	---	---------	---	---------	---	---------	---	---------	---	---------

2022 February Financial Plan: Net Surplus/(Deficit)	4,747	\$ -	4,667	\$ -	4,230	\$ -	4,167	\$ -	4,051	\$ -
--	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------	--------------	-------------

MTA NEW YORK CITY TRANSIT
February Financial Plan 2022 - 2025
Reconciliation to the November Plan - (Cash)
(\$ in millions)

	2021		2022		2023		2024		2025	
	Positions	Dollars								
2021 November Financial Plan: Net Surplus/(Deficit)	47,480	(\$5,627.213)	48,041	(\$5,128.477)	47,247	(\$4,824.348)	47,282	(\$5,101.684)	47,418	(\$5,676.044)
Technical Adjustments:										
Transfer to MTA HQ - Security			1	0.128	1	0.128	1	0.128	1	0.128
Sub-Total Technical Adjustments	0	\$,000	1	\$,128	1	\$,128	1	\$,128	1	\$,128
MTA Plan Adjustments:										
MTA Policy Actions:										
MTA Re-estimates:										
Other:										
CRRSAA Federal Aid		2,331,264		464,052						
Sub-Total MTA Plan Adjustments	0	2,331,264	0	\$464,052	0	\$,000	0	\$,000	0	\$,000
2022 February Financial Plan: Net Surplus/(Deficit)	47,480	(\$3,295.949)	48,040	(\$4,664.297)	47,246	(\$4,824.220)	47,281	(\$5,101.556)	47,417	(\$5,675.916)

MTA NEW YORK CITY TRANSIT
February Financial Plan 2022 - 2025
Accrual Statement of Operations By Category
(\$ in millions)

	Final Estimate 2021	Adopted Budget 2022	2023	2024	2025
Non-Reimbursable					
Operating Revenue					
<i>Farebox Revenue:</i>					
Subway	\$1,687.187	\$2,789.948	\$3,111.088	\$3,163.411	\$3,147.149
Bus	542.700	739.745	801.307	815.132	810.646
Paratransit	16.421	20.508	23.426	24.598	25.827
Fare Media Liability	<u>34.514</u>	<u>52.595</u>	<u>47.100</u>	<u>39.250</u>	<u>39.250</u>
Farebox Revenue	\$2,280.821	\$3,602.796	\$3,982.921	\$4,042.391	\$4,022.872
<i>Other Operating Revenue:</i>					
Fare Reimbursement	89.066	84.016	84.016	84.016	84.016
Paratransit Reimbursement	216.617	246.370	278.479	295.325	311.503
Other	<u>2,960.150</u>	<u>187.544</u>	<u>194.771</u>	<u>198.400</u>	<u>201.847</u>
Other Operating Revenue	\$3,265.833	\$517.930	\$557.266	\$577.741	\$597.366
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$5,546.655	\$4,120.726	\$4,540.187	\$4,620.132	\$4,620.237
Operating Expense					
<i>Labor:</i>					
Payroll	\$3,426.024	\$3,671.981	\$3,722.860	\$3,817.046	\$3,920.342
Overtime	<u>629.057</u>	<u>491.635</u>	<u>501.414</u>	<u>511.277</u>	<u>520.973</u>
Total Salaries and Wages	\$4,055.081	\$4,163.615	\$4,224.275	\$4,328.323	\$4,441.315
<i>Health and Welfare</i>					
OPEB Current Payments	547.433	583.822	642.132	705.808	776.511
Pension	922.257	927.203	949.062	967.461	986.505
Other Fringe Benefits	<u>559.292</u>	<u>565.340</u>	<u>592.850</u>	<u>629.589</u>	<u>670.323</u>
Total Fringe Benefits	\$3,036.393	\$3,207.217	\$3,377.259	\$3,579.648	\$3,806.330
Reimbursable Overhead	(218.428)	(259.679)	(243.749)	(244.495)	(241.772)
Total Labor Expenses	\$6,873.045	\$7,111.153	\$7,357.784	\$7,663.477	\$8,005.873
<i>Non-Labor:</i>					
Electric Power	\$268.514	\$315.653	\$311.090	\$314.580	\$324.308
Fuel	95.621	125.398	119.014	115.156	116.984
Insurance	74.592	83.799	107.645	117.676	138.411
Claims	107.923	213.082	225.810	230.373	235.028
Paratransit Service Contracts	365.236	423.876	474.888	504.693	527.291
Maintenance and Other Operating Contracts	326.982	358.966	376.725	382.307	394.119
Professional Services Contracts	149.429	156.841	161.410	157.889	160.517
Materials and Supplies	260.239	334.603	336.624	319.041	329.749
Other Business Expenses	74.387	96.410	103.130	106.940	106.995
Total Non-Labor Expenses	\$1,722.923	\$2,108.627	\$2,216.336	\$2,248.656	\$2,333.403
<i>Other Expense Adjustments:</i>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$8,595.968	\$9,219.780	\$9,574.121	\$9,912.132	\$10,339.276
Depreciation	\$2,110.201	\$2,152.405	\$2,195.453	\$2,239.362	\$2,284.149
GASB 75 OPEB Expense Adjustment	1,232.143	1,256.786	1,281.922	1,307.561	1,333.712
GASB 68 Pension Expense Adjustment	(62.040)	(63.281)	(64.547)	(65.838)	(67.154)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$11,876.272	\$12,565.690	\$12,986.949	\$13,393.217	\$13,889.983
Net Surplus/(Deficit)	(\$6,329.618)	(\$8,444.964)	(\$8,446.762)	(\$8,773.085)	(\$9,269.746)

MTA NEW YORK CITY TRANSIT
February Financial Plan 2022 - 2025
Accrual Statement of Operations By Category
(\$ in millions)

	Final Estimate 2021	Adopted Budget 2022	2023	2024	2025
Reimbursable					
Operating Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	1,082.129	1,245.720	1,181.622	1,189.444	1,188.879
Total Revenues	\$1,082.129	\$1,245.720	\$1,181.622	\$1,189.444	\$1,188.879
Operating Expense					
<u>Labor:</u>					
Payroll	\$411.813	\$488.763	\$460.767	\$462.175	\$461.184
Overtime	98.572	122.689	120.513	122.989	124.352
Total Salaries and Wages	\$510.385	\$611.451	\$581.280	\$585.164	\$585.535
Health and Welfare	24.908	27.638	28.005	29.536	30.857
OPEB Current Payments	14.858	15.692	16.597	17.510	18.469
Pension	46.809	37.207	35.184	35.333	35.894
Other Fringe Benefits	159.844	193.585	181.709	182.172	181.118
Total Fringe Benefits	\$246.418	\$274.122	\$261.496	\$264.551	\$266.339
Reimbursable Overhead	218.428	259.679	243.749	244.495	241.772
Total Labor Expenses	\$975.232	\$1,145.252	\$1,086.525	\$1,094.210	\$1,093.646
<u>Non-Labor:</u>					
Electric Power	\$0.252	\$0.252	\$0.252	\$0.252	\$0.252
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	42.463	38.805	33.885	34.772	34.771
Professional Services Contracts	10.071	10.024	10.024	9.524	9.524
Materials and Supplies	52.605	51.868	51.418	51.168	51.168
Other Business Expenses	1.506	(0.481)	(0.482)	(0.482)	(0.482)
Total Non-Labor Expenses	\$106.897	\$100.468	\$95.097	\$95.234	\$95.233
<u>Other Expense Adjustments:</u>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$1,082.129	\$1,245.720	\$1,181.622	\$1,189.444	\$1,188.879
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA NEW YORK CITY TRANSIT
February Financial Plan 2022 - 2025
Accrual Statement of Operations By Category
(\$ in millions)

	Final Estimate 2021	Adopted Budget 2022	2023	2024	2025
Non-Reimbursable / Reimbursable					
Operating Revenue					
<i>Farebox Revenue:</i>					
Subway	\$1,687.187	\$2,789.948	\$3,111.088	\$3,163.411	\$3,147.149
Bus	542.700	739.745	801.307	815.132	810.646
Paratransit	16.421	20.508	23.426	24.598	25.827
Fare Media Liability	<u>34.514</u>	<u>52.595</u>	<u>47.100</u>	<u>39.250</u>	<u>39.250</u>
Farebox Revenue	\$2,280.821	\$3,602.796	\$3,982.921	\$4,042.391	\$4,022.872
<i>Other Operating Revenue:</i>					
Fare Reimbursement	89.066	84.016	84.016	84.016	84.016
Paratransit Reimbursement	216.617	246.370	278.479	295.325	311.503
Other	<u>2,960.150</u>	<u>187.544</u>	<u>194.771</u>	<u>198.400</u>	<u>201.847</u>
Other Operating Revenue	\$3,265.833	\$517.930	\$557.266	\$577.741	\$597.366
Capital and Other Reimbursements	1,082.129	1,245.720	1,181.622	1,189.444	1,188.879
Total Revenues	\$6,628.784	\$5,366.446	\$5,721.809	\$5,809.577	\$5,809.117
Operating Expense					
<i>Labor:</i>					
Payroll	\$3,837.837	\$4,160.744	\$4,183.627	\$4,279.221	\$4,381.526
Overtime	<u>727.629</u>	<u>614.323</u>	<u>621.927</u>	<u>634.267</u>	<u>645.325</u>
Total Salaries and Wages	\$4,565.466	\$4,775.067	\$4,805.555	\$4,913.487	\$5,026.850
Health and Welfare	1,032.318	1,158.489	1,221.221	1,306.327	1,403.849
OPEB Current Payments	562.291	599.514	658.729	723.317	794.980
Pension	969.065	964.410	984.246	1,002.795	1,022.400
Other Fringe Benefits	<u>719.136</u>	<u>758.925</u>	<u>774.559</u>	<u>811.761</u>	<u>851.441</u>
Total Fringe Benefits	\$3,282.811	\$3,481.339	\$3,638.755	\$3,844.199	\$4,072.669
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$7,848.277	\$8,256.406	\$8,444.310	\$8,757.687	\$9,099.519
<i>Non-Labor:</i>					
Electric Power	\$268.766	\$315.905	\$311.342	\$314.832	\$324.560
Fuel	95.621	125.398	119.014	115.156	116.984
Insurance	74.592	83.799	107.645	117.676	138.411
Claims	107.923	213.082	225.810	230.373	235.028
Paratransit Service Contracts	365.236	423.876	474.888	504.693	527.291
Maintenance and Other Operating Contracts	369.445	397.771	410.610	417.079	428.891
Professional Services Contracts	159.500	166.865	171.434	167.413	170.041
Materials and Supplies	312.844	386.471	388.041	370.209	380.916
Other Business Expenses	75.894	95.929	102.648	106.458	106.513
Total Non-Labor Expenses	\$1,829.821	\$2,209.095	\$2,311.434	\$2,343.890	\$2,428.636
<i>Other Expense Adjustments:</i>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$9,678.097	\$10,465.500	\$10,755.743	\$11,101.576	\$11,528.156
Depreciation	\$2,110.201	\$2,152.405	\$2,195.453	\$2,239.362	\$2,284.149
GASB 75 OPEB Expense Adjustment	1,232.143	1,256.786	1,281.922	1,307.561	1,333.712
GASB 68 Pension Expense Adjustment	(62.040)	(63.281)	(64.547)	(65.838)	(67.154)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$12,958.401	\$13,811.410	\$14,168.572	\$14,582.661	\$15,078.862
Net Surplus/(Deficit)	(\$6,329.618)	(\$8,444.964)	(\$8,446.762)	(\$8,773.085)	(\$9,269.746)

MTA NEW YORK CITY TRANSIT
February Financial Plan 2022 - 2025
Cash Receipts and Expenditures
(\$ in millions)

	Final Estimate 2021	Adopted Budget 2022	2023	2024	2025
Cash Receipts and Expenditures					
Receipts					
Farebox Revenue	\$2,286.745	\$3,602.996	\$3,983.121	\$4,042.591	\$4,023.072
<i>Other Operating Revenue:</i>					
<i>Fare Reimbursement</i>	117.832	70.250	84.016	84.016	84.016
<i>Paratransit Reimbursement</i>	221.093	246.159	278.273	295.104	311.415
<i>Other Revenue</i>	<u>2,377.336</u>	<u>520.236</u>	<u>60.988</u>	<u>62.145</u>	<u>63.072</u>
Other Operating Revenue	2,716.262	836.645	423.277	441.266	458.503
Capital and Other Reimbursements	1,247.755	1,210.684	1,194.465	1,187.304	1,188.487
Total Receipts	\$6,250.761	\$5,650.325	\$5,600.863	\$5,671.161	\$5,670.061
Expenditures					
Labor:					
<i>Payroll</i>	\$3,803.139	\$4,159.112	\$4,146.159	\$4,248.845	\$4,497.702
<i>Overtime</i>	<u>727.629</u>	<u>614.323</u>	<u>621.927</u>	<u>634.267</u>	<u>645.325</u>
Total Salaries & Wages	\$4,530.768	\$4,773.435	\$4,768.086	\$4,883.112	\$5,143.027
<i>Health and Welfare</i>	1,028.293	1,146.638	1,208.480	1,292.631	1,389.125
<i>OPEB Current Payments</i>	562.291	599.514	658.729	723.317	794.980
<i>Pension</i>	969.065	964.410	984.246	1,002.795	1,022.400
<i>Other Fringe Benefits</i>	<u>659.859</u>	<u>665.939</u>	<u>569.523</u>	<u>593.102</u>	<u>628.628</u>
Total Fringe Benefits	\$3,219.510	\$3,376.501	\$3,420.979	\$3,611.844	\$3,835.133
Contribution to GASB Fund	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	\$7,750.278	\$8,149.936	\$8,189.065	\$8,494.956	\$8,978.160
Non-Labor:					
Electric Power	\$279.688	\$326.827	\$322.264	\$325.754	\$335.482
Fuel	88.623	125.398	119.014	115.156	116.984
Insurance	68.758	93.913	107.598	126.915	152.961
Claims	70.189	152.942	144.826	149.389	154.044
Paratransit Service Contracts	363.236	421.876	472.888	502.693	525.291
Maintenance and Other Operating Contracts	386.139	404.965	417.804	424.273	436.085
Professional Services Contracts	159.733	157.865	162.434	158.413	161.041
Materials and Supplies	304.173	384.971	386.541	368.709	379.416
Other Business Expenses	75.894	95.929	102.648	106.458	106.513
Total Non-Labor Expenditures	\$1,796.433	\$2,164.685	\$2,236.018	\$2,277.760	\$2,367.819
Other Expenditure Adjustments:					
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
Total Expenditures	\$9,546.710	\$10,314.620	\$10,425.083	\$10,772.717	\$11,345.978
Net Cash Balance	(\$3,295.949)	(\$4,664.295)	(\$4,824.220)	(\$5,101.556)	(\$5,675.917)

MTA NEW YORK CITY TRANSIT
February Financial Plan 2022 - 2025
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

	Final Estimate 2021	Adopted Budget 2022	2023	2024	2025
Cash Flow Adjustments					
Receipts					
Farebox Revenue	\$5.924	\$0.200	\$0.200	\$0.200	\$0.200
<i>Other Operating Revenue:</i>					
Fare Reimbursement	28.766	(13.766)	0.000	0.000	0.000
Paratransit Reimbursement	4.476	(0.211)	(0.206)	(0.221)	(0.088)
Other Revenue	<u>(582.814)</u>	<u>332.691</u>	<u>(133.783)</u>	<u>(136.255)</u>	<u>(138.775)</u>
Other Operating Revenue	(\$549.572)	\$318.715	(\$133.989)	(\$136.475)	(\$138.863)
Capital and Other Reimbursements	165.625	(35.036)	12.843	(2.141)	(0.392)
Total Receipts	(\$378.022)	\$283.879	(\$120.946)	(\$138.416)	(\$139.055)
Expenditures					
Labor:					
Payroll	\$34.698	\$1.632	\$37.469	\$30.375	(\$116.176)
Overtime	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>
Total Salaries and Wages	\$34.698	\$1.632	\$37.469	\$30.375	(\$116.176)
Health and Welfare	4.025	11.852	12.741	13.696	14.723
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	<u>59.276</u>	<u>92.986</u>	<u>205.036</u>	<u>218.659</u>	<u>222.813</u>
Total Fringe Benefits	\$63.301	\$104.838	\$217.776	\$232.355	\$237.536
Contribution to GASB Fund	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	\$97.999	\$106.470	\$255.245	\$262.730	\$121.360
Non-Labor:					
Electric Power	(\$10.922)	(10.922)	(\$10.922)	(\$10.922)	(\$10.922)
Fuel	6.998	0.000	0.000	0.000	0.000
Insurance	5.834	(10.114)	0.047	(9.238)	(14.550)
Claims	37.734	60.140	80.984	80.984	80.984
Paratransit Service Contracts	2.000	2.000	2.000	2.000	2.000
Maintenance and Other Operating Contracts	(16.694)	(7.194)	(7.194)	(7.194)	(7.194)
Professional Services Contracts	(0.233)	9.000	9.000	9.000	9.000
Materials and Supplies	8.671	1.500	1.500	1.500	1.500
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$33.388	\$44.410	\$75.415	\$66.130	\$60.818
Other Expenditure Adjustments:					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$131.387	\$150.880	\$330.660	\$328.860	\$182.178
Total Cash Conversion Adjustments before Depreciation	(\$246.635)	\$434.759	\$209.714	\$190.444	\$43.122
Depreciation	\$2,110.201	\$2,152.405	\$2,195.453	\$2,239.362	\$2,284.149
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	1,232.143	1,256.786	1,281.922	1,307.561	1,333.712
GASB 68 Pension Expense Adjustment	(62.040)	(63.281)	(64.547)	(65.838)	(67.154)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$3,033.669	\$3,780.669	\$3,622.542	\$3,671.529	\$3,593.829

MTA NEW YORK CITY TRANSIT
February Financial Plan 2022 - 2025
Ridership (Utilization) and Revenue
(in millions)

Final Estimate	Adopted Budget			
2021	2022	2023	2024	2025

RIDERSHIP

Subway	748.216	1,304.648	1,455.240	1,479.470	1,474.907
Bus	304.897	431.175	466.973	474.853	473.537
Paratransit	8.277	9.559	10.918	11.464	12.037

Total Ridership

1,061.390	1,745.381	1,933.131	1,965.787	1,960.481
------------------	------------------	------------------	------------------	------------------

FAREBOX REVENUE (Excluding fare media liability)

Subway	\$1,687.187	\$2,789.948	\$3,111.088	\$3,163.411	\$3,147.149
Bus	542.700	739.745	801.307	815.132	810.646
Paratransit	16.421	20.508	23.426	24.598	25.827

Total Revenue

\$2,246.307	\$3,550.201	\$3,935.821	\$4,003.141	\$3,983.622
--------------------	--------------------	--------------------	--------------------	--------------------

MTA New York City Transit
February Financial Plan 2022 - 2025
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

	Final Estimate 2021	Adopted Budget 2022	2023	2024	2025
Administration					
Office of the President	15	14	14	14	14
Law	244	246	246	246	246
Office of the EVP	19	18	18	18	18
Human Resources	200	122	122	122	122
Office of Management and Budget	33	32	32	32	32
Strategy & Customer Experience	178	167	166	166	166
Non-Departmental	1	(12)	(13)	(13)	(11)
Labor Relations	81	89	89	89	89
Office of People & Business Transformation/EEO	26	25	25	25	25
Materiel	153	151	150	150	150
Controller	109	109	108	108	109
Total Administration	1,059	961	957	957	960
Operations					
Subways Service Delivery	8,277	8,238	8,223	8,223	8,199
Subways Operation Support /Admin	395	395	395	395	395
Subways Stations	2,322	2,326	2,326	2,326	2,326
Subtotal - Subways	10,994	10,959	10,944	10,944	10,920
Buses	10,876	11,080	11,075	11,075	11,075
Paratransit	185	188	188	188	188
Operations Planning	357	358	356	356	356
Revenue Control	541	542	542	542	542
Non-Departmental	-	(20)	(255)	(255)	(255)
Total Operations	22,953	23,107	22,850	22,850	22,826
Maintenance					
Subways Operation Support /Admin	102	125	121	94	94
Subways Engineering	329	346	316	293	287
Subways Car Equipment	4,178	4,795	4,565	4,651	4,944
Subways Infrastructure	1,869	1,875	1,808	1,808	1,737
Subways Elevator & Escalators	470	487	475	475	470
Subways Stations	3,666	3,334	3,314	3,299	3,299
Subways Track	3,118	3,201	3,201	3,201	3,201
Subways Power	629	643	613	613	602
Subways Signals	1,706	1,709	1,686	1,686	1,673
Subways Electronics Maintenance	1,578	1,578	1,494	1,468	1,468
Subtotal - Subways	17,645	18,093	17,593	17,588	17,775
Buses	3,385	3,417	3,415	3,461	3,396
Supply Logistics	523	523	523	523	523
System Safety/OHS	85	164	163	163	163
Non-Departmental	(102)	(129)	(124)	(130)	(95)
Total Maintenance	21,536	22,068	21,570	21,605	21,762
Engineering/Capital					
Construction and Development	1,302	1,265	1,240	1,240	1,240
Total Engineering/Capital	1,302	1,265	1,240	1,240	1,240
Public Safety					
Security	630	639	629	629	629
Total Public Safety	630	639	629	629	629
Total Baseline Positions	47,480	48,040	47,246	47,281	47,417
Non-Reimbursable	42,733	43,373	43,016	43,114	43,366
Reimbursable	4,747	4,667	4,230	4,167	4,051
Total Full-Time	47,326	47,886	47,092	47,127	47,263
Total Full-Time Equivalents	154	154	154	154	154

MTA NEW YORK CITY TRANSIT
February Financial Plan 2022 - 2025
Total Positions by Functional and Occupational Group
Non-Reimbursable and Reimbursable

	Final Estimate 2021	Adopted Budget 2022	2023	2024	2025
FUNCTION / OCCUPATIONAL GROUP					
Administration					
Managers/Supervisors	329	328	327	327	328
Professional/Technical/Clerical	698	609	606	606	608
Operational Hourlies	32	24	24	24	24
Total Administration Headcount	1,059	961	957	957	960
Operations					
Managers/Supervisors	2,815	2,865	2,845	2,845	2,842
Professional/Technical/Clerical	467	472	470	470	470
Operational Hourlies	19,671	19,770	19,535	19,535	19,514
Total Operations Headcount	22,953	23,107	22,850	22,850	22,826
Maintenance					
Managers/Supervisors	3,895	3,957	3,879	3,872	3,890
Professional/Technical/Clerical	908	1,005	921	910	900
Operational Hourlies	16,733	17,106	16,770	16,823	16,972
Total Maintenance Headcount	21,536	22,068	21,570	21,605	21,762
Engineering / Capital					
Managers/Supervisors	353	330	313	313	313
Professional/Technical/Clerical	947	933	925	925	925
Operational Hourlies	2	2	2	2	2
Total Engineering Headcount	1,302	1,265	1,240	1,240	1,240
Public Safety					
Managers/Supervisors	265	272	272	272	272
Professional, Technical, Clerical	32	33	33	33	33
Operational Hourlies	333	334	324	324	324
Total Public Safety Headcount	630	639	629	629	629
Total Positions					
Managers/Supervisors	7,657	7,752	7,636	7,629	7,645
Professional, Technical, Clerical	3,052	3,052	2,955	2,944	2,936
Operational Hourlies	36,771	37,236	36,655	36,708	36,836
Total Positions	47,480	48,040	47,246	47,281	47,417

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2022 Adopted Budget
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable													
Operating Revenue													
Farebox Revenue	\$192,291	\$183,308	\$205,236	\$229,074	\$226,410	\$230,793	\$253,876	\$243,973	\$246,665	\$271,573	\$252,793	\$253,936	\$2,789,948
Subway	54,374	52,646	58,515	62,609	60,763	60,470	67,545	65,430	64,669	68,554	62,120	62,051	739,745
Bus	1,590	1,522	1,670	1,653	1,721	1,637	1,732	1,734	1,836	1,873	1,767	1,773	20,508
Paratransit	4,383	4,383	4,383	4,383	4,383	4,383	4,383	4,383	4,383	4,383	4,383	4,383	52,585
Fare Media Liability	\$252,637	\$241,889	\$269,803	\$297,720	\$293,277	\$297,277	\$327,535	\$315,520	\$317,573	\$346,384	\$321,062	\$322,143	\$3,602,796
Other Operating Revenue	7,928	7,891	8,027	8,024	8,032	7,075	2,858	2,196	8,009	8,076	7,953	7,947	84,016
Fare Reimbursement	18,965	18,631	20,527	20,055	20,275	20,549	20,650	20,837	21,223	21,673	21,416	21,570	246,370
Paratransit Reimbursement	12,901	12,901	12,901	12,901	12,901	12,901	12,901	12,901	12,901	12,901	12,901	12,901	154,404
Other	\$39,794	\$39,423	\$41,454	\$52,337	\$42,564	\$41,881	\$39,210	\$38,736	\$44,935	\$45,995	\$45,613	\$45,988	\$517,930
Other Operating Revenue	\$292,431	\$281,282	\$311,257	\$350,057	\$335,842	\$339,163	\$366,746	\$354,256	\$362,676	\$392,378	\$366,676	\$368,131	\$4,120,726
Total Revenues	\$601,115	\$565,555	\$644,803	\$777,338	\$759,092	\$764,868	\$856,528	\$801,446	\$856,384	\$950,924	\$874,751	\$866,848	\$7,111,153
Operating Expenses													
Labor:													
Payroll	\$310,194	\$280,507	\$299,267	\$293,187	\$307,582	\$299,842	\$306,820	\$310,633	\$297,838	\$302,478	\$321,643	\$341,990	\$3,671,981
Overtime	43,619	41,216	36,659	40,662	41,453	42,051	42,028	42,055	34,395	42,296	41,616	43,579	491,635
Total Salaries & Wages	\$353,814	\$321,723	\$335,926	\$333,853	\$349,034	\$341,894	\$348,848	\$352,688	\$332,233	\$344,774	\$363,259	\$385,569	\$4,163,615
Health and Welfare	91,304	91,333	91,473	91,485	91,635	91,745	94,357	95,011	94,435	94,267	94,140	109,667	1,130,851
OPEB Current Payments	47,786	47,786	47,786	47,786	47,786	47,786	49,500	49,500	49,500	49,500	49,500	49,604	583,822
Pension	78,921	75,584	78,714	77,191	78,816	78,039	75,867	76,253	75,442	75,537	77,027	79,802	927,203
Other Fringe Benefits	48,681	47,053	42,896	47,169	47,041	46,398	48,053	48,151	43,288	47,223	49,626	49,760	565,340
Total Fringe Benefits	\$266,693	\$261,766	\$260,869	\$263,631	\$265,279	\$263,968	\$267,777	\$268,915	\$262,665	\$266,528	\$270,293	\$288,833	\$3,207,217
Reimbursable Overhead	(19,392)	(17,934)	(31,992)	(20,146)	(21,222)	(20,994)	(20,087)	(20,157)	(31,014)	(20,377)	(18,800)	(17,554)	(259,679)
Total Labor Expenses	\$601,115	\$565,555	\$644,803	\$777,338	\$759,092	\$764,868	\$856,528	\$801,446	\$856,384	\$950,924	\$874,751	\$866,848	\$7,111,153
Non-Labor:													
Electric Power	\$30,562	\$29,224	\$24,034	\$25,473	\$24,143	\$22,912	\$28,144	\$27,258	\$25,361	\$26,911	\$26,394	\$25,236	\$315,653
Fuel	9,941	9,928	12,017	10,562	10,960	10,848	10,448	9,964	10,049	10,918	11,222	8,538	125,398
Insurance	6,455	6,455	6,764	6,768	6,966	6,974	6,975	6,975	6,975	6,975	7,754	7,764	83,799
Claims	17,757	17,757	17,757	17,757	17,757	17,757	17,757	17,757	17,757	17,757	17,757	17,757	213,082
Paratransit Service Contracts	32,234	31,722	35,308	34,248	34,780	35,303	35,444	35,962	36,744	37,600	37,160	37,364	423,876
Maintenance and Other Operating Contracts	25,330	28,596	28,565	28,707	28,632	28,808	28,859	29,127	28,822	28,696	28,684	46,140	358,966
Professional Services Contracts	13,133	11,648	11,805	14,497	12,272	12,283	14,607	12,176	12,431	15,447	12,457	13,886	156,841
Materials and Supplies	27,900	27,754	27,673	27,567	27,908	27,785	27,654	27,705	27,598	28,087	28,481	28,490	334,603
Other Business Expenses	6,845	6,485	6,970	7,946	8,100	7,787	8,709	8,535	8,626	9,125	8,483	8,799	96,410
Total Non-Labor Expenses	\$170,156	\$169,570	\$170,894	\$173,526	\$171,518	\$170,455	\$178,597	\$175,459	\$174,363	\$181,721	\$178,392	\$183,975	\$2,108,627
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$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	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$771,271	\$735,125	\$815,697	\$950,865	\$935,610	\$935,323	\$1,035,125	\$977,906	\$1,030,747	\$1,132,645	\$1,053,143	\$1,050,823	\$9,219,780
Depreciation	\$179,367	\$179,367	\$179,367	\$179,367	\$179,367	\$179,367	\$179,367	\$179,367	\$179,367	\$179,367	\$179,367	\$179,367	\$2,152,405
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	18,566	0.000	0.000	(46,841)	0.000	0.000	(16,096)	0.000	0.000	1,301,157	1,256,786
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	13,355	0.000	0.000	(9,588)	0.000	0.000	(82,381)	(63,281)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Non-Cash Liability Adjs.	\$950,638	\$914,492	\$948,963	\$930,232	\$943,977	\$901,205	\$954,492	\$956,273	\$891,929	\$952,012	\$972,510	\$2,248,967	\$12,565,690
Net Surplus/(Deficit)	(\$68,207)	(\$633,210)	(\$637,706)	(\$680,175)	(\$608,135)	(\$62,042)	(\$587,746)	(\$602,017)	(\$529,421)	(\$559,634)	(\$605,835)	(\$1,880,836)	(\$8,444,964)

-- Differences are due to rounding

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2022 Adopted Budget
Accrual Statement of Operations By Category

Reimbursable	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Farebox Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	96.224	90.436	128.399	100.238	103.918	102.777	100.389	100.659	127.447	101.721	95.494	98.019	1,245.720
Total Revenues	96.224	90.436	128.399	100.238	103.918	102.777	100.389	100.659	127.447	101.721	95.494	98.019	\$1,245.720
Operating Expenses													
Labor:													
Payroll	\$38,475	\$35,516	\$47,195	\$40,452	\$42,251	\$41,074	\$40,292	\$40,416	\$45,035	\$40,972	\$37,776	\$39,307	\$488,763
Overtime	9,123	8,654	16,154	8,837	9,048	8,960	9,098	9,132	16,211	9,092	8,976	9,404	122,689
Total Salaries & Wages	\$47,599	\$44,170	\$63,350	\$49,289	\$51,298	\$50,034	\$49,390	\$49,548	\$61,246	\$50,064	\$46,752	\$48,711	\$611,451
Health and Welfare	2,341	2,287	2,287	2,287	2,324	2,324	2,374	2,374	2,374	2,374	2,374	2,374	27,638
OP&EB Current Payments	1,295	1,295	1,295	1,295	1,295	1,295	1,321	1,321	1,321	1,321	1,321	1,321	15,692
Pension	2,952	2,952	2,952	2,952	2,952	2,952	3,249	3,249	3,249	3,249	3,249	3,249	37,207
Other Fringe Benefits	14,718	13,745	20,343	15,581	16,276	16,291	15,401	15,455	19,517	15,674	14,410	16,174	193,585
Total Fringe Benefits	\$21,305	\$20,278	\$26,876	\$22,115	\$22,847	\$22,862	\$22,345	\$22,399	\$26,460	\$22,617	\$21,354	\$22,664	\$274,122
Reimbursable Overhead	19,392	17,934	31,992	20,146	21,222	20,994	20,097	20,157	31,014	20,377	18,800	17,554	259,679
Total Labor Expenses	\$88,295	\$82,383	\$122,218	\$91,550	\$95,367	\$93,890	\$91,832	\$92,705	\$118,720	\$93,059	\$86,906	\$88,929	\$1,145,252
Non-Labor:													
Electric Power	\$0.021	\$0.021	\$0.021	\$0.021	\$0.020	\$0.021	\$0.020	\$0.021	\$0.020	\$0.021	\$0.020	\$0.021	\$0.252
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	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	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	3,209	3,248	3,248	3,248	3,248	3,248	3,248	3,215	3,215	3,215	3,232	3,234	38,805
Professional Services Contracts	0.493	0.494	0.718	0.849	0.849	1.074	0.849	0.849	1.073	0.849	0.850	1.077	10,024
Materials and Supplies	4.052	4.134	4.426	4.414	4.277	4.375	4.284	4.313	4.251	4.422	4.331	4.588	51,868
Other Business Expenses	0.154	0.156	(2,332)	0.156	0.156	0.170	0.156	0.155	0.168	0.156	0.156	0.170	(0.481)
Total Non-Labor Expenses	\$7,929	\$8,053	\$6,781	\$8,688	\$8,551	\$8,887	\$8,557	\$8,554	\$8,727	\$8,663	\$8,589	\$9,090	\$100,468
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$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	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$96,224	\$90,436	\$128,399	\$100,238	\$103,918	\$102,777	\$100,389	\$100,659	\$127,447	\$101,721	\$95,494	\$98,019	\$1,245,720
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

-- Differences are due to rounding

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2022 Adopted Budget
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable / Reimbursable													
Operating Revenue													
<i>Farebox Revenue</i>													
Subway	\$192,291	\$183,308	\$205,236	\$229,074	\$226,410	\$230,793	\$253,876	\$243,973	\$246,685	\$271,573	\$252,793	\$253,936	\$2,789,948
Bus	54,374	52,646	58,515	62,609	60,763	60,470	67,545	65,430	64,669	68,554	62,120	62,051	739,745
Paratransit	1,590	1,522	1,670	1,653	1,721	1,732	1,732	1,836	1,836	1,873	1,767	1,773	20,508
Fare Media Liability	4,383	4,383	4,383	4,383	4,383	4,383	4,383	4,383	4,383	4,383	4,383	4,383	52,595
Farebox Revenue	\$252,637	\$241,859	\$269,803	\$297,720	\$293,277	\$297,283	\$327,535	\$315,520	\$317,573	\$346,384	\$321,062	\$322,143	\$3,602,796
<i>Other Operating Revenue</i>													
Other Reimbursement	7,928	7,891	8,027	8,024	8,032	7,075	2,858	2,196	8,009	8,076	7,953	7,947	84,016
Paratransit Reimbursement	18,965	18,631	20,527	20,055	20,275	20,549	20,650	20,837	21,223	21,873	21,416	21,570	246,370
Other	12,907	12,907	12,907	24,297	14,257	14,257	15,703	15,703	15,703	16,245	16,245	16,470	187,944
Other Operating Revenue	\$39,794	\$39,423	\$41,454	\$52,337	\$42,564	\$41,881	\$38,736	\$44,935	\$44,935	\$45,995	\$45,613	\$45,988	\$517,930
Capital and Other Reimbursements	96,224	90,436	128,399	100,238	103,918	102,777	100,389	100,659	127,447	101,721	95,494	98,019	1,245,720
Total Revenues	\$388,655	\$371,717	\$439,656	\$450,294	\$439,759	\$441,940	\$467,135	\$454,915	\$489,955	\$494,099	\$462,170	\$466,150	\$5,366,446
Operating Expenses													
<i>Labor</i>													
Payroll	\$348,670	\$316,023	\$346,463	\$333,638	\$349,833	\$340,917	\$347,112	\$351,050	\$342,872	\$343,450	\$359,419	\$381,297	\$4,160,744
Overtime	52,743	49,870	52,813	49,504	50,500	51,011	51,126	51,187	50,606	51,388	50,592	52,983	614,323
Total Salaries & Wages	\$401,413	\$365,894	\$399,276	\$383,142	\$400,333	\$391,928	\$398,238	\$402,237	\$393,478	\$394,838	\$410,011	\$434,280	\$4,775,067
Health and Welfare	93,645	93,620	93,760	93,772	93,959	94,070	96,730	97,384	96,609	96,640	96,513	111,566	1,158,489
OPEB Current Payments	49,081	49,081	49,081	49,081	49,081	50,821	50,821	50,821	50,821	50,821	50,925	59,514	599,514
Pension	81,873	78,546	80,143	81,666	81,768	80,990	79,117	79,503	78,691	78,787	80,276	83,051	964,410
Other Fringe Benefits	63,399	60,798	63,239	62,750	63,318	62,689	63,454	63,606	62,805	62,897	64,036	65,935	758,925
Total Fringe Benefits	\$287,997	\$282,045	\$287,745	\$285,746	\$288,126	\$286,830	\$290,121	\$291,314	\$289,126	\$289,145	\$291,647	\$311,497	\$3,481,339
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$689,410	\$647,938	\$687,021	\$668,888	\$688,459	\$678,758	\$686,359	\$693,551	\$682,604	\$683,983	\$701,657	\$745,777	\$8,256,406
<i>Non-Labor</i>													
Electric Power	\$30,583	\$29,246	\$24,056	\$25,495	\$24,164	\$22,933	\$28,164	\$27,279	\$25,381	\$26,932	\$26,414	\$25,258	\$315,905
Fuel	9,941	9,928	12,017	10,562	10,960	10,848	10,449	9,964	10,049	10,918	11,222	8,538	125,398
Insurance	6,455	6,455	6,764	6,768	6,966	6,974	6,975	6,975	6,975	6,975	7,754	7,764	83,799
Claims	17,577	17,577	17,577	17,577	17,577	17,577	17,577	17,577	17,577	17,577	17,577	17,577	213,082
Paratransit Service Contracts	32,234	31,722	35,308	34,248	34,780	35,303	35,444	35,962	36,744	37,605	37,160	37,364	423,876
Maintenance and Other Operating Contracts	28,538	31,843	31,812	31,955	31,880	32,056	32,107	32,342	32,037	31,910	31,916	49,374	397,771
Professional Services Contracts	13,626	12,141	12,523	15,346	13,121	13,386	15,456	13,025	13,504	16,496	13,306	14,963	166,865
Materials and Supplies	31,952	31,888	32,099	31,981	32,185	32,159	31,938	32,018	31,849	32,509	32,813	33,078	386,471
Other Business Expenses	6,999	6,641	4,738	8,102	8,256	7,956	8,864	8,691	8,794	9,281	8,638	8,969	95,929
Total Non-Labor Expenses	\$178,065	\$177,622	\$177,075	\$182,214	\$180,069	\$179,342	\$187,154	\$184,013	\$183,090	\$190,384	\$186,981	\$203,065	\$2,209,095
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000											
Total Expenses	\$867,495	\$825,560	\$864,096	\$851,102	\$868,527	\$858,100	\$875,514	\$877,564	\$866,694	\$874,366	\$888,638	\$948,842	\$10,465,500
Depreciation	\$179,367	\$179,367	\$179,367	\$179,367	\$179,367	\$179,367	\$179,367	\$179,367	\$179,367	\$179,367	\$179,367	\$179,367	\$2,152,405
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	18,566	0.000	0.000	(46,841)	0.000	0.000	(18,096)	0.000	0.000	1,301,157	1,256,786
GASB 68 Pension Expense Adjustment	0.000	0.000	15,333	0.000	0.000	13,355	0.000	0.000	(9,588)	0.000	0.000	(82,381)	(63,281)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Non-Cash Liability Adjs.	\$1,046,862	\$1,004,928	\$1,077,362	\$1,030,469	\$1,047,894	\$1,003,982	\$1,054,881	\$1,055,932	\$1,019,376	\$1,053,733	\$1,068,005	\$2,346,966	\$13,811,410
Net Surplus/(Deficit)	(\$658,207)	(\$633,210)	(\$637,706)	(\$580,175)	(\$608,135)	(\$562,042)	(\$587,746)	(\$602,017)	(\$529,421)	(\$559,634)	(\$605,835)	(\$1,880,836)	(\$8,444,964)

-- Differences are due to rounding

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2022 Adopted Budget
Cash Receipts and Expenditures
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Receipts and Expenditures													
Receipts													
Farebox Revenue	\$252.637	\$241.859	\$269.803	\$297.720	\$293.277	\$297.283	\$327.535	\$315.520	\$317.573	\$346.384	\$321.062	\$322.343	\$3,602.996
Other Operating Revenue:													
Fare Reimbursement	0.000	0.000	0.000	0.000	6.313	30.000	0.000	6.313	0.000	0.000	6.313	21.311	70.250
Paratransit Reimbursement	18.965	18.631	20.527	20.055	20.275	20.549	20.650	20.837	21.223	21.673	21.416	21.359	246.159
Other	466.900	2.848	2.848	12.975	2.975	2.975	3.111	3.111	3.111	3.162	3.162	13.059	520.236
Other Operating Revenue	\$485.865	\$21.478	\$23.374	\$33.030	\$29.563	\$53.524	\$23.760	\$30.261	\$24.334	\$24.835	\$30.890	\$55.729	\$836.645
Capital and Other Reimbursements	96.224	90.436	128.399	100.238	103.918	102.777	97.389	97.659	124.447	92.721	86.494	89.983	1,210.684
Total Receipts	\$834.726	\$353.772	\$421.576	\$430.988	\$426.758	\$453.583	\$448.685	\$443.440	\$466.354	\$463.940	\$438.447	\$468.055	\$5,650.325
Expenditures													
Labor:													
Payroll	\$292.475	\$310.807	\$474.714	\$339.332	\$312.250	\$322.949	\$303.221	\$327.546	\$463.966	\$299.807	\$328.982	\$383.061	\$4,159.112
Overtime	52.743	49.870	52.813	49.504	50.500	51.011	51.126	51.187	50.606	51.388	50.592	52.983	614.323
Total Salaries and Wages	\$345.218	\$360.678	\$527.527	\$388.836	\$362.751	\$373.961	\$354.347	\$378.733	\$514.572	\$351.195	\$379.574	\$436.044	\$4,773.435
Health and Welfare	93.645	93.620	93.760	93.772	93.959	94.070	96.730	97.384	96.809	96.640	96.513	99.735	1,146.638
OPEB Current Payments	49.081	49.081	49.081	49.081	49.081	49.081	50.821	50.821	50.821	50.821	50.821	50.925	599.514
Pension	81.873	78.546	81.666	80.143	81.768	80.990	79.117	79.503	78.691	78.787	80.276	83.051	964.410
Other Fringe Benefits	43.428	44.652	45.698	58.884	44.755	45.588	44.409	44.561	57.662	43.871	46.000	146.431	665.939
Total Fringe Benefits	\$268.026	\$265.899	\$270.205	\$281.880	\$269.563	\$269.729	\$271.076	\$272.269	\$283.983	\$270.119	\$273.611	\$380.141	\$3,376.501
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$613.244	\$626.576	\$797.732	\$670.716	\$632.314	\$643.690	\$625.423	\$651.002	\$798.555	\$621.373	\$653.184	\$816.185	\$8,149.936
Non-Labor:													
Electric Power	\$30.583	\$29.246	\$26.786	\$25.495	\$24.164	\$25.663	\$28.164	\$27.279	\$28.111	\$26.932	\$26.414	\$27.988	\$326.827
Fuel	9.941	9.928	12.017	10.562	10.960	10.848	10.449	9.964	10.049	10.918	11.222	8.538	125.398
Insurance	0.000	0.000	8.445	0.000	0.196	15.169	2.533	0.000	13.960	0.000	0.000	53.610	93.913
Claims	12.745	12.745	12.745	12.745	12.745	12.745	12.745	12.745	12.745	12.745	12.745	12.749	152.942
Paratransit Service Contracts	32.234	31.722	34.808	34.248	34.780	34.803	35.444	35.962	36.244	37.605	37.160	36.864	421.876
Maintenance and Other Operating Contracts	28.538	31.843	31.812	31.955	31.880	32.056	32.107	32.342	32.037	31.910	31.916	56.568	404.965
Professional Services Contracts	11.376	12.141	12.523	13.096	13.121	13.356	13.206	13.025	13.504	14.246	13.306	14.963	157.865
Materials and Supplies	31.410	31.347	31.558	31.439	31.644	31.618	31.396	32.477	32.307	32.967	33.271	33.536	384.971
Other Business Expenses	6.999	6.641	4.738	8.102	8.256	7.956	8.864	8.691	8.794	9.281	8.638	8.969	95.929
Total Non-Labor Expenditures	\$163.827	\$165.613	\$175.433	\$167.642	\$167.745	\$184.214	\$174.909	\$172.485	\$187.752	\$176.605	\$174.673	\$253.787	\$2,164.685
Other Expenditure Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$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	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$777.070	\$792.189	\$973.166	\$838.358	\$800.059	\$827.903	\$800.332	\$823.487	\$986.308	\$797.919	\$827.857	\$1,069.972	\$10,314.620
Net Cash Balance	\$57.656	(\$438.417)	(\$551.589)	(\$407.370)	(\$373.301)	(\$374.320)	(\$351.647)	(\$380.047)	(\$519.954)	(\$333.979)	(\$389.410)	(\$601.917)	(\$4,664.295)

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2022 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
 Favorable/(Unfavorable)
 (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Flow Adjustments													
Receipts													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.200	\$0.200
Other Operating Revenue:													
Fare Reimbursement	(7.928)	(7.891)	(8.027)	(8.024)	(1.719)	22.925	(2.858)	4.117	(8.009)	(8.076)	(1.640)	13.364	(13.766)
Paratransit Reimbursement	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.211)	(0.211)
Other	453.999	(10.053)	(10.053)	(11.282)	(11.282)	(11.282)	(12.592)	(12.592)	(12.592)	(13.084)	(13.084)	(3.412)	332.691
Other Operating Revenue	\$446.071	(\$17.945)	(\$18.080)	(\$19.306)	(\$13.001)	\$11.643	(\$15.450)	(\$8.475)	(\$20.601)	(\$21.160)	(\$14.723)	\$9.741	\$318.715
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	(3.000)	(3.000)	(3.000)	(9.000)	(9.000)	(8.036)	(35.036)
Total Receipts	\$446.071	(\$17.945)	(\$18.080)	(\$19.306)	(\$13.001)	\$11.643	(\$18.450)	(\$11.475)	(\$23.601)	(\$30.160)	(\$23.723)	\$1.906	\$283.879
Expenditures													
Labor:													
Payroll	\$56.195	\$5.216	(\$128.251)	(\$5.694)	\$37.582	\$17.967	\$43.891	\$23.504	(\$121.094)	\$43.643	\$30.437	(\$1.764)	\$1.632
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Salaries and Wages	\$56.195	\$5.216	(\$128.251)	(\$5.694)	\$37.582	\$17.967	\$43.891	\$23.504	(\$121.094)	\$43.643	\$30.437	(\$1.764)	\$1.632
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	11.852	11.852
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	19.971	16.146	17.540	3.866	18.563	17.101	19.045	19.045	5.142	19.026	18.036	(80.496)	92.986
Total Fringe Benefits	\$19.971	\$16.146	\$17.540	\$3.866	\$18.563	\$17.101	\$19.045	\$19.045	\$5.142	\$19.026	\$18.036	(\$68.645)	\$104.838
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$76.166	\$21.362	(\$110.711)	(\$1.828)	\$56.145	\$35.068	\$62.936	\$42.549	(\$115.952)	\$62.669	\$48.473	(\$70.409)	\$106.470
Non-Labor:													
Electric Power	\$0.000	\$0.000	(\$2.731)	\$0.000	\$0.000	(\$2.731)	\$0.000	\$0.000	(\$2.731)	\$0.000	\$0.000	(\$2.731)	(\$10.922)
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	6.455	6.455	(1.681)	6.768	6.770	(8.195)	4.442	6.975	(6.985)	6.975	7.754	(45.846)	(10.114)
Claims	5.012	5.012	5.012	5.012	5.012	5.012	5.012	5.012	5.012	5.012	5.012	5.008	60.140
Paratransit Service Contracts	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.500	2.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	2.250	0.000	0.000	0.000	0.000	0.000	2.250	0.000	0.000	2.250	0.000	0.000	9.000
Materials and Supplies	0.542	0.542	0.542	0.542	0.542	0.542	0.542	(0.458)	(0.458)	(0.458)	(0.458)	(0.458)	1.500
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$14.259	\$12.009	\$1.642	\$14.572	\$12.324	(\$4.872)	\$12.245	\$11.528	(\$4.662)	\$13.778	\$12.308	(\$50.721)	\$44.410
Other Expenditure Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$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	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$90.425	\$33.371	(\$109.069)	\$12.744	\$68.468	\$30.197	\$75.182	\$54.077	(\$120.614)	\$76.448	\$60.781	(\$121.130)	\$150.880
Total Cash Conversion before Non-Cash Liability Adjs.	\$536.496	\$15.426	(\$127.149)	(\$6.562)	\$55.467	\$41.840	\$56.732	\$42.602	(\$144.215)	\$46.288	\$37.058	(\$119.224)	\$434.759
Depreciation	\$179.367	\$179.367	\$179.367	\$179.367	\$179.367	\$179.367	\$179.367	\$179.367	\$179.367	\$179.367	\$179.367	\$179.367	\$2,152.405
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	18.566	0.000	0.000	(46.841)	0.000	0.000	(16.096)	0.000	0.000	1,301.158	1,256.786
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	13.355	0.000	0.000	(9.589)	0.000	0.000	(82.381)	(63.281)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$715.863	\$194.793	\$86.116	\$172.805	\$234.834	\$187.722	\$236.099	\$221.969	\$9.467	\$225.655	\$216.425	\$1,278.919	\$3,780.669

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2022 Adopted Budget
Ridership and Traffic Volume (Utilization)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>RIDERSHIP</u>													
Subway	89,127	85,274	97,031	107,921	108,576	108,826	115,270	111,133	115,169	130,478	118,541	117,302	1,304,648
Bus	31,078	29,952	34,172	36,064	37,132	35,987	37,718	36,652	37,921	41,808	36,661	36,030	431,175
Paratransit	0.731	0.717	0.797	0.767	0.777	0.759	0.806	0.823	0.830	0.859	0.852	0.842	9,559
Total Ridership	120,936	115,944	132,001	144,751	146,485	145,572	153,795	148,607	153,920	173,145	156,053	154,174	1,745,381
<u>FAREBOX REVENUE</u> <u>(Excluding fare media liability)</u>													
Subway	\$192,291	\$183,308	\$205,236	\$229,074	\$226,410	\$230,793	\$253,876	\$243,973	\$246,685	\$271,573	\$252,793	\$253,936	\$2,789,948
Bus	54,374	52,646	58,515	62,609	60,763	60,470	67,545	65,430	64,669	68,554	62,120	62,051	739,745
Paratransit	1,590	1,522	1,670	1,653	1,721	1,637	1,732	1,734	1,836	1,873	1,767	1,773	20,508
Total Farebox Revenue	\$248,254	\$237,476	\$265,420	\$293,337	\$288,894	\$292,900	\$323,153	\$311,137	\$313,190	\$342,001	\$316,679	\$317,760	\$3,550,201

**MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2022 ADOPTED BUDGET
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents**

Function/Department	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Office of the President	14	14	14	14	14	14	14	14	14	14	14	14
Law	245	245	245	245	245	245	245	245	245	245	245	246
Office of the EVP	21	21	21	21	21	21	21	21	18	18	18	18
Human Resources	122	122	122	122	122	122	122	122	122	122	122	122
Office of Management and Budget	32	32	32	32	32	32	32	32	32	32	32	32
Strategy & Customer Experience	167	167	167	167	167	167	167	167	167	167	167	167
Non-Departmental	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(12)
Labor Relations	89	89	89	89	89	89	89	89	89	89	89	89
Office of People & Business Transformation/EEO	151	151	151	151	151	151	151	151	151	151	151	151
Material	109	109	109	109	109	109	109	109	109	109	109	109
Controller	967	967	967	967	967	967	967	967	964	964	964	961
Total Administration	967	964	964	964	961							
Operations												
Subways Rapid Transit Operations	8,361	8,376	8,448	8,448	8,413	8,413	8,250	8,250	8,250	8,248	8,164	8,238
Subways Operations Support/Admin.	433	433	433	433	433	433	433	433	433	433	433	395
Subways Stations	2,326	2,326	2,326	2,326	2,344	2,344	2,344	2,344	2,344	2,326	2,326	2,326
Sub-total - Subways	11,120	11,135	11,207	11,207	11,190	11,190	11,027	11,027	11,027	11,007	10,923	10,959
Buses	11,129	11,129	11,129	11,129	11,182	11,182	11,088	11,088	11,127	11,074	11,074	11,080
Paratransit	188	188	188	188	188	188	188	188	188	188	188	188
Operations Planning	359	359	359	359	359	359	359	359	359	359	359	358
Revenue Control	542	542	542	542	542	542	542	542	542	542	542	542
Non-Departmental	(22)	(22)	(24)	(24)	(28)	(28)	(28)	(28)	(28)	(26)	(7)	(20)
Total Operations	23,316	23,331	23,401	23,401	23,433	23,433	23,176	23,176	23,215	23,144	23,079	23,107
Maintenance												
Subways Operations/Support/Admin.	112	112	112	112	112	112	112	112	112	112	112	125
Subways Engineering	346	346	346	346	346	346	346	346	346	346	346	346
Subways Car Equipment	4,811	4,811	4,815	4,819	4,819	4,799	4,795	4,795	4,795	4,795	4,795	4,795
Subways Infrastructure	1,875	1,875	1,875	1,875	1,875	1,875	1,875	1,875	1,875	1,875	1,875	1,875
Subways Elevator & Escalators	487	487	487	487	487	487	487	487	487	487	487	487
Subways Stations	3,334	3,334	3,334	3,334	3,346	3,346	3,346	3,346	3,346	3,334	3,334	3,334
Subways Track	3,201	3,201	3,201	3,201	3,201	3,201	3,201	3,201	3,201	3,201	3,201	3,201
Subways Power	657	657	657	657	657	643	643	643	643	643	643	643
Subways Signals	1,709	1,709	1,709	1,709	1,709	1,709	1,709	1,709	1,709	1,709	1,709	1,709
Subways Electronics Maintenance	1,580	1,580	1,580	1,580	1,580	1,579	1,579	1,579	1,579	1,579	1,579	1,579
Sub-total - Subways	18,112	18,112	18,116	18,120	18,132	18,112	18,093	18,093	18,093	18,081	18,081	18,093
Buses	3,418	3,418	3,418	3,418	3,418	3,418	3,418	3,418	3,418	3,418	3,418	3,417
Supply Logistics	523	523	523	523	523	523	523	523	523	523	523	523
System Safety/OHS	164	164	164	164	164	164	164	164	164	164	164	164
Non-Departmental	(127)	(127)	(127)	(127)	(127)	(127)	(127)	(127)	(127)	(127)	(127)	(129)
Total Maintenance	22,090	22,090	22,094	22,098	22,110	22,090	22,071	22,071	22,071	22,059	22,059	22,068
Engineering/Capital												
Construction and Development	1,265	1,265	1,265	1,265	1,265	1,265	1,265	1,265	1,265	1,265	1,265	1,265
Total Engineering/Capital	1,265											
Public Safety												
Security	639	639	639	639	639	639	639	639	639	639	639	639
Total Public Safety	639											
Total Positions	48,277	48,292	48,366	48,370	48,414	48,394	48,118	48,118	48,154	48,071	48,006	48,040
Non-Reimbursable	43,619	43,634	43,649	43,649	43,693	43,693	43,432	43,432	43,468	43,385	43,385	43,373
Reimbursable	4,658	4,658	4,717	4,721	4,721	4,701	4,686	4,686	4,686	4,686	4,621	4,667
Total Full-Time	48,114	48,129	48,203	48,207	48,251	48,231	47,955	47,955	47,994	47,911	47,846	47,886
Total Full-Time Equivalents	163	163	163	163	163	163	163	163	160	160	160	154

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2022 Adopted Budget
Total Positions by Function and Occupation

FUNCTION / OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	328	328	328	328	328	328	328	328	328	328	328	328
Professional/Technical/Clerical	615	615	615	615	615	615	615	615	612	612	612	609
Operational Hourlies	24	24	24	24	24	24	24	24	24	24	24	24
Total Administration Headcount	967	964	964	964	961							
Operations												
Managers/Supervisors	2,866	2,881	2,896	2,896	2,896	2,896	2,885	2,885	2,885	2,885	2,885	2,865
Professional/Technical/Clerical	470	470	470	470	470	470	470	470	470	470	470	472
Operational Hourlies	19,980	19,980	20,035	20,035	20,067	20,067	19,821	19,821	19,860	19,789	19,724	19,770
Total Operations Headcount	23,316	23,331	23,401	23,401	23,433	23,433	23,176	23,176	23,215	23,144	23,079	23,107
Maintenance												
Managers/Supervisors	3,972	3,972	3,972	3,972	3,972	3,968	3,964	3,964	3,964	3,964	3,964	3,957
Professional/Technical/Clerical	1,006	1,006	1,006	1,006	1,006	1,006	1,005	1,005	1,005	1,005	1,005	1,005
Operational Hourlies	17,112	17,112	17,116	17,120	17,132	17,116	17,102	17,102	17,102	17,090	17,090	17,106
Total Maintenance Headcount	22,090	22,090	22,094	22,098	22,110	22,090	22,071	22,071	22,071	22,059	22,059	22,068
Engineering / Capital												
Managers/Supervisors	330	330	330	330	330	330	330	330	330	330	330	330
Professional/Technical/Clerical	933	933	933	933	933	933	933	933	933	933	933	933
Operational Hourlies	2	2	2	2	2	2	2	2	2	2	2	2
Total Engineering Headcount	1,265											
Public Safety												
Managers/Supervisors	272	272	272	272	272	272	272	272	272	272	272	272
Professional, Technical, Clerical	33	33	33	33	33	33	33	33	33	33	33	33
Operational Hourlies	334	334	334	334	334	334	334	334	334	334	334	334
Total Public Safety Headcount	639											
Total Positions												
Managers/Supervisors	7,768	7,783	7,798	7,798	7,798	7,794	7,779	7,779	7,779	7,779	7,779	7,752
Professional, Technical, Clerical	3,057	3,057	3,057	3,057	3,057	3,057	3,056	3,056	3,053	3,053	3,053	3,052
Operational Hourlies	37,452	37,452	37,511	37,515	37,559	37,543	37,283	37,283	37,322	37,239	37,174	37,236
Total Positions	48,277	48,292	48,366	48,370	48,414	48,394	48,118	48,118	48,154	48,071	48,006	48,040

**MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN 2022-2025
2021 FINAL ESTIMATE AND 2022 ADOPTED BUDGET**

In accordance with the MTA-approved budget procedures, the following information presents MTA Staten Island Railway's 2021 Final Estimate, 2022 Adopted Budget and the Financial Plan for 2022-2025. The Adopted Budget reflects the inclusion of MTA adjustments that were presented in the November Plan and adopted by the Board in December 2021, as well as other technical adjustments.

Technical adjustments include:

- Reclassify positions and non-labor expenses to better reflect actual expenditures with no bottom-line financial impact.

MTA Plan adjustments include:

- Reflect the SIR share of the Federal Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA) funding in 2021/2022

The attached also includes schedules detailing the monthly allocation of financials, including overtime, and headcount and utilization data based on the 2022 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA STATEN ISLAND RAILWAY
February Financial Plan 2022 - 2025
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

	2021		2022		2023		2024		2025	
	Positions	Dollars								
2021 November Financial Plan: Net Surplus/(Deficit)	341	(\$83.400)	342	(\$77.962)	342	(\$84.426)	322	(\$82.704)	322	(\$86.999)
Technical Adjustments:										
Professional Service Contracts				(0.145)		(0.100)		(0.100)		(0.100)
Other Business Expenses				0.145		0.100		0.100		0.100
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
MTA Plan Adjustments:										
MTA Policy Actions:										
MTA Re-estimates:										
Other:										
CRRSAA Federal Aid		31.224								
Sub-Total MTA Plan Adjustments	0	\$31.224	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
2022 February Financial Plan: Net Surplus/(Deficit)	341	(\$52.176)	342	(\$77.962)	342	(\$84.426)	322	(\$82.704)	322	(\$86.999)

MTA STATEN ISLAND RAILWAY
 February Financial Plan 2022 - 2025
 Reconciliation to the November Plan (Accrual) Reimbursable
 (\$ in millions)

	Favorable/(Unfavorable)									
	2021		2022		2023		2024		2025	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2021 November Financial Plan: Net Surplus/(Deficit)	53	\$0.000	53	\$0.000	42	\$0.000	30	\$0.000	28	\$0.000
Technical Adjustments:										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
MTA Plan Adjustments:										
MTA Policy Actions:										
MTA Re-estimates:										
Other:										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
2022 February Financial Plan: Net Surplus/(Deficit)	53	\$0.000	53	\$0.000	42	\$0.000	30	\$0.000	28	\$0.000

MTA STATEN ISLAND RAILWAY
February Financial Plan 2022 - 2025
Reconciliation to the November Plan - (Cash)
(\$ in millions)

	Favorable/(Unfavorable)									
	2021		2022		2023		2024		2025	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2021 November Financial Plan: Net Surplus/(Deficit)	394	(\$62.868)	395	(\$68.738)	384	(\$60.498)	352	(\$60.684)	350	(\$65.395)
<i>Technical Adjustments:</i>										
Professional Service Contracts				(0.145)		(0.100)		(0.100)		(0.100)
Other Business Expenses				0.145		0.100		0.100		0.100
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments:</i>										
MTA Policy Actions:										
MTA Re-estimates:										
Other:										
CRRSAA Federal Aid		26.474		4.750						
Sub-Total MTA Plan Adjustments	0	\$26.474	0	\$4.750	0	\$0.000	0	\$0.000	0	\$0.000
2022 February Financial Plan: Net Surplus/(Deficit)	394	(\$36.394)	395	(\$63.988)	384	(\$60.498)	352	(\$60.684)	350	(\$65.395)

MTA STATEN ISLAND RAILWAY
February Financial Plan 2022 - 2025
Accrual Statement of Operations By Category
(\$ in millions)

	Final Estimate 2021	Adopted Budget 2022	2023	2024	2025
Non-Reimbursable					
Operating Revenue					
Farebox Revenue	\$2.038	\$4.507	\$5.439	\$5.534	\$5.518
Other Operating Revenue	32.777	2.599	2.605	2.448	2.276
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$34.815	\$7.106	\$8.044	\$7.982	\$7.793
Operating Expense					
<u>Labor:</u>					
Payroll	\$27.467	\$28.366	\$28.916	\$28.231	\$29.227
Overtime	3.065	2.748	2.782	2.717	2.878
Health and Welfare	7.673	8.224	8.369	8.254	8.780
OPEB Current Payments	2.802	2.949	3.094	3.245	3.282
Pension	8.449	8.826	8.930	8.710	8.912
Other Fringe Benefits	3.740	3.880	4.502	5.172	5.453
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$53.197	\$54.994	\$56.593	\$56.329	\$58.532
<u>Non-Labor:</u>					
Electric Power	\$4.352	\$4.660	\$4.452	\$4.394	\$4.460
Fuel	0.321	0.337	0.322	0.314	0.319
Insurance	1.307	1.876	2.120	2.543	3.172
Claims	0.880	0.882	0.873	0.885	0.887
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	3.764	2.426	2.526	2.604	2.678
Professional Services Contracts	2.911	2.213	2.280	2.295	2.332
Materials and Supplies	2.331	1.713	1.182	1.194	1.283
Other Business Expenses	1.229	0.168	0.122	0.127	0.129
Total Non-Labor Expenses	\$17.094	\$14.275	\$13.877	\$14.357	\$15.261
<u>Other Expense Adjustments:</u>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$70.291	\$69.269	\$70.470	\$70.687	\$73.793
Depreciation	\$12.000	\$12.000	\$17.500	\$17.500	\$17.500
GASB 75 OPEB Expense Adjustment	3.700	1.800	1.800	1.900	1.900
GASB 68 Pension Expense Adjustment	1.000	2.000	2.700	0.600	1.600
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$86.991	\$85.069	\$92.470	\$90.687	\$94.793
Net Surplus/(Deficit)	(\$52.176)	(\$77.963)	(\$84.426)	(\$82.705)	(\$86.999)

MTA STATEN ISLAND RAILWAY
February Financial Plan 2022 - 2025
Accrual Statement of Operations By Category
(\$ in millions)

	Final Estimate 2021	Adopted Budget 2022	2023	2024	2025
Reimbursable					
Operating Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	7.658	7.803	6.323	4.662	4.323
Total Revenues	\$7.658	\$7.803	\$6.323	\$4.662	\$4.323
Operating Expense					
<u>Labor:</u>					
Payroll	\$3.969	\$4.109	\$3.428	\$2.529	\$2.362
Overtime	1.118	1.127	0.908	0.908	0.908
Health and Welfare	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	2.570	2.568	1.986	1.225	1.053
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$7.658	\$7.803	\$6.323	\$4.662	\$4.323
<u>Non-Labor:</u>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	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
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expense Adjustments:</u>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Deprecation	\$7.658	\$7.803	\$6.323	\$4.662	\$4.323
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA STATEN ISLAND RAILWAY
February Financial Plan 2022 - 2025
Accrual Statement of Operations By Category
(\$ in millions)

	Final Estimate 2021	Adopted Budget 2022	2023	2024	2025
<u>Non-Reimbursable / Reimbursable</u>					
Operating Revenue					
Farebox Revenue	\$2.038	\$4.507	\$5.439	\$5.534	\$5.518
Other Operating Revenue	32.777	2.599	2.605	2.448	2.276
Capital and Other Reimbursements	7.658	7.803	6.323	4.662	4.323
Total Revenues	\$42.473	\$14.909	\$14.367	\$12.644	\$12.117
Operating Expense					
<u>Labor:</u>					
Payroll	\$31.437	\$32.475	\$32.344	\$30.760	\$31.588
Overtime	4.183	3.875	3.690	3.625	3.786
Health and Welfare	7.673	8.224	8.369	8.254	8.780
OPEB Current Payments	2.802	2.949	3.094	3.245	3.282
Pension	8.449	8.826	8.930	8.710	8.912
Other Fringe Benefits	6.310	6.448	6.488	6.397	6.506
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$60.854	\$62.797	\$62.915	\$60.991	\$62.855
<u>Non-Labor:</u>					
Electric Power	\$4.352	\$4.660	\$4.452	\$4.394	\$4.460
Fuel	0.321	0.337	0.322	0.314	0.319
Insurance	1.307	1.876	2.120	2.543	3.172
Claims	0.880	0.882	0.873	0.885	0.887
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	3.764	2.426	2.526	2.604	2.678
Professional Services Contracts	2.911	2.213	2.280	2.295	2.332
Materials and Supplies	2.331	1.713	1.182	1.194	1.283
Other Business Expenses	1.229	0.168	0.122	0.127	0.129
Total Non-Labor Expenses	\$17.094	\$14.275	\$13.877	\$14.357	\$15.261
<u>Other Expense Adjustments:</u>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$77.948	\$77.072	\$76.793	\$75.349	\$78.116
Depreciation	\$12.000	\$12.000	\$17.500	\$17.500	\$17.500
GASB 75 OPEB Expense Adjustment	3.700	1.800	1.800	1.900	1.900
GASB 68 Pension Expense Adjustment	1.000	2.000	2.700	0.600	1.600
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$94.648	\$92.872	\$98.793	\$95.349	\$99.116
Net Surplus/(Deficit)	(\$52.176)	(\$77.963)	(\$84.426)	(\$82.705)	(\$86.999)

MTA STATEN ISLAND RAILWAY
February Financial Plan 2022 - 2025
Cash Receipts and Expenditures
(\$ in millions)

	Final Estimate 2021	Adopted Budget 2022	2023	2024	2025
Cash Receipts and Expenditures					
Receipts					
Farebox Revenue	\$2.038	\$4.507	\$5.439	\$5.534	\$5.518
Other Operating Revenue	28.027	7.349	2.605	2.448	2.276
Capital and Other Reimbursements	8.079	7.803	6.323	4.662	4.323
Total Receipts	\$38.144	\$19.659	\$14.367	\$12.644	\$12.117
Expenditures					
Labor:					
Payroll	\$28.842	\$39.511	\$32.241	\$30.571	\$32.717
Overtime	4.183	3.875	3.690	3.625	3.786
Health and Welfare	7.673	8.224	8.369	8.254	8.780
OPEB Current Payments	2.802	2.949	3.094	3.245	3.282
Pension	8.818	8.826	8.930	8.710	8.912
Other Fringe Benefits	5.509	6.374	5.050	4.954	5.162
Contribution to GASB Fund	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	\$57.827	\$69.759	\$61.375	\$59.359	\$62.640
Non-Labor:					
Electric Power	\$4.352	\$4.660	\$4.452	\$4.394	\$4.460
Fuel	0.321	0.336	0.322	0.314	0.319
Insurance	1.307	1.876	2.120	2.543	3.172
Claims	0.496	0.495	0.486	0.498	0.500
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	3.764	2.426	2.526	2.604	2.678
Professional Services Contracts	2.911	2.213	2.280	2.295	2.332
Materials and Supplies	2.331	1.713	1.183	1.194	1.283
Other Business Expenses	1.229	0.169	0.122	0.127	0.129
Total Non-Labor Expenditures	\$16.710	\$13.888	\$13.491	\$13.970	\$14.873
Other Expenditure Adjustments:					
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
Total Expenditures	\$74.537	\$83.647	\$74.865	\$73.329	\$77.513
Net Cash Balance	(\$36.394)	(\$63.988)	(\$60.499)	(\$60.685)	(\$65.397)

MTA STATEN ISLAND RAILWAY
February Financial Plan 2022 - 2025
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

	Final Estimate 2021	Adopted Budget 2022	2023	2024	2025
Cash Flow Adjustments					
Receipts					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	(4.750)	4.750	0.000	0.000	0.000
Capital and Other Reimbursements	0.421	0.000	0.000	0.000	0.000
Total Receipts	(\$4.329)	\$4.750	\$0.000	\$0.000	\$0.000
Expenditures					
<u>Labor:</u>					
Payroll	\$2.595	(\$7.036)	\$0.103	\$0.189	(\$1.129)
Overtime	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000
Pension	(0.369)	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.800	0.073	1.437	1.444	1.344
Contribution to GASB Fund	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	\$3.027	(\$6.962)	\$1.541	\$1.633	\$0.215
<u>Non-Labor:</u>					
Electric Power	\$0.000	0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.001	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.384	0.387	0.387	0.387	0.387
Paratransit Service Contracts	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
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	(0.001)	0.000	0.000
Other Business Expenses	0.000	(0.001)	0.000	0.000	0.000
Total Non-Labor Expenditures	\$0.384	\$0.387	\$0.386	\$0.387	\$0.387
<u>Other Expenditure Adjustments:</u>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$3.411	(\$6.575)	\$1.927	\$2.020	\$0.603
Total Cash Conversion Adjustments before Depreciation	(\$0.918)	(\$1.825)	\$1.927	\$2.020	\$0.603
Depreciation	\$12.000	\$12.000	\$17.500	\$17.500	\$17.500
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	3.700	1.800	1.800	1.900	1.900
GASB 68 Pension Expense Adjustment	1.000	2.000	2.700	0.600	1.600
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$15.782	\$13.975	\$23.927	\$22.020	\$21.603

MTA STATEN ISLAND RAILWAY
February Financial Plan 2022 - 2025
Ridership (Utilization) and Revenue
(in millions)

	Final Estimate 2021	Adopted Budget 2022	2023	2024	2025
--	------------------------------------	------------------------------------	-------------	-------------	-------------

RIDERSHIP

Fixed Route	1.262	2.882	3.488	3.547	3.537
Total Ridership	1.262	2.882	3.488	3.547	3.537

FAREBOX REVENUE

Fixed Route Farebox Revenue	\$2.038	\$4.507	\$5.439	\$5.534	\$5.518
Farebox Revenue	\$2.038	\$4.507	\$5.439	\$5.534	\$5.518

MTA STATEN ISLAND RAILWAY
February Financial Plan 2022 - 2025
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2021 Final Estimate	2022 Adopted Budget	2023	2024	2025
Administration					
Executive	6	6	6	6	6
General Office	13	13	13	13	13
Purchasing/Stores	4	4	4	4	4
Total Administration	23	23	23	23	23
Operations					
Transportation	152	152	142	142	142
Maintenance					
Mechanical	54	54	54	54	54
Electronics Electrical	21	21	21	21	21
Power/Signals	32	32	32	31	31
Maintenance of Way	89	89	88	57	57
Infrastructure	17	18	18	18	18
Total Maintenance	213	214	213	181	181
Engineering/Capital					
Capital Project Support	6	6	6	6	4
Baseline Total Positions	394	395	384	352	350
Non-Reimbursable	341	342	342	322	322
Reimbursable	53	53	42	30	28
Total Full-Time	394	395	384	352	350
Total Full-Time Equivalents					

MTA STATEN ISLAND RAILWAY
February Financial Plan 2022 - 2025
Total Positions by Functional and Occupational Group
Non-Reimbursable and Reimbursable

FUNCTION / OCCUPATIONAL GROUP	Final Estimate 2021	Adopted Budget 2022	2023	2024	2025
Administration					
Managers/Supervisors	13	13	13	13	13
Professional/Technical/Clerical	6	6	6	6	6
Operational Hourlies	4	4	4	4	4
Total Administration Headcount	23	23	23	23	23
Operations					
Managers/Supervisors	26	26	26	26	26
Professional/Technical/Clerical	6	6	6	6	6
Operational Hourlies	120	120	110	110	110
Total Operations Headcount	152	152	142	142	142
Maintenance					
Managers/Supervisors	25	25	25	22	22
Professional/Technical/Clerical	7	7	7	7	7
Operational Hourlies	181	182	181	152	152
Total Maintenance Headcount	213	214	213	181	181
Engineering / Capital					
Managers/Supervisors	4	4	4	4	4
Professional/Technical/Clerical	2	2	2	2	0
Operational Hourlies	0	0	0	0	0
Total Engineering Headcount	6	6	6	6	4
Public Safety					
Managers/Supervisors	0	0	0	0	0
Professional, Technical, Clerical	0	0	0	0	0
Operational Hourlies	0	0	0	0	0
Total Public Safety Headcount	0	0	0	0	0
Total Positions					
Managers/Supervisors	68	68	68	65	65
Professional, Technical, Clerical	21	21	21	21	19
Operational Hourlies	305	306	295	266	266
Total Positions	394	395	384	352	350

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2022 Adopted Budget
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable													
Operating Revenue	\$0.281	\$0.253	\$0.297	\$0.352	\$0.349	\$0.357	\$0.461	\$0.446	\$0.430	\$0.470	\$0.398	\$0.414	\$4,507
Farebox Revenue	0.252	0.252	0.252	0.252	0.252	0.225	0.114	0.107	0.252	0.252	0.252	0.136	2,599
Other Operating Revenue	\$0.533	\$0.505	\$0.549	\$0.604	\$0.601	\$0.582	\$0.574	\$0.552	\$0.682	\$0.722	\$0.650	\$0.550	\$7,106
Total Revenues													
Operating Expenses													
Non-Labor:													
Payroll	\$2.364	\$2.219	\$2.379	\$2.285	\$2.332	\$2.450	\$2.379	\$2.351	\$2.340	\$2.337	\$2.515	\$2.415	\$28,366
Overtime	0.337	0.289	0.283	0.196	0.196	0.198	0.210	0.213	0.214	0.214	0.200	0.200	2,748
Health and Welfare	0.685	0.685	0.685	0.685	0.685	0.685	0.685	0.685	0.685	0.685	0.685	0.692	8,224
OPEB Current Payments	0.246	0.246	0.246	0.246	0.246	0.246	0.246	0.246	0.246	0.246	0.246	0.246	2,949
Pension	0.735	0.735	0.735	0.735	0.735	0.735	0.735	0.735	0.735	0.735	0.735	0.735	8,826
Other Fringe Benefits	0.333	0.354	0.320	0.317	0.323	0.317	0.323	0.320	0.319	0.311	0.329	0.314	3,880
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$4,700	\$4,528	\$4,647	\$4,464	\$4,518	\$4,631	\$4,578	\$4,550	\$4,538	\$4,527	\$4,709	\$4,602	\$54,994
Non-Labor:													
Electric Power	\$0.388	\$0.388	\$0.388	\$0.388	\$0.388	\$0.388	\$0.388	\$0.388	\$0.388	\$0.388	\$0.388	\$0.388	\$4,660
Fuel	0.033	0.033	0.033	0.033	0.033	0.026	0.022	0.022	0.022	0.022	0.026	0.031	0,337
Insurance	0.156	0.156	0.156	0.156	0.156	0.156	0.156	0.156	0.156	0.156	0.156	0.156	1,876
Claims	0.074	0.074	0.074	0.074	0.074	0.074	0.074	0.074	0.074	0.074	0.074	0.074	0,882
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.198	0.198	0.198	0.198	0.198	0.198	0.232	0.202	0.202	0.202	0.202	0.202	2,426
Professional Services Contracts	0.184	0.184	0.184	0.184	0.184	0.184	0.184	0.184	0.184	0.184	0.184	0.184	2,213
Materials and Supplies	0.138	0.138	0.138	0.138	0.138	0.138	0.148	0.148	0.148	0.148	0.148	0.148	1,713
Other Business Expenses	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0,168
Total Non-Labor Expenses	\$1,185	\$1,185	\$1,185	\$1,185	\$1,185	\$1,178	\$1,219	\$1,189	\$1,189	\$1,188	\$1,192	\$1,197	\$14,275
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000											
Total Expenses	\$5,885	\$5,713	\$5,832	\$5,649	\$5,702	\$5,809	\$5,796	\$5,739	\$5,727	\$5,716	\$5,902	\$5,799	\$69,269
Depreciation	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$12,000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.275	0.000	0.000	0.275	0.000	0.000	0.275	0.000	0.000	0.975	1,800
GASB 68 Pension Expense Adjustment	0.000	0.000	(0.275)	0.000	0.000	(0.275)	0.000	0.000	(0.275)	0.000	0.000	2.825	2,000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Non-Cash Liability Adjs.	\$6,885	\$6,713	\$6,832	\$6,649	\$6,702	\$6,809	\$6,796	\$6,739	\$6,727	\$6,716	\$6,902	\$10,599	\$85,069
Net Surplus/(Deficit)	(\$6.351)	(\$6.208)	(\$6.283)	(\$6.045)	(\$6.101)	(\$6.228)	(\$6.222)	(\$6.187)	(\$6.045)	(\$5.993)	(\$6.252)	(\$10.049)	(\$77,963)

-- Differences are due to rounding

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2022 Adopted Budget
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Reimbursable													
Operating Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Farebox Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.641	0.619	0.674	0.649	0.642	0.655	0.645	0.652	0.660	0.667	0.635	0.663	7.803
Capital and Other Reimbursements													
Total Revenues	\$0.641	\$0.619	\$0.674	\$0.649	\$0.642	\$0.655	\$0.645	\$0.652	\$0.660	\$0.667	\$0.635	\$0.663	\$7.803
Operating Expenses													
Labor:													
Payroll	\$0.338	\$0.323	\$0.359	\$0.343	\$0.339	\$0.346	\$0.337	\$0.342	\$0.349	\$0.354	\$0.331	\$0.349	\$4.109
Overtime	0.093	0.093	0.093	0.093	0.093	0.094	0.095	0.095	0.095	0.095	0.095	0.095	1.127
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPFB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.210	0.203	0.222	0.213	0.210	0.215	0.213	0.216	0.217	0.219	0.210	0.219	2.568
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$0.641	\$0.619	\$0.674	\$0.649	\$0.642	\$0.655	\$0.645	\$0.652	\$0.660	\$0.667	\$0.635	\$0.663	\$7.803
Non-Labor:													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	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	0.000	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	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.000												
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000												
Total Expenses	\$0.641	\$0.619	\$0.674	\$0.649	\$0.642	\$0.655	\$0.645	\$0.652	\$0.660	\$0.667	\$0.635	\$0.663	\$7.803
Net Surplus/(Deficit)	\$0.000												

-- Differences are due to rounding

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2022 Adopted Budget
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable / Reimbursable													
Operating Revenue													
Farebox Revenue	\$0.281	\$0.253	\$0.297	\$0.352	\$0.349	\$0.357	\$0.461	\$0.446	\$0.430	\$0.470	\$0.398	\$0.414	\$4,507
Other Operating Revenue	0.252	0.252	0.252	0.252	0.252	0.225	0.114	0.107	0.252	0.252	0.252	0.136	2,599
Capital and Other Reimbursements	0.641	0.619	0.674	0.649	0.642	0.655	0.645	0.652	0.680	0.667	0.635	0.663	7,803
Total Revenues	\$1.175	\$1.124	\$1.223	\$1.254	\$1.243	\$1.237	\$1.219	\$1.205	\$1.342	\$1.390	\$1.285	\$1.213	\$14,909
Operating Expenses													
Labor:													
Payroll	\$2.702	\$2.543	\$2.737	\$2.628	\$2.671	\$2.796	\$2.716	\$2.693	\$2.689	\$2.691	\$2.846	\$2.764	\$32,475
Overtime	0.429	0.381	0.376	0.289	0.289	0.292	0.304	0.308	0.308	0.308	0.294	0.294	3,875
Health and Welfare	0.685	0.685	0.685	0.685	0.685	0.685	0.685	0.685	0.685	0.685	0.685	0.682	8,224
OP&EB Current Payments	0.246	0.246	0.246	0.246	0.246	0.246	0.246	0.246	0.246	0.246	0.246	0.246	2,949
Pension	0.735	0.735	0.735	0.735	0.735	0.735	0.735	0.735	0.735	0.735	0.735	0.735	8,826
Other Fringe Benefits	0.544	0.557	0.543	0.530	0.533	0.533	0.537	0.536	0.535	0.530	0.538	0.533	6,448
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$5.341	\$5.147	\$5.321	\$5.114	\$5.160	\$5.286	\$5.223	\$5.203	\$5.198	\$5.195	\$5.344	\$5.265	\$62,797
Non-Labor:													
Electric Power	\$0.388	\$0.388	\$0.388	\$0.388	\$0.388	\$0.388	\$0.388	\$0.388	\$0.388	\$0.388	\$0.388	\$0.388	\$4,660
Fuel	0.033	0.033	0.033	0.033	0.033	0.026	0.022	0.022	0.022	0.022	0.026	0.031	0,337
Insurance	0.156	0.156	0.156	0.156	0.156	0.156	0.156	0.156	0.156	0.156	0.156	0.156	1,876
Claims	0.074	0.074	0.074	0.074	0.074	0.074	0.074	0.074	0.074	0.074	0.074	0.074	0,882
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0,000
Maintenance and Other Operating Contracts	0.198	0.198	0.198	0.198	0.198	0.198	0.232	0.202	0.202	0.202	0.202	0.202	2,426
Professional Services Contracts	0.184	0.184	0.184	0.184	0.184	0.184	0.184	0.184	0.184	0.184	0.184	0.184	2,213
Materials and Supplies	0.138	0.138	0.138	0.138	0.138	0.138	0.148	0.148	0.148	0.148	0.148	0.148	1,713
Other Business Expenses	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0,168
Total Non-Labor Expenses	\$1.185	\$1.185	\$1.185	\$1.185	\$1.185	\$1.178	\$1.219	\$1.189	\$1.189	\$1.188	\$1.192	\$1.197	\$14,275
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000											
Total Expenses	\$6.526	\$6.332	\$6.506	\$6.299	\$6.344	\$6.464	\$6.441	\$6.391	\$6.387	\$6.383	\$6.537	\$6.462	\$77,072
Depreciation	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$1,000	\$12,000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0,000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.275	0.000	0.000	0.275	0.000	0.000	0.000	0.000	0.000	0.975	1,800
GASB 68 Pension Expense Adjustment	0.000	0.000	(0.275)	0.000	0.000	(0.275)	0.000	0.000	(0.275)	0.000	0.000	2,825	2,000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0,000
Total Expenses After Non-Cash Liability Adjs.	\$7.526	\$7.332	\$7.506	\$7.299	\$7.344	\$7.464	\$7.441	\$7.391	\$7.387	\$7.383	\$7.537	\$11,262	\$92,872
Net Surplus/(Deficit)	(\$6.351)	(\$6.208)	(\$6.283)	(\$6.045)	(\$6.101)	(\$6.228)	(\$6.222)	(\$6.187)	(\$6.045)	(\$5.993)	(\$6.252)	(\$10.049)	(\$77.963)

-- Differences are due to rounding

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2022 Adopted Budget
Cash Receipts and Expenditures
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Receipts and Expenditures													
Receipts													
Farebox Revenue	\$0.281	\$0.253	\$0.297	\$0.352	\$0.349	\$0.357	\$0.461	\$0.446	\$0.430	\$0.470	\$0.398	\$0.414	\$4.507
Other Operating Revenue	4.867	0.117	0.117	0.987	0.117	0.089	0.703	(0.029)	0.117	0.147	0.117	0.001	7.349
Capital Land and Other Reimbursements	0.641	0.619	0.674	0.649	0.642	0.655	0.645	0.652	0.660	0.667	0.635	0.663	7.803
Total Receipts	\$5.789	\$0.989	\$1.088	\$1.988	\$1.108	\$1.101	\$1.809	\$1.069	\$1.207	\$1.284	\$1.150	\$1.078	\$19.659
Expenditures													
Labor:													
Payroll	\$2.136	\$2.324	\$2.273	\$3.413	\$2.207	\$2.410	\$2.130	\$2.179	\$3.423	\$2.177	\$2.410	\$12.428	\$39.511
Overtime	0.429	0.381	0.376	0.289	0.289	0.292	0.304	0.308	0.308	0.308	0.294	0.294	3.875
Health and Welfare	0.685	0.685	0.685	0.685	0.685	0.685	0.685	0.685	0.685	0.685	0.685	0.692	8.224
OPEB Current Payments	0.246	0.246	0.246	0.246	0.246	0.246	0.246	0.246	0.246	0.246	0.246	0.246	2.949
Pension	0.735	0.735	0.735	0.735	0.735	0.735	0.735	0.735	0.735	0.735	0.735	0.735	8.826
Other Fringe Benefits	0.382	0.421	0.388	0.470	0.379	0.384	0.377	0.378	0.472	0.372	0.386	1.965	6.374
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$4.613	\$4.793	\$4.703	\$5.838	\$4.541	\$4.753	\$4.478	\$4.531	\$5.869	\$4.523	\$4.757	\$16.361	\$69.759
Non-Labor:													
Electric Power	\$0.388	\$0.388	\$0.388	\$0.388	\$0.388	\$0.388	\$0.388	\$0.388	\$0.388	\$0.388	\$0.388	\$0.388	\$4.660
Fuel	0.033	0.033	0.033	0.033	0.033	0.026	0.022	0.022	0.022	0.022	0.026	0.030	0.336
Insurance	0.156	0.156	0.156	0.156	0.156	0.156	0.156	0.156	0.156	0.156	0.156	0.156	1.876
Claims	0.041	0.041	0.041	0.041	0.041	0.041	0.041	0.041	0.041	0.041	0.041	0.041	0.495
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.198	0.198	0.198	0.198	0.198	0.198	0.232	0.202	0.202	0.202	0.202	0.202	2.426
Professional Services Contracts	0.184	0.184	0.184	0.184	0.184	0.184	0.184	0.184	0.184	0.184	0.184	0.184	2.213
Materials and Supplies	0.138	0.138	0.138	0.138	0.138	0.138	0.148	0.148	0.148	0.148	0.148	0.148	1.713
Other Business Expenses	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.014	0.169
Total Non-Labor Expenditures	\$1.153	\$1.153	\$1.153	\$1.153	\$1.153	\$1.146	\$1.186	\$1.156	\$1.156	\$1.156	\$1.160	\$1.164	\$13.888
Other Expenditure Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$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	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$5.766	\$5.945	\$5.856	\$6.991	\$5.694	\$5.898	\$5.664	\$5.687	\$7.025	\$5.679	\$5.917	\$17.525	\$83.647
Net Cash Balance	\$0.023	(\$4.957)	(\$4.768)	(\$5.002)	(\$4.586)	(\$4.797)	(\$3.855)	(\$4.618)	(\$5.819)	(\$4.395)	(\$4.767)	(\$16.447)	(\$63.988)

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2022 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
 Favorable/(Unfavorable)
 (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Flow Adjustments													
Receipts													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	4.615	(0.135)	(0.135)	0.735	(0.135)	(0.135)	0.590	(0.135)	(0.135)	(0.105)	(0.135)	(0.135)	4.750
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Receipts	\$4.615	(\$0.135)	(\$0.135)	\$0.735	(\$0.135)	(\$0.135)	\$0.590	(\$0.135)	(\$0.135)	(\$0.105)	(\$0.135)	(\$0.135)	\$4.750
Expenditures													
Labor:													
Payroll	\$0.565	\$0.218	\$0.464	(\$0.784)	\$0.464	\$0.386	\$0.585	\$0.514	(\$0.734)	\$0.514	\$0.436	(\$9.664)	(\$7.036)
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.162	0.136	0.154	0.060	0.154	0.148	0.160	0.158	0.064	0.158	0.152	(1.432)	0.073
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$0.727	\$0.354	\$0.618	(\$0.724)	\$0.618	\$0.534	\$0.745	\$0.672	(\$0.671)	\$0.672	\$0.588	(\$11.096)	(\$6.962)
Non-Labor:													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.001
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.032	0.032	0.032	0.032	0.032	0.032	0.032	0.032	0.032	0.032	0.032	0.032	0.387
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	(0.001)
Total Non-Labor Expenditures	\$0.032	\$0.032	\$0.032	\$0.032	\$0.032	\$0.032	\$0.032	\$0.032	\$0.032	\$0.032	\$0.032	\$0.032	\$0.387
Other Expenditure Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$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	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$0.760	\$0.386	\$0.651	(\$0.692)	\$0.651	\$0.566	\$0.777	\$0.704	(\$0.638)	\$0.704	\$0.620	(\$11.063)	(\$6.575)
Total Cash Conversion before Non-Cash Liability Adjts.	\$5.374	\$0.251	\$0.515	\$0.042	\$0.515	\$0.431	\$1.367	\$0.569	(\$0.774)	\$0.599	\$0.485	(\$11.199)	(\$1.825)
Depreciation	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$1.000	\$12.000
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.275	0.000	0.000	0.275	0.000	0.000	0.275	0.000	0.000	0.975	1.800
GASB 68 Pension Expense Adjustment	0.000	0.000	(0.275)	0.000	0.000	(0.275)	0.000	0.000	(0.275)	0.000	0.000	2.825	2.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$6.374	\$1.251	\$1.515	\$1.042	\$1.515	\$1.431	\$2.367	\$1.569	\$0.226	\$1.599	\$1.485	(\$6.399)	\$13.975

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2022 Adopted Budget
Ridership and Traffic Volume (Utilization)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>RIDERSHIP</u>													
Fixed Route Ridership	0.193	0.161	0.194	0.225	0.234	0.224	0.261	0.251	0.284	0.314	0.266	0.276	2.882
Total Ridership	0.193	0.161	0.194	0.225	0.234	0.224	0.261	0.251	0.284	0.314	0.266	0.276	2.882
<u>FAREBOX REVENUE</u>													
Fixed Route Farebox Revenue	\$0.281	\$0.253	\$0.297	\$0.352	\$0.349	\$0.357	\$0.461	\$0.446	\$0.430	\$0.470	\$0.398	\$0.414	\$4.507
Total Farebox Revenue	\$0.281	\$0.253	\$0.297	\$0.352	\$0.349	\$0.357	\$0.461	\$0.446	\$0.430	\$0.470	\$0.398	\$0.414	\$4.507

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2022 Adopted Budget
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Executive	6	6	6	6	6	6	6	6	6	6	6	6
General Office	13	13	13	13	13	13	13	13	13	13	13	13
Purchasing/Stores	4	4	4	4	4	4	4	4	4	4	4	4
Total Administration	23											
Operations												
Transportation	152	152	152	152	152	152	152	152	152	152	152	152
Maintenance												
Mechanical	54	54	54	54	54	54	54	54	54	54	54	54
Electronic/Electrical	21	21	21	21	21	21	21	21	21	21	21	21
Power/Signals	32	32	32	32	32	32	32	32	32	32	32	32
Maintenance of Way	89	89	89	89	89	89	89	89	89	89	89	89
Material Handling	18	18	18	18	18	18	18	18	18	18	18	18
Total Maintenance	214											
Engineering/Capital												
Capital Project Support	6	6	6	6	6	6	6	6	6	6	6	6
Public Safety												
Total Public Safety	0	0	0	0	0	0	0	0	0	0	0	0
Total Baseline Positions	395											
Non-Reimbursable												
Reimbursable	342	342	342	342	342	342	342	342	342	342	342	342
	53	53	53	53	53	53	53	53	53	53	53	53
Total Full-Time	395											
Total Full-Time-Equivalents												

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2022 Adopted Budget
Total Positions by Function and Occupation

FUNCTION / OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	13	13	13	13	13	13	13	13	13	13	13	13
Professional/Technical/Clerical	6	6	6	6	6	6	6	6	6	6	6	6
Operational Hours	4	4	4	4	4	4	4	4	4	4	4	4
Total Administration Headcount	23											
Operations												
Managers/Supervisors	26	26	26	26	26	26	26	26	26	26	26	26
Professional/Technical/Clerical	6	6	6	6	6	6	6	6	6	6	6	6
Operational Hours	120	120	120	120	120	120	120	120	120	120	120	120
Total Operations Headcount	152											
Maintenance												
Managers/Supervisors	25	25	25	25	25	25	25	25	25	25	25	25
Professional/Technical/Clerical	7	7	7	7	7	7	7	7	7	7	7	7
Operational Hours	182	182	182	182	182	182	182	182	182	182	182	182
Total Maintenance Headcount	214											
Engineering / Capital												
Managers/Supervisors	4	4	4	4	4	4	4	4	4	4	4	4
Professional/Technical/Clerical	2	2	2	2	2	2	2	2	2	2	2	2
Operational Hours	0	0	0	0	0	0	0	0	0	0	0	0
Total Engineering Headcount	6											
Public Safety												
Managers/Supervisors	0	0	0	0	0	0	0	0	0	0	0	0
Professional, Technical, Clerical	0	0	0	0	0	0	0	0	0	0	0	0
Operational Hours	0	0	0	0	0	0	0	0	0	0	0	0
Total Public Safety Headcount	0											
Total Positions												
Managers/Supervisors	68	68	68	68	68	68	68	68	68	68	68	68
Professional, Technical, Clerical	21	21	21	21	21	21	21	21	21	21	21	21
Operational Hours	306	306	306	306	306	306	306	306	306	306	306	306
Total Positions	395											

**MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2022-2025
2021 FINAL ESTIMATE AND 2022 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Bus Company's 2021 Final Estimate, 2022 Adopted Budget and the Financial Plan for 2022-2025. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the November Plan and adopted by the Board in December 2021.

MTA Plan Adjustments include:

- Reflect the MTA Bus's share of the Federal Coronavirus Response and Relief Supplemental Appropriations Act, 2021 (CRRSAA) funding in 2021/2022.

The attached also includes schedules detailing the monthly allocation of financials, including overtime, and headcount, and utilization data based on the 2022 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA BUS COMPANY
 February Financial Plan 2022-2025
 Reconciliation to the November Plan (Accrual) Non-Reimbursable
 (\$ in millions)

	Favorable/(Unfavorable)									
	2021		2022		2023		2024		2025	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2021 November Financial Plan: Net Surplus/(Deficit)	3,812	(\$902.224)	3,972	(\$915.967)	3,857	(\$914.237)	3,857	(\$909.506)	3,857	(\$933.679)

Technical Adjustments:

Sub-Total Technical Adjustments	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
---------------------------------	---	---------	---	---------	---	---------	---	---------	---	---------

MTA Plan Adjustments:

MTA Policy Actions:

MTA Re-estimates:

Other:

CRRSAA Federal Aid

\$308.540

Sub-Total MTA Plan Adjustments	0	\$308.540	0	\$.000	0	\$.000	0	\$.000	0	\$.000
2022 February Financial Plan: Net Surplus/(Deficit)	3,812	(\$593.684)	3,972	(\$915.967)	3,857	(\$914.237)	3,857	(\$909.506)	3,857	(\$933.679)

MTA BUS COMPANY
 February Financial Plan 2022-2025
 Reconciliation to the November Plan (Accrual) Reimbursable
 (\$ in millions)

	Favorable/(Unfavorable)									
	2021		2022		2023		2024		2025	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2021 November Financial Plan: Net Surplus/(Deficit)	38	\$0.000	38	\$0.000	38	\$0.000	38	\$0.000	38	\$0.000

Technical Adjustments:

Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
---------------------------------	---	---------	---	---------	---	---------	---	---------	---	---------

MTA Plan Adjustments:

MTA Policy Actions:

MTA Re-estimates:

Other:

Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
2022 February Financial Plan: Net Surplus/(Deficit)	38	\$ -								

MTA BUS COMPANY
February Financial Plan 2022-2025
Reconciliation to the November Plan - (Cash)
(\$ in millions)

	Favorable/(Unfavorable)									
	2021		2022		2023		2024		2025	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2021 November Financial Plan: Net Surplus/(Deficit)	3,850	(\$723.527)	4,010	(\$669.007)	3,895	(\$648.798)	3,895	(\$654.886)	3,895	(\$665.899)

Technical Adjustments:

Sub-Total Technical Adjustments	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
---------------------------------	---	---------	---	---------	---	---------	---	---------	---	---------

MTA Plan Adjustments:

MTA Policy Actions:

MTA Re-estimates:

Other:

CRRSAA Federal Aid

\$261,187

\$47,353

Sub-Total MTA Plan Adjustments	0	\$261,187	0	\$47,353	0	\$.000	0	\$.000	0	\$.000
--------------------------------	---	-----------	---	----------	---	---------	---	---------	---	---------

2022 February Financial Plan: Net Surplus/(Deficit)	3,850	(\$462.340)	4,010	(\$621.654)	3,895	(\$648.798)	3,895	(\$654.886)	3,895	(\$665.899)
--	--------------	--------------------	--------------	--------------------	--------------	--------------------	--------------	--------------------	--------------	--------------------

MTA BUS COMPANY
February Financial Plan 2022 - 2025
Accrual Statement of Operations By Category
(\$ in millions)

	Final Estimate 2021	Adopted Budget 2022	2023	2024	2025
Non-Reimbursable					
Operating Revenue					
Farebox Revenue	\$132.865	\$178.962	\$193.879	\$197.203	\$196.607
Other Operating Revenue	327.499	19.785	19.928	21.509	22.899
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
Total Revenues	\$460.364	\$198.747	\$213.807	\$218.712	\$219.506
Operating Expense					
<u>Labor:</u>					
Payroll	\$292.501	\$315.344	\$306.859	\$307.332	\$308.116
Overtime	90.299	91.976	91.889	92.490	91.442
Health and Welfare	86.158	90.774	94.931	99.279	103.829
OPEB Current Payments	24.272	25.367	26.508	27.702	28.950
Pension	59.047	59.710	60.890	61.149	62.206
Other Fringe Benefits	72.121	75.296	74.449	74.556	74.526
Reimbursable Overhead	(0.906)	(0.935)	(0.932)	(0.930)	(0.928)
Total Labor Expenses	\$623.492	\$657.532	\$654.593	\$661.578	\$668.142
<u>Non-Labor:</u>					
Electric Power	\$1.667	\$1.759	\$1.715	\$1.734	\$1.797
Fuel	27.279	30.011	28.765	27.945	28.339
Insurance	6.568	9.090	10.801	13.300	16.731
Claims	76.100	77.992	79.909	81.829	83.710
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	44.597	41.636	39.807	41.093	41.016
Professional Services Contracts	42.149	43.370	42.966	43.174	43.565
Materials and Supplies	52.431	57.192	55.664	55.393	55.352
Other Business Expenses	4.689	5.069	5.160	5.211	5.272
Total Non-Labor Expenses	\$255.479	\$266.119	\$264.788	\$269.681	\$275.782
<u>Other Expense Adjustments:</u>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$878.972	\$923.651	\$919.381	\$931.259	\$943.924
Depreciation	\$54.778	\$56.163	\$56.163	\$56.163	\$56.163
GASB 75 OPEB Expense Adjustment	69.900	80.000	89.600	92.500	95.500
GASB 68 Pension Expense Adjustment	50.400	54.900	62.900	48.300	57.600
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$1,054.050	\$1,114.714	\$1,128.044	\$1,128.222	\$1,153.187
Net Surplus/(Deficit)	(\$593.686)	(\$915.967)	(\$914.237)	(\$909.510)	(\$933.680)

MTA BUS COMPANY
February Financial Plan 2022 - 2025
Accrual Statement of Operations By Category
(\$ in millions)

	Final Estimate 2021	Adopted Budget 2022	2023	2024	2025
Reimbursable					
Operating Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	5.644	5.823	5.815	5.809	5.801
Total Revenues	\$5.644	\$5.823	\$5.815	\$5.809	\$5.801
Operating Expense					
<u>Labor:</u>					
Payroll	\$2.230	\$2.301	\$2.297	\$2.294	\$2.290
Overtime	0.000	0.000	0.000	0.000	0.000
Health and Welfare	1.374	1.417	1.416	1.415	1.414
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.906	0.935	0.932	0.930	0.928
Total Labor Expenses	\$4.510	\$4.653	\$4.645	\$4.640	\$4.632
<u>Non-Labor:</u>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.244	0.252	0.252	0.252	0.252
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.890	0.918	0.918	0.918	0.918
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$1.134	\$1.170	\$1.170	\$1.170	\$1.170
<u>Other Expense Adjustments:</u>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$5.644	\$5.823	\$5.815	\$5.810	\$5.802
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BUS COMPANY
February Financial Plan 2022 - 2025
Accrual Statement of Operations By Category
(\$ in millions)

	Final Estimate 2021	Adopted Budget 2022	2023	2024	2025
<u>Non-Reimbursable / Reimbursable</u>					
Operating Revenue					
Farebox Revenue	\$132.865	\$178.962	\$193.879	\$197.203	\$196.607
Other Operating Revenue	327.499	19.785	19.928	21.509	22.899
Capital and Other Reimbursements	5.644	5.823	5.815	5.809	5.801
Total Revenues	\$466.008	\$204.570	\$219.622	\$224.521	\$225.308
Operating Expense					
<u>Labor:</u>					
Payroll	\$294.732	\$317.645	\$309.156	\$309.626	\$310.406
Overtime	90.299	91.976	91.889	92.490	91.442
Health and Welfare	87.532	92.191	96.347	100.694	105.243
OPEB Current Payments	24.272	25.367	26.508	27.702	28.950
Pension	59.047	59.710	60.890	61.149	62.206
Other Fringe Benefits	72.121	75.296	74.449	74.556	74.526
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$628.002	\$662.185	\$659.238	\$666.217	\$672.774
<u>Non-Labor:</u>					
Electric Power	\$1.667	\$1.759	\$1.715	\$1.734	\$1.797
Fuel	27.279	30.011	28.765	27.945	28.339
Insurance	6.568	9.090	10.801	13.300	16.731
Claims	76.100	77.992	79.909	81.829	83.710
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	44.841	41.888	40.059	41.345	41.268
Professional Services Contracts	42.149	43.370	42.966	43.174	43.565
Materials and Supplies	53.321	58.110	56.582	56.311	56.270
Other Business Expenses	4.689	5.069	5.160	5.211	5.272
Total Non-Labor Expenses	\$256.613	\$267.289	\$265.958	\$270.851	\$276.952
<u>Other Expense Adjustments:</u>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation and GASB Adjs.	\$884.616	\$929.474	\$925.196	\$937.068	\$949.725
Depreciation	\$54.778	\$56.163	\$56.163	\$56.163	\$56.163
GASB 75 OPEB Expense Adjustment	69.900	80.000	89.600	92.500	95.500
GASB 68 Pension Expense Adjustment	50.400	54.900	62.900	48.300	57.600
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$1,059.694	\$1,120.537	\$1,133.859	\$1,134.031	\$1,158.988
Net Surplus/(Deficit)	(\$593.686)	(\$915.967)	(\$914.237)	(\$909.510)	(\$933.681)

MTA BUS COMPANY
February Financial Plan 2022 - 2025
Cash Receipts and Expenditures
(\$ in millions)

	Final Estimate 2021	Adopted Budget 2022	2023	2024	2025
Cash Receipts and Expenditures					
Receipts					
Farebox Revenue	\$132.866	\$178.962	\$193.879	\$197.203	\$196.607
Other Operating Revenue	280.145	67.138	19.928	21.509	22.899
Capital and Other Reimbursements	5.644	5.823	5.815	5.809	5.801
Total Receipts	\$418.655	\$251.923	\$219.622	\$224.521	\$225.308
Expenditures					
<u>Labor:</u>					
Payroll	\$294.326	\$317.226	\$308.737	\$309.207	\$309.987
Overtime	90.300	91.977	91.889	92.491	91.443
Health and Welfare	94.502	92.192	96.347	100.695	105.244
OPEB Current Payments	24.272	25.367	26.508	27.702	28.949
Pension	62.369	59.529	60.709	60.967	62.025
Other Fringe Benefits	58.841	60.111	59.265	59.371	59.342
Contribution to GASB Fund	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	\$624.610	\$646.401	\$643.454	\$650.433	\$656.990
<u>Non-Labor:</u>					
Electric Power	\$1.667	\$1.759	\$1.715	\$1.734	\$1.797
Fuel	27.280	30.012	28.766	27.945	28.340
Insurance	6.568	9.089	10.801	13.300	16.731
Claims	36.995	37.878	38.915	39.954	40.974
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	47.362	41.888	40.059	41.346	41.268
Professional Services Contracts	72.706	43.370	42.967	43.175	43.566
Materials and Supplies	58.821	58.110	56.581	56.311	56.270
Other Business Expenses	4.989	5.070	5.160	5.212	5.273
Total Non-Labor Expenditures	\$256.388	\$227.176	\$224.964	\$228.976	\$234.217
<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
Total Expenditures	\$880.998	\$873.577	\$868.419	\$879.409	\$891.207
Net Cash Balance	(\$462.342)	(\$621.655)	(\$648.797)	(\$654.889)	(\$665.900)

MTA BUS COMPANY
February Financial Plan 2022 - 2025
Cash Conversion (Cash Flow Adjustments)
Favorable/(Unfavorable)
(\$ in millions)

	Final Estimate 2021	Adopted Budget 2022	2023	2024	2025
Cash Flow Adjustments					
Receipts					
Farebox Revenue	\$0.001	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	(47.354)	47.353	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
Total Receipts	(\$47.353)	\$47.353	\$0.000	\$0.000	\$0.000
Expenditures					
<u>Labor:</u>					
Payroll	\$0.406	\$0.419	\$0.419	\$0.419	\$0.419
Overtime	(0.001)	(0.001)	0.000	0.000	0.000
Health and Welfare	(6.970)	(0.001)	(0.001)	(0.001)	(0.001)
OPEB Current Payments	0.000	0.000	0.000	0.000	0.000
Pension	(3.322)	0.181	0.181	0.181	0.181
Other Fringe Benefits	13.280	15.184	15.184	15.184	15.184
Contribution to GASB Fund	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	\$3.392	\$15.784	\$15.784	\$15.784	\$15.784
<u>Non-Labor:</u>					
Electric Power	\$0.000	0.000	\$0.000	\$0.000	\$0.000
Fuel	(0.001)	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	39.105	40.114	40.994	41.875	42.735
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(2.521)	0.000	0.000	0.000	0.000
Professional Services Contracts	(30.557)	0.000	0.000	0.000	0.000
Materials and Supplies	(5.500)	0.001	0.001	0.001	0.001
Other Business Expenses	(0.300)	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$0.226	\$40.113	\$40.994	\$41.875	\$42.735
<u>Other Expenditure Adjustments:</u>					
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$3.618	\$55.897	\$56.778	\$57.659	\$58.519
Total Cash Conversion Adjustments before Depreciation	(\$43.734)	\$103.249	\$56.778	\$57.659	\$58.519
Depreciation	\$54.778	\$56.163	\$56.163	\$56.163	\$56.163
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	69.900	80.000	89.600	92.500	95.500
GASB 68 Pension Expense Adjustment	50.400	54.900	62.900	48.300	57.600
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$131.344	\$294.312	\$265.440	\$254.621	\$267.781

MTA BUS COMPANY
February Financial Plan 2022 - 2025
Ridership (Utilization) and Revenue
(in millions)

Final Estimate	Adopted Budget			
2021	2022	2023	2024	2025

RIDERSHIP

Fixed Route	68.126	95.043	103.040	104.767	104.478
Total Ridership	68.126	95.043	103.040	104.767	104.478

FAREBOX REVENUE

Fixed Route Farebox Revenue	\$132.865	\$178.962	\$193.879	\$197.203	\$196.607
Farebox Revenue	\$132.865	\$178.962	\$193.879	\$197.203	\$196.607

MTA BUS COMPANY
February Financial Plan 2022-2025
Total Positions by Function & Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	Final Estimate 2021	Adopted Budget 2022	2023	2024	2025
Administration					
Office of the EVP	3	3	3	3	3
Human Resources	16	16	16	16	16
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
Corporate Communications	0	0	0	0	0
Strategic Office	19	19	19	19	19
Labor Relations	0	0	0	0	0
Non-Departmental	2	7	1	1	1
Total Administration	111	116	110	110	110
Operations					
Buses	2,298	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	33	33	33
Revenue Control	6	6	6	6	6
Total Operations	2,578	2,608	2,607	2,607	2,607
Maintenance					
Buses	723	723	723	723	723
Maintenance Support/CMF	210	335	227	227	227
Facilities	76	76	76	76	76
Supply Logistics	104	104	104	104	104
Total Maintenance	1,113	1,238	1,130	1,130	1,130
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	3,850	4,010	3,895	3,895	3,895
Non-Reimbursable	3,812	3,972	3,857	3,857	3,857
Reimbursable	38	38	38	38	38
Total Full-Time	3,832	3,992	3,877	3,877	3,877
Total Full-Time Equivalents	18	18	18	18	18

MTA BUS COMPANY
February Financial Plan 2022 - 2025
Total Positions by Functional and Occupational Group
Non-Reimbursable and Reimbursable

	Final Estimate 2021	Adopted Budget 2022	2023	2024	2025
FUNCTION / OCCUPATIONAL GROUP					
Administration					
Managers/Supervisors	46	46	46	46	46
Professional/Technical/Clerical	63	63	63	63	63
Operational Hourlies	2	7	1	1	1
Total Administration Headcount	111	116	110	110	110
Operations					
Managers/Supervisors	319	319	318	318	318
Professional/Technical/Clerical	45	45	45	45	45
Operational Hourlies	2,214	2,244	2,244	2,244	2,244
Total Operations Headcount	2,578	2,608	2,607	2,607	2,607
Maintenance					
Managers/Supervisors	241	241	241	241	241
Professional/Technical/Clerical	35	35	35	35	35
Operational Hourlies	837	962	854	854	854
Total Maintenance Headcount	1,113	1,238	1,130	1,130	1,130
Engineering / Capital					
Managers/Supervisors	21	21	21	21	21
Professional/Technical/Clerical	14	14	14	14	14
Operational Hourlies	0	0	0	0	0
Total Engineering Headcount	35	35	35	35	35
Public Safety					
Managers/Supervisors	8	8	8	8	8
Professional, Technical, Clerical	5	5	5	5	5
Operational Hourlies	0	0	0	0	0
Total Public Safety Headcount	13	13	13	13	13
Total Positions					
Managers/Supervisors	635	635	634	634	634
Professional, Technical, Clerical	162	162	162	162	162
Operational Hourlies	3,053	3,213	3,099	3,099	3,099
Total Positions	3,850	4,010	3,895	3,895	3,895

MTA BUS COMPANY
February Financial Plan - 2022 Adopted Budget
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable													
Operating Revenue	\$13,537	\$12,838	\$14,118	\$14,298	\$14,937	\$14,869	\$15,669	\$15,975	\$15,313	\$16,847	\$15,468	\$15,284	\$178,962
Farebox Revenue	1,635	1,519	1,718	1,618	1,668	1,652	1,635	1,718	1,652	1,635	1,652	1,685	19,785
Other Operating Revenue	\$15,172	\$14,357	\$15,836	\$15,916	\$16,805	\$16,520	\$17,304	\$17,693	\$16,965	\$18,282	\$17,120	\$16,978	\$198,747
Total Revenues													
Operating Expenses													
Labor:													
Payroll	\$26,059	\$24,217	\$27,375	\$25,796	\$26,586	\$26,323	\$26,059	\$27,375	\$26,323	\$26,059	\$26,323	\$26,849	\$315,344
Overtime	8,033	7,506	7,834	7,382	7,608	7,533	7,457	7,834	7,533	7,457	7,533	8,268	91,976
Health and Welfare	7,501	6,971	7,880	7,426	7,653	7,577	7,501	7,880	7,577	7,501	7,577	7,729	90,774
OPEB Current Payments	2,096	1,948	2,202	2,075	2,139	2,117	2,096	2,202	2,117	2,096	2,117	2,160	25,367
Pension	4,934	4,585	5,184	4,884	5,034	4,984	4,984	5,184	4,984	4,984	4,984	5,084	59,710
Other Fringe Benefits	6,222	5,782	6,537	6,159	6,348	6,285	6,222	6,537	6,285	6,222	6,285	6,411	75,296
Reimbursable Overhead	(0,077)	(0,072)	(0,081)	(0,076)	(0,079)	(0,078)	(0,077)	(0,081)	(0,078)	(0,077)	(0,078)	(0,080)	(0,935)
Total Labor Expenses	\$54,769	\$50,937	\$56,931	\$53,646	\$55,288	\$54,741	\$54,194	\$56,931	\$54,741	\$54,194	\$54,741	\$56,420	\$657,532
Non-Labor:													
Electric Power	\$0,145	\$0,135	\$0,153	\$0,144	\$0,148	\$0,147	\$0,145	\$0,153	\$0,147	\$0,145	\$0,147	\$0,150	\$1,759
Fuel	2,480	2,305	2,605	2,455	2,530	2,505	2,480	2,605	2,505	2,480	2,505	2,555	30,011
Insurance	0,751	0,698	0,789	0,744	0,766	0,759	0,751	0,789	0,759	0,751	0,759	0,774	9,090
Claims	6,445	5,989	6,771	6,380	6,575	6,510	6,445	6,771	6,510	6,445	6,510	6,640	77,992
Paratransit Service Contracts	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Maintenance and Other Operating Contracts	3,441	3,197	3,614	3,406	3,510	3,475	3,441	3,614	3,475	3,441	3,475	3,545	41,636
Professional Services Contracts	3,584	3,331	3,765	3,548	3,656	3,620	3,584	3,765	3,620	3,584	3,620	3,693	43,370
Materials and Supplies	4,726	4,392	4,965	4,678	4,822	4,774	4,726	4,965	4,774	4,726	4,774	4,869	57,192
Other Business Expenses	0,419	0,369	0,440	0,415	0,427	0,423	0,419	0,440	0,423	0,419	0,423	0,432	5,069
Total Non-Labor Expenses	\$21,991	\$20,437	\$23,102	\$21,769	\$22,436	\$22,214	\$21,991	\$23,102	\$22,214	\$21,991	\$22,214	\$22,658	\$266,119
Other Expense Adjustments:													
Other Expense Adjustments	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Total Other Expense Adjustments	\$0,000												
Total Expenses	\$76,761	\$71,374	\$80,033	\$75,415	\$77,724	\$76,955	\$76,185	\$80,033	\$76,955	\$76,185	\$76,955	\$79,078	\$923,651
Depreciation	\$4,641	\$4,313	\$4,876	\$4,594	\$4,735	\$4,688	\$4,641	\$4,876	\$4,688	\$4,641	\$4,688	\$4,782	\$56,163
OPEB Liability Adjustment	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
GASB 75 OPEB Expense Adjustment	6,611	6,144	6,945	6,544	6,745	6,678	6,611	6,945	6,678	6,611	6,678	6,811	80,000
GASB 68 Pension Expense Adjustment	4,537	4,216	4,766	4,491	4,628	4,583	4,537	4,766	4,583	4,537	4,583	4,674	54,900
Environmental Remediation	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Total Expenses After Non-Cash Liability Adjs.	\$92,550	\$86,046	\$96,619	\$91,045	\$93,832	\$92,903	\$91,974	\$96,619	\$92,903	\$91,974	\$92,903	\$95,345	\$1,114,714
Net Surplus/(Deficit)	(\$77,378)	(\$71,669)	(\$80,788)	(\$75,129)	(\$77,227)	(\$76,383)	(\$74,670)	(\$78,927)	(\$75,988)	(\$73,692)	(\$75,783)	(\$78,367)	(\$915,967)

-- Differences are due to rounding

MTA BUS COMPANY
February Financial Plan - 2022 Adopted Budget
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Reimbursable													
Operating Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Farebox Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.481	0.447	0.505	0.476	0.491	0.486	0.481	0.505	0.486	0.481	0.486	0.496	5.823
Capital and Other Reimbursements	\$0.481	\$0.447	\$0.505	\$0.476	\$0.491	\$0.486	\$0.481	\$0.505	\$0.486	\$0.481	\$0.486	\$0.496	\$5.823
Total Revenues	\$0.481	\$0.447	\$0.505	\$0.476	\$0.491	\$0.486	\$0.481	\$0.505	\$0.486	\$0.481	\$0.486	\$0.496	\$5.823
Operating Expenses													
Labor:													
Payroll	\$0.190	\$0.177	\$0.200	\$0.188	\$0.194	\$0.192	\$0.190	\$0.200	\$0.192	\$0.190	\$0.192	\$0.196	\$2.301
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.117	0.109	0.123	0.116	0.119	0.118	0.117	0.123	0.118	0.117	0.118	0.121	1.417
OPFB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.077	0.072	0.081	0.076	0.079	0.078	0.077	0.081	0.078	0.077	0.078	0.080	0.935
Total Labor Expenses	\$0.385	\$0.357	\$0.404	\$0.381	\$0.392	\$0.388	\$0.385	\$0.404	\$0.388	\$0.385	\$0.388	\$0.396	\$4.653
Non-Labor:													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	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	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.021	0.019	0.022	0.021	0.021	0.021	0.021	0.022	0.021	0.021	0.021	0.021	0.252
Professional Services Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials and Supplies	0.076	0.070	0.080	0.075	0.077	0.077	0.076	0.080	0.077	0.076	0.077	0.078	0.918
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.097	\$0.090	\$0.102	\$0.096	\$0.099	\$0.098	\$0.097	\$0.102	\$0.098	\$0.097	\$0.098	\$0.100	\$1.170
Other Expense Adjustments:													
Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000												
Total Expenses	\$0.481	\$0.447	\$0.506	\$0.476	\$0.491	\$0.486	\$0.481	\$0.506	\$0.486	\$0.481	\$0.486	\$0.496	\$5.823
Net Surplus/(Deficit)	\$0.000												

-- Differences are due to rounding

MTA BUS COMPANY
February Financial Plan - 2022 Adopted Budget
Accrual Statement of Operations By Category

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Non-Reimbursable / Reimbursable													
Operating Revenue	\$13,537	\$12,838	\$14,118	\$14,298	\$14,937	\$14,869	\$15,669	\$15,975	\$15,313	\$16,647	\$15,468	\$15,294	\$178,962
Farebox Revenue	1,635	1,519	1,718	1,618	1,668	1,652	1,635	1,718	1,652	1,635	1,652	1,685	19,785
Other Operating Revenue	0.481	0.447	0.505	0.476	0.491	0.486	0.481	0.505	0.486	0.481	0.486	0.496	5,823
Capital and Other Reimbursements	\$15,653	\$14,804	\$16,342	\$16,392	\$17,096	\$17,006	\$17,785	\$18,198	\$17,451	\$18,763	\$17,606	\$17,474	\$204,570
Total Revenues	\$26,249	\$24,393	\$27,575	\$25,984	\$26,780	\$26,515	\$26,249	\$27,575	\$26,515	\$26,249	\$26,515	\$27,045	\$317,645
Operating Expenses	8,033	7,506	7,834	7,382	7,608	7,533	7,457	7,834	7,533	7,457	7,533	8,268	91,976
Labor:	7,618	7,080	8,003	7,542	7,772	7,695	7,618	8,003	7,695	7,618	7,695	7,849	92,191
Payroll	2,096	2,096	2,202	2,075	2,139	2,117	2,096	2,202	2,117	2,096	2,117	2,160	25,367
Overtime	4,934	4,585	5,184	4,884	5,034	4,984	4,934	5,184	4,984	4,934	4,984	5,084	59,710
Health and Welfare	6,222	5,782	6,537	6,159	6,348	6,285	6,222	6,537	6,285	6,222	6,285	6,411	75,296
OP&EB Current Payments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	\$55,154	\$51,295	\$57,335	\$54,027	\$55,681	\$55,129	\$54,578	\$57,335	\$55,129	\$54,578	\$55,129	\$56,816	\$662,185
Reimbursable Overhead	\$22,088	\$20,526	\$23,204	\$21,865	\$22,534	\$22,311	\$22,088	\$23,204	\$22,311	\$22,088	\$22,311	\$22,757	\$267,289
Total Labor Expenses	\$22,088	\$20,526	\$23,204	\$21,865	\$22,534	\$22,311	\$22,088	\$23,204	\$22,311	\$22,088	\$22,311	\$22,757	\$267,289
Non-Labor:	\$0.145	\$0.135	\$0.153	\$0.144	\$0.148	\$0.147	\$0.145	\$0.153	\$0.147	\$0.145	\$0.147	\$0.150	\$1,759
Electric Power	2,480	2,305	2,605	2,455	2,530	2,505	2,480	2,605	2,505	2,480	2,505	2,555	30,011
Fuel	0.751	0.698	0.789	0.744	0.766	0.759	0.751	0.789	0.759	0.751	0.759	0.774	9,090
Insurance	6,445	5,989	6,771	6,380	6,575	6,510	6,445	6,771	6,510	6,445	6,510	6,640	77,992
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	3,461	3,217	3,636	3,427	3,531	3,496	3,461	3,636	3,496	3,461	3,496	3,566	41,888
Maintenance and Other Operating Contracts	3,584	3,331	3,765	3,548	3,656	3,620	3,584	3,765	3,620	3,584	3,620	3,693	43,370
Professional Services Contracts	4,802	4,463	5,045	4,754	4,899	4,851	4,802	5,045	4,851	4,802	4,851	4,948	58,110
Materials and Supplies	0.419	0.389	0.440	0.415	0.427	0.423	0.419	0.440	0.423	0.419	0.423	0.432	5,069
Other Business Expenses	\$22,088	\$20,526	\$23,204	\$21,865	\$22,534	\$22,311	\$22,088	\$23,204	\$22,311	\$22,088	\$22,311	\$22,757	\$267,289
Total Non-Labor Expenses	\$22,088	\$20,526	\$23,204	\$21,865	\$22,534	\$22,311	\$22,088	\$23,204	\$22,311	\$22,088	\$22,311	\$22,757	\$267,289
Other Expense Adjustments:	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$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	\$0.000	\$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	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$77,242	\$71,821	\$80,538	\$75,892	\$78,215	\$77,441	\$76,666	\$80,538	\$77,441	\$76,666	\$77,441	\$79,574	\$929,474
Depreciation	\$4,641	\$4,313	\$4,876	\$4,594	\$4,735	\$4,688	\$4,641	\$4,876	\$4,688	\$4,641	\$4,688	\$4,782	\$56,163
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	6,611	6,144	6,945	6,544	6,745	6,678	6,611	6,945	6,678	6,611	6,678	6,811	80,000
GASB 68 Pension Expense Adjustment	4,537	4,216	4,766	4,491	4,628	4,583	4,537	4,766	4,583	4,537	4,583	4,674	54,900
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses After Non-Cash Liability Adjs.	\$93,031	\$86,494	\$97,125	\$91,521	\$94,323	\$93,389	\$92,455	\$97,125	\$93,389	\$92,455	\$93,389	\$95,841	\$1,120,537
Net Surplus/(Deficit)	(\$77,378)	(\$71,689)	(\$80,783)	(\$75,129)	(\$77,227)	(\$76,383)	(\$74,670)	(\$78,927)	(\$75,938)	(\$73,692)	(\$75,783)	(\$78,367)	(\$915,967)

-- Differences are due to rounding

MTA BUS COMPANY
February Financial Plan - 2022 Adopted Budget
Cash Receipts and Expenditures
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Receipts and Expenditures													
Receipts													
Farebox Revenue	\$13,537	\$12,838	\$14,118	\$14,298	\$14,937	\$14,869	\$15,669	\$15,975	\$15,313	\$16,647	\$15,468	\$15,294	\$178,962
Other Operating Revenue	5,595	5,595	5,595	5,595	5,595	5,595	5,595	5,595	5,595	5,595	5,595	5,595	67,138
Capital and Other Reimbursements	0,485	0,485	0,485	0,485	0,485	0,485	0,485	0,485	0,485	0,485	0,485	0,485	5,823
Total Receipts	\$19,617	\$18,918	\$20,199	\$20,378	\$21,017	\$20,949	\$21,749	\$22,055	\$21,393	\$22,727	\$21,548	\$21,374	\$251,923
Expenditures													
Labor:													
Payroll	\$26,435	\$26,435	\$26,435	\$26,435	\$26,435	\$26,435	\$26,435	\$26,435	\$26,435	\$26,435	\$26,435	\$26,435	\$317,226
Overtime	7,665	7,665	7,665	7,665	7,665	7,665	7,665	7,665	7,665	7,665	7,665	7,665	91,977
Health and Welfare	7,683	7,683	7,683	7,683	7,683	7,683	7,683	7,683	7,683	7,683	7,683	7,683	92,192
OPEB Current Payments	2,114	2,114	2,114	2,114	2,114	2,114	2,114	2,114	2,114	2,114	2,114	2,114	25,367
Pension	4,961	4,961	4,961	4,961	4,961	4,961	4,961	4,961	4,961	4,961	4,961	4,961	59,529
Other Fringe Benefits	5,009	5,009	5,009	5,009	5,009	5,009	5,009	5,009	5,009	5,009	5,009	5,009	60,111
Contribution to GASB Fund	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Reimbursable Overhead	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Total Labor Expenditures	\$53,867	\$646,401											
Non-Labor:													
Electric Power	\$0,147	\$0,147	\$0,147	\$0,147	\$0,147	\$0,147	\$0,147	\$0,147	\$0,147	\$0,147	\$0,147	\$0,147	\$1,759
Fuel	2,501	2,501	2,501	2,501	2,501	2,501	2,501	2,501	2,501	2,501	2,501	2,501	30,012
Insurance	0,757	0,757	0,757	0,757	0,757	0,757	0,757	0,757	0,757	0,757	0,757	0,757	9,089
Claims	3,156	3,156	3,156	3,156	3,156	3,156	3,156	3,156	3,156	3,156	3,156	3,156	37,878
Paratransit Service Contracts	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000	0,000
Maintenance and Other Operating Contracts	3,491	3,491	3,491	3,491	3,491	3,491	3,491	3,491	3,491	3,491	3,491	3,491	41,888
Professional Services Contracts	3,614	3,614	3,614	3,614	3,614	3,614	3,614	3,614	3,614	3,614	3,614	3,614	43,370
Materials and Supplies	4,842	4,842	4,842	4,842	4,842	4,842	4,842	4,842	4,842	4,842	4,842	4,842	58,110
Other Business Expenses	0,422	0,422	0,422	0,422	0,422	0,422	0,422	0,422	0,422	0,422	0,422	0,422	5,070
Total Non-Labor Expenditures	\$18,931	\$227,176											
Other Expenditure Adjustments:													
Other	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
Total Other Expenditure Adjustments	\$0,000												
Total Expenditures	\$72,798	\$873,577											
Net Cash Balance	(\$53,181)	(\$53,880)	(\$52,600)	(\$52,421)	(\$51,781)	(\$51,849)	(\$51,050)	(\$50,743)	(\$51,405)	(\$50,071)	(\$51,250)	(\$51,424)	(\$621,655)

MTA BUS COMPANY
February Financial Plan - 2022 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
 Favorable/(Unfavorable)
 (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Cash Flow Adjustments													
Receipts													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	3.960	4.075	3.877	3.976	3.927	3.943	3.960	3.877	3.943	3.960	3.943	3.910	47.353
Capital and Other Reimbursements	0.004	0.038	(0.020)	0.009	(0.006)	(0.001)	0.004	(0.020)	(0.001)	0.004	(0.001)	(0.011)	0.000
Total Receipts	\$3.964	\$4.114	\$3.857	\$3.985	\$3.921	\$3.943	\$3.964	\$3.857	\$3.943	\$3.964	\$3.943	\$3.900	\$47.353
Expenditures													
Labor:													
Payroll													
Overtime	(\$0.186)	(\$2.042)	\$1.140	(\$0.451)	\$0.344	\$0.079	(\$0.186)	\$1.140	\$0.079	(\$0.186)	\$0.079	\$0.609	\$0.419
Health and Welfare	0.368	(0.159)	0.169	(0.283)	(0.057)	(0.132)	(0.207)	0.169	(0.132)	(0.207)	(0.132)	0.603	(0.001)
OPEB Current Payments	(0.064)	(0.603)	0.321	(0.141)	0.090	0.013	(0.064)	0.321	0.013	(0.064)	0.013	0.167	(0.001)
Pension	(0.018)	(0.166)	0.088	(0.039)	0.025	0.004	(0.018)	0.088	0.004	(0.018)	0.004	0.046	0.000
Other Fringe Benefits	(0.026)	(0.375)	0.223	(0.076)	0.073	0.023	(0.026)	0.223	0.023	(0.026)	0.023	0.123	0.181
Contribution to GASB Fund	1.213	0.773	1.527	1.150	1.339	1.276	1.213	1.527	1.276	1.213	1.276	1.402	15.184
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$1.287	(\$2.572)	\$3.468	\$0.160	\$1.814	\$1.263	\$0.711	\$3.468	\$1.263	\$0.711	\$1.263	\$2.950	\$15.784
Non-Labor:													
Electric Power	(\$0.001)	(\$0.012)	\$0.006	(\$0.003)	\$0.002	\$0.000	(\$0.001)	\$0.006	\$0.000	(\$0.001)	\$0.000	\$0.003	\$0.000
Fuel	(0.021)	(0.196)	0.104	(0.046)	0.029	0.004	(0.021)	0.104	0.004	(0.021)	0.004	0.054	0.000
Insurance	(0.006)	(0.059)	0.032	(0.014)	0.009	0.001	(0.006)	0.032	0.001	(0.006)	0.001	0.016	0.000
Claims	3.289	2.833	3.614	3.223	3.419	3.354	3.289	3.614	3.354	3.289	3.354	3.484	40.114
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(0.029)	(0.274)	0.146	(0.064)	0.041	0.006	(0.029)	0.146	0.006	(0.029)	0.006	0.076	0.000
Professional Services Contracts	(0.030)	(0.284)	0.151	(0.066)	0.042	0.006	(0.030)	0.151	0.006	(0.030)	0.006	0.078	0.000
Materials and Supplies	(0.040)	(0.380)	0.202	(0.089)	0.057	0.008	(0.040)	0.202	0.008	(0.040)	0.008	0.105	0.001
Other Business Expenses	(0.004)	(0.033)	0.018	(0.008)	0.005	0.001	(0.004)	0.018	0.001	(0.004)	0.001	0.009	0.000
Total Non-Labor Expenditures	\$3.157	\$1.595	\$4.272	\$2.934	\$3.603	\$3.380	\$3.157	\$4.272	\$3.380	\$3.157	\$3.380	\$3.826	\$40.113
Other Expenditure Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$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	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$4.444	(\$0.977)	\$7.740	\$3.094	\$5.417	\$4.642	\$3.868	\$7.740	\$4.642	\$3.868	\$4.642	\$6.776	\$55.897
Total Cash Conversion before Non-Cash Liability Adjts.	\$8.408	\$3.136	\$11.597	\$7.079	\$9.338	\$8.585	\$7.832	\$11.597	\$8.585	\$7.832	\$8.585	\$10.675	\$103.249
Depreciation	\$4.641	\$4.313	\$4.876	\$4.594	\$4.735	\$4.688	\$4.641	\$4.876	\$4.688	\$4.641	\$4.688	\$4.782	\$56.163
OPEB Liability Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	6.611	6.144	6.945	6.544	6.745	6.678	6.611	6.945	6.678	6.611	6.678	6.811	80.000
GASB 68 Pension Expense Adjustment	4.537	4.216	4.766	4.491	4.628	4.583	4.537	4.766	4.583	4.537	4.583	4.674	54.900
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$24.197	\$17.809	\$28.184	\$22.708	\$25.446	\$24.533	\$23.621	\$28.184	\$24.533	\$23.621	\$24.533	\$26.943	\$294.312

MTA BUS COMPANY
February Financial Plan - 2022 Adopted Budget
Ridership and Traffic Volume (Utilization)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>RIDERSHIP</u>													
Fixed Route	7,309	6,941	7,720	7,664	8,079	7,825	7,777	7,999	8,110	9,043	8,352	8,225	95,043
Total Ridership	7,309	6,941	7,720	7,664	8,079	7,825	7,777	7,999	8,110	9,043	8,352	8,225	95,043
<u>FAREBOX REVENUE</u>													
Fixed Route Farebox Revenue	\$13,537	\$12,838	\$14,118	\$14,298	\$14,937	\$14,869	\$15,669	\$15,975	\$15,313	\$16,647	\$15,468	\$15,294	\$178,962
Total Farebox Revenue	\$13,537	\$12,838	\$14,118	\$14,298	\$14,937	\$14,869	\$15,669	\$15,975	\$15,313	\$16,647	\$15,468	\$15,294	\$178,962

MTA BUS COMPANY
February Financial Plan - 2022 Adopted Budget
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Office of the EVP	3	3	3	3	3	3	3	3	3	3	3	3
Human Resources	16	16	16	16	16	16	16	16	16	16	16	16
Office of Management and Budget	14	14	14	14	14	14	14	14	14	14	14	14
Material	15	15	15	15	15	15	15	15	15	15	15	15
Controller	18	18	18	18	18	18	18	18	18	18	18	18
Office of the President	4	4	4	4	4	4	4	4	4	4	4	4
System Safety Administration	0	0	0	0	0	0	0	0	0	0	0	0
Law	20	20	20	20	20	20	20	20	20	20	20	20
Corporate Communications	0	0	0	0	0	0	0	0	0	0	0	0
Strategic Office	19	19	19	19	19	19	19	19	19	19	19	19
Labor Relations	0	0	0	0	0	0	0	0	0	0	0	0
Non-Departmental	7	7	7	7	7	7	7	7	7	7	7	7
Total Administration	116											
Operations												
Buses	2,328	2,328	2,328	2,328	2,328	2,328	2,328	2,328	2,328	2,328	2,328	2,328
Office of the Executive Vice President, Regional	6	6	6	6	6	6	6	6	6	6	6	6
Safety & Training	68	68	68	68	68	68	68	68	68	68	68	68
Road Operations	141	141	141	141	141	141	141	141	141	141	141	141
Transportation Support	25	25	25	25	25	25	25	25	25	25	25	25
Operations Planning	34	34	34	34	34	34	34	34	34	34	34	34
Revenue Control	6	6	6	6	6	6	6	6	6	6	6	6
Total Operations	2,608											
Maintenance												
Buses	723	723	723	723	723	723	723	723	723	723	723	723
Maintenance Support/CMF	335	335	335	335	335	335	335	335	335	335	335	335
Facilities	76	76	76	76	76	76	76	76	76	76	76	76
Supply Logistics	104	104	104	104	104	104	104	104	104	104	104	104
Total Maintenance	1,238											
Engineering/Capital												
Capital Program Management	35	35	35	35	35	35	35	35	35	35	35	35
Public Safety												
Office of the Senior Vice President	13	13	13	13	13	13	13	13	13	13	13	13
Total Positions	4,010											
Non-Reimbursable												
Reimbursable	3,972	3,972	3,972	3,972	3,972	3,972	3,972	3,972	3,972	3,972	3,972	3,972
	38	38	38	38	38	38	38	38	38	38	38	38
Total Full-Time	3,992											
Total Full-Time Equivalents	18											

MTA BUS COMPANY
February Financial Plan - 2022 Adopted Budget
Total Positions by Function and Occupation

FUNCTION / OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	46	46	46	46	46	46	46	46	46	46	46	46
Professional/Technical/Clerical	63	63	63	63	63	63	63	63	63	63	63	63
Operational Hours	7	7	7	7	7	7	7	7	7	7	7	7
Total Administration Headcount	116											
Operations												
Managers/Supervisors	319	319	319	319	319	319	319	319	319	319	319	319
Professional/Technical/Clerical	45	45	45	45	45	45	45	45	45	45	45	45
Operational Hours	2,244	2,244	2,244	2,244	2,244	2,244	2,244	2,244	2,244	2,244	2,244	2,244
Total Operations Headcount	2,608											
Maintenance												
Managers/Supervisors	241	241	241	241	241	241	241	241	241	241	241	241
Professional/Technical/Clerical	35	35	35	35	35	35	35	35	35	35	35	35
Operational Hours	962	962	962	962	962	962	962	962	962	962	962	962
Total Maintenance Headcount	1,238											
Engineering / Capital												
Managers/Supervisors	21	21	21	21	21	21	21	21	21	21	21	21
Professional/Technical/Clerical	14	14	14	14	14	14	14	14	14	14	14	14
Operational Hours	0	0	0	0	0	0	0	0	0	0	0	0
Total Engineering Headcount	35											
Public Safety												
Managers/Supervisors	8	8	8	8	8	8	8	8	8	8	8	8
Professional, Technical, Clerical	5	5	5	5	5	5	5	5	5	5	5	5
Operational Hours	0	0	0	0	0	0	0	0	0	0	0	0
Total Public Safety Headcount	13											
Total Positions												
Managers/Supervisors	635	635	635	635	635	635	635	635	635	635	635	635
Professional, Technical, Clerical	162	162	162	162	162	162	162	162	162	162	162	162
Operational Hours	3,213	3,213	3,213	3,213	3,213	3,213	3,213	3,213	3,213	3,213	3,213	3,213
Total Positions	4,010											



Standard Follow-Up Report: Americans with Disabilities Act (ADA) Compliance Report

This report is the annual update on the status of compliance with the Americans with Disabilities Act (ADA) at MTA New York City Transit.

The report summarizes the activities for compliance with the ADA, including:

- Rehabilitation projects of Key Stations
- ADA requirements in bus and subway transportation
- Customer service

Barney Gray
Project Manager – Transformation
Transformation Management Office

AMERICANS WITH DISABILITIES ACT COMPLIANCE REPORT

December 2021

The purpose of this report is to summarize activities associated with implementing the Americans with Disabilities Act (ADA) during 2021. It includes an update on matters related to the Key Station Plan, bus accessibility, maintenance of accessibility features, and ADA Sensitivity Training for all New York City Transit employees.

I. KEY STATION PLAN

In 1994, the New York Public Buildings Law and Transportation Law were amended (Chapter 6.10, L. 1994) to require MTA New York City Transit to expand its Key Station Plan from 54 stations to be made accessible to people with disabilities by the year 2010, to 100 stations to be made accessible by the year 2020. While 46 additional stations were added, the amended law exempts the transportation facilities of MTA New York City Transit and Staten Island Railway from the accessibility obligations that otherwise apply to public buildings under the Public Buildings Law, except for new subway construction. The Revised Key Station Plan specified 91 of the 100 stations with the remaining 9 to be identified over time by New York City Transit in consultation with the New York City Transportation Disabled Committee. Subsequently, 66 Street/Broadway (1 line) and Prospect Park/Brighton (B, Q, S lines) were identified and included as the 92nd and 93rd stations in the revised Key Station Plan, submitted in October 1998 for FTA approval. While awaiting the FTA's response, it became necessary to "fine tune" the plan. Three proposals were presented for public comments at the ADA Compliance Coordination Committee meeting on March 24, 2000. The first proposal was to add 2 stations: Broadway/Lafayette (B, D, F, M lines) and Bleecker Street (6 line) to the Key Station Plan. The second proposal was to substitute 2 non-feasible stations: Broad Street (J, Z lines) and Church Avenue (B, Q lines); with feasible alternates: Chambers Street (J, Z lines) and Kings Highway (B, Q lines). The third proposal was to revise dates for Chambers Street and 96 Street stations for later completion dates and to effect minor date revisions for six other Key Stations. All three proposals received public support. The proposals and a schedule to complete a specified number of Key Stations in each 5-year period was presented to the FTA in March and approved in June 2000. On October 16, 2000, a NYCT proposal to add Mott Avenue (A line) to the Key Station Plan as the 96th Key Station received public support. On December 16, 2002, at the ADA Compliance Coordination Committee meeting, a proposal to add East 180th Street (2, 5 lines) to the Key Station Plan as the 97th Key Station received support.

On July 16, 2003, at the ADA Compliance Coordination Committee meeting, a proposal to add South Ferry (1 line) to the Key Station Plan as the 98th Key Station received support. On August 5, 2004, Brooklyn Museum (2, 3 lines) was presented and received support at the ADA Compliance Coordination Committee meeting and has since been accepted as the 99th Key Station. On May 5, 2005, at the ADA Compliance Coordination Committee meeting, a proposal to add Borough Hall as the 100th Key Station (4, 5 lines) was presented, but did not receive widespread support. On June 16, 2006, at the ADA Compliance Coordination Committee meeting, a proposal to add Bedford Park Boulevard (B, D lines) as the 100th Key Station was presented and received support. The final proposed station was reviewed by the Compliance Coordination Committee and was accepted as the 100th Key Station.

Furthermore, NYCT is working relentlessly to accelerate accessibility across the subway and bus systems beyond the Key Station Plan and has committed to an additional 70 accessible stations. The goal is to advance station accessibility to ensure that no subway rider is more than two stops away from an accessible station anywhere in the system.

In selecting stations to be prioritized for accessibility in the next capital program, NYCT consulted extensively with the disability community as well as community boards and elected officials throughout the city. A public event was held on February 6, 2019, where every geographic area across the system was reviewed and feedback was received on priority stations. Strategic priorities and considerations for prioritizing stations include: 1) systemwide coverage – reducing gaps between accessible stations; 2) transfer points and terminals– prioritizing stations that improve connectivity within the transit system; 3) proximity to major activity centers; 4) ridership; 5) demographics; and 6) cost/constructability.

Additionally, as a result of NYS legislation enacted in December 2020 (Chapter 309), we will be using the additional criteria of stations that are situated within neighborhoods with high poverty, senior and disabled residents in densely populated areas, to further refine/prioritize station selection for immediate advancement as funding becomes available.

The following reports on our progress in complying with the Revised Key Station Plan:

i) Accessible Key Stations

The following 99 Key stations in New York City Transit’s Revised Key Station Plan are accessible to people with disabilities, listed in order of completion.

No.	Station	Line	Borough	Status
1	125 Street	4, 5, 6	Manhattan	Completed
2	175 Street	A	Manhattan	Completed
3	42 Street-Port Authority	A, C, E	Manhattan	Completed
4	Pelham Bay Park	6	Bronx	Completed
5	Great Kills	SIR	Staten Island	Completed
6	51 Street	6	Manhattan	Completed
7	42 St-Grand Central	4, 5, 6	Manhattan	Completed
8	World Trade Center	E	Manhattan	Completed
9	Simpson Street	2, 5	Bronx	Completed
10	Coney Island-Stillwell Avenue	D, F, N, Q	Brooklyn	Completed
11	34 Street-Herald Square	N, Q, R, W	Manhattan	Completed
12	34 Street-Herald Square	B, D, F, M	Manhattan	Completed
13	Brooklyn Bridge-City Hall	4, 5, 6	Manhattan	Completed
14	149 Street-3rd Avenue	2, 5	Bronx	Completed
15	Borough Hall	2, 3	Brooklyn	Completed
16	Dongan Hills	SIR	Staten Island	Completed
17	Flatbush Avenue-Brooklyn College	2, 5	Brooklyn	Completed
18	Church Avenue	2, 5	Brooklyn	Completed
19	34 Street-Penn Station	1, 2, 3	Manhattan	Completed
20	Woodside-61 Street	7	Queens	Completed
21	Flushing-Main Street	7	Queens	Completed
22	Union Square	N, Q, R, W	Manhattan	Completed
23	207 Street	A	Manhattan	Completed
24	66 Street-Lincoln Center	1	Manhattan	Completed
25	14 Street	A, C, E	Manhattan	Completed
26	8 Avenue	L	Manhattan	Completed
27	Franklin Avenue	C	Brooklyn	Completed

No	Station	Line	Borough	Status
28	Franklin Avenue	S	Brooklyn	Completed
29	161 Street-Yankee Stadium	4	Bronx	Completed
30	161 Street-Yankee Stadium	B, D	Bronx	Completed
31	Grand Central-42 Street	7	Manhattan	Completed
32	Grand Central-42 Street	S	Manhattan	Completed
33	34 Street-Penn Station	A, C, E	Manhattan	Completed
34	Flushing Avenue	J, M	Brooklyn	Completed
35	Prospect Park	B, Q, S	Brooklyn	Completed
36	72 Street	1, 2, 3	Manhattan	Completed
37	Atlantic Av-Barclays Ctr.	D, N, R	Brooklyn	Completed
38	Atlantic Av-Barclays Ctr.	B, Q	Brooklyn	Completed
39	Atlantic Av-Barclays Ctr.	2, 3, 4, 5	Brooklyn	Completed
40	Howard Beach	A	Queens	Completed
41	Marcy Avenue	J, M, Z	Brooklyn	Completed
42	Lexington Avenue	E, M	Manhattan	Completed
43	Crown Hts-Utica Avenue	3, 4	Brooklyn	Completed
44	Dekalb Avenue	B, Q, R	Brooklyn	Completed
45	West 4 Street	A, B, C, D, E, F, M	Manhattan	Completed
46	179 Street	F	Queens	Completed
47	Times Square-42 Street	N, Q, R, W	Manhattan	Completed
48	74 Street-Broadway	7	Queens	Completed
49	Jackson Hts-Roosevelt Avenue	E, F, M, R	Queens	Completed
50	125 Street	A, B, C, D	Manhattan	Completed
51	Euclid Avenue	A, C	Brooklyn	Completed
52	Fordham Road	4	Bronx	Completed
53	Queens Plaza	E, M, R	Queens	Completed
54	Times Square-42 Street	1, 2, 3	Manhattan	Completed
55	Times Square-42 Street	7	Manhattan	Completed
56	231 Street	1	Bronx	Completed
57	Junction Boulevard	7	Queens	Completed
58	168 Street	A, C	Manhattan	Completed
59	Pelham Parkway	2, 5	Bronx	Completed
60	233 Street	2, 5	Bronx	Completed
61	Bowling Green	4, 5	Manhattan	Completed
62	Myrtle Avenue	L	Brooklyn	Completed
63	Wyckoff Avenue	M	Brooklyn	Completed
64	135 Street	2, 3	Manhattan	Completed
65	Church Av	F, G	Brooklyn	Completed
66	St. George	SIR	Staten Island	Completed
67	Union Turnpike	E, F	Queens	Completed
68	South Ferry	1	Manhattan	Completed
69	47-50 Sts-Rockefeller Ctr	B, D, F, M	Manhattan	Completed
70	Chambers Street	1, 2, 3	Manhattan	Completed
71	59 Street	A, B, C, D	Manhattan	Completed
72	59 Street	1	Manhattan	Completed
73	Jay Street-MetroTech	A, C, F	Brooklyn	Completed
74	96 Street	1, 2, 3	Manhattan	Completed
75	Kings Highway	B, Q	Brooklyn	Completed
76	Mott Avenue	A	Queens	Completed
77	East 180 Street	2, 5	Bronx	Completed

No	Station	Line	Borough	Status
78	Bay Parkway	D	Brooklyn	Completed
79	Bleecker Street	6	Manhattan	Completed
80	B'way/Lafayette Street	B, D, F, M	Manhattan	Completed
81	Forest Hills-71 Avenue	E, F, M, R	Queens	Completed
82	Utica Avenue	A, C	Brooklyn	Completed
83	Hunts Point	6	Bronx	Completed
84	Cortlandt Street	R, W	Manhattan	Completed
85	Kingsbridge Road	B, D	Bronx	Completed
86	23 Street	6	Manhattan	Completed
87	Ozone Park-Lefferts Boulevard	A	Queens	Completed
88	Rockaway Parkway	L	Brooklyn	Completed
89	Astoria Boulevard	N, W	Queens	Completed
90	86 Street	R	Brooklyn	Completed
91	Bedford Avenue	L	Brooklyn	Completed
92	Chamber Street	J, Z	Manhattan	Completed
93	Bedford Park Blvd	B, D	Bronx	Completed
94	59 Street	N, R	Brooklyn	Completed
95	Greenpoint Avenue	G	Brooklyn	Completed
96	Eastern Pkwy-Brooklyn Museum	2, 3	Brooklyn	Completed
97	Gun Hill Road	5	Bronx	Completed
98	57 Street-7 Avenue	N, Q, R, W	Manhattan	Completed
99	Times Square-42 Street	S	Manhattan	Completed

ii) Key Stations Under Design-Build/Construction for Accessibility

The final Key station is in Design-Build/construction for accessibility

No.	Station	Line	Borough	Projected Dates	
				Place-in-Service	Substantial Completion
1	68 Street	6	Manhattan	October 2024	October 2024

iii) Accessible Non-Key Stations

The following 39 non-Key stations are wheelchair accessible, going beyond New York City Transit's Revised Key Station plan. Stations are listed in order of completion, first for stations that are fully accessible and then for stations that are partially accessible.

Fully Accessible				
No.	Station	Line	Borough	Note
1	Lexington Ave/63rd Street	F	Manhattan	Fully Accessible
2	Roosevelt Island	F	Manhattan	Fully Accessible
3	21st Street-Queensbridge	F	Queens	Fully Accessible
4	Jamaica/Van Wyck	E	Queens	Fully Accessible
5	Jamaica Center	E, J, Z	Queens	Fully Accessible
6	Sutphin Boulevard	E, J, Z	Queens	Fully Accessible
7	Middle Village-Metropolitan Avenue	M	Queens	Fully Accessible
8	Rockaway Park/Beach 116	A, S	Queens	Fully Accessible
9	Park Place	S	Brooklyn	Fully Accessible
10	Tottenville	SIR	Staten Island	Fully Accessible
11	Canal Street	6	Manhattan	Fully Accessible
12	Union Square	L	Manhattan	Fully Accessible
13	Gun Hill Road	2, 5	Bronx	Fully Accessible
14	Jay Street/Metro Tech	R	Brooklyn	Fully Accessible
15	Fulton Street	4, 5	Manhattan	Fully Accessible
16	Court Square	7	Queens	Fully Accessible
17	Fulton Street	A, C	Manhattan	Fully Accessible
18	Fulton Street	J, Z	Manhattan	Fully Accessible
19	Fulton Street	2, 3	Manhattan	Fully Accessible
20	34 Street-Hudson Yards	7	Manhattan	Fully Accessible
21	Aqueduct Racetrack	A	Queens	Fully Accessible
22	72 Street	Q	Manhattan	Fully Accessible
23	86 Street	Q	Manhattan	Fully Accessible
24	96th Street	Q	Manhattan	Fully Accessible
25	Arthur Kill	SIR	Staten Island	Fully Accessible
26	WTC Cortlandt	1	Manhattan	Fully Accessible
27	New Utrecht	N	Brooklyn	Fully Accessible
28	62 Street	D	Brooklyn	Fully Accessible
29	1 Avenue	L	Manhattan	Fully Accessible
30	Avenue H	Q	Brooklyn	Fully Accessible
Partially Accessible				
1	50th Street	C, E	Manhattan	Southbound Only
2	Borough Hall	4, 5	Brooklyn	Northbound Only
3	49th Street	N, R, W	Manhattan	Northbound Only
4	Dyckman Street	1	Manhattan	Southbound Only
5	Wilson Avenue	L	Brooklyn	Northbound Only
6	28 Street	6	Manhattan	Southbound Only
7	86 Street	4, 5, 6	Manhattan	Northbound Local Only
8	8 Avenue	N	Brooklyn	Northbound Only
9	Court Square-23 Street	E, M	Queens	Southbound Only

II. BUSES

Wheelchair Accessibility

The bus fleet, which has nearly 6,000 buses, is 100% accessible with wheelchair ramps or lifts, securement devices, public address systems, required priority seating signage and kneeling features. From January through December 2021, there were 1,019,601 who customers used the wheelchair ramp or lift to access MTA NYCT and MTA Bus compared to 1,033,619 in 2020; a decrease of 1.4% (due to the decrease of ridership overall because of the COVID-19 pandemic).

III. OVERSIGHT

The NYCT ADA Compliance Coordination Committee (CCC) was established as a successor to the Transportation Disabled Committee, as a method for the disability community to provide their input in the selection of several Key stations. It also functions as a forum to inform the disability community of New York City Transit initiatives to improve accessibility. In February 2019, the Advisory Committee for Transit Accessibility (ACTA) was established as a successor to the CCC. ACTA is an all-volunteer group of 18 community members committed to working with NYCT on a range of accessibility issues. ACTA held its first meeting in June of 2019.

IV. OUTREACH

NYCT frequently meets with people from the disability community to ensure involvement and input in planning for improved accessible transportation and barrier removal efforts throughout the agency. Annual reports are sent to the Mayor's Office of the City of New York on the status of the ADA compliance within NYCT. Representatives from the disability community participate in the meetings of the Advisory Committee for Transit Accessibility (ACTA). The latest ACTA Meeting was held in October 2021.

V. TRAINING

In keeping with ADA requirements to train personnel to "proficiency" in their roles, in 2005 the Office of ADA Compliance partnered with the Department of Subways to administer the ADA Sensitivity Training Course. In addition, all Bus Operators have received ADA training on announcements, priority seating, kneeling features and sensitivity with respect to differences among disabilities. Bus Operators returning from long term absences also receive ADA refresher training. The training reinforces the importance of meeting ADA service requirements. Agency-wide, employees who provide direct service to customers, receive ADA training or refresher training. In addition, in 2019 MTA NYCT successfully created and launched an e-learning module that provides an overview on sensitivity training, stressing disability etiquette and knowledge of accessibility features across our systems, in an interactive video format. Going forward, all MTA NYCT employees will complete this e-learning module periodically.

VI. PLATFORM EDGE DETECTABLE WARNING STRIPS

The ADA requires the installation of platform edge detectable warning strips when Key Stations are rehabilitated. NYCT has adopted a policy requiring the installation of ADA-specified platform edge detectable warning strips during rehabilitation of all Key and Non-Key Stations. At the end of 2021, a total of 370 stations have had ADA-specified platform edge warning strips installed.

VII. SIGNAGE

All Key Stations will have station identification and route signs that comply with ADA Guidelines. Tactile-Braille signs are routinely incorporated in capital construction contracts.

VII. COMMUNICATION

The ADA requires bus stop announcements at intermodal transfer points, major intersections, terminal arrivals, points of interest and for any requested stop. All new buses are delivered with a Digital Information Screen (DIS) system which provides automated stop announcements in text and audio. As of the end of 2021, 1,439 new buses and 1,750 retrofitted buses have been installed with DIS (approximately 56% of the bus fleet). For buses not equipped with DIS, a speakeasy microphone allows the bus operator to make hands-free bus stop announcements.

NYCT continues to use new technologies to provide various types of information to people with disabilities. Under the Public Address Customer Information Screens (PA/CIS) Program, text information accompanied by audio messages is provided. All 472 NYCT subway stations have PA/CIS with more than 1,800 units installed throughout the system. MetroCard Vending Machines (MVM) feature both visual text and audible information. Additionally, Help Points units are intercoms which customers can use to reach NYCT personnel in case of emergency or to request information and are equipped with induction loop technology for customers with hearing loss. More than 2,978 Help Point units were installed in all 472 NYCT subway stations. Furthermore, for all customer information, alternative formats are made available upon request; e.g. Braille or large print.

IX. MAINTENANCE OF ACCESSIBILITY FEATURES

The ADA requires transportation providers to maintain in operative condition, features and equipment that make facilities and vehicles accessible to and usable by individuals with disabilities. Accordingly, wheelchair lifts/ramps in buses are routinely cycled. A policy was adopted requiring that a bus be taken out of service for repairs at the end of a run following a lift/ramp malfunction during service.

In 2001, NYCT implemented an inspection program geared toward Key and non-Key stations that are accessible. One of the goals of the program is to ensure that accessibility features and equipment are maintained in proper operating condition. From January through December 2021, there were 93 accessible station inspections performed and over 519 deficiencies were found and referred for action. In 2021, there were 401 deficiencies that were corrected, which includes deficiencies pending from prior years.

X. PARATRANSIT

Reports on Paratransit operations are covered in separate monthly reports included in NYCT Committee Agendas.



Standard Follow-Up Report: Transit Adjudication Bureau, 4th Quarter 2021

The purpose of this quarterly report is to update the Transit Committee on Transit Adjudication Bureau (TAB) activities and outcomes, as reflected by several Key Indicators.

TAB is the statutory administrative tribunal that receives, processes, adjudicates and pursues collection of civil penalties arising from the tens of thousands of civil summonses that are issued each year for violations of the Transit Rules of Conduct.

This quarterly reporting on TAB activities and outcomes commenced in 1992. The report provides the Committee with metrics, covering the most recently completed quarter, for the following Key Indicators:

- Number of TAB violations received by TAB
- Number and dollar amount of payments TAB received
- TAB revenues and expenses for the quarter
- Number of cases adjudicated

David Farber

Vice President and General Counsel, NYC Transit Law Department
General Counsel, MTA Bus Company

Transit Adjudication Bureau, Fourth Quarter 2021

The following is a comparison of the key indicators for the fourth quarter of 2021 as compared to the same period in 2020.

- TAB violations issued in the fourth quarter of 2021 (Q4 2021) increased by 28.5%, from 22,431 in 2020 to 28,835 in 2021. For 2021, the number of TAB violations issued was 65.6% higher than in 2020.
- TAB received 17,101 payments in Q4 2021, a 33.3% increase from the 12,829 received in Q4 2020. Direct payments increased by 55.8% (from 10,242 to 15,954) compared to the fourth quarter of 2020. Payments received from state tax refunds in the fourth quarter decreased 55.77% from 2,587 to 1,147; however, the total number of payments remained roughly the same, reflecting a slight increase in the number of payments received (25,083 in 2020 versus 25,092 in 2021).
- Total revenue for Q4 2021 was 32.2% higher than in 2020 (\$1,669,768 versus \$1,263,198). Annual 2021 revenue was 15.4% higher than in 2020 (\$9,988,316 compared to \$8,656,603). Receipts from direct payments in Q4 2021 increased by 53.1% (\$1,517,307 compared to \$990,755 in 2020). \$162,063 in SWOP receipts from state tax refunds were received in Q4 2021. 2021 receipts from state tax refunds relating to outstanding judgments from prior years, totaled \$3,824,646, representing a 6.1% decrease from 2020 state tax refund receipts of \$4,074,729.
- TAB revenue for Q4 2021 exceeded expenses by \$685,449. This compared to a margin of \$299,735 for Q4 2020. For 2021, revenues exceeded expenses by \$6,037,739 (compared to \$5,269,598 in 2020). Fourth quarter expenses increased by 2.2% relative to 2020 (\$984,319 compared to \$963,463). For the year, 2021 expenses increased by 16.6% (\$3,387,005 in 2020 versus \$3,950,577 in 2021).

For further information, see the Key Indicators Chart on the following page.

<http://www.mta.info/nyct/TransitAdjudicationBureau.html>

**MTA New York City Transit
Transit Adjudication Bureau
Key Indicators
Fourth Quarter 2021**

ANNUAL TOTALS				
Indicator	4th Qtr 2021	4th Qtr 2020	Y-T-D 2021	Y-T-D 2020
Issuance Data				
Violations Issued*	28,835	22,431	113,157	68,351
Payment Data				
Number of Payments	17,101	12,829	85,872	62,796
Regular	15,954	10,242	60,780	37,713
State Tax Refund**	1,147	2,587	25,092	25,083
Amount Paid	\$1,679,370	\$1,300,387	\$9,557,638	\$7,702,641
Regular	\$1,517,307	\$990,755	\$5,732,991	\$3,627,912
State Tax Refund	\$162,063	\$309,632	\$3,824,646	\$4,074,729
Average Payment	\$98.20	\$101.36	\$111.30	\$122.66
Yield per NOV	\$58.24	\$57.97	\$84.46	\$112.69
Revenue/Expense Data				
Revenue***	\$1,669,768	\$1,263,198	\$9,988,316	\$8,656,603
Expenses	\$984,319	\$963,463	\$3,950,577	\$3,387,005
Adjudications				
Total Cases Adjudicated	2,454	2,102	10,001	7,381

Note:

* Y-T-D 2020 reflects an updated count of violations issued.

** State Tax Refund data is now being reported based on the bank deposit date.

*** Y-T-D 2020 revenue includes an MTA Bus Company payment of \$1,028,124.12 pursuant to the Memorandum of Understanding.



Fare Evasion, 4th Quarter 2021

Subway Fare Evasion Results

Subway fare evasion in the 4th quarter of 2021 (Q4 2021) was 7.9%, 1.3% lower than the 9.2% rate in the 3rd quarter. The Q4 2021 revenue loss was \$41 million, almost equal to 3rd quarter revenue loss. NYPD total enforcement actions was up 6.9% from prior quarter.

Subway Fare Evasion Survey Summary

	Oct-Dec 2021 (4Q21)*	Jul-Sep 2021 (3Q21)*	Change (4Q21 vs 3Q21)
Total Subway Fare Evasion	7.9%	9.2%	-1.3%
Estimated Fare Evasion Revenue Loss (\$ Millions)	\$41	\$40	\$0
Enforcement Actions			
TOS TABS Summonses	14,573	13,607	966
TOS C-Summonses	207	228	(21)
TOS Arrests	315	284	31
Total Enforcement Actions	15,095	14,119	976

*Oct-Dec 2021 (3Q21) Margin of error was +/-1.6% and Jul-Sep 2021 (3Q21) was +/-1.1%.

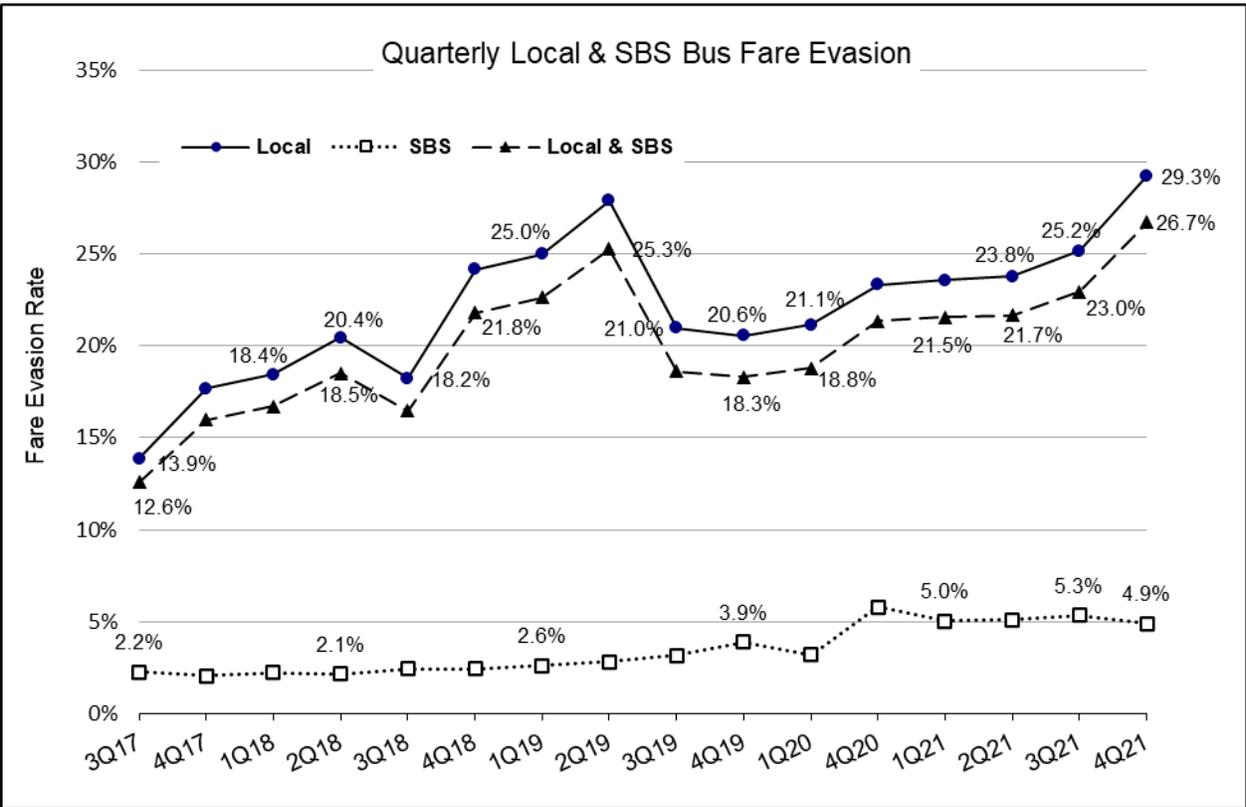
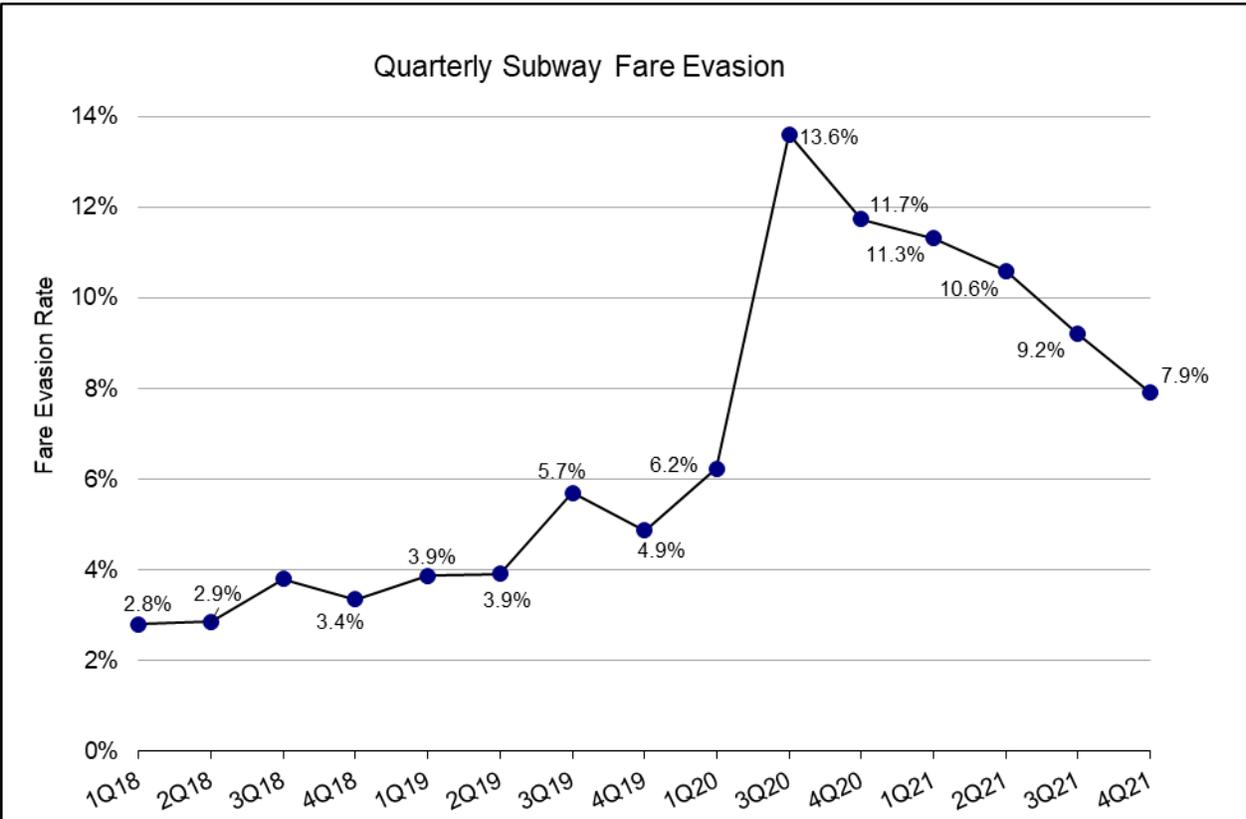
Bus Fare Evasion Results

Bus fare evasion in Q4 2021 was 29.3%, 4.1 percentage points higher than 3rd quarter. Bus fare evasion revenue loss in Q4 2021 was \$56M, \$14M more than 3rd quarter.

Bus Fare Evasion Survey Summary

	Oct-Dec 2021 (4Q21)*	Jul-Sep 2021 (3Q21)*	Change (4Q21 vs 3Q21)
Bus Fare Evasion			
Local Bus Evasion (Excl SBS)	29.3%	25.2%	4.1%
Select Bus Service (SBS) Evasion	4.9%	5.3%	-0.5%
Total Local & SBS Bus Evasion	26.7%	23.0%	3.8%
Estimated Fare Evasion Revenue Loss (\$ Millions)	\$56	\$42	\$14

* Fare evasion based on APC counts





New York City Transit

Craig Cipriano
Interim President
New York City Transit



Bus Company

Frank Annicaro
Acting President
MTA Bus Company

2 Broadway
New York, NY 10004-2207