

New York City Transit and Bus Committee Meeting

2 Broadway, 20th Floor Boardroom, New York, NY 10004

Monday, 7/25/2022

10:45 - 11:30 AM ET

1. Legacy Committee Metrics Report

a. Customer Service Report

i. Subway Report

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ii. NYCT, MTA Bus Report

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iii. Paratransit Report

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iv. Strategy and Customer Experience Report

Strategy and Customer Experience Report - p57

b. Safety Report

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c. Crime Report

Crime Report - Page 64

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

NYCT, SIR, MTA Bus Financial and Ridership Reports - Page 69

Subway Report (Weekday & Full Month)

Subway Report Performance Indicators						
Performance Indicator	June 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	55	-36.4%	35.6	30.6	+16.3%
Weekday Service Delivered (Chart 3) % of scheduled trains operated Weekday rush hours (7-10a and 4-7p)	92.2%	91.1%	+1.1%	91.7%	95.0%	-3.3%
Additional Platform Time (h:mm:ss) (Chart 7) Average added time spent waiting for trains, compared with scheduled wait time	0:01:24	0:01:27	-0:00:03	0:01:26	0:01:15	0:00:12
Additional Train Time (h:mm:ss) (Chart 9) Average additional unanticipated time spent onboard train compared to scheduled travel time	0:00:23	0:00:12	0:00:11	0:00:20	0:00:03	0:00:17
Customer Journey Time Performance (Chart 11) % of customers whose journeys are completed within five minutes of schedule.	83.7%	83.6%	+0.1%	83.3%	85.5%	-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	160,492	147,769	+8.6%	145,897	151,255	-3.5%
Elevator Availability* (Chart 14) % of time elevators are operational systemwide	96.3%	96.2%	+0.1%	96.5%	96.6%	-0.1%
Escalator Availability* (Chart 14) % of time escalators are operational systemwide	91.7%	91.6%	+0.1%	91.3%	91.7%	-0.4%
Weekday Legacy Indicators						
Weekday Wait Assessment (Chart 15)	66.9%	67.1%	-0.2%	66.7%	73.3%	-6.6%
Weekday Terminal On-Time Performance (Chart 17)	81.7%	83.7%	-2.0%	88.6%	88.8%	-0.2%
Weekday Trains Delayed Per Day (Chart 19)	1,490	1,330	+12.0%	1,443	996	+44.9%

* 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.

Subway Report (Weekend)

Subway Report Performance Indicators						
Performance Indicator	June 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	7	7	0.0%	6.1	4.6	+32.6%
Weekend Service Delivered (Chart 5) % of scheduled trains operated during Weekends (10a-6p)	88.9%	92.5%	-3.6%	92.6%	95.0%	-2.4%
Weekend Legacy Indicators						
Weekend Wait Assessment (Chart 16)	64.3%	68.0%	-3.7%	68.4%	77.5%	-9.1%
Weekend Terminal On-Time Performance (Chart 18)	79.0%	82.3%	-3.3%	85.0%	88.2%	-3.2%
Weekend Trains Delayed Per Day (Chart 20)	1,172	1,037	+13.0%	578	980	-41.0%

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

Subway Report (Staten Island Railway)

Subway Report Performance Indicators						
Performance Indicator	June 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	95.3%	97.2%	-1.9%	95.8%	97.3%	-1.5%
AM Rush On-Time Performance						
% of scheduled trains arriving within six minutes of their scheduled arrival time	96.4%	98.6%	-2.2%	94.6%	98.0%	-3.4%
PM Rush On-Time Performance						
% of scheduled trains arriving within six minutes of their scheduled arrival time	88.3%	89.3%	-1.0%	89.6%	96.2%	-6.6%
Percentage of Completed Trips						
Percentage of Completed Trips	98.4%	98.6%	-0.2%	98.4%	99.6%	-1.2%
Mean Distance Between Failures						
Revenue car miles divided by the number of incidents attributed to car-related causes	99,915	23,247	+329.8%	37,394	36,745	+1.8%

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.

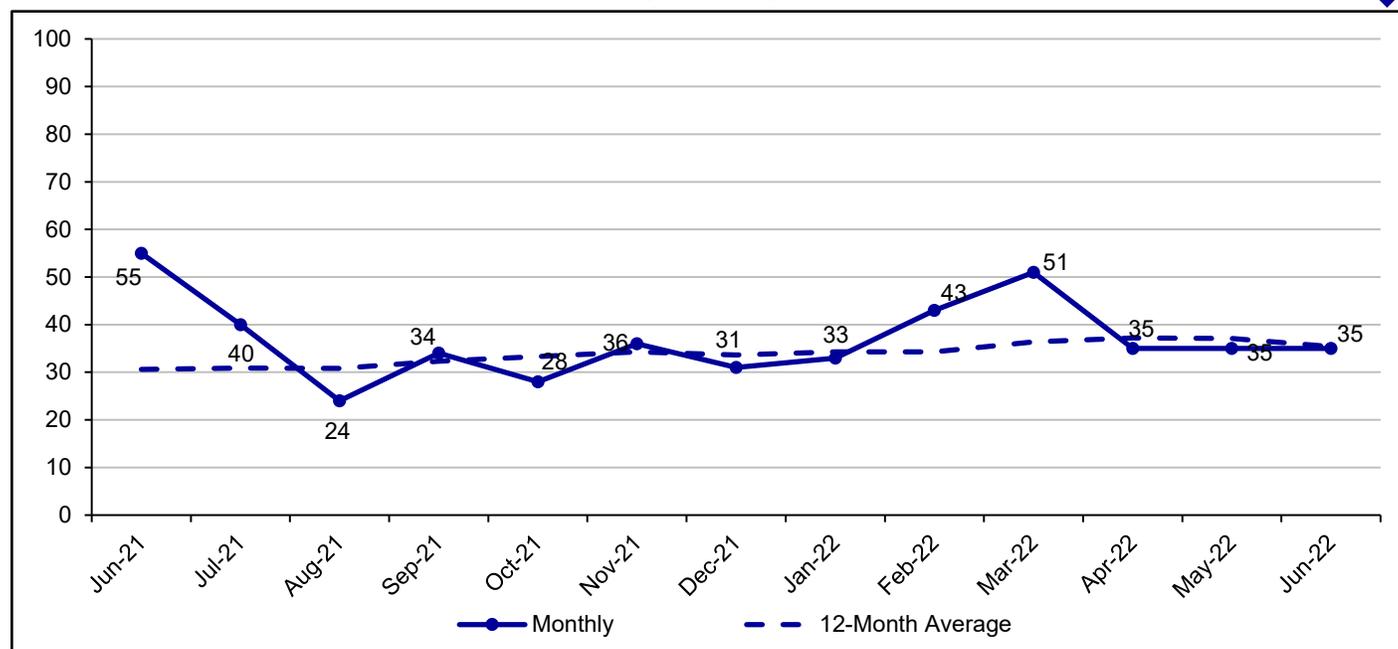
Customer Journey Time Performance (CJTP)

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		
	Jun 22	Jun 21	% Change	Jun 22	Jun 21	% Change
Track	8	5	+60.0%	5.5	3.2	+71.9%
Signals	9	20	-55.0%	10.8	10.8	0.0%
Persons on Trackbed/Police/Medical	8	11	-27.3%	11.0	8.8	+25.0%
Stations & Structures	6	9	-33.3%	3.3	1.8	+83.3%
Subway Car	2	9	-77.8%	3.2	2.8	+14.3%
Other	2	1	+100.0%	1.8	3.2	-43.8%
Subdivision A	16	20	-20.0%	15.6	13.8	+13.0%
Subdivision B	19	35	-45.7%	19.8	16.8	+17.9%
Systemwide	35	55	-36.4%	35.6	30.6	+16.3%
Avg Incident Duration (h:mm:ss)	0:20:06	0:16:30	+21.8%	0:20:30	0:23:12	-11.6%
Avg Trains Delayed per Incident	96	111	-13.5%	99	112	-11.6%

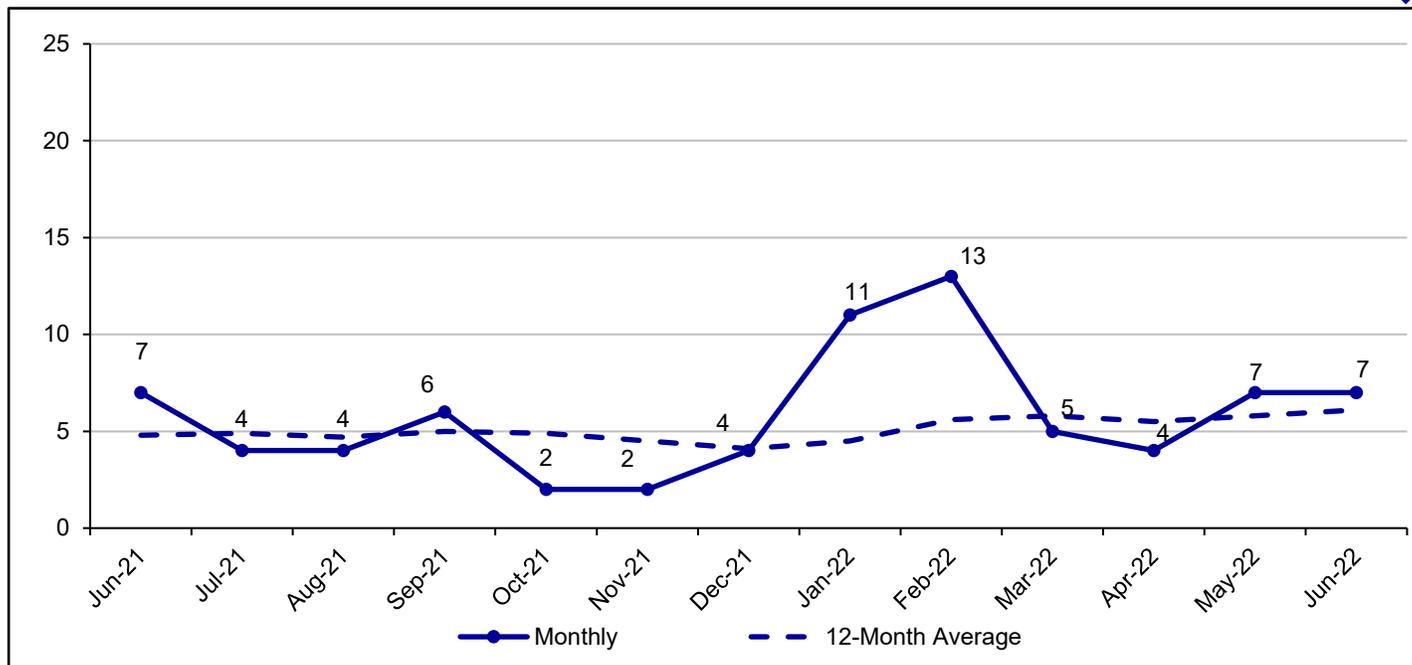
Major Incidents Discussion

- There were 35 major incidents in June 2022, compared to 55 in June 2021.
- There were 8 Persons on Trackbed/Police/Medical incidents, which is the lowest amount since October 2021.

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		
	Jun 22	Jun 21	% Change	Jun 22	Jun 21	% Change
Track	1	1	0.0%	0.7	0.3	+133.3%
Signals	1	1	0.0%	1.6	1.3	+23.1%
Persons on Trackbed/Police/Medical	3	1	+200.0%	2.6	1.9	+36.8%
Stations & Structure	0	1	-100.0%	0.4	0.2	+100.0%
Subway Car	1	2	-50.0%	0.4	0.3	+33.3%
Other	1	1	0.0%	0.4	0.4	0.0%
Subdivision A	3	2	+50.0%	2.1	1.8	+16.7%
Subdivision B	4	5	-20.0%	4.0	2.8	+42.9%
Systemwide	7	7	0.0%	6.1	4.6	+32.6%
Avg Incident Duration (h:mm:ss)	0:15:24	0:19:18	-20.2%	0:31:24	0:21:18	+47.4%
Avg Trains Delayed per Incident	101	85	+18.8%	83	98	-15.3%

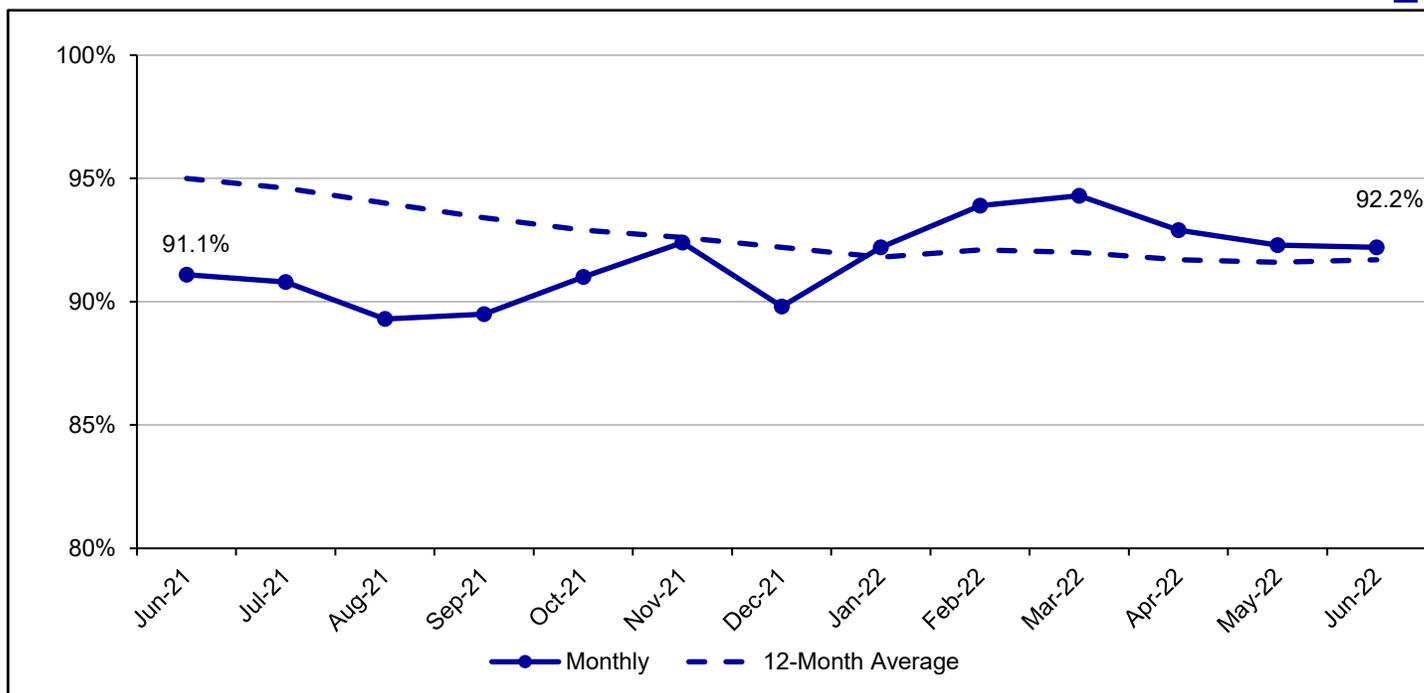
Major Incidents Discussion

- June 2022 had 7 weekend major incidents, which is 1 incident lower than the 12-month average..

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		
	Jun 22	Jun 21	Change	Jun 22	Jun 21	Change
Subdivision A	93.8%	92.4%	+1.4%	93.7%	94.9%	-1.2%
Subdivision B	91.1%	90.2%	+0.9%	90.3%	95.2%	-4.9%
Systemwide	92.2%	91.1%	+1.1%	91.7%	95.0%	-3.3%

Weekday Service Delivered Discussion

- Weekday Service Delivered improved by 1.1% in June 2022 compared to June 2021.

Subway Weekday % Service Delivered
Monthly
(Peak Hours)

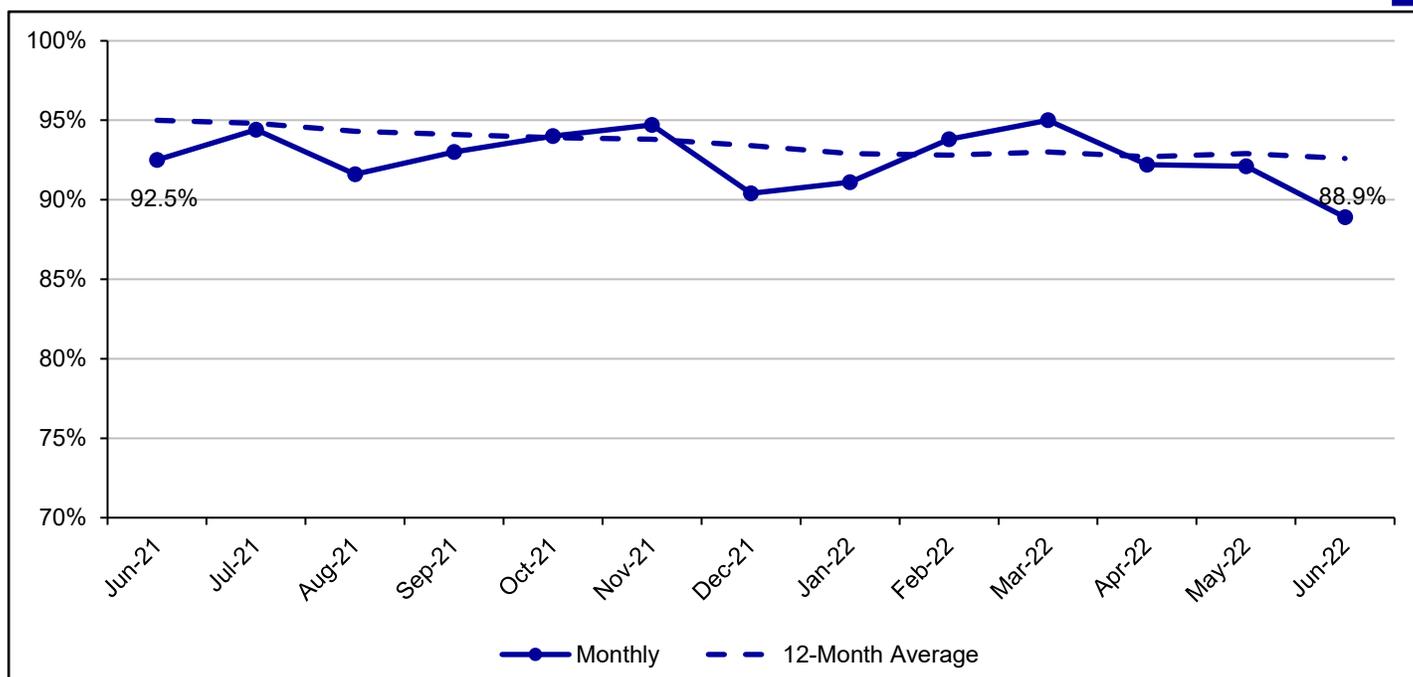
Desired trend 

<u>Line</u>	<u>Jun 22</u>	<u>Jun 21</u>	<u>Change</u>
1	93.3%	92.6%	+0.7%
2	93.4%	93.1%	+0.3%
3	92.9%	91.2%	+1.7%
4	93.4%	91.3%	+2.1%
5	93.0%	89.9%	+3.1%
6	95.1%	93.5%	+1.6%
7	92.1%	92.0%	+0.1%
S 42nd	98.6%	96.8%	+1.8%
Subdivision A	93.8%	92.4%	+1.4%
A	91.0%	85.0%	+6.0%
B	89.0%	88.5%	+0.5%
C	88.7%	92.9%	-4.2%
D	90.0%	91.9%	-1.9%
E	91.4%	88.5%	+2.9%
F	89.6%	88.8%	+0.8%
S Fkln	99.7%	100.0%	-0.3%
G	96.4%	96.4%	0.0%
S Rock	100.0%	100.9%	-0.9%
JZ	93.5%	96.6%	-3.1%
L	93.9%	95.2%	-1.3%
M	86.7%	86.5%	+0.2%
N	90.6%	90.4%	+0.2%
Q	92.3%	89.5%	+2.8%
R	89.5%	89.1%	+0.4%
W	92.1%	83.1%	+9.0%
Subdivision B	91.1%	90.2%	+0.9%
Systemwide	92.2%	91.1%	1.1%

Chart 4

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

Desired trend



	Monthly			12-Month Average		
	Jun 22	Jun 21	% Change	Jun 22	Jun 21	% Change
Subdivision A	91.9%	88.8%	+3.1%	93.3%	94.1%	-0.8%
Subdivision B	86.8%	95.4%	-8.6%	92.1%	95.7%	-3.6%
Systemwide	88.9%	92.5%	-3.6%	92.6%	95.0%	-2.4%

Weekend Service Delivered Discussion

- Weekend Service Delivered worsened by 3.6% in June 2022 compared to June 2021.

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

Desired trend



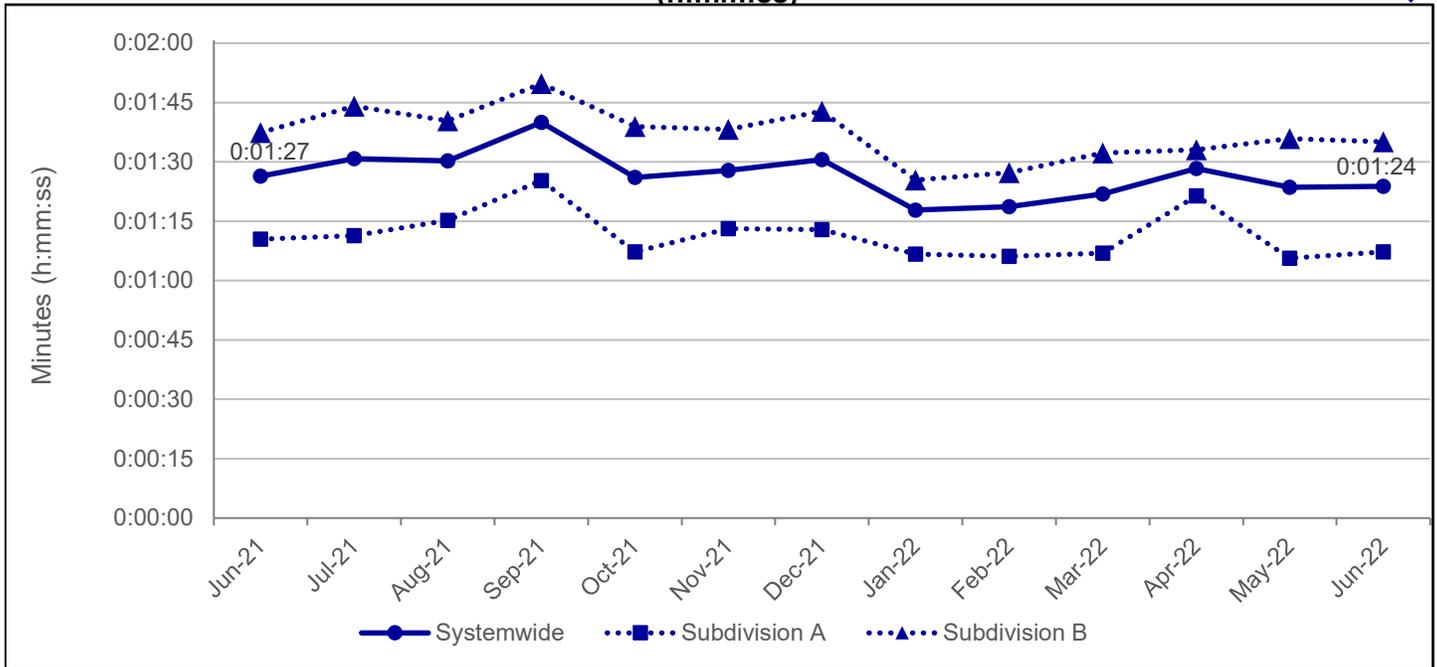
<u>Line</u>	<u>Jun 22</u>	<u>Jun 21</u>	<u>% Change</u>
1	92.6%	82.0%	+10.6%
2	85.2%	85.1%	+0.1%
3	89.8%	88.1%	+1.7%
4	91.0%	86.5%	+4.5%
5	93.5%	91.0%	+2.5%
6	91.9%	84.3%	+7.6%
7	92.7%	92.0%	+0.7%
S 42nd	100.0%	99.7%	+0.3%
Subdivision A	91.9%	88.8%	+3.1%
A	71.1%	N/A	N/A
C	67.8%	90.8%	-23.0%
D	88.8%	93.8%	-5.0%
E	90.8%	97.8%	-7.0%
F	85.5%	96.1%	-10.6%
S Fkln	99.6%	96.3%	+3.3%
G	98.4%	99.7%	-1.3%
S Rock	95.6%	99.3%	-3.7%
J	86.1%	97.6%	-11.5%
L	94.6%	97.4%	-2.8%
M	N/A	98.0%	N/A
N	86.2%	92.4%	-6.2%
Q	91.8%	93.1%	-1.3%
R	87.9%	91.0%	-3.1%
Subdivision B	86.8%	95.4%	-8.6%
Systemwide	88.9%	92.5%	-3.6%

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		
	Jun 22	Jun 21	Change	Jun 22	Jun 21	Change
Subdivision A	0:01:07	0:01:11	-0:00:04	0:01:11	0:01:09	+0:00:02
Subdivision B	0:01:35	0:01:38	-0:00:03	0:01:37	0:01:18	+0:00:18
Systemwide	0:01:24	0:01:27	-0:00:03	0:01:26	0:01:15	+0:00:12

Additional Platform Time Discussion

- June 2022 Weekday APT decreased by 3s compared to June 2021, and the 12-month average increased by 12s.

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)

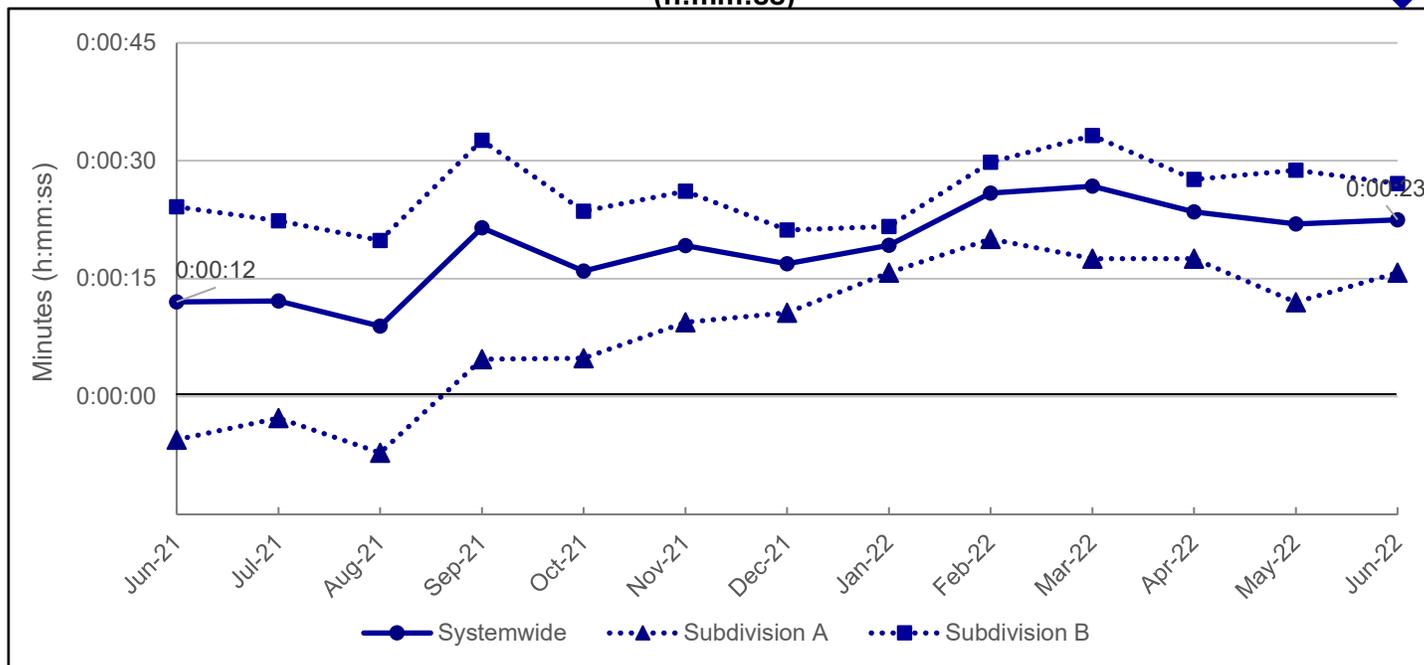
Desired trend



<u>Line</u>	<u>Jun 22</u>	<u>Jun 21</u>	<u>Change</u>
1	0:00:55	0:01:02	-0:00:07
2	0:01:14	0:01:23	-0:00:09
3	0:01:02	0:01:17	-0:00:15
4	0:01:06	0:01:25	-0:00:19
5	0:01:32	0:01:22	+0:00:10
6	0:01:10	0:01:05	+0:00:05
7	0:01:02	0:00:57	+0:00:05
S 42nd	0:00:38	0:00:40	-0:00:02
Subdivision A	0:01:07	0:01:11	-0:00:04
A	0:01:24	0:01:26	-0:00:02
B	0:01:55	0:02:09	-0:00:14
C	0:02:00	0:01:50	+0:00:10
D	0:01:51	0:01:53	-0:00:02
E	0:01:19	0:01:22	-0:00:03
F	0:01:35	0:01:47	-0:00:12
S Fkln	0:00:18	0:00:21	-0:00:03
G	0:01:29	0:01:21	+0:00:08
S Rock	0:01:08	0:01:17	-0:00:09
JZ	0:01:43	0:01:08	+0:00:35
L	0:00:52	0:00:52	+0:00:00
M	0:02:26	0:02:30	-0:00:04
N	0:01:30	0:01:36	-0:00:06
Q	0:01:30	0:01:37	-0:00:07
R	0:01:46	0:01:53	-0:00:07
W	0:00:57	0:01:17	-0:00:20
Subdivision B	0:01:35	0:01:38	-0:00:03
Systemwide	0:01:24	0:01:27	-0:00:03

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

Desired trend ↓



	Monthly			12-Month Average		
	Jun 22	Jun 21	Change	Jun 22	Jun 21	Change
Subdivision A	0:00:16	-0:00:05	+0:00:21	0:00:11	-0:00:06	+0:00:17
Subdivision B	0:00:27	0:00:24	+0:00:03	0:00:26	0:00:10	+0:00:17
Systemwide	0:00:23	0:00:12	+0:00:11	+0:00:20	0:00:03	+0:00:17

Additional Train Time Discussion

- June 2022 ATT worsened by 11s compared to June 2021.

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)

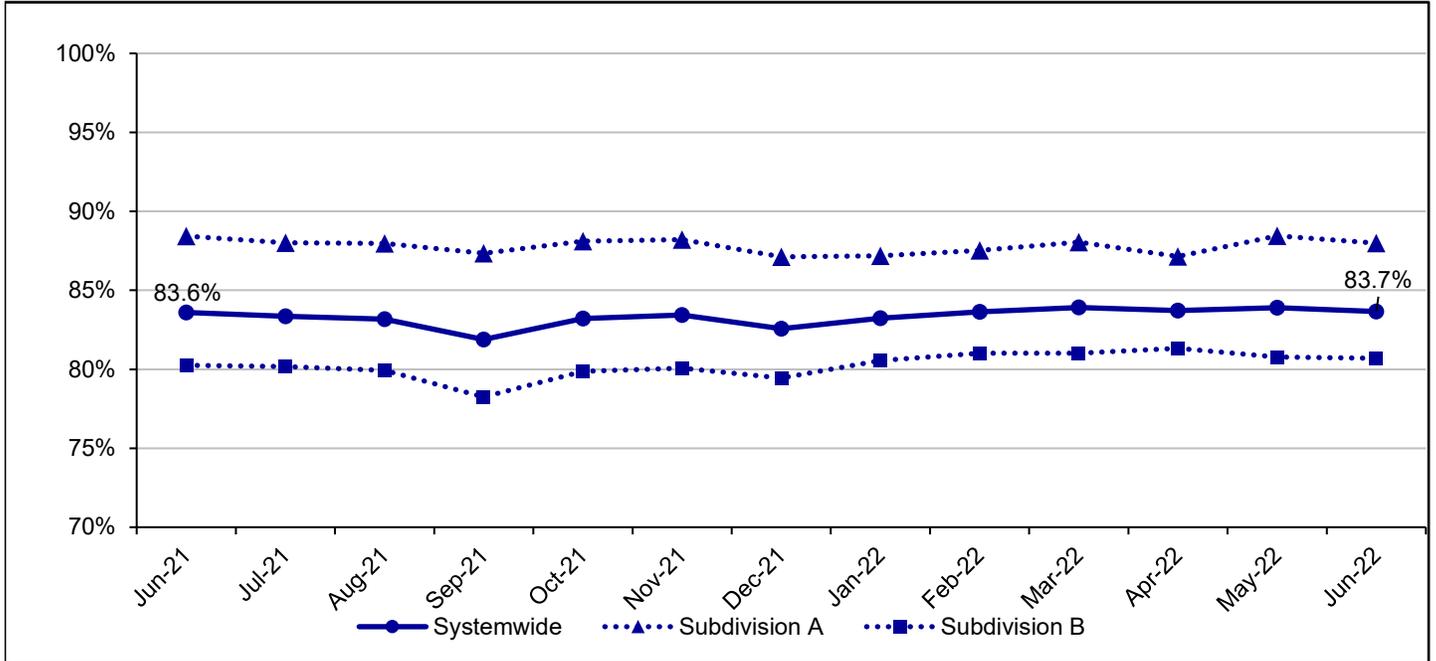
Desired trend



<u>Line</u>	<u>Jun 22</u>	<u>Jun 21</u>	<u>Change</u>
1	0:00:34	0:00:11	+0:00:23
2	-0:00:11	-0:00:31	+0:00:20
3	-0:00:12	-0:00:26	+0:00:14
4	-0:00:04	-0:00:12	+0:00:08
5	-0:00:07	-0:00:29	+0:00:22
6	0:00:35	0:00:16	+0:00:19
7	0:00:41	0:00:02	+0:00:39
S 42nd	-0:00:07	0:00:06	-0:00:13
Subdivision A	0:00:16	-0:00:05	+0:00:21
A	0:00:47	0:00:17	+0:00:30
B	0:00:57	0:00:46	+0:00:11
C	0:00:29	0:00:06	+0:00:23
D	0:00:45	0:00:35	+0:00:10
E	0:00:45	0:01:26	-0:00:41
F	0:00:09	0:00:26	-0:00:17
S Fkn	0:00:03	0:00:04	-0:00:01
G	0:00:34	0:00:36	-0:00:02
S Rock	-0:00:52	0:00:09	-0:01:01
JZ	0:00:37	0:00:09	+0:00:28
L	0:00:06	-0:00:03	+0:00:09
M	0:00:27	0:00:12	+0:00:15
N	0:00:25	0:00:27	-0:00:02
Q	0:00:25	0:00:22	+0:00:03
R	-0:00:04	-0:00:06	+0:00:02
W	0:00:02	-0:00:05	+0:00:07
Subdivision B	0:00:27	0:00:24	+0:00:03
Systemwide	0:00:23	0:00:12	+0:00:11

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

Desired trend



	Monthly			12-Month Average		
	Jun 22	Jun 21	Change	Jun 22	Jun 21	Change
Subdivision A	88.0%	88.4%	-0.4%	87.8%	88.4%	-0.6%
Subdivision B	80.7%	80.3%	+0.4%	80.3%	83.5%	-3.2%
Systemwide	83.7%	83.6%	+0.1%	83.3%	85.5%	-2.2%

Weekday Customer Journey Time Performance Discussion

- June 2022 Weekday CJTP improved by 0.1% compared to June 2021.

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

Desired trend 

<u>Line</u>	<u>Jun 22</u>	<u>Jun 21</u>	<u>Change</u>
1	90.2%	88.9%	+1.3%
2	86.6%	86.8%	-0.2%
3	89.5%	88.3%	+1.2%
4	86.3%	85.3%	+1.0%
5	86.6%	86.8%	-0.2%
6	88.4%	89.7%	-1.3%
7	87.1%	90.9%	-3.8%
S 42nd	98.2%	95.6%	+2.6%
Subdivision A	88.0%	88.4%	-0.4%
A	79.9%	81.9%	-2.0%
B	75.1%	75.3%	-0.2%
C	78.1%	81.1%	-3.0%
D	75.3%	76.6%	-1.3%
E	81.0%	75.1%	+5.9%
F	81.7%	78.6%	+3.1%
S Fkln	98.6%	98.3%	+0.3%
G	81.7%	83.1%	-1.4%
S Rock	89.5%	85.5%	+4.0%
JZ	81.1%	84.2%	-3.1%
L	93.3%	93.7%	-0.4%
M	76.0%	77.4%	-1.4%
N	80.8%	78.9%	+1.9%
Q	80.3%	78.7%	+1.6%
R	79.5%	79.1%	+0.4%
W	89.5%	87.0%	+2.5%
Subdivision B	80.7%	80.3%	+0.4%
Systemwide	83.7%	83.6%	0.1%

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)

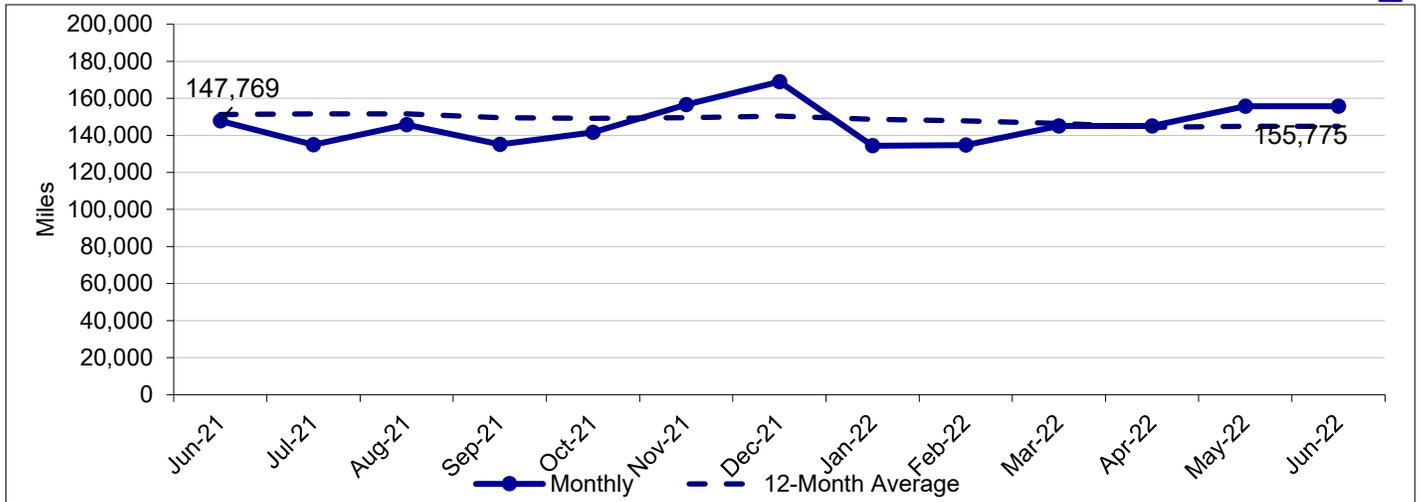
Subway MDBF is a measure of car fleet reliability. It is calculated as revenue car miles divided by the number of delay incidents attributed to car-related causes.

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



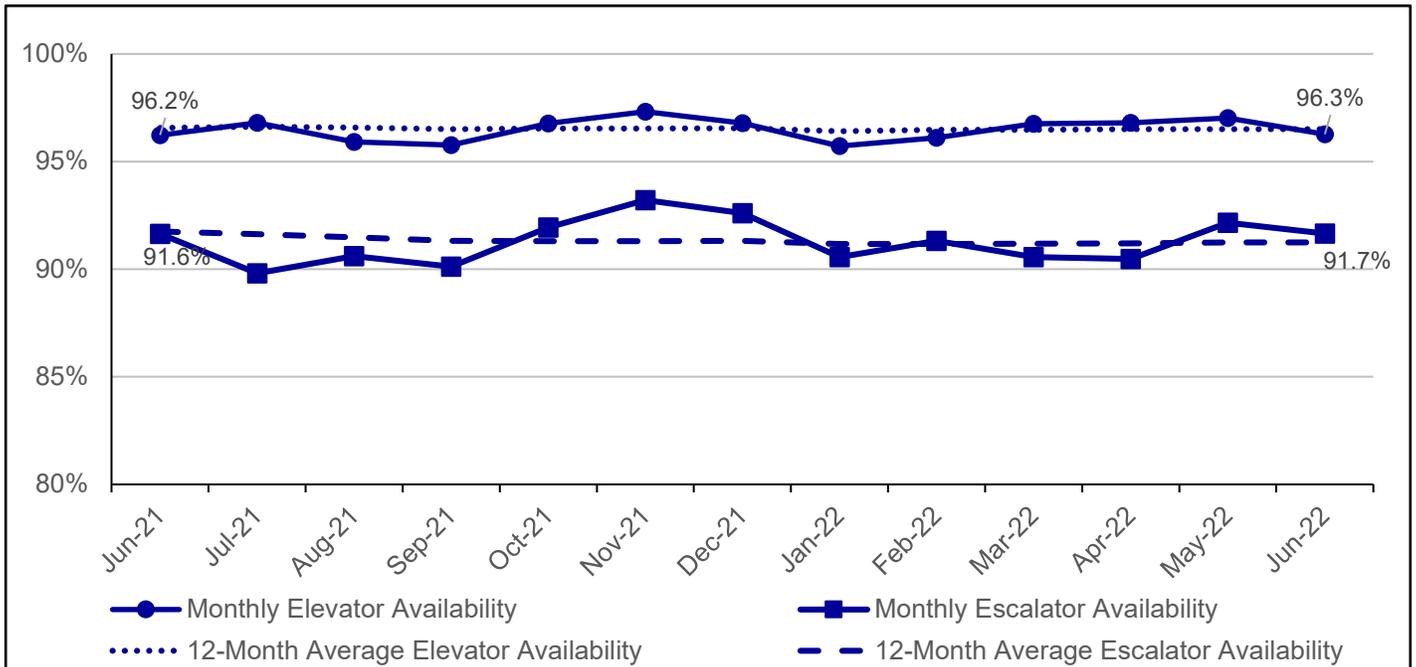
	# of Cars	Monthly		<u>% Change</u>
		Jun '22	Jun '21	
Subdivision A	2,890	223,969	154,499	+45.0%
Subdivision B	3,565	131,398	143,058	-8.2%
Systemwide	6,455	160,492	147,769	+8.6%
		12-Month Average		
Car Class	# of Cars	Jun '22	Jun '21	<u>% Change</u>
R46	748	53,420	58,857	-9.2%
R62	315	158,085	233,970	-32.4%
R62A	824	164,054	160,853	+2.0%
R68	425	112,306	114,035	-1.5%
R68A	200	114,246	72,736	+57.1%
R142	1,025	244,898	254,767	-3.9%
R142A	220	150,451	135,622	+10.9%
R143	212	184,898	173,131	+6.8%
R160	1,662	275,648	327,838	-15.9%
R179	318	240,339	131,849	+82.3%
R188 - New	126	210,944	290,087	-27.3%
R188 - Conversion	380	191,206	258,886	-26.1%
Subdivision A	2,890	190,264	205,351	-7.3%
Subdivision B	3,565	123,492	126,943	-2.7%
Systemwide	6,455	145,897	151,255	-3.5%

MDBF Discussion

- June 2022 MDBF was 160,492, an increase of 8.6% from one year ago.
- 12-month average MDBF was 145,897 in June 2022, a decrease of 3.5% from one year ago.
- The largest improvements in MDBF (12-month average) were on the R179 and R68A fleets.

Elevator and Escalator Availability (24 Hours)

Desired trend



	Monthly			12-Month Average		
	Jun 22	Jun 21	% Change	Jun 22	Jun 21	% Change
Elevator Availability	96.3%	96.2%	+0.1%	96.5%	96.6%	-0.1%
Escalator Availability	91.7%	91.6%	+0.1%	91.3%	91.7%	-0.4%

Elevator and Escalator Availability Discussion

- June 2022 elevator availability increased by 0.1%, compared to June 2021, while the 12-month average decreased by 0.1%.
- June 2022 escalator availability increased by 0.1%, compared to May 2021, while the 12-month average decreased by 0.4%.

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	Jun 22					Jun 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	74.4%	9.9%	9.1%	4.4%	72.4%	72.7%	8.9%	9.5%	5.6%	78.8%	1.7%
2	65.9%	11.2%	11.3%	7.9%	65.9%	63.1%	11.6%	12.5%	8.9%	66.8%	2.8%
3	65.8%	13.1%	12.4%	5.7%	66.2%	62.2%	13.0%	14.2%	7.0%	69.5%	3.6%
4	66.6%	10.6%	10.7%	7.7%	66.7%	63.2%	10.9%	11.6%	9.1%	68.4%	3.4%
5	67.2%	10.4%	10.0%	8.1%	66.6%	63.6%	10.5%	11.8%	9.3%	67.5%	3.6%
6	72.4%	10.1%	8.7%	5.3%	71.0%	72.2%	10.1%	8.6%	5.6%	75.4%	0.2%
7	71.7%	11.4%	9.2%	4.8%	72.0%	79.7%	8.8%	6.4%	3.2%	77.1%	-8.0%
S 42nd	96.5%	0.5%	1.2%	1.4%	95.7%	88.0%	1.6%	4.6%	4.9%	93.9%	8.5%
Subdivision A	69.6%	10.7%	10.0%	6.3%	69.0%	67.7%	10.4%	10.8%	7.3%	72.3%	+1.9%
A	61.5%	11.3%	13.1%	8.8%	58.3%	61.4%	12.2%	13.4%	7.9%	66.7%	0.1%
B	61.2%	15.1%	14.1%	6.1%	60.1%	62.2%	14.1%	13.5%	6.5%	72.2%	-1.0%
C	58.1%	17.7%	16.0%	5.4%	56.1%	69.5%	17.7%	9.1%	1.6%	77.8%	-11.4%
D	60.2%	13.8%	15.3%	7.3%	60.0%	65.3%	13.0%	12.1%	6.1%	72.1%	-5.1%
E	62.9%	12.4%	13.0%	7.6%	63.9%	62.1%	12.0%	12.9%	8.7%	71.8%	0.8%
F	59.3%	12.1%	13.8%	9.3%	59.4%	58.6%	11.7%	13.7%	10.5%	72.6%	0.7%
S Fkln	99.1%	0.4%	0.3%	0.1%	97.6%	99.0%	0.2%	0.3%	0.3%	98.6%	0.1%
G	75.9%	12.4%	7.8%	2.1%	75.4%	75.1%	12.4%	8.6%	2.5%	80.0%	0.8%
S Rock	87.8%	6.3%	2.6%	2.0%	90.2%	89.3%	5.0%	2.2%	1.4%	94.4%	-1.5%
JZ	73.8%	12.3%	8.6%	3.0%	76.0%	80.3%	10.9%	6.1%	1.4%	82.2%	-6.5%
L	72.0%	11.7%	9.7%	4.3%	73.2%	73.6%	12.4%	8.6%	3.7%	77.1%	-1.6%
M	60.8%	13.7%	13.4%	7.3%	66.8%	65.5%	12.9%	11.1%	6.0%	75.7%	-4.7%
N	64.1%	13.2%	12.8%	6.5%	64.2%	66.5%	12.4%	11.5%	5.8%	71.5%	-2.4%
Q	64.6%	12.7%	12.8%	6.3%	60.4%	65.5%	12.9%	12.0%	6.0%	72.5%	-0.9%
R	63.0%	13.2%	13.3%	6.7%	63.8%	66.1%	12.2%	12.4%	5.8%	72.8%	-3.1%
W	70.7%	11.9%	9.8%	4.5%	66.0%	60.6%	12.3%	12.5%	8.0%	73.0%	10.1%
Subdivision B	64.8%	12.7%	12.4%	6.4%	64.8%	66.6%	12.4%	11.3%	6.1%	74.1%	-1.8%
Systemwide	66.9%	11.8%	11.3%	6.4%	66.7%	67.1%	11.5%	11.1%	6.6%	73.3%	-0.2%

Weekday Wait Assessment Discussion

- Wait Assessment decreased by 0.2% compared to June 2021.

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

Line	Jun 22					Jun 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	70.9%	13.2%	10.2%	2.8%	73.9%	55.2%	16.2%	18.4%	6.6%	77.6%	+15.7%	
2	55.8%	14.0%	17.3%	9.4%	62.3%	54.9%	13.9%	19.1%	9.2%	69.2%	+0.9%	
3	69.3%	11.9%	10.3%	5.3%	73.4%	66.8%	15.3%	12.5%	3.3%	75.2%	+2.5%	
4	66.1%	12.7%	13.0%	5.3%	68.3%	61.8%	11.9%	15.1%	7.4%	70.8%	+4.3%	
5	78.4%	11.1%	7.0%	2.3%	77.4%	75.6%	10.1%	8.5%	3.7%	79.8%	+2.8%	
6	71.7%	12.7%	10.4%	3.0%	72.2%	54.6%	15.4%	15.8%	8.8%	73.2%	+17.1%	
7	72.5%	13.3%	9.4%	2.9%	74.2%	79.0%	11.2%	5.6%	1.3%	83.7%	-6.5%	
S 42nd	98.5%	0.4%	0.3%	0.7%	95.2%	98.0%	1.0%	0.3%	0.5%	94.5%	+0.5%	
Subdivision A	68.4%	12.6%	11.6%	4.8%	71.0%	62.8%	13.3%	14.4%	6.3%	75.1%	+5.6%	
A	54.1%	13.8%	17.5%	10.1%	56.0%	55.3%	13.6%	16.4%	8.3%	70.7%	-1.2%	
C	48.7%	17.7%	20.4%	9.7%	59.1%	63.9%	17.6%	13.1%	3.4%	75.1%	-15.2%	
D	55.8%	17.5%	16.6%	6.6%	61.9%	64.7%	14.7%	12.8%	4.9%	76.2%	-8.9%	
E	61.5%	17.6%	16.2%	2.1%	69.6%	78.1%	12.3%	7.4%	1.0%	84.1%	-16.6%	
F	53.3%	18.8%	18.7%	6.1%	63.2%	69.9%	15.2%	10.9%	2.4%	77.7%	-16.6%	
S Fkln	98.8%	0.6%	0.2%	0.2%	97.5%	98.8%	0.9%	0.2%	0.0%	98.6%	+0.0%	
G	82.8%	10.2%	4.7%	1.3%	78.4%	84.0%	9.6%	4.9%	1.1%	87.0%	-1.2%	
S Rock	85.9%	6.8%	5.1%	1.2%	90.1%	93.4%	3.3%	1.6%	1.0%	95.7%	-7.5%	
J	64.0%	16.9%	13.5%	2.8%	70.9%	84.4%	9.1%	4.3%	1.2%	84.2%	-20.4%	
L	68.4%	13.9%	11.7%	4.0%	72.7%	83.6%	8.9%	4.7%	1.6%	82.1%	-15.2%	
M	N/A	N/A	N/A	N/A	80.8%	88.7%	7.3%	2.3%	1.1%	92.2%	N/A	
N	53.4%	17.8%	19.4%	5.9%	59.1%	61.7%	16.1%	14.4%	4.2%	75.4%	-8.3%	
Q	67.6%	14.0%	11.1%	4.5%	63.8%	64.6%	14.9%	12.5%	5.0%	76.8%	+3.0%	
R	56.6%	17.6%	18.6%	4.3%	65.0%	65.4%	15.8%	13.1%	3.2%	79.4%	-8.8%	
Subdivision B	60.9%	15.6%	15.3%	5.3%	66.3%	71.2%	12.9%	10.1%	3.3%	79.4%	-10.3%	
Systemwide	64.3%	14.3%	13.6%	5.1%	68.4%	68.0%	13.1%	11.8%	4.4%	77.5%	-3.7%	

Weekend Wait Assessment Discussion

- Wait Assessment for June 2022 decreased by 3.7% compared to June 2021.

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>Jun 22</u>	<u>Jun 21</u>	<u>Change</u>
1	82.9%	88.8%	-5.9%
2	78.0%	82.8%	-4.8%
3	86.5%	85.8%	+0.7%
4	82.0%	81.5%	+0.5%
5	85.0%	83.9%	+1.1%
6	80.0%	86.8%	-6.8%
7	88.7%	90.9%	-2.2%
S 42nd	99.5%	97.3%	+2.2%
Subdivision A	86.0%	88.1%	-2.1%
A	67.9%	75.1%	-7.2%
B	69.1%	72.5%	-3.4%
C	65.6%	85.1%	-19.5%
D	71.3%	73.6%	-2.3%
E	71.8%	67.8%	+4.0%
F	69.1%	67.4%	+1.7%
S Fkn	99.8%	99.5%	+0.3%
G	88.5%	82.4%	+6.1%
S Rock	95.8%	95.5%	+0.3%
JZ	83.0%	92.2%	-9.2%
L	90.8%	93.2%	-2.4%
M	75.5%	81.2%	-5.7%
NW	77.2%	77.4%	-0.2%
Q	77.3%	75.2%	+2.1%
R	79.1%	80.6%	-1.5%
Subdivision B	78.5%	80.5%	-2.0%
Systemwide	81.7%	83.7%	-2.0%

Weekday Terminal On-Time Performance Discussion

- June 2022 weekday OTP worsened by 2.0% compared to the prior year.

Subway Weekend Terminal On-Time Performance

Monthly
(24 hours)

Desired trend



<u>Line</u>	<u>Jun 22</u>	<u>Jun 21</u>	<u>Change</u>
1	83.2%	82.0%	+1.2%
2	58.7%	44.3%	+14.4%
3	58.7%	64.6%	-5.9%
4	69.5%	76.2%	-6.7%
5	87.2%	64.8%	+22.4%
6	79.7%	77.9%	+1.8%
7	89.2%	84.7%	+4.5%
S 42nd	99.5%	99.8%	-0.3%
Subdivision A	79.8%	77.6%	+2.2%
A	54.8%	80.7%	-25.9%
C	51.3%	69.2%	-17.9%
D	74.2%	80.5%	-6.3%
E	75.2%	89.8%	-14.6%
F	67.4%	84.5%	-17.1%
S Fkn	99.9%	99.8%	+0.1%
G	93.5%	87.1%	+6.4%
S Rock	92.3%	97.6%	-5.3%
J	85.7%	90.0%	-4.3%
L	90.1%	95.6%	-5.5%
M	89.8%	95.1%	-5.3%
N	66.5%	74.1%	-7.6%
Q	71.9%	69.1%	+2.8%
R	77.3%	75.9%	+1.4%
Subdivision B	78.4%	85.2%	-6.8%
Systemwide	79.0%	82.3%	-3.3%

Weekend Terminal On-Time Performance Discussion

- June 2022 OTP decreased by 3.3% compared to June 2021.

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

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

<u>Delay Categories</u>	<u>Trains Delayed</u>	<u>Delayed Trains Per Day (22)</u>	<u>% of Delayed Trains</u>
Track Failures and Emergency Remediation	<u>1,781</u>	<u>81</u>	<u>5.4%</u>
Rail and Roadbed	1,079	49	3.3%
Fire, Smoke, Debris	702	32	2.1%
Signal Failures and Emergency Remediation	2,978	135	9.1%
Subway Car	<u>1,499</u>	<u>68</u>	<u>4.6%</u>
Door-Related	230	10	0.7%
Propulsion	222	10	0.7%
Braking	581	26	1.7%
Other	466	21	1.4%
Stations and Structure	693	32	2.1%
Other Internal	<u>9,795</u>	<u>445</u>	<u>29.9%</u>
Service Delivery (e.g. crew performance)	666	30	2.0%
Crew Availability (e.g. operator vacancy)	8,676	394	26.4%
Train Brake Activation - cause unknown	151	7	0.5%
Other Internal Disruptions (e.g. IT system failure)	302	14	0.9%
External	<u>6,162</u>	<u>280</u>	<u>18.8%</u>
Public Conduct, Crime, Police Response	3,756	171	11.5%
Sick/Injured Customer	1,074	49	3.3%
Persons on Roadbed (including persons struck by train)	886	40	2.7%
External Debris on Roadbed (e.g., trees, shopping cart)	118	5	0.3%
Inclement Weather	63	3	0.2%
External Agency or Utility	265	12	0.8%
Operating Environment	5,204	237	15.9%
Planned Right-of-Way Work	4,661	212	14.2%
Total Trains Delayed	<u>32,773</u>	<u>1,490</u>	<u>100%</u>

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

<u>Delay Categories</u>	<u>Trains Delayed</u>	<u>Delayed Trains Per Day (8)</u>	<u>% of Delayed Trains</u>
Track Failures and Emergency Remediation	<u>179</u>	<u>22</u>	<u>1.9%</u>
Rail and Roadbed	82	10	0.9%
Fire, Smoke, Debris	97	12	1.0%
Signal Failures and Emergency Remediation	416	52	4.4%
Subway Car	<u>248</u>	<u>31</u>	<u>2.6%</u>
Door-Related	39	5	0.4%
Propulsion	30	4	0.3%
Braking	28	4	0.3%
Other	151	19	1.6%
Stations and Structure	47	6	0.5%
Other Internal	<u>3,249</u>	<u>406</u>	<u>34.7%</u>
Service Delivery (e.g. crew performance)	101	13	1.1%
Crew Availability (e.g. operator vacancy)	3,057	382	32.6%
Train Brake Activation - cause unknown	62	8	0.7%
Other Internal Disruptions (e.g. IT system failure)	29	4	0.3%
External	<u>1,270</u>	<u>159</u>	<u>13.5%</u>
Public Conduct, Crime, Police Response	733	92	7.8%
Sick/Injured Customer	163	20	1.7%
Persons on Roadbed (including persons struck by train)	171	21	1.8%
External Debris on Roadbed (e.g., trees, shopping cart)	42	5	0.4%
Inclement Weather	4	1	0.0%
External Agency or Utility	157	20	1.7%
Operating Environment	1,986	248	21.2%
Planned Right-of-Way Work	1,978	247	21.1%
Total Trains Delayed	<u>9,373</u>	<u>1,172</u>	<u>100%</u>

Bus Report

Bus Report Performance Indicators							
Category	Performance Indicator	Current Month: June 2022			12-Month Average		
		This Year	Last Year	Change	This Year	Last Year	Change
Customer Focused Metrics	Service Delivered (Chart 1)	95.4%	93.8%	+1.6%	94.0%	95.0%	-1.0%
	Additional Bus Stop Time (h:mm:ss) (Chart 3)*	0:01:55	0:01:55	0:00:00	0:02:03	0:01:41	0:00:22
	Additional Travel Time (h:mm:ss) (Chart 5)*	0:00:27	-0:00:02	0:00:29	0:00:21	-0:00:28	0:00:49
	Customer Journey Time Performance (Chart 7)*	73.0%	76.0%	-3.0%	73.1%	79.3%	-6.2%
Inputs To Operations	Mean Distance Between Failures (Chart 9)	6,396	6,264	+2.1%	7,056	7,838	-10.0%
	Speed (MPH) (Chart 11)	8.0	8.2	-2.4%	8.1	8.3	-2.4%
Legacy Indicators	Wait Assessment (Chart 13)	75.6%	75.8%	-0.2%	74.5%	79.2%	-4.7%
	System MDBSI (Chart 16)	2,881	3,075	-6.3%	2,995	3,411	-12.2%
	NYCT Bus	2,767	2,942	-5.9%	2,932	3,297	-11.1%
	MTA Bus	3,321	3,567	-6.9%	3,211	3,823	-16.0%
	System Trips Completed (Chart 17)*	96.9%	94.3%	+2.6%	95.6%	96.6%	-1.0%
	NYCT Bus	97.0%	94.0%	+3.0%	95.7%	96.7%	-1.0%
	MTA Bus	96.2%	95.4%	+0.8%	95.3%	96.3%	-1.0%
	System AM Pull Out (Chart 18)**	96.9%	95.0%	+1.9%	95.7%	96.8%	-1.1%
	NYCT Bus	97.1%	95.0%	+2.1%	95.8%	96.9%	-1.1%
	MTA Bus	96.4%	95.1%	+1.3%	95.3%	96.2%	-0.9%
	System PM Pull Out (Chart 19)**	97.7%	96.0%	+1.7%	96.7%	97.5%	-0.8%
	NYCT Bus	98.1%	96.0%	+2.1%	97.0%	97.7%	-0.7%
	MTA Bus	96.3%	96.2%	+0.1%	95.5%	97.0%	-1.5%
	System Buses >= 12 years	25.0%	23.0%				
	NYCT Bus	15.6%	11.0%				
	MTA Bus	59.3%	62.3%				
	System Fleet Age	8.2	8.2				
	NYCT Bus	7.2	7.2				
	MTA Bus	11.4	11.8				

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)

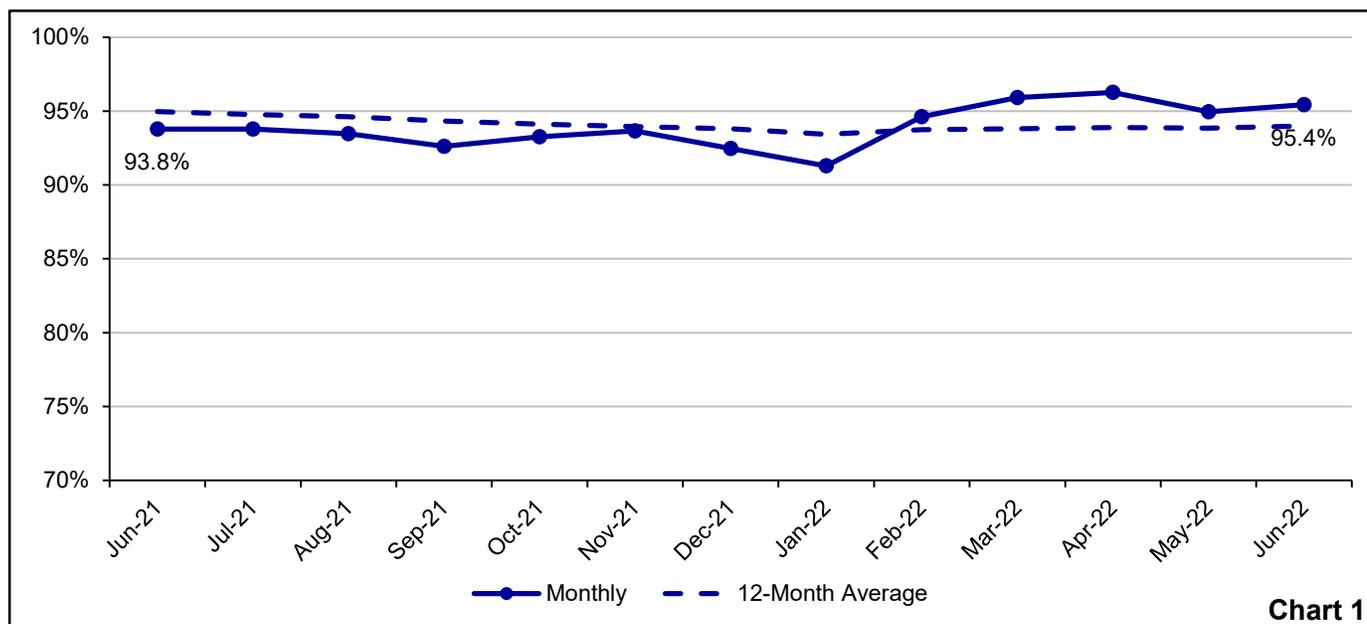
Additional Travel Time (ATT) is the estimated average extra time customers are onboard the bus compared to their scheduled onboard time. ATT (sometimes referred to as Excess In-Vehicle Travel Time) is a new indicator for the MTA, and is considered an industry best practice worldwide. ATT is estimated 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



	Monthly			12-Month Average		
	Jun 22	Jun 21	Change (Pts)	Jun 22	Jun 21	Change (Pts)
Bronx	97.0%	93.8%	+3.2%	95.6%	96.0%	-0.4%
Brooklyn	96.1%	94.0%	+2.1%	93.9%	94.7%	-0.8%
Manhattan	97.9%	96.2%	+1.7%	96.2%	97.4%	-1.2%
Queens	95.2%	93.7%	+1.5%	93.9%	94.4%	-0.5%
Staten Island	90.1%	90.7%	-0.6%	89.3%	92.8%	-3.5%
Systemwide	95.4%	93.8%	+1.6%	94.0%	95.0%	-1.0%

Service Delivered Discussion

- Service Delivered in June 2022 increased by 1.6 percentage points to 95.4 percent compared to June 2021, and decreased by 1.0 percentage points to 94.0 percent on a 12-month average basis.

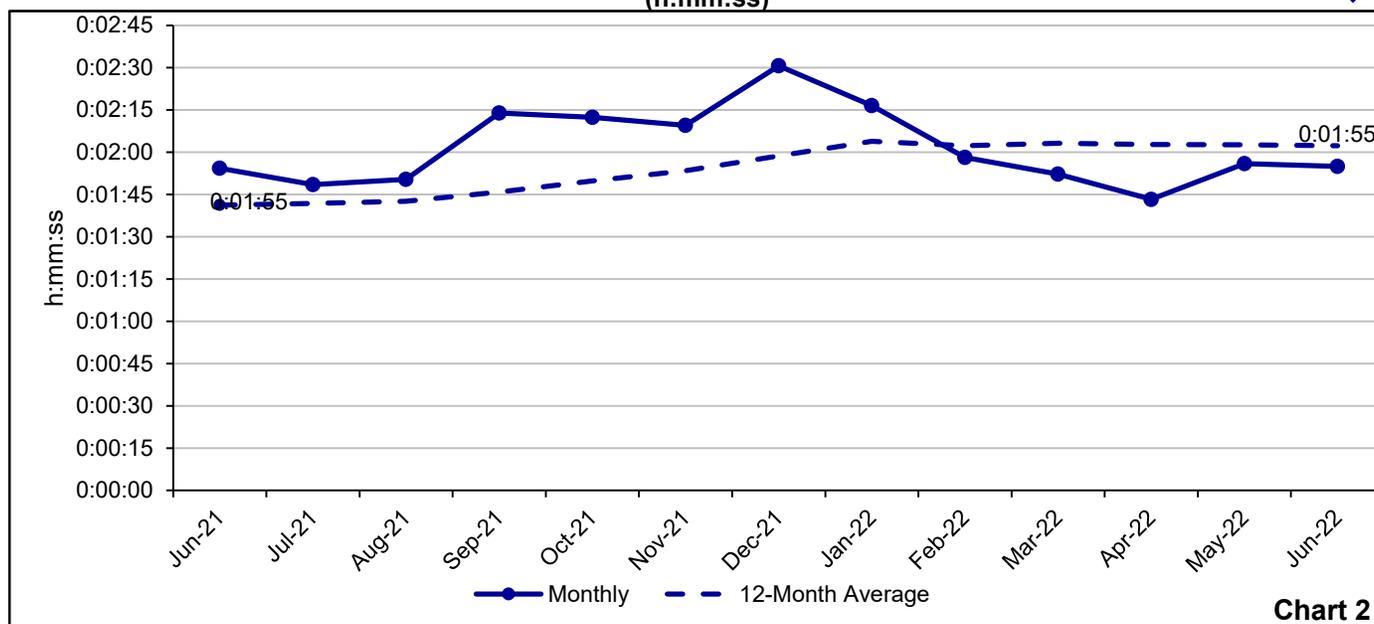
**Service Delivered
Monthly
(Peak Hours)**

Desired trend 

<u>Borough</u>	<u>Jun 22</u>	<u>Jun 21</u>	<u>Change (Pts)</u>
Bronx	97.0%	93.8%	+3.2%
Local/Limited	96.8%	93.7%	+3.1%
Select Bus Service	97.1%	93.5%	+3.6%
Express	97.8%	94.8%	+3.0%
Brooklyn	96.1%	94.0%	+2.1%
Local/Limited	96.1%	93.8%	+2.3%
Select Bus Service	95.8%	94.2%	+1.6%
Express	96.1%	95.9%	+0.2%
Manhattan	97.9%	96.2%	+1.7%
Local/Limited	97.9%	95.9%	+2.0%
Select Bus Service	97.7%	96.8%	+0.9%
Express	N/A	N/A	N/A
Queens	95.2%	93.7%	+1.5%
Local/Limited	94.9%	93.7%	+1.2%
Select Bus Service	97.8%	93.5%	+4.3%
Express	96.6%	93.8%	+2.8%
Staten Island	90.1%	90.7%	-0.6%
Local/Limited	90.0%	90.1%	-0.1%
Select Bus Service	93.5%	91.2%	+2.3%
Express	89.9%	91.2%	-1.3%
Systemwide	95.4%	93.8%	+1.6%
Local/Limited	95.5%	93.7%	+1.8%
Select Bus Service	97.1%	95.1%	+2.0%
Express	94.0%	93.3%	+0.7%

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

Desired trend



	Monthly			12-Month Average		
	Jun 22	Jun 21	Change	Jun 22	Jun 21	Change
Bronx	0:01:46	0:01:59	-0:00:13	0:01:52	0:01:37	+0:00:15
Brooklyn	0:02:14	0:02:08	+0:00:06	0:02:22	0:02:00	+0:00:22
Manhattan	0:01:25	0:01:25	0:00:00	0:01:28	0:01:14	+0:00:14
Queens	0:01:53	0:01:45	+0:00:08	0:02:03	0:01:36	+0:00:27
Staten Island	0:02:56	0:03:00	-0:00:04	0:03:06	0:02:21	+0:00:45
Systemwide	0:01:55	0:01:55	0:00:00	0:02:03	0:01:41	+0:00:22

Additional Bus Stop Time Discussion

- Additional Bus Stop Time in June 2022 was flat compared to June 2021, and increased by 22 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.

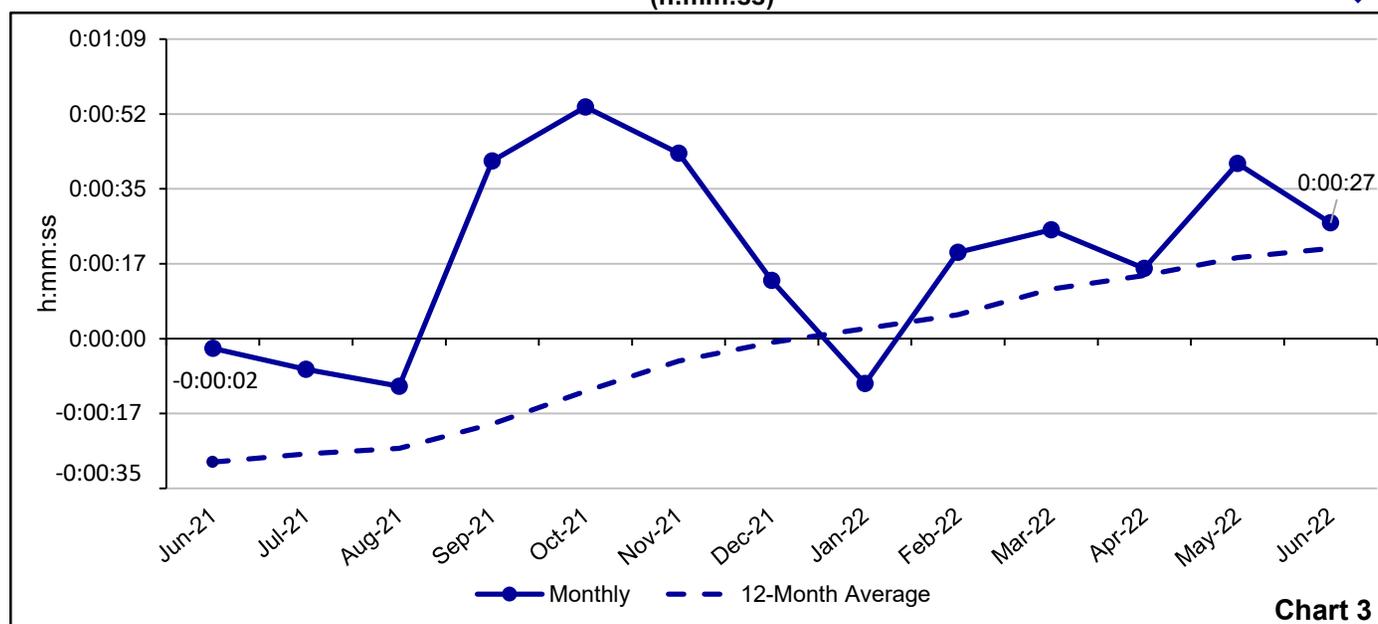
Additional Bus Stop Time
(4 a.m. - 11 p.m.)
(h:mm:ss)

Desired trend 

<u>Borough</u>	<u>Jun 22</u>	<u>Jun 21</u>	<u>Change</u>
Bronx	0:01:46	0:01:59	-0:00:13
Local/Limited	0:01:46	0:02:01	-0:00:15
Select Bus Service	0:01:29	0:01:37	-0:00:08
Express	0:02:41	0:03:00	-0:00:19
Brooklyn	0:02:14	0:02:08	0:00:06
Local/Limited	0:02:18	0:02:11	0:00:07
Select Bus Service	0:01:37	0:01:39	-0:00:02
Express	0:02:52	0:03:18	-0:00:26
Manhattan	0:01:25	0:01:25	0:00:00
Local/Limited	0:01:33	0:01:36	-0:00:03
Select Bus Service	0:01:09	0:01:04	0:00:05
Express	N/A	N/A	N/A
Queens	0:01:53	0:01:45	0:00:08
Local/Limited	0:01:55	0:01:45	0:00:10
Select Bus Service	0:01:26	0:01:31	-0:00:05
Express	0:02:30	0:02:40	-0:00:10
Staten Island	0:02:56	0:03:00	-0:00:04
Local/Limited	0:03:15	0:03:18	-0:00:03
Select Bus Service	0:01:55	0:01:42	0:00:13
Express	0:02:26	0:02:13	0:00:13
Systemwide	0:01:55	0:01:55	0:00:00
Local/Limited	0:02:00	0:01:59	0:00:01
Select Bus Service	0:01:23	0:01:22	0:00:01
Express	0:02:34	0:02:40	-0:00:06

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

Desired trend



	Monthly			12-Month Average		
	Jun 22	Jun 21	Change	Jun 22	Jun 21	Change
Bronx	0:00:39	0:00:27	+0:00:12	0:00:34	-0:00:06	+0:00:40
Brooklyn	0:00:23	-0:00:02	+0:00:25	0:00:22	-0:00:23	+0:00:45
Manhattan	0:00:08	-0:00:22	+0:00:30	-0:00:02	-0:00:43	+0:00:41
Queens	0:00:39	-0:00:07	+0:00:46	0:00:33	-0:00:33	+0:01:06
Staten Island	-0:00:23	-0:01:04	+0:00:41	-0:00:50	-0:01:58	+0:01:08
Systemwide	0:00:27	-0:00:02	+0:00:29	0:00:21	-0:00:28	+0:00:49

Additional Travel Time Discussion

- Additional Travel Time in June 2022 increased by 29 seconds compared to June 2021, and increased by 49 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>Jun 22</u>	<u>Jun 21</u>	<u>Change</u>
Bronx	0:00:39	0:00:27	+0:00:12
Local/Limited	0:00:33	0:00:17	+0:00:16
Select Bus Service	0:01:01	0:01:12	-0:00:11
Express	0:02:26	0:03:55	-0:01:29
Brooklyn	0:00:23	-0:00:02	+0:00:25
Local/Limited	0:00:20	-0:00:05	+0:00:25
Select Bus Service	0:00:37	0:00:21	+0:00:16
Express	0:01:04	-0:00:46	+0:01:50
Manhattan	0:00:08	-0:00:22	+0:00:30
Local/Limited	0:00:02	-0:00:18	+0:00:20
Select Bus Service	0:00:18	-0:00:28	+0:00:46
Express	N/A	N/A	N/A
Queens	0:00:39	-0:00:07	+0:00:46
Local/Limited	0:00:36	-0:00:09	+0:00:45
Select Bus Service	0:00:27	0:00:15	+0:00:12
Express	0:05:03	0:00:46	+0:04:17
Staten Island	-0:00:23	-0:01:04	+0:00:41
Local/Limited	-0:00:01	-0:00:41	+0:00:40
Select Bus Service	0:00:05	-0:00:05	+0:00:10
Express	-0:01:53	-0:03:38	+0:01:45
Systemwide	0:00:27	-0:00:02	+0:00:29
Local/Limited	0:00:25	-0:00:04	+0:00:29
Select Bus Service	0:00:30	0:00:08	+0:00:22
Express	0:00:57	-0:00:19	+0:01:16

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

Desired trend

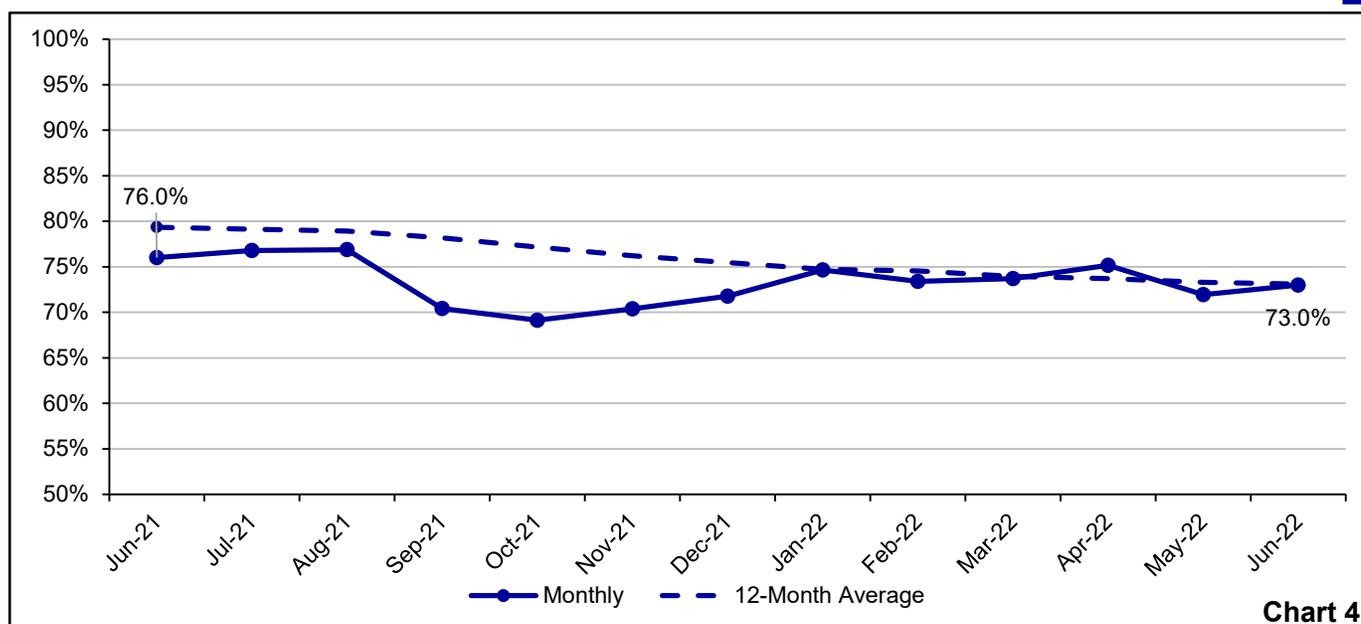


Chart 4

	Monthly			12-Month Average		
	Jun 22	Jun 21	Change (Pts)	Jun 22	Jun 21	Change (Pts)
Bronx	72.7%	72.9%	-0.2%	72.5%	77.8%	-5.3%
Brooklyn	70.5%	73.7%	-3.2%	70.1%	76.1%	-6.0%
Manhattan	78.8%	81.4%	-2.6%	79.2%	83.9%	-4.7%
Queens	72.5%	78.1%	-5.6%	72.8%	81.1%	-8.3%
Staten Island	70.9%	74.6%	-3.7%	72.8%	80.9%	-8.1%
Systemwide	73.0%	76.0%	-3.0%	73.1%	79.3%	-6.2%

Customer Journey Time Performance Discussion

- Customer Journey Time Performance in June 2022 decreased by 3.0 percentage points to 73.0 percent compared to June 2021, and decreased by 6.2 percentage points to 73.1 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>Jun 22</u>	<u>Jun 21</u>	<u>Change (Pts)</u>
Bronx	72.7%	72.9%	-0.2%
Local/Limited	73.5%	73.8%	-0.3%
Select Bus Service	70.7%	69.3%	+1.4%
Express	55.9%	52.0%	+3.9%
Brooklyn	70.5%	73.7%	-3.2%
Local/Limited	70.3%	73.7%	-3.4%
Select Bus Service	73.9%	74.5%	-0.6%
Express	60.7%	66.5%	-5.8%
Manhattan	78.8%	81.4%	-2.6%
Local/Limited	77.3%	78.8%	-1.5%
Select Bus Service	81.8%	86.1%	-4.3%
Express	N/A	N/A	N/A
Queens	72.5%	78.1%	-5.6%
Local/Limited	73.0%	78.6%	-5.6%
Select Bus Service	71.4%	72.0%	-0.6%
Express	47.8%	63.6%	-15.8%
Staten Island	70.9%	74.6%	-3.7%
Local/Limited	70.6%	74.9%	-4.3%
Select Bus Service	72.8%	73.5%	-0.7%
Express	70.6%	73.7%	-3.1%
Systemwide	73.0%	76.0%	-3.0%
Local/Limited	72.8%	75.8%	-3.0%
Select Bus Service	76.0%	78.3%	-2.3%
Express	61.1%	64.9%	-3.8%

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)

Desired trend

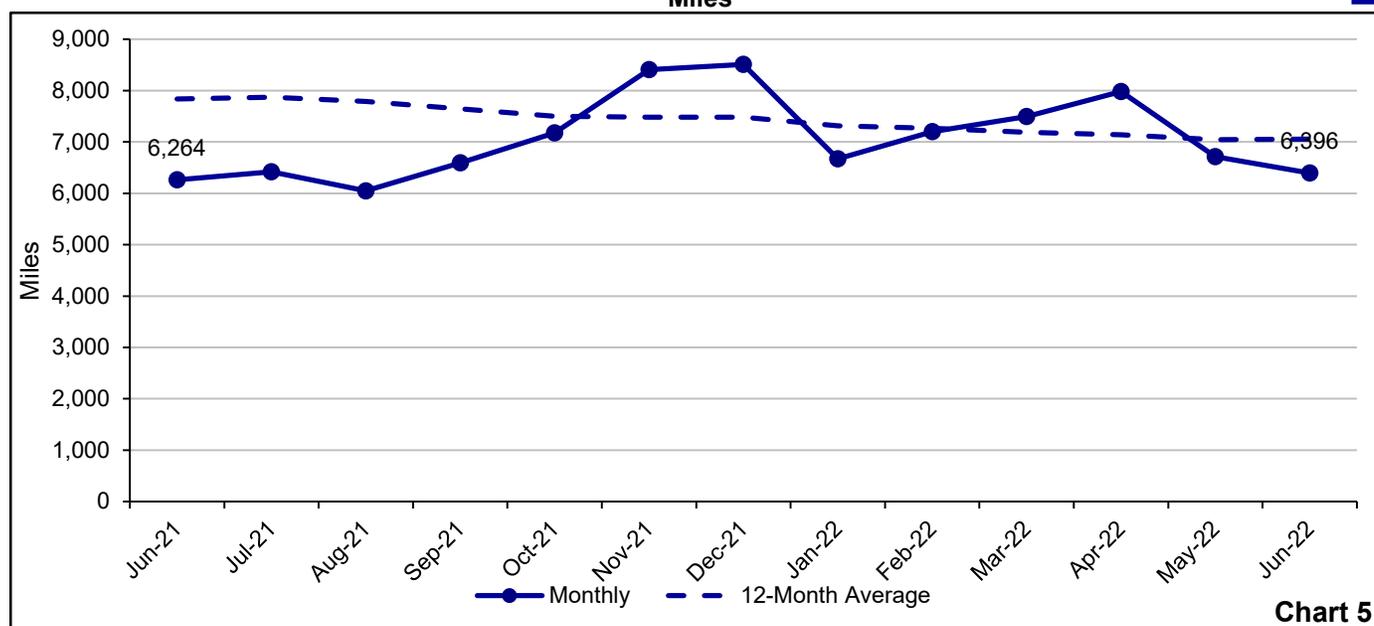


Chart 5

	Monthly			12-Month Average		
	Jun 22	Jun 21	% Change	Jun 22	Jun 21	% Change
Bronx	4,680	3,960	+18.2%	5,036	5,502	-8.5%
Brooklyn	6,533	6,741	-3.1%	7,587	8,538	-11.1%
Manhattan	3,664	4,019	-8.8%	4,247	4,921	-13.7%
Queens	6,676	6,541	+2.1%	7,097	7,766	-8.6%
Staten Island	20,180	21,866	-7.7%	21,376	25,142	-15.0%
Systemwide	6,396	6,264	+2.1%	7,056	7,838	-10.0%

Mean Distance Between Failures Discussion

- Mean Distance Between Failures in June 2022 increased by 2.1 percent to 6,396 miles compared to June 2021, and decreased by 10.0 percent to 7,056 miles on a 12-month average basis.

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

Desired trend



<u>Borough</u>	<u>Jun 22</u>	<u>Jun 21</u>	<u>% Change</u>
Bronx	5,036	5,502	-8.5%
Local/Limited	4,375	4,758	-8.0%
Select Bus Service	4,799	8,104	-40.8%
Express	10,506	9,526	+10.3%
Brooklyn	7,587	8,538	-11.1%
Local/Limited	7,499	8,279	-9.4%
Select Bus Service	9,261	11,877	-22.0%
Express	7,487	10,216	-26.7%
Manhattan	4,247	4,921	-13.7%
Local/Limited	3,995	4,372	-8.6%
Select Bus Service	5,240	7,951	-34.1%
Express	N/A	N/A	N/A
Queens	7,097	7,766	-8.6%
Local/Limited	6,757	7,366	-8.3%
Select Bus Service	6,292	8,213	-23.4%
Express	9,958	10,025	-0.7%
Staten Island	21,376	25,142	-15.0%
Local/Limited	21,710	23,752	-8.6%
Select Bus Service	32,148	41,309	-22.2%
Express	20,466	25,342	-19.2%
Systemwide	7,056	7,838	-10.0%
Local/Limited	6,339	6,898	-8.1%
Select Bus Service	6,509	9,414	-30.9%
Express	13,018	13,878	-6.2%

Bus Speeds (24 Hours) (MPH)

Desired trend

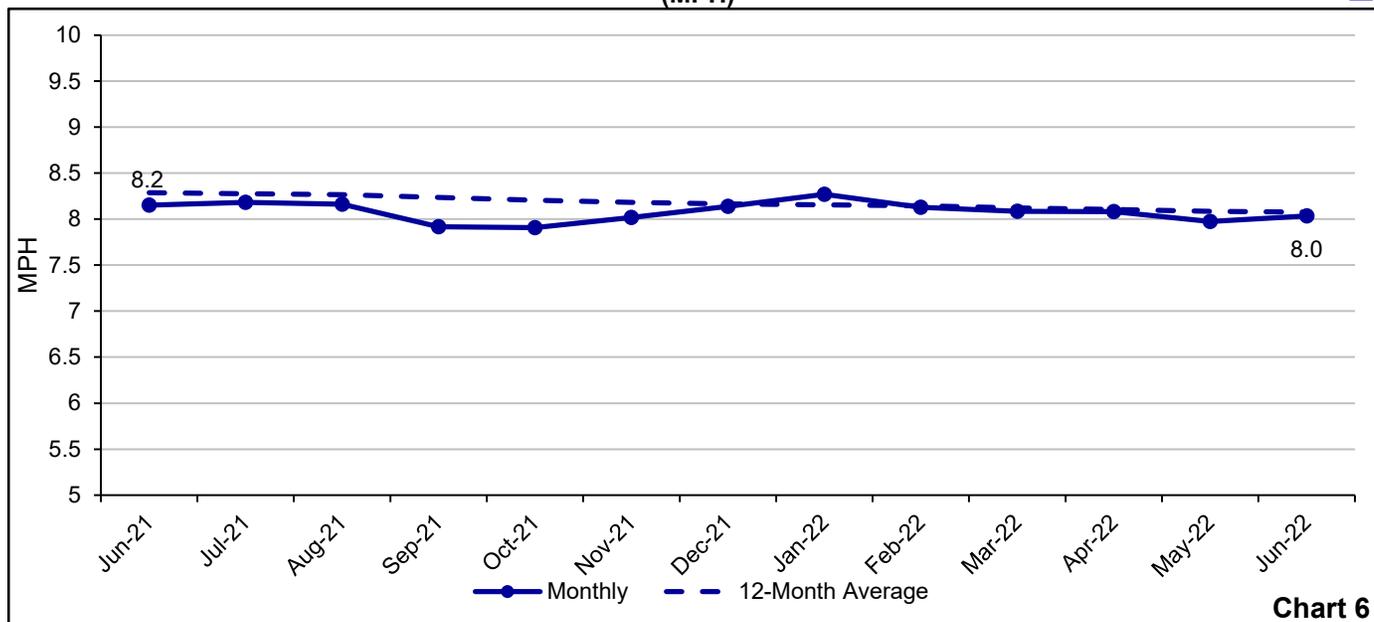


Chart 6

	Monthly			12-Month Average		
	Jun 22	Jun 21	% Change	Jun 22	Jun 21	% Change
Bronx	7.5	7.6	-1.3%	7.5	7.7	-2.6%
Brooklyn	7.2	7.4	-2.7%	7.2	7.5	-4.0%
Manhattan	6.1	6.2	-1.6%	6.2	6.4	-3.1%
Queens	9.0	9.2	-2.2%	9.0	9.4	-4.3%
Staten Island	14.3	14.2	+0.7%	14.2	14.3	-0.7%
Systemwide	8.0	8.2	-2.4%	8.1	8.3	-2.4%

Speed Discussion

- Bus Speeds in June 2022 decreased by 2.4 percent to 8.0 mph compared to June 2021, and decreased by 2.4 percent to 8.1 mph on a 12-month average basis.

Bus Speeds
Monthly (24 Hours)
MPH

Desired trend



<u>Borough</u>	<u>Jun 22</u>	<u>Jun 21</u>	<u>% Change</u>
Bronx	7.5	7.6	-1.3%
Local/Limited	6.8	6.9	-1.4%
Select Bus Service	8.7	8.8	-1.1%
Express	11.6	11.6	+0.0%
Brooklyn	7.2	7.4	-2.7%
Local/Limited	6.9	7.1	-2.8%
Select Bus Service	8.6	8.6	+0.0%
Express	12.5	13.3	-6.0%
Manhattan	6.1	6.2	-1.6%
Local/Limited	5.8	5.9	-1.7%
Select Bus Service	7.1	7.2	-1.4%
Express	N/A	N/A	N/A
Queens	9.0	9.2	-2.2%
Local/Limited	8.6	8.9	-3.4%
Select Bus Service	11.1	11.4	-2.6%
Express	13.0	13.7	-5.1%
Staten Island	14.3	14.2	+0.7%
Local/Limited	12.1	12.4	-2.4%
Select Bus Service	14.5	14.7	-1.4%
Express	17.9	17.7	+1.1%
Systemwide	8.0	8.2	-2.4%
Local/Limited	7.5	7.7	-2.6%
Select Bus Service	9.0	9.1	-1.1%
Express	14.0	14.1	-0.7%

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

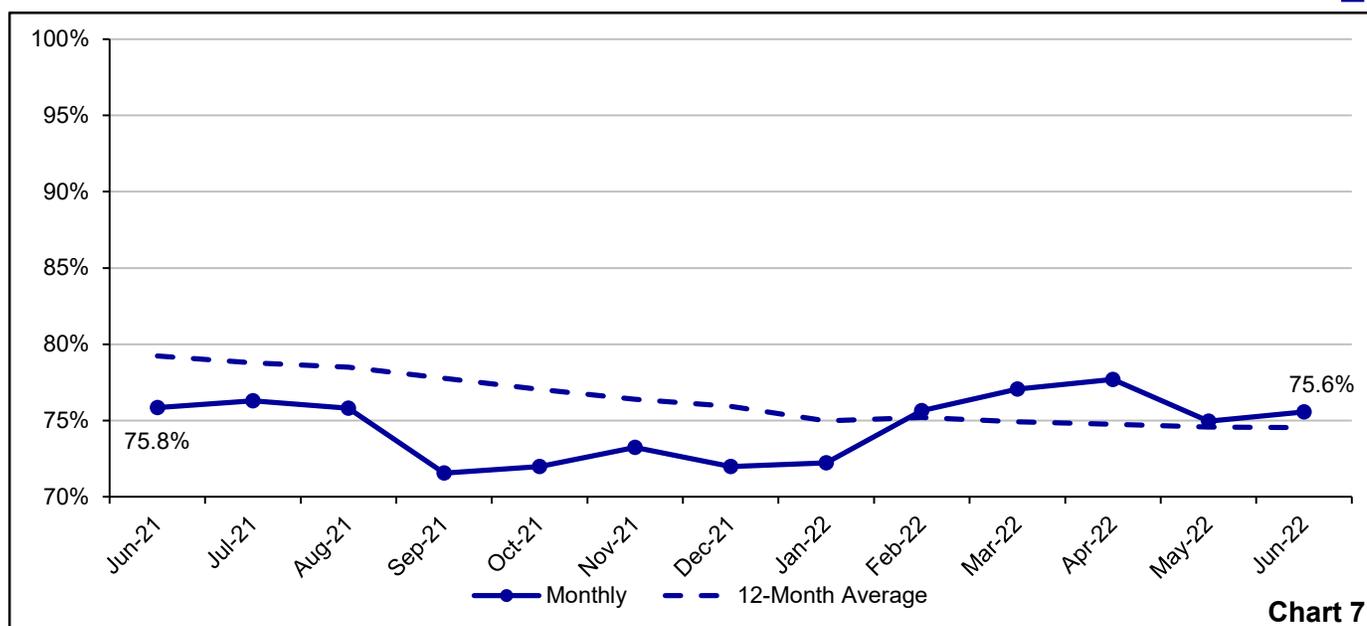
Bus AM Weekday Pull Out Performance is the percent of required buses and operators available in the AM peak period. The sytemwide metric is the combined results of NYCT Bus and MTA Bus.

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



	Monthly			12-Month Average		
	Jun 22	Jun 21	Change (Pts)	Jun 22	Jun 21	Change (Pts)
Bronx	75.8%	72.9%	+2.9%	74.6%	78.7%	-4.1%
Brooklyn	72.2%	73.0%	-0.8%	71.0%	75.2%	-4.2%
Manhattan	79.1%	78.6%	+0.5%	77.8%	82.4%	-4.6%
Queens	77.7%	79.1%	-1.4%	76.7%	81.3%	-4.6%
Staten Island	70.7%	73.8%	-3.1%	71.3%	79.6%	-8.3%
Systemwide	75.6%	75.8%	-0.2%	74.5%	79.2%	-4.7%

Wait Assessment Monthly

Desired trend 

<u>Borough</u>	<u>Jun 22</u>	<u>Jun 21</u>	<u>Change (Pts)</u>
Bronx	75.8%	72.9%	+2.9%
Local/Limited	75.5%	72.5%	+3.0%
Select Bus Service	75.2%	69.9%	+5.3%
Express	80.9%	81.1%	-0.2%
Brooklyn	72.2%	73.0%	-0.8%
Local/Limited	72.1%	72.9%	-0.8%
Select Bus Service	77.3%	77.2%	+0.1%
Express	74.2%	76.5%	-2.3%
Manhattan	79.1%	78.6%	+0.5%
Local/Limited	78.7%	78.0%	+0.7%
Select Bus Service	82.1%	83.2%	-1.1%
Express	N/A	N/A	N/A
Queens	77.7%	79.1%	-1.4%
Local/Limited	77.6%	79.2%	-1.6%
Select Bus Service	82.1%	76.5%	+5.6%
Express	79.8%	79.6%	+0.2%
Staten Island	70.7%	73.8%	-3.1%
Local/Limited	69.7%	72.7%	-3.0%
Select Bus Service	74.5%	75.7%	-1.2%
Express	73.7%	77.5%	-3.8%
Systemwide	75.6%	75.8%	-0.2%
Local/Limited	75.3%	75.6%	-0.3%
Select Bus Service	79.9%	79.0%	+0.9%
Express	76.8%	78.6%	-1.8%

Bus Mean Distance Between Service Interruptions

Desired trend 

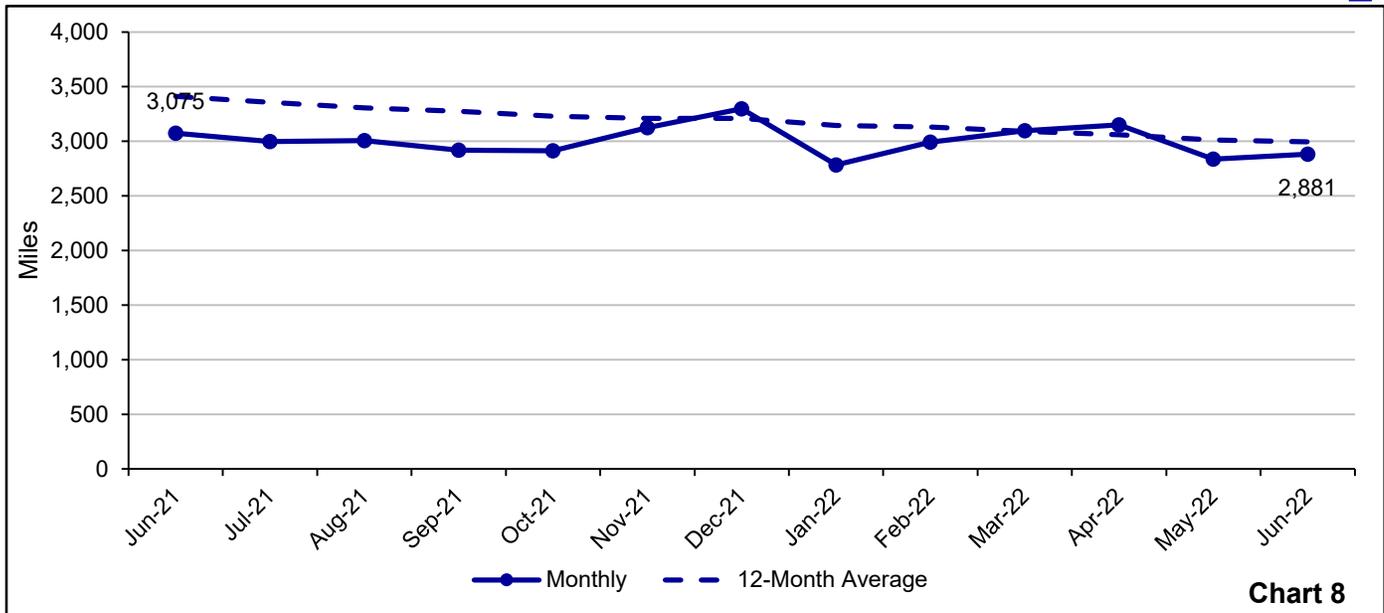


Chart 8

Systemwide

Monthly			12-Month Average		
Jun 22	Jun 21	% Change	Jun 22	Jun 21	% Change
2,881	3,075	-6.3%	2,995	3,411	-12.2%

Bus Percentage of Completed Trips

Desired trend 

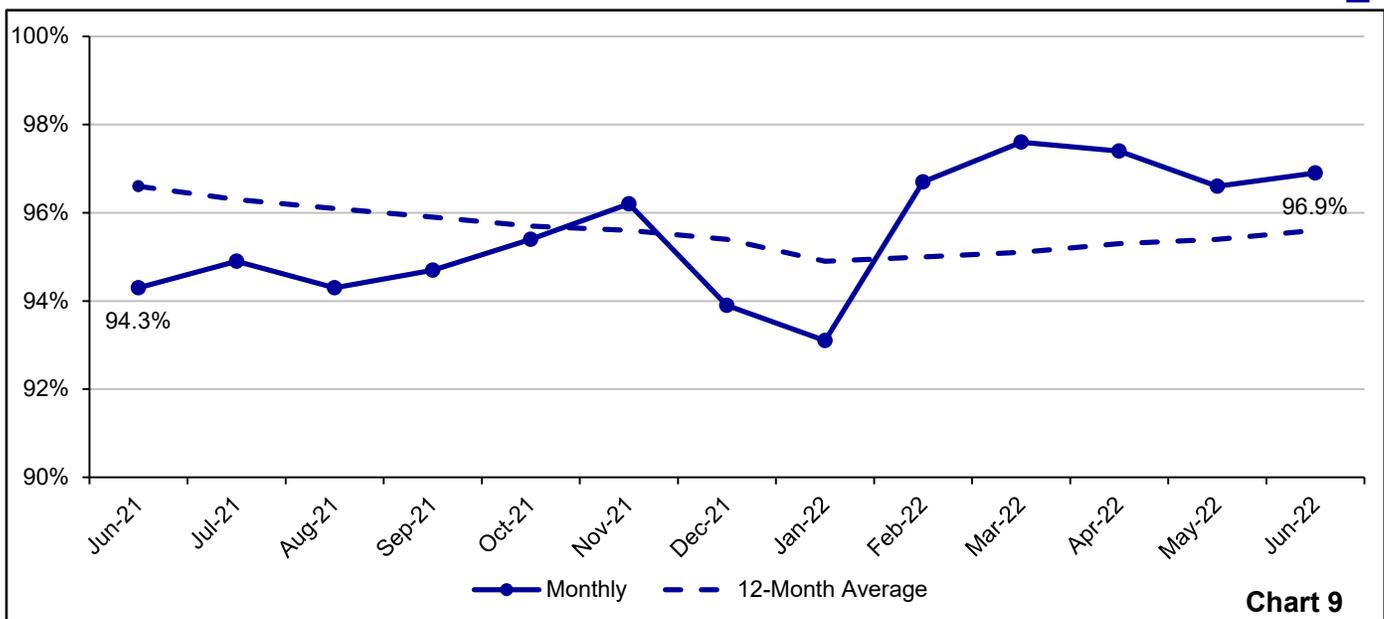


Chart 9

Systemwide

Monthly			12-Month Average		
Jun 22	Jun 21	Change (Pts)	Jun 22	Jun 21	Change (Pts)
96.9%	94.3%	+2.6%	95.6%	96.6%	-1.0%

Bus AM Weekday Pull Out Performance

Desired trend

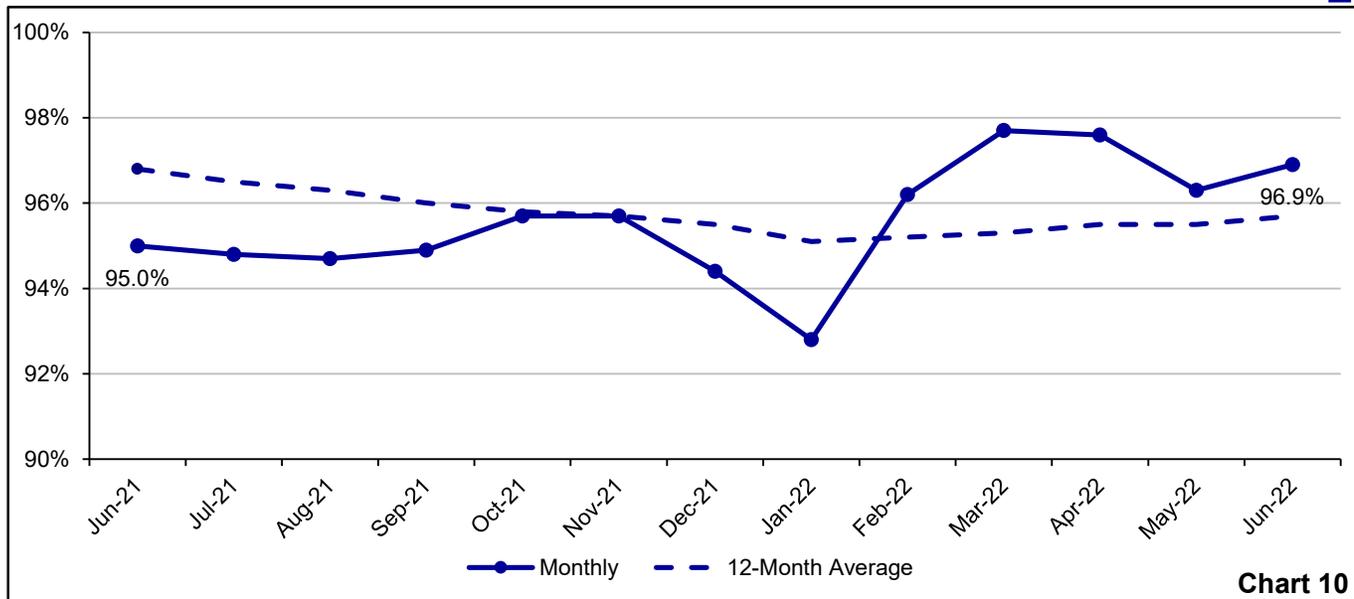


Chart 10

	Monthly			12-Month Average		
	Jun 22	Jun 21	Change (Pts)	Jun 22	Jun 21	Change (Pts)
Systemwide	96.9%	95.0%	+1.9%	95.7%	96.8%	-1.1%

Bus PM Weekday Pull Out Performance

Desired trend

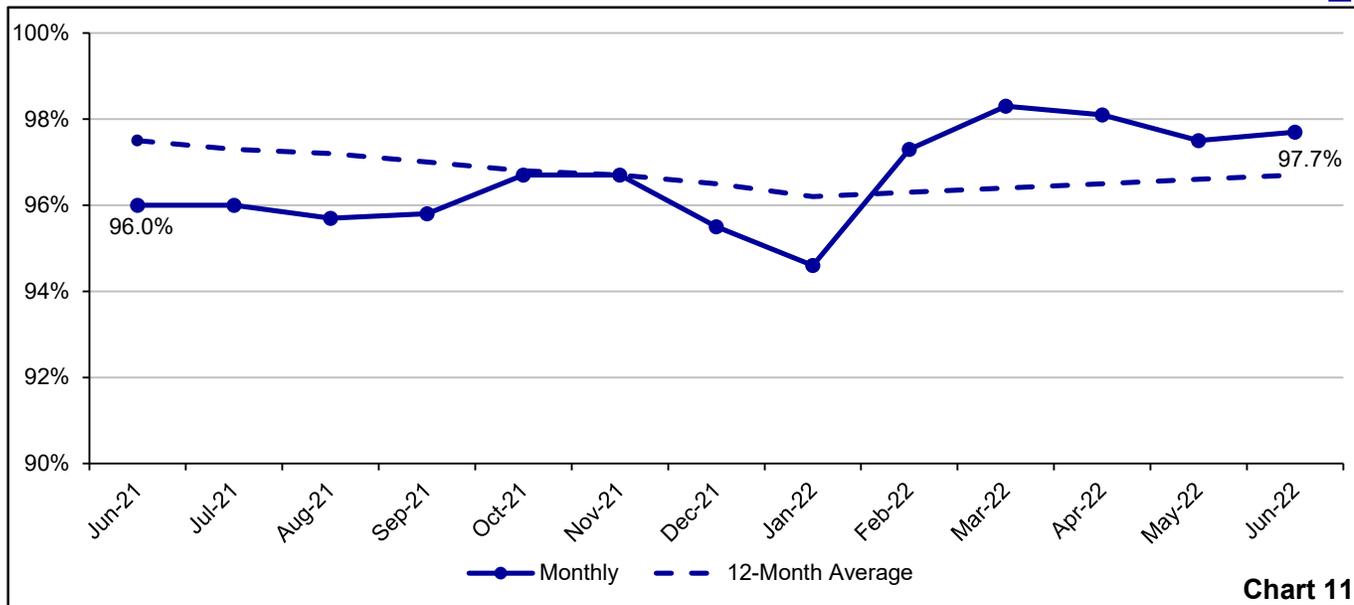


Chart 11

	Monthly			12-Month Average		
	Jun 22	Jun 21	Change (Pts)	Jun 22	Jun 21	Change (Pts)
Systemwide	97.7%	96.0%	+1.7%	96.7%	97.5%	-0.8%

Paratransit Report

Statistical results for the month of May 2022 are shown below.

Paratransit Operations - Monthly Operations Report Service Indicators							
Category	Performance Indicator	Current Month: May 2022			12-Month Average		
		This Year	Last Year	% Change	This Year	Last Year	% Change
Ridership	Total Trips Completed*	548,729	494,221	+11.0%	480,434	446,334	+7.6%
	Total Ridership	781,185	675,114	+15.7%	682,008	598,649	+13.9%
On-Time Performance	Pick-up Primary 30 Minute	92.0%	94.0%	-2.0%	93.3%	97.3%	-4.0%
	Pick-up Primary 15 Minute	80.0%	84.0%	-4.0%	81.8%	89.9%	-8.1%
	Pick-up Broker 30 Minute	92.0%	95.0%	-3.0%	90.1%	96.8%	-6.7%
	Pick-up Broker 15 Minute	76.0%	79.0%	-3.0%	74.3%	87.5%	-13.2%
	Appointment OTP Trips Primary - 30 Min Early to <1 Late (On-Time)*	n/a	n/a	n/a	n/a	n/a	n/a
	Appointment OTP Trips Primary - Early*	n/a	n/a	n/a	n/a	n/a	n/a
	Appointment OTP Trips Broker - 30 Min Early to <1 Late (On-Time)*	n/a	n/a	n/a	n/a	n/a	n/a
	Appointment OTP Trips Broker - Early*	n/a	n/a	n/a	n/a	n/a	n/a
Ride Time	Ride Time Variance Performance: Actual Trip Duration vs. Planned Trip Duration - At or Better Than Plan	80.0%	85.0%	-5.0%	80.2%	86.8%	-6.6%
	Average Actual Trip Duration in Minutes	38	31	+22.6%	36	29	+23.6%
	Max Ride Time Performance Primary	98.0%	99.0%	-1.0%	98.3%	99.0%	-0.7%
	Max Ride Time Performance Broker	99.0%	99.0%	0.0%	98.6%	98.9%	-0.3%
Customer Experience	Frequent Rider Experience Primary*	n/a	n/a	n/a	n/a	n/a	n/a
	Frequent Rider Experience Broker*	n/a	n/a	n/a	n/a	n/a	n/a
Provider No-Shows	Provider No-Shows per 1,000 Schedule Trips Primary	2.31	1.88	+22.9%	2.81	0.79	+256.9%
	Provider No-Shows per 1,000 Schedule Trips Broker	4.41	2.77	+59.2%	5.56	0.79	+600.1%
Customer Complaints	Passenger Complaints - Transportation Service Quality Per 1000 Completed Trips	3.7	3.7	0.0%	5.1	1.9	+171.2%
	Passenger Complaints - Non-Transportation Service Quality Per 1000 Completed Trips	3.1	1.4	+121.4%	3.3	1.1	+186.9%
Call Center	Percent of Calls Answered	89.0%	92.0%	-3.0%	89.3%	96.2%	-6.8%
	Average Call Answer Speed in Seconds	184	102	+80.4%	168	45	+273.5%
Eligibility	Total Registrants	169,127	163,389	+3.5%	166,456	161,690	+3.0%

*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 (FHVs), metered taxis, and some wheelchair accessible vehicles.
- 3) **E-Hails** provide web or app-based trip booking and furnish FHVs and metered taxis, including wheelchair accessible vehicles (WAVs).
- 4) **Street Hails** are services provided by the traditional FHVs, 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.

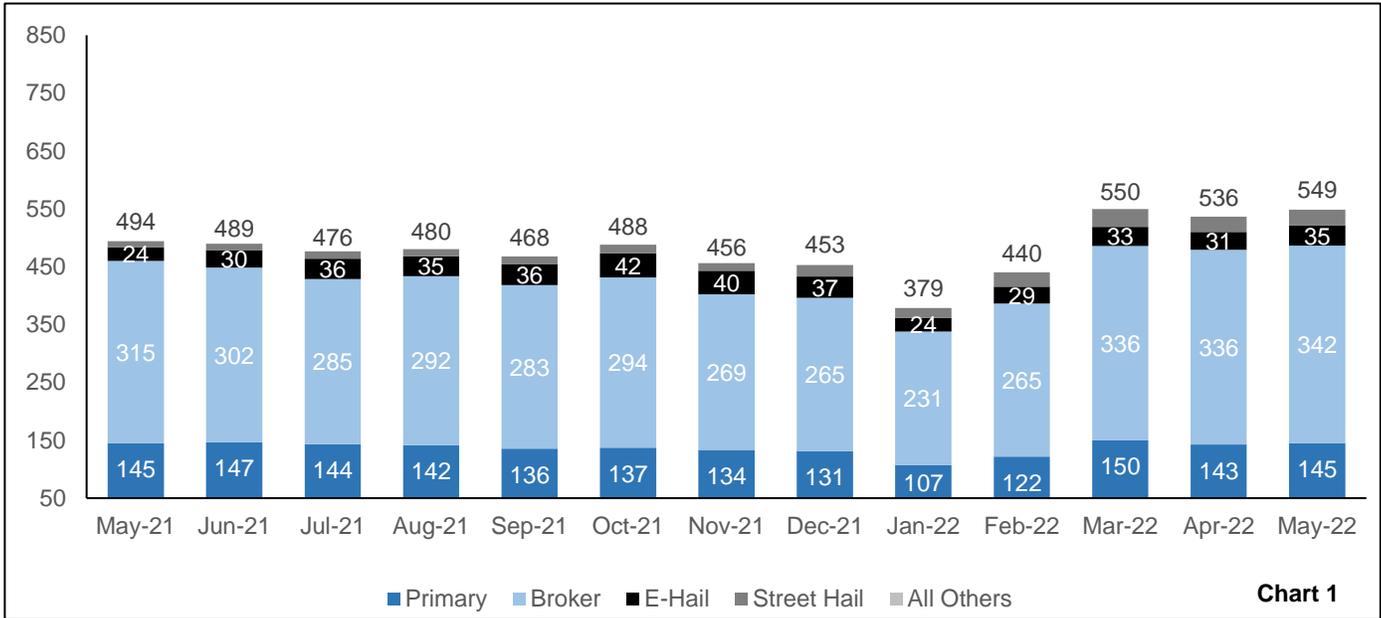
The phone number customers call to make complaints and other comments is the same familiar number they use for reservations. Access-A-Ride reviews all complaints received and works to resolve all specific customer concerns.

Call Center

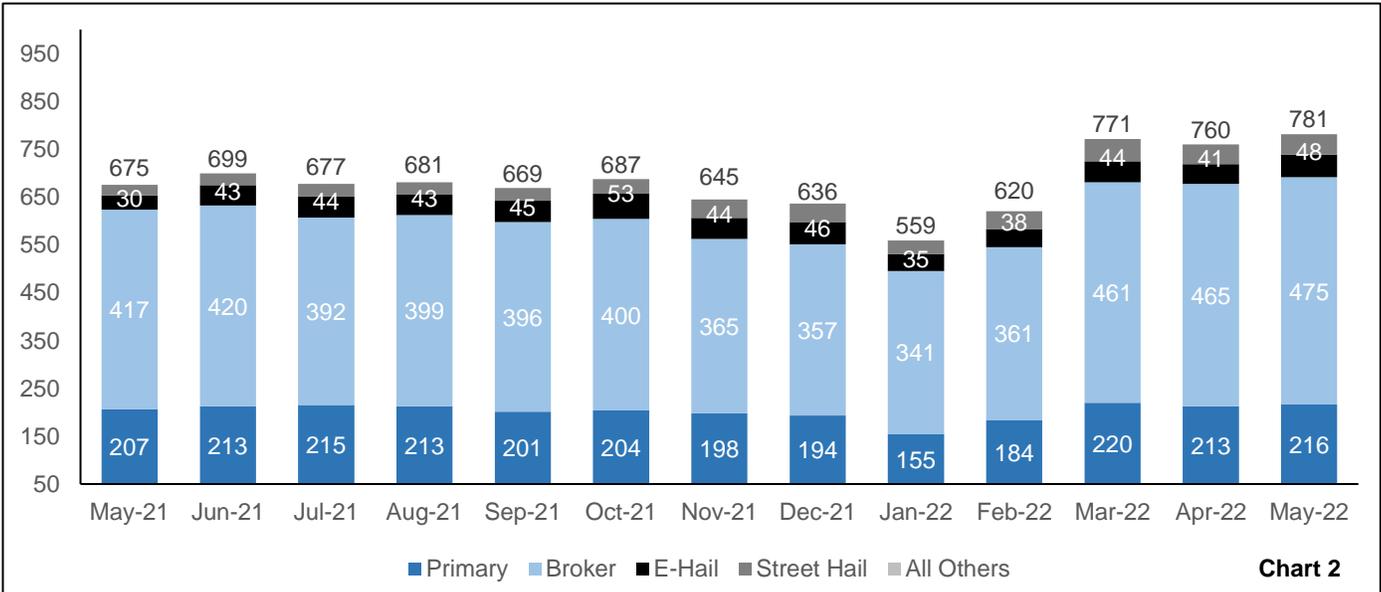
Access-A-Ride Call Center performance is measured as the percent of calls that are answered and the average speed with which those calls are answered. The call center handles reservation and day-of service status calls from customers.

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 May 2022 increased by 12K (or 2.3%) when compared to April 2022, and increased by 55K (or 11%) when compared to May 2021.

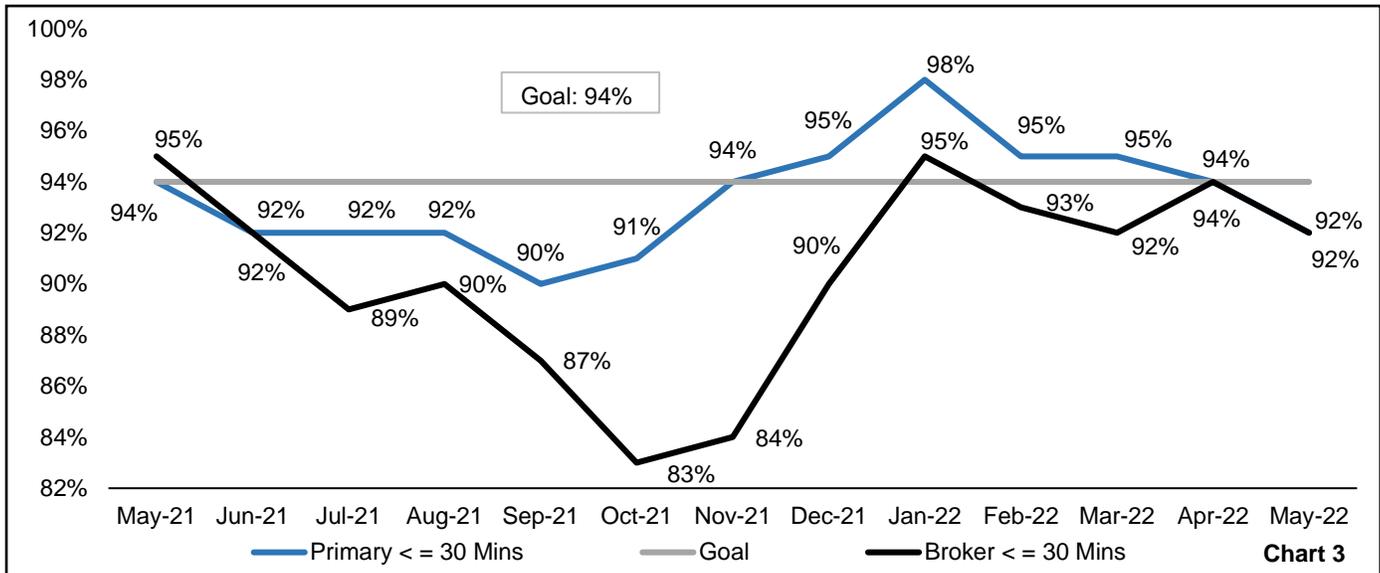
Total Ridership Discussion

- Total Ridership in May 2022 increased by 21K (or 2.8%) when compared to April 2022, and increased by 106K (or 15.7%) when compared to May 2021.

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

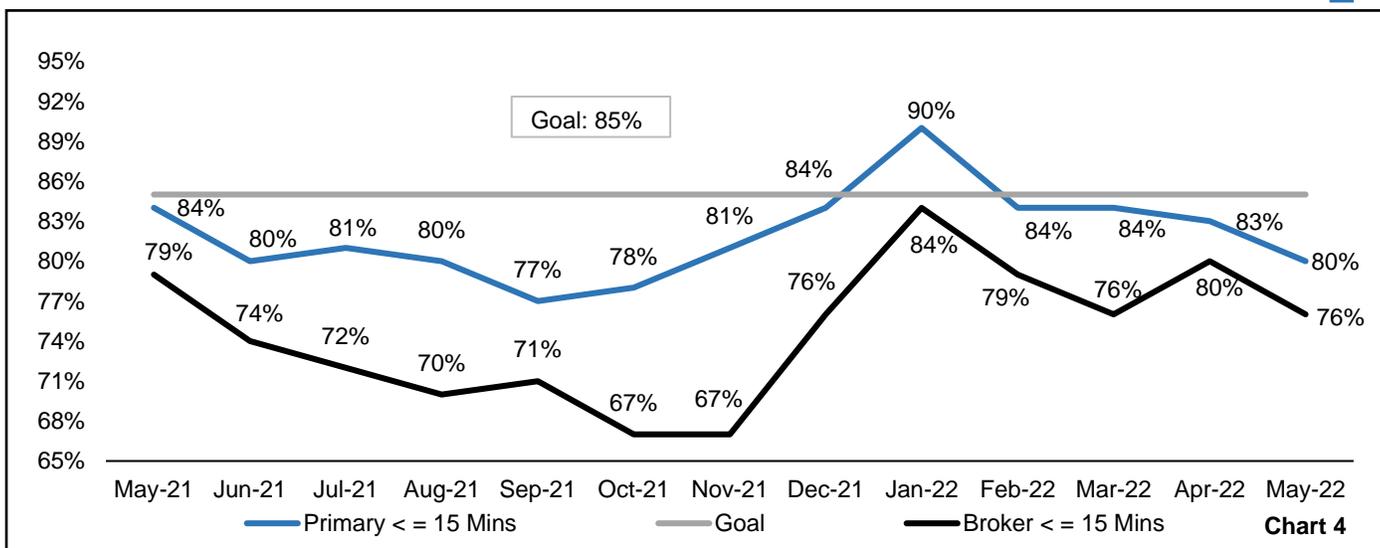
OTP <= 30 Minutes Primary and Broker

Desired trend 



OTP <= 15 Minutes Primary and Broker

Desired trend 



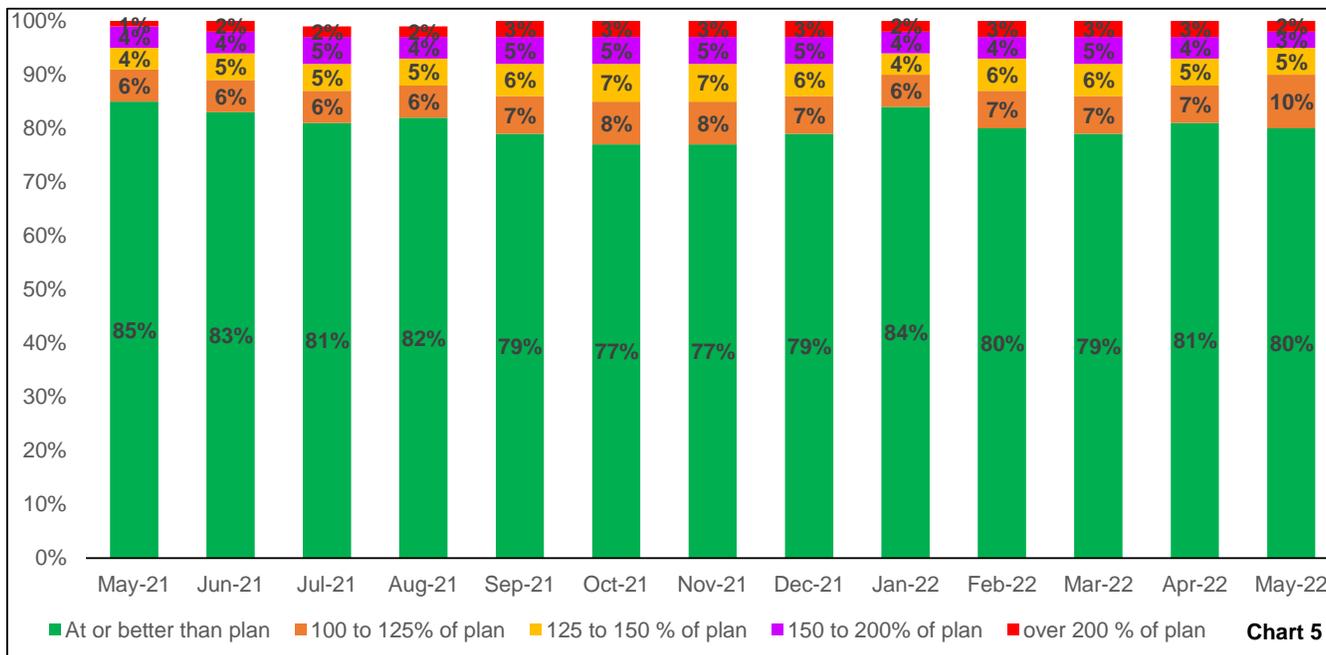
<= 30 Minutes Pick Up On-Time Performance Discussion

- May 2022 Primary 30 minute P/U, OTP result of 92% declined by 2 percentage points when compared to April 2022 and May 2021.
- May 2022 Broker 30 minute P/U, OTP result of 92% declined by 2 percentage points when compared to April 2022, and declined by 3 percentage points when compared to May 2021.

<= 15 Minutes Pick Up On-Time Performance Discussion

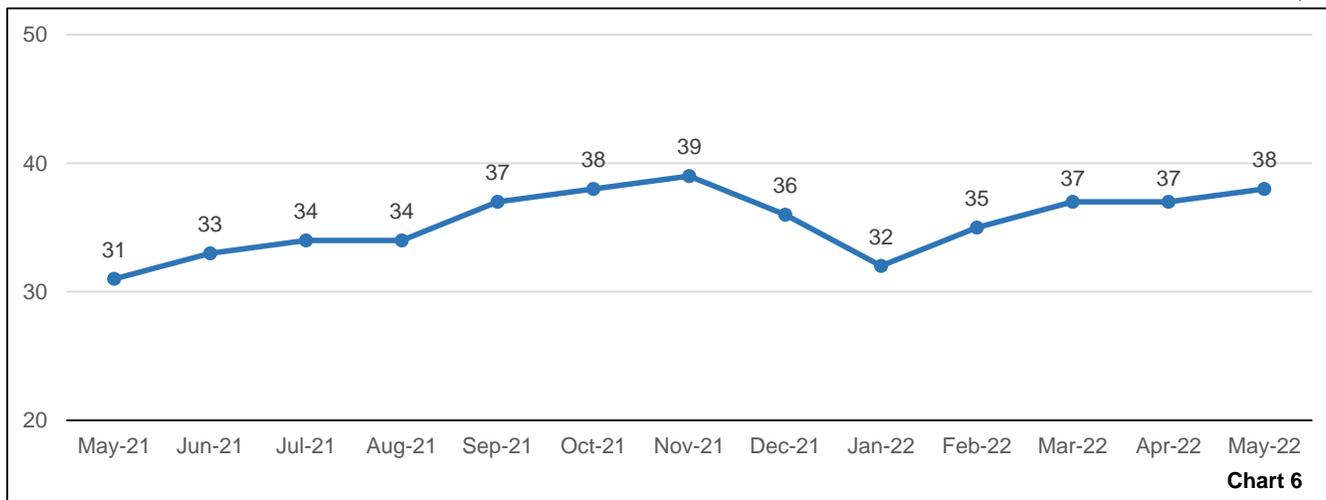
- May 2022 Primary 15 minute P/U, OTP result of 80% declined by 3 percentage points when compared to April 2022, and declined by 4 percentage points when compared to May 2021.
- May 2022 Broker 15 minute P/U, OTP result of 76% declined by 4 percentage points when compared to April 2022, and declined by 3 percentage points when compared to May 2021.

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

- 80% of trips in May 2022 performed within the scheduled time or better which declined by 1 percentage point when compared to April 2022, and declined by 5 percentage points when compared to May 2021.

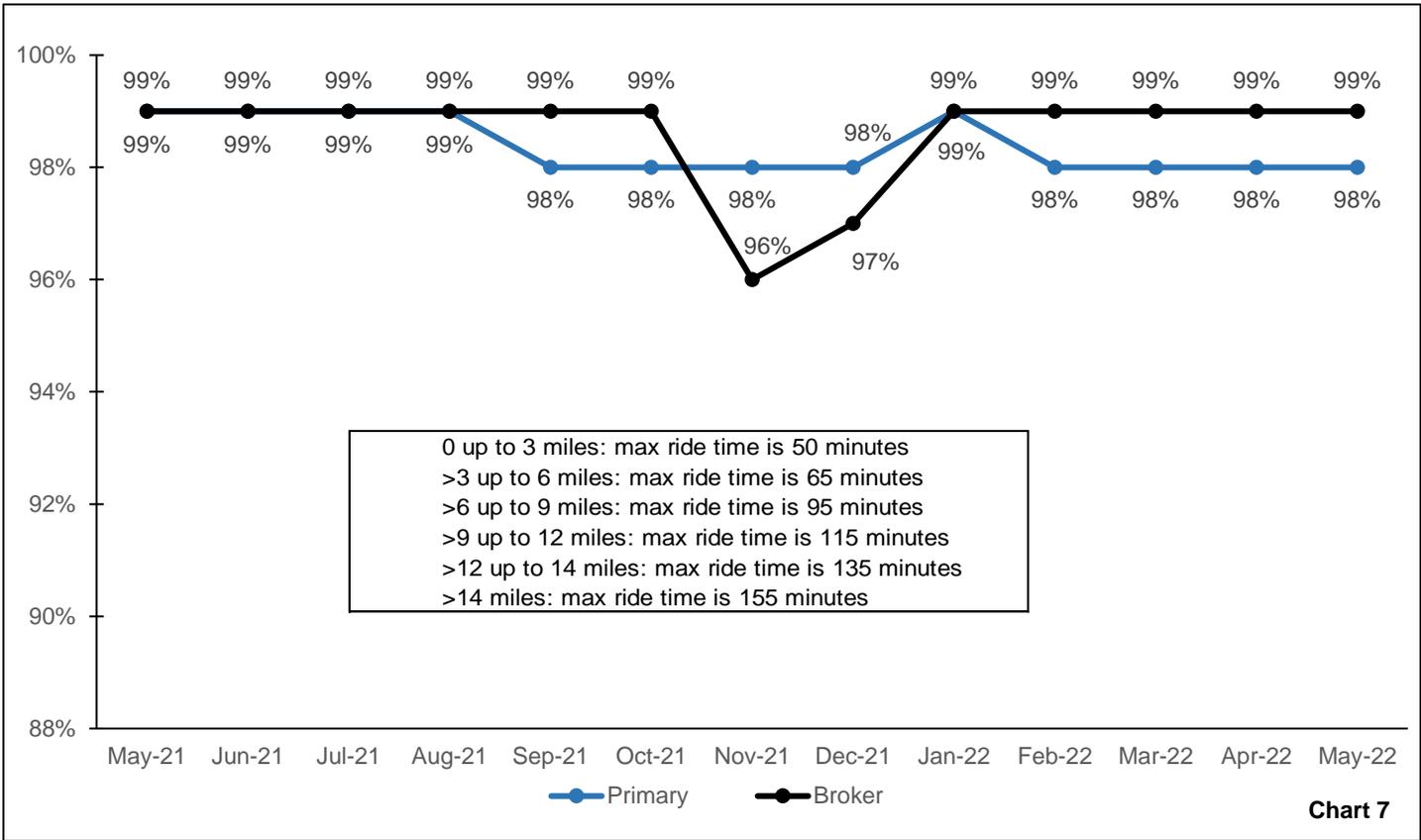
Average Actual Trip Duration in Minutes Discussion

- Actual Trip Duration in May 2022 increased by 1 minute (or 2.7%) when compared to April 2022, and increased by 7 minutes (or 22.6%) when compared to May 2021.

Note: Percentages may not be exact due to rounding.

Max Ride Time Performance

Desired trend 

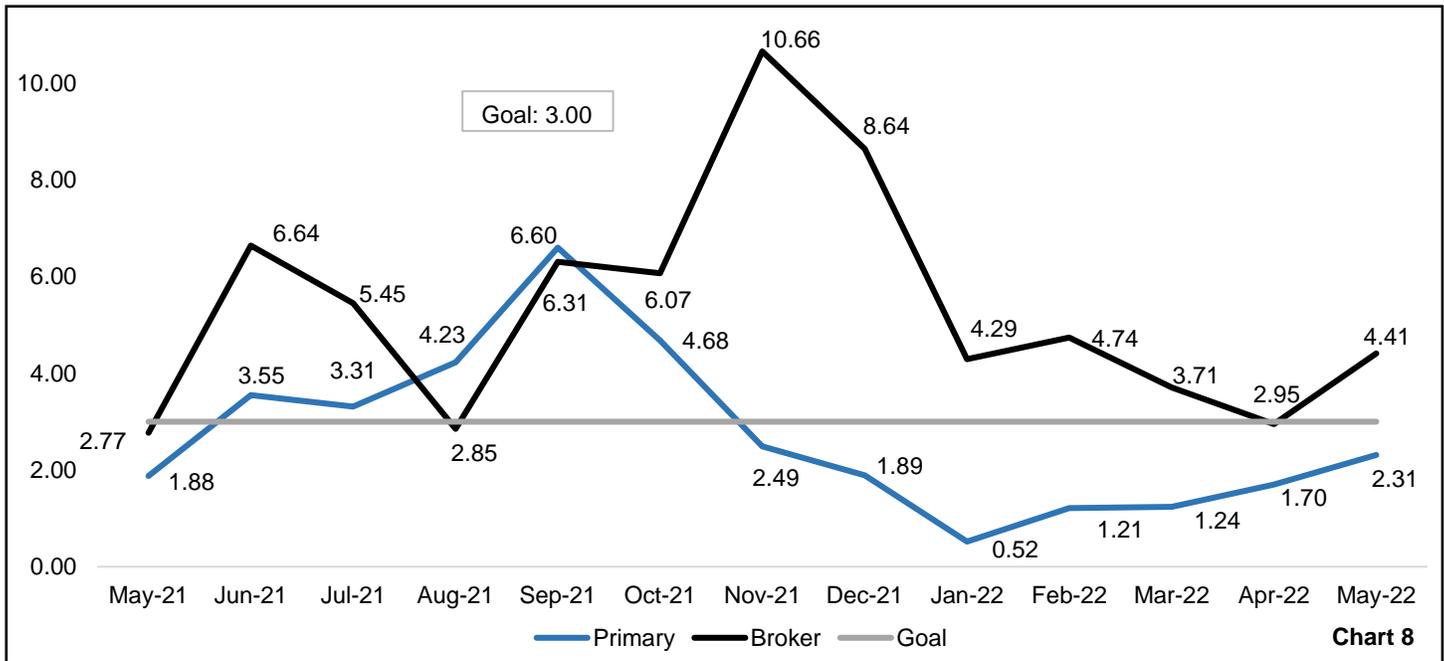


Max Ride Time Performance Discussion

- In the month of May 2022, 98% of Primary trips were completed within the Max Ride Time parameters. Performance remained flat when compared to April 2022, and declined by 1 percentage point when compared to May 2021.
- In the month of May 2022, 99% of Broker trips were completed within the Max Ride Time parameters. Performance remained flat when compared to April 2022 and to May 2021.

Provider No Shows Per 1,000 Scheduled Trips

Desired trend

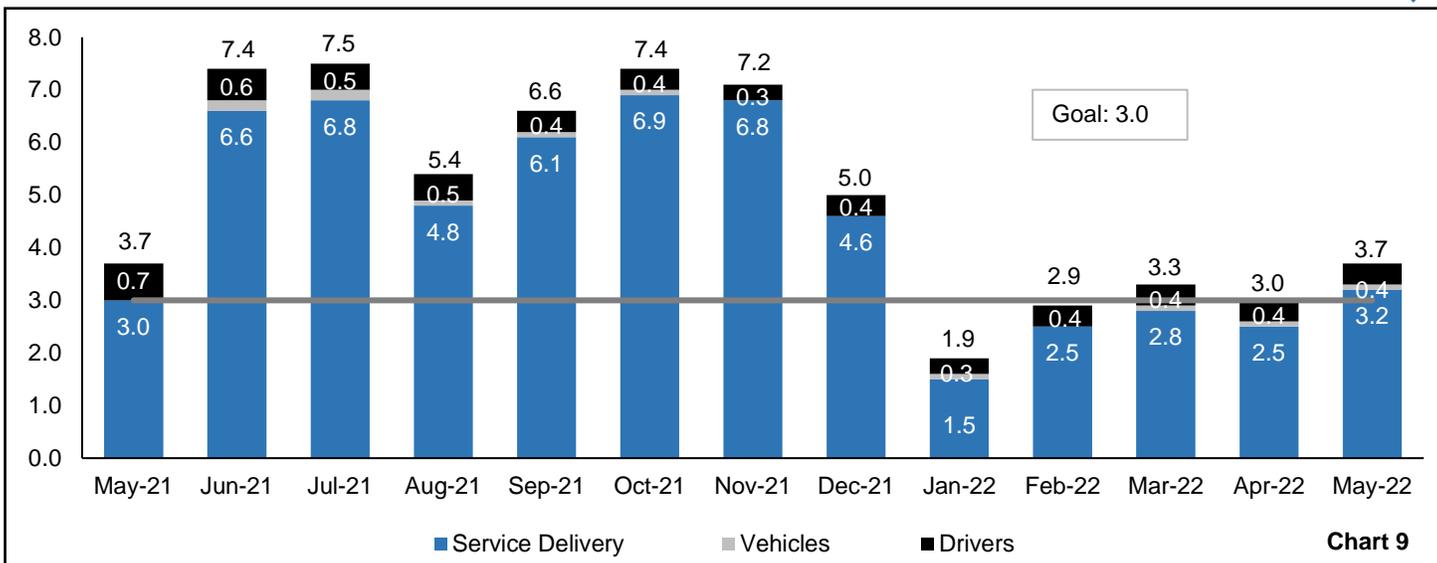


Provider No Shows Per 1000 Scheduled Trips Discussion

- Primary No-Shows increased by 0.61 per 1,000 trips (or 35.9%) in May 2022 when compared to April 2022, and increased by 0.43 per 1,000 trips (or 22.9%) when compared to the same month last year.
- Broker No-Shows increased by 1.46 per 1,000 trips (or 49.5%) in May 2022 when compared to April 2022, and increased by 1.64 per 1,000 trips (or 59.2%) when compared to the same month last year.

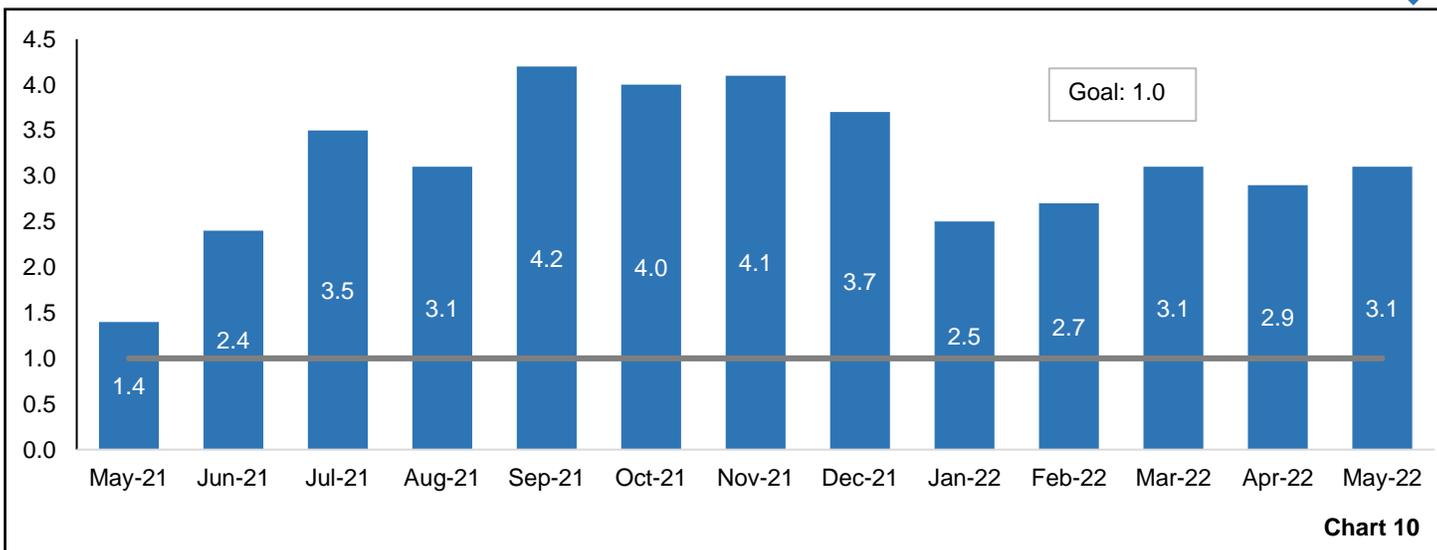
Passenger Complaints Related to Transportation Service Quality Per 1,000 Completed Trips

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 May 2022 increased by 0.7 per 1,000 trips (or 23.3%) when compared to April 2022, and remained flat when compared to May 2021.

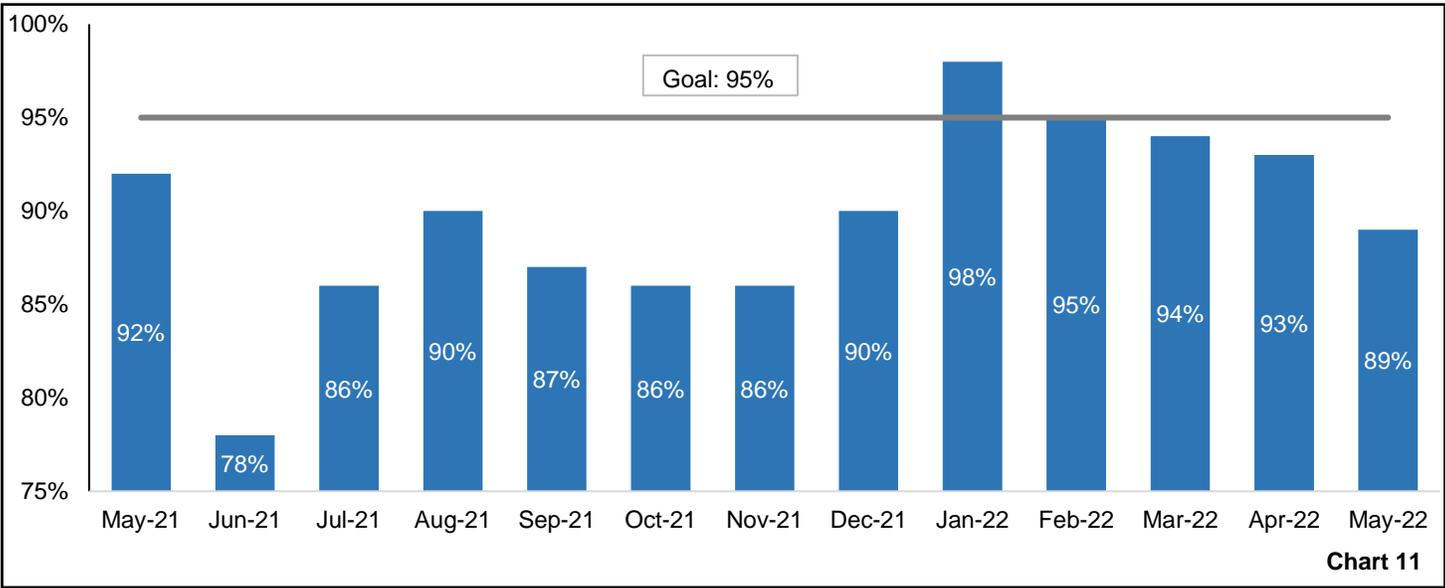
Passenger Complaints Related to Non-Transportation Service Quality Per 1,000 Completed Trips Discussion:

- Passenger Complaints related to Non-Transportation Service in May 2022 increased by 0.2 per 1,000 trips (or 6.9%) when compared to April 2022, and increased by 1.7 per 1,000 trips (or 121.4%) when compared to May 2021.

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

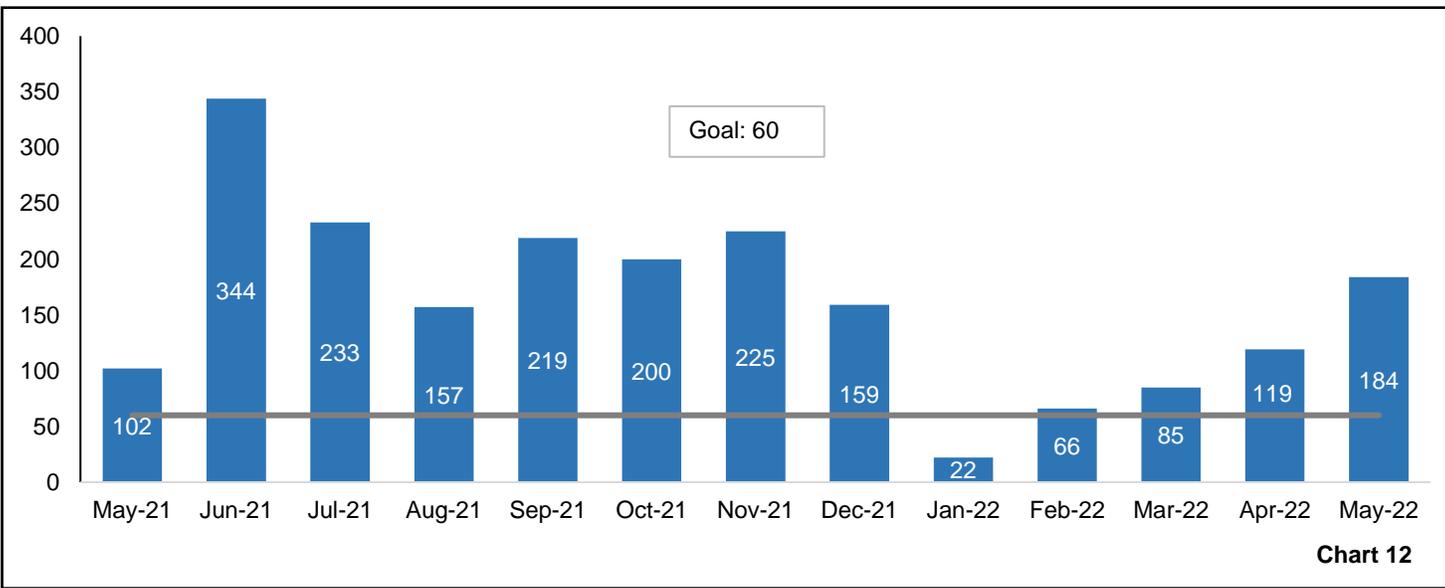
Percent of Calls Answered

Desired trend 



Average Call Answer Speed in Seconds

Desired trend 



Percent of Calls Answered Discussion

- The Percent of Calls Answered in May 2022 declined by 4 percentage points when compared to April 2022, and declined by 3 percentage points when compared to May 2021.

Average Call Answer Speed in Seconds Discussion

- The Average Call Answer Speed in May 2022 increased by 65 seconds (or 54.6%) when compared to April 2022, and increased by 82 seconds (or 80.4%) when compared to May 2021.

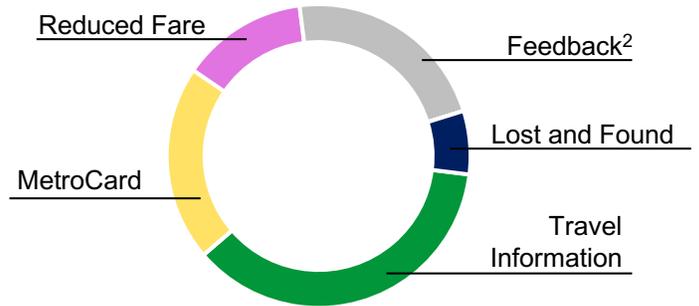
Note: Monthly totals may be exact due to rounding.

Customer engagement

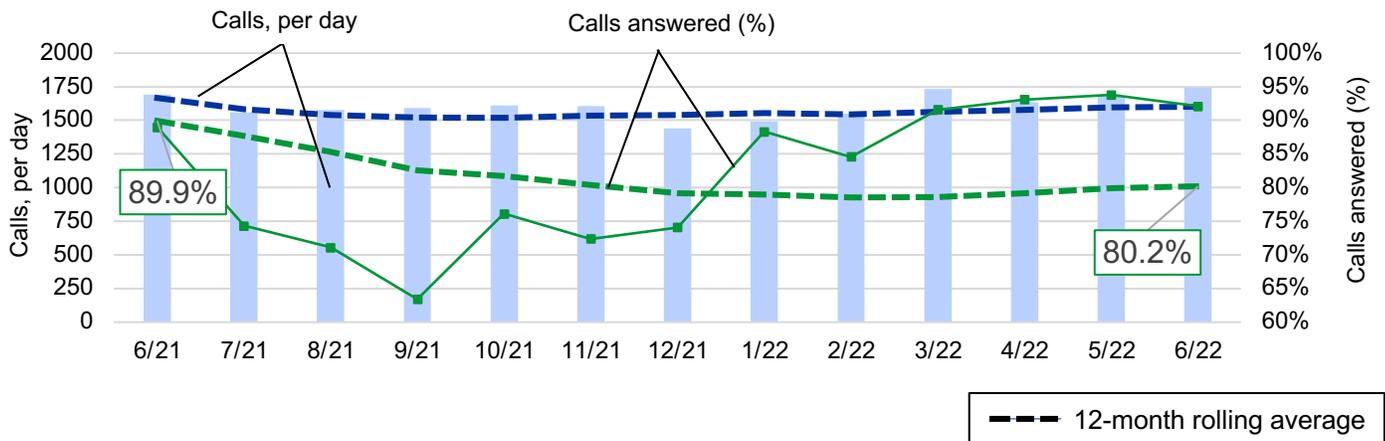
Telephone

	Jun 2022	Jun 2021	Variance
Telephone calls	52,250	50,726	▲ 3.0%
Calls answered	92.1%	89.0%	▲ 3.5%
Average time to answer ¹ (seconds)	134	239	▼ 43.9%

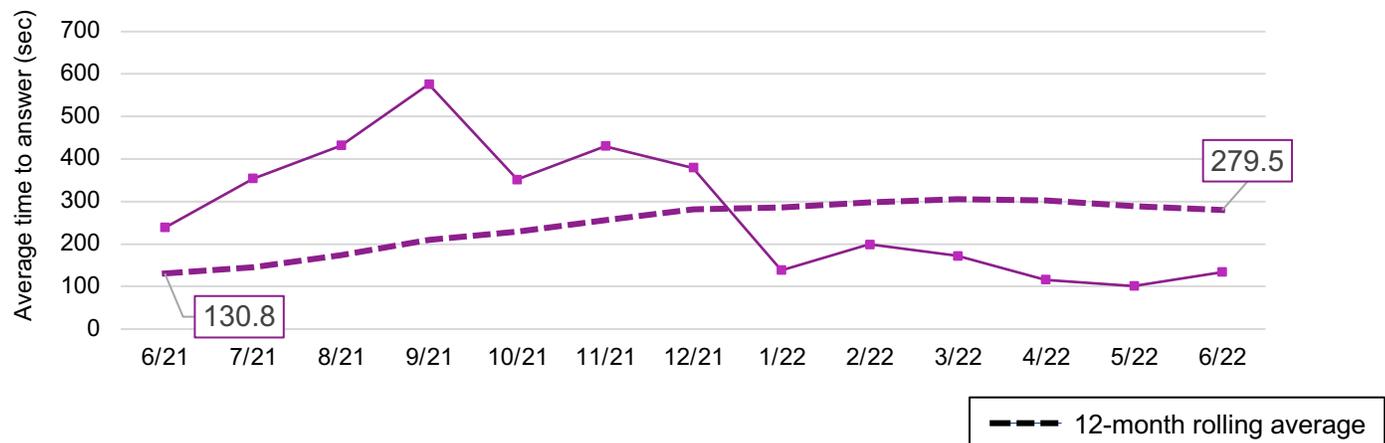
1. Excludes automated self-service calls
2. Feedback is customers calling with comments or concerns



Telephone: calls received and answered



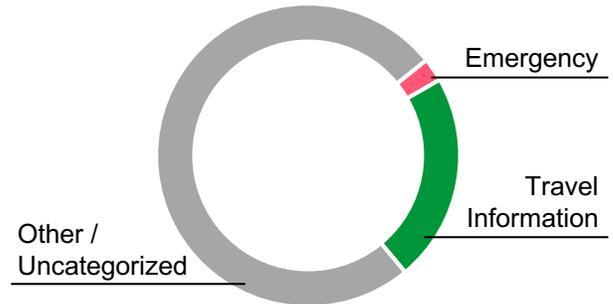
Telephone: average time to answer



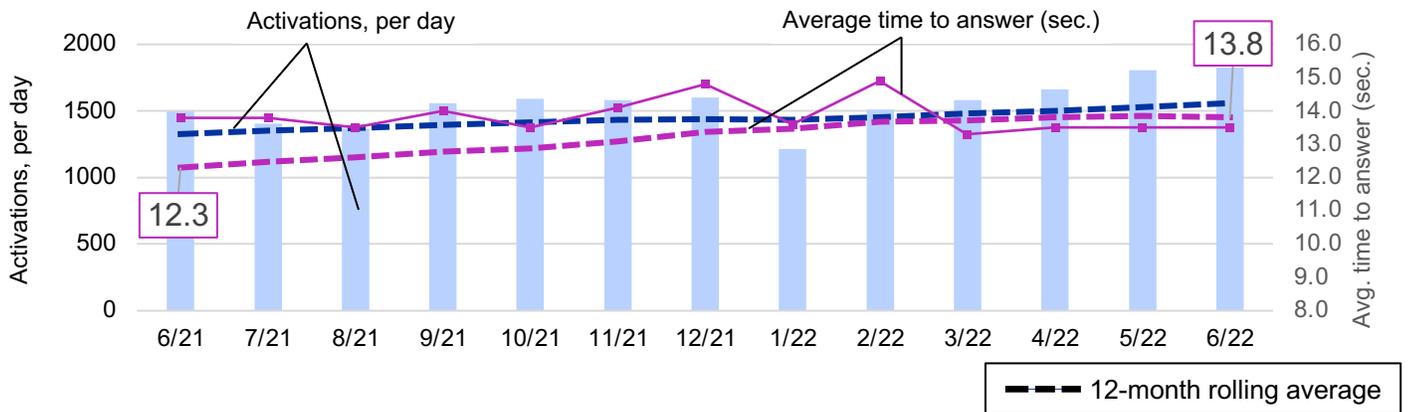
Customer engagement

Help Point

	Jun 2022	Jun 2021	Variance
Help Point activations	54,803	44,816	▲22.3%
Average time to answer (seconds)	13.5	13.8	▼2.2%

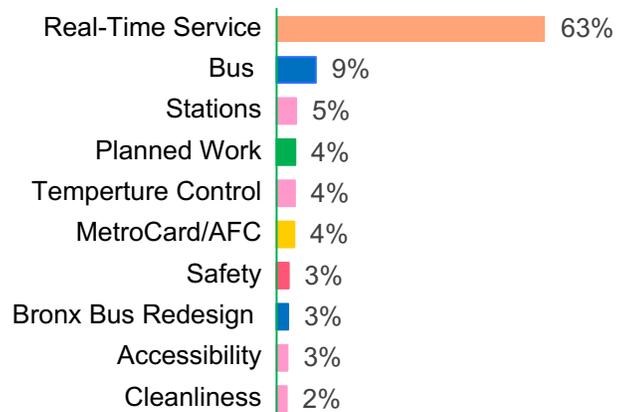


Help Point: activations and average time to answer



Social media

	Jun 2022	Jun 2021	Variance
Social media mentions ¹	35,020	29,503	▲18.7%
Responses sent	12,708	10,526	▲20.7%
Customer satisfaction score ²	3.86	3.78	▲2.1%



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

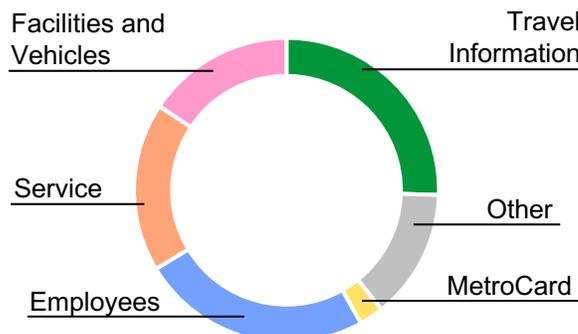


Customer engagement

Web, mobile app, and written feedback

	Jun 2022	Jun 2021	Variance
Received	9,349	5,184	▲ 80.3%
Responses sent ¹	11,885	7,719	▲ 54.0%

1. Includes automated and manual responses



Keeping customers informed

Alerts and service notices

	Jun 2022
Web	4,974
Twitter	4,495
Kiosks / Digital Displays ¹	8,560
Email and text alerts	
• Service	4,759
• Elevator and escalator status	8,133
Service Notice posters developed	540

1. Excludes countdown clocks

Social media followers

		Jun 2022	Jun 2021	Variance
Twitter	@NYCTSubway	1,038.7k	995.9k	▲ 4.3%
	@NYCTBus	33.7k	31.1k	▲ 8.4%
	@MTA	1,338.5k	1,311.7k	▲ 2.0%
Facebook	MTA	158.8k	154.7k	▲ 2.7%
Instagram	@mtanyctransit	57.3k	42.8k	▲ 33.9%

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

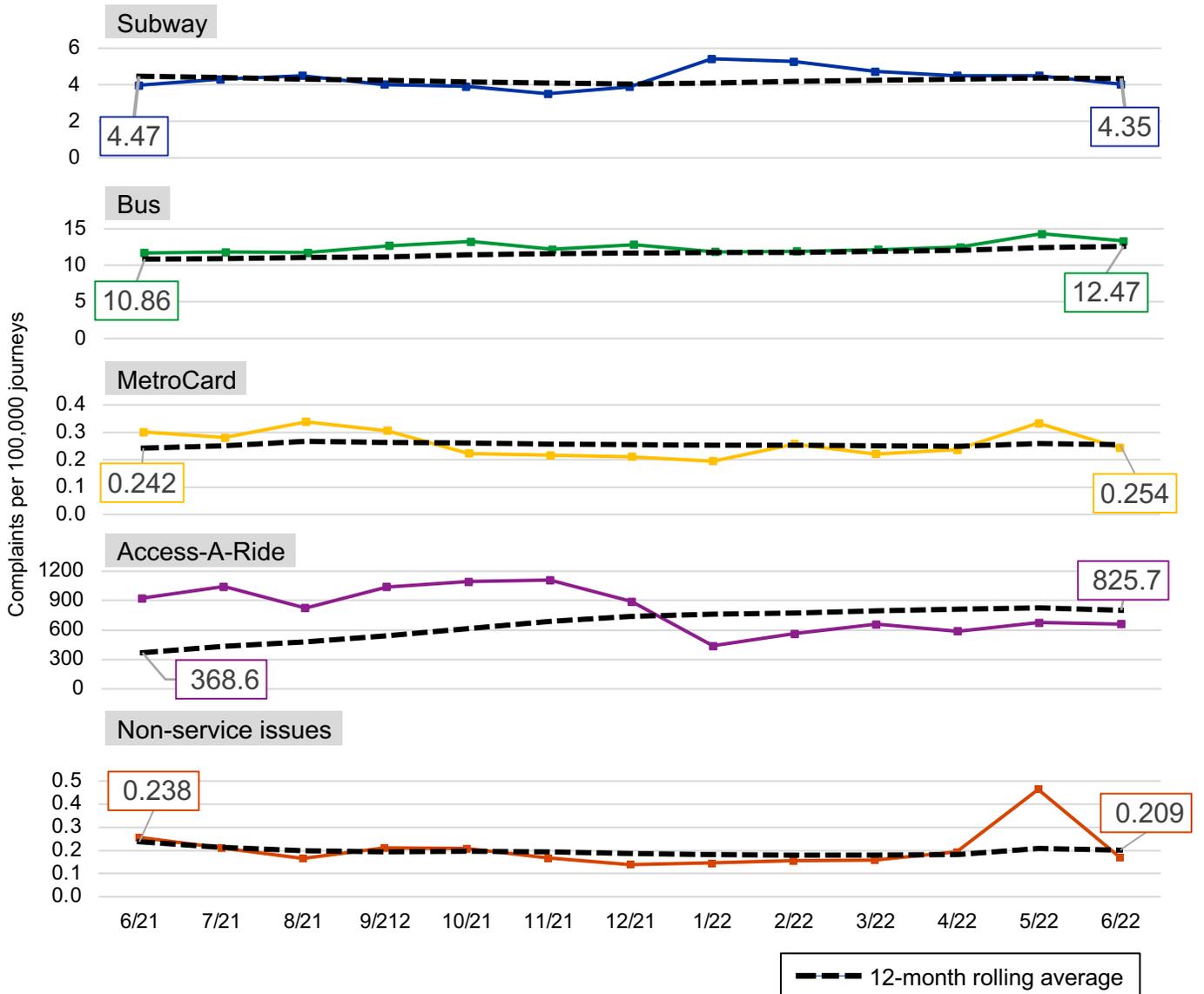
	Jun 2022	Jun 2021	Variance
Subway	4.03	3.97	▲ 1.5%
Bus	13.32	11.70	▲ 13.8%
MetroCard	0.24	0.30	▼ 19.1%
Access-A-Ride	661.2	923.8	▼ 28.4%
Non-service issues ¹	0.170	0.257	▼ 33.9%

Commendations per 100,000 journeys

	Jun 2022	Jun 2021	Variance
Subway	0.087	0.098	▼ 10.5%
Bus	0.65	0.72	▼ 9.5%
Access-A-Ride	87.9	74.3	▲ 18.3%
Non-service issues ¹ incl. MetroCard	0.022	0.024	▼ 11.7%

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



Monthly Operations Report

Statistical results for the 12-Month period are shown below

Safety Report				
Performance Indicators	12-Month Average			
	Jul 19 - Jun 20	Jul 20 - Jun 21	Jul 21 - Jun 22	
Subways				
Subway Customer Accidents per Million Customers ¹	3.03	5.34	3.64	
Subway Collisions ²				
Total	3	2	3	
Mainline	0	0	0	
Yard	3	2	3	
Subway Derailments ²				
Total	6	13	5	
Mainline	3	3	1	
Yard	3	10	4	
Subway Fires ²	822	1,007	1,153	
Buses				
Bus Collisions Per Million Miles Regional	47.07	45.25	58.15	
Bus Collision Injuries Per Million Miles Regional	5.57	4.83	6.38	
Bus Customer Accidents Per Million Customers ¹ Regional*	1.53	1.91	1.88	
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees ¹	5.17	4.91	4.83	

¹ 12-month Average data from June through May.

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	June	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	27	173	340	50.9%
Joint Track Safety Audits -- Compliance Rate	99.3%	99.0%	100.0%	99.0%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	780	10,094	10,758	93.8%
Friction Pad Installation	3,537	12,497	22,000	56.8%
Buses	June	YTD	Goal	YTD as % of Goal
Collision Prevention				
Audible Pedestrian Turn Warning System	38	304	800	38.0%
Vision Zero Employee Training*	461	1,488	4,500	33.1%

* = No classes were offered from January 6-April 3, 2022, due to Omicron Variant and Employee Availability.

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

June 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:	84.8%	Train:	14
Average:	14.1%	Right-of-way:	48
Above Average:	1.1%	Station:	28
High:	0.0%	Other:	2
		Total:	92

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

Train:		Right-of-Way:		Station:	
Brake Shoes:	5	Debris:	24	Debris:	23
Debris:	3	Tie:	14	Chair:	1
Contactors:	1	Insulator:	3	Electrical:	1
Current				Electronic	
Collector:	1	Cable:	1	Device:	1
Traction Motor:	1	Cables, Power 3rd Rail:	1	Supplies:	1



CRIME STATISTICS JUNE

	2022	2021	Diff	% Change
MURDER	0	1	-1	-100.0%
RAPE	1	0	1	***. *%
ROBBERY	49	34	15	44.1%
FELASSAULT	35	33	2	6.1%
BURGLARY	0	0	0	0.0%
GL	77	47	30	63.8%
<u>TOTAL MAJOR FELONIES</u>	<u>162</u>	<u>115</u>	<u>47</u>	<u>40.9%</u>

CRIME STATISTICS JANUARY THRU JUNE

	2022	2021	Diff	% Change
MURDER	4	5	-1	-20.0%
RAPE	6	2	4	200.0%
ROBBERY	305	202	103	51.0%
FELASSAULT	292	256	36	14.1%
BURGLARY	3	3	0	0.0%
GL	521	270	251	93.0%
<u>TOTAL MAJOR FELONIES</u>	<u>1131</u>	<u>738</u>	<u>393</u>	<u>53.3%</u>

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



JUNE ACTIVITY

	2022	2021	Diff	% Change
Total Arrests	742	498	244	49%
TOS Arrests	164	69	95	137.7%
Total Summons	10035	5400	4635	85.8%
TOS TABs	6725	4315	2410	55.9%
TOS C-Summ	80	73	7	9.6%

JANUARY THRU JUNE ACTIVITY

	2022	2021	Diff	% Change
Total Arrests	4349	2637	1712	64.9%
TOS Arrests	935	446	489	109.6%
Total Summons	54342	40327	14015	34.8%
TOS TABs	40323	33213	7110	21.4%
TOS C-Summ	501	516	-15	-2.9%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

**Transit Bureau
HCTF Statistical Data
(As of 6/26/2022)**

Motivation:

Motivation	2022	2021	Diff	% Change
ASIAN	13	27	-14	-52%
BLACK	4	5	-1	-20%
ETHNIC	5	3	2	67%
GENDER	1	5	-4	-80%
HISPANIC	4	1	3	300%
JEWISH	10	8	2	25%
MUSLIM	3	0	3	***.*
SEXUAL ORIENTATION	11	4	7	175%
WHITE	1	4	-3	-75%
Grand Total	52	57	-5	-9%

Crime Name:

Crime Name	2022	2021	Diff	% Change
Aggravated Harassment 1	7	7	0	0%
Aggravated Harassment 2	9	11	-2	-18%
Assault 2	9	6	3	50%
Assault 3	13	19	-6	-32%
Criminal Mischief 2	1	0	1	***.*
Criminal Mischief 3	0	3	-3	-100%
Criminal Mischief 4	5	4	1	25%
Forcible Touching	0	1	-1	-100%
Harassment 2	1	0	1	***.*
Menacing 2	5	3	2	67%
Menacing 3	0	1	-1	-100%
Reckless Endangerment 1	0	1	-1	-100%
Robbery 3	2	1	1	100%
Grand Total	52	57	-5	-9%



Police Department
City of New York

REPORT

JANUARY-JUNE

	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>	1	0	4	1	1	0	1	2	4	1	2	2	1	0	0	0	1	1	0	1	0	0	1	3	4	4
<i>Rape</i>	1	8	0	3	1	0	2	1	3	3	0	2	0	0	2	6	3	5	0	0	1	0	2	4	2	6
<i>Robbery</i>	1046	961	852	683	641	624	588	532	622	490	421	384	346	361	354	444	309	212	244	256	217	232	235	329	200	305
<i>Assault</i>	229	248	211	178	143	145	143	142	129	97	100	87	91	105	106	98	94	99	130	157	168	169	182	168	254	292
<i>Burglary</i>	20	10	2	4	16	6	3	5	1	1	0	4	0	2	0	18	15	7	7	10	12	4	3	16	3	3
<i>GL</i>	1629	1273	1152	1205	1080	1017	823	882	907	679	609	640	563	561	707	816	777	760	755	739	815	751	739	501	268	521
TOTAL MAJOR FELONIES	2926	2500	2221	2074	1882	1792	1560	1564	1666	1271	1132	1119	1001	1029	1169	1382	1199	1084	1136	1163	1213	1156	1162	1021	731	1131
<i>Major Fel Per Day</i>	<i>16.17</i>	<i>13.81</i>	<i>12.27</i>	<i>11.40</i>	<i>10.40</i>	<i>9.90</i>	<i>8.62</i>	<i>8.59</i>	<i>9.20</i>	<i>7.02</i>	<i>6.25</i>	<i>6.15</i>	<i>5.53</i>	<i>5.69</i>	<i>6.46</i>	<i>7.59</i>	<i>6.62</i>	<i>5.99</i>	<i>6.28</i>	<i>6.39</i>	<i>6.70</i>	<i>6.39</i>	<i>6.42</i>	<i>5.61</i>	<i>4.02</i>	<i>6.21</i>



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Staten Island Rapid Transit

June 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	3	0	3	100%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	2	0	2	100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	5	0	5	100%

Preliminary June 2022 Monthly Report:

New York City Transit

The purpose of this report is to provide the preliminary June 2022 financial results, on an accrual basis. The accrual basis is presented on 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:

- June 2022 New York City Transit ridership of 118.5 million was under budget 27.1 million (18.6 percent), of which subway ridership of 88.0 million was under budget by 20.9 million (19.2 percent), and bus ridership of 29.8 million was lower by 6.2 million (17.3 percent). For June 2022 year-to-date, total ridership was under budget by 153.5 million (19.1 percent).
- June 2022 ridership compared with June 2019 was lower by 69.6 million (37.0 percent). Subway ridership was lower by 37.8 percent and bus ridership was lower by 35.0 percent. Total June 2022 year-to-date ridership compared to June 2019 year-to-date ridership was lower 473.0 million (42.0 percent).
- June 2022 year-to-date ridership was 197.5 million (43.4 percent) over June 2021 year-to-date ridership. Subway YTD ridership was 55.4 percent higher, and bus ridership was 18.2 percent higher.
- June 2022 farebox revenue of \$256.7 million was \$40.6 million (13.6 percent) under budget. June 2022 YTD farebox revenue fell short of budget by \$261.0 million (15.8 percent).

Total June operating expense (excluding non-cash liabilities) of \$762.4 million was unfavorable to budget by \$7.1 million (0.9 percent).

- Labor expenses were below budget by a net \$3.0 million (0.5 percent), primarily due to combined health & welfare/OPEB current expense, which underran \$16.1 million (11.6 percent), due to favorable timing of claims expense accruals. Payroll underruns of \$9.2 million (3.1 percent), due to the existence of vacancies, and pension underruns of \$4.6 million (5.9 percent) also contributed to labor favorability. Overtime overran \$22.4 million (53.2 percent), resulting from the existence of vacancies and availability coverage backfill. Both other fringe benefits over by \$2.1 million (4.5 percent), and reimbursable overhead unfavorable \$2.4 million (11.4 percent), were due to a shortfall of credits resulting from less than anticipated reimbursable labor charges, which partially offset general favorability of labor expenses.
- Non-labor expenses were net unfavorable to budget by \$10.1 million (5.9 percent), mainly due to overruns in energy including fuel over by \$7.2 million (66.3 percent), and electric power over by \$1.0 million (4.5 percent), due to unfavorable prices partly offset by lower consumption. Professional service contracts were also higher by \$2.6 million (21.5 percent), resulting from unfavorable timing of MTA bond service charges, and maintenance and other operating contracts were over by \$2.5 million (8.6 percent) due to unfavorable timing of facilities charges for maintenance and repair. Materials & supplies were lower by \$2.3 million (8.4 percent), mainly reflecting favorable timing of vehicle material charges, along with Paratransit service contracts under by \$1.6 million (4.4 percent), due to favorable timing of support costs which partly offset non-labor overruns.

June year-to-date operating expense (excluding non-cash liabilities) of \$4,437.0 million was favorable to budget by \$75.9 million (1.7 percent).

- Labor expenses were below budget by a net \$51.3 million (1.5 percent), primarily due to underruns in health & welfare/OPEB current expense of a combined \$105.6 million (12.6 percent), due to claims underruns and favorable timing of accruals and prescription rebate credits. Payroll was lower \$86.7 million (4.8 percent), due to the existence of vacancies and pension expenses were lower by \$21.5 million (4.6 percent), due to underruns in NYCERS. Overtime overruns of \$119.7 million (48.7 percent), were largely due to vacancy and availability coverage backfill along with severe weather response. Unfavorable reimbursable overhead of \$29.5 million (22.4 percent), and other fringe benefits over by \$13.3 million (4.8 percent), resulted from lower reimbursable labor charges than expected providing a partial offset to general favorability in labor expenses.
- Non-labor expenses were net favorable to budget by \$24.6 million (2.4 percent), mainly due to underruns in maintenance and other operating contracts lower than budget by \$26.6 million (15.7 percent), due to the favorable timing of construction service charges and equipment rental credits. Materials & supplies were lower by \$21.3 million (12.8 percent), reflecting favorable timing of vehicle materials, and track and switch material expenses. Paratransit service contracts were lower by \$12.7 million (6.2 percent), reflecting fewer trips and favorable support costs. Energy costs were higher including fuel over by \$21.5 million (33.4 percent), and electric power which overran by \$15.6 million (10.0 percent), due to higher prices partly offset by lower consumption. Other business expenses were unfavorable \$7.7 million (17.5 percent), from higher card transaction processing fees.

Financial Results

Farebox Revenue

June 2022 Farebox Revenue - (\$ in millions)								
	June				June Year-to-Date			
	Budget	Prelim Actual	Favorable(Unfavorable)		Budget	Prelim Actual	Favorable(Unfavorable)	
			Amount	Percent			Amount	Percent
Subway	230.8	197.8	(33.0)	(14.3%)	1,267.1	1,063.9	(203.3)	(16.0%)
NYCT Bus	60.5	52.9	(7.6)	(12.5%)	349.4	292.9	(56.5)	(16.2%)
Paratransit	1.6	1.6	0.0	(2.7%)	9.8	8.6	(1.2)	(12.6%)
Subtotal	292.9	252.3	(40.6)	(13.9%)	1,626.3	1,365.3	(261.0)	(16.0%)
Fare Media Liability	4.4	4.4	0.0	0.0%	26.3	26.3	0.0	0.0%
Total - NYCT	297.3	256.7	(40.6)	(13.6%)	1,652.6	1,391.6	(261.0)	(15.8%)

Note: Total may not add due to rounding

June 2022 farebox revenue of \$256.7 million was \$40.6 million (13.6 percent) under budget. Subway revenue was \$33.0 million (14.3 percent) below budget, bus revenue was \$7.6 million (12.5 percent) lower, and paratransit revenue was \$0.043 million (2.7 percent) under budget. Accrued fare media liability was equal to budget. The June 2022 non-student average fare of \$2.23 increased 6.2¢ from June 2021; subway fare increased 3.5¢; local bus fare increased 3.1¢; express bus fare increased 10.6¢.

Average Fare

June Non-Student Average Fare - (in \$)				
	NYC Transit			
	2021	Prelim 2022	Change	
			Amount	Percent
Subway	2.307	2.342	0.035	1.5%
Local Bus	1.752	1.783	0.031	1.8%
Subway & Local Bus	2.148	2.205	0.058	2.7%
Express Bus	5.961	6.067	0.106	1.8%
Total	2.165	2.227	0.062	2.9%

The June 2022 non-student average local fare of \$2.23 increased 6.2¢ (2.7 percent) from the prior year.

Non-reimbursable Expenses – June 2022

Non-reimbursable expenses of \$762.4 million (before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment), was unfavorable to budget by \$7.1 million (0.9 percent).

Labor expenses were below budget by a net \$3.0 million (0.5 percent):

- Health and welfare/OPEB current expenses combined underran \$16.1 million (11.6 percent), due to favorable timing of claims expense accruals
- Payroll was favorable by \$9.2 million (3.1 percent), due to the existence of vacancies
- Pension was under budget by \$4.6 million (5.9 percent), due to NYCERS expense underruns
- Overtime overruns of \$22.4 million (53.2 percent), resulting from the existence of vacancies and availability coverage backfill
- Reimbursable overhead was unfavorable by \$2.4 million (11.4 percent), and other fringe benefits overran by \$2.1 million (4.5 percent), due to a shortfall of credits resulting from less than anticipated reimbursable labor charges

Non-labor expenses were net unfavorable to budget by \$10.1 million (5.9 percent):

- Fuel expenses overran by \$7.2 million (66.3 percent), mainly due to higher prices partly offset by lower consumption
- Electric power expenses overran by \$1.0 million (4.5 percent), due to unfavorable rates and partly offset by lower consumption
- Professional Service contracts were unfavorable to budget by \$2.6 million (21.5 percent), mainly resulting from unfavorable timing of MTA bond service charges
- Maintenance and other operating contracts were over budget by \$2.5 million (8.6 percent), mainly reflecting unfavorable timing of facilities charges for maintenance and repair
- Materials and Supplies were under budget by \$3.1 million (11.1 percent), mainly reflecting favorable timing of vehicle material charges
- Other Business expenses were lower by \$1.6 million (4.4 percent), mainly reflecting timing of support costs

Depreciation expense in June of \$175.9 million underran budget by \$3.5 million (1.9 percent). There are no GASB 75 OPEB expense adjustment entries nor any GASB 68 Pension adjustment entries recorded in June as of the preliminary close.

The **operating cash deficit** (excluding subsidies) of \$409.3 million for June was \$35.0 million (9.4 percent) unfavorable to the budget.

Non-reimbursable Expenses – Year-to-date

Non-reimbursable expenses of \$4,437.0 million (before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment), were favorable to budget by \$75.9 million (1.7 percent).

Labor expenses were below budget by a net \$51.3 million (1.5 percent):

- Health and welfare/OPEB current expenses were lower by a combined \$105.6 million (12.6 percent), due to claims underruns and favorable timing of accruals and prescription rebate credits
- Payroll was favorable by \$86.7 million (4.8 percent), due to the existence of vacancies
- Pension was under budget by \$21.5 million (4.6 percent), reflecting underruns of NYCERS pension expense
- Overtime expenses exceeded budget by \$119.7 million (48.7 percent), largely due to vacancy and availability coverage backfill along with severe weather response
- Reimbursable overhead was unfavorable by \$29.5 million (22.4 percent), and other fringe benefits overran by \$13.3 million (4.8 percent), mainly due to less than anticipated reimbursable labor charges

Non-labor expenses were net favorable to budget by \$24.6 million (2.4 percent):

- Maintenance and other operating contract expenses were lower than budget by \$26.6 million (15.7 percent), due to the favorable timing of construction service charges and equipment rental credits
- Materials and Supplies were lower by \$21.3 million (12.8 percent), reflecting favorable timing of vehicle materials and track and switch material expenses
- Paratransit service contracts were lower by \$12.7 million (6.2 percent), reflecting fewer trips and favorable support costs
- Fuel expenses overran by \$21.5 million (33.4 percent), mainly due to higher prices partly offset by lower consumption
- Electric power expenses overran by \$15.6 million (10.0 percent), due to unfavorable rates and partly offset by lower consumption
- Other business expenses were unfavorable \$7.7 million (17.5 percent), from higher card transaction processing fees

Depreciation expense June year-to-date of \$1,059.0 million underran budget by \$17.2 million (1.6 percent). There are no GASB 75 OPEB expense adjustment entries nor any GASB 68 Pension adjustment entries recorded for June year-to-date as of the preliminary close.

The **operating cash deficit** (excluding subsidies) of \$2,291.7 million year-to-date was \$204.3 million (9.9 percent) unfavorable to budget.

Ridership Results

June 2022 Ridership vs. Budget - (in millions)								
	June				June Year-to-Date			
	Budget	Prelim Actual	More(Less)		Budget	Prelim Actual	More(Less)	
			Amount	Percent			Amount	Percent
Subway	108.8	88.0	(20.9)	(19.2%)	596.8	480.0	(116.7)	(19.6%)
NYCT Bus	36.0	29.8	(6.2)	(17.3%)	204.4	167.9	(36.5)	(17.9%)
Paratransit	0.8	0.8	0.0	4.8%	4.5	4.3	(0.3)	(5.7%)
Total - NYCT	145.6	118.5	(27.1)	(18.6%)	805.7	652.2	(153.5)	(19.1%)

Note: Total may not add due to rounding

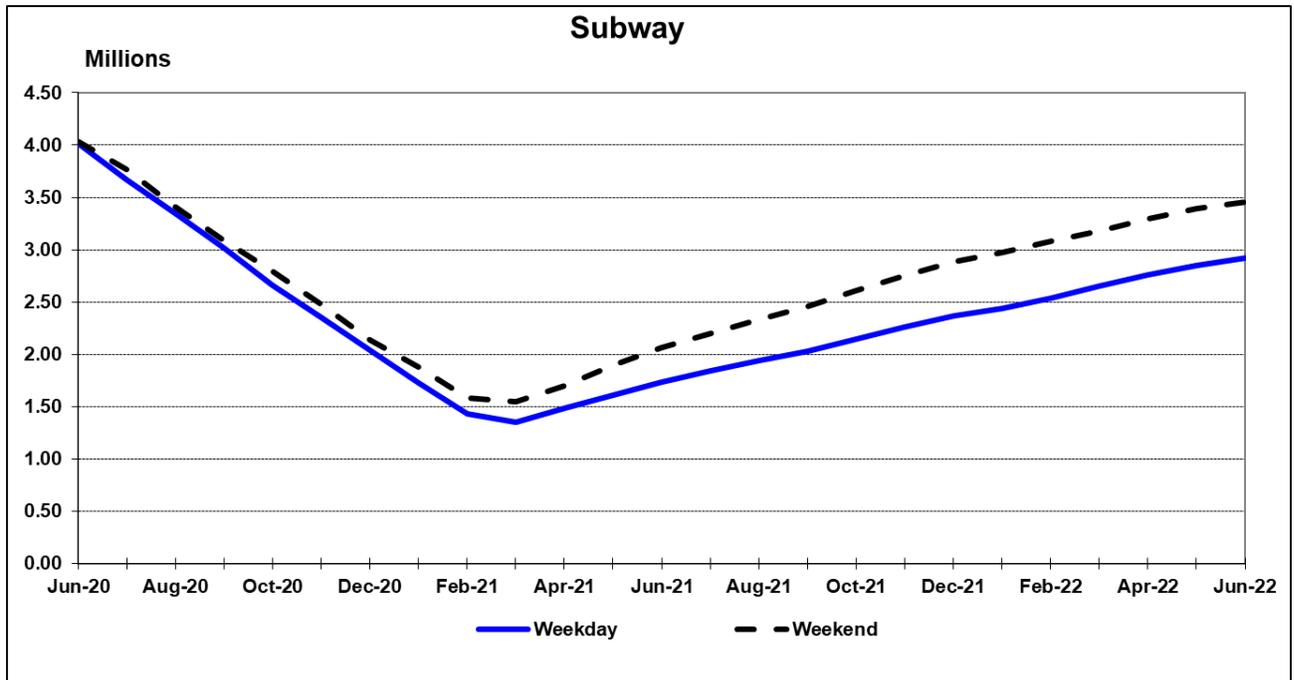
June Average Weekday and Weekend Ridership vs. Prior Year								
Month	Average Weekday - (thousands)				Average Weekend - (thousands)			
	2021	Preliminary	Change		2021	Preliminary	Change	
		2022	Amount	Percent		2022	Amount	Percent
Subway	2,390	3,270	880	+36.8%	3,225	3,998	773	+24.0%
NYCT Local Bus	980	1,092	112	+11.4%	1,240	1,266	26	+2.1%
NYCT Express Bus	17	26	9	+52.9%	9	12	3	+33.3%
Paratransit	26	29	3	+11.5%	30	38	8	+25.1%
TOTAL - NYCT	3,413	4,417	1,004	+29.4%	4,504	5,314	810	+18.0%
12-Month Rolling Average								
Subway	1,738	2,922	1,184	+68.1%	2,066	3,455	1,389	+67.2%
NYCT Local Bus	723	1,056	333	+46.1%	884	1,152	268	+30.3%
NYCT Express Bus	13	22	9	+69.2%	6	10	4	+66.7%
Paratransit	24	26	2	+10.1%	26	29	4	+14.0%
TOTAL - NYCT	2,498	4,026	1,528	+61.2%	2,982	4,646	1,665	+55.8%

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

- June 2022 subway ridership was 19.2 percent unfavorable to budget and bus ridership was 17.3 percent unfavorable. Paratransit ridership underrun by 4.8 percent.
- Compared to the previous year, average weekday ridership was up 36.8 percent on subway and up 11.4 percent on local bus. Express bus ridership was up 52.9 percent. Paratransit average weekday ridership was up 11.5 percent.
- Rolling average weekday ridership for the twelve-month period ending in June 2022, compared to twelve-month period ending in June 2021, is 68.1 percent higher on subway, 46.1 percent higher on local bus, 69.2 percent higher on express bus, and 10.1 percent higher on paratransit.

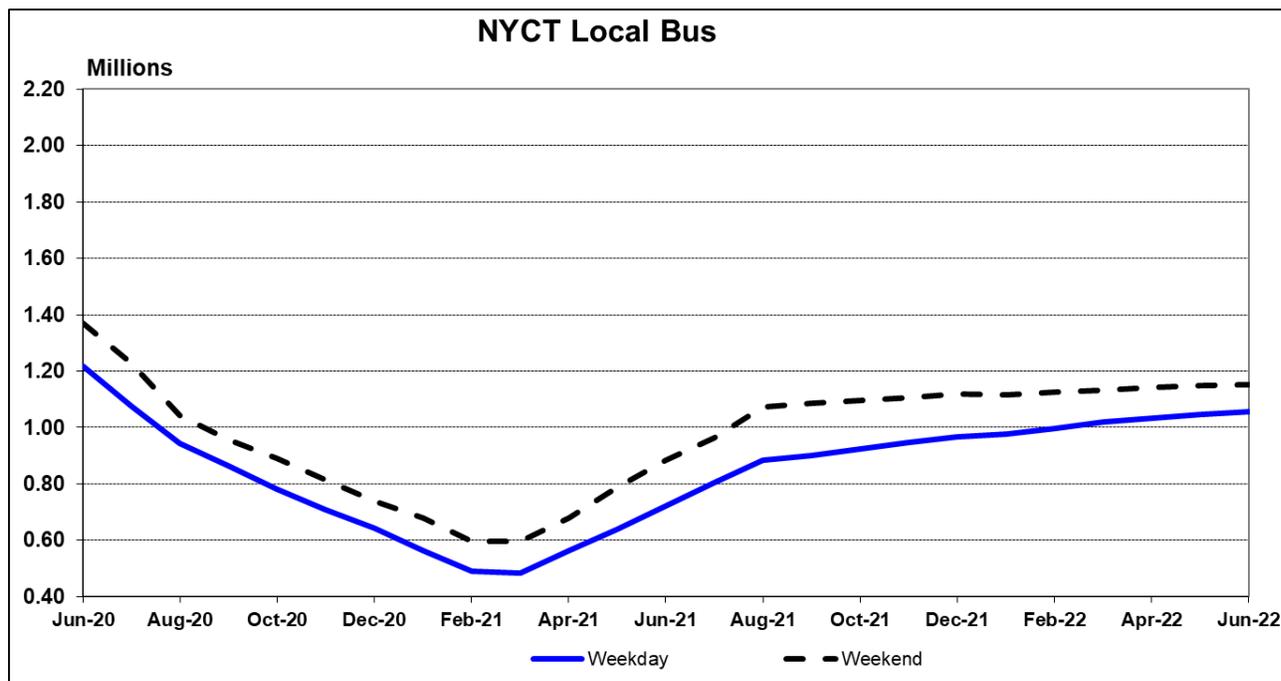
Average Weekday and Weekend Ridership

12-Month Rolling Averages



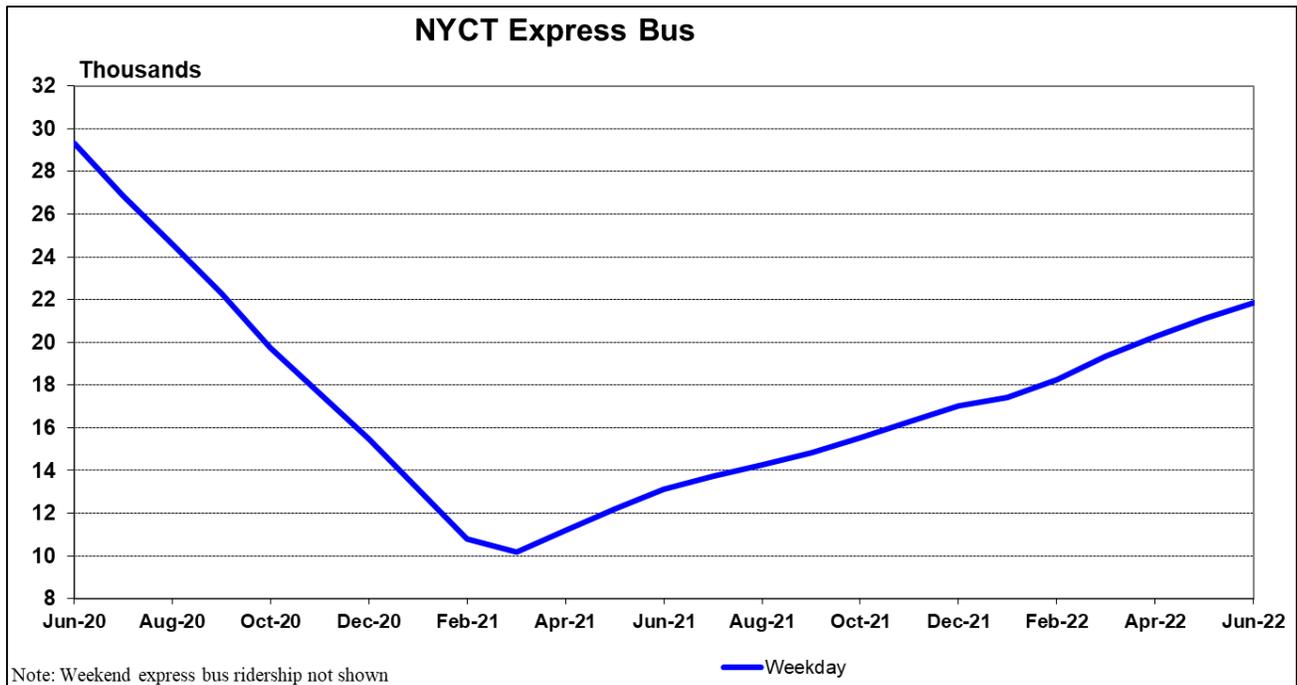
- Average weekday and weekend ridership increased moderately in 2019, before drastic declines due to COVID-19 travel restrictions which began in March 2020.
- In February 2021 the ridership decline slowed, and in March 2021, a new period of growth began.

12-Month Rolling Averages



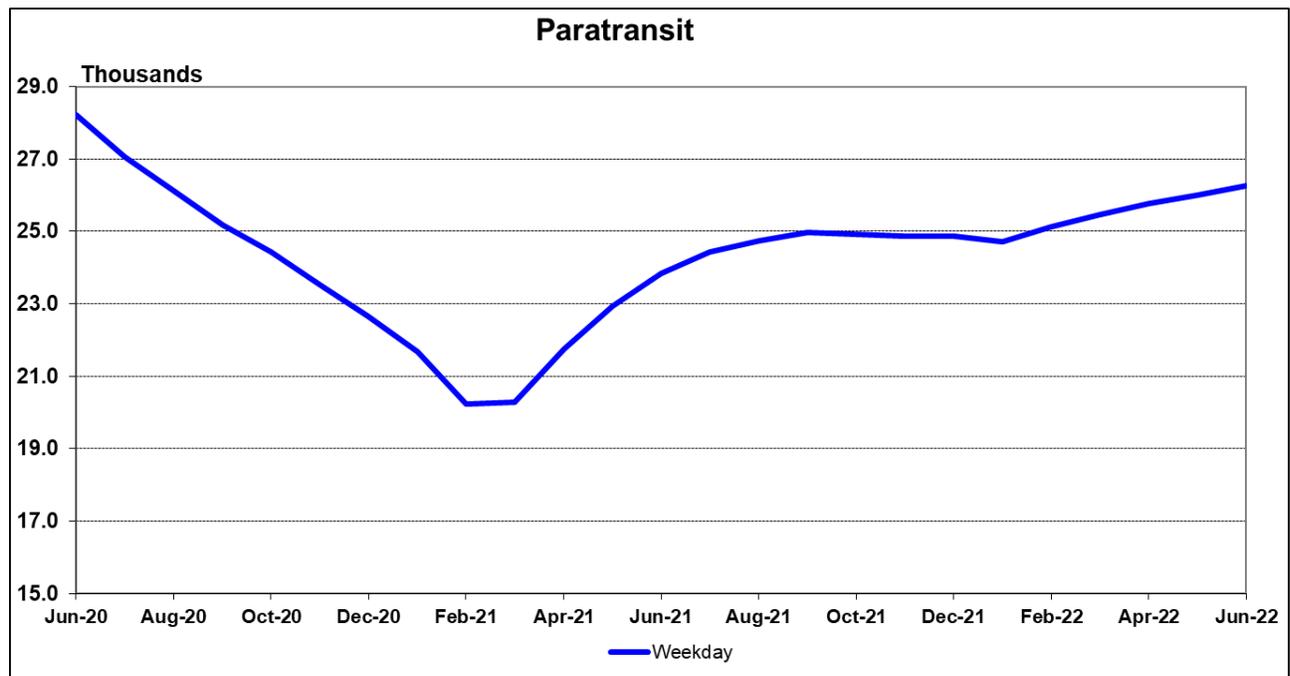
- Local bus ridership decreased slightly in 2019 and early 2020 before declining drastically starting in March 2020 due to COVID-19 travel limitations.
- Fare-free back door boarding was also in effect from late March 2020 through the end of August 2020 impacting the slope of the trend line until August 2021.
- 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 outside 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. Ridership stabilized for most of the second half of 2021, but then another period of modest growth began in early 2022.

Ridership on New York Area Transit Services

Due to COVID-19 travel limitations and a significant reduction in employment-based trips, all transit services in the New York area experienced steep ridership declines from late March 2020 through early 2021.

Between February and March 2021, the rate of decline slowed in all agencies and on all modes of transportation, and in March - November 2021, a new period of growth began. Travel restrictions were gradually lifted, businesses and schools reopened, and employees were returning to the office. December 2021 and January 2022 saw ridership retreat under the Omicron variant wave of infection across the region. Ridership has since rebounded in February – June 2022 back up to November 2021 pre-Omicron peak levels, however, counts still remain well below the June 2019 baseline ridership. Nevertheless, growth is significant compared with June 2021.

The rolling average ridership has demonstrated a significant growth, both on weekdays and weekends, for the 12-month period ending in June 2022, compared to 12-month period ending in June 2021.

Ridership on Transit Services in the New York Area (thousands)						
Transit Service	Jun-21	Prelim Jun-22	Percent Change	Rolling Avg Prior Year	Rolling Avg Current Year	12-Month Rolling Average Percent Change
Average Weekday						
Subway	2,390	3,270	+36.8%	1,738	2,922	+68.1%
NYCT Local Bus	980	1,092	+11.4%	723	1,056	+46.1%
NYCT Express Bus	17	26	+52.9%	13	22	+69.2%
Paratransit	26	29	+11.5%	24	26	+10.1%
SIR	5	7	+50.8%	4	7	+80.4%
MTA Local Bus	213	255	+19.7%	153	242	+57.6%
MTA Express Bus	15	21	+39.2%	12	18	+56.7%
LIRR	112	191	+70.5%	79	149	+88.6%
Metro-North	97	162	+67.0%	61	124	+103.3%
PATH	92	148	+60.9%	64	119	+85.9%
Average Weekend						
Subway	3,225	3,998	+24.0%	2,066	3,455	+67.2%
NYCT Local Bus	1,240	1,266	+2.1%	884	1,152	+30.3%
NYCT Express Bus	9	12	+33.3%	6	10	+66.7%
Paratransit	30	38	+25.1%	26	29	+14.0%
SIR	1	3	+235.0%	1	3	+152.9%
MTA Local Bus	264	283	+7.3%	179	250	+39.8%
MTA Express Bus	9	12	+28.9%	7	10	+43.0%
LIRR	158	153	-3.2%	84	141	+67.9%
Metro-North	140	207	+47.9%	82	163	+98.8%
PATH	132	166	+25.8%	78	134	+71.8%

Note: Percentages are based on unrounded data.

MTA NEW YORK CITY TRANSIT

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

7/08/2022 01:22 PM

	Nonreimbursable			Reimbursable			Total		
	Favorable (Unfavorable)		Percent	Favorable (Unfavorable)		Percent	Favorable (Unfavorable)		Percent
	Actual	Variance		Actual	Variance		Actual	Variance	
Revenue									
Farebox Revenue:									
Subway	\$197,834	(32,959)	(14.3)	\$0,000	\$0,000	-	\$197,834	(32,959)	(14.3)
Bus	\$52,900	(7,570)	(12.5)	\$0,000	\$0,000	-	\$52,900	(7,570)	(12.5)
Paratransit	\$1,594	(0,043)	(2.7)	\$0,000	\$0,000	-	\$1,594	(0,043)	(2.7)
Fare Liability	\$4,383	\$0,000	0.0	\$0,000	\$0,000	-	\$4,383	\$0,000	0.0
Farebox Revenue	\$256,710	(40,572)	(13.6)	\$0,000	\$0,000	-	\$256,710	(40,572)	(13.6)
Fare Reimbursement	\$7,075	\$0,000	0.0	\$0,000	\$0,000	-	\$7,075	\$0,000	0.0
Paratransit Reimbursement	\$24,242	\$3,693	18.0	\$0,000	\$0,000	-	\$24,242	\$3,693	18.0
Other Operating Revenue	\$15,134	\$0,877	6.2	\$0,000	\$0,000	-	\$15,134	\$0,877	6.2
Other Revenue	\$41,881	\$4,570	10.9	\$0,000	\$0,000	-	\$41,881	\$4,570	10.9
Capital and Other Reimbursements	\$0,000	-	-	\$102,777	(9,778)	(9.5)	\$92,999	(9,778)	(9.5)
Total Revenue	\$339,163	(36,002)	(10.6)	\$102,777	(9,778)	(9.5)	\$396,160	(45,780)	(10.4)
Expenses									
Labor:									
Payroll	\$299,842	\$9,178	3.1	\$41,074	\$8,553	20.8	\$323,186	\$17,731	5.2
Overtime	\$42,051	(22,368)	(53.2)	\$8,960	(1,843)	(20.6)	\$75,223	(24,211)	(47.5)
Total Salaries & Wages	\$341,894	(13,190)	(3.9)	\$50,034	\$6,710	13.4	\$398,409	(6,481)	(1.7)
Health and Welfare	\$91,745	\$20,707	22.6	\$2,324	\$1,963	15.5	\$94,070	\$21,068	22.4
OPEB Current Payment	\$47,786	(4,582)	(9.6)	\$1,295	\$0,084	6.5	\$53,578	(4,498)	(9.2)
Pensions	\$78,039	\$4,580	5.9	\$2,952	(1,031)	(34.9)	\$77,441	\$3,550	4.4
Other Fringe Benefits	\$46,398	(2,091)	(4.5)	\$16,291	\$1,649	10.1	\$63,131	(0,442)	(0.7)
Total Fringe Benefits	\$263,968	\$18,615	7.1	\$22,862	\$1,063	4.7	\$267,152	\$19,678	6.9
Contribution to GASB Fund	\$0,000	-	-	\$0,000	\$0,000	-	\$0,000	-	-
Reimbursable Overhead	(20,994)	(2,391)	(11.4)	\$20,994	\$2,391	11.4	\$0,000	\$0,000	(177.2)
Labor	\$584,868	\$3,033	0.5	\$93,890	\$10,164	10.8	\$665,561	\$13,197	1.9
Non-Labor:									
Electric Power	\$22,912	(1,030)	(4.5)	\$0,021	\$0,003	12.5	\$22,933	(1,028)	(4.5)
Fuel	\$10,848	(7,194)	(66.3)	\$0,000	\$0,000	-	\$10,848	(7,194)	(66.3)
Insurance	\$6,092	\$0,882	12.6	\$0,000	\$0,000	-	\$6,092	\$0,882	12.6
Claims	\$17,757	\$0,000	0.0	\$0,000	\$0,000	-	\$17,757	\$0,000	0.0
Paratransit Service Contracts	\$35,303	\$1,561	4.4	\$0,000	\$0,000	-	\$35,303	\$1,561	4.4
Maintenance and Other Operating Contracts	\$28,808	(2,471)	(8.6)	\$3,248	\$0,502	15.5	\$33,742	(1,969)	(6.1)
Professional Service Contracts	\$14,918	(2,636)	(17.7)	\$1,074	(0,492)	(45.9)	\$16,484	(3,128)	(23.4)
Materials & Supplies	\$27,785	\$2,332	8.4	\$4,375	(0,229)	(5.2)	\$32,159	\$2,103	6.5
Other Business Expenses	\$7,787	(1,585)	(20.4)	\$0,170	(0,170)	(100.1)	\$9,711	(1,755)	(22.1)
Non-Labor	\$170,455	(10,142)	(5.9)	\$6,887	(0,386)	(4.3)	\$189,870	(10,528)	(5.9)
Other Expense Adjustments:									
Other	\$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	\$755,323	(7,109)	(0.9)	\$102,777	\$9,778	9.5	\$855,430	\$2,670	0.3
Depreciation	\$179,367	\$3,487	1.9	\$0,000	\$0,000	-	\$179,367	\$3,487	1.9
GASB 75 OPEB Expense Adjustment	(46,841)	(46,841)	(100.0)	\$0,000	\$0,000	-	(46,841)	(46,841)	(100.0)
GASB 68 Pension Adjustment	\$0,000	\$13,355	100.0	\$0,000	\$0,000	-	\$13,355	\$13,355	100.0
Environmental Remediation	\$0,000	\$0,000	-	\$0,000	\$0,000	-	\$0,000	\$0,000	-
Total Expenses	\$901,205	(37,106)	(4.1)	\$102,777	\$9,778	9.5	\$1,031,310	(27,328)	(2.7)
OPERATING SURPLUS/DEFICIT	(562,042)	(73,108)	(13.0)	\$0,000	\$0,000	0.0	(635,150)	(73,108)	(13.0)

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

Jun - 2022 Adopted

Accrual Statement of Operations By Category

Year-To-Date - Jun 2022

(\$ in Millions)

7/08/2022 01:22 PM

	Nonreimbursable			Reimbursable			Total		
	Favorable (Unfavorable)		Percent	Favorable (Unfavorable)		Percent	Favorable (Unfavorable)		Percent
	Actual	Variance		Actual	Variance		Actual	Variance	
Revenue									
Farebox Revenue:									
Subway	\$1,063.861	(203.251)	(16.0)	\$0.000	\$0.000	-	\$1,063.861	(203.251)	(16.0)
Bus	\$292.874	(56.502)	(16.2)	\$0.000	\$0.000	-	\$292.874	(56.502)	(16.2)
Paratransit	\$8.562	(1.230)	(12.6)	\$0.000	\$0.000	-	\$8.562	(1.230)	(12.6)
Fare Liability	\$26.298	\$0.000	0.0	\$0.000	\$0.000	-	\$26.298	\$0.000	0.0
Farebox Revenue	\$1,391.595	(260.983)	(15.8)	\$0.000	\$0.000	-	\$1,391.595	(260.983)	(15.8)
Fare Reimbursement	\$46.977	\$0.000	0.0	\$0.000	\$0.000	-	\$46.977	\$0.000	0.0
Paratransit Reimbursement	\$120.007	\$1,005	0.8	\$0.000	\$0.000	-	\$120.007	\$1,005	0.8
Other Operating Revenue	\$91.474	\$5,453	6.0	\$0.000	\$0.000	-	\$91.474	\$5,453	6.0
Other Revenue	\$257.453	\$6,457	2.5	\$0.000	\$0.000	-	\$257.453	\$6,457	2.5
Capital and Other Reimbursements	\$0.000	(107.645)	(17.3)	\$621.991	(107.645)	(17.3)	\$514.346	(107.645)	(17.3)
Total Revenue	\$1,910.031	(254.526)	(13.3)	\$621.991	\$514.346	(13.3)	\$2,169.851	(362.171)	(14.3)
Expenses									
Labor:									
Payroll	\$1,790.579	\$86,720	4.8	\$244.964	\$188,704	23.0	\$2,035.543	\$142,980	7.0
Overtime	\$245.665	(119,668)	(48.7)	\$60,776	\$55,430	8.8	\$306,442	(114,321)	(37.3)
Total Salaries & Wages	\$2,036.244	(32,948)	(1.6)	\$305,741	\$244,134	20.2	\$2,341,985	\$28,659	1.2
Health and Welfare	\$548.975	\$77,678	14.1	\$13,851	\$3,200	23.1	\$562,826	\$80,878	14.4
OPEB Current Payment	\$286.717	\$27,889	9.7	\$7,768	\$6,763	12.9	\$294,486	\$28,894	9.8
Pensions	\$467.276	\$21,524	4.6	\$17,710	\$19,368	(9.4)	\$484,986	\$465,119	4.1
Other Fringe Benefits	\$279.238	(13,346)	(4.8)	\$96,954	\$80,535	16.9	\$376,192	\$373,119	0.8
Total Fringe Benefits	\$1,562.207	\$113,745	7.2	\$136,283	\$117,316	13.9	\$1,718,489	\$1,585,778	7.7
Contribution to GASB Fund	\$0.000	-	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Reimbursable Overhead	(131,679)	(29,535)	(22.4)	\$131,679	\$102,144	22.4	\$0.000	\$0.000	(265.3)
Labor	\$3,486.771	\$51,263	1.5	\$573,703	\$463,595	19.2	\$4,060,474	\$161,371	4.0
Non-Labor:									
Electric Power	\$156.349	(15,572)	(10.0)	\$0.127	\$0.146	(15.2)	\$156,476	(15,591)	(10.0)
Fuel	\$64.256	(21,466)	(33.4)	\$0.000	\$0.001	(0.001)	\$64,256	(21,467)	(33.4)
Insurance	\$40.362	\$4,100	10.2	\$0.000	\$0.000	-	\$40,362	\$4,100	10.2
Claims	\$106.541	\$0.000	0.0	\$0.000	\$0.000	-	\$106,541	\$0.000	0.0
Paratransit Service Contracts	\$203.597	\$12,695	6.2	\$0.000	\$0.000	-	\$203,597	\$12,695	6.2
Maintenance and Other Operating Contracts	\$168.637	\$142,077	15.7	\$19,447	\$21,452	(10.3)	\$188,084	\$163,529	13.1
Professional Service Contracts	\$75.637	\$4,687	6.2	\$4,476	\$5,575	(24.5)	\$80,113	\$3,589	4.5
Materials & Supplies	\$166.587	\$21,313	12.8	\$25,678	\$22,771	(11.3)	\$192,265	\$168,046	12.6
Other Business Expenses	\$44.133	(7,729)	(17.5)	(1,441)	\$0.806	(155.9)	\$42,692	(9,976)	(23.4)
Non-Labor	\$1,026.119	\$24,588	2.4	\$48,288	\$50,751	(5.1)	\$1,074,407	\$22,125	2.1
Other Expense Adjustments:									
Other	\$0.000	-	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Other Expense Adjustments	\$0.000	-	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Total Expenses before Depreciation and OPEB	\$4,512.891	\$75,851	1.7	\$621,991	\$514,346	17.3	\$5,134,882	\$183,496	3.6
Depreciation	\$1,076.202	\$17,203	1.6	\$0.000	\$0.000	-	\$1,076,202	\$17,203	1.6
GASB 75 OPEB Expense Adjustment	(28,275)	(28,275)	(100.0)	\$0.000	\$0.000	-	(28,275)	(28,275)	(100.0)
GASB 68 Pension Adjustment	\$28,688	\$28,688	100.0	\$0.000	\$0.000	-	\$28,688	\$28,688	100.0
Environmental Remediation	\$0.000	-	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Total Expenses	\$5,589.507	\$93,468	1.7	\$621,991	\$514,346	17.3	\$6,211,498	\$201,113	3.2
OPERATING SURPLUS/DEFICIT	(3,679.476)	(161,058)	(4.4)	\$0.000	\$0.000	(87.5)	(3,679.476)	(161,058)	(4.4)

Note: Totals may not add due to rounding

Note: Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note 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 ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
JUN 2022
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance	%	Reason for Variance	Favorable (Unfavorable) Variance	%	Reason for Variance
		\$			\$		
Farebox Revenue	NR	(40.6)	(13.6)	Primarily due to lower ridership	(261.0)	(15.8)	Primarily due to lower ridership
Other Operating Revenue	NR	4.6	10.9	Mainly favorable due to paratransit reimbursement	6.5	2.5	Mainly favorable due to advertising
Payroll	NR	9.2	3.1	Primarily due to vacancies	86.7	4.8	Primarily due to vacancies
Overtime	NR	(22.4)	(53.2)	Mainly due to vacancy / availability backfill coverage	(119.7)	(48.7)	Mainly vacancy / availability backfill coverage and adverse weather response
Health & Welfare (including OPEB current payment)	NR	16.1	11.6	Mainly favorable timing of expense accruals	105.6	12.6	Claims underruns and favorable timing of accruals and prescription rebate credits
Pension	NR	4.6	5.9	Favorable NYCERS pension expense	21.5	4.6	Favorable NYCERS pension expense
Other Fringe Benefits	NR	(2.1)	(4.5)	Mainly due to less than anticipated reimbursable labor expense	(13.3)	(4.8)	Mainly due to less than anticipated reimbursable labor expense
Reimbursable Overhead	NR	(2.4)	(11.4)	Mainly due to less than anticipated capital labor expense	(29.5)	(22.4)	Mainly due to less than anticipated capital labor expense
Electric Power	NR	(1.0)	(4.5)	Mainly due to unfavorable rates partly offset by consumption	(15.6)	(10.0)	Mainly due to unfavorable rates partly offset by consumption
Fuel	NR	(7.2)	(66.3)	Mainly higher prices partly offset by lower consumption	(21.5)	(33.4)	Mainly higher prices partly offset by lower consumption
Insurance	NR	0.9	12.6	Minor variance	4.1	10.2	Favorable timing of intercompany charges
Paratransit Service Contracts	NR	1.6	4.4	Reflecting favorable timing of support costs	12.7	6.2	Reflecting fewer trips and favorable timing of support costs
Maintenance and Other Operating Contracts	NR	(2.5)	(8.6)	Unfavorable timing of facilities charges for maintenance and repair	26.6	15.7	Mainly favorable timing of construction service charges and equipment rental credits
Professional Service Contracts	NR	(2.6)	(21.5)	Mainly unfavorable timing of MTA Bond service charges	4.7	6.2	Mainly favorable timing of contract expense.
Materials & Supplies	NR	2.3	8.4	Mainly favorable timing of vehicle material charges	21.3	12.8	Mainly favorable timing of vehicle materials along with lower track and switch material
Other Business	NR	(1.6)	(20.4)	Mainly higher card transaction processing fees	(7.7)	(17.5)	Mainly higher card transaction processing fees

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

Jun FY22
(\$ in Millions)

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	Month			Year-To-Date			
	Adopted	Actual	Favorable	Adopted	Actual	Favorable	
			(Unfavorable) Variance			(Unfavorable) Variance	Percent
Receipts							
Farebox Revenue	\$297,283	\$270,145	(27,138)	\$1,652,578	\$1,401,724	(250,854)	(15.2)
Fare Reimbursement	\$30,000	\$0,000	(30,000)	\$36,313	\$6,313	(30,000)	(82.6)
Paratransit Reimbursement	\$20,549	\$23,166	\$2,617	\$119,002	\$120,160	\$1,158	1.0
Other Operating Revenue	\$2,975	\$2,478	(497)	\$491,520	\$487,294	(4,226)	(0.9)
Other Revenue	\$53,524	\$25,644	(27,880)	\$646,835	\$613,767	(33,068)	(5.1)
Capital and Other Reimbursements	\$102,777	\$78,666	(24,111)	\$621,991	\$484,202	(137,789)	(22.2)
Total Revenue	\$453,583	\$374,455	(79,128)	\$2,921,404	\$2,499,693	(421,711)	(14.4)
Expenditures							
Labor :							
Payroll	\$322,949	\$299,519	\$23,430	\$2,052,528	\$1,907,088	\$145,440	7.1
Overtime	\$51,011	\$75,223	(24,211)	\$306,442	\$420,763	(114,321)	(37.3)
Total Salaries & Wages	\$373,961	\$374,742	(0,781)	\$2,358,970	\$2,327,851	\$31,119	1.3
Health and Welfare	\$94,070	\$75,865	\$18,205	\$562,826	\$477,170	\$85,656	15.2
OPEB Current Payment	\$49,081	\$53,578	(4,498)	\$294,486	\$265,592	\$28,894	9.8
Pensions	\$80,990	\$77,925	\$3,065	\$484,986	\$470,057	\$14,929	3.1
Other Fringe Benefits	\$45,588	\$38,009	\$7,579	\$283,005	\$275,553	\$7,452	2.6
Total Fringe Benefits	\$269,729	\$245,377	\$24,352	\$1,625,302	\$1,488,372	\$136,930	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	\$0,000	\$0,000	-
Labor	\$643,690	\$620,119	\$23,571	\$3,984,272	\$3,816,223	\$168,049	4.2
Non-Labor :							
Electric Power	\$25,663	\$22,676	\$2,987	\$161,937	\$176,467	(14,530)	(9.0)
Fuel	\$10,848	\$14,580	(3,732)	\$64,256	\$83,608	(19,352)	(30.1)
Insurance	\$15,169	\$0,000	\$15,169	\$23,810	\$11,806	\$12,004	50.4
Claims	\$12,745	\$12,831	(86)	\$76,469	\$51,295	\$25,174	32.9
Paratransit Service Contracts	\$34,803	\$33,513	\$1,290	\$202,597	\$186,488	\$16,109	8.0
Maintenance and Other Operating Contracts	\$32,056	\$28,267	\$3,789	\$188,084	\$166,650	\$21,434	11.4
Professional Service Contracts	\$13,356	\$13,438	(82)	\$75,613	\$75,680	(67)	(0.1)
Materials & Supplies	\$31,618	\$27,929	\$3,689	\$189,015	\$169,622	\$19,393	10.3
Other Business Expenses	\$7,956	\$10,446	(2,490)	\$42,692	\$53,531	(10,839)	(25.4)
Non-Labor	\$184,214	\$163,680	\$20,534	\$1,024,474	\$975,147	\$49,327	4.8
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	\$827,903	\$783,799	\$44,104	\$5,008,746	\$4,791,370	\$217,376	4.3
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	\$827,903	\$783,799	\$44,104	\$5,008,746	\$4,791,370	\$217,376	4.3
Net Surplus/(Deficit)	(374,320)	(409,344)	(35,024)	(2,087,342)	(2,291,677)	(204,335)	(9.8)

Note: Totals may not add due to rounding

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

Jun FY22
(\$ in Millions)

7/12/2022 12:48 PM

	Month			Year-To-Date		
	Adopted	Actual	Favorable	Adopted	Actual	Favorable
			(Unfavorable) Variance			(Unfavorable) Variance
Revenue						
Farebox Revenue	\$0.000	\$13.435	\$13.435	\$0.000	\$10.129	\$10.129
Fare Reimbursement	\$22.925	(7.075)	(30.000)	(10.664)	(40.664)	(30.000)
Paratransit Reimbursement	\$0.000	(1.076)	(1.076)	\$0.000	\$0.153	\$0.153
Other Operating Revenue	(11.282)	(12.656)	(1.374)	\$400.046	\$390.368	(9.679)
Other Revenue	\$11.643	(20.807)	(32.450)	\$389.382	\$349.856	(39.526)
Capital and Other Reimbursements	\$0.000	(14.333)	(14.333)	\$0.000	(30.144)	(30.144)
Total Revenue	\$11.643	(21.705)	(33.348)	\$389.382	\$329.842	(59.540)
Expenses						
Labor:						
Payroll	\$17.967	\$23.667	\$5.699	(16.985)	(14.525)	\$2.460
Overtime	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Salaries & Wages	\$17.967	\$23.667	\$5.699	(16.985)	(14.525)	\$2.460
Health and Welfare	\$0.000	(2.863)	(2.863)	\$0.000	\$4.777	\$4.777
OPEB Current Payment	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Pensions	\$0.000	(0.484)	(0.484)	\$0.000	(4.938)	(4.938)
Other Fringe Benefits	\$17.101	\$25.122	\$8.021	\$93.187	\$97.566	\$4.379
Total Fringe Benefits	\$17.101	\$21.775	\$4.674	\$93.187	\$97.406	\$4.218
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	\$35.068	\$45.442	\$10.373	\$76.202	\$82.880	\$6.678
Non-Labor:						
Electric Power	(2.731)	\$1.284	\$4.015	(5.461)	(4.400)	\$1.061
Fuel	\$0.000	\$3.462	\$3.462	\$0.000	\$2.115	\$2.115
Insurance	(8.195)	\$6.092	\$14.287	\$16.572	\$24.476	\$7.904
Claims	\$5.012	\$4.926	(0.086)	\$30.072	\$55.246	\$25.174
Paratransit Service Contracts	\$0.500	\$0.229	(0.271)	\$1.000	\$4.413	\$3.413
Maintenance and Other Operating Contracts	\$0.000	\$5.758	\$5.758	\$0.000	(3.121)	(3.121)
Professional Service Contracts	\$0.000	\$3.046	\$3.046	\$4.500	\$0.845	(3.655)
Materials & Supplies	\$0.542	\$2.127	\$1.586	\$3.250	(1.576)	(4.826)
Other Business Expenses	\$0.000	(0.735)	(0.735)	\$0.000	(0.863)	(0.863)
Non-Labor	(4.872)	\$26.190	\$31.061	\$49.933	\$77.136	\$27.202
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	\$30.197	\$71.631	\$41.435	\$126.136	\$160.016	\$33.880
Depreciation	\$179.367	\$175.880	(3.487)	\$1,076.202	\$1,058.999	(17.203)
GASB 75 OPEB Expense Adjustment	(46.841)	\$0.000	\$46.841	(28.275)	\$0.000	\$28.275
GASB 68 Pension Adjustment	\$13.355	\$0.000	(13.355)	\$28.688	\$0.000	(28.688)
Environmental Remediation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$176.079	\$247.511	\$71.433	\$1,202.752	\$1,219.015	\$16.263
Total Cash Conversion Adjustments	\$187.722	\$225.806	\$38.084	\$1,592.134	\$1,548.857	(43.277)

Note: Totals may not add due to rounding

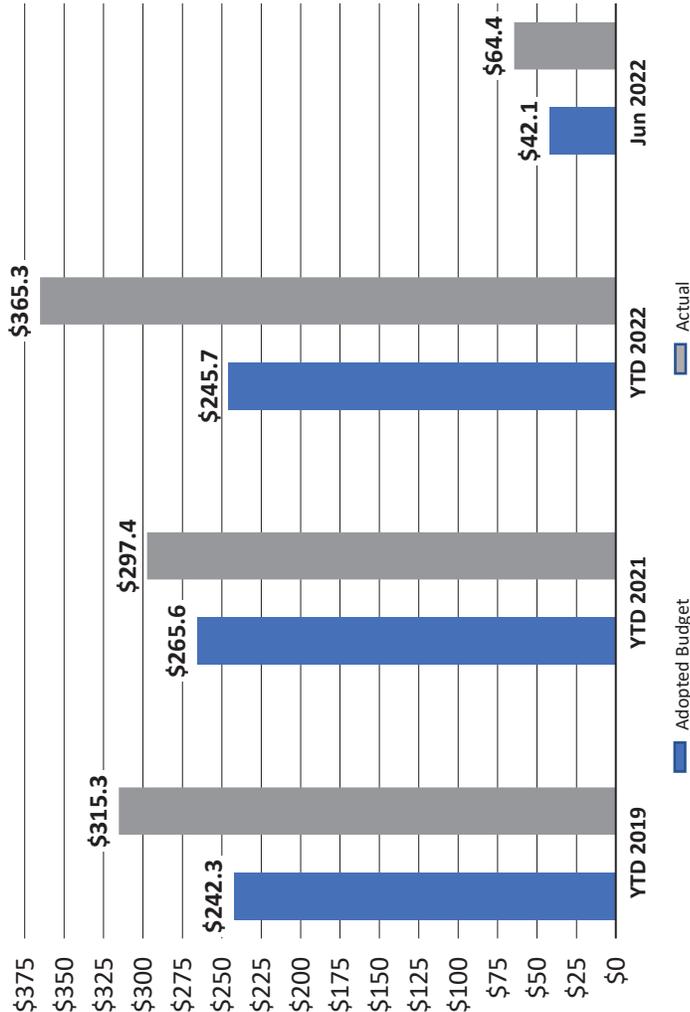
Note: Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current month's actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

New York City Transit - NON-REIMBURSABLE OVERTIME

Overview

- Overall increase of \$50.1M or 15.9 percent compared to June YTD 2019
- Overall increase of \$68.0M or 22.9 percent compared to June YTD 2021
- \$119.7M or 48.7 percent above June YTD 2022 budget; offset by -\$82.5M payroll underrun
- Subways \$69.5M overrun: \$47.5M due to vacancy coverage requirements; \$12.2M for additional maintenance requirements; \$9.3M for severe weather response; \$1.6M COVID-19 response; \$1.1M underrun in service
- Buses \$54.9M overrun: \$51.4M for vacancy/availability/maintenance coverage; \$1.9M for severe weather response; \$1.0M COVID-19 response; \$0.6M for service operations requirement
- All others -\$4.7M underrun

Non-Reimbursable Overtime - YTD June 2022 Variance (all dollars in millions)



Agency Detail

- **Subways**
 - Maintenance of Way/Other Subways overrun of \$24.2M; \$10.2M due to additional maintenance requirements/availability; \$8.8M due to vacancy coverage; \$5.2M due to severe weather response
 - Service Delivery overrun of \$20.3M; \$20.3M due to vacancy coverage/availability; \$0.1M due to severe weather coverage; \$0.1M due to COVID-19 response; -\$0.2M underrun in service requirement
 - Stations overrun of \$15.4M; \$11.2M due to vacancy coverage/availability; \$3.1M for severe weather response; -\$2.1M overruns in service coverage; -\$1.0M underrun in Covid-19 response
 - Car Equipment overrun of \$9.5M; \$7.2M due to vacancy coverage/availability; \$2.6M for COVID-19 response; \$1.1M due to severe weather; -\$1.4M underruns in maintenance requirements
 - **Buses**
 - Buses operations overrun of \$29.4M; \$28.4M due to vacancies/availability; \$1.0M due to COVID-19 response
 - Buses maintenance and other overrun of \$25.5M; \$23.6M due to maintenance requirement/availability; \$1.9M for severe weather response
- Other overrun of -\$4.8M: Primarily due to timing of reimbursable deviation

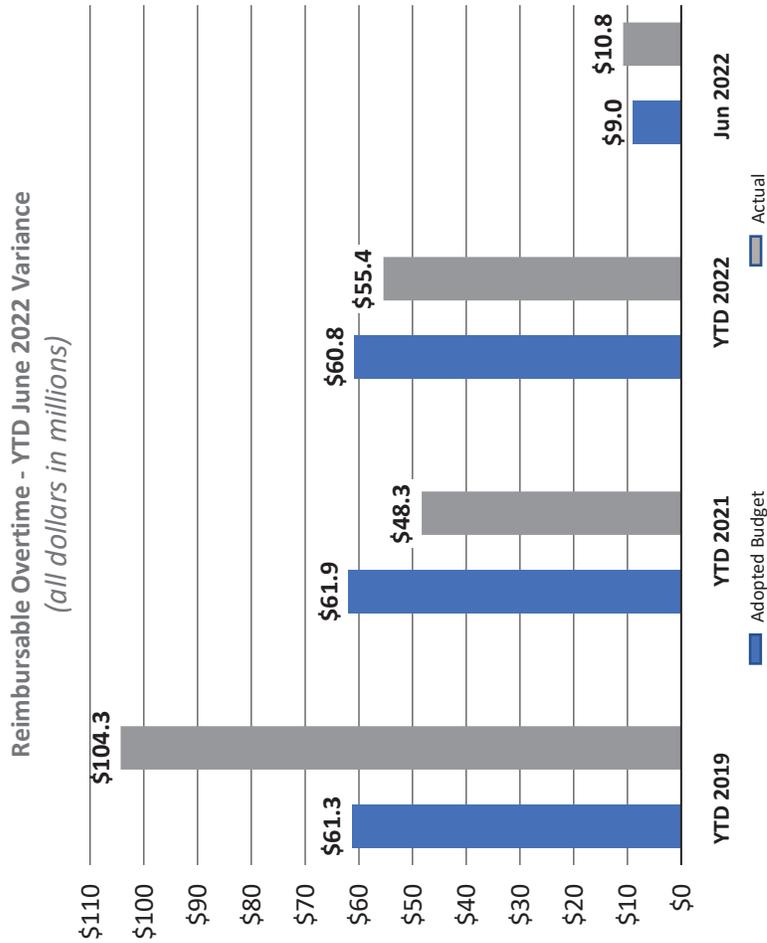
New York City Transit - REIMBURSABLE OVERTIME

Overview

- Overall decrease of -\$48.9M or -46.9 percent compared to June YTD 2019
- Overall increase of \$7.1M or 14.8 percent compared to June YTD 2021
- -\$5.3M or -8.8 percent below June YTD 2022 budget
- Subways -\$5.3M underrun: Due to vacancy/availability and COVID-19 related capital project delays
- Buses -\$0.7M underrun: Due to vacancy/availability and COVID-19 related capital project delays
- All Others -\$0.7M underrun

Agency Detail

- Capital project delays due to vacancies/availability COVID-19 related projects resulted in the following favorable variances:
 - Maintenance of Way underrun of -\$4.2M
 - Stations underrun of -\$1.3M
 - RTO overrun of \$0.1M
 - Car Equipment overrun of \$0.1M
 - Buses operations underrun of -\$1.8M
 - Buses maintenance overrun of \$1.1M
- All others overrun of \$0.7M: Primarily due to timing of reimbursable deviation



MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN 2022
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE AND FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
June 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	10	4	
Law	245	198	47	
Office of the EVP	21	15	6	
Human Resources	122	92	30	
Office of Management and Budget	32	20	12	
Strategy & Customer Experience	167	140	27	
Non-Departmental	(8)	1	(9)	
Labor Relations	89	67	22	
Office of People & Business Transformatio	25	25	(0)	
Materiel	151	124	27	
Controller	109	95	14	
Total Administration	967	787	180	
<u>Operations:</u>				
Subways Service Delivery	8,413	7,917	496	Mainly RVO vacancies.
Subways Operations Support/Admin	433	402	31	
Subways Stations	2,344	2,206	138	Mainly Station Agent vacancies.
SubTotal Subways	11,190	10,525	665	
Buses	11,182	11,206	(24)	
Paratransit	188	164	24	
Operations Planning	359	294	65	Mainly Mgr, and Hourly vacancies.
Revenue Control	542	497	45	
Non-Departmental	(28)	-	(28)	
Total Operations	23,433	22,686	747	
<u>Maintenance:</u>				
Subways Operations Support/Admin	112	86	26	
Subways Engineering	346	294	52	Mainly PTE vacancies.
Subways Car Equipment	4,799	4,546	253	Mainly Hourly vacancies.
Subways Infrastructure	1,875	1,753	122	Mainly Hourly vacancies.
Subways Elevators & Escalators	487	445	42	
Subways Stations	3,346	3,131	215	Mainly Hourly, and Cleaner vacancies.
Subways Track	3,201	3,016	185	Mainly TEM, and PDM vacancies.
Subways Power	657	613	44	
Subways Signals	1,709	1,691	18	
Subways Electronic Maintenance	1,580	1,368	212	Mainly PTE and hourly vacancies.
Subtotal Subways	18,112	16,943	1,169	
Buses	3,418	3,317	101	Mainly Hourly vacancies.
Supply Logistics	523	491	32	
System Safety/OHS	164	137	27	
Non-Departmental	(127)	-	(127)	
Total Maintenance	22,090	20,888	1,202	
<u>Engineering</u>				
Construction and Development	1,265	1,022	243	Mainly PTE vacancies.
Total Engineering/Capital	1,265	1,022	243	
<u>Public Safety</u>				
Security	639	590	49	
Total Public Safety	639	590	49	
<u>Total Positions</u>				
	48,394	45,973	2,421	
NON_REIMB	43,693	42,273	1,420	
REIMBURSABLE	4,701	3,700	1,001	
Total Full-Time	48,231	45,851	2,380	
Total Full-Time Equivalents	163	122	41	

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

FUNCTION/OCCUPATION	Adopted	Actual	Variance Fav./(Unfav)	Explanation
<u>Administration:</u>				
Managers/Supervisors	328	257	71	
Professional, Technical, Clerical	615	511	104	
Operational Hourlies	24	19	5	
Total Administration	967	787	180	
<u>Operations:</u>				
Managers/Supervisors	2,896	2,679	217	
Professional, Technical, Clerical	470	400	70	
Operational Hourlies	20,067	19,607	460	
Total Operations	23,433	22,686	747	
<u>Maintenance:</u>				
Managers/Supervisors	3,968	3,722	246	
Professional, Technical, Clerical	1,006	776	230	
Operational Hourlies	17,116	16,390	726	
Total Maintenance	22,090	20,888	1,202	
<u>Engineering/Capital:</u>				
Managers/Supervisors	330	298	32	
Professional, Technical, Clerical	933	722	211	
Operational Hourlies	2	2	-	
Total Engineering/Capital	1,265	1,022	243	
<u>Public Safety:</u>				
Managers/Supervisors	272	243	29	
Professional, Technical, Clerical	33	32	1	
Operational Hourlies	334	315	19	
Total Public Safety	639	590	49	
<u>Total Positions:</u>				
Managers/Supervisors	7,794	7,199	595	
Professional, Technical, Clerical	3,057	2,442	615	
Operational Hourlies	37,543	36,333	1,210	
Total Positions	48,394	45,973	2,421	

Preliminary June 2022 Report: Staten Island Railway

The purpose of this report is to provide the preliminary June 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:

- June 2022 Staten Island Railway ridership of 176,465 was 47,479 rides (21.2 percent), below budget.
- Compared with June 2019, June 2022 ridership was lower by 44.5 percent. Compared with June 2021, June 2022 ridership was higher by 56.5 percent.
- June 2022 farebox revenue of \$0.284 million was \$0.074 million (20.6 percent) below budget. June 2022 year-to-date farebox revenue of \$1.522 million was under budget by \$0.368 million (19.5 percent).
- Operating expenses were under budget by \$1.409 million (24.3 percent).
 - Labor expenses were less than budget by \$1.022 million (22.1 percent).
 - Non-labor expenses were less than budget by \$0.387 million (32.9 percent).

STATEN ISLAND RAILWAY FINANCIAL AND RIDERSHIP REPORT

June 2022

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Adopted Budget (budget)

June 2022 Staten Island Railway ridership of 176,465 was 47,479 rides (21.2 percent), below budget. Average weekday ridership of 7,494 was 2,525 rides (50.8 percent), higher than June 2021 and 8,420 rides (52.9 percent), lower than June 2019.

Total Operating Revenue of \$0.357 million was below budget by \$0.224 million (38.6 percent).

- June 2022 farebox revenue of \$0.284 million was \$0.074 million (20.6 percent), below budget due to lower than anticipated ridership. Other revenue of \$0.074 million was \$0.151 million (67.1 percent) below budget due to lower advertisement revenues and fare reimbursement.
- Year-to-date farebox revenue of \$1.522 million was under budget by \$0.368 million (19.5 percent). Other revenue of \$0.968 million was \$0.517 million (34.8 percent) below budget due to mainly lower fare reimbursement.

Nonreimbursable expenses in June, before depreciation, GASB 75 OPEB expense adjustment and GASB 68 pension adjustment, were less than budget by \$1.409 million (24.3 percent).

- Labor expenses were below budget by \$1.022 million (22.1 percent), due primarily to a health and welfare/OPEB underrun of \$0.899 million (96.6 percent), due to timing of expenses and an underrun of \$0.195 million (8.0 percent), in payroll due to the existence of vacancies. Overtime overran the budget by \$0.066 million (33.6 percent), due to vacancy coverage backfill.
- Non-labor expenses were below budget by \$0.387 million (32.9 percent), due to the timing of expenses, which includes an underrun in electric power by \$0.276 million (71.2 percent).

Year-to-date, expenses were below budget by \$3.610 million (10.4 percent).

- Labor expenses were under by \$2.117 million (7.7 percent), mostly due to underruns in Health & welfare/OPEB of \$1.543 million (27.6 percent), due to the timing of prescription rebates and payroll underruns of \$0.807 million (5.8 percent) due to the existence of vacancies. Pension underran by \$0.455 million (10.3 percent), due to timing. Other fringe benefits overran by \$0.371 million (18.9 percent), due to lower reimbursable fringe OH credits than expected, and overtime overran by \$0.314 million (21.0 percent), due to vacancy backfill coverage.
- Non-labor expenses underran the budget by \$1.493 million (21.0 percent), mainly in maintenance and other operating contracts of \$0.555 million (46.8 percent), due to timing of maintenance projects, and professional service contracts under by \$0.413 million (37.3 percent), due to lower outside services. Claims underran by \$0.216 million (49.0 percent), and insurance was lower by \$0.189 million (20.2 percent), both due to timing of expenses. Electric power underran the budget by \$0.149 million (6.4 percent) due to timing of expenses.

Operating cash deficit (excluding subsidies) in June of \$4.745 million was \$0.052 million (1.1 percent), favorable to budget. On a year-to-date basis, the operating cash deficit was \$23.763 million, which was \$0.324 million (1.3 percent), favorable to budget.

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

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Ridership</u>								
Ridership - Subway	0.224	0.176	(0.047)	(21.2)	1.231	0.995	(0.237)	(19.2)
Total Ridership	0.224	0.176	(0.047)	(21.2)	1.231	0.995	(0.237)	(19.2)
<u>FareBox Revenue</u>								
Farebox Revenue	\$0.357	\$0.284	(0.074)	(20.6)	\$1.889	\$1.522	(0.368)	(19.5)
Total Farebox Revenue	\$0.357	\$0.284	(0.074)	(20.6)	\$1.889	\$1.522	(0.368)	(19.5)

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
Jun - 2022 Adopted
Accrual Statement of Operations By Category
 Month - Jun 2022
 (\$ in Millions)

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	Nonreimbursable			Var Percent			Reimbursable			Total		
	Adopted	Actual	Favorable (Unfavorable) Variance	Percent	Adopted	Actual	Favorable (Unfavorable) Variance	Percent	Adopted	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue:												
Farebox Revenue	\$0.357	\$0.284	(0.074)	(20.6)	\$0.000	\$0.000	-	-	\$0.357	\$0.284	(0.074)	(20.6)
Other Revenue	\$0.225	\$0.074	(0.151)	(67.1)	\$0.000	\$0.000	-	-	\$0.225	\$0.074	(0.151)	(67.1)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.655	\$0.208	(0.447)	(68.3)	\$0.655	\$0.208	(0.447)	(68.3)
Total Revenue	\$0.582	\$0.357	(0.224)	(38.6)	\$0.655	\$0.208	(0.447)	(68.3)	\$1.237	\$0.565	(0.672)	(54.3)
Expenses												
Labor :												
Payroll	\$2.450	\$2.255	\$0.195	8.0	\$0.346	\$0.052	\$0.294	85.0	\$2.796	\$2.307	\$0.489	17.5
Overtime	\$0.198	\$0.265	(0.066)	(33.6)	\$0.094	\$0.055	\$0.039	41.8	\$0.292	\$0.319	(0.027)	(9.4)
Total Salaries & Wages	\$2.648	\$2.520	\$0.128	4.8	\$0.440	\$0.107	\$0.333	75.7	\$3.088	\$2.626	\$0.461	14.9
Health and Welfare	\$0.685	(0.109)	\$0.794	115.9	\$0.000	\$0.000	-	-	\$0.685	(0.109)	\$0.794	115.9
OPEB Current Payment	\$0.246	\$0.141	\$0.105	42.8	\$0.000	\$0.000	\$0.000	-	\$0.246	\$0.141	\$0.105	42.7
Pensions	\$0.735	\$0.672	\$0.064	8.6	\$0.000	\$0.000	-	-	\$0.735	\$0.672	\$0.064	8.6
Other Fringe Benefits	\$0.317	\$0.386	(0.069)	(21.6)	\$0.215	\$0.078	\$0.138	63.9	\$0.333	\$0.464	\$0.069	12.9
Total Fringe Benefits	\$1.983	\$1.089	\$0.894	45.1	\$0.215	\$0.078	\$0.137	63.9	\$2.199	\$1.167	\$1.031	46.9
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	\$0.000	\$0.001	(0.001)	-	\$0.000	\$0.000	-	-	\$0.000	\$0.001	(0.001)	-
Labor	\$4.631	\$3.610	\$1.022	22.1	\$0.655	\$0.184	\$0.471	71.8	\$5.286	\$3.794	\$1.492	28.2
Non-Labor :												
Electric Power	\$0.388	\$0.112	\$0.276	71.2	\$0.000	\$0.000	-	-	\$0.388	\$0.112	\$0.276	71.2
Fuel	\$0.026	\$0.009	\$0.017	65.6	\$0.000	\$0.000	-	-	\$0.026	\$0.009	\$0.017	65.6
Insurance	\$0.156	\$0.123	\$0.034	21.6	\$0.000	\$0.000	-	-	\$0.156	\$0.123	\$0.034	21.6
Claims	\$0.074	\$0.038	\$0.036	49.0	\$0.000	\$0.000	-	-	\$0.074	\$0.038	\$0.036	49.0
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$0.198	\$0.201	(0.003)	(1.7)	\$0.000	\$0.000	-	-	\$0.198	\$0.201	(0.003)	(1.7)
Professional Service Contracts	\$0.184	\$0.147	\$0.037	20.2	\$0.000	\$0.000	\$0.000	-	\$0.184	\$0.147	\$0.037	20.1
Materials & Supplies	\$0.138	\$0.143	(0.005)	(3.8)	\$0.000	\$0.023	(0.023)	-	\$0.138	\$0.166	(0.028)	(20.4)
Other Business Expenses	\$0.014	\$0.019	(0.005)	(34.1)	\$0.000	\$0.000	-	-	\$0.014	\$0.019	(0.005)	(34.1)
Non-Labor	\$1.178	\$0.791	\$0.387	32.9	\$0.000	\$0.023	(0.023)	-	\$1.178	\$0.814	\$0.364	30.9
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$5.809	\$4.400	\$1.409	24.3	\$0.655	\$0.208	\$0.447	68.3	\$6.464	\$4.608	\$1.857	28.7
Depreciation	\$1.000	\$1.106	(0.106)	(10.6)	\$0.000	\$0.000	-	-	\$1.000	\$1.106	(0.106)	(10.6)
GASB 75 OPEB Expense Adjustment	\$0.275	\$0.000	\$0.275	100.0	\$0.000	\$0.000	-	-	\$0.275	\$0.000	\$0.275	100.0
GASB 68 Pension Adjustment	(0.275)	\$0.000	(0.275)	(100.0)	\$0.000	\$0.000	-	-	(0.275)	\$0.000	(0.275)	(100.0)
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$6.809	\$5.507	\$1.303	19.1	\$0.655	\$0.208	\$0.447	68.3	\$7.464	\$5.714	\$1.750	23.4
OPERATING SURPLUS/DEFICIT	(6.228)	(5.149)	\$1.079	17.3	\$0.000	\$0.000	\$0.000	-	(6.228)	(5.149)	\$1.079	17.3

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

Jun - 2022 Adopted
 Accrual Statement of Operations By Category
 Year-To-Date - Jun 2022

(\$ in Millions)

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	Nonreimbursable			Reimbursable			Total					
	Adopted	Actual	Favorable (Unfavorable) Variance	Percent	Adopted	Actual	Favorable (Unfavorable) Variance	Percent	Adopted	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue:												
Farebox Revenue	\$1,889	\$1,522	(0.368)	(19.5)	\$0,000	\$0,000	-	-	\$1,889	\$1,522	(0.368)	(19.5)
Other Revenue	\$1,486	\$0,968	(0.517)	(34.8)	\$0,000	\$0,000	-	-	\$1,486	\$0,968	(0.517)	(34.8)
Capital and Other Reimbursements	\$0,000	\$0,000	-	-	\$3,881	\$0,818	(3.063)	(78.9)	\$3,881	\$0,818	(3.063)	(78.9)
Total Revenue	\$3,375	\$2,490	(0.885)	(26.2)	\$3,881	\$0,818	(3.063)	(78.9)	\$7,256	\$3,308	(3,947)	(54.4)
Expenses												
Labor :												
Payroll	\$14,029	\$13,222	\$0,807	5.8	\$2,048	\$0,283	\$1,765	86.2	\$16,077	\$13,505	\$2,572	16.0
Overtime	\$1,499	\$1,813	(0.314)	(21.0)	\$0,558	\$0,174	\$0,385	68.9	\$2,057	\$1,986	\$0,071	3.4
Total Salaries & Wages	\$15,528	\$15,035	\$0,493	3.2	\$2,606	\$0,457	\$2,149	82.5	\$18,134	\$15,492	\$2,642	14.6
Health and Welfare	\$4,109	\$2,857	\$1,252	30.5	\$0,000	\$0,000	-	-	\$4,109	\$2,857	\$1,252	30.5
OPEB Current Payment	\$1,475	\$1,183	\$0,291	19.7	\$0,000	\$0,001	(0.001)	-	\$1,475	\$1,184	\$0,290	19.7
Pensions	\$4,413	\$3,958	\$0,455	10.3	\$0,000	\$0,000	-	-	\$4,413	\$3,958	\$0,455	10.3
Other Fringe Benefits	\$1,964	\$2,335	(0.371)	(18.9)	\$1,275	\$0,954	\$0,320	74.9	\$3,239	\$2,655	\$0,584	18.0
Total Fringe Benefits	\$11,960	\$10,333	\$1,627	13.6	\$1,275	\$0,321	\$0,954	74.8	\$13,235	\$10,654	\$2,581	19.5
Contribution to GASB Fund	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Reimbursable Overhead	\$0,000	\$0,003	(0.003)	-	\$0,000	\$0,000	-	-	\$0,000	\$0,003	(0.003)	-
Labor	\$27,488	\$25,371	\$2,117	7.7	\$3,881	\$0,778	\$3,103	80.0	\$31,369	\$26,149	\$5,220	16.6
Non-Labor :												
Electric Power	\$2,330	\$2,181	\$0,149	6.4	\$0,000	\$0,000	-	-	\$2,330	\$2,181	\$0,149	6.4
Fuel	\$0,191	\$0,189	\$0,002	1.1	\$0,000	\$0,000	-	-	\$0,191	\$0,189	\$0,002	1.1
Insurance	\$0,938	\$0,749	\$0,189	20.2	\$0,000	\$0,000	-	-	\$0,938	\$0,749	\$0,189	20.2
Claims	\$0,441	\$0,225	\$0,216	49.0	\$0,000	\$0,000	-	-	\$0,441	\$0,225	\$0,216	49.0
Paratransit Service Contracts	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Maintenance and Other Operating Contracts	\$1,185	\$0,631	\$0,555	46.8	\$0,000	\$0,000	-	-	\$1,185	\$0,631	\$0,555	46.8
Professional Service Contracts	\$1,106	\$0,614	\$0,492	44.5	\$0,000	\$0,001	(0.001)	-	\$1,106	\$0,695	\$0,412	37.2
Materials & Supplies	\$0,826	\$0,804	\$0,022	2.6	\$0,000	\$0,039	(0.039)	-	\$0,826	\$0,843	(0.018)	(2.1)
Other Business Expenses	\$0,084	\$0,136	(0.052)	(61.9)	\$0,000	\$0,136	(0.000)	-	\$0,084	\$0,136	(0.052)	(61.9)
Non-Labor	\$7,102	\$5,609	\$1,493	21.0	\$0,000	\$0,040	(0.040)	-	\$7,102	\$5,649	\$1,453	20.5
Other Expense Adjustments:												
Other	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Other Expense Adjustments	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Total Expenses before Depreciation and OPEB	\$34,590	\$30,980	\$3,610	10.4	\$3,881	\$0,818	\$3,063	78.9	\$38,471	\$31,798	\$6,673	17.3
Depreciation	\$6,000	\$6,606	(0.606)	(10.1)	\$0,000	\$0,000	-	-	\$6,000	\$6,606	(0.606)	(10.1)
GASB 75 OPEB Expense Adjustment	\$0,550	\$0,000	\$0,550	100.0	\$0,000	\$0,000	-	-	\$0,550	\$0,000	\$0,550	100.0
GASB 68 Pension Adjustment	(0,550)	\$0,000	(0,550)	(100.0)	\$0,000	\$0,000	-	-	(0,550)	\$0,000	(0,550)	(100.0)
Environmental Remediation	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Total Expenses	\$40,590	\$37,586	\$3,004	7.4	\$3,881	\$0,818	\$3,063	78.9	\$44,471	\$38,404	\$6,067	13.6
OPERATING SURPLUS/DEFICIT	(37,215)	(35,096)	\$2,119	5.7	\$0,000	\$0,000	\$0,000	(93.8)	(37,215)	(35,096)	\$2,119	5.7

Note: Totals may not add due to rounding

Note: Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note 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 FEBRUARY 2022 RESULTS AND THE FEBRUARY FINANCIAL PLAN
JUNE 2022**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH		YEAR-TO-DATE		
		Favorable/ (Unfavorable) Variance		Favorable/ (Unfavorable) Variance		
		\$	%	\$	%	
Farebox Revenue	Non Reimb.	(0.074)	(20.6)	(0.368)	(19.5)	Unfavorable due to lower than anticipated ridership
Other Revenue	Non Reimb.	(0.151)	(67.1)	(0.517)	(34.8)	Unfavorable due to underruns in school fare reimbursement
Payroll	Non Reimb.	0.195	8.0	0.807	5.8	Favorable due to vacancies
Overtime	Non Reimb.	(0.066)	(33.6)	(0.314)	(21.0)	Unfavorable primarily due to vacancy coverage backfill
Health and Welfare (including OPEB current)	Non Reimb.	0.899	96.6	1.543	27.6	Favorable due to timing and accruals
Pension	Non Reimb.	0.064	8.6	0.455	10.3	Favorable timing of expenses
Other Fringe Benefits	Non Reimb.	(0.069)	(21.6)	(0.371)	(18.9)	Unfavorable due to lower reimbursable fringe OH credits than expected
Electric Power	Non Reimb.	0.276	71.2	0.149	6.4	Favorable due to timing of expenses
Fuel	Non Reimb.	0.017	65.6	0.002	1.1	Minor variance
Insurance	Non Reimb.	0.034	21.6	0.189	20.2	Favorable due to timing of expenses
Claims	Non Reimb.	0.036	49.0	0.216	49.0	Favorable due to timing of expenses
Maintenance & Other Operating Contracts	Non Reimb.	(0.003)	(1.7)	0.555	46.8	Favorable mostly due to the timing of facility maintenance projects
Professional Service Contracts	Non Reimb.	0.037	20.2	0.413	37.3	Due to favorable timing of MTA and outside services
Materials and Supplies	Non Reimb.	(0.005)	(3.8)	0.022	2.6	Favorable due to the timing of facility and maintenance services projects
Other Business Expenses	Non Reimb.	(0.005)	(34.1)	(0.052)	(61.9)	Unfavorable due to the timing of expenses
Payroll	Reimb.	0.294	85.0	1.765	86.2	Favorable due to project requirements
Overtime	Reimb.	0.039	41.8	0.385	68.9	Favorable due to project requirements

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

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	Month			Year-To-Date		
	Adopted	Actual	Favorable	Adopted	Actual	Favorable
			(Unfavorable)			(Unfavorable)
			Variance			Variance
			Percent			Percent
Receipts						
Farebox Revenue	\$0.357	\$0.260	(0.097)	\$1.889	\$1.440	(0.449)
Other Revenue	\$0.089	\$0.003	(0.087)	\$6.293	\$5.240	(1.053)
Capital and Other Reimbursements	\$0.655	\$0.001	(0.655)	\$3.881	\$0.372	(3.508)
Total Revenue	\$1.101	\$0.263	(0.838)	\$12.063	\$7.053	(5.011)
Expenditures						
Labor :						
Payroll	\$2.410	\$1.989	\$0.421	\$14.764	\$13.132	\$1.632
Overtime	\$0.292	\$0.319	(0.027)	\$2.057	\$1.986	\$0.071
Total Salaries & Wages	\$2.702	\$2.309	\$0.394	\$16.821	\$15.118	\$1.703
Health and Welfare	\$0.685	\$0.300	\$0.385	\$4.109	\$3.522	\$0.586
OPEB Current Payment	\$0.246	\$0.154	\$0.091	\$1.475	\$0.569	\$0.905
Pensions	\$0.735	\$0.672	\$0.064	\$4.413	\$3.958	\$0.455
Other Fringe Benefits	\$0.384	\$0.173	\$0.211	\$2.425	\$1.161	\$1.264
Total Fringe Benefits	\$2.050	\$1.299	\$0.751	\$12.421	\$9.211	\$3.210
Contribution to GASB Fund	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Labor	\$4.753	\$3.608	\$1.145	\$29.242	\$24.329	\$4.913
Non-Labor :						
Electric Power	\$0.388	\$0.241	\$0.147	\$2.330	\$2.278	\$0.052
Fuel	\$0.026	\$0.009	\$0.017	\$0.191	\$0.244	(0.053)
Insurance	\$0.156	\$0.000	\$0.156	\$0.938	\$0.403	\$0.535
Claims	\$0.000	\$0.175	(0.134)	\$0.247	\$0.215	\$0.032
Paratransit Service Contracts	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.198	\$0.152	\$0.045	\$1.185	\$0.867	\$0.318
Professional Service Contracts	\$0.184	\$0.152	\$0.032	\$1.106	\$0.950	\$0.156
Materials & Supplies	\$0.138	\$0.653	(0.516)	\$0.826	\$1.302	(0.476)
Other Business Expenses	\$0.014	\$0.017	(0.003)	\$0.085	\$0.229	(0.144)
Non-Labor	\$1.146	\$1.400	(0.255)	\$6.908	\$6.487	\$0.421
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	\$5.898	\$5.008	\$0.890	\$36.150	\$30.816	\$5.334
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	-	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Total Expenditures	\$5.898	\$5.008	\$0.890	\$36.150	\$30.816	\$5.334
Net Surplus/(Deficit)	(4.797)	(4.745)	\$0.052	(24.087)	(23.763)	\$0.324

Note: Totals may not add due to rounding

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

Jun FY22
(\$ in Millions)

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	Month			Year-To-Date		
	Adopted	Actual	Favorable	Adopted	Actual	Favorable
			(Unfavorable)			Variance
			Percent			Percent
Revenue						
Farebox Revenue	\$0.000	(0.023)	(0.023)	\$0.000	(0.082)	(0.082)
Other Revenue	(0.135)	(0.071)	\$0.064	\$4.807	\$4.272	(0.536)
Capital and Other Reimbursements	\$0.000	(0.207)	(0.207)	\$0.000	(0.446)	(0.446)
Total Revenue	(0.135)	(0.302)	(0.166)	\$4.807	\$3.744	(1.063)
Expenses						
Labor :						
Payroll	\$0.386	\$0.318	(0.068)	\$1.313	\$0.374	(0.940)
Overtime	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Salaries & Wages	\$0.386	\$0.318	(0.068)	-	\$0.374	(0.940)
Health and Welfare	\$0.000	(0.409)	(0.409)	\$0.000	(0.666)	(0.666)
OPEB Current Payment	\$0.000	(0.013)	(0.013)	\$0.000	\$0.615	\$0.615
Pensions	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Fringe Benefits	\$0.148	\$0.291	\$0.143	\$0.814	\$1.495	\$0.680
Total Fringe Benefits	\$0.148	(0.132)	(0.280)	\$0.814	\$1.444	\$0.630
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Reimbursable Overhead	\$0.000	\$0.001	\$0.001	\$0.000	\$0.003	\$0.003
Labor	\$0.534	\$0.186	(0.348)	\$2.127	\$1.820	(0.307)
Non-Labor :						
Electric Power	\$0.000	(0.129)	(0.129)	\$0.000	(0.097)	(0.097)
Fuel	\$0.000	\$0.000	\$0.000	\$0.000	(0.054)	(0.055)
Insurance	\$0.000	\$0.123	\$0.123	\$0.000	\$0.346	\$0.346
Claims	\$0.032	(0.138)	(0.170)	\$0.194	\$0.010	(0.184)
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Maintenance and Other Operating Contracts	\$0.000	\$0.049	\$0.049	\$0.000	(0.236)	(0.236)
Professional Service Contracts	\$0.000	(0.005)	(0.005)	\$0.000	(0.256)	(0.256)
Materials & Supplies	\$0.000	(0.488)	(0.488)	\$0.000	(0.458)	(0.458)
Other Business Expenses	\$0.000	\$0.002	\$0.002	\$0.000	(0.093)	(0.093)
Non-Labor	\$0.032	(0.586)	(0.619)	\$0.194	(0.838)	(1.031)
Other Expense Adjustments:						
Other	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Other Expense Adjustments	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Total Expenses before Depreciation and OPEB	\$0.566	(0.400)	(0.966)	\$2.321	\$0.982	(1.339)
Depreciation	\$1.000	\$1.106	\$0.106	\$6.000	\$6.606	\$0.606
GASB 75 OPEB Expense Adjustment	\$0.275	\$0.000	(0.275)	\$0.550	\$0.000	(0.550)
GASB 68 Pension Adjustment	(0.275)	\$0.000	\$0.275	(0.550)	\$0.000	\$0.550
Environmental Remediation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$1.566	\$0.706	(0.860)	\$8.321	\$7.589	(0.733)
Total Cash Conversion Adjustments	\$1.431	\$0.405	(1.026)	\$13.129	\$11.333	(1.796)

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.

STATEN ISLAND RAILWAY - NON-REIMBURSABLE OVERTIME

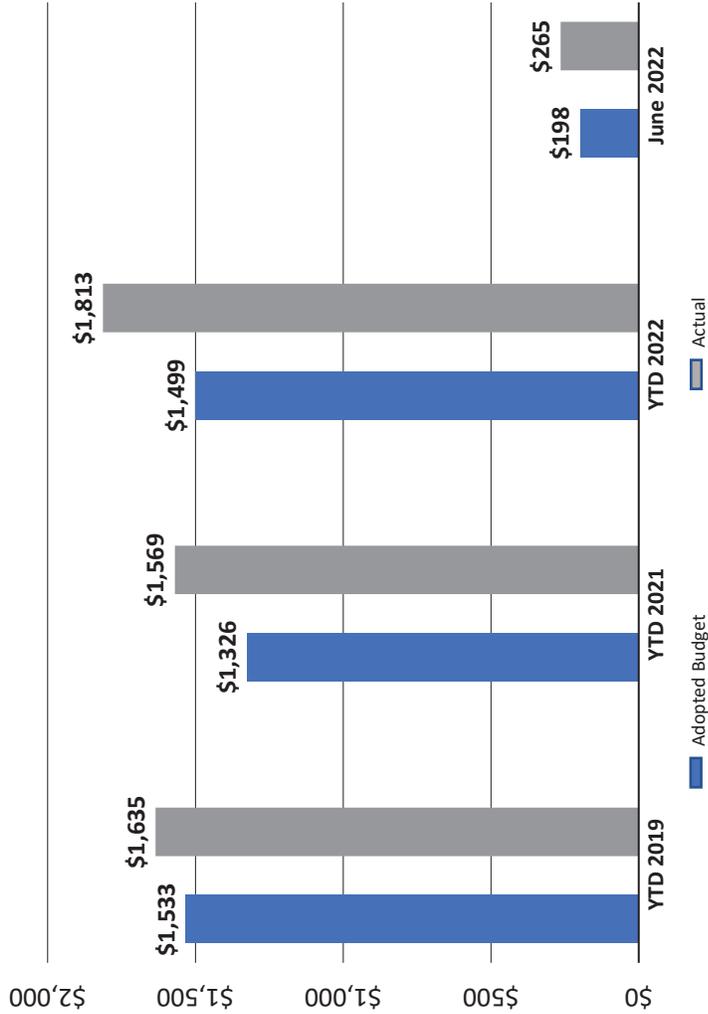
Overview

- Overall increase of \$178.1K or 10.9 percent compared to June YTD 2019
- Overall increase of \$243.3K or 15.5 percent compared to June YTD 2021
- \$314.1K or 21.0 percent above June YTD 2022 budget
- Service \$211.3K overrun: \$243.8K overrun due to vacancies/availability; -\$32.5K underrun due to weather
- Maintenance \$102.8K overrun: \$172.0K overrun due to vacancy coverage; \$45.9K overrun for severe weather; -\$115.1K underrun due to reduced maintenance

Agency Detail

- Transportation overrun of \$211.2K of which \$243.8K due to vacancy/availability offset by -\$32.5K weather underruns
- Mechanical overrun of \$103.1K due to \$149.0K vacancy coverage offset by -\$45.9K weather underruns
- Electrical and Power/Signals overrun of \$91.4K of which \$68.4K due to severe weather coverage and \$23.0K due vacancy coverage
- MOW/Infrastructure underrun of -\$67.7K due to overrun in severe weather coverage by \$23.5 offset by underrun of -\$91.2K due to vacancy
- Others underrun of -\$23.9K

Non-Reimbursable Overtime - YTD June 2022 Variance
(all dollars in thousands)



STATEN ISLAND RAILWAY - REIMBURSABLE OVERTIME

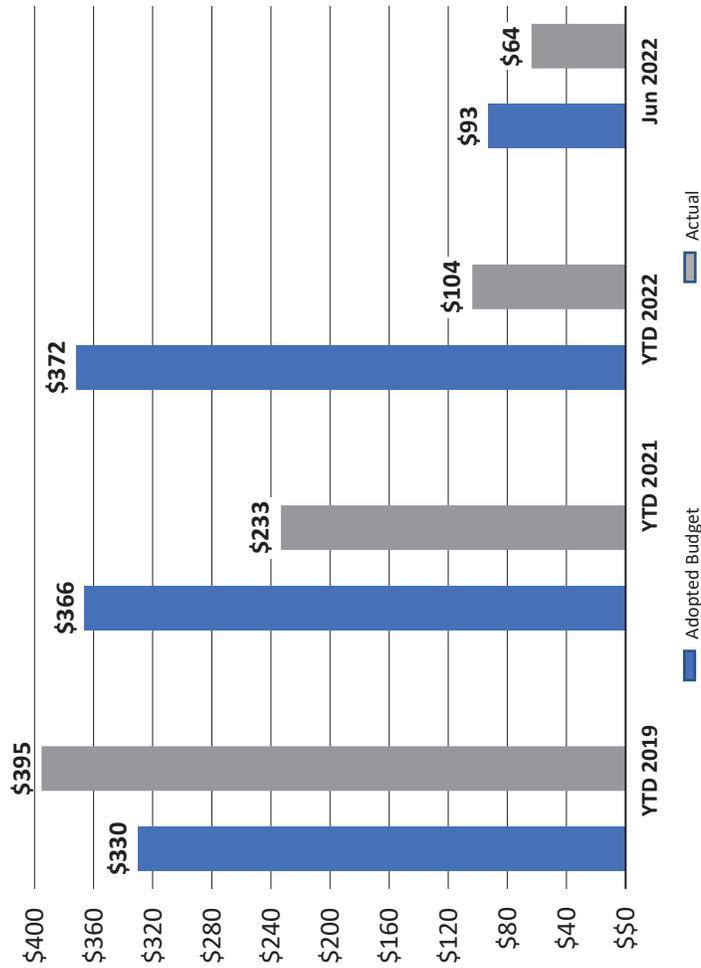
Overview

- Overall decrease of -\$387.6K or -69.1 percent compared to June YTD 2019
- Overall decrease of -\$153.5K or -46.9 percent compared to June YTD 2021
- -\$384.8K or -68.9 percent below June YTD 2022 budget
- Service -\$191.8K underrun: Capital project delays due to vacancies
- Maintenance -\$193.0K underrun: Capital project delays due to vacancies

Agency Detail

- Capital project delays and severe weather resulted in the following favorable variances:
 - Transportation underrun of -\$191.8K
 - MOW/Infrastructure underrun of -\$132.6K
 - Power/Signals underrun of -\$69.5K
 - Electrical underrun of -\$12.8K
 - Mechanical overrun of \$5.6K
 - Others overrun of \$16.3K

Reimbursable Overtime - YTD June 2022 Variance
(all dollars in thousands)



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

<u>Function/Occupation</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
Administration			
Managers/Supervisors	13	10	3
Professional, Technical, Clerical	6	8	(2)
Operational Hourlies	4	2	2
Total Administration	23	20	3
Operations			
Managers/Supervisors	26	22	4
Professional, Technical, Clerical	6	5	1
Operational Hourlies	120	105	15
Total Operations	152	132	20
Maintenance			
Managers/Supervisors	25	24	1
Professional, Technical, Clerical	7	5	2
Operational Hourlies	182	153	29
Total Maintenance	214	182	32
Engineering/Capital			
Managers/Supervisors	4	4	0
Professional, Technical, Clerical	2	2	0
Operational Hourlies	0	0	0
Total Engineering/Capital	6	6	0
Total Positions			
Managers/Supervisors	68	60	8
Professional, Technical, Clerical	21	20	1
Operational Hourlies	306	260	46
Total Positions	395	340	55

**MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
JUNE 2022**

<u>Function/Departments</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
Administration			
Executive	6	5	1
General Office	13	12	1
Purchasing/Stores	4	3	1
Total Administration	23	20	3
Operations			
Transportation	152	132	20
Total Operations	152	132	20
Maintenance			
Mechanical	54	50	4
Electronics/Electrical	21	17	4
Power/Signals	32	25	7
Maintenance of Way	89	70	19
Infrastructure	18	20	(2)
Total Maintenance	214	182	32
Engineering/Capital			
Capital Project Support	6	6	0
Total Engineering Capital	6	6	0
Total Positions	395	340	55
Non-Reimbursable	342	324	18
Reimbursable	53	16	37
Total Full-Time	395	340	55
Total Full-Time-Equivalents	0	0	0

FinalFY22

Preliminary June 2022 Report: Bus Company

The purpose of this report is to provide the preliminary June 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:

June 2022 Bus Company ridership of 7.3 million was 0.5 million (6.4 percent) below budget.

- Farebox Revenue of \$11.7 million was \$3.2 million (21.6 percent) below budget.
- Total expenses before Non-Cash Liabilities of \$67.0 million were \$9.9 million (12.9 percent) below budget.
 - Labor expenses were lower than budget by \$5.7 million (10.5 percent). Payroll expenses were lower than budget by \$2.4 million (9.2 percent). Overtime expenses were lower than budget by \$0.2 million (3.2 percent). Health and Welfare (including OPEB) expenses were lower than budget by \$0.7 million (7.0 percent). Other Fringe Benefits were lower than budget by \$2.3 million (36.6 percent).
 - Non-labor expenses were favorable to budget by \$4.2 million (18.9 percent). Fuel expenses were unfavorable by \$1.0 million (38.8 percent). Insurance expenses were favorable by \$0.3 million (39.1 percent). Claims expenses were favorable by \$2.0 million (30.9 percent). Maintenance and Other Operating Contracts expenses were lower than budget by \$1.0 million (29.9 percent). Professional Service Contracts were lower than budget by \$1.0 million (26.7 percent). Materials and Supplies expenses were favorable by \$1.2 million (25.1 percent). Other Business Expense was higher than budget by \$0.3 million (76.1 percent).

MTA BUS FINANCIAL AND RIDERSHIP REPORT
June 2022

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to Adopted Budget (budget).

Total Revenue was \$15.6 million in June, \$0.9 million (5.5 percent) below the budget, due to lower Farebox Revenue partially offset by higher Other Operating Revenue. Farebox Revenue was unfavorable by \$3.2 million (21.6 percent) due to lower average fare and lower ridership. Other Operating Revenue was favorable by \$2.3 million (139.7 percent), primarily due to the timing of Student fare reimbursement and advertising revenue partially offset by the timing of Other Contract Services revenue.

June 2022 YTD Farebox Revenue of \$75.9 million was \$8.7 million (10.3 percent) below budget, \$14.5 million (23.4 percent) above 2021, and \$33.2 million (30.4 percent) below 2019.

Total Ridership, Total MTA Bus ridership in June 2022 was 7.3 million, 6.4 percent (0.5 million riders) below budget. June 2022 average weekday ridership was 276,173, an increase of 21 percent (47,871 riders) from June 2021. Compared to June 2019, average weekday ridership decreased 26 percent (97,068 riders). Average weekday ridership for the twelve months ending June 2022 was 260,196, an increase of 57.6 percent (95,045 riders) from the twelve months ending June 2021. This is a decrease of 5.8 percent (15,884 riders) in comparison to the twelve months ending June 2019.

June 2022 YTD actual ridership of 40.4 million was 5.1 million (11.3 percent) below budget, 9.0 million (28.8 percent) above 2021, and 19.3 million (32.3 percent) below 2019.

Non-reimbursable expenses before Depreciation and GASB Adjustments, were \$67.0 million in June, \$9.9 million (12.9 percent) favorable to budget.

- **Labor expenses** were lower than budget by \$5.7 million (10.5 percent). Payroll expenses were lower than budget by \$2.4 million (9.2 percent), primarily due to vacancies. Overtime expenses were below budget by \$0.2 million (3.2 percent), due to lower unscheduled overtime. Health and Welfare (including OPEB) expenses were lower than budget by \$0.7 million (7.0 percent), primarily due to lower dental expenses, H&W reimbursable expenses, and prescription drug rebates, partially offset by the timing of medical and hospitalization costs. Other Fringe Benefits were lower than budget by \$2.3 million (36.6 percent), due to lower Worker's Compensation, payroll-related expenses, and the timing of interagency billing.
- **Non-labor expenses** were favorable to budget by \$4.2 million (18.9 percent). Fuel expenses were unfavorable by \$1.0 million (38.8 percent), primarily due to unfavorable diesel and Compressed Natural Gas (CNG) prices, partially offset by Renewable Natural Gas (RNG) rebates and favorable diesel fuel consumption. Insurance expenses were favorable by \$0.3 million (39.1 percent), due to the timing of expenses. Claims expenses were favorable by \$2.0 million (30.9 percent), due to the timing of expenses. Maintenance and Other Operating Contracts expenses were lower than budget by \$1.0 million (29.9 percent), mainly due to the timing of facility maintenance, bus technology, Shop Program, COVID-19 expenses, and vehicle purchases, partially offset by vehicle rentals and tolls. Professional Service Contracts were lower than budget by \$1.0 million (26.7 percent), due to the timing of interagency billing, bus technology, and service contracts. Materials and Supplies expenses were favorable by \$1.2 million (25.1 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 related expenses, partially offset by higher grease and oil lubrication expense and tool

purchases. Other Business Expense was higher than budget by \$0.3 million (76.1 percent), primarily due to the timing of OMNY payments.

Depreciation expenses of \$4.2 million were \$0.5 million (11.2 percent) below budget due to the timing of asset replacement. No expenses or credits were recorded in June regarding GASB 68 Pension adjustment and GASB 75 OPEB Expense adjustment.

Year-to-date, expenses were less than budget by a net \$54.4 million (11.9 percent), including favorable non-labor expenses of \$34.0 million (25.8 percent), and favorable labor expenses of \$20.4 million (6.3 percent). The major causal factors driving these year-to-date results were consistent with the factors affecting the monthly results described above. Depreciation expenses year-to-date were \$23.6 million, favorable to forecast by \$4.2 million (15.1 percent). No expenses or credits were recorded year-to-date regarding GASB 68 Pension adjustment, and GASB 75 OPEB Expense adjustment.

The **Operating Cash Deficit** (excluding subsidies) for June was \$57.9 million, \$6.1 million (11.8 percent) unfavorable to budget. On a year-to-date basis, the operating cash deficit was \$238.5 million, which was \$77.2 million (24.5 percent) favorable to budget.

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

	Nonreimbursable			Reimbursable			Total												
	Adopted Budget	Favorable (Unfavorable)		Adopted Budget	Favorable (Unfavorable)		Adopted Budget	Favorable (Unfavorable)											
		Actual	Variance		Percent	Actual		Variance	Percent	Actual	Variance	Percent							
Revenue																			
Farebox Revenue	\$14,869	\$11,651	(\$3,218)	(21.6)	\$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	\$0,000	\$0,000
Other Operating Income	1,652	3,958	2,306	*	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	-	-	-	-	0,486	0,463	(0,023)	(4.7)	0,486	0,463	(0,023)	(4.7)	0,486	0,463	(0,023)	(4.7)	0,486	0,463	(0,023)
Total Revenue	\$16,520	\$15,609	(\$0,911)	(5.5)	\$0,486	\$0,463	(\$0,023)	(4.7)	\$0,486	\$0,463	(\$0,023)	(4.7)	\$0,486	\$0,463	(\$0,023)	(4.7)	\$0,486	\$0,463	(\$0,023)
Expenses																			
Labor:																			
Payroll	\$26,323	\$23,913	\$2,409	9.2	\$0,192	\$0,251	(\$0,059)	(30.7)	\$0,192	\$0,251	(\$0,059)	(30.7)	\$0,192	\$0,251	(\$0,059)	(30.7)	\$0,192	\$0,251	(\$0,059)
Overtime	7,533	7,295	0,238	3.2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Health and Welfare	7,577	6,857	0,720	9.5	0,118	-	0,118	100.0	0,118	-	0,118	100.0	0,118	-	0,118	100.0	0,118	-	0,118
OPEB Current Payment	2,117	2,156	(0,038)	(1.8)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	4,984	5,015	(0,031)	(0.6)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Fringe Benefits	6,285	3,983	2,302	36.6	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0,078)	(0,213)	0,134	*	0,078	0,213	(0,134)	*	0,078	0,213	(0,134)	*	0,078	0,213	(0,134)	*	0,078	0,213	(0,134)
Total Labor Expenses	\$54,741	\$49,006	\$5,735	10.5	\$0,388	\$0,463	(\$0,075)	(19.3)	\$0,388	\$0,463	(\$0,075)	(19.3)	\$0,388	\$0,463	(\$0,075)	(19.3)	\$0,388	\$0,463	(\$0,075)
Non-Labor:																			
Electric Power	\$0,147	\$0,166	(\$0,019)	(12.9)	\$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	2,505	3,478	(0,973)	(38.8)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	0,759	0,461	0,297	39.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Claims	6,510	4,500	2,010	30.9	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	3,475	2,435	1,040	29.9	0,021	-	0,021	100.0	0,021	-	0,021	100.0	0,021	-	0,021	100.0	0,021	-	0,021
Professional Service Contracts	3,620	2,654	0,966	26.7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Materials & Supplies	4,774	3,578	1,197	25.1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Business Expense	0,423	0,746	(0,322)	(76.1)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Non-Labor Expenses	\$22,214	\$18,019	\$4,195	18.9	\$0,098	\$0,000	\$0,098	100.0	\$0,098	\$0,000	\$0,098	100.0	\$0,098	\$0,000	\$0,098	100.0	\$0,098	\$0,000	\$0,098
Total Expenses before Non-Cash Liability Adjs.	\$76,955	\$67,025	\$9,929	12.9	\$0,486	\$0,463	\$0,023	4.7	\$0,486	\$0,463	\$0,023	4.7	\$0,486	\$0,463	\$0,023	4.7	\$0,486	\$0,463	\$0,023
Depreciation	\$4,688	\$4,165	\$0,523	11.2	\$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	6,678	-	6,678	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
GASB 68 Pension Adjustment	4,583	-	4,583	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$92,903	\$71,191	\$21,712	23.4	\$0,486	\$0,463	\$0,023	4.7	\$0,486	\$0,463	\$0,023	4.7	\$0,486	\$0,463	\$0,023	4.7	\$0,486	\$0,463	\$0,023
Net Surplus/(Deficit)	(\$76,383)	(\$55,582)	\$20,801	27.2	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000

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
June 2022 Year-To-Date
(\$ in millions)

	Nonreimbursable			Reimbursable			Total		
	Favorable (Unfavorable)			Favorable (Unfavorable)			Favorable (Unfavorable)		
	Adopted Budget	Actual	Variance Percent	Adopted Budget	Actual	Variance Percent	Adopted Budget	Actual	Variance Percent
Revenue									
Farebox Revenue	\$84,596	\$75,917	(\$8,678) (10.3)	\$0,000	\$0,000	\$0,000	\$84,596	\$75,917	(\$8,679) (10.3)
Other Operating Income	9,810	10,000	0,190 1.9	-	-	-	9,810	10,000	0,190 1.9
Capital and Other Reimbursements	-	-	-	2,887	3,218	0,331 11.5	2,887	3,218	0,331 11.5
Total Revenue	\$94,406	\$85,916	(\$8,490) (9.0)	\$2,887	\$3,218	\$0,331 11.5	\$97,293	\$89,134	(\$8,159) (8.4)
Expenses									
Labor:									
Payroll	\$156,356	\$148,342	\$8,014 5.1	\$1,141	\$1,581	(\$0,440) (38.6)	\$157,497	\$149,924	\$7,574 4.8
Overtime	45,895	45,103	0,792 1.7	-	0,105	(0,105) -	45,895	45,208	0,686 1.5
Health and Welfare	45,008	40,577	4,431 9.8	0,703	-	0,703 100.0	45,711	40,577	5,134 11.2
OPEB Current Payment	12,578	12,542	0,035 0.3	-	-	-	12,578	12,542	0,035 0.3
Pensions	29,606	30,090	(0,484) (1.6)	-	-	-	29,606	30,090	(0,484) (1.6)
Other Fringe Benefits	37,334	30,709	6,624 17.7	-	0,075	(0,075) -	37,334	30,784	6,550 17.5
GASB Account	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0,464)	(1,457)	0,993 *	0,464	1,457	(0,993) *	-	-	-
Total Labor Expenses	\$326,312	\$305,906	\$20,406 6.3	\$2,307	\$3,218	(\$0,910) (39.4)	\$328,619	\$309,124	\$19,495 5.9
Non-Labor:									
Electric Power	\$0,872	\$1,012	(\$0,139) (15.9)	-	-	-	\$0,872	\$1,012	(\$0,139) (15.9)
Fuel	14,880	19,235	(4,355) (29.3)	-	-	-	14,880	19,235	(4,355) (29.3)
Insurance	4,507	2,712	1,795 39.8	-	-	-	4,507	2,712	1,795 39.8
Claims	38,670	27,000	11,670 30.2	-	-	-	38,670	27,000	11,670 30.2
Maintenance and Other Operating Contracts	20,644	13,527	7,117 34.5	0,125	-	0,125 100.0	20,768	13,527	7,242 34.9
Professional Service Contracts	21,504	13,032	8,472 39.4	-	-	-	21,504	13,032	8,472 39.4
Materials & Supplies	28,357	18,873	9,484 33.4	0,455	-	0,455 100.0	28,812	18,873	9,939 34.5
Other Business Expense	2,514	2,534	(0,020) (0.8)	-	-	-	2,514	2,534	(0,020) (0.8)
Total Non-Labor Expenses	\$131,949	\$97,925	\$34,024 25.8	\$0,560	\$0,000	\$0,560 100.0	\$132,529	\$97,925	\$34,604 26.1
Total Expenses before Non-Cash Liability Adjs.	\$458,261	\$403,831	\$54,430 11.9	\$2,887	\$3,218	(\$0,330) (11.4)	\$461,148	\$407,049	\$54,099 11.7
Depreciation	\$27,847	\$23,638	\$4,209 15.1	-	-	-	\$27,847	\$23,638	\$4,209 15.1
GASB 75 OPEB Expense Adjustment	39,666	-	39,666 100.0	-	-	-	39,666	-	39,666 100.0
GASB 68 Pension Adjustment	27,221	-	27,221 100.0	-	-	-	27,221	-	27,221 100.0
Environmental Remediation	-	(0,076)	0,076 -	-	-	-	-	(0,076)	0,076 -
Total Expenses	\$552,995	\$427,393	\$125,602 22.7	\$2,887	\$3,218	(\$0,330) (11.4)	\$555,883	\$430,611	\$125,272 22.5
Net Surplus/(Deficit)	(\$458,589)	(\$341,477)	\$117,112 25.5	\$0,000	\$0,000	\$0,000 -	(\$458,589)	(\$341,477)	\$117,112 25.5

NOTE: Totals may not add due to rounding

Note: Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current 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	June 2022		Year-To-Date		
		Favorable (Unfavorable) Variance	Reason for Variance	Favorable (Unfavorable) Variance	Reason for Variance	
		\$	%	\$	%	
Farebox Revenue	NR	\$ (3,218)	(21.6)	\$ (8,678)	(10.3)	Mainly due to lower ridership partially offset by higher average fare
Other Operating Revenue	NR	\$ 2,306	*	\$ 0,190	1.9	Primarily due to lower Student reimbursement, the timing of advertising revenue and no Other Contract Services revenue
Capital and Other Reimbursements	R	\$ (0,023)	*	\$ 0,331	11.5	Mainly due to timing of reimbursement
Total Revenue Variance		\$ (0,935)	(6.5)	\$ (8,157)	(8.4)	
Payroll	NR	\$ 2,409	9.2	\$ 8,014	5.1	Primarily due to vacancies partially offset by higher vacation payment, higher cash out of sick and personal time.
Overtime	NR	\$ 0,238	3.2	\$ 0,792	1.7	Primarily lower unscheduled overtime, COVID-19 related cleaning, and program maintenance partially offset by higher availability, vacancy coverage and weather
Health and Welfare (including OPPEB)	NR	\$ 0,682	7.0	\$ 4,466	7.8	Primarily due to lower dental expenses, H&W reimbursable expenses, rebate in prescription drugs expenses, partially offset by the timing of medical and hospitalization
Pension	NR	\$ (0,031)	(0.6)	\$ (0,484)	(1.6)	Mainly due to higher expenses
Other Fringe Benefits	NR	\$ 2,302	38.6	\$ 6,624	17.7	Due to lower worker's compensation, payroll related expenses, and timing of interagency billing.
Reimbursable Overhead	NR	\$ 0,134	*	\$ 0,993	*	Higher reimbursable overhead
Electric Power	NR	\$ (0,019)	(12.9)	\$ (0,138)	(12.9)	Primarily due to higher rate
Fuel	NR	\$ (0,973)	(38.8)	\$ (4,355)	(29.3)	Primarily due to higher diesel and CNG fuel costs, partially offset by Renewable Natural Gas (RNG) rebate and favorable diesel fuel consumption.
Insurance	NR	\$ 0,297	39.1	\$ 1,795	39.8	Timing of expenses
Claims	NR	\$ 2,010	30.9	\$ 11,670	30.2	Timing of expenses
Maintenance and Other Operating Contracts	NR	\$ 1,040	29.9	\$ 7,117	34.5	Mainly the timing of facility maintenance, bus technology, farebox maintenance, and other COVID-19 related expenses and Tires and Tubes purchases partially offset by higher vehicle rentals and tolls
Professional Service Contracts	NR	\$ 0,966	26.7	\$ 8,472	39.4	Timing of interagency billing, bus technology, and service contracts
Materials & Supplies	NR	\$ 1,197	25.1	\$ 9,484	33.4	Mainly due to lower usage of general maintenance material as well as timing of radio equipment maintenance/repairs, construction material, and COVID-19 related expenses partially offset by higher grease and oil lubrication expense and tool purchases.
Other Business Expense	NR	\$ (0,322)	(76.1)	\$ (0,020)	(0.8)	(e)
Depreciation	NR	\$ 0,523	11.2	\$ 4,209	15.1	Timing of asset replacement
Other Post Employment Benefits	NR	\$ 6,678	100.0	\$ 39,666	100.0	(e)
GASB 68 Pension Adjustment	NR	\$ 4,583	100.0	\$ 27,221	100.0	(e)
Environmental Remediation	NR	\$ -	-	\$ 0,076	-	
Payroll	R	\$ (0,059)	(30.7)	\$ (0,440)	(38.6)	Timing of charges
Overtime	R	\$ -	*	\$ (0,105)	*	(e)
Health and Welfare	R	\$ 0,118	100.0	\$ 0,703	100.0	Timing of charges
Pension	R	\$ -	*	\$ (0,075)	*	Timing of charges
Other Fringe Benefits	R	\$ (0,134)	*	\$ (0,993)	*	Timing of charges
Reimbursable Overhead	R	\$ -	*	\$ -	*	
Professional Service Contracts	R	\$ 0,021	*	\$ 0,125	*	(e)
Maintenance and Other Operating	R	\$ 0,077	*	\$ 0,455	*	(e)
Materials & Supplies	R	\$ 21,737	23.3	\$ 125,271	22.5	
Total Expense Variance		\$ 20,802	27.2	\$ 117,114	25.5	

(e) - Variance less than 5%

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

	June 2022			Year-To-Date			
	Adopted Budget	Actual	Favorable	Adopted Budget	Actual	Favorable	
			(Unfavorable)			(Unfavorable)	
			Variance			Variance	Percent
Receipts							
Farebox Revenue	\$14,869	\$14,724	(\$0,145)	\$84,596	\$76,184	(\$8,412)	(9.9)
Other Operating Revenue	5,595	5,533	(0,062)	33,569	83,015	49,446	*
Capital and Other Reimbursements	0,485	0,488	0,003	2,911	2,960	0,049	1.7
Total Receipts	\$20,949	\$20,745	(\$0,204)	\$121,077	\$162,159	\$41,082	33.9
Expenditures							
Labor:							
Payroll	\$26,435	\$35,344	(\$8,909)	\$158,613	\$153,673	\$4,940	3.1
Overtime	7,665	7,295	0,370	45,988	45,208	0,780	1.7
Health and Welfare	7,683	2,298	5,385	46,096	36,182	9,914	21.5
OPEB Current Payment	2,114	2,156	(0,042)	12,683	12,542	0,141	1.1
Pensions	4,961	5,015	(0,054)	29,765	30,090	(0,325)	(1.1)
Other Fringe Benefits	5,009	7,692	(2,683)	30,056	32,311	(2,255)	(7.5)
GASB Account	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-
Total Labor Expenditures	\$53,867	\$59,800	(\$5,933)	\$323,201	\$310,006	\$13,195	4.1
Non-Labor:							
Electric Power	\$0,147	\$0,166	(\$0,019)	\$0,880	\$1,221	(\$0,341)	(38.8)
Fuel	2,501	3,751	(1,250)	15,006	22,502	(7,496)	(50.0)
Insurance	0,757	-	0,757	4,545	-	4,545	100.0
Claims	3,156	8,386	(5,230)	18,939	15,738	3,201	16.9
Maintenance and Other Operating Contracts	3,491	1,687	1,804	20,944	16,813	4,131	19.7
Professional Service Contracts	3,614	2,018	1,596	21,685	15,418	6,267	28.9
Materials & Supplies	4,842	2,705	2,137	29,055	17,106	11,949	41.1
Other Business Expenses	0,422	0,180	0,242	2,535	1,829	0,706	27.9
Total Non-Labor Expenditures	\$18,931	\$18,893	\$0,038	\$113,588	\$90,627	\$22,961	20.2
Total Expenditures	\$72,798	\$78,693	(\$5,895)	\$436,789	\$400,633	\$36,156	8.3
Operating Cash Surplus/(Deficit)	(\$51,849)	(\$57,948)	(\$6,099)	(\$315,712)	(\$238,474)	\$77,238	24.5

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)

	June 2022		Year-To-Date		Reason for Variance
	Favorable (Unfavorable) Variance	%	Favorable (Unfavorable) Variance	%	
Operating Receipts or Disbursements	\$		\$		
Farebox Revenue	\$ (0.145)	(1.0)	\$ (8.412)	(9.9)	Due to lower ridership primarily due to the COVID-19 Omicron variant and weather, partially offset by higher average fare
Other Operating Revenue	(0.062)	(1.1) (a)	49.446	*	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	0.003	0.6 (a)	0.049	1.7 (a)	
Total Receipts	\$ (0.204)	(1.0)	\$ 41.083	33.9	
Payroll	\$ (8.909)	(33.7)	\$ 4.940	3.1	Primary due to vacancy, lower sick time usage and timing of inter-agency payments
Overtime	0.370	4.8	0.780	1.7	Primarily lower unscheduled overtime, COVID-19 related cleaning, and programmatic maintenance partially offset by higher availability and vacancies coverage
Health and Welfare (including OPEB)	5.343	54.5	10.055	17.1	Primarily due to lower dental expenses, H&W reimbursable expenses, rebate in prescription drugs expenses, partially offset by the timing of medical and hospitalization
Pension	(0.054)	(1.1) (a)	(0.325)	(1.1)	Timing of expenses
Other Fringe Benefits	(2.683)	(53.6)	(2.255)	(7.5)	Timing of Payroll related payments
GASB	-	-	-	-	
Electric Power	(0.019)	(12.9) (a)	(0.341)	(38.8)	Timing of expenses
Fuel	(1.250)	(50.0)	(7.496)	(60.0)	Primarily due to higher diesel and CNG fuel costs, partially offset by Renewable Natural Gas (RNG) rebate and favorable diesel fuel consumption.
Insurance	0.757	100.0	4.545	100.0	Timing of payments
Claims	(5.230)	*	3.201	16.9	Primarily due to claim settlement.
Maintenance and Other Operating Contracts	1.804	51.7	4.131	19.7	Mainly due to the timing of expenses for facility maintenance, bus technology, Shop Program, COVID-19 expenses, and vehicle purchases partially offset by higher vehicle rentals and tolls
Professional Service Contracts	1.596	44.2	6.267	28.9	Timing of interagency billing, bus technology, and service contracts
Materials & Supplies	2.137	44.1	11.949	41.1	Mainly due to lower usage of general maintenance material as well as timing of radio equipment maintenance/repairs, construction material, and COVID-19 related expenses partially offset by higher grease and oil lubrication expense and tool purchases.
Other Business Expenditure	0.242	57.3	0.706	27.9	Timing of payments
Total Expenditures	\$ (5.897)	(8.1)	\$ 36.156	8.3	
Net Cash Variance	\$ (6.099)	(11.8)	\$ 77.238	24.5	

(a) - Variance less than 5%

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

	June 2022				Year-To-Date			
	Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)	
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$0.000	\$3.073	\$3.073	-	\$0.000	\$0.267	\$0.267	-
Other Operating Revenue	3.943	1.575	(2.368)	(60.1)	23.759	73.015	49.256	*
Capital and Other Reimbursements	(0.001)	0.025	0.026	*	0.024	(0.258)	(0.282)	*
Total Receipts	\$3.942	\$4.673	\$0.731	18.5	\$23.783	\$73.024	\$49.241	*
Expenditures								
<i>Labor:</i>								
Payroll	\$0.080	(\$11.180)	(\$11.260)	*	(\$1.116)	(\$3.749)	(\$2.633)	*
Overtime	(0.132)	-	0.132	100.0	(0.093)	-	0.093	100.0
Health and Welfare	0.012	4.559	4.547	*	(0.385)	4.395	4.780	*
OPEB Current Payment	0.003	-	(0.003)	(100.0)	(0.105)	-	0.105	100.0
Pensions	0.023	-	(0.023)	(100.0)	(0.159)	-	0.159	100.0
Other Fringe Benefits	1.276	(3.709)	(4.985)	*	7.278	(1.527)	(8.805)	*
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$1.262	(\$10.330)	(\$11.592)	*	\$5.420	(\$0.881)	(\$6.301)	*
<i>Non-Labor:</i>								
Electric Power	\$0.000	\$0.000	\$0.000	-	(\$0.008)	(\$0.209)	(\$0.201)	*
Fuel	0.004	(0.273)	(0.277)	*	(0.126)	(3.267)	(3.141)	*
Insurance	0.002	0.461	0.459	*	(0.038)	2.712	2.750	*
Claims	3.354	(3.886)	(7.240)	*	19.731	11.262	(8.469)	(42.9)
Maintenance and Other Operating Contracts	0.005	0.748	0.743	*	(0.176)	(3.286)	(3.110)	*
Professional Service Contracts	0.006	0.636	0.630	*	(0.181)	(2.386)	(2.205)	*
Materials & Supplies	0.009	0.873	0.864	*	(0.243)	1.767	2.010	*
Other Business Expenditures	0.001	0.566	0.565	*	(0.021)	0.705	0.726	*
Total Non-Labor Expenditures	\$3.381	(\$0.875)	(\$4.256)	*	\$18.938	\$7.298	(\$11.640)	(61.5)
Total Cash Conversion Adjustments before Non-Cash Liability Adjts.	\$8.585	(\$6.532)	(\$15.117)	*	\$48.141	\$79.441	\$31.300	65.0
Depreciation Adjustment	\$4.688	\$4.165	(\$0.523)	(11.2)	\$27.847	\$23.638	(\$4.209)	(15.1)
GASB 75 OPEB Expense Adjustment	6.678	-	(6.678)	(100.0)	39.666	-	(39.666)	(100.0)
GASB 68 Pension Adjustment	4.583	-	(4.583)	(100.0)	27.221	-	(27.221)	(100.0)
Environmental Remediation	-	-	-	-	-	(0.076)	(0.076)	(27.9)
Total Expenses/Expenditures	\$24.534	(\$2.367)	(\$26.901)	*	\$142.875	\$103.003	(\$39.872)	(27.9)
Total Cash Conversion Adjustments	\$24.534	(\$2.367)	(\$26.901)	*	\$142.875	\$103.003	(\$39.872)	(27.9)

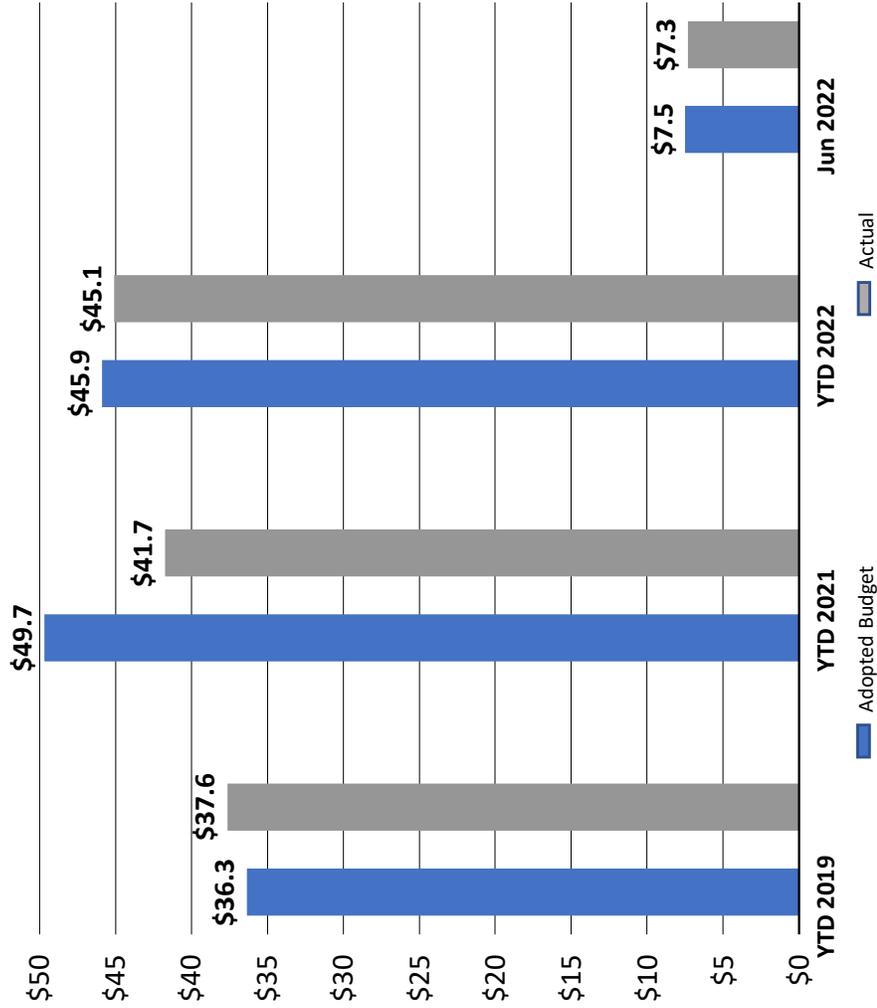
NOTE: Totals may not add due to rounding

MTABC- NON-REIMBURSABLE OVERTIME

Overview

Overall increase of \$7.5M or 20% compared to Jun YTD 2019
 Overall increase of \$3.4M or 8% compared to Jun YTD 2021
 Jun YTD 2022 is \$0.8M or 2% under Jun YTD 2022 budget
 Jun 2022 is \$0.2M or 3% under Jun 2022 budget

Non-Reimbursable Overtime - YTD Jun Variance
 (all dollars in millions)



Agency Detail

- Transportation
 - Primarily due to vacancy/availability shortfall (\$4.8M), partially offset by lower scheduled /unscheduled service (\$2.5M) and favorable weather (\$0.7M)
- Maintenance
 - Primarily due to favorable COVID cleaning/ programmatic maintenance (\$1.4), availability (\$1.2M), and scheduled /unscheduled service (\$0.9M); partially offset by weather (\$1.2M)

Source: Adopted budget, GL actuals for overtime spending.

Note: MTABC Jun 2022 YTD reimbursable OT is \$105K; \$29K, and \$26k for the same period in 2021 and 2019, respectively.

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

FUNCTION/DEPARTMENT	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	3	-	
Human Resources	16	9	7	
Office of Management and Budget	14	11	3	
Material	15	9	6	
Controller	18	16	2	
Office of the President	4	-	4	
System Safety Administration	-	-	-	
Law	20	14	6	
Labor Relations	-	-	-	
Strategic Office	19	15	4	
Non-Departmental	7	-	7	
Total Administration	116	77	39	Vacancies
Operations				
Buses	2,328	2,304	24	Vacancies Bus Operators
Office of the Executive VP	6	1	5	
Safety & Training	68	56	12	Bus Operators in Training
Road Operations	141	123	18	
Transportation Support	25	31	(6)	
Operations Planning	34	27	7	
Revenue Control	6	6	-	
Total Operations	2,608	2,548	60	
Maintenance				
Buses	723	674	49	
Maintenance Support/CMF	335	194	141	Vacancies mainly Maintenance
Facilities	76	65	11	
Supply Logistics	104	91	13	
Total Maintenance	1,238	1,024	214	
Capital Program Management	35	21	14	
Total Engineering/Capital	35	21	14	Vacancies mainly Managers
Security	13	11	2	
Total Public Safety	13	11	2	
Total Positions	4,010	3,681	329	
Non-Reimbursable	3,972	3,646	326	
Reimbursable	38	35	3	
Total Full-Time	3,992	3,666	326	
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
JUNE 2022

FUNCTION/OCCUPATIONAL GROUP	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	46	27	19	
Professional, Technical, Clerical	63	50	13	
Operational Hours	7	-	7	
Total Administration	116	77	39	Vacancies
Operations				
Managers/Supervisors	319	308	11	
Professional, Technical, Clerical	45	36	9	
Operational Hours	2,244	2,204	40	
Total Operations	2,608	2,548	60	Mainly Bus Operator vacancies
Maintenance				
Managers/Supervisors	241	209	32	
Professional, Technical, Clerical	35	30	5	
Operational Hours	962	785	177	
Total Maintenance	1,238	1,024	214	Vacancies mainly Maintenance
Engineering/Capital				
Managers/Supervisors	21	11	10	
Professional, Technical, Clerical	14	10	4	
Operational Hours	-	-	-	
Total Engineering/Capital	35	21	14	Vacancies mainly Managers
Public Safety				
Managers/Supervisors	8	6	2	
Professional, Technical, Clerical	5	5	-	
Operational Hours	-	-	-	
Total Public Safety	13	11	2	
Total Baseline Positions				
Managers/Supervisors	635	561	74	
Professional, Technical, Clerical	162	131	31	
Operational Hours	3,213	2,969	244	
Total Baseline Positions	4,010	3,661	329	

MTA BUS COMPANY
February Financial Plan - 2022 Adopted Budget
Ridership (Utilization) Actual to Budget
June 2022
(In millions)

	Month			Year-To-Date				
	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance	Percentage	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance	Percentage
<u>Farebox Revenue</u>								
Fixed Route	\$14.869	\$11.651	(\$3.218)	-21.6%	\$84.596	\$75.917	(\$8.678)	-10.3%
Total Farebox Revenue	\$14.869	\$11.651	(\$3.218)	-21.6%	\$84.596	\$75.917	(\$8.678)	-10.3%
<u>Ridership</u>								
Fixed Route	7.825	7.324	(0.501)	-6.4%	45.537	40.409	(5.128)	-11.3%
Total Ridership	7.825	7.324	(0.501)	-6.4%	45.537	40.409	(5.128)	-11.3%