



# Transit and Bus Committee Meeting

## July 2021

### Committee Members

H. Mihaltses (Chair)

V. Calise (Vice Chair)

A. Albert

J. Barbas

N. Brown

L. Cortès-Vázquez

R. Glucksman

D. Jones

L. Lacewell

R. Linn

D. Mack

R. Mujica

J. Samuelsen

L. Schwartz



In June, total subway and bus ridership reached several high points since the start of the COVID-19 pandemic. Ridership peaked at 3,839,038 riders on Thursday, June 17, which is 50% of pre-pandemic levels. We are pleased to transport more and more New Yorkers and visitors as they return to the subway, buses, and the Staten Island Railway, including those who joined us to celebrate Independence Day with the return of the Macy's 4th of July Fireworks Spectacular over the East River.

# **New York City Transit and Bus Committee Meeting**

**2 BROADWAY, 20TH FLOOR BOARD ROOM**

**NEW YORK, NY**

**Monday, 7/19/2021**

**11:30 AM - 1:00 PM ET**

## **1. PUBLIC COMMENT PERIOD**

## **2. SUMMARY OF ACTIONS**

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## **3. APPROVAL OF MINUTES – JUNE 23, 2021**

*Minutes - June 23, 2021 - Page 5*

## **4. COMMITTEE WORK PLAN**

*July 2021 Work Plan - Page 6*

## **5. PRESIDENT'S REPORT**

### **a. Customer Service Report**

#### **i. Subway Report**

*Subway Report - Page 13*

#### **ii. NYCT, MTA Bus Report**

*Bus Report - Page 40*

#### **iii. Paratransit Report**

*Paratransit Report - Page 62*

#### **iv. Accessibility Update**

*Accessibility Update - Page 74*

#### **v. Strategy & Customer Experience**

*Strategy & Customer Experience Report - Page 76*

### **b. Safety Report**

*Safety Report - Page 82*

### **c. Crime Report**

*Crime Report - Page 87*

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

*NYCT, SIR, MTA Bus Financial & Ridership Reports - Page 94*

### **e. Capital Program Status Report**

*Capital Program Status Report - Page 144*

## **6. PROCUREMENTS**

*Procurement Package Cover, Staff Summary, and Resolution - Page 150*

**a. Non-Competitive**

*Noncompetitive - Page 155*

**b. Competitive**

*Competitive - Page 158*

**c. Ratifications (none)**

**d. C&D Procurements**

*C&D Procurement Package - Page 164*

**7. CONTACT INFORMATION**

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**TRANSIT BUS COMMITTEE  
ACTIONS and PRESENTATIONS  
SUMMARY for JULY 2021**

Responsible Department	Vendor Name	Total Amount	Summary of action
C&D Contracts	MLJ Contracting Corp.	\$5,150,000	MTA Construction & Development requests Board ratify modification No. 30 to Contract A-35302/A-37116 for the design and construction of the 6th Avenue Connector and deletion of the Durst Underpass.
C&D Contracts	Tully Construction Co., Inc.	\$2,586,900	MTA Construction & Development requests Board ratify modification No. 81 to Contract C-34836 Contract to provide for the rehabilitation of four Circuit Breaker Houses located at the Coney Island Yard Complex.
Procurement & Supply Chain	ARRO Inc. (New York, NY) Corporate Transportation Group Ltd. (Brooklyn, NY) Fejost LLC d/b/a Sentry Management Solutions (Bronx, NY) Greenpoint Transit LLC (Wilmington, DE)	\$655,620,988 (Base)	Broker Car Service for Paratransit (resolicitation) three-year base + an option of up to two-years
Procurement & Supply Chain	Brookville Equipment Corporation	\$22,578,666	Conversion of 4 R110A cars into two Pump and Generator car sets
Procurement & Supply Chain	Simmons Machine Tool Corporation	\$5,754,262	Maintenance of Wheel Truing Machines and other shop equipment - five-year contract with no options



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

**June 23, 2021**

Meeting Held At:

Metropolitan Transportation Authority

Two Broadway

New York, New York 10004

10:00 AM

Because of the ongoing COVID-19 public health crisis, the MTA Chairman convened a one-day, hybrid in-person and virtual Board and Committee meeting session on June 23, 2021, which included the following committees:

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

To see a summary of the meeting and the actions taken by New York City Transit and Bus Committee, please refer to the June 2021 Board minutes in the July 2021 Board Book available here on the Board materials website:

<https://new.mta.info/transparency/board-and-committee-meetings/July-2021>.

## 2021 Proposed Transit & Bus Committee Work Plan

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### I. RECURRING AGENDA ITEMS

#### Responsibility

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

### II. SPECIFIC AGENDA ITEMS

#### Responsibility

#### July 2021

No Items

#### August 2021

No Meetings Held

#### September 2021

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

#### October 2021

Biannual Customer Satisfaction Report	Strategy & Customer Experience
Public Comment/Committee Review of Budget	
2022 Preliminary NYCT Budget	Management & Budget
2022 Preliminary SIR Budget	Management & Budget
2022 Preliminary MTA Bus Budget	Management & Budget

#### November 2021

Transit Adjudication Bureau Report, 3rd Qtr, 2021	Law
Charter for Transit Committee	Corporate Compliance
Fare Evasion Report, 3rd Qtr, 2021	Management & Budget

## **SPECIFIC AGENDA ITEMS (con't)**

## **Responsibility**

### December 2021

NYCT 2022 Adopted Budget/Financial Plan 2022-2025	Management & Budget
SIR 2022 Adopted Budget/Financial Plan 2022-2025	Management & Budget
MTA Bus 2022 Adopted Budget/Financial Plan 2022-2025	Management & Budget
NYCT & MTA Bus EEO & Diversity Report, 3rd Qtr, 2021	EEO & Human Resources

### January 2022

Approval of 2022 NYCT Committee Work Plan	Committee Chair & Members
Preliminary Review of NYCT 2021 Operating Results	Management & Budget
Preliminary Review of SIR 2021 Operating Results	Management & Budget
Preliminary Review of MTA Bus 2021 Operating Results	Management & Budget

### February 2022

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

### March 2022

No Items

### April 2022

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

### May 2022

Biannual Customer Satisfaction Report	Strategy & Customer Experience
Transit Adjudication Bureau Report, 1st Qtr, 2021	Law
Fare Evasion Report, 1st Qtr, 2021	Management & Budget
NYCT & MTA Bus EEO & Diversity Report, 1st Qtr, 2021	EEO & Human Resources

### June 2021

No Items



## 2021 Transit & Bus Committee Work Plan

### Detailed Summary

#### I. RECURRING

##### Approval of Minutes

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

##### NYCT Work Plan

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

##### Operations Performance Summary

Summary presentation on the performance of Subway Service, including a discussion on Safety, Finance and Ridership and Capital Program Plan achievements. Information includes discussion on key indicators such as Subway MDBF, On-Time Performance, Subway accident rates; and Capital Plan awards, design starts and completions.

##### Procurements

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

##### Service Changes

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

##### Tariff Changes

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

##### Capital Budget Modifications

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

##### Action Items

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

## II. SPECIFIC AGENDA ITEMS

### JUNE 2021

No Items

### JULY 2021

No Items

### AUGUST 2021

No Meetings Held

### SEPTEMBER 2021

#### 2021 NYCT Mid-Year Forecast Monthly Allocation

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

#### 2021 SIR Mid-Year Forecast Monthly Allocation

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

#### 2021 MTA Bus Mid-Year Forecast Monthly Allocation

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

#### 2022 NYCT Preliminary Budget

Public comments will be accepted on the 2022 Preliminary Budget.

#### 2022 SIR Preliminary Budget

Public comments will be accepted on the 2022 Preliminary Budget.

#### 2022 MTA Bus Preliminary Budget

Public comments will be accepted on the 2022 Preliminary Budget.

#### Transit Adjudication Bureau Report, 2<sup>nd</sup> Qtr, 2021

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

#### Fare Evasion report, 2<sup>nd</sup> Qtr, 2021

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

#### EEO & Diversity Report, 2<sup>nd</sup> Qtr, 2021

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

## II. SPECIFIC AGENDA ITEMS

### Biannual Customer Satisfaction Report, Fall 2021

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

## OCTOBER 2021

### 2022 NYCT Preliminary Budget

Public comments will be accepted on the 2022 Preliminary Budget.

### 2022 SIR Preliminary Budget

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

### 2022 MTA Bus Preliminary Budget

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

## NOVEMBER 2021

### Transit Adjudication Bureau Report, 3<sup>rd</sup> Qtr, 2021

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

### Fare Evasion Report, 3<sup>rd</sup> Qtr, 2021

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

### Charter for Transit Committee

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

## DECEMBER 2021

### NYCT 2022 Adopted Budget/Financial Plan 2022-2025

NYCT will present its revised 2022-2025 Financial Plan. This plan will reflect the 2021 Adopted Budget and an updated Financial Plan for 2022-2025 reflecting the out-year impact of any changes incorporated into the 2021 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2021 by category.

### SIR 2022 Adopted Budget/Financial Plan 2022-2025

SIR will present its revised 2022-2025 Financial Plan. This plan will reflect the 2021 Adopted Budget and an updated Financial Plan for 2021-2025 reflecting the out-year impact of any changes incorporated into the 2021 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2021 by category.

### MTA Bus 2021 Adopted Budget/Financial Plan 2022-2025

MTA Bus will present its revised 2022-2025 Financial Plan. This plan will reflect the 2021 Adopted Budget and an updated Financial Plan for 2022-2025 reflecting the out-year impact of any changes incorporated into the 2022 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2021 by category.

## II. SPECIFIC AGENDA ITEMS

### EEO & Diversity Report, 3<sup>rd</sup> Qtr, 2021

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

### **JANUARY 2022**

#### Approval of Committee Work Plan

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

#### Preliminary Review of NYCT's 2021 Operating Results

NYCT will present a brief review of its 2021 Budget results.

#### Preliminary Review of SIR 2021 Operating Results

SIR will present a brief review of SIR's 2021 Budget results.

#### Preliminary Review of MTA Bus 2021 Operating Results

MTA Bus will present a brief review of its 2021 Budget results.

### **FEBRUARY 2022**

#### Adopted Budget/Financial Plan 2022-2025

NYCT will present its revised 2022-2025 Financial Plan. This plan will reflect the 2021 Adopted Budget and an updated Financial Plan for 2022-2025 reflecting the out-year impact of any changes incorporated into the 2021 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2022 by category.

#### SIR Adopted Budget/Financial Plan 2022-2025

NYCT will present SIR's revised 2022-2025 Financial Plan. This plan will reflect the 2021 Adopted Budget and an updated Financial Plan for 2022-2025 reflecting the out-year impact of any changes incorporated into the 2021 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2022 by category.

#### MTA Bus Adopted Budget/Financial Plan 2022-2025

MTA Bus will present its revised 2022-2025 Financial Plan. This plan will reflect the 2021 Adopted Budget and an updated Financial Plan for 2022-2025 reflecting the out-year impact of any changes incorporated into the 2021 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2021 by category.

#### ADA Compliance Report

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

#### Transit Adjudication Bureau Report, 4<sup>th</sup> Qtr, 2021

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

## **II. SPECIFIC AGENDA ITEMS**

### EEO & Diversity Report- 2021 Year-End Report

A detailed year-end 2021 report to the committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

### Fare Evasion Report, 4th Qtr, 2021

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

## **MARCH 2022**

No Items

## **APRIL 2022**

### Final Review of NYCT 2021 Operating Results

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

### Final Review of SIR 2021 Operating Results

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

### Final Review of MTA Bus 2021 Operating Results

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

## **MAY 2022**

### Transit Adjudication Bureau Report, 1<sup>st</sup> Qtr, 2021

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

### Fare Evasion report, 1<sup>st</sup> Qtr, 2021

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

### EEO & Diversity Report, 1<sup>st</sup> Qtr, 2021

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

### Biannual Customer Satisfaction Report, Spring 2022

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



## Customer Service Report: Subways

**Demetrius Crichlow**, Acting Executive Vice President & Chief Operating Officer  
**David Santoro**, Acting Executive Vice President, Strategy & Customer Environment



On July 1, New York City Transit unveiled the first 5-car set of brand-new R-211 subway cars, which will now begin extensive testing before entering service in mid-2022. The base order includes 535 cars, with options for up to 1,500, which will replace older cars in the fleet and provide options to increase service.

## July 2021 Highlights: Subways

June 2021 was an important month for New York as most pandemic-related restrictions were lifted, and the subway is ready for the increasing numbers of riders returning to offices, tourist attractions, shows, and major events. As these riders use the subway, they are finding that stations and cars are the cleanest they have ever been thanks to the continuation of enhanced cleaning and disinfecting. We also remind customers that masks are still required in indoor (including underground) stations and at all times while inside subway cars.

As New York City and the subway return to normal, we have been facing challenges with crew availability. The hiring freeze put in place during the pandemic – while necessary at the time – has resulted in fewer crews to run service, as employees who retired or otherwise left the agency were not replaced by new employees. Subways is working with our partners across the MTA and NYCT to recruit and hire new crews as quickly as we can, and we are adjusting our training to accommodate larger classes while maintaining safety.

Subways is also taking action to minimize the impact of the crew shortage on customers. Our Service Delivery teams have been redeploying crews and proactively offering overtime for crews to work additional trips. When it does become necessary to cancel a trip, the adjacent trips are adjusted to avoid gaps in service, meaning that affected customers would typically experience no more than one to two minutes of additional waiting time. We also monitor ridership closely and avoid cancelling trips where it could result in crowding.

June 2021 was a challenging month in terms of subway performance. While the results are not directly comparable to June 2020 due to differences in ridership and service levels, June 2021 weekday on-time performance (OTP) was lower than we have seen in recent months. This was due in part to the crew issues described above, as well as several major incidents that occurred around the system. On-time performance remains well above 2019 levels, when OTP exceeded 80% for the first time in many years. We are working hard analyzing the recent delays to understand the root causes and will take action as appropriate to address them.

Ridership continued to increase in June on both weekdays and weekends. Weekday ridership set a pandemic-era record of nearly 2.6 million on Friday, June 25<sup>th</sup>, or 47.2% of the equivalent day in 2019. Weekend ridership peaked at a two-day total of over 3.4 million on June 26-27, reaching over 58% of pre-pandemic ridership on Saturday and over 52% on Sunday. The strong weekend ridership is a sign of growing discretionary ridership as New Yorkers and visitors use the subway to reach entertainment, cultural, and social events around the City.

We will never forget the efforts of the Subways team to get us through one of the most difficult times in New York City history, and we look forward to working together so the subway remains the best way to travel as residents and visitors come back.

### **Demetrius Crichlow**

Acting Executive Vice President and Chief Operating Officer

### **David Santoro**

Acting Executive Vice President, Strategy & Customer Environment

# Subway Report (Weekday & Full Month)

Subway Report Performance Indicators						
Performance Indicator	June 2021			12-Month Average		
	This Year	Last Year	Change	This Year	Last Year	Change
<b>Weekday Customer-Focused Metrics</b>						
<b>Weekday Major Incidents (Chart 1)</b> Unplanned incidents delaying 50+ trains	55	19	+189.5%	30.6	33.6	-8.9%
<b>Weekday Service Delivered (Chart 3)</b> % of scheduled trains operated Weekday rush hours (7-10a and 4-7p)	91.4%	97.7%	-6.3%	95.1%	96.7%	-1.6%
<b>Additional Platform Time (h:mm:ss) (Chart 7)</b> Average added time spent waiting for trains, compared with scheduled wait time	0:01:27	0:01:04	+0:00:23	0:01:15	0:01:12	0:00:03
<b>Additional Train Time (h:mm:ss) (Chart 9)</b> Average additional unanticipated time spent onboard train compared to scheduled travel time	0:00:12	-0:00:08	0:00:20	0:00:03	0:00:38	-0:00:35
<b>Customer Journey Time Performance (Chart 11)</b> % of customers whose journeys are completed within five minutes of schedule.	83.6%	86.3%	-2.7%	85.6%	85.0%	+0.6%
<b>Inputs to Operations</b>						
<b>Mean Distance Between Failures (Chart 13)</b> Revenue car miles divided by the number of incidents attributed to car-related causes	147,769	150,382	-1.7%	151,255	133,387	+13.4%
<b>Elevator Availability* (Chart 14)</b> % of time elevators are operational systemwide	96.2%	96.7%	-0.5%	96.6%	96.4%	+0.2%
<b>Escalator Availability* (Chart 14)</b> % of time escalators are operational systemwide	91.6%	91.7%	-0.1%	91.7%	91.2%	+0.5%
<b>Weekday Legacy Indicators</b>						
<b>Weekday Wait Assessment (Chart 15)</b>	67.4%	77.8%	-10.4%	73.3%	75.7%	-2.4%
<b>Weekday Terminal On-Time Performance (Chart 17)</b>	83.7%	92.6%	-8.9%	88.8%	84.3%	+4.5%
<b>Weekday Trains Delayed (Chart 19)</b>	29,266	5,244	+458.1%	17,289	25,629	-32.5%

\* 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.

# Subway Report (Weekend)

Subway Report Performance Indicators						
Performance Indicator	June 2021			12-Month Average		
	This Year	Last Year	Change	This Year	Last Year	Change
<b>Weekend Customer-Focused Metrics</b>						
<b>Weekend Major Incidents (Chart 2)</b> Unplanned incidents delaying 50+ trains	4	0	NA*	4.9	4.1	+19.5%
<b>Weekend Service Delivered (Chart 5)</b> % of scheduled trains operated during Weekends (10a-6p)	92.5%	98.1%	-5.6%	95.6%	97.4%	-1.8%
<b>Weekend Legacy Indicators</b>						
<b>Weekend Wait Assessment (Chart 16)</b>	66.1%	83.4%	-17.3%	77.6%	81.0%	-3.4%
<b>Weekend Terminal On-Time Performance (Chart 18)</b>	82.3%	90.8%	-8.5%	88.2%	85.5%	+2.7%
<b>Weekend Trains Delayed (Chart 20)</b>	7,880	7,453	+5.7%	5,228	7,954	-34.3%

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

# Subway Report (Staten Island Railway)

Subway Report Performance Indicators						
Performance Indicator	June 2021			12-Month Average		
	This Year	Last Year	Change	This Year	Last Year	Change
<b>On-Time Performance</b>						
<b>24 Hour On-Time Performance</b> % of scheduled trains arriving within six minutes of their scheduled arrival time during a 24-hour period	97.2%	97.8%	-0.6%	97.3%	95.7%	+1.6%
<b>AM Rush On-Time Performance</b> % of scheduled trains arriving within six minutes of their scheduled arrival time	98.6%	100.0%	-1.4%	98.0%	98.0%	0.0%
<b>PM Rush On-Time Performance</b> % of scheduled trains arriving within six minutes of their scheduled arrival time	89.3%	99.0%	-9.7%	96.2%	93.9%	+2.3%
<b>Percentage of Completed Trips</b>						
<b>Percentage of Completed Trips</b>	98.6%	100.0%	-1.4%	99.6%	99.8%	-0.2%
<b>Mean Distance Between Failures</b>						
<b>Mean Distance Between Failures</b> Revenue car miles divided by the number of incidents attributed to car-related causes	23,248	122,441	-81.0%	36,745	58,411	-37.1%

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

# 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.

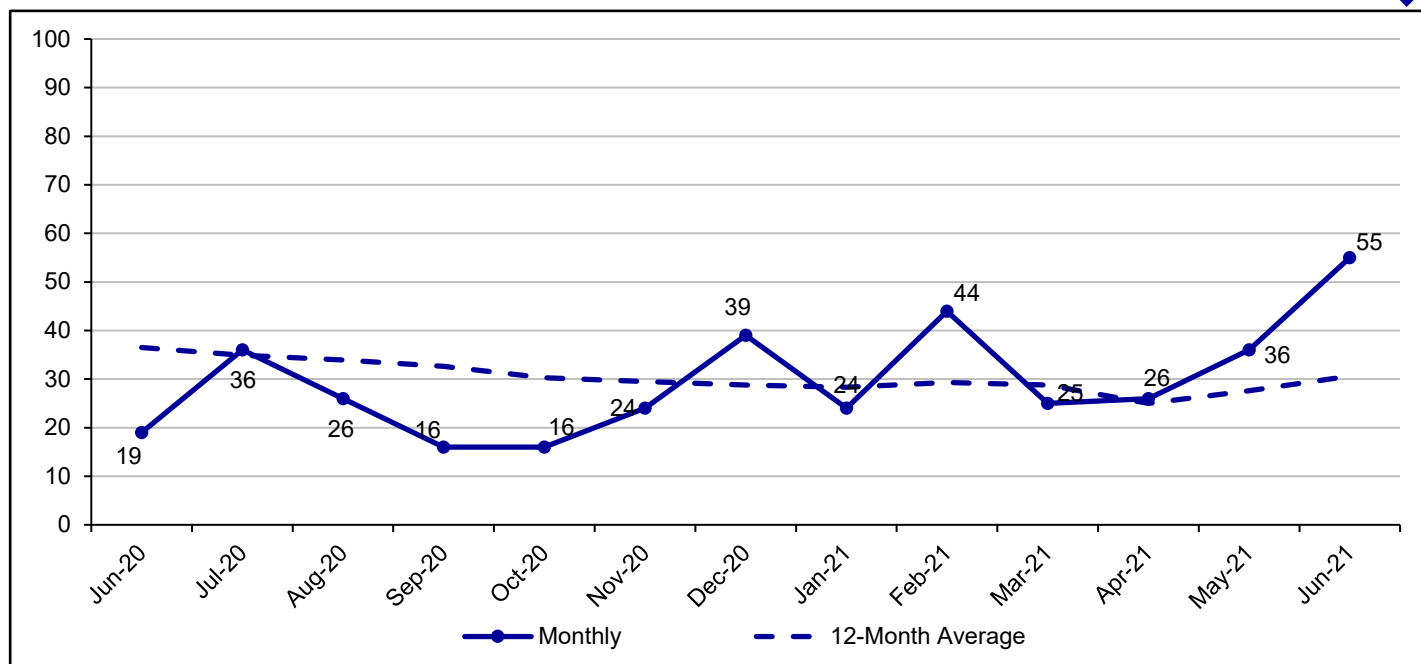
### Customer Journey Time Performance (CJTP)

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 21	Jun 20	% Change	Jun 21	Jun 20	% Change
Track	5	2	+150.0%	3.2	4.9	-34.7%
Signals	20	5	+300.0%	10.8	11.2	-3.6%
Persons on Trackbed/Police/Medical	11	4	+175.0%	8.8	8.3	+6.0%
Stations & Structures	9	2	+350.0%	1.8	1.5	+20.0%
Subway Car	9	5	+80.0%	2.8	3.0	-6.7%
Other	1	1	0.0%	3.2	4.7	-31.9%
<b>Subdivision A</b>	<b>20</b>	<b>6</b>	<b>+233.3%</b>	<b>13.8</b>	<b>15.7</b>	<b>-12.1%</b>
<b>Subdivision B</b>	<b>35</b>	<b>13</b>	<b>+169.2%</b>	<b>16.8</b>	<b>17.9</b>	<b>-6.1%</b>
<b>Systemwide</b>	<b>55</b>	<b>19</b>	<b>+189.5%</b>	<b>30.6</b>	<b>33.6</b>	<b>-8.9%</b>
Avg Incident Duration (h:mm:ss)	0:16:30	0:26:06	-36.8%	0:22:48	0:25:47	-11.6%
Avg Trains Delayed per Incident	111	110	+0.9%	114	112	+1.8%

### Major Incidents Discussion

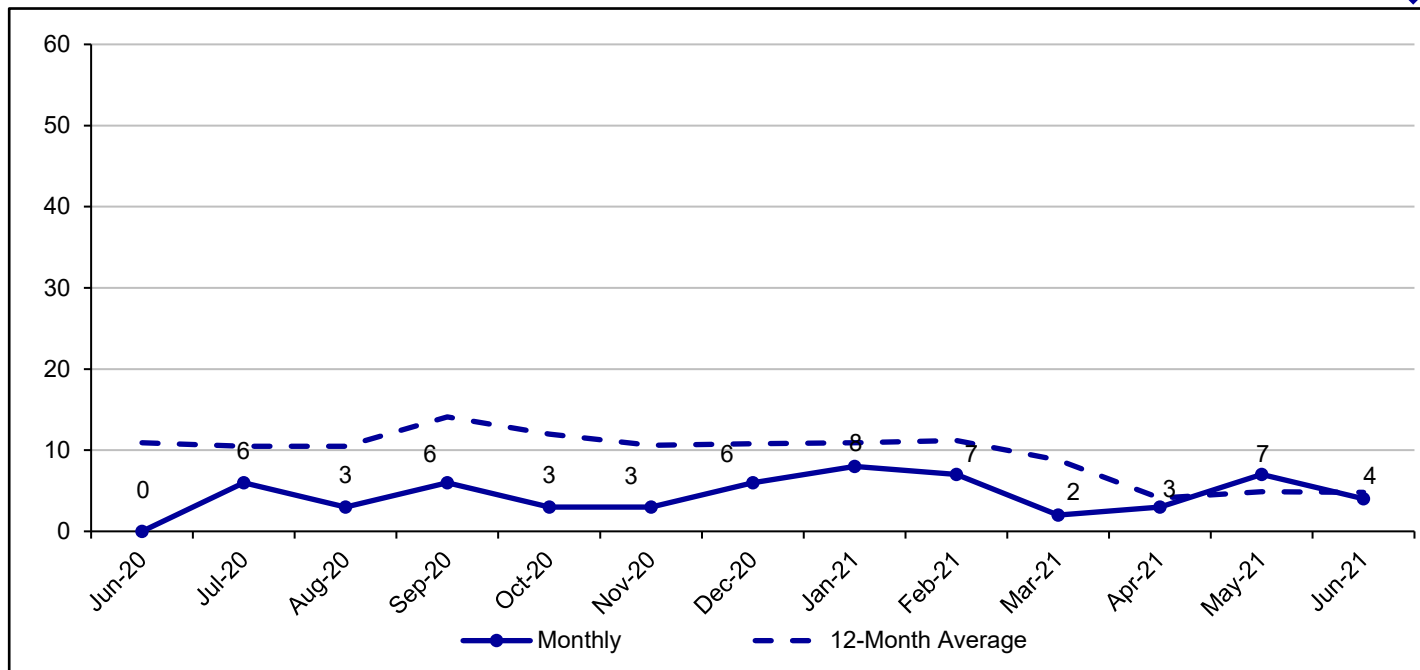
- Sixteen of the incidents were on the Queens Boulevard (E, F, M, R) Line, mostly related to the new CBTC signal system being installed. Due to the high volume of trains operating on the line, even relatively short duration incidents can affect 50+ trains. These incidents were concentrated in the beginning of June, and became less frequent as adjustments were made to the system.
- The high number of Signals incidents was due in part to nine incidents on the Queens Boulevard line, as described above.
- The Persons on Trackbed/Police/Medical category includes three unusual incidents, including a vandal who removed power and two instances of debris thrown on the tracks.
- The Stations & Structure category includes incidents related to recently installed equipment, water entering the system, power issues, and a failure of a bridge in the Rockaways.

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

**Chart 1**

## Subway Weekend Major Incidents (24 hours)

Desired trend



Categories	Monthly			12-Month Average		
	Jun 21	Jun 20	% Change	Jun 21	Jun 20	% Change
Track	0	0	0.0%	0.3	0.4	-25.0%
Signals	1	0	0.0%	1.5	0.6	+150.0%
Persons on Trackbed/Police/Medical	0	0	0.0%	1.7	1.2	+41.7%
Stations & Structure	2	0	N/A	0.4	0.1	+300.0%
Subway Car	1	0	0.0%	0.5	0.1	+400.0%
Other	0	0	0.0%	0.5	1.7	-70.6%
<b>Subdivision A</b>	<b>1</b>	<b>0</b>	<b>0.0%</b>	<b>1.9</b>	<b>1.8</b>	<b>+5.6%</b>
<b>Subdivision B</b>	<b>3</b>	<b>0</b>	<b>0.0%</b>	<b>3.0</b>	<b>2.3</b>	<b>+30.4%</b>
<b>Systemwide</b>	<b>4</b>	<b>0*</b>	<b>N/A</b>	<b>4.9</b>	<b>4.1</b>	<b>+19.5%</b>
Avg Incident Duration (h:mm:ss)	0:10:30	N/A	N/A	0:20:18	0:26:00	-21.9%
Avg Trains Delayed per Incident	68	N/A	N/A	89	105	-15.2%

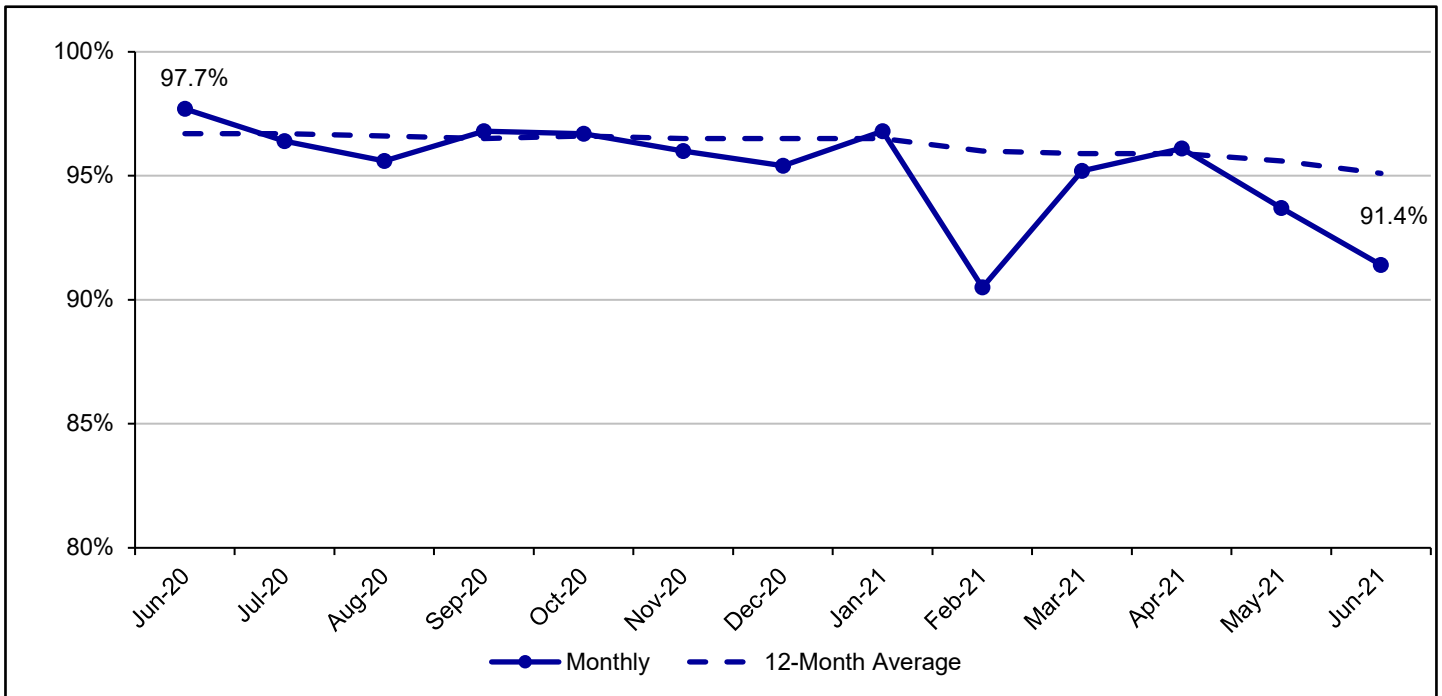
### Major Incidents Discussion

- In June 2021, there was less than one major incident per weekend day.

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 21	Jun 20	Change	Jun 21	Jun 20	Change
<b>Subdivision A</b>	92.4%	98.0%	-5.6%	94.9%	96.7%	-1.8%
<b>Subdivision B</b>	90.6%	97.5%	-6.9%	95.2%	96.7%	-1.5%
<b>Systemwide</b>	<b>91.4%</b>	<b>97.7%</b>	<b>-6.3%</b>	<b>95.1%</b>	<b>96.7%</b>	<b>-1.6%</b>

### Weekday Service Delivered Discussion

- Service Delivered in June 2021 was lower than the 12-month average and recent months, due mostly due to crew availability issues and the increase in major incidents.
- The E, F, M, and R lines were among the lowest performing lines due to the major incidents on the Queens Boulevard line.
- The 42 Street Shuttle did not operate in June 2020.



**Subway Weekday % Service Delivered**  
**Monthly**  
**(Peak Hours)**

*Desired trend*

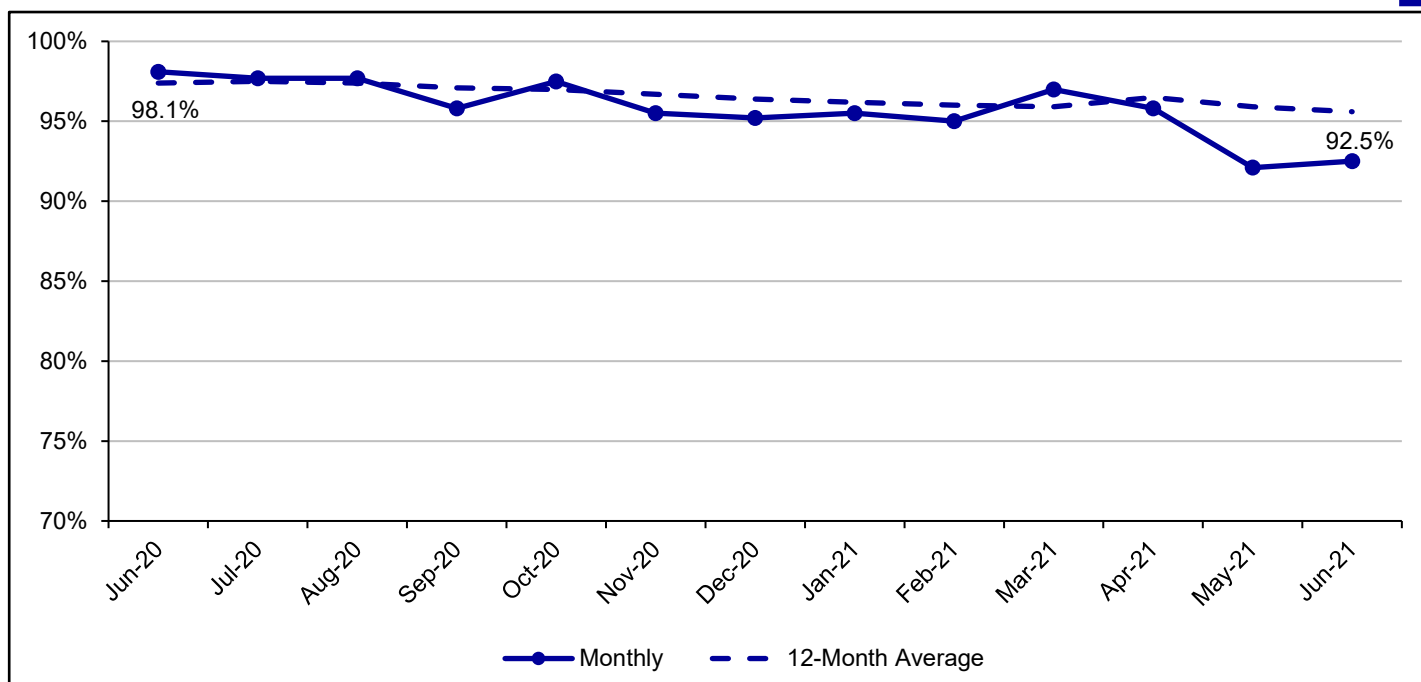


<u>Line</u>	<u>Jun 21</u>	<u>Jun 20</u>	<u>Change</u>
1	92.6%	99.7%	-7.1%
2	93.1%	98.8%	-5.7%
3	91.2%	99.2%	-8.0%
4	91.3%	97.2%	-5.9%
5	89.9%	96.1%	-6.2%
6	93.5%	97.9%	-4.4%
7	91.8%	97.7%	-5.9%
S 42nd	96.8%	N/A	N/A
<b>Subdivision A</b>	<b>92.4%</b>	<b>98.0%</b>	<b>-5.6%</b>
A	88.9%	95.8%	-6.9%
B	88.5%	96.3%	-7.8%
C	92.9%	95.9%	-3.0%
D	91.9%	97.7%	-5.8%
E	88.5%	97.3%	-8.8%
F	88.8%	99.2%	-10.4%
S Fkln	100.0%	99.6%	+0.4%
G	96.4%	101.1%	-4.7%
S Rock	100.9%	98.9%	+2.0%
JZ	96.6%	98.5%	-1.9%
L	95.2%	102.1%	-6.9%
M	86.5%	98.1%	-11.6%
N	90.4%	96.4%	-6.0%
Q	89.5%	97.8%	-8.3%
R	89.1%	95.5%	-6.4%
W	83.1%	93.2%	-10.1%
<b>Subdivision B</b>	<b>90.6%</b>	<b>97.5%</b>	<b>-6.9%</b>
<b>Systemwide</b>	<b>91.4%</b>	<b>97.7%</b>	<b>-6.3%</b>

**Chart 4**

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

Desired trend



	Monthly			12-Month Average		
	Jun 21	Jun 20	% Change	Jun 21	Jun 20	% Change
<b>Subdivision A</b>	88.8%	97.5%	-8.7%	94.3%	97.1%	-2.8%
<b>Subdivision B</b>	95.4%	98.5%	-3.1%	96.4%	97.6%	-1.2%
<b>Systemwide</b>	<b>92.5%</b>	<b>98.1%</b>	<b>-5.6%</b>	<b>95.6%</b>	<b>97.4%</b>	<b>-1.8%</b>

### Weekend Service Delivered Discussion

- Service Delivered in June 2021 was lower than the 12-month average and recent months, due mostly due to crew availability issues.
- The decrease compared to June 2020 was due in part to more construction work taking place in the system this year.
- The 42 Street Shuttle did not operate in June 2020.

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

Desired trend



<u>Line</u>	<u>Jun 21</u>	<u>Jun 20</u>	<u>% Change</u>
1	82.0%	98.4%	-16.4%
2	85.1%	96.6%	-11.5%
3	88.1%	98.3%	-10.2%
4	86.5%	97.4%	-10.9%
5	91.0%	99.4%	-8.4%
6	84.3%	96.9%	-12.6%
7	92.0%	96.9%	-4.9%
S 42nd	99.7%	N/A	N/A
<b>Subdivision A</b>	<b>88.8%</b>	<b>97.5%</b>	<b>-8.7%</b>
A	N/A	98.8%	N/A
C	90.8%	98.3%	-7.5%
D	93.8%	97.4%	-3.6%
E	97.8%	98.9%	-1.1%
F	96.1%	100.2%	-4.1%
S Fkln	96.3%	99.3%	-3.0%
G	99.7%	99.8%	-0.1%
S Rock	99.3%	100.2%	-0.9%
J	97.6%	98.2%	-0.6%
L	97.4%	97.1%	+0.3%
M	98.0%	101.1%	-3.1%
N	92.4%	98.4%	-6.0%
Q	93.1%	98.7%	-5.6%
R	91.0%	97.7%	-6.7%
<b>Subdivision B</b>	<b>95.4%</b>	<b>98.5%</b>	<b>-3.1%</b>
<b>Systemwide</b>	<b>92.5%</b>	<b>98.1%</b>	<b>-5.6%</b>

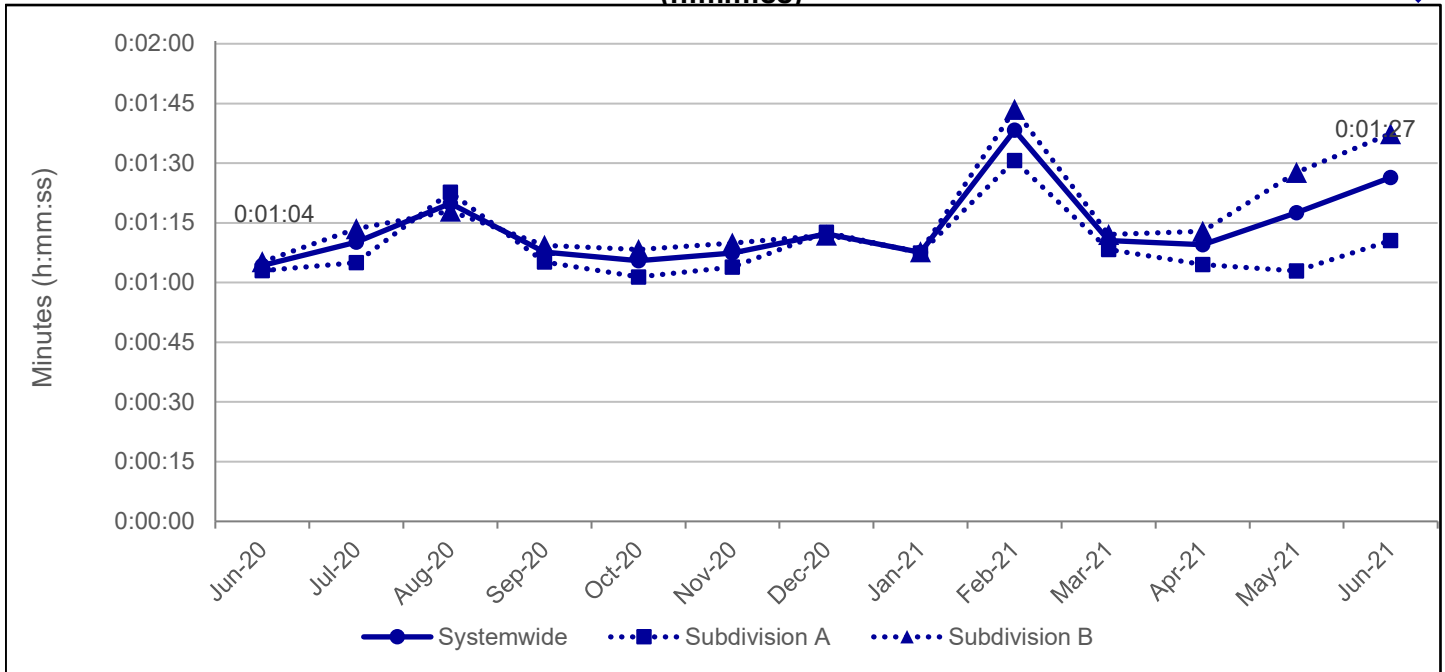
Notes:

B and W lines do not operate on weekends.

A line Service Delivered is not available for June 2021 due to planned work that rerouted service every weekend.

## 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 21	Jun 20	Change	Jun 21	Jun 20	Change
<b>Subdivision A</b>	0:01:11	0:01:03	+0:00:08	0:01:09	0:01:07	+0:00:02
<b>Subdivision B</b>	0:01:38	0:01:05	+0:00:33	0:01:18	0:01:15	+0:00:04
<b>Systemwide</b>	<b>0:01:27</b>	<b>0:01:04</b>	<b>+0:00:23</b>	<b>0:01:15</b>	<b>0:01:12</b>	<b>+0:00:03</b>

### Additional Platform Time Discussion

- June 2021 APT worsened compared to the 12-month average and recent months, as cancellations related to crew availability issues and the increase in major incidents led to slightly longer average waiting times.
- The 42 Street Shuttle did not operate in June 2020.

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)**

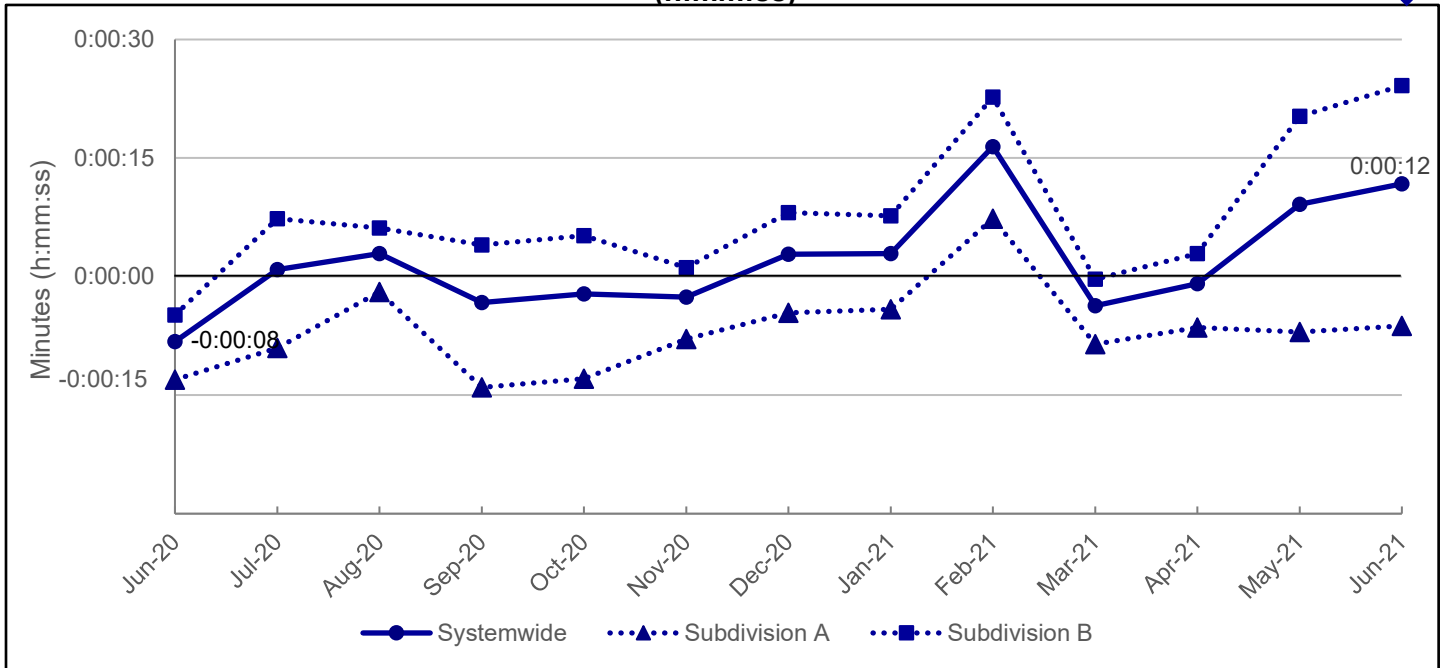
*Desired trend*



<u>Line</u>	<u>Jun 21</u>	<u>Jun 20</u>	<u>Change</u>
1	0:01:02	0:00:46	+0:00:16
2	0:01:23	0:01:14	+0:00:09
3	0:01:17	0:01:06	+0:00:11
4	0:01:25	0:01:11	+0:00:14
5	0:01:22	0:01:20	+0:00:02
6	0:01:05	0:00:55	+0:00:10
7	0:00:57	0:00:56	+0:00:01
S 42nd	0:00:40	N/A	N/A
<b>Subdivision A</b>	<b>0:01:11</b>	<b>0:01:03</b>	<b>+0:00:08</b>
A	0:01:26	0:00:54	+0:00:32
B	0:02:09	0:01:32	+0:00:37
C	0:01:50	0:00:44	+0:01:06
D	0:01:53	0:01:14	+0:00:39
E	0:01:22	0:00:53	+0:00:29
F	0:01:47	0:00:50	+0:00:57
S Fkln	0:00:21	0:00:31	-0:00:10
G	0:01:21	0:00:56	+0:00:25
S Rock	0:01:17	0:00:46	+0:00:31
JZ	0:01:08	0:00:51	+0:00:17
L	0:00:52	0:00:32	+0:00:20
M	0:02:30	0:01:33	+0:00:57
N	0:01:36	0:01:15	+0:00:21
Q	0:01:37	0:01:20	+0:00:17
R	0:01:53	0:01:33	+0:00:20
W	0:01:17	0:01:23	-0:00:06
<b>Subdivision B</b>	<b>0:01:38</b>	<b>0:01:05</b>	<b>+0:00:33</b>
<b>Systemwide</b>	<b>0:01:27</b>	<b>0:01:04</b>	<b>+0:00:23</b>

## 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 21	Jun 20	Change	Jun 21	Jun 20	Change
<b>Subdivision A</b>	-0:00:06	-0:00:13	+0:00:07	-0:00:06	0:00:25	-0:00:32
<b>Subdivision B</b>	0:00:24	-0:00:05	+0:00:29	0:00:09	0:00:46	-0:00:37
<b>Systemwide</b>	<b>0:00:12</b>	<b>-0:00:08</b>	<b>+0:00:20</b>	<b>+0:00:03</b>	<b>0:00:38</b>	<b>-0:00:35</b>

### Additional Train Time Discussion

- June 2021 APT worsened slightly, and was only 12 seconds more than the scheduled travel time, indicating continued success at speeding up the system.
- APT is less affected by trip cancellations, and the increase compared to June 2020 was likely due in part to recovering ridership, which was 164% higher than one year ago.
- The E and F had the largest increase in APT due to the incidents on the Queens Boulevard line.
- The 42 Street Shuttle did not operate in June 2020.

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)**

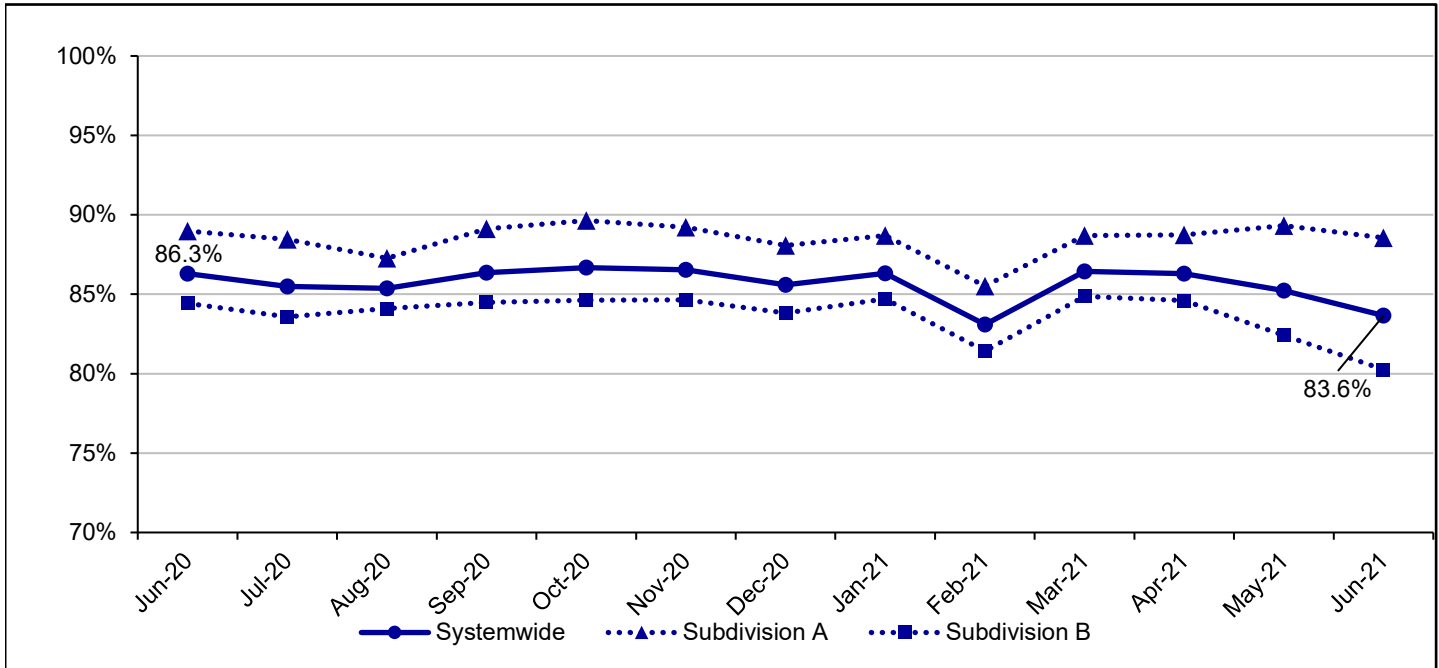
*Desired trend*



<u>Line</u>	<u>Jun 21</u>	<u>Jun 20</u>	<u>Change</u>
1	0:00:11	-0:00:02	+0:00:13
2	-0:00:31	-0:00:38	+0:00:07
3	-0:00:26	-0:00:32	+0:00:06
4	-0:00:12	-0:00:34	+0:00:22
5	-0:00:29	-0:00:19	-0:00:10
6	0:00:16	0:00:07	+0:00:09
7	-0:00:03	0:00:10	-0:00:13
S 42nd	0:00:06	N/A	N/A
<b>Subdivision A</b>	<b>-0:00:06</b>	<b>-0:00:13</b>	<b>+0:00:07</b>
A	0:00:17	-0:00:02	+0:00:19
B	0:00:46	0:00:14	+0:00:32
C	0:00:06	-0:00:08	+0:00:14
D	0:00:35	0:00:12	+0:00:23
E	0:01:26	-0:00:32	+0:01:58
F	0:00:26	-0:00:42	+0:01:08
S Fkn	0:00:04	-0:00:01	+0:00:05
G	0:00:36	0:00:20	+0:00:16
S Rock	0:00:09	-0:00:37	+0:00:46
JZ	0:00:09	0:00:09	+0:00:00
L	-0:00:03	-0:00:14	+0:00:11
M	0:00:12	-0:00:09	+0:00:21
N	0:00:27	0:00:26	+0:00:01
Q	0:00:22	0:00:07	+0:00:15
R	-0:00:06	-0:00:10	+0:00:04
W	-0:00:05	-0:00:10	+0:00:05
<b>Subdivision B</b>	<b>0:00:24</b>	<b>-0:00:05</b>	<b>+0:00:29</b>
<b>Systemwide</b>	<b>0:00:12</b>	<b>-0:00:08</b>	<b>+0:00:20</b>

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

Desired trend



	Monthly			12-Month Average		
	Jun 21	Jun 20	Change	Jun 21	Jun 20	Change
<b>Subdivision A</b>	88.6%	89.0%	-0.4%	88.5%	88.4%	+0.1%
<b>Subdivision B</b>	80.3%	84.4%	-4.1%	83.6%	82.6%	+1.0%
<b>Systemwide</b>	<b>83.6%</b>	<b>86.3%</b>	<b>-2.7%</b>	<b>85.6%</b>	<b>85.0%</b>	<b>+0.6%</b>

### Weekday Customer Journey Time Performance Discussion

- June 2021 CJTP worsened by 2.7% compared to June 2020, and the 12-month average improved by 0.6%.
- CJTP is an aggregate of APT and ATT, and the same factors affecting those metrics also affected CJTP results.
- The 42 Street Shuttle did not operate in June 2020.



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

Desired trend



<u>Line</u>	<u>Jun 21</u>	<u>Jun 20</u>	<u>Change</u>
1	88.9%	91.8%	-2.9%
2	86.8%	87.4%	-0.6%
3	88.3%	89.9%	-1.6%
4	85.3%	87.6%	-2.3%
5	86.8%	86.9%	-0.1%
6	89.7%	90.2%	-0.5%
7	91.7%	89.1%	+2.6%
S 42nd	95.6%	N/A	N/A
<b>Subdivision A</b>	<b>88.6%</b>	<b>89.0%</b>	<b>-0.4%</b>
A	81.9%	84.6%	-2.7%
B	75.3%	81.4%	-6.1%
C	81.1%	88.5%	-7.4%
D	76.6%	81.4%	-4.8%
E	75.1%	89.0%	-13.9%
F	78.6%	86.1%	-7.5%
S Fkln	98.3%	95.5%	+2.8%
G	83.1%	85.2%	-2.1%
S Rock	85.5%	92.0%	-6.5%
JZ	84.2%	86.1%	-1.9%
L	93.7%	86.4%	+7.3%
M	77.4%	82.8%	-5.4%
N	78.9%	81.7%	-2.8%
Q	78.7%	81.9%	-3.2%
R	79.1%	81.6%	-2.5%
W	87.0%	87.8%	-0.8%
<b>Subdivision B</b>	<b>80.3%</b>	<b>84.4%</b>	<b>-4.1%</b>
<b>Systemwide</b>	<b>83.6%</b>	<b>86.3%</b>	<b>-2.7%</b>

## 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)

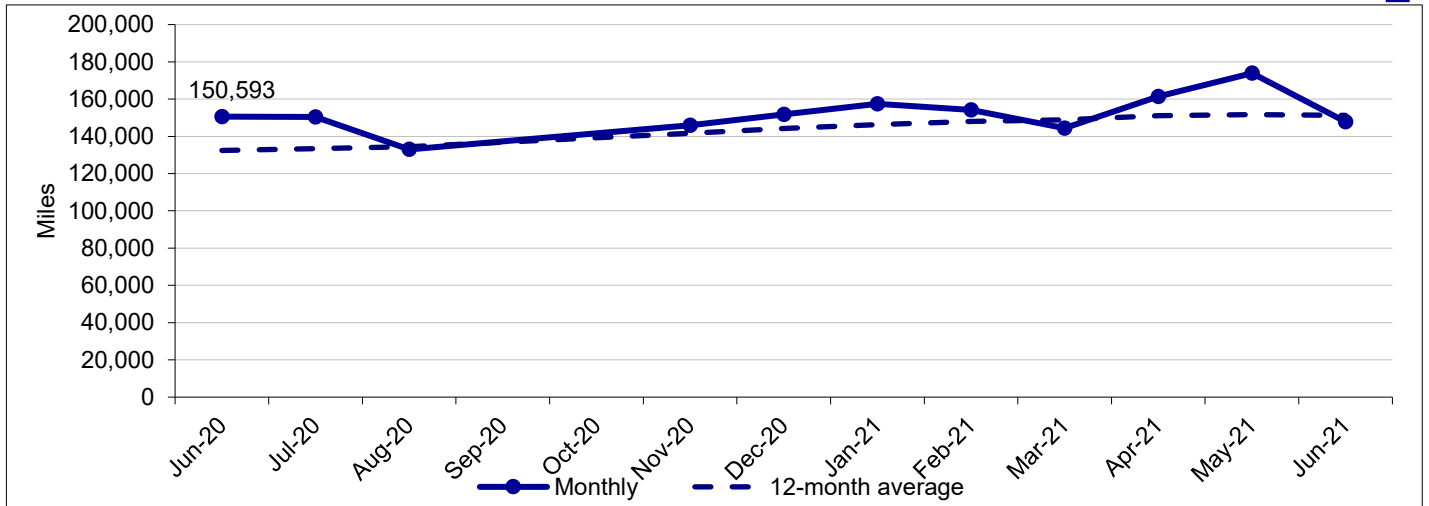
Subway MDBF is a measure of car fleet reliability. It is calculated as revenue car miles divided by the number of delay incidents attributed to car-related causes.

#### 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



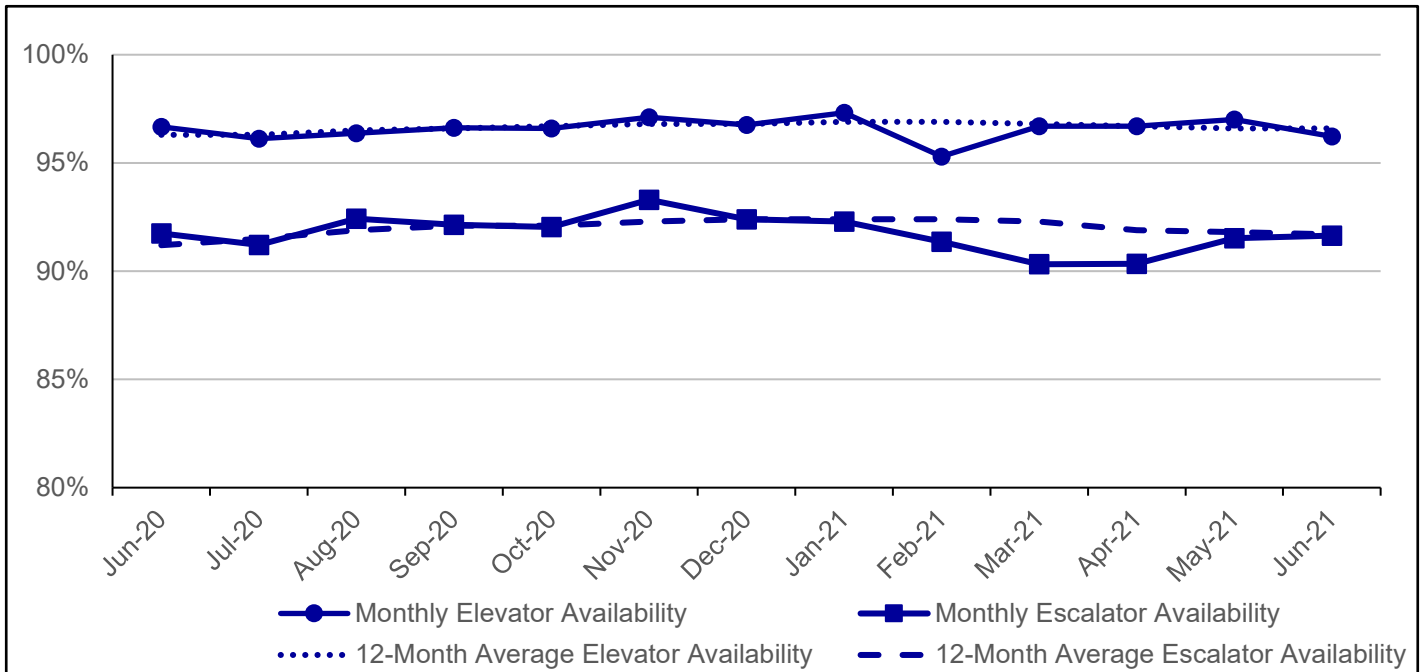
		Monthly		
	# of Cars	Jun '21	Jun '20	<u>% Change</u>
<b>Subdivision A</b>	2,890	154,499	178,060	-13.2%
<b>Subdivision B</b>	3,565	143,058	134,432	+6.4%
<b>Systemwide</b>	<b>6,455</b>	<b>147,769</b>	<b>150,382</b>	-1.7%
		12-Month Average		
	# of Cars	Jun '21	Jun '20	<u>% Change</u>
<b>Car Class</b>				
R46	748	58,857	63,096	-6.7%
R62	315	233,970	212,521	+10.1%
R62A	824	160,853	115,083	+39.8%
R68	425	114,035	79,897	+42.7%
R68A	200	72,736	80,383	-9.5%
R142	1,025	254,767	224,077	+13.7%
R142A	220	135,622	127,190	+6.6%
R143	212	173,131	178,705	-3.1%
R160	1,662	327,838	257,455	+27.3%
R179	318	131,849	144,353	-8.7%
R188 - New	126	290,087	356,066	-18.5%
R188 - Conversion	380	258,886	267,979	-3.4%
<b>Subdivision A</b>	2,890	205,351	170,850	+20.2%
<b>Subdivision B</b>	3,565	126,943	115,059	+10.3%
<b>Systemwide</b>	<b>6,455</b>	<b>151,255</b>	<b>133,387</b>	+13.4%

### MDBF Discussion

- June 2021 MDBF was 147,769, a decrease of 1.7% from one year ago.
- 12-month average MDBF was 151,255 in June 2021, an increase of 13.4% from one year ago.
- The largest improvements in MDBF (12-month average) were on the R62A and R68 fleets.

## Elevator and Escalator Availability (24 Hours)

Desired trend



	Monthly			12-Month Average		
	Jun 21	Jun 20	% Change	Jun 21	Jun 20	% Change
<b>Elevator Availability</b>	96.2%	96.7%	-0.5%	96.6%	96.4%	+0.2%
<b>Escalator Availability</b>	91.6%	91.7%	-0.1%	91.7%	91.2%	+0.5%

**Elevator and Escalator Availability Discussion**

- June 2021 elevator availability decreased by 0.5% compared to June 2020, while the 12-month average improved by 0.2%.
- June 2021 escalator availability was nearly unchanged from a year ago, while the 12-month average improved by 0.5%.

## 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 21					Jun 20					Desired trend	
	Monthly	Monthly Gap			12 month	Monthly	Monthly Gap			12 month		Monthly
	Meets	Standard	Minor	Medium	Major	Meets	Standard	Minor	Medium	Major		Meets
1	73.9%	8.6%	8.8%	8.7%	78.8%	85.3%	7.7%	4.7%	2.3%	81.1%	-11.4%	
2	64.1%	11.6%	11.9%	12.3%	66.8%	71.0%	11.1%	9.8%	8.1%	71.8%	-6.9%	
3	63.4%	13.0%	13.4%	10.2%	69.5%	75.9%	11.5%	8.1%	4.6%	76.6%	-12.5%	
4	63.6%	10.8%	11.5%	14.1%	68.4%	70.9%	10.9%	9.1%	9.2%	72.4%	-7.3%	
5	64.2%	10.5%	11.4%	13.9%	67.5%	72.0%	9.7%	8.5%	9.8%	71.5%	-7.8%	
6	73.1%	9.8%	8.1%	9.0%	75.4%	83.2%	7.6%	5.1%	4.0%	78.0%	-10.1%	
7	81.1%	8.0%	5.6%	5.2%	77.2%	78.7%	10.9%	6.9%	3.6%	78.5%	+2.4%	
S 42nd	88.0%	1.6%	4.6%	5.8%	94.2%						N/A	
<b>Subdivision A</b>	<b>68.4%</b>	<b>10.2%</b>	<b>10.4%</b>	<b>11.0%</b>	<b>72.3%</b>	<b>76.6%</b>	<b>9.9%</b>	<b>7.5%</b>	<b>6.1%</b>	<b>75.4%</b>	<b>-8.2%</b>	
A	61.4%	12.2%	13.4%	12.9%	66.7%	73.5%	11.4%	9.1%	6.0%	70.6%	-12.1%	
B	62.2%	14.1%	13.5%	10.3%	72.2%	76.1%	12.0%	7.7%	4.2%	75.4%	-13.9%	
C	69.5%	17.7%	9.1%	3.7%	77.8%	79.4%	12.6%	5.6%	2.4%	76.9%	-9.9%	
D	65.3%	13.0%	12.1%	9.6%	72.1%	76.9%	11.8%	7.4%	3.9%	74.6%	-11.6%	
E	62.1%	12.0%	12.9%	13.0%	71.8%	76.1%	11.5%	8.0%	4.4%	73.9%	-14.0%	
F	58.6%	11.7%	13.7%	15.9%	72.6%	78.0%	10.9%	7.6%	3.5%	72.8%	-19.4%	
S Fkln	99.0%	0.2%	0.3%	0.5%	98.6%	97.9%	1.2%	0.2%	0.6%	98.2%	+1.1%	
G	75.1%	12.4%	8.6%	3.9%	80.0%	84.0%	10.5%	4.5%	1.1%	79.5%	-8.9%	
S Rock	89.3%	5.0%	2.2%	3.5%	94.4%	96.2%	2.3%	0.9%	0.7%	95.1%	-6.9%	
JZ	80.3%	10.9%	6.1%	2.7%	82.2%	86.2%	8.6%	3.9%	1.3%	81.5%	-5.9%	
L	73.6%	12.4%	8.6%	5.4%	77.1%	90.0%	6.8%	1.8%	1.4%	79.7%	-16.4%	
M	65.5%	12.9%	11.1%	10.5%	75.7%	80.3%	10.6%	5.7%	3.4%	76.3%	-14.8%	
N	66.5%	12.4%	11.5%	9.5%	71.5%	75.5%	11.8%	7.9%	4.8%	74.2%	-9.0%	
Q	65.5%	12.9%	12.0%	9.5%	72.5%	78.1%	10.2%	7.1%	4.6%	76.0%	-12.6%	
R	66.1%	12.2%	12.4%	9.3%	72.8%	75.8%	11.2%	7.7%	5.4%	75.0%	-9.7%	
W	60.6%	12.3%	12.5%	14.7%	73.0%	72.4%	12.1%	9.0%	6.5%	75.9%	-11.8%	
<b>Subdivision B</b>	<b>66.6%</b>	<b>12.4%</b>	<b>11.3%</b>	<b>9.7%</b>	<b>74.1%</b>	<b>78.9%</b>	<b>10.7%</b>	<b>6.7%</b>	<b>3.8%</b>	<b>75.8%</b>	<b>-12.3%</b>	
<b>Systemwide</b>	<b>67.4%</b>	<b>11.4%</b>	<b>10.9%</b>	<b>10.3%</b>	<b>73.3%</b>	<b>77.8%</b>	<b>10.3%</b>	<b>7.0%</b>	<b>4.9%</b>	<b>75.7%</b>	<b>-10.4%</b>	

### Weekday Wait Assessment Discussion

- Wait Assessment for June 2021 decreased by 10.4% compared to June 2020.
- Since Wait Assessment is very sensitive to frequency of service, the worsening was due in part to cancellations due to crew availability, as well as efforts to avoid larger gaps in service by adjusting trips adjacent to cancellations.
- The 42 St Shuttle did not run in June 2020.

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

Line	Jun 21					Jun 20					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	51.8%	16.7%	20.5%	11.0%	77.7%	89.0%	6.7%	2.8%	1.5%	88.2%	-37.2%
2	51.4%	13.5%	20.5%	14.6%	69.4%	78.3%	11.2%	7.3%	3.2%	74.6%	-26.9%
3	60.6%	14.9%	16.4%	8.1%	75.4%	86.2%	8.7%	3.6%	1.5%	84.5%	-25.6%
4	60.2%	12.1%	15.3%	12.4%	70.7%	80.0%	9.9%	6.8%	3.3%	76.4%	-19.8%
5	66.5%	10.7%	14.0%	8.8%	80.3%	88.4%	8.4%	1.7%	1.5%	82.7%	-21.9%
6	51.8%	16.7%	17.8%	13.7%	73.1%	90.0%	5.4%	2.7%	1.9%	84.4%	-38.2%
7	77.5%	12.0%	5.8%	4.7%	84.1%	82.7%	9.1%	5.2%	2.9%	83.6%	-5.2%
S 42nd	98.0%	1.0%	0.3%	0.7%	94.8%						N/A
<b>Subdivision A</b>	<b>58.8%</b>	<b>13.6%</b>	<b>16.5%</b>	<b>11.0%</b>	<b>75.2%</b>	<b>83.8%</b>	<b>8.8%</b>	<b>5.0%</b>	<b>2.5%</b>	<b>81.2%</b>	<b>-25.0%</b>
A	55.3%	13.6%	16.4%	14.7%	70.7%	80.2%	11.5%	6.1%	2.2%	76.2%	-24.9%
C	63.9%	17.6%	13.1%	5.5%	75.2%	85.0%	10.1%	3.8%	1.1%	81.0%	-21.1%
D	64.7%	14.7%	12.8%	7.9%	76.2%	81.0%	11.8%	5.3%	1.9%	79.4%	-16.3%
E	78.1%	12.3%	7.4%	2.2%	84.1%	86.4%	9.2%	3.4%	1.0%	85.4%	-8.3%
F	69.9%	15.2%	10.9%	4.0%	77.6%	83.7%	9.9%	4.6%	1.8%	80.0%	-13.8%
S Fkln	98.8%	0.9%	0.2%	0.1%	98.6%	99.2%	0.2%	0.1%	0.6%	98.1%	-0.4%
G	84.0%	9.6%	4.9%	1.5%	87.0%	89.3%	6.4%	2.0%	2.4%	84.3%	-5.3%
S Rock	93.4%	3.3%	1.6%	1.6%	95.9%	98.5%	1.4%	0.1%	0.0%	95.9%	-5.1%
J	84.4%	9.1%	4.3%	2.2%	84.3%	88.4%	7.4%	2.5%	1.6%	85.9%	-4.0%
L	83.6%	8.9%	4.7%	2.7%	82.1%	80.1%	10.5%	6.1%	3.3%	86.3%	+3.5%
M	88.7%	7.3%	2.3%	1.7%	92.3%	96.0%	2.5%	1.0%	0.5%	77.2%	-7.3%
N	61.7%	16.1%	14.4%	7.8%	75.4%	78.7%	11.7%	7.1%	2.6%	76.0%	-17.0%
Q	64.6%	14.9%	12.5%	8.0%	76.8%	80.3%	10.0%	7.1%	2.7%	79.3%	-15.7%
R	65.4%	15.8%	13.1%	5.7%	79.4%	81.5%	11.0%	5.6%	1.9%	80.6%	-16.1%
<b>Subdivision B</b>	<b>71.2%</b>	<b>12.9%</b>	<b>10.1%</b>	<b>5.7%</b>	<b>79.4%</b>	<b>83.1%</b>	<b>9.9%</b>	<b>5.0%</b>	<b>2.1%</b>	<b>80.9%</b>	<b>-11.9%</b>
<b>Systemwide</b>	<b>66.1%</b>	<b>13.2%</b>	<b>12.8%</b>	<b>7.9%</b>	<b>77.6%</b>	<b>83.4%</b>	<b>9.4%</b>	<b>5.0%</b>	<b>2.3%</b>	<b>81.0%</b>	<b>-17.3%</b>

### Weekend Wait Assessment Discussion

- June 2021 Wait Assessment worsened compared to June 2020 due to crew availability issues as well as more weekend construction work in 2021.
- The 42 St Shuttle did not run in June 2020.

Note: B and W lines do not operate on weekends; S Rockaway Shuttle did not operate on weekends in March 2021 due to planned work.

## Subway Weekday Terminal On-Time Performance

Monthly  
(24 hours)

*Desired trend*



<u>Line</u>	<u>Jun 21</u>	<u>Jun 20</u>	<u>Change</u>
1	88.8%	96.7%	-7.9%
2	82.8%	90.5%	-7.7%
3	85.8%	93.5%	-7.7%
4	81.5%	91.2%	-9.7%
5	83.9%	90.0%	-6.1%
6	86.8%	93.7%	-6.9%
7	90.9%	94.6%	-3.7%
S 42nd	97.3%	N/A	N/A
<b>Subdivision A</b>	<b>88.1%</b>	<b>93.3%</b>	<b>-5.2%</b>
A	75.1%	89.9%	-14.8%
B	72.5%	85.5%	-13.0%
C	85.1%	92.1%	-7.0%
D	73.6%	90.1%	-16.5%
E	67.8%	94.3%	-26.5%
F	67.4%	90.2%	-22.8%
S Fkn	99.5%	99.4%	+0.1%
G	82.4%	94.6%	-12.2%
S Rock	95.5%	98.5%	-3.0%
JZ	92.2%	96.1%	-3.9%
L	93.2%	97.2%	-4.0%
M	81.2%	94.5%	-13.3%
NW	77.4%	83.1%	-5.7%
Q	75.2%	92.3%	-17.1%
R	80.6%	90.1%	-9.5%
<b>Subdivision B</b>	<b>80.5%</b>	<b>92.2%</b>	<b>-11.7%</b>
<b>Systemwide</b>	<b>83.7%</b>	<b>92.6%</b>	<b>-8.9%</b>

### Weekday Terminal On-Time Performance Discussion

- June weekday OTP worsened by 8.9% compared to the prior year.
- The largest decreases were on the E and F lines due to the incidents on the Queens Boulevard line.
- The 42 Street Shuttle did not operate in June 2020.



## Subway Weekend Terminal On-Time Performance

Monthly  
(24 hours)

*Desired trend*



<u>Line</u>	<u>Jun 21</u>	<u>Jun 20</u>	<u>Change</u>
1	82.0%	95.6%	-13.6%
2	44.3%	81.1%	-36.8%
3	64.6%	89.1%	-24.5%
4	76.2%	80.9%	-4.7%
5	64.8%	96.5%	-31.7%
6	77.9%	94.5%	-16.6%
7	84.7%	93.7%	-9.0%
S 42nd	99.8%		N/A
<b>Subdivision A</b>	<b>77.6%</b>	<b>90.4%</b>	<b>-12.8%</b>
A	80.7%	94.9%	-14.2%
C	69.2%	94.2%	-25.0%
D	80.5%	93.5%	-13.0%
E	89.8%	90.3%	-0.5%
F	84.5%	86.4%	-1.9%
S Fkln	99.8%	99.9%	-0.1%
G	87.1%	92.2%	-5.1%
S Rock	97.6%	99.4%	-1.8%
J	90.0%	89.6%	+0.4%
L	95.6%	93.8%	+1.8%
M	95.1%	98.8%	-3.7%
N	74.1%	72.2%	+1.9%
Q	69.1%	86.3%	-17.2%
R	75.9%	84.7%	-8.8%
<b>Subdivision B</b>	<b>85.2%</b>	<b>91.1%</b>	<b>-5.9%</b>
<b>Systemwide</b>	<b>82.3%</b>	<b>90.8%</b>	<b>-8.5%</b>

### Weekend Terminal On-Time Performance Discussion

- June weekend OTP worsened by 8.5% compared to the prior year.
- The 42 St Shuttle did not run in June 2020.
- The decrease in weekend OTP was due in part to crew availability issues, as well as more construction work in June 2021 than in June 2020.

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

**Subway Weekday Trains Delayed**  
**Monthly - June 2021**  
**(24 hours)**

<b><u>Delay Categories</u></b>	<b><u>Trains Delayed</u></b>	<b><u>Delayed Trains Per Day (22)</u></b>	<b><u>% of Delayed Trains</u></b>
Track Failures and Emergency Remediation	<u>1,277</u>	<u>58</u>	<u>4.4%</u>
Rail and Roadbed	992	45	3.4%
Fire, Smoke, Debris	285	13	1.0%
Signal Failures and Emergency Remediation	5,189	236	17.7%
Subway Car	<u>1,821</u>	<u>83</u>	<u>6.2%</u>
Door-Related	228	10	0.8%
Propulsion	324	15	1.1%
Braking	321	15	1.1%
Other	948	43	3.2%
Stations and Structure	887	40	3.0%
Other Internal	<u>9,953</u>	<u>452</u>	<u>34.0%</u>
Service Delivery (e.g. crew performance)	8,800	400	30.1%
Train Brake Activation - cause unknown	322	15	1.1%
Other Internal Disruptions (e.g. IT system failure)	831	38	2.9%
External	<u>3,817</u>	<u>174</u>	<u>13.1%</u>
Public Conduct, Crime, Police Response	2,000	91	6.8%
Sick/Injured Customer	395	18	1.4%
Persons on Roadbed (including persons struck by train)	376	17	1.3%
External Debris on Roadbed (e.g., trees, shopping cart)	204	9	0.7%
Inclement Weather	52	2	0.2%
External Agency or Utility	190	9	0.7%
Operating Environment	2,609	119	8.9%
Planned Right-of-Way Work	3,713	169	12.7%
<b>Total Trains Delayed</b>	<b><u>29,266</u></b>	<b><u>1,330</u></b>	<b><u>100%</u></b>

## Subway Weekend Trains Delayed

Monthly - June 2021

(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>94</u>	<u>12</u>	<u>1.2%</u>
Rail and Roadbed	45	6	0.6%
Fire, Smoke, Debris	49	6	0.6%
Signal Failures and Emergency Remediation	413	52	5.2%
Subway Car	<u>274</u>	<u>34</u>	<u>3.5%</u>
Door-Related	32	4	0.4%
Propulsion	39	5	0.5%
Braking	161	20	2.0%
Other	42	5	0.5%
Stations and Structure	120	15	1.5%
Other Internal	<u>3,418</u>	<u>427</u>	<u>43.4%</u>
Service Delivery (e.g. crew performance)	3,302	413	41.9%
Train Brake Activation - cause unknown	56	7	0.7%
Other Internal Disruptions (e.g. IT system failure)	60	8	0.8%
External	<u>712</u>	<u>89</u>	<u>9.0%</u>
Public Conduct, Crime, Police Response	456	57	5.8%
Sick/Injured Customer	124	16	1.6%
Persons on Roadbed (including persons struck by train)	66	8	0.8%
External Debris on Roadbed (e.g., trees, shopping cart)	17	2	0.2%
Inclement Weather	2	0	0.0%
External Agency or Utility	47	6	0.6%
Operating Environment	1,443	180	18.3%
Planned Right-of-Way Work	1,406	176	17.8%
<b>Total Trains Delayed</b>	<b><u>7,880</u></b>	<b><u>985</u></b>	<b><u>100%</u></b>

Chart 20

## Customer Service Report: Buses

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



Celebrating together at the Hometown Heroes ticker tape parade on July 7<sup>th</sup> with some of the heroes who kept our great City running throughout the pandemic.

## July 2021 Highlights: Buses

On July 7<sup>th</sup>, we came together in one of the largest ticker-tape parades in the City's history to honor all the essential workers who got us through the worst of the COVID-19 pandemic. There are simply no words to express the depth of my gratitude and admiration for our Buses family and their unwavering commitment and courage throughout the pandemic. The New York bus system carried more customers at the height of the pandemic than any other public transit agency in North America. I am truly humbled by their dedication and heroism, and immensely proud of the positive impact they made by getting essential workers safely where they need to go, and by helping the many New Yorkers who continued to count on us each day. Today, the Bus system continues to deliver on our core mission, carrying ~56% of pre-pandemic ridership. As the City recovers, we will never forget the colleagues we lost to the pandemic and keep them and their families close in our hearts.

The bus that took part in the July 7<sup>th</sup> parade is one of our first MTA owned all-electric articulated buses. Fifteen of these buses were delivered in October 2019 and are currently in service out of the Michael J. Quill Bus Depot in Midtown Manhattan. In May the MTA announced it will increase its procurement of all-electric buses in 2021 from 45 to 60, a 33% increase and the latest step in the MTA's ongoing program to transform its 5,800 buses to a zero-emissions fleet by 2040. This expansion was made possible by our all-electric bus pilot lease program, in which five buses each from two manufacturers (New Flyer and Proterra) were operated on the M42 and M50 routes in Manhattan for over three years. The Authority recently returned five buses back to New Flyer, which logged 90,000 miles in their 3-plus years of operation. The five remaining Proterra buses will be returned by the end of 2021. The experience gained during this pilot has been invaluable for the MTA as well as for bus manufacturers in refining the planning, procurement and specification process as we continue to expand the zero-emissions fleet.

Finally, we welcome back our bus customers – come #TakeTheBus!

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

# Bus Report

Bus Report Performance Indicators							
Category	Performance Indicator	Current Month: June 2021			12-Month Average		
		This Year	Last Year	Change	This Year	Last Year	Change
Customer Focused Metrics	Service Delivered (Chart 1)	93.8%	94.2%	-0.4%	95.0%	96.8%	-1.8%
	Additional Bus Stop Time (h:mm:ss) (Chart 3)*	0:01:55	N/A	N/A	0:01:41	N/A	N/A
	Additional Travel Time (h:mm:ss) (Chart 5)*	-0:00:02	N/A	N/A	-0:00:29	N/A	N/A
	Customer Journey Time Performance (Chart 7)*	76.0%	N/A	N/A	79.4%	N/A	N/A
Inputs To Operations	Mean Distance Between Failures (Chart 9)	6,210	7,156	-13.2%	7,830	8,234	-4.9%
	Speed (MPH) (Chart 11)	8.2	8.6	-4.7%	8.3	8.2	+1.2%
Legacy Indicators	Wait Assessment (Chart 13)	75.8%	77.9%	-2.1%	79.2%	78.4%	+0.8%
	<b>System MDBSI (Chart 16)</b>	3,075	4,070	-24.4%	3,411	3,362	+1.5%
	NYCT Bus	2,942	3,920	-24.9%	3,297	3,193	+3.3%
	MTA Bus	3,567	4,589	-22.3%	3,823	4,029	-5.1%
	<b>System Trips Completed (Chart 17)*</b>	94.3%	98.2%	-3.9%	96.6%	99.2%	-2.6%
	NYCT Bus	94.0%	98.2%	-4.2%	96.7%	99.2%	-2.5%
	MTA Bus	95.4%	98.2%	-2.8%	96.3%	99.0%	-2.7%
	<b>System AM Pull Out (Chart 18)*</b>	95.0%	98.1%	-3.1%	96.8%	99.6%	-2.8%
	NYCT Bus	95.0%	97.8%	-2.8%	96.9%	99.6%	-2.7%
	MTA Bus	95.1%	98.9%	-3.8%	96.2%	99.4%	-3.2%
	<b>System PM Pull Out (Chart 19)*</b>	96.0%	98.8%	-2.8%	97.5%	99.7%	-2.2%
	NYCT Bus	96.0%	98.7%	-2.7%	97.7%	99.8%	-2.1%
	MTA Bus	96.2%	99.1%	-2.9%	97.0%	99.5%	-2.5%
	<b>System Buses &gt;= 12 years</b>	23.0%	19.0%				
	NYCT Bus	11.0%	7.0%				
	MTA Bus	62.3%	61.0%				
<b>System Fleet Age</b>	8.2	7.6					
NYCT Bus	7.2	6.5					
MTA Bus	11.8	11.4					

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:

- 12-month averages for Trips Completed, AM Pull Out, and PM Pull Out metrics exclude April and May 2020
- June 2020 ABST, ATT, and CJTP metrics are not available
- June 2020 Trips Completed, AM Pull Out, and PM Pull Out are based on June 8 - June 30

Note: The metrics in this report are preliminary

# Section 1: Customer Focused Metrics

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

## Performance Indicator Definitions

### Service Delivered

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

### Additional Bus Stop Time (ABST)

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

### Additional Travel Time (ATT)

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

### Customer Journey Time Performance (CJTP)

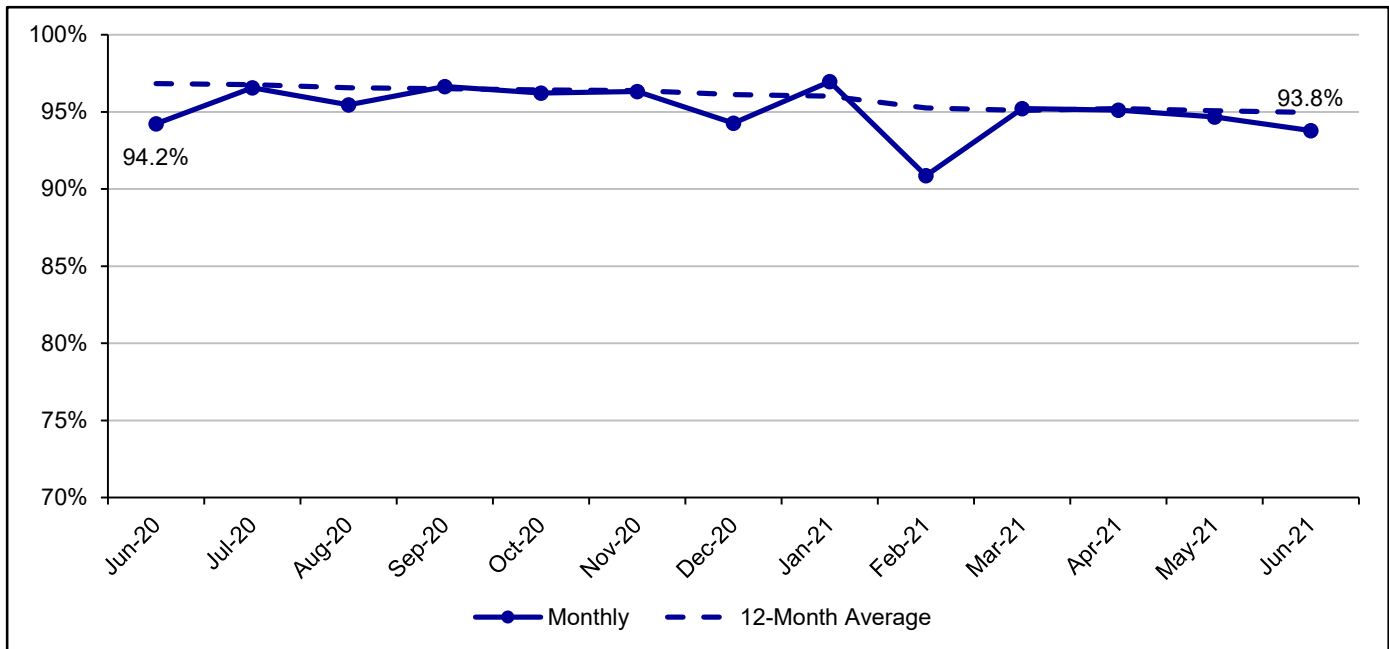
Customer Journey Time Performance (CJTP) estimates the percentage of customers who complete their journey (ABST + ATT) within 5 minutes of the scheduled time. This is a new indicator for the MTA, but is used by other transit agencies to measure service. CJTP is measured using customers' MetroCard swipes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

Note: The metrics in this report are preliminary



## Service Delivered (Peak Hours)

Desired trend



	Monthly			12-Month Average		
	Jun 21	Jun 20	Change (Pts)	Jun 21	Jun 20	Change (Pts)
<b>Bronx</b>	93.8%	95.7%	-1.9%	96.0%	97.5%	-1.5%
<b>Brooklyn</b>	94.0%	96.4%	-2.4%	94.7%	97.6%	-2.9%
<b>Manhattan</b>	96.2%	83.7%	+12.5%	97.4%	96.6%	+0.8%
<b>Queens</b>	93.7%	95.9%	-2.2%	94.4%	96.0%	-1.6%
<b>Staten Island</b>	90.7%	95.0%	-4.3%	92.8%	97.2%	-4.4%
<b>Systemwide</b>	<b>93.8%</b>	<b>94.2%</b>	<b>-0.4%</b>	<b>95.0%</b>	<b>96.8%</b>	<b>-1.8%</b>

### Service Delivered Discussion

- Service Delivered in June 2021 decreased by 0.4 percentage points to 93.8 percent compared to June 2020, and decreased by 1.8 percentage points to 95.0 percent on a 12-month average basis.

Note: The metrics in this report are preliminary



**Service Delivered  
Monthly  
(Peak Hours)**

Desired trend



<u>Borough</u>	<u>Jun 21</u>	<u>Jun 20</u>	<u>Change (Pts)</u>
<b>Bronx</b>	<b>93.8%</b>	<b>95.7%</b>	<b>-1.9%</b>
Local/Limited	93.7%	95.3%	-1.6%
Select Bus Service	93.5%	96.4%	-2.9%
Express	94.8%	97.9%	-3.1%
<b>Brooklyn</b>	<b>94.0%</b>	<b>96.4%</b>	<b>-2.4%</b>
Local/Limited	93.8%	96.1%	-2.3%
Select Bus Service	94.2%	94.8%	-0.6%
Express	95.9%	100.2%	-4.3%
<b>Manhattan</b>	<b>96.2%</b>	<b>83.7%</b>	<b>+12.5%</b>
Local/Limited	95.9%	82.4%	+13.5%
Select Bus Service	96.8%	86.7%	+10.1%
Express	N/A	N/A	N/A
<b>Queens</b>	<b>93.7%</b>	<b>95.9%</b>	<b>-2.2%</b>
Local/Limited	93.7%	96.1%	-2.4%
Select Bus Service	93.5%	95.8%	-2.3%
Express	93.8%	94.5%	-0.7%
<b>Staten Island</b>	<b>90.7%</b>	<b>95.0%</b>	<b>-4.3%</b>
Local/Limited	90.1%	96.1%	-6.0%
Select Bus Service	91.2%	99.7%	-8.5%
Express	91.2%	93.4%	-2.2%
<b>Systemwide</b>	<b>93.8%</b>	<b>94.2%</b>	<b>-0.4%</b>
Local/Limited	93.7%	94.3%	-0.6%
Select Bus Service	95.1%	91.6%	+3.5%
Express	93.3%	95.5%	-2.2%

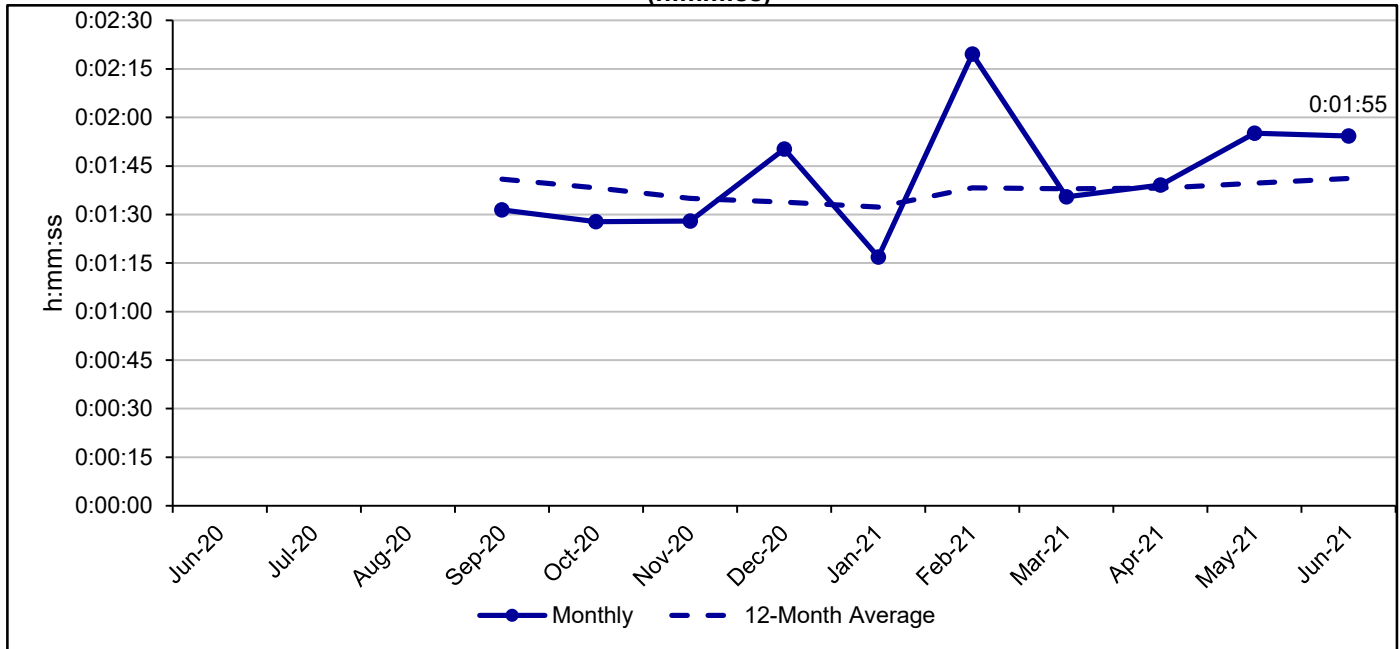
Note: The metrics in this report are preliminary

## Additional Bus Stop Time

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

(h:mm:ss)

Desired trend




	Monthly			12-Month Average		
	Jun 21	Jun 20	Change	Jun 21	Jun 20	Change
<b>Bronx</b>	0:01:59	N/A	N/A	0:01:37	N/A	N/A
<b>Brooklyn</b>	0:02:08	N/A	N/A	0:02:00	N/A	N/A
<b>Manhattan</b>	0:01:25	N/A	N/A	0:01:14	N/A	N/A
<b>Queens</b>	0:01:45	N/A	N/A	0:01:36	N/A	N/A
<b>Staten Island</b>	0:03:00	N/A	N/A	0:02:20	N/A	N/A
<b>Systemwide</b>	<b>0:01:55</b>	<b>N/A</b>	<b>N/A</b>	<b>0:01:41</b>	<b>N/A</b>	<b>N/A</b>

### Additional Bus Stop Time Discussion

- Note that due to severe disruptions in ridership due to the Covid-19 pandemic, ABST was not available from April - August 2020.

Note: The metrics in this report are preliminary

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

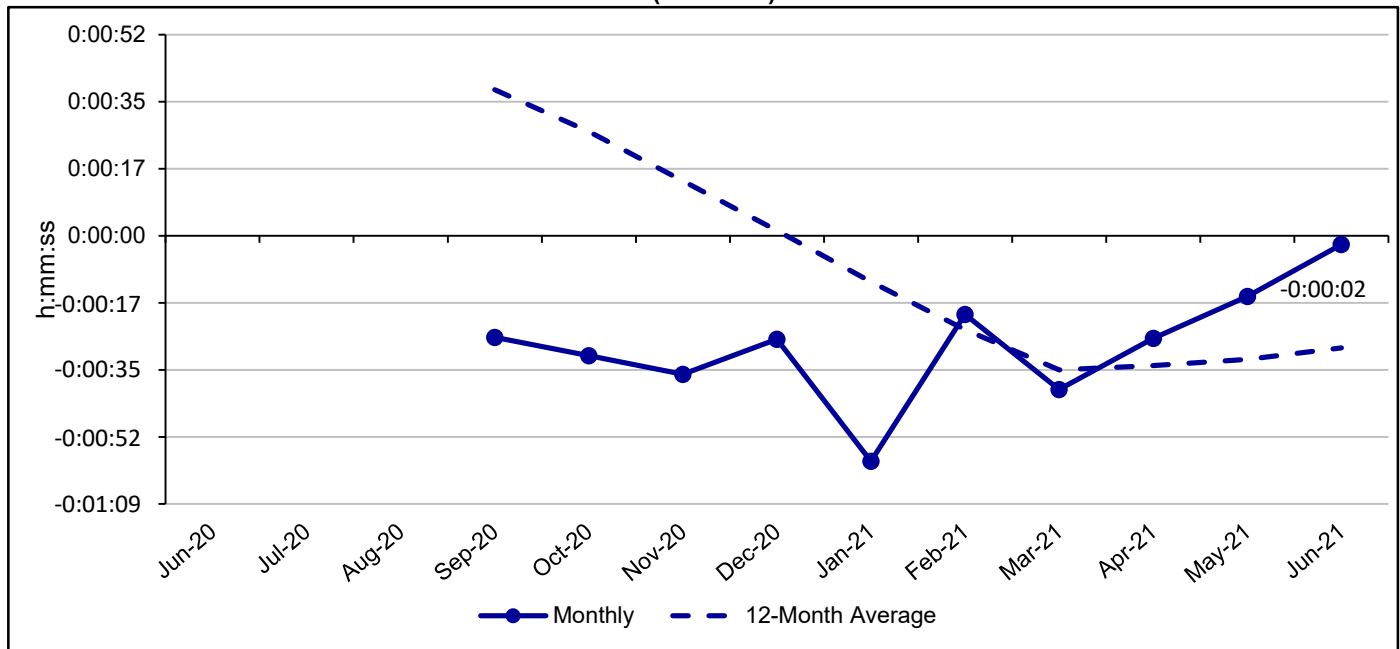
*Desired trend* 

<b><u>Borough</u></b>	<b><u>Jun 21</u></b>	<b><u>Jun 20</u></b>	<b><u>Change</u></b>
<b>Bronx</b>	<b>0:01:59</b>	<b>N/A</b>	<b>N/A</b>
Local/Limited	0:02:01	N/A	N/A
Select Bus Service	0:01:37	N/A	N/A
Express	0:03:00	N/A	N/A
<b>Brooklyn</b>	<b>0:02:08</b>	<b>N/A</b>	<b>N/A</b>
Local/Limited	0:02:11	N/A	N/A
Select Bus Service	0:01:39	N/A	N/A
Express	0:03:18	N/A	N/A
<b>Manhattan</b>	<b>0:01:25</b>	<b>N/A</b>	<b>N/A</b>
Local/Limited	0:01:36	N/A	N/A
Select Bus Service	0:01:04	N/A	N/A
Express	N/A	N/A	N/A
<b>Queens</b>	<b>0:01:45</b>	<b>N/A</b>	<b>N/A</b>
Local/Limited	0:01:45	N/A	N/A
Select Bus Service	0:01:31	N/A	N/A
Express	0:02:40	N/A	N/A
<b>Staten Island</b>	<b>0:03:00</b>	<b>N/A</b>	<b>N/A</b>
Local/Limited	0:03:18	N/A	N/A
Select Bus Service	0:01:42	N/A	N/A
Express	0:02:13	N/A	N/A
<b>Systemwide</b>	<b>0:01:55</b>	<b>N/A</b>	<b>N/A</b>
Local/Limited	0:01:59	N/A	N/A
Select Bus Service	0:01:22	N/A	N/A
Express	0:02:40	N/A	N/A

Note: The metrics in this report are preliminary

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

Desired trend




	Monthly			12-Month Average		
	Jun 21	Jun 20	Change	Jun 21	Jun 20	Change
<b>Bronx</b>	0:00:27	N/A	N/A	-0:00:06	N/A	N/A
<b>Brooklyn</b>	-0:00:02	N/A	N/A	-0:00:23	N/A	N/A
<b>Manhattan</b>	-0:00:22	N/A	N/A	-0:00:44	N/A	N/A
<b>Queens</b>	-0:00:07	N/A	N/A	-0:00:33	N/A	N/A
<b>Staten Island</b>	-0:01:04	N/A	N/A	-0:01:58	N/A	N/A
<b>Systemwide</b>	<b>-0:00:02</b>	<b>N/A</b>	<b>N/A</b>	<b>-0:00:29</b>	<b>N/A</b>	<b>N/A</b>

**Additional Travel Time Discussion**

- Note that due to severe disruptions in ridership due to the Covid-19 pandemic, ATT was not available from April - August 2020.

Note: The metrics in this report are preliminary

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

*Desired trend* 

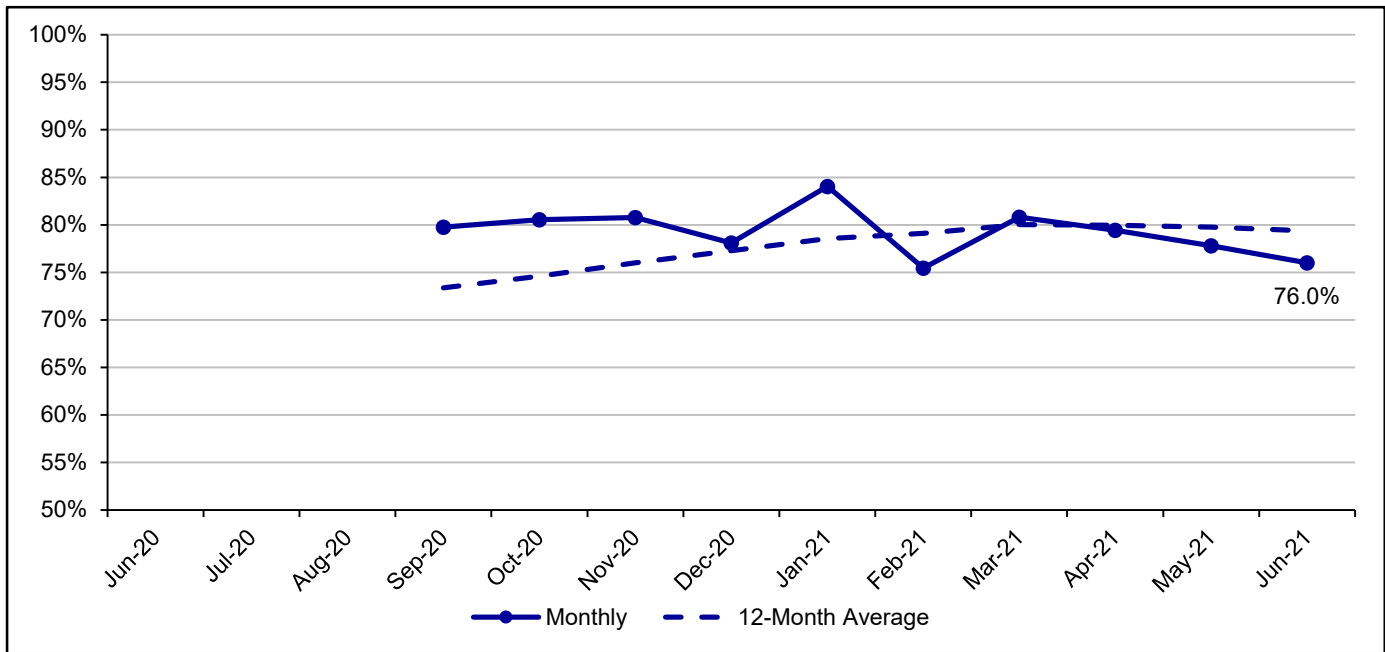
<u>Borough</u>	<u>Jun 21</u>	<u>Jun 20</u>	<u>Change</u>
<b>Bronx</b>	<b>0:00:27</b>	<b>N/A</b>	<b>N/A</b>
Local/Limited	0:00:17	N/A	N/A
Select Bus Service	0:01:12	N/A	N/A
Express	0:03:55	N/A	N/A
<b>Brooklyn</b>	<b>-0:00:02</b>	<b>N/A</b>	<b>N/A</b>
Local/Limited	-0:00:05	N/A	N/A
Select Bus Service	0:00:21	N/A	N/A
Express	-0:00:46	N/A	N/A
<b>Manhattan</b>	<b>-0:00:22</b>	<b>N/A</b>	<b>N/A</b>
Local/Limited	-0:00:18	N/A	N/A
Select Bus Service	-0:00:28	N/A	N/A
Express	N/A	N/A	N/A
<b>Queens</b>	<b>-0:00:07</b>	<b>N/A</b>	<b>N/A</b>
Local/Limited	-0:00:09	N/A	N/A
Select Bus Service	0:00:15	N/A	N/A
Express	0:00:46	N/A	N/A
<b>Staten Island</b>	<b>-0:01:04</b>	<b>N/A</b>	<b>N/A</b>
Local/Limited	-0:00:41	N/A	N/A
Select Bus Service	-0:00:05	N/A	N/A
Express	-0:03:38	N/A	N/A
<b>Systemwide</b>	<b>-0:00:02</b>	<b>N/A</b>	<b>N/A</b>
Local/Limited	-0:00:04	N/A	N/A
Select Bus Service	0:00:08	N/A	N/A
Express	-0:00:19	N/A	N/A

Note: The metrics in this report are preliminary

## Customer Journey Time Performance

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

Desired trend




	Monthly			12-Month Average		
	Jun 21	Jun 20	Change (Pts)	Jun 21	Jun 20	Change (Pts)
<b>Bronx</b>	72.9%	N/A	N/A	77.9%	N/A	N/A
<b>Brooklyn</b>	73.7%	N/A	N/A	76.1%	N/A	N/A
<b>Manhattan</b>	81.4%	N/A	N/A	83.9%	N/A	N/A
<b>Queens</b>	78.1%	N/A	N/A	81.2%	N/A	N/A
<b>Staten Island</b>	74.6%	N/A	N/A	80.9%	N/A	N/A
<b>Systemwide</b>	<b>76.0%</b>	<b>N/A</b>	<b>N/A</b>	<b>79.4%</b>	<b>N/A</b>	<b>N/A</b>

### Customer Journey Time Performance Discussion

- Note that due to severe disruptions in ridership due to the Covid-19 pandemic, CJTP was not available from April - August 2020.

Note: The metrics in this report are preliminary

## Customer Journey Time Performance Monthly

Desired trend 

<u>Borough</u>	<u>Jun 21</u>	<u>Jun 20</u>	<u>Change (Pts)</u>
<b>Bronx</b>	<b>72.9%</b>	<b>N/A</b>	<b>N/A</b>
Local/Limited	73.8%	N/A	N/A
Select Bus Service	69.3%	N/A	N/A
Express	52.0%	N/A	N/A
<b>Brooklyn</b>	<b>73.7%</b>	<b>N/A</b>	<b>N/A</b>
Local/Limited	73.7%	N/A	N/A
Select Bus Service	74.5%	N/A	N/A
Express	66.5%	N/A	N/A
<b>Manhattan</b>	<b>81.4%</b>	<b>N/A</b>	<b>N/A</b>
Local/Limited	78.8%	N/A	N/A
Select Bus Service	86.1%	N/A	N/A
Express	N/A	N/A	N/A
<b>Queens</b>	<b>78.1%</b>	<b>N/A</b>	<b>N/A</b>
Local/Limited	78.6%	N/A	N/A
Select Bus Service	72.0%	N/A	N/A
Express	63.6%	N/A	N/A
<b>Staten Island</b>	<b>74.6%</b>	<b>N/A</b>	<b>N/A</b>
Local/Limited	74.9%	N/A	N/A
Select Bus Service	73.5%	N/A	N/A
Express	73.7%	N/A	N/A
<b>Systemwide</b>	<b>76.0%</b>	<b>N/A</b>	<b>N/A</b>
Local/Limited	75.8%	N/A	N/A
Select Bus Service	78.3%	N/A	N/A
Express	64.9%	N/A	N/A

Note: The metrics in this report are preliminary

## Section 2: Inputs to Operations

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

### Performance Indicator Definitions

#### Mean Distance Between Failures (MDBF)

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

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

#### Bus Speeds

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

Note: The metrics in this report are preliminary

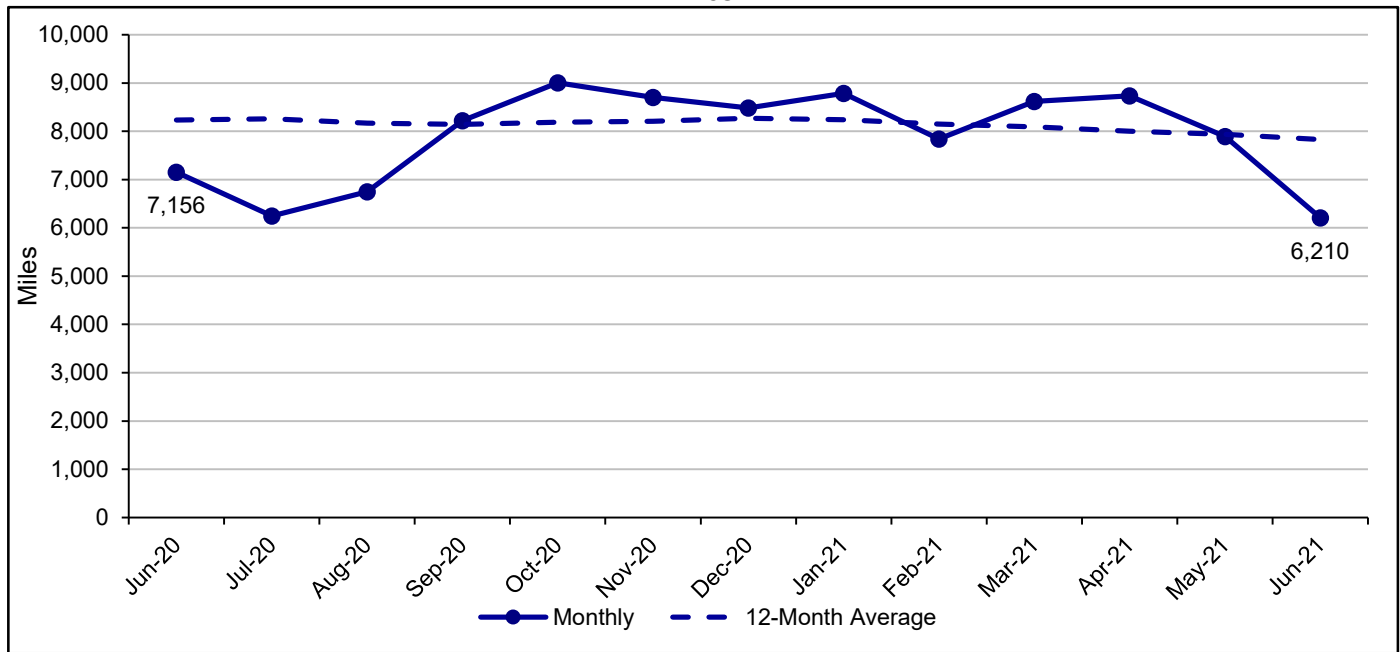


## Mean Distance Between Failures

(24 Hours)

Miles

Desired trend



	Monthly			12-Month Average		
	Jun 21	Jun 20	% Change	Jun 21	Jun 20	% Change
<b>Bronx</b>	3,923	5,122	-23.4%	5,494	6,385	-14.0%
<b>Brooklyn</b>	6,611	8,006	-17.4%	8,518	8,900	-4.3%
<b>Manhattan</b>	4,006	4,727	-15.3%	4,920	5,204	-5.5%
<b>Queens</b>	6,509	7,196	-9.5%	7,761	7,848	-1.1%
<b>Staten Island</b>	21,866	17,044	+28.3%	25,118	22,949	+9.5%
<b>Systemwide</b>	<b>6,210</b>	<b>7,156</b>	<b>-13.2%</b>	<b>7,830</b>	<b>8,234</b>	<b>-4.9%</b>

### Mean Distance Between Failures Discussion

- Mean Distance Between Failures in June 2021 decreased by 13.2 percent to 6,210 miles compared to June 2020, and decreased by 4.9 percent to 7,830 miles on a 12-month average basis.

Note: The metrics in this report are preliminary

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

Desired trend

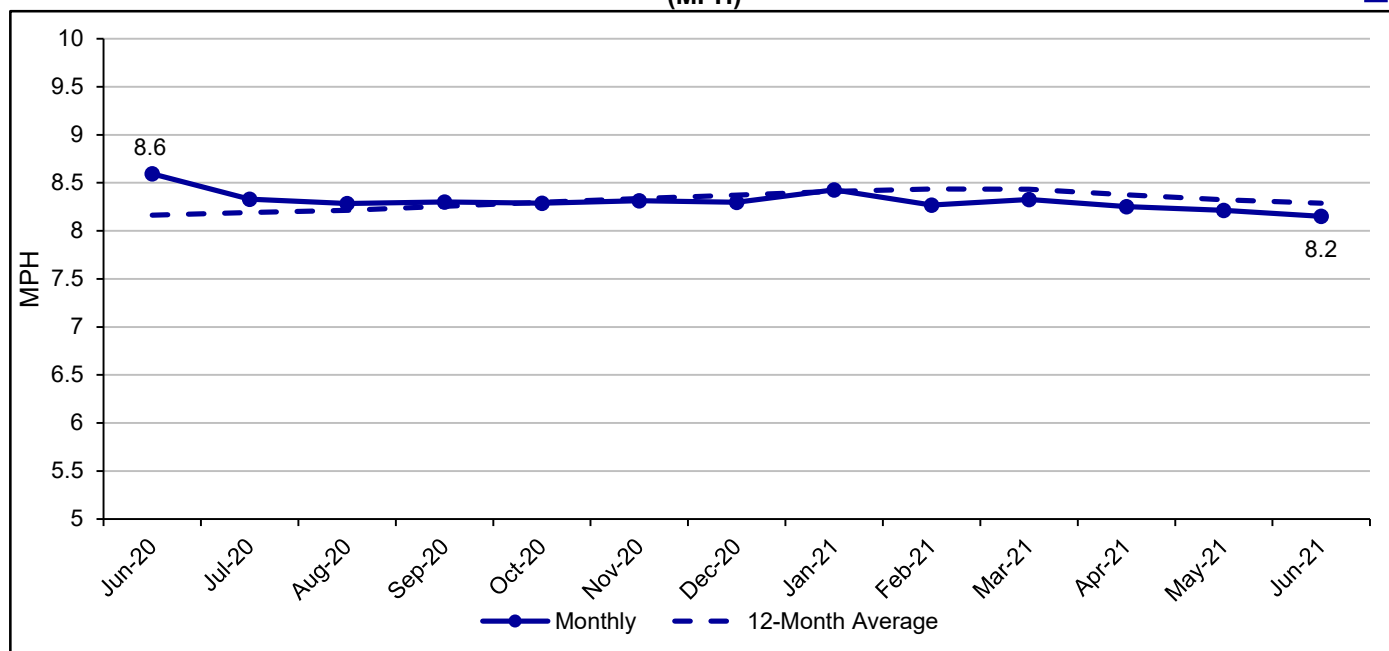


<b><u>Borough</u></b>	<b><u>Jun 21</u></b>	<b><u>Jun 20</u></b>	<b><u>% Change</u></b>
<b>Bronx</b>	<b>5,494</b>	<b>6,385</b>	<b>-14.0%</b>
Local/Limited	4,775	5,550	-14.0%
Select Bus Service	7,399	10,199	-27.5%
Express	9,526	10,477	-9.1%
<b>Brooklyn</b>	<b>8,518</b>	<b>8,900</b>	<b>-4.3%</b>
Local/Limited	8,323	8,687	-4.2%
Select Bus Service	10,425	11,719	-11.0%
Express	10,216	9,656	+5.8%
<b>Manhattan</b>	<b>4,920</b>	<b>5,204</b>	<b>-5.5%</b>
Local/Limited	4,411	4,450	-0.9%
Select Bus Service	7,566	10,041	-24.6%
Express	N/A	N/A	N/A
<b>Queens</b>	<b>7,761</b>	<b>7,848</b>	<b>-1.1%</b>
Local/Limited	7,363	7,809	-5.7%
Select Bus Service	8,213	7,717	+6.4%
Express	10,000	8,095	+23.5%
<b>Staten Island</b>	<b>25,118</b>	<b>22,949</b>	<b>+9.5%</b>
Local/Limited	27,023	24,751	+9.2%
Select Bus Service	15,535	28,148	-44.8%
Express	25,207	21,338	+18.1%
<b>Systemwide</b>	<b>7,830</b>	<b>8,234</b>	<b>-4.9%</b>
Local/Limited	6,948	7,451	-6.8%
Select Bus Service	8,615	9,933	-13.3%
Express	13,846	12,293	+12.6%

Note: The metrics in this report are preliminary

## Bus Speeds (24 Hours) (MPH)

Desired trend



	Monthly			12-Month Average		
	Jun 21	Jun 20	% Change	Jun 21	Jun 20	% Change
<b>Bronx</b>	7.6	7.8	-2.6%	7.7	7.6	+1.3%
<b>Brooklyn</b>	7.4	7.7	-3.9%	7.5	7.4	+1.4%
<b>Manhattan</b>	6.2	6.8	-8.8%	6.4	6.2	+3.2%
<b>Queens</b>	9.2	9.8	-6.1%	9.4	9.1	+3.3%
<b>Staten Island</b>	14.2	14.2	0.0%	14.3	13.8	+3.6%
<b>Systemwide</b>	<b>8.2</b>	<b>8.6</b>	<b>-4.7%</b>	<b>8.3</b>	<b>8.2</b>	<b>+1.2%</b>

### Speed Discussion

- Bus Speeds in June 2021 decreased by 4.7 percent to 8.2 mph compared to June 2020, and increased by 1.2 percent to 8.3 mph on a 12-month average basis.

Note: The metrics in this report are preliminary

**Bus Speeds**  
**Monthly (24 Hours)**  
**MPH**

*Desired trend* 

<b><u>Borough</u></b>	<b><u>Jun 21</u></b>	<b><u>Jun 20</u></b>	<b><u>% Change</u></b>
<b>Bronx</b>	<b>7.6</b>	<b>7.8</b>	<b>-2.6%</b>
Local/Limited	6.9	7.2	-4.2%
Select Bus Service	8.8	9.2	-4.3%
Express	11.6	13.5	-14.1%
<b>Brooklyn</b>	<b>7.4</b>	<b>7.7</b>	<b>-3.9%</b>
Local/Limited	7.1	7.5	-5.3%
Select Bus Service	8.6	9.0	-4.4%
Express	13.3	14.7	-9.5%
<b>Manhattan</b>	<b>6.2</b>	<b>6.8</b>	<b>-8.8%</b>
Local/Limited	5.9	6.4	-7.8%
Select Bus Service	7.2	7.8	-7.7%
Express	N/A	N/A	N/A
<b>Queens</b>	<b>9.2</b>	<b>9.8</b>	<b>-6.1%</b>
Local/Limited	8.9	9.5	-6.3%
Select Bus Service	11.4	12.0	-5.0%
Express	13.7	15.4	-11.0%
<b>Staten Island</b>	<b>14.2</b>	<b>14.2</b>	<b>+0.0%</b>
Local/Limited	12.4	12.8	-3.1%
Select Bus Service	14.7	15.7	-6.4%
Express	17.7	18.3	-3.3%
<b>Systemwide</b>	<b>8.2</b>	<b>8.6</b>	<b>-4.7%</b>
Local/Limited	7.7	8.2	-6.1%
Select Bus Service	9.1	9.8	-7.1%
Express	14.1	15.4	-8.4%

Note: The metrics in this report are preliminary

## Section 3: Legacy Indicators

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

### Performance Indicator Definitions

#### Wait Assessment

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

#### Bus Mean Distance Between Service Interruptions

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

#### Bus Percentage of Completed Trips

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

#### Bus AM Weekday Pull Out Performance

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

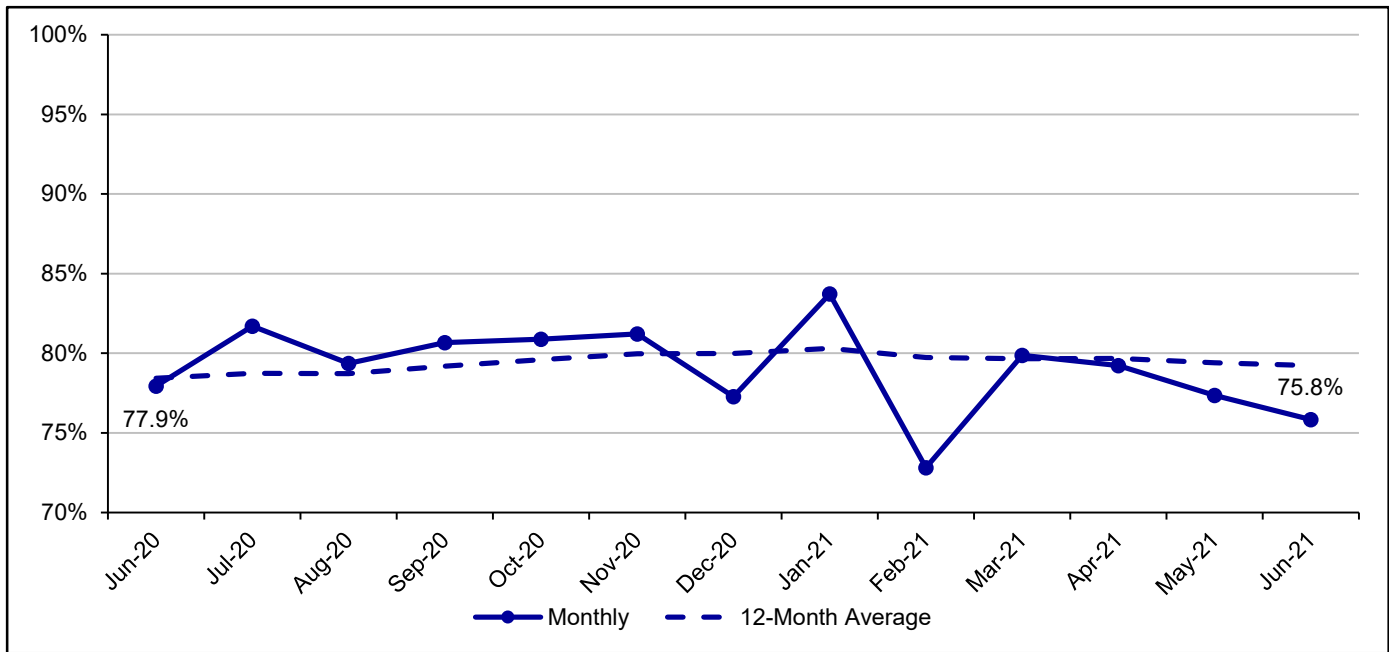
#### Bus PM Weekday Pull Out Performance

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

Note: The metrics in this report are preliminary

## Wait Assessment


Desired trend



	Monthly			12-Month Average		
	Jun 21	Jun 20	Change (Pts)	Jun 21	Jun 20	Change (Pts)
<b>Bronx</b>	72.9%	78.5%	-5.6%	78.7%	77.5%	+1.2%
<b>Brooklyn</b>	73.0%	76.1%	-3.1%	75.2%	76.8%	-1.6%
<b>Manhattan</b>	78.6%	62.7%	+15.9%	82.4%	77.6%	+4.8%
<b>Queens</b>	79.1%	84.6%	-5.5%	81.3%	79.9%	+1.4%
<b>Staten Island</b>	73.8%	83.0%	-9.2%	79.6%	81.7%	-2.1%
<b>Systemwide</b>	<b>75.8%</b>	<b>77.9%</b>	<b>-2.1%</b>	<b>79.2%</b>	<b>78.4%</b>	<b>+0.8%</b>

Note: The metrics in this report are preliminary

## Wait Assessment Monthly

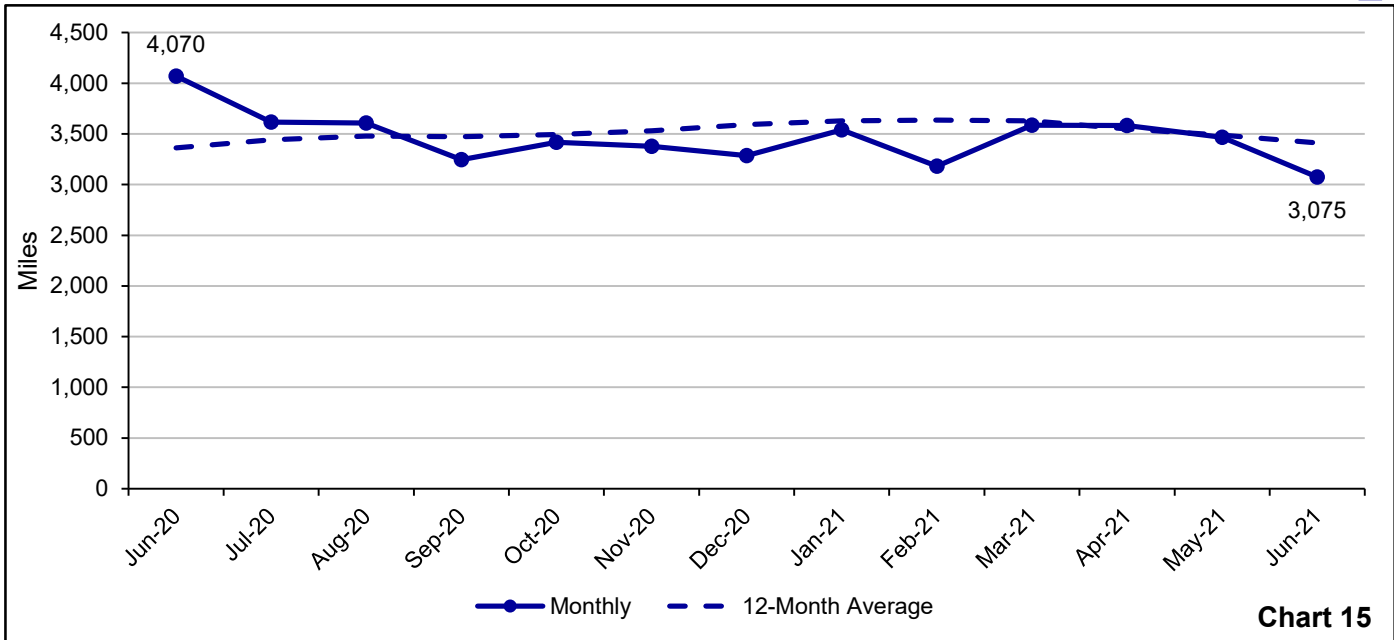
Desired trend 

<u>Borough</u>	<u>Jun 21</u>	<u>Jun 20</u>	<u>Change (Pts)</u>
<b>Bronx</b>	<b>72.9%</b>	<b>78.5%</b>	<b>-5.6%</b>
Local/Limited	72.5%	78.6%	-6.1%
Select Bus Service	69.9%	78.6%	-8.7%
Express	81.1%	77.5%	+3.6%
<b>Brooklyn</b>	<b>73.0%</b>	<b>76.1%</b>	<b>-3.1%</b>
Local/Limited	72.9%	76.0%	-3.1%
Select Bus Service	77.2%	80.3%	-3.1%
Express	76.5%	77.0%	-0.5%
<b>Manhattan</b>	<b>78.6%</b>	<b>62.7%</b>	<b>+15.9%</b>
Local/Limited	78.0%	61.8%	+16.2%
Select Bus Service	83.2%	70.2%	+13.0%
Express	N/A	N/A	N/A
<b>Queens</b>	<b>79.1%</b>	<b>84.6%</b>	<b>-5.5%</b>
Local/Limited	79.2%	84.8%	-5.6%
Select Bus Service	76.5%	83.0%	-6.5%
Express	79.6%	76.2%	+3.4%
<b>Staten Island</b>	<b>73.8%</b>	<b>83.0%</b>	<b>-9.2%</b>
Local/Limited	72.7%	82.6%	-9.9%
Select Bus Service	75.7%	87.0%	-11.3%
Express	77.5%	83.3%	-5.8%
<b>Systemwide</b>	<b>75.8%</b>	<b>77.9%</b>	<b>-2.1%</b>
Local/Limited	75.6%	77.9%	-2.3%
Select Bus Service	79.0%	77.3%	+1.7%
Express	78.6%	79.1%	-0.5%

Note: The metrics in this report are preliminary

## Bus Mean Distance Between Service Interruptions

Desired trend

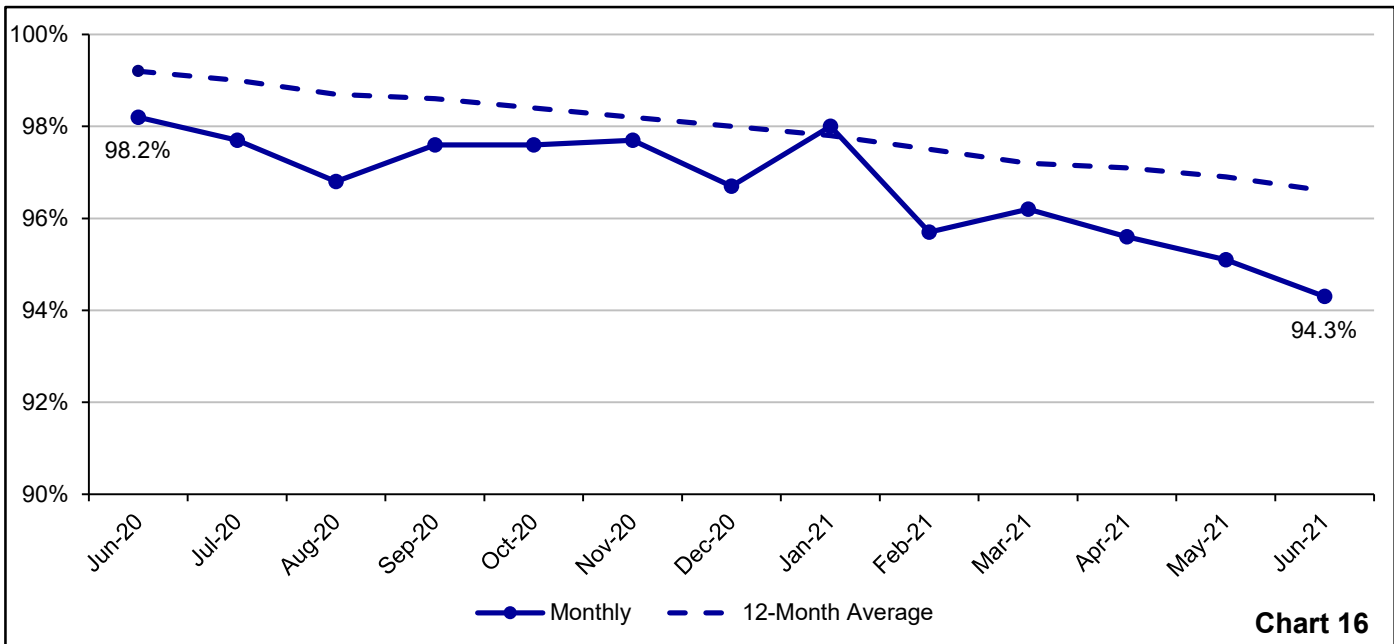


**Chart 15**

	Monthly			12-Month Average		
	Jun 21	Jun 20	% Change	Jun 21	Jun 20	% Change
<b>Systemwide</b>	3,075	4,070	-24.4%	3,411	3,362	+1.5%

## Bus Percentage of Completed Trips

Desired trend



**Chart 16**

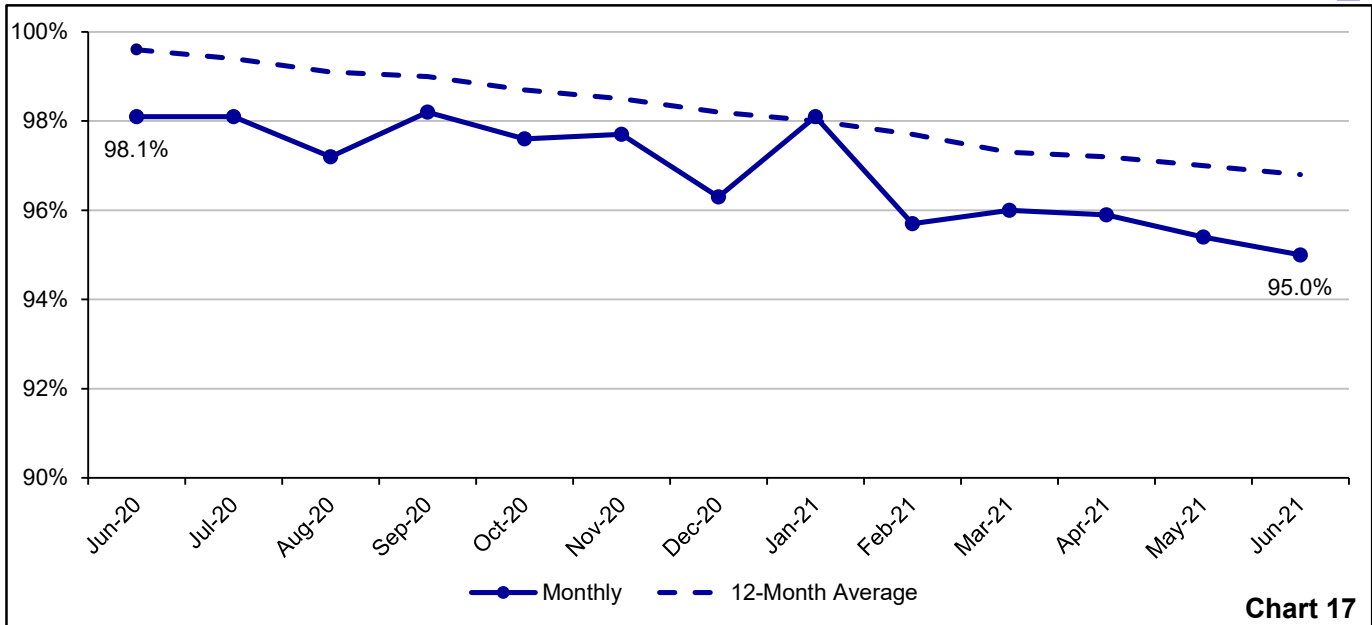
	Monthly			12-Month Average		
	Jun 21	Jun 20	Change (Pts)	Jun 21	Jun 20	Change (Pts)
<b>Systemwide</b>	94.3%	98.2%	-3.9%	96.6%	99.2%	-2.6%

Note: The metrics in this report are preliminary



## Bus AM Weekday Pull Out Performance

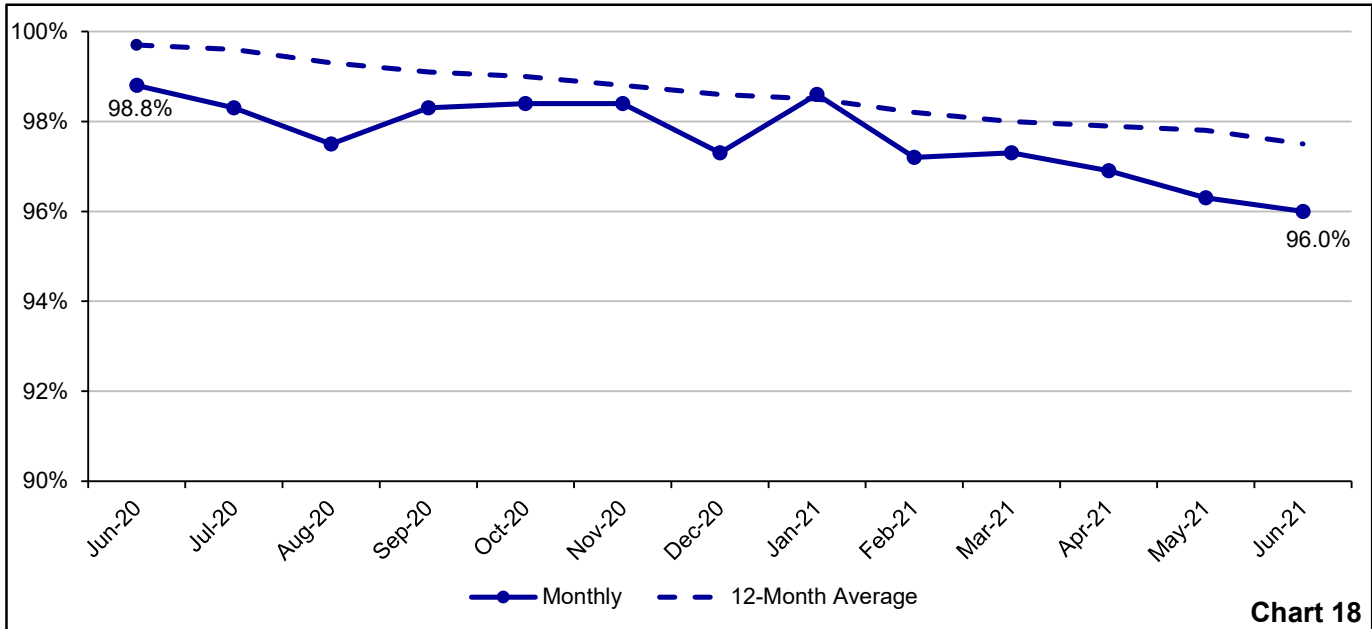
Desired trend



	Monthly			12-Month Average		
	Jun 21	Jun 20	Change (Pts)	Jun 21	Jun 20	Change (Pts)
<b>Systemwide</b>	95.0%	98.1%	-3.1%	96.8%	99.6%	-2.8%

## Bus PM Weekday Pull Out Performance

Desired trend



	Monthly			12-Month Average		
	Jun 21	Jun 20	Change (Pts)	Jun 21	Jun 20	Change (Pts)
<b>Systemwide</b>	96.0%	98.8%	-2.8%	97.5%	99.7%	-2.2%

Note: The metrics in this report are preliminary

## Customer Service Report: Paratransit

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



The health and safety of Paratransit customers and drivers remains our primary priority. All dedicated vehicles are still disinfected daily, and temperature checks are required for drivers. Broker services follow similar disinfection and health check requirements per NYC TLC. The above photograph depicts Stacy McGusty, Quality Control Manager, who assists ensuring proper sanitization of the Maggies vehicles.

## July 2021 Highlights: Paratransit

As we honor our hometown heroes, I would like to recognize everyone on the Paratransit team, who worked so hard to provide essential services to our customers at the height of the pandemic. As our Paratransit customers return to the service at a higher rate than any other MTA agency, I want to extend my heartfelt thanks to the dedicated employees in the Command Center, Customer Services, the Call Center, and of course to all the drivers.

As we approach the 31<sup>st</sup> anniversary of the Americans with Disabilities Act (ADA) on July 26<sup>th</sup>, it is important to recognize the work being done to promote equal opportunity for people with disabilities. We have made great strides by expanding the types of trips offered and leveraging taxis and for-hire vehicles. We are so proud to have provided safe transportation services to our customers throughout the pandemic. As always, we continue to work closely with our contractors to provide safe and efficient service. Our overall strategy continues to focus on matching the best service options to meet our customers' needs.

As the City continues its recovery from the COVID-19 pandemic and demand for paratransit service returns to near pre-pandemic levels, Access-A-Ride resumed shared ride service on Tuesday, July 6<sup>th</sup>. Shared rides are those that include multiple customers with similar origins and destinations. The decision to resume shared rides was made in accordance with public health guidelines, and follows similar decisions taken by the New York City Taxi and Limousine Commission, as well as by paratransit agencies across the country, including in Boston, Chicago, Los Angeles, Philadelphia, and San Francisco. The resumption of shared ride service enables us to continue meeting demand and making service available to every Access-A-Ride customer. As we phase shared rides back in, we will make every effort to minimize any impact to trip time and closely monitor service metrics, including customer wait times, vehicle availability and on-time performance. Also, as we gradually return to normal operations, we are pleased to announce that customers are once again able to travel with guests, in addition to their personal care attendant.

As always, safety remains the key driver in our decision-making process, and we will stay in continuous and close communication with our customers as our service recovers from the pandemic. The MTA encourages all Access-A-Ride users and guests to receive the COVID-19 vaccine. Masks continue to be required for operators, customers and their guests, regardless of vaccination status, in all Access-A-Ride vehicles. Our vehicles continue to be disinfected daily to ensure proper sanitization.

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

# Paratransit Report

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

Paratransit Operations - Monthly Operations Report Service Indicators							
Category	Performance Indicator	Current Month: May 2021			12-Month Average		
		This Year	Last Year	% Change	This Year	Last Year	% Change
Ridership	Total Trips Completed*	502,676	222,040	+126.4%	447,203	587,310	-23.9%
	Total Ridership	683,569	289,456	+136.2%	599,518	789,195	-24.0%
On-Time Performance	Pick-up Primary 30 Minute	94.0%	97.0%	-3.0%	97.3%	96.7%	+0.7%
	Pick-up Primary 15 Minute	84.0%	86.0%	-2.0%	89.9%	87.9%	+2.0%
	Pick-up Broker 30 Minute	95.0%	99.0%	-4.0%	96.8%	96.8%	0.0%
	Pick-up Broker 15 Minute	79.0%	94.0%	-15.0%	87.5%	88.4%	-0.9%
	Appointment OTP Trips Primary - 30 Min Early to <1 Late (On-Time)*	n/a	n/a	n/a	n/a	46.1%	n/a
	Appointment OTP Trips Primary - Early*	n/a	n/a	n/a	n/a	46.0%	n/a
	Appointment OTP Trips Broker - 30 Min Early to <1 Late (On-Time)*	n/a	n/a	n/a	n/a	32.8%	n/a
	Appointment OTP Trips Broker - Early*	n/a	n/a	n/a	n/a	59.0%	n/a
Ride Time	Ride Time Variance Performance: Actual Trip Duration vs. Planned Trip Duration - At or Better Than Plan	85.0%	89.0%	-4.0%	86.8%	82.7%	+4.1%
	Average Actual Trip Duration in Minutes	31	25	+24.0%	29	35	-17.0%
	Max Ride Time Performance Primary	99.0%	99.0%	0.0%	99.0%	98.3%	+0.8%
	Max Ride Time Performance Broker	99.0%	99.0%	0.0%	98.9%	98.8%	+0.2%
Customer Experience	Frequent Rider Experience Primary*	n/a	n/a	n/a	n/a	74.9%	n/a
	Frequent Rider Experience Broker*	n/a	n/a	n/a	n/a	70.7%	n/a
Provider No-Shows	Provider No-Shows per 1,000 Schedule Trips Primary	2.21	0.76	+190.8%	0.90	1.07	-16.0%
	Provider No-Shows per 1,000 Schedule Trips Broker	2.77	0.61	+354.1%	0.79	1.03	-22.8%
Customer Complaints	Passenger Complaints - Transportation Service Quality Per 1000 Completed Trips	3.7	1.2	+208.3%	1.9	2.5	-23.7%
	Passenger Complaints - Non-Transportation Service Quality Per 1000 Completed Trips	1.4	1.1	+27.3%	1.1	1.9	-39.4%
Call Center	Percent of Calls Answered	92.0%	98.0%	-6.0%	96.2%	96.7%	-0.5%
	Average Call Answer Speed in Seconds	102	20	+410.0%	45	47	-3.6%
Eligibility	Total Registrants	163,389	162,642	+0.5%	161,690	160,897	+0.5%

\*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.

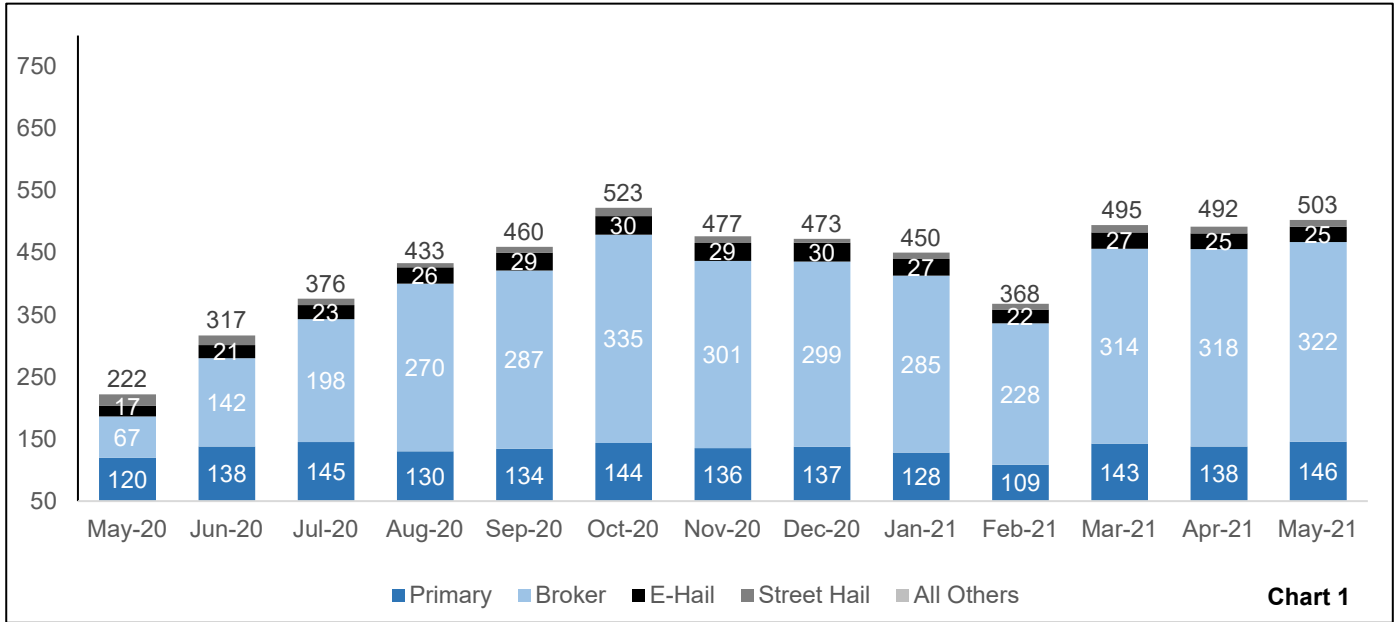
The phone number customers call to make complaints and other comments is the same familiar number they use for reservations. Access-A-Ride reviews all complaints received and works to resolve all specific customer concerns.

## Call Center

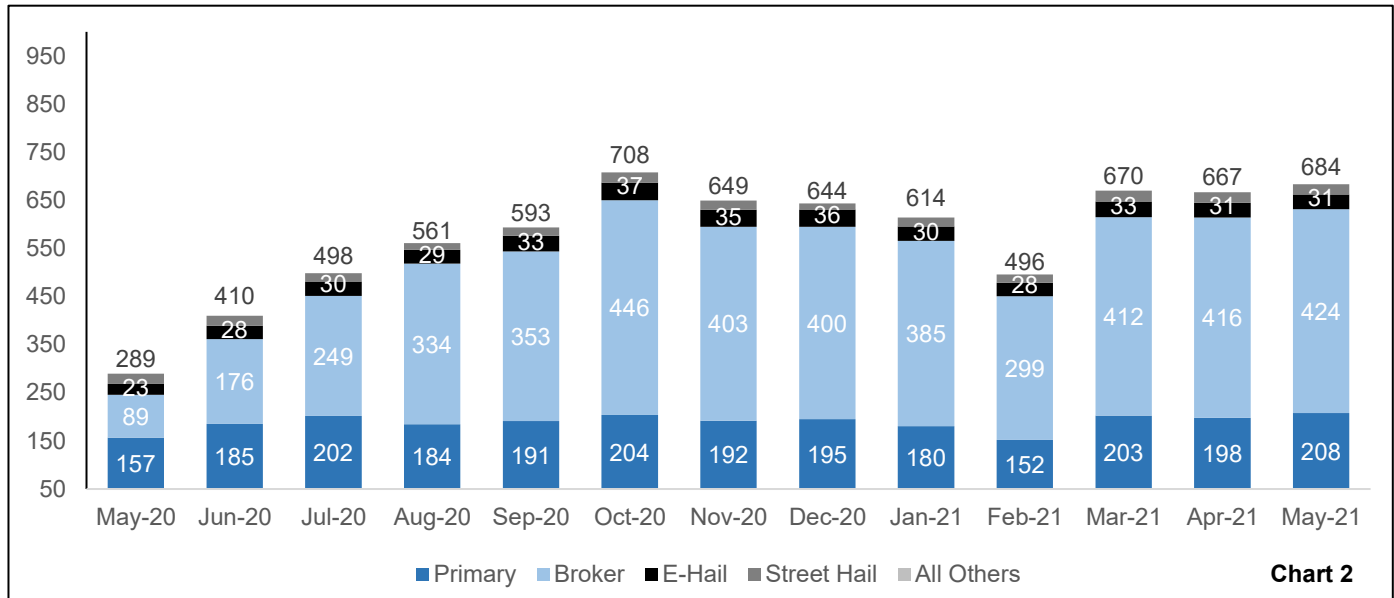
Access-A-Ride Call Center performance is measured as the percent of calls that are answered and the average speed with which those calls are answered. The call center handles reservation and day-of service status calls from customers.

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

## Total Trips



## Total Ridership



### Total Trips Discussion

- Total Trips in May 2021 increased by 10K (or 2.1%) when compared to April 2021, and increased by 281K (or 126.4%) when compared to May 2020.

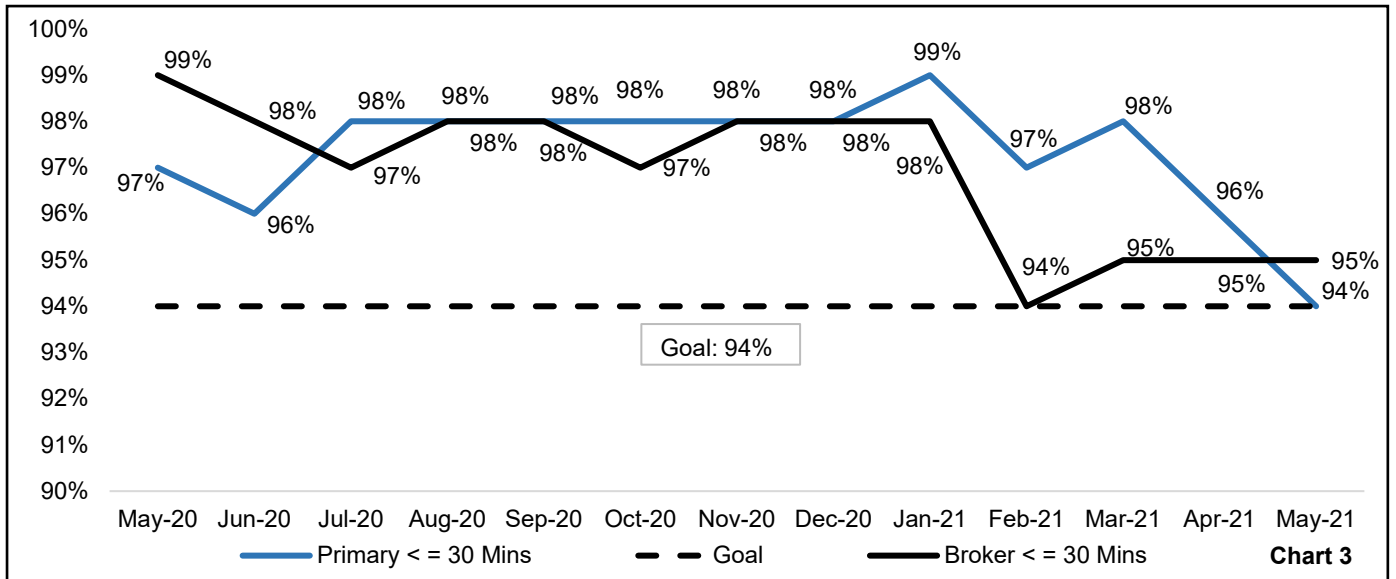
### Total Ridership Discussion

- Total Ridership in May 2021 increased by 17K (or 2.5%) when compared to April 2021, and increased by 394K (or 136.2%) when compared to May 2020.

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

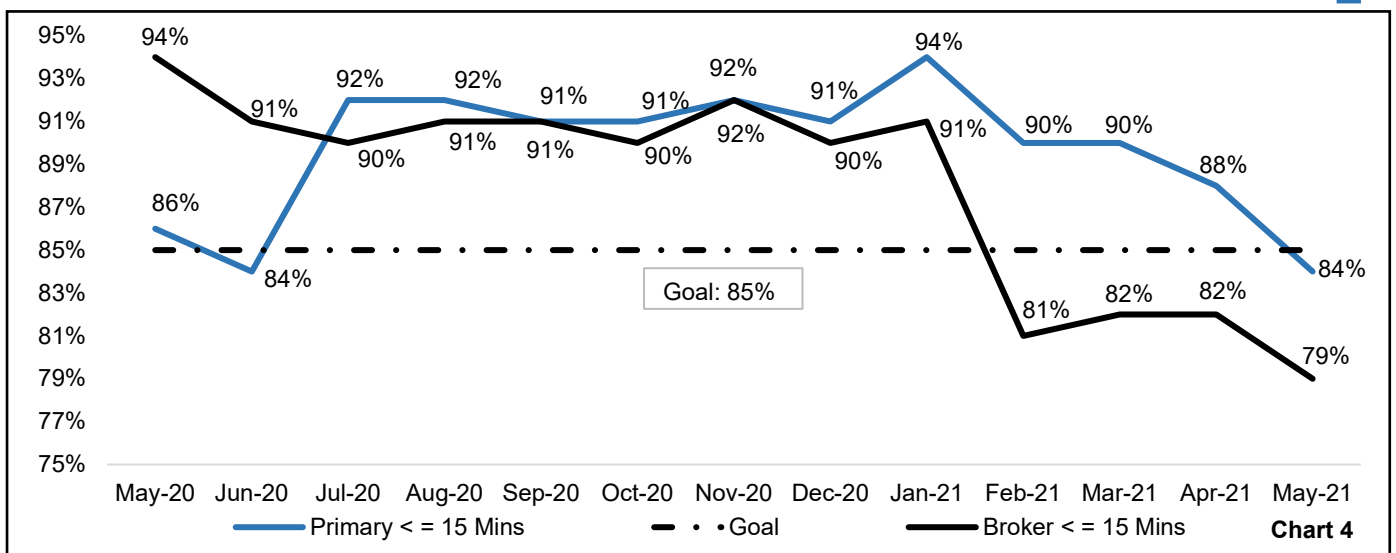
## OTP <= 30 Minutes Primary and Broker

Desired trend 



## OTP <= 15 Minutes Primary and Broker

Desired trend 



### <= 30 Minutes Pick Up On-Time Performance Discussion

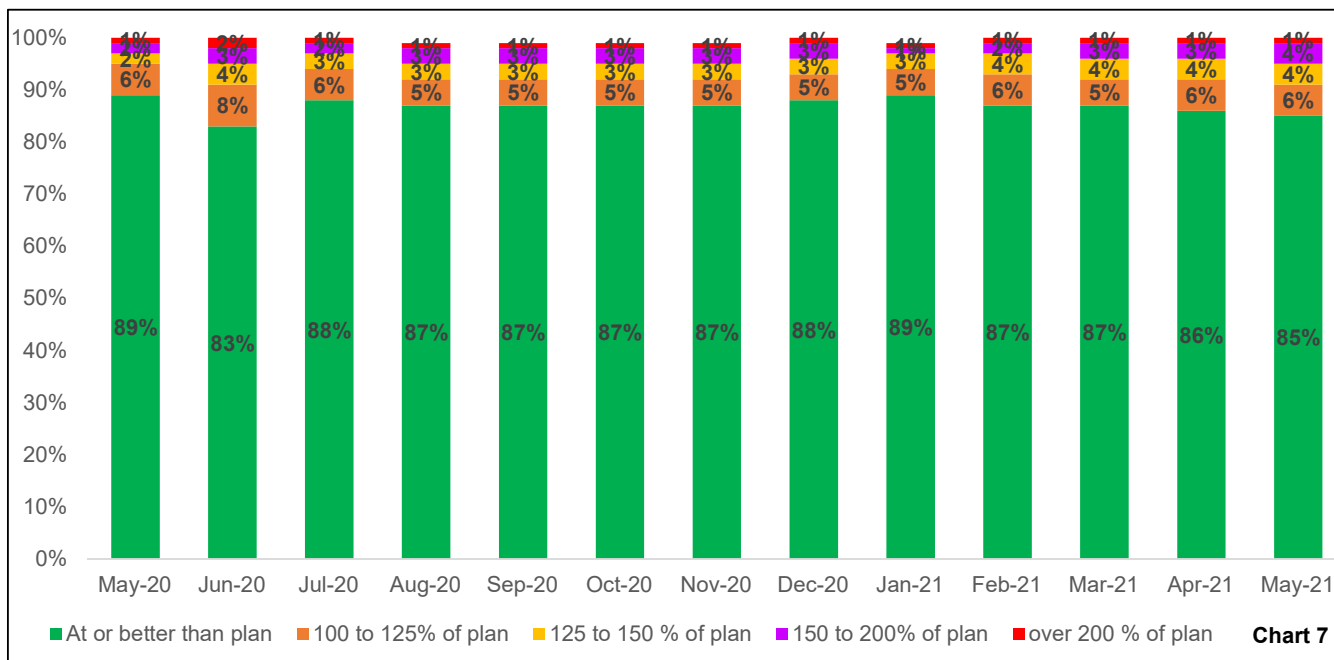
- May 2021 Primary 30 minute P/U, OTP result of 94% declined by 2 percentage points when compared to April 2021, and declined by 3 percentage points when compared to May 2020.
- May 2021 Broker 30 minute P/U, OTP result of 95% remained flat when compared to April 2021, and declined by 4 percentage points when compared to May 2020.

### <= 15 Minutes Pick Up On-Time Performance Discussion

- May 2021 Primary 15 minute P/U, OTP result of 84% declined by 4 percentage points when compared to April 2021, and declined by 2 percentage points when compared to May 2020.
- May 2021 Broker 15 minute P/U, OTP result of 79% declined by 3 percentage points when compared to April 2021, and declined by 15 percentage points when compared to May 2020.

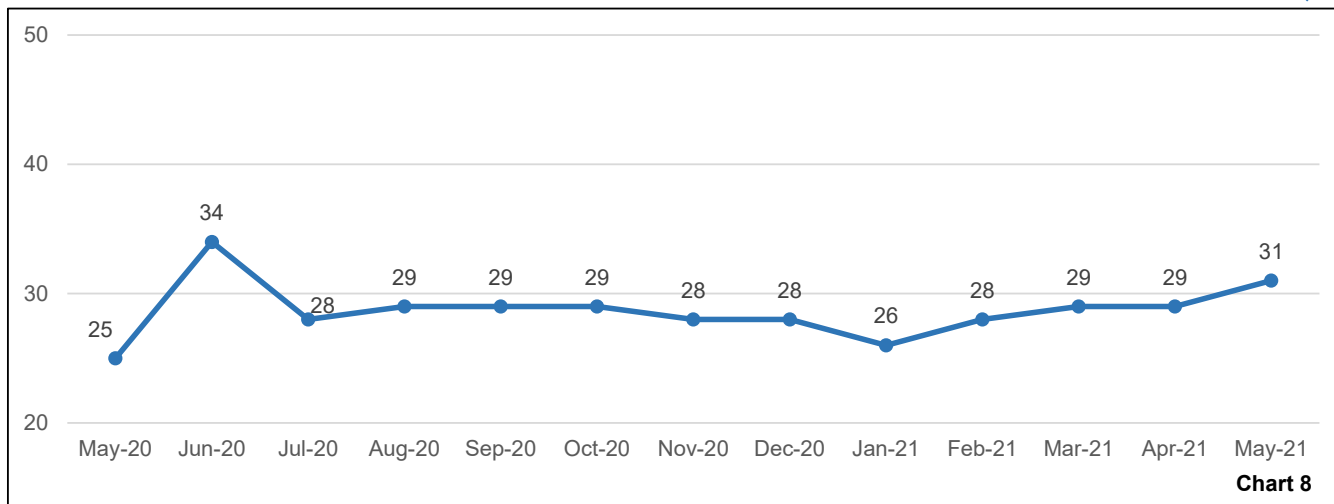


## Ride Time Variance Performance: Actual Trip Duration vs. Planned Trip Duration



## Average Actual Trip Duration in Minutes

Desired trend



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

- 85% of trips in May 2021 performed within the scheduled time or better which declined by 1 percentage point when compared to April 2021, and declined by 4 percentage points when compared to May 2020.

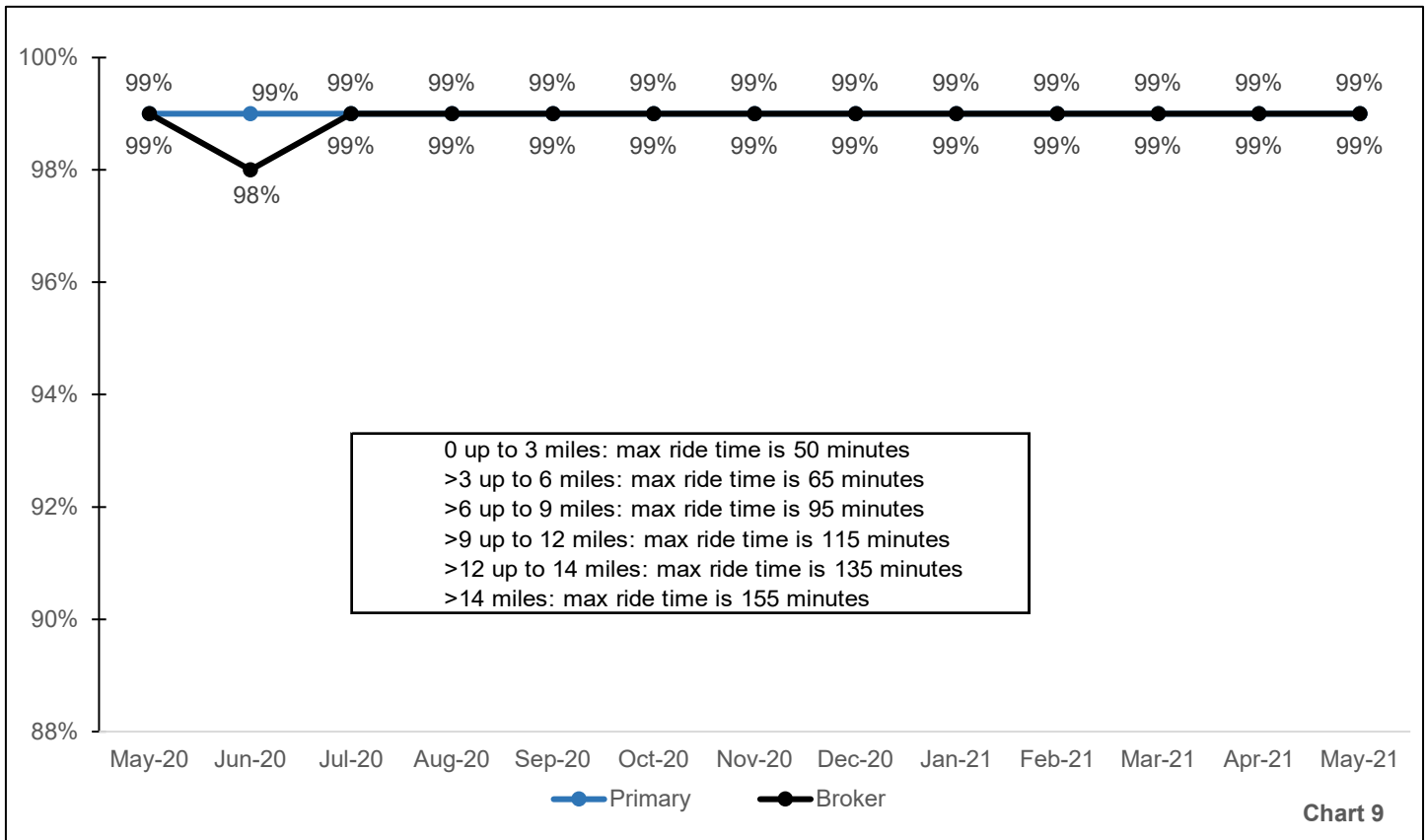
### Average Actual Trip Duration in Minutes Discussion

- Actual Trip Duration in May 2021 increased by 2 minutes (or 6.9%) when compared to April 2021, and increased by 6 minutes (or 24%) when compared to May 2020.

Note: Percentages may not be exact due to rounding.

## Max Ride Time Performance

Desired trend

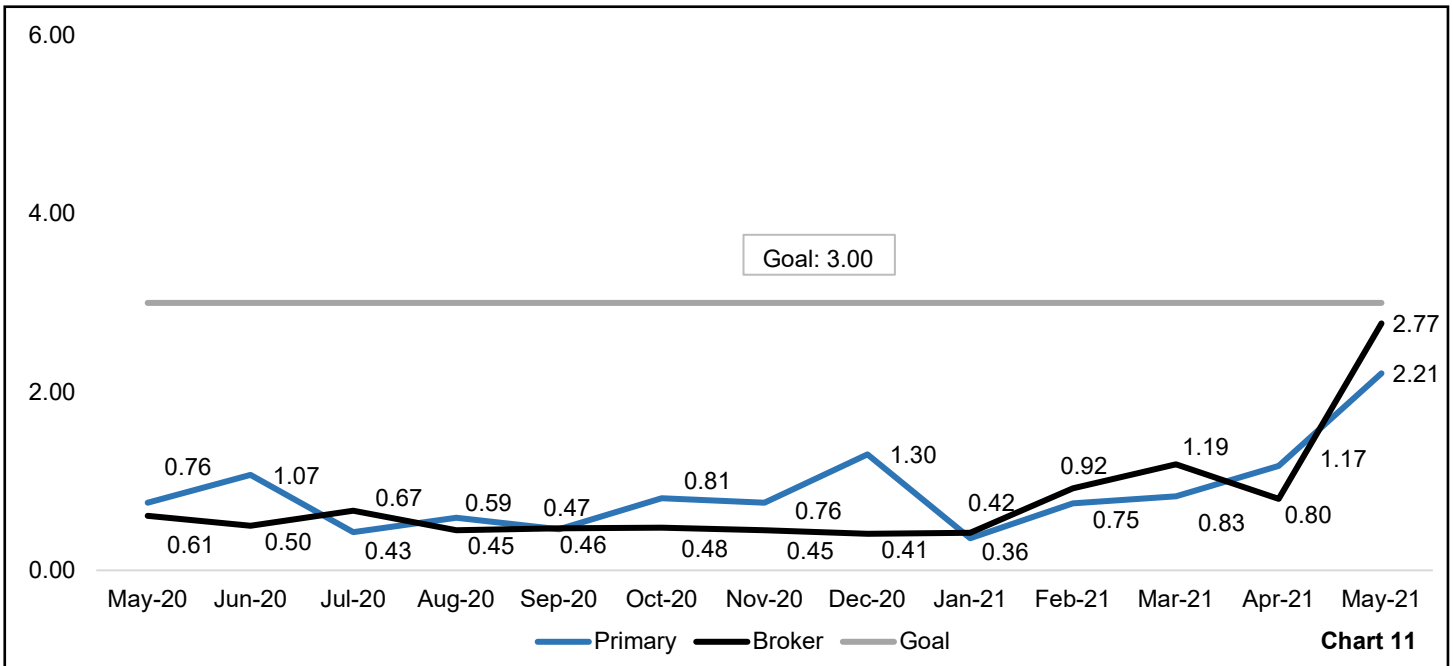


### Max Ride Time Performance Discussion

- In the month of May 2021, 99% of Primary trips were completed within the Max Ride Time parameters. Performance remained flat when compared to April 2021 and May 2020.
- In the month of May 2021, 99% of Broker trips were completed within the Max Ride Time parameters. Performance remained flat when compared to April 2021 and May 2020.

## Provider No Shows Per 1,000 Scheduled Trips

Desired trend

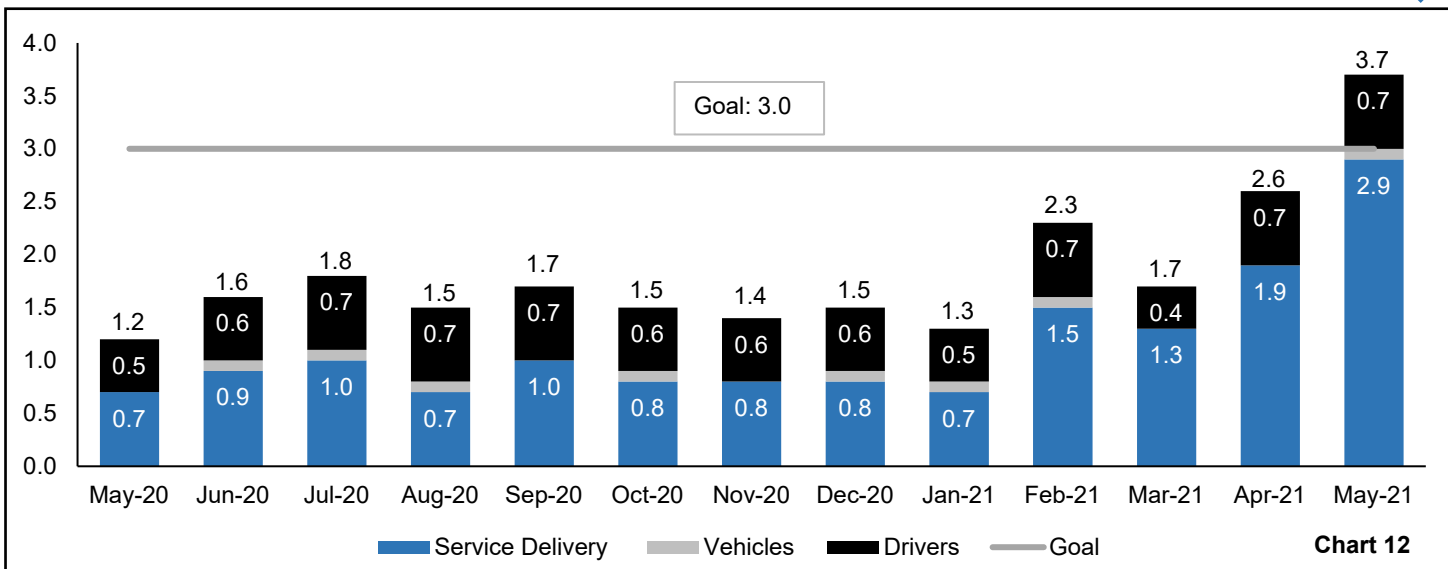


### Provider No Shows Per 1000 Scheduled Trips Discussion

- Primary No-Shows increased by 1.04 per 1,000 trips (or 88.9%) in May 2021 when compared to April 2021, and increased by 1.45 per 1,000 trips (or 190.8%) when compared to the same month last year.
- Broker No-Shows increased by 1.97 per 1,000 trips (or 246.3%) in May 2021 when compared to April 2021, and increased by 2.16 per 1,000 trips (or 354.1%) when compared to the same month last year.

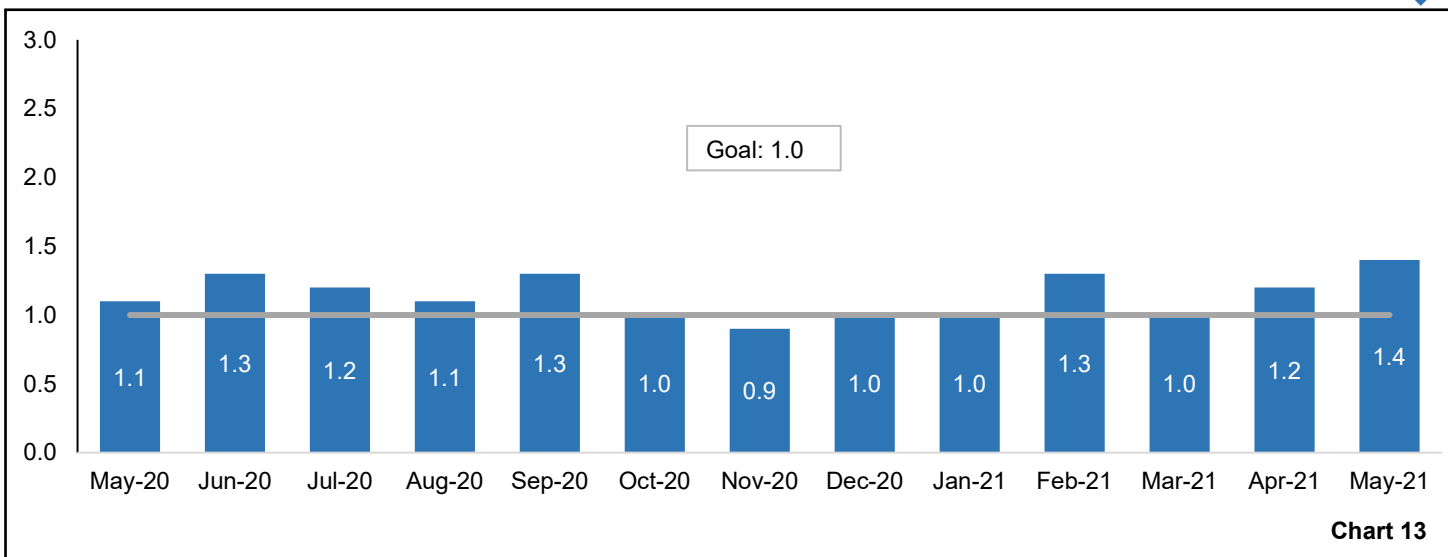
### Passenger Complaints Related to Transportation Service Quality Per 1,000 Completed Trips

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 2021 increased by 1.1 per 1,000 trips (or 42.3%) when compared to April 2021, and increased by 2.5 per 1,000 trips (or 208.3%) when compared to May 2020.

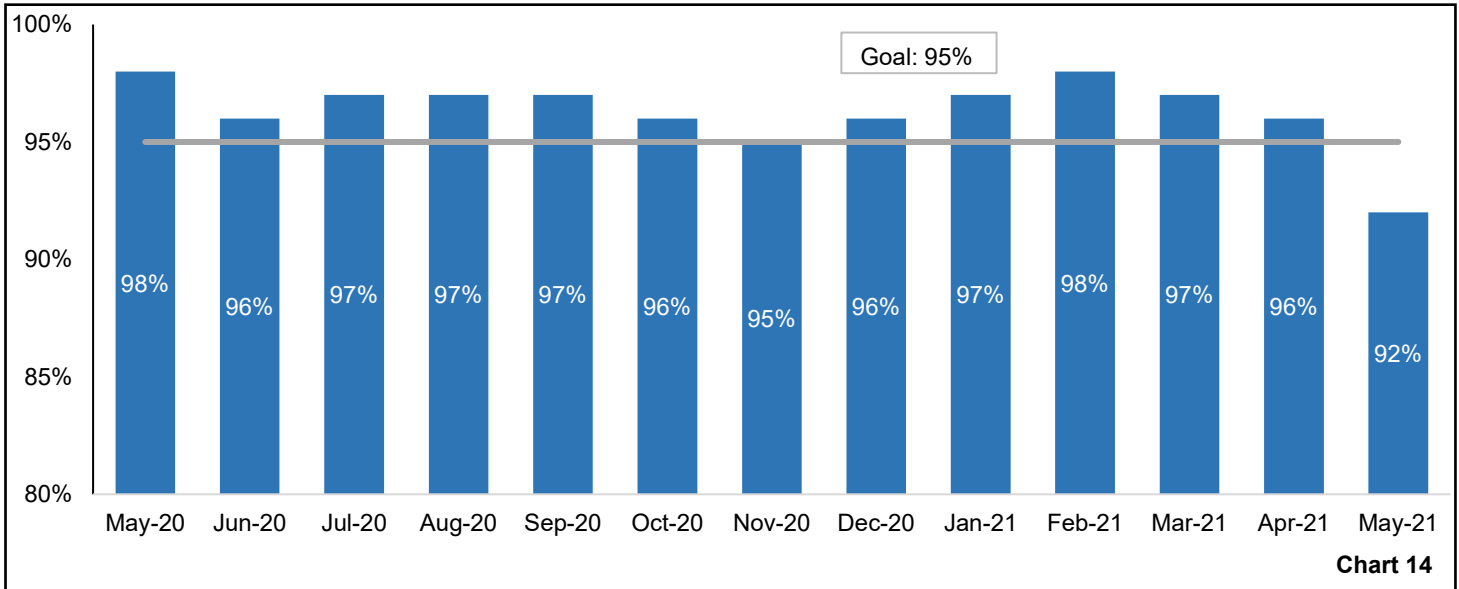
#### Passenger Complaints Related to Non-Transportation Service Quality Per 1,000 Completed Trips Discussion:

- Passenger Complaints related to Non-Transportation Service in May 2021 increased by 0.2 per 1,000 trips (or 16.7%) when compared to April 2021, and increased by 0.3 per 1,000 trips (or 27.3%) when compared to May 2020.

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

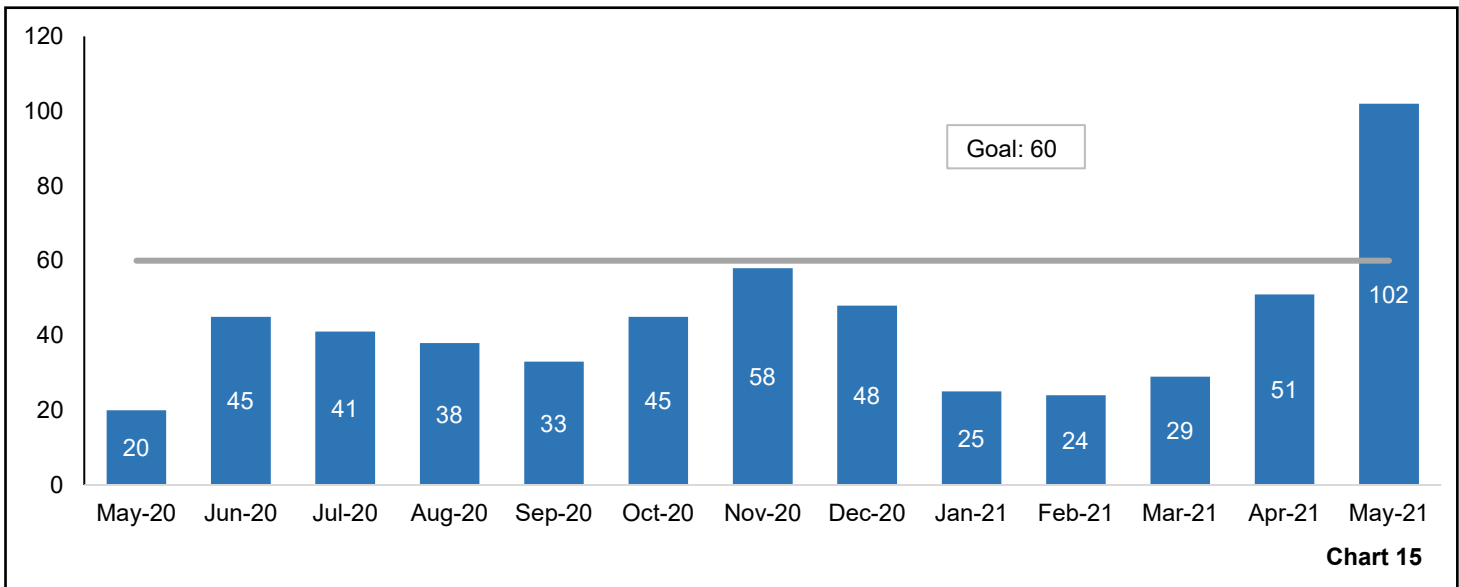
## Percent of Calls Answered

Desired trend 



## Average Call Answer Speed in Seconds

Desired trend 



### Percent of Calls Answered Discussion

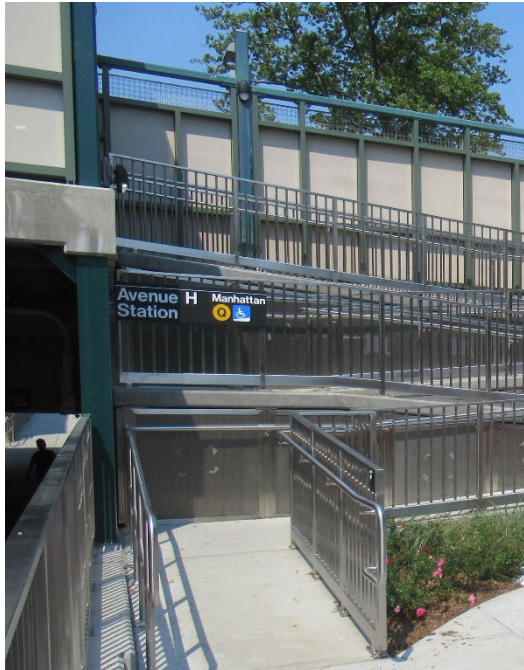
- The Percent of Calls Answered in May 2021 declined by 4 percentage points when compared to April 2021, and declined by 6 percentage points when compared to May 2020.

### Average Call Answer Speed in Seconds Discussion

- The Average Call Answer Speed in May 2021 increased by 51 seconds (or 100%) when compared to April 2021, and increased by 82 seconds (or 410%) when compared to May 2020.

# July 2021 Accessibility Update

Rachel Cohen Director, Systemwide Accessibility



This month, MTA C&D completed work to make the Avenue H station on the Q line in south Brooklyn fully accessible. The MTA completed construction of a ramp providing direct access to the Manhattan-bound platform through a new fare control area East 16<sup>th</sup> St and Avenue H. This is the first ADA station project in our 2020-2024 Capital Plan to reach completion.

## July 2021 Accessibility Update

The Systemwide Accessibility team is happy to celebrate Disability Pride Month and the 31<sup>st</sup> anniversary of the signing of the ADA on July 26. On July 8, we held a virtual panel discussing universal design, inclusive design, accessible design, and the ADA. The MTA's Chief Accessibility Officer Quemuel Arroyo and Chief Customer Officer Sarah Meyer spoke with non-profit and private industry experts on some of the many ways in which we consider all customers in our messaging and infrastructure.

We plan to hold additional virtual and in-person events throughout July to continue celebrating Disability Pride Month and all the work to improve accessibility across subways, buses, paratransit, and the commuter railroads. Watch this space in August for a recap of our other Disability Pride Month events.

On June 29, MTA C&D completed work to make the Avenue H station on the Q line in south Brooklyn fully accessible. This is the first ADA station project in our 2020-2024 Capital Plan to reach completion. The MTA completed construction of a ramp providing direct access to the Manhattan-bound platform through a new fare control area at East 16<sup>th</sup> St and Avenue H. Work at this station included a new ADA-accessible ramp and fare control area, connection to the existing southbound ramp, new cameras and CCTVs, additions to the PA system, and improvement work to the surrounding street and sidewalk. We look forward to additional accessible stations across the system, including upcoming openings on Long Island Railroad.

Lastly, we remind customers that we continue working on a series of elevator replacement projects to keep our existing ADA elevator fleet in a state of good repair. Elevator replacement and modernization projects are underway at Herald Square B/D/F/M and N/Q/R/W, Jamaica Center-Parsons Archer E/J/Z, Penn Station 2/3 and Flatbush Ave – Brooklyn College 2/5. Visit our website [for detailed information on all current and upcoming elevator modernization and replacement projects](#).

Rachel Cohen  
Director, Systemwide Accessibility



## Strategy and Customer Experience

Sarah Meyer, Chief Customer Officer



Sarah Meyer joined Craig Cipriano (President, MTA Bus Company / Senior Vice President, NYCT Department of Buses), and a zero-emissions articulated electric bus full of MTA workers in the Hometown Heroes tickertape parade on July 7, in honor of essential workers who weathered the COVID-19 pandemic. The Strategy and Customer Experience team were proud to contribute to the planning and coordination of this celebration of MTA's employees, who are real heroes moving heroes, and all of New York's essential workers for all the work they did to get the city to the other side of the pandemic.



## July 2021 Highlights: Strategy and Customer Experience

We were pleased to join the City on July 2 in announcing the expansion of the NYC311 service into the subway. New Yorkers can now use 311 to request outreach assistance for individuals believed to be experiencing homelessness or a mental health crisis within subway stations, or to identify non-aggressive panhandling. An MTA goal for more than two years, this upgrade is the result of close collaboration this spring between Strategy and Customer Experience, MTA Homeless Outreach Services, NYC's Departments of Homeless Services (DHS) and Information Technology & Telecommunications (DoITT), and the Office of the Mayor.

Prior to the upgrade, the 311 system did not recognize subway stations as a part of the City's geography. Consequently, all calls to 311 about an individual in the subway system were transferred to 911 for NYPD response, including non-emergencies. Not every incident requires police response, so with this change, we can more easily connect vulnerable New Yorkers experiencing homelessness or mental health crises with the appropriate support and services they need. New Yorkers should continue to dial 911, use a Help Point, or speak to a Station Agent or other member of staff if they see dangerous or illegal activity, or individuals at risk of harming themselves or others, in the subway system.

The NYC311 app is available for download in the [iOS App Store](#) and [Google Play store](#). Riders can also submit requests by visiting <https://portal.311.nyc.gov/>, by calling 311, or by texting 311-NYC (692). We are grateful to the Mayor's Office, DHS, and DoITT for their commitment and effort toward this important initiative.

MTA's Mask Force, led by Strategy and Customer Experience, was out again on June 17, our 12th month of the program, with over 120 participants taking part. While requirements have loosened, masks are still required on MTA trains and buses, and while indoors or underground. Mask usage remains critical while work continues to vaccinate more New Yorkers, yet [has been slipping](#) in recent weeks. Our Mask Force will be out again on Tuesday, July 20, one year to the day after we launched the program last summer, to remind customers of the importance of mask usage and provide free masks to those who need them. [Please join us](#).

Our customer call center performance improved in June versus May, with calls answered increasing to 89.9% and average time to answer decreasing to 239 seconds. As Help Point activations increase in line with ridership growth, average time to answer has followed, increasing to 13.8 seconds.

Customer complaints about subway service increased slightly in June to 3.97 per 100,000 journeys, but with the 12-month rolling average continuing to decrease from its peak in February. Bus complaints increased to 11.70 per 100,000 journeys, primarily due to complaints about late buses. Access-A-Ride complaints increased again in June to 923.8 per 100,000 journeys. This continues to be due to TNC and TLC vehicle shortages combined with our COVID non-shared ride policies. Shared rides resumed on July 6 and our Paratransit colleagues expect this will improve availability and timeliness.

**Sarah Meyer**  
Chief Customer Officer

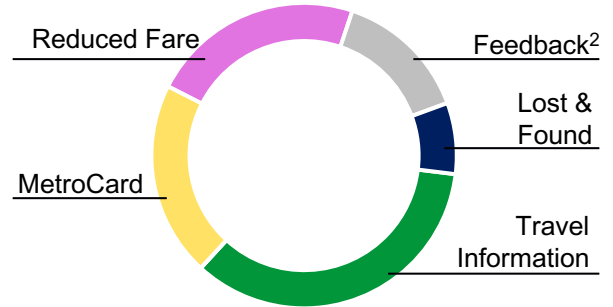
# Customer engagement

2Q 2020 figures throughout this section reflect the very unusual travel patterns and customer service needs during those months, impacting year-on-year variances.

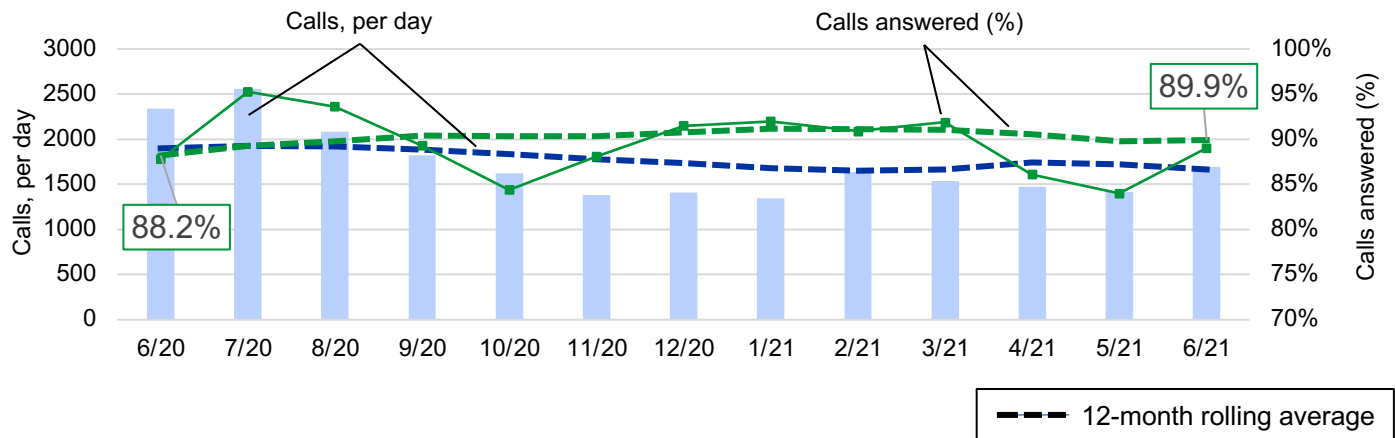
## Telephone

	Jun 2021	Jun 2020	Variance
Telephone calls	50,726	70,172	▼27.7%
Calls answered	89.0%	87.8%	▲1.3%
Average time to answer <sup>1</sup> (seconds)	239	159	▲50.5%

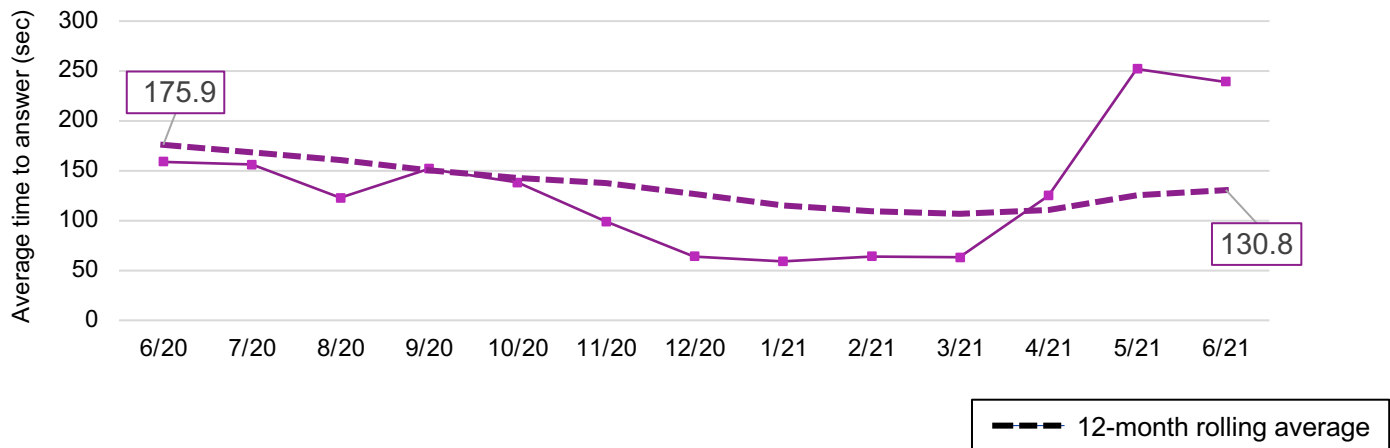
1. Excludes automated self-service calls
2. Feedback is customers calling with comments or concerns



## Telephone: calls received and answered



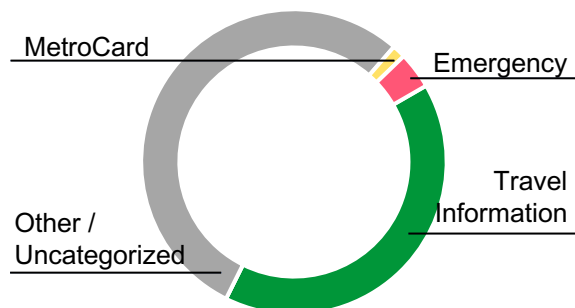
## Telephone: average time to answer



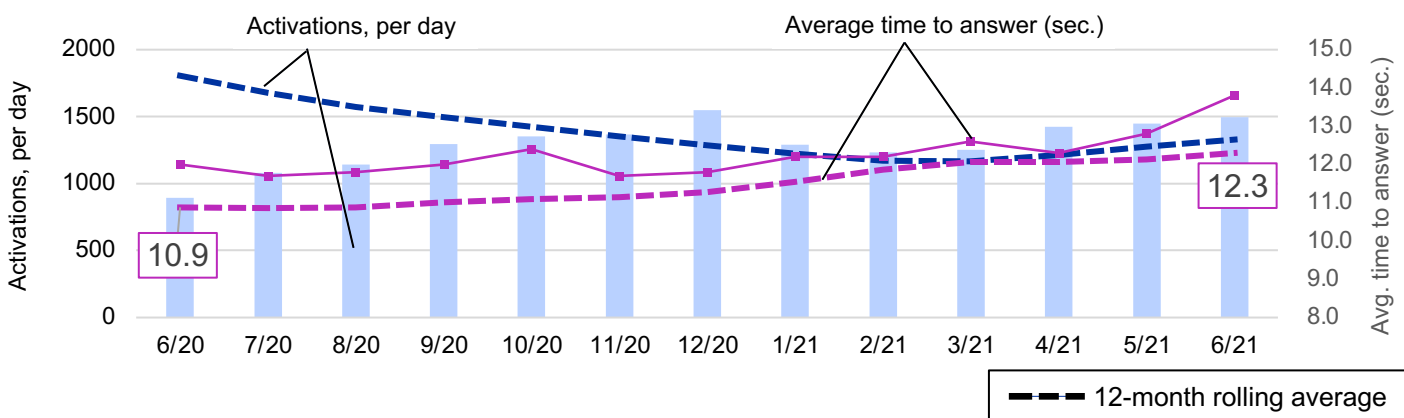
# Customer engagement

## Help Point

	Jun 2021	Jun 2020	Variance
Help Point activations	44,816	26,760	▲ 67.5%
Average time to answer (seconds)	13.8	12.0	▲ 15.3%



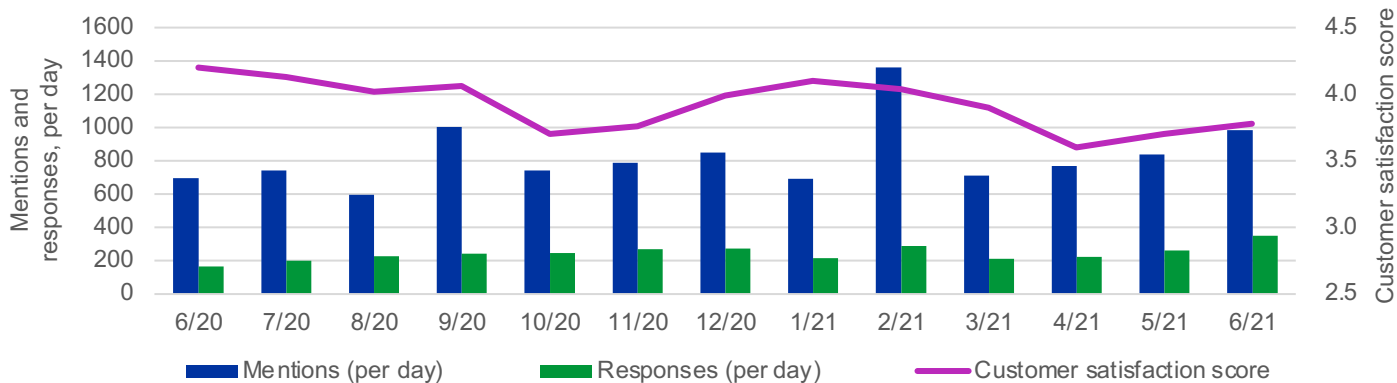
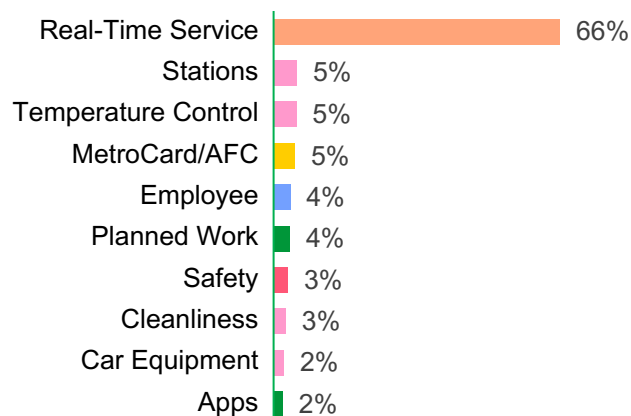
## Help Point: activations and average time to answer



## Social media

	Jun 2021	Jun 2020	Variance
Social media mentions <sup>1</sup>	29,503	20,873	▲ 41.3%
Responses sent	10,526	4,961	▲ 112.2%
Customer satisfaction score <sup>2</sup>	3.78	4.20	▼ 10.0%

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

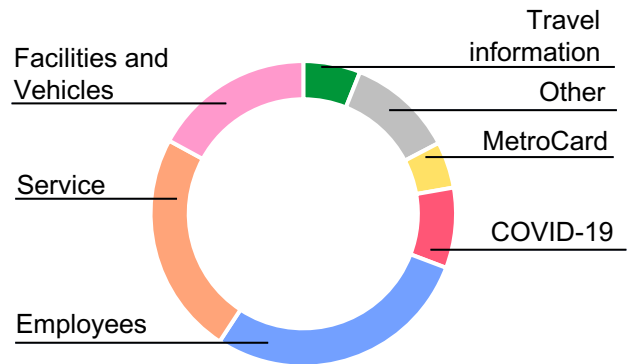


# Customer engagement

## Web, mobile app, and written feedback

	Jun 2021	Jun 2020	Variance
Received	5,183	2,876	▲ 80.2%
Responses sent <sup>1</sup>	7,699	4,524	▲ 70.2%

1. Includes automated and manual responses



## Keeping customers informed

### Alerts and service notices

	Jun 2021
Web	6,014
Twitter	4,246
Kiosks / Digital Displays <sup>1</sup>	2,904
Email and text alerts	
• Service	4,139
• Elevator and escalator status	8,566
Service Notice posters developed	500

1. Excludes countdown clocks

### Social media followers

		Jun 2021	Jun 2020	Variance
Twitter	@NYCTSubway	996.0k	1,017.0k	▼ 2.1%
	@NYCTBus	31.1k	29.5k	▲ 5.4%
	@MTA	1,311.7k	1,328.1k	▼ 1.2%
Facebook	MTA	154.7k	--	--
Instagram	@mtanyctransit	42.8k	31.3k	▲ 36.7%

# Customer feedback

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

## Complaints per 100,000 journeys

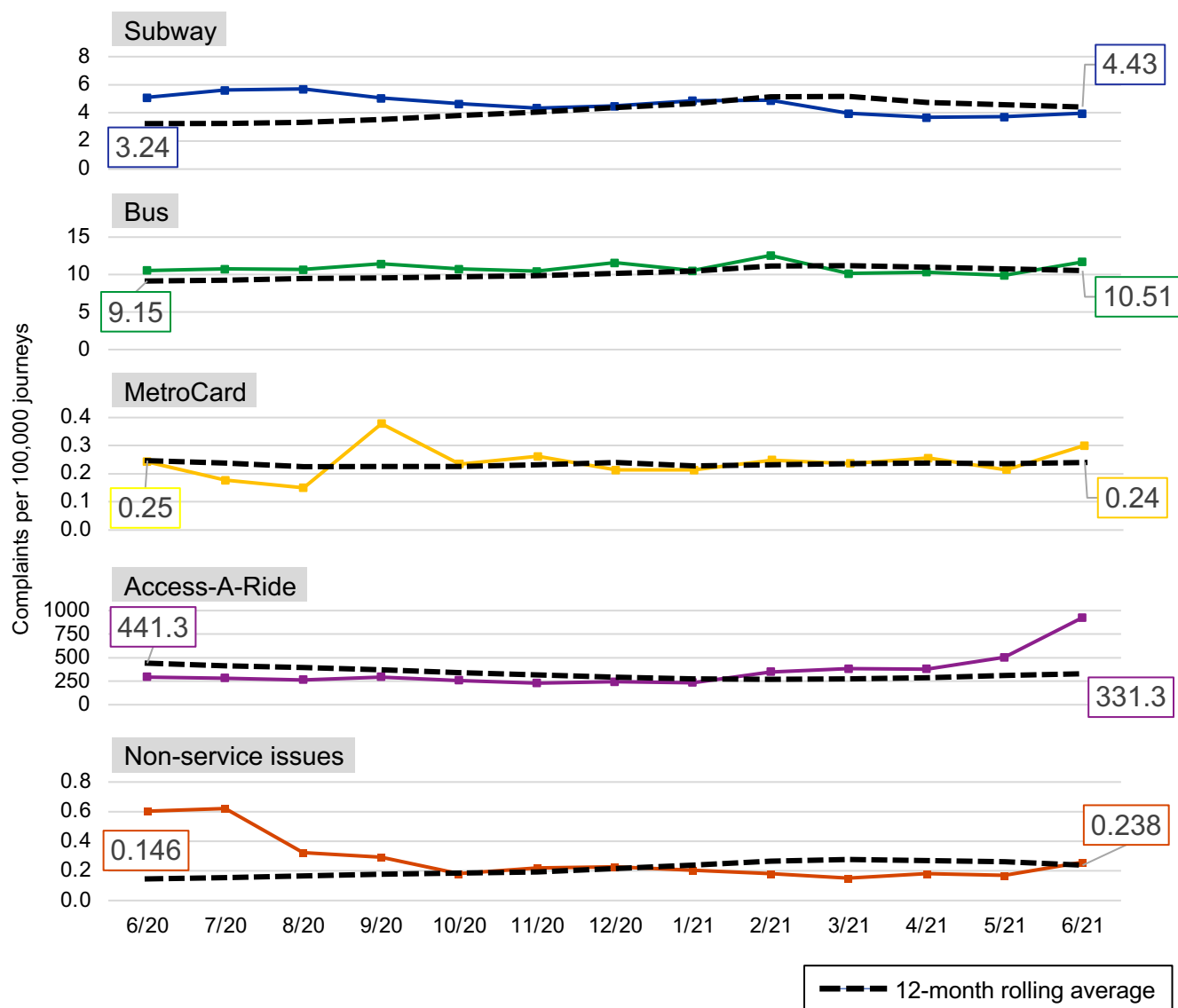
	Jun 2021	Jun 2020	Variance
Subway	3.97	5.10	▼22.3%
Bus	11.70	10.57	▲10.7%
MetroCard	0.30	0.24	▲23.9%
Access-A-Ride	923.8	294.8	▲213.3%
Non-service issues <sup>1</sup>	0.257	0.603	▼57.3%

## Commendations per 100,000 journeys

	Jun 2021	Jun 2020	Variance
Subway	0.098	0.196	▼50.3%
Bus	0.72	0.37	▲97.3%
Access-A-Ride	74.3	86.6	▼14.2%
Non-service issues incl. MetroCard	0.024	0.022	▲10.9%

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

## Complaints per 100,000 journeys: trends

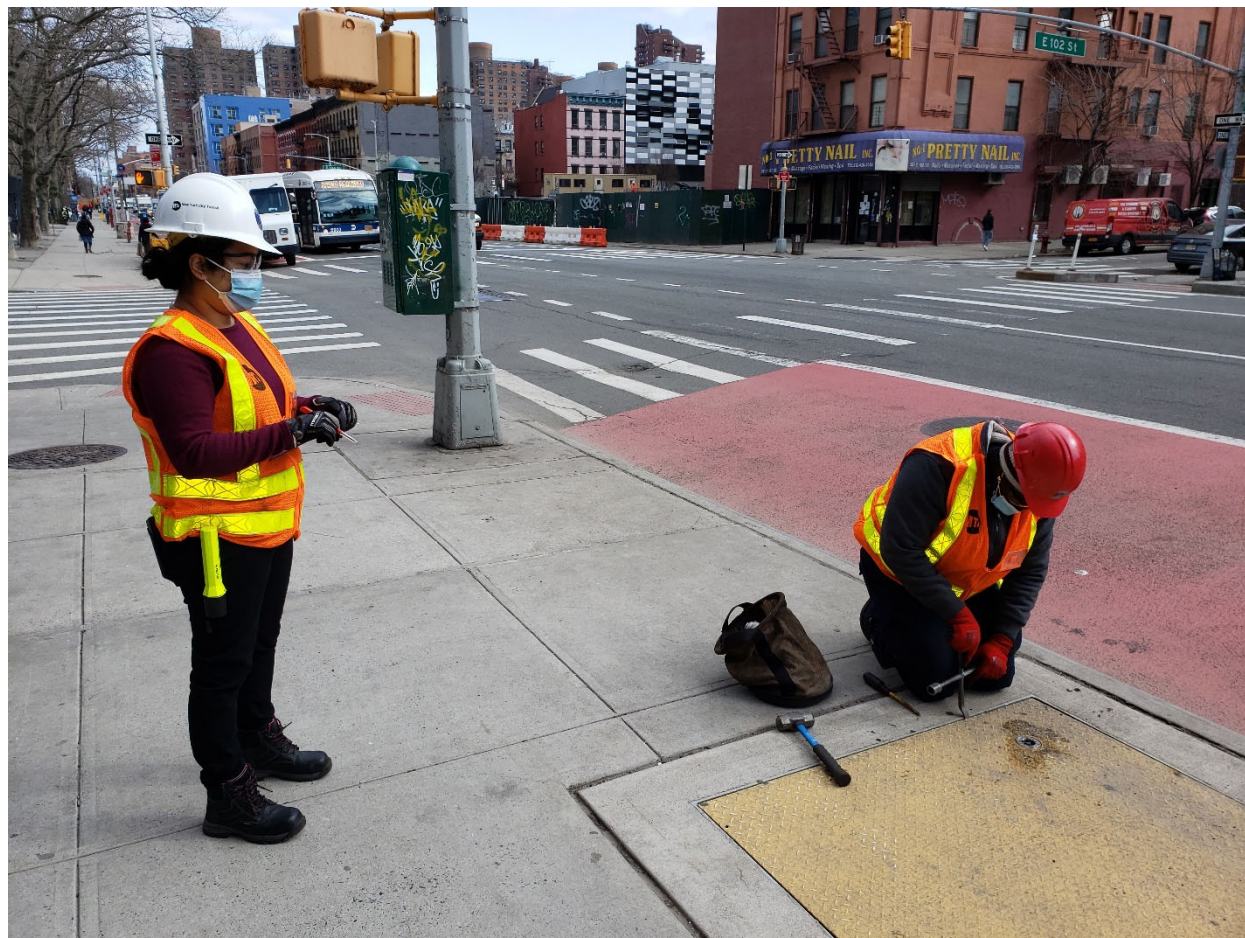




## Safety

**Robert Diehl**

Senior Vice President, Safety & Security



System Safety Specialist Neena Joseph performs a joint field inspection of Emergency Exit #503 at Second Avenue with FDNY for familiarization as well as to confirm the exit is unobstructed in case it needs to be used during an emergency.

## June 2021 Highlights: Safety

Subway Customer Accident Rates increased by 74.3% when comparing the most recent 12-month period to the previous one. It is worth noting that while the total number of accidents is down 34.7%, there is a rate increase per million customers due to low ridership (down 62.5%) in the latest 12-month period.

Bus Collisions declined by 4.0% and Collision Injuries declined by 13.8% while Customer Accidents increased when comparing the most-recent 12-month period to the previous one.

Employee Lost Time Accidents have shown a decrease when comparing the most recent 12-month period to the previous one due to the large number of March-April 2020 COVID-19 cases appearing in the previous period. This affected other statistics in a similar fashion as well.

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

### **Robert Diehl**

Senior Vice President, Safety and Security

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

# Monthly Operations Report

Statistical results for the 12-Month period are shown below

<b>Safety Report</b>			
<b>Performance Indicators</b>	<b>12-Month Average</b>		
	Jul 18 - Jun 19	Jul 19 - Jun 20	Jul 20 - Jun 21
<b>Subways</b>			
Subway Customer Accidents per Million Customers <sup>1</sup>	2.96	3.03	5.28
Subway Collisions <sup>2</sup>			
<b>Total</b>	0	3	2
Mainline	0	0	0
Yard	0	3	2
Subway Derailments <sup>2</sup>			
<b>Total</b>	5	6	13
Mainline	0	3	3
Yard	5	3	10
Subway Fires <sup>2</sup>	730	822	1,007
<b>Buses</b>			
Bus Collisions Per Million Miles                      Regional	54.78	47.07	45.17
Bus Collision Injuries Per Million Miles                      Regional	5.97	5.57	4.80
Bus Customer Accidents Per Million Customers <sup>1</sup> Regional*	1.44	1.52	1.91
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees <sup>1</sup>	4.01	5.19	4.76

<sup>1</sup> 12-month Average data from June through May.

<sup>2</sup> 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.

<b>Leading Indicators</b>				
<b>Subways</b>	June	YTD	Goal	YTD as % of Goal
<b>Roadway Worker Protection</b>				
Joint Track Safety Audits -- Actual Count	33	188	340	55.3%
Joint Track Safety Audits -- Compliance Rate	99.4%	99.7%	100.0%	99.7%
<b>Mainline Collision/Derailment Prevention</b>				
Continuous Welded Rail Initiative (# of Track Feet)	3,055	13,975	9,999	139.8%
Friction Pad Installation	2,425	11,795	22,000	53.6%
<b>Buses</b>	June	YTD	Goal	YTD as % of Goal
<b>Collision Prevention</b>				
Audible Pedestrian Turn Warning System	28	115	780	14.7%
Vision Zero Employee Training	446	2,719	5,800	46.9%



# 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. The training, which will be delivered over two years, is in the midst of a new cycle that began in April 2019 and will run through March 2021.

# Subway Fires

June 2021

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:	91.3%	Train:	15
Average:	8.7%	Right-of-way:	58
Above Average:	0.0%	Station:	18
High:	0.0%	Other:	1
		Total:	92

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

Train:		Right-of-Way:		Station:	
Brake Shoes:	3	Debris:	31	Debris:	15
Debris:	3	Tie:	16	Advertisement:	1
AC Comp Motor:	2	Insulator:	4	Electrical:	1
				Electrical	
Hot Wheels:	2	Cable:	1	Device:	1
		Cable, Power/3rd			
Blower Motor:	1	Rail:	1		



## July 2021 Crime Report

The purpose of this report is to provide Committee Members with statistical information regarding the number of major felonies including: homicide, robbery, assault, rape in addition to hate crime incidents occurring in the NYCT Subway system. The report is submitted by NYPD's Transit Bureau on a monthly basis for the month ending prior to the reporting period. The report also includes statistics on employee assaults and harassment as well as vandalism, compiled by the NYCT Department of Safety and Security.

## Weekly number of incidents of assault and harassment against transit workers

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

*Updated July 8, 2021*

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

These figures are updated weekly with the prior week's figures. Each week's update is based on verified incidents as of the report date so data for prior weeks may change as additional incidents are verified.

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

<b>Week beginning</b>	<b>Assault: Subways</b>	<b>Assault: Buses</b>	<b>Harassment: Subways</b>	<b>Harassment: Buses</b>	<b>Total</b>
6/28/2021	2	0	12	44	58
6/21/2021	1	3	9	30	43
6/14/2021	0	1	5	36	42
6/7/2021	1	1	8	44	54
5/31/2021	0	3	7	40	50
5/24/2021	1	4	7	43	55
5/17/2021	3	0	10	28	41
5/10/2021	3	3	13	37	56
5/3/2021	1	1	9	27	38
4/26/2021	0	0	6	40	46
4/19/2021	1	3	12	28	44
4/12/2021	0	1	13	23	37
4/5/2021	0	2	14	37	53
3/29/2021	0	0	9	27	36
3/22/2021	0	1	12	31	44
3/15/2021	1	0	12	36	49
3/8/2021	0	0	18	37	55
3/1/2021	0	0	10	32	42
2/22/2021	1	0	9	32	42
2/15/2021	1	1	10	24	36
2/8/2021	0	1	7	38	46
2/1/2021	1	1	6	22	30
1/25/2021	0	2	17	23	42
1/18/2021	0	2	18	30	50
1/11/2021	1	2	11	26	40
1/4/2021	1	1	9	28	39

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

Source (including earlier information): <https://new.mta.info/safety-and-security/nyct-employee-assault-data>

### Weekly number of incidents of vandalism in the transit system

Below are updated data and statistics on different aspects of our transit system. This page provides recent New York City Transit data on vandalism of select elements of the transit system.

*Updated July 8, 2021*

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

These figures are updated weekly with the prior week's figures. Each week's update is based on verified incidents as of the report date so data for prior weeks may change as additional incidents are verified.

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

Week beginning	Graffiti: Subways	Graffiti: Buses	Liquid Crystal Display (LCD) Screen	Metrocard Vending Machine (MVM)	OMNY Reader	Train Glass	Bus Glass	Total
6/28/2021	13	0	0	0	0	11	0	24
6/21/2021	3	0	2	6	0	17	1	29
6/14/2021	27	0	8	0	0	2	4	41
6/7/2021	16	0	2	0	2	4	1	25
5/31/2021	6	0	2	1	2	3	3	17
5/24/2021	11	0	4	1	1	9	5	31
5/17/2021	22	0	1	5	6	6	0	40
5/10/2021	11	0	3	3	1	3	0	21
5/3/2021	18	0	4	0	1	6	3	32
4/26/2021	11	0	7	1	0	9	1	29
4/19/2021	6	0	8	1	0	5	0	20
4/12/2021	14	0	3	0	0	2	0	19
4/5/2021	18	0	7	0	1	5	3	34
3/29/2021	8	0	4	0	0	6	1	19
3/22/2021	15	0	1	0	0	5	6	27
3/15/2021	22	0	2	0	0	10	0	34
3/8/2021	14	0	3	7	0	8	1	33
3/1/2021	14	0	6	0	1	2	1	24
2/22/2021	23	0	4	0	0	5	2	34
2/15/2021	27	0	4	0	0	3	1	35
2/8/2021	7	0	3	3	0	3	4	20
2/1/2021	31	0	3	1	0	4	2	41
1/25/2021	33	0	0	0	1	3	0	37
1/18/2021	9	0	11	1	1	1	1	24
1/11/2021	26	0	14	4	1	2	0	47
1/4/2021	11	0	6	0	0	5	1	23

Source (including earlier information): <https://new.mta.info/safety-and-security/nyct-vandalism-data>



**CRIME STATISTICS JUNE**

	2021	2020	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	2	-2	-100.0%
ROBBERY	33	47	-14	-29.8%
GL	47	37	10	27.0%
FELASSAULT	31	19	12	63.2%
BURGLARY	0	3	-3	-100.0%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>111</u></b>	<b><u>108</u></b>	<b><u>3</u></b>	<b><u>2.8%</u></b>

*During June, the daily Robbery average decreased from 1.6 to 1.1*

*During June, the daily Major Felony average increased from 3.6 to 3.7*

**CRIME STATISTICS JANUARY THRU JUNE**

	2021	2020	Diff	% Change
MURDER	4	3	1	33.3%
RAPE	2	4	-2	-50.0%
ROBBERY	200	330	-130	-39.4%
GL	267	509	-242	-47.5%
FELASSAULT	254	171	83	48.5%
BURGLARY	3	16	-13	-81.3%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>730</u></b>	<b><u>1033</u></b>	<b><u>-303</u></b>	<b><u>-29.3%</u></b>

*Year to date the daily Robbery average decreased from 1.8 to 1.1*

*Year to date the daily Major Felony average decreased from 5.7 to 4*

**FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION**



**JUNE ACTIVITY**

	<b>2021</b>	<b>2020</b>	<b>Diff</b>	<b>% Change</b>
Total Arrests	491	144	347	241.0%
TOS Arrests	69	1	68	6800.0%
Total Summons	5350	297	5053	1701.3%
TOS TABs	4277	42	4235	10083.3%
TOS C-Summ	73	2	71	3550.0%

**JANUARY THRU JUNE ACTIVITY**

	<b>2021</b>	<b>2020</b>	<b>Diff</b>	<b>% Change</b>
Total Arrests	2623	2623	0	0.0%
TOS Arrests	447	405	42	10.4%
Total Summons	40276	27197	13079	48.1%
TOS TABs	33177	17464	15713	90.0%
TOS C-Summ	516	440	76	17.3%

**FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION**

**Hate Crime Task Force  
Transit Bureau  
HCTF Statistical Data  
(As of 6/30/2021)**

**Motivation:**

Motivation	2021	2020	Diff	% Change
ASIAN	28	7	21	300%
BLACK	5	2	3	150%
ETHNIC	3	0	3	***.*
GENDER	5	6	-1	-17%
HISPANIC	1	0	1	***.*
SEMITIC	8	16	-8	-50%
SEXUAL ORIENTATION	5	3	2	67%
WHITE	4	1	3	300%
<b>Grand Total</b>	<b>59</b>	<b>35</b>	<b>+24</b>	<b>69%</b>

**Crime Name:**

Crime Name	2021	2020	Diff	% Change
Aggravated Harassment 1	7	14	-7	-50%
Aggravated Harassment 2	11	6	5	83%
Assault 2	7	1	6	600%
Assault 3	19	8	+11	138%
Criminal Mischief 2	0	1	-1	-100%
Criminal Mischief 3	3	0	3	***.*
Criminal Mischief 4	5	2	3	150%
Forcible Touching	1	0	1	***.*
Grand Larceny 4	0	1	-1	-100%
Menacing 2	3	0	3	***.*
Menacing 3	1	1	0	0%
Reckless Endangerment 1	1	0	1	***.*
Robbery 3	1	1	0	0%
<b>Grand Total</b>	<b>59</b>	<b>35</b>	<b>+24</b>	<b>+69%</b>





Police Department  
City of New York

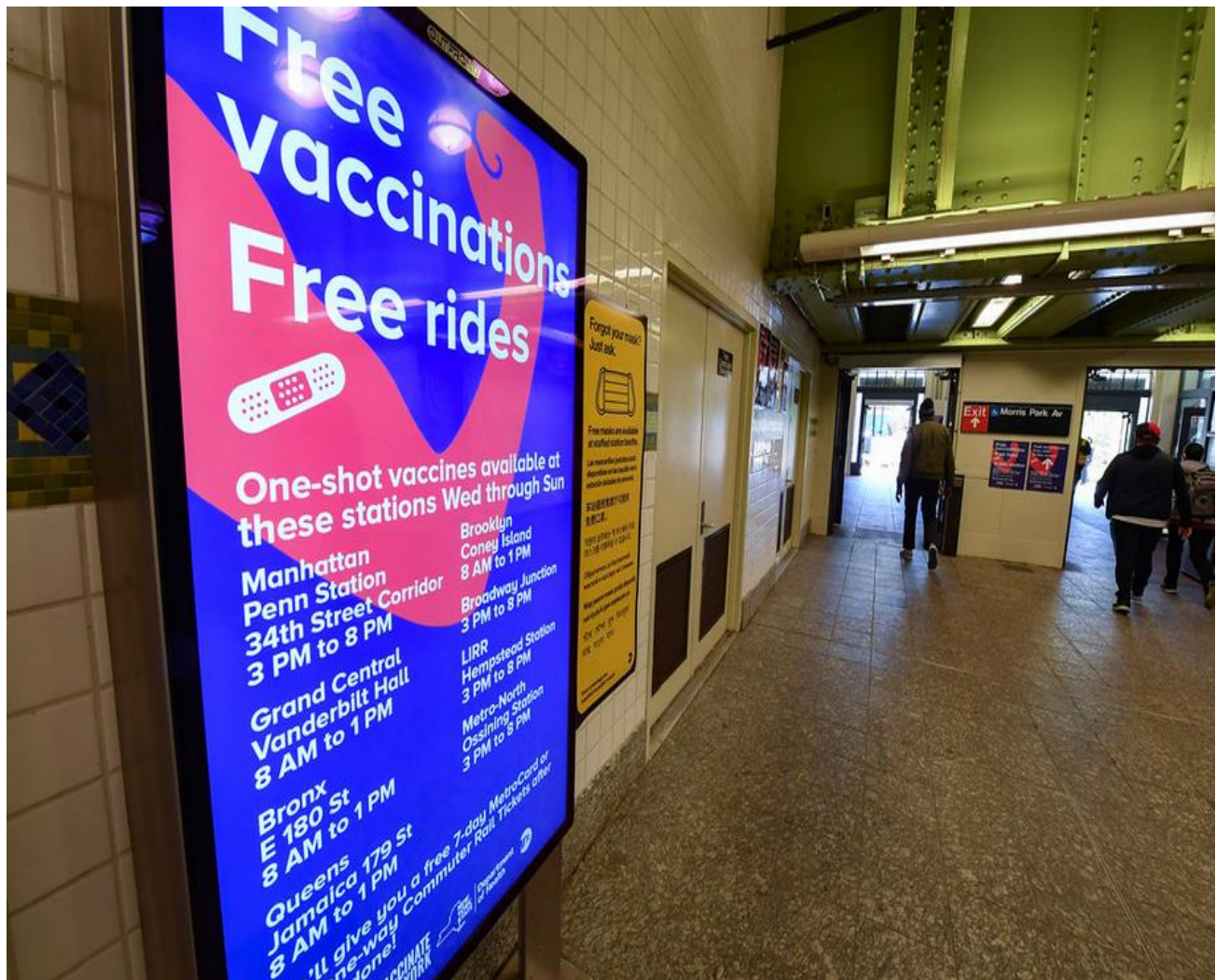
## REPORT

### 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
<b>Murder</b>	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
<b>Rape</b>	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
<b>Robbery</b>	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
<b>Assault</b>	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
<b>Burglary</b>	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
<b>GL</b>	1629	1273	1152	1205	1080	1017	823	882	907	679	609	640	563	561	707	816	777	760	755	739	815	751	739	501	267
<b>TOTAL MAJOR FELONIES</b>	2926	2500	2221	2074	1882	1792	1560	1564	1666	1271	1132	1119	1001	1029	1169	1382	1199	1084	1136	1163	1213	1156	1162	1021	730
<b>Major Fel Per Day</b>	16.17	13.81	12.27	11.40	10.40	9.90	8.62	8.59	9.20	7.02	6.25	6.15	5.53	5.69	6.46	7.59	6.62	5.99	6.28	6.39	6.70	6.39	6.42	5.61	4.01

# Financial and Ridership Reports

Jaibala Patel, Financial Liaison, New York City Transit



A public COVID-19 vaccination program launched by MTA at transit sites throughout the city has been a success. By the end of June, more than 22 thousand free 7-day Unlimited MetroCards had been offered to the passengers who received one-shot COVID-19 vaccine at vaccination pop-up stops inside key subway and railroad hubs, bringing in over 220 thousand free rides throughout the transit system.

# Preliminary June 2021 Monthly Report:

## New York City Transit

The purpose of this report is to provide the preliminary June 2021 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 2021 New York City Transit ridership of 93.2 million was 45.3 million (94.5 percent) above budget, of which subway ridership of 65.5 million was 29.7 million (83.1 percent) above budget, and bus ridership of 27.0 million was 15.7 million (139.1 percent) above budget. For June 2021 year-to-date, total ridership exceeded budget by 213.8 million (88.8 percent).
- June 2021 ridership compared with June 2019 was lower by 94.9 million (50.4 percent). Subway ridership was lower by 53.7 percent and bus ridership was down 41.1 percent. Total June 2021 YTD ridership compared to June 2019 YTD ridership was 670.4 million (59.6 percent) lower.
- June 2021 YTD ridership was 58.3 million (11.4 percent) below June 2020 YTD. Subway YTD ridership was down 21.6 percent while bus ridership was 23 percent higher.
- June 2021 farebox revenue of \$201.3 million was \$102.5 million (103.7 percent) above budget. June 2021 YTD farebox revenue exceeded budget by \$487.5 million (98.5 percent).

June 2021 operating expenses of \$708.7 million were \$32.7 million (4.4 percent), less than budget.

- Labor expenses were below budget by \$0.2 million (0.0 percent), largely due to pension underruns of \$10.8 million (13.9 percent), underruns in payroll of \$5.9 million (2.0 percent), and other fringe benefits lower by \$4.0 million (8.0 percent). Favorability was offset by unfavorable health and welfare /OPEB current overruns of \$11.7 million (8.3 percent), unfavorable reimbursable overhead credits \$5.1 million (24.8 percent), and overtime higher than budget by \$3.7 million (8.1 percent).
- Non-labor expenses were under budget by \$32.4 million (20.3 percent), mostly due to underruns in claims of \$37.5 million (202.8 percent) and paratransit service contracts that were favorable by \$5.6 million (15.0 percent), which were partly offset by overruns in professional service contracts of \$4.9 million (42.5 percent), and other business expenses higher by \$4.2 million (92.5 percent).

**Preliminary financial results for June 2021 are presented in the table below and compared to the budget.**

<b>Preliminary Financial Results Compared to Budget</b>						
<b>Category</b> (\$ in millions)	<b>June Results</b>		<b>Budget</b> \$	<b>June Year-to-Date Results</b>		
	<b>Variance Fav(UnFav)</b>			<b>Prelim Actual</b>	<b>Variance Fav(UnFav)</b>	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	102.5	103.7	494.8	982.2	487.5	98.5
Nonreimb. Exp. before Dep./OPEB	32.7	4.4	(4,404.5)	(4,174.8)	229.8	5.2
Net Cash Deficit*	338.0	61.1	(3,556.7)	(2,820.0)	736.7	20.7

\*Excludes Subsidies and Debt Service

June 2021 farebox revenue of \$201.3 million was \$102.5 million (103.7 percent) above budget. Subway revenue was \$72.9 million (96.2 percent) above budget, bus revenue was \$29.1 million (153.4 percent) above budget, and paratransit revenue was \$0.48 million (47.7 percent) above budget. Accrued fare media liability was equal to budget. The June 2021 non-student average fare of \$2.17 decreased 79.2¢ from June 2020; subway fare decreased 63.8¢; local bus fare decreased 61.9¢; express bus fare decreased 18.3¢.

Total ridership in June 2021 of 93.2 million was 45.3 million (94.5 percent) above budget. Average weekday ridership in June 2021 was 3.4 million, which is 2.5 million (263.3 percent) above June 2020, but still over 4 million (54 percent) below June 2019.

Average weekday ridership for the twelve months ending June 2021 was 2.5 million, 52.9 percent lower than the twelve months ending June 2020, and 65.6 percent lower than the twelve months ending June 2019.

**Non-reimbursable expenses** before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment, of \$708.7 million were \$32.7 million (4.4 percent), less than budget.

**Labor expenses** were below budget by \$0.2 million (0.0 percent), largely due to pension underruns of \$10.8 million (13.9 percent), underruns in payroll of \$5.9 million (2.0 percent), and other fringe benefits lower by \$4.0 million (8.0 percent). Favorability was offset by unfavorable health and welfare /OPEB current overruns of \$11.7 million (8.3 percent), unfavorable reimbursable overhead credits \$5.1 million (24.8 percent), and overtime higher by \$3.7 million (8.1 percent).

**Non-labor expenses** were under budget by \$32.4 million (20.3 percent), due mostly to underruns in claims of \$37.5 million (202.8 percent) and paratransit service contracts that were favorable by \$5.6 million (15.0 percent), which were partly offset by overruns in professional service contracts of \$4.9 million (42.5 percent), and other business expenses higher by \$4.2 million (92.5 percent).

**Year-to-date**, non-reimbursable expenses were lower than budget by \$229.8 million (5.2 percent), of which labor expenses underran by \$123.3 million (3.6 percent). Health and welfare/OPEB current expenses were favorable by \$111.7 million (13.3 percent), payroll underran by \$45.0 million (2.6 percent), other fringe benefits were lower by \$23.9 million (8.3 percent), and pension expenses were lower by \$5.5 million (1.2 percent). Overtime exceeded budget by \$31.7 million (12.0 percent), reimbursable overhead was unfavorable by \$31.2 million (23.0 percent). Non-labor expenses were favorable to budget by \$106.5 million (11.0 percent), including underruns in materials & supplies of \$39.2 million (23.5 percent), claims of \$37.5 million (33.8 percent), paratransit service contracts of \$36.1 million (17.6 percent), and electric power of \$20.9 million (14.0 percent). Maintenance and operating contracts overran by \$28.4 million (19.8 percent).

## Financial Results

### Farebox Revenue

June 2021 Farebox Revenue - (\$ in millions)								
	June				June Year-to-Date			
	Budget	Prelim Actual	Favorable(Unfavorable)		Budget	Prelim Actual	Favorable(Unfavorable)	
			Amount	Percent			Amount	Percent
Subway	75.8	148.7	72.9	96.2%	378.9	703.0	324.1	85.5%
NYCT Bus	19.0	48.1	29.1	153.4%	98.1	257.0	158.9	162.0%
Paratransit	1.0	1.5	0.5	47.7%	2.7	7.2	4.5	163.6%
Subtotal	95.8	198.3	102.5	107.0%	479.8	967.2	487.5	101.6%
Fare Media Liability	3.0	3.0	0.0	0.0%	15.0	15.0	0.0	0.0%
<b>Total - NYCT</b>	<b>98.8</b>	<b>201.3</b>	<b>102.5</b>	<b>103.7%</b>	<b>494.8</b>	<b>982.2</b>	<b>487.5</b>	<b>98.5%</b>

Note: Total may not add due to rounding

### Average Fare

June Non-Student Average Fare - (in \$)				
	NYC Transit			
	2020	Prelim 2021	Change	
			Amount	Percent
Subway	2.948	2.310	(0.638)	(21.6%)
Local Bus	2.378	1.760	(0.619)	(26.0%)
Subway & Local Bus	2.941	2.152	(0.789)	(26.8%)
Express Bus	6.127	5.944	(0.183)	(3.0%)
<b>Total</b>	<b>2.961</b>	<b>2.169</b>	<b>(0.792)</b>	<b>(26.8%)</b>

The non-student average fare decreased by 26.8 percent from the prior year.

## **Non-reimbursable Expenses**

**Non-reimbursable expenses** before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment, of \$708.7 million were \$32.7 million (4.4 percent), less than budget.

Labor expenses were below budget by \$0.2 million (0.0 percent):

- Pension expenses underran \$10.8 million (13.9 percent), reflecting favorable timing of reimbursable pension charge credits
- Payroll was lower by \$5.9 million (2.0 percent) due to vacancies
- Other fringe benefits were favorable by \$4.0 million (8.0 percent) primarily due to lower workers compensation expense
- Health and welfare/OPEB current expenses together were over by a net \$11.7 million (8.3 percent), due to the unfavorable timing of expense accruals
- Reimbursable overhead was unfavorable to budget by \$5.1 million (24.8 percent), reflecting less than anticipated capital labor expense
- Overtime expenses overran budget by \$3.7 million (8.1 percent), primarily reflecting vacancy coverage

Non-labor expenses were under budget by a net \$32.4 million (20.3 percent):

- Claims were lower by \$37.5 million (202.8 percent), due to a year-to-date adjustment reflecting lower accrual expenses
- Paratransit service contracts underran by \$5.6 million (15.0 percent), reflecting fewer trips and favorable timing of support costs
- Professional service contracts were unfavorable by \$4.9 million (42.5 percent) due to the unfavorable timing of expenses
- Other business expenses were over budget by \$4.2 million (92.5 percent), mainly due to higher card fees
- Maintenance and other operating contract expenses overran by \$3.9 million (13.8 percent) largely due to unfavorable timing of expenses and higher COVID vendor costs

Depreciation expenses in June were higher than budget by \$8.8 million (5.3 percent).

GASB 75 OPEB expense adjustment was \$10.0 million below budget in the month due to timing of expense booking.

GASB 68 Pension adjustment was \$19.3 million favorable to budget in the month due to timing of expense booking.

The **operating cash deficit** (excluding subsidies) for June of \$215.1 million is \$338.0 million (61.1 percent) favorable to budget.



**Year to date non-reimbursable expenses** before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment were lower than budget by \$229.8 million (5.2 percent).

Maintenance and operating contracts overran by.

Labor expenses underran budget by a net \$123.3 million (3.6 percent)

- Health and welfare/OPEB current expenses together were favorable by \$111.7 million (13.3 percent), resulting from favorable timing of rebates, vacancies, and lower rates
- Payroll expenses were lower than budget by \$45.0 million (2.6 percent), mainly due to vacancies
- Other fringe benefits were favorable by \$23.9 million (8.3 percent), mainly due to a true-up entry reflecting favorable workers compensation credits
- Pension was favorable to budget by \$5.5 million (1.2 percent), mainly due to favorable timing of reimbursable pension charge credits
- Overtime expenses overran budget by \$31.7 million (12.0 percent), primarily due to vacancy coverage and adverse winter weather
- Reimbursable overhead was unfavorable to the budget by \$31.2 million (23.0 percent), mainly due to less than anticipated capital labor expense

Non-labor expenses were net favorable to budget by \$106.5 million (11.0 percent):

- Materials and supplies underran by \$39.2 million (23.5 percent), reflecting retroactive adjustment of prior year expense to reimbursable, lower COVID cleaning costs, and favorable timing of expenses
- Claims were under by \$37.5 million (33.8 percent), due to a year-to-date adjustment reflecting lower accrual expenses
- Paratransit service contracts were favorable to budget by \$36.1 million (17.6 percent), reflecting fewer trips and favorable timing of support costs
- Electric power was lower than budget by \$20.9 million (14.0 percent), mainly due lower consumption and favorable rates
- Maintenance and other operating contract expenses overran by \$28.4 million (19.8 percent), due largely to the unfavorable timing of expenses and higher COVID vendor costs

Depreciation expenses exceeded budget by \$46.0 million (4.6 percent).

GASB 75 OPEB expense adjustment was \$1.4 million (7.2 percent), below budget.

GASB 68 Pension adjustment was \$23.2 million (60.3 percent), under budget.

The year-to-date **operating cash deficit** of \$2,820.0 million (excluding subsidies) is \$736.7 million (20.7 percent) favorable to budget.

## Ridership Results

June 2021 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	35.8	65.5	29.7	83.1%	178.6	308.8	130.2	72.9%
NYCT Bus	11.3	27.0	15.7	139.1%	57.5	142.1	84.6	147.0%
Paratransit	0.9	0.7	(0.1)	(15.7%)	4.8	3.9	(0.9)	(19.3%)
<b>Total - NYCT</b>	<b>47.9</b>	<b>93.2</b>	<b>45.3</b>	<b>94.5%</b>	<b>240.9</b>	<b>454.7</b>	<b>213.8</b>	<b>88.8%</b>

Note: Total may not add due to rounding

June Average Weekday and Weekend Ridership vs. Prior Year								
Month	Average Weekday - (thousands)				Average Weekend - (thousands)			
	Preliminary		Change		Preliminary		Change	
	2020	2021	Amount	Percent	2020	2021	Amount	Percent
Subway	905	2,389	1,484	+164.0%	999	3,224	2,225	+222.7%
NYCT Local Bus	12	978	966	+8050.0%	12	1,242	1,230	+10250.0%
NYCT Express Bus	6	17	11	+183.3%	3	9	6	+200.0%
Paratransit	16	27	11	+72.2%	15	31	16	+104.8%
<b>TOTAL - NYCT</b>	<b>939</b>	<b>3,411</b>	<b>2,472</b>	<b>+263.3%</b>	<b>1,029</b>	<b>4,506</b>	<b>3,477</b>	<b>+337.8%</b>
<b>12-Month Rolling Average</b>								
Subway	4,021	1,738	(2,283)	-56.8%	4,038	2,066	(1,972)	-48.8%
NYCT Local Bus	1,219	722	(497)	-40.8%	1,370	884	(486)	-35.5%
NYCT Express Bus	29	13	(16)	-55.2%	10	6	(4)	-40.0%
Paratransit	28	24	(4)	-15.0%	33	26	(7)	-20.6%
<b>TOTAL - NYCT</b>	<b>5,297</b>	<b>2,497</b>	<b>(2,800)</b>	<b>-52.9%</b>	<b>5,451</b>	<b>2,982</b>	<b>(2,469)</b>	<b>-45.3%</b>

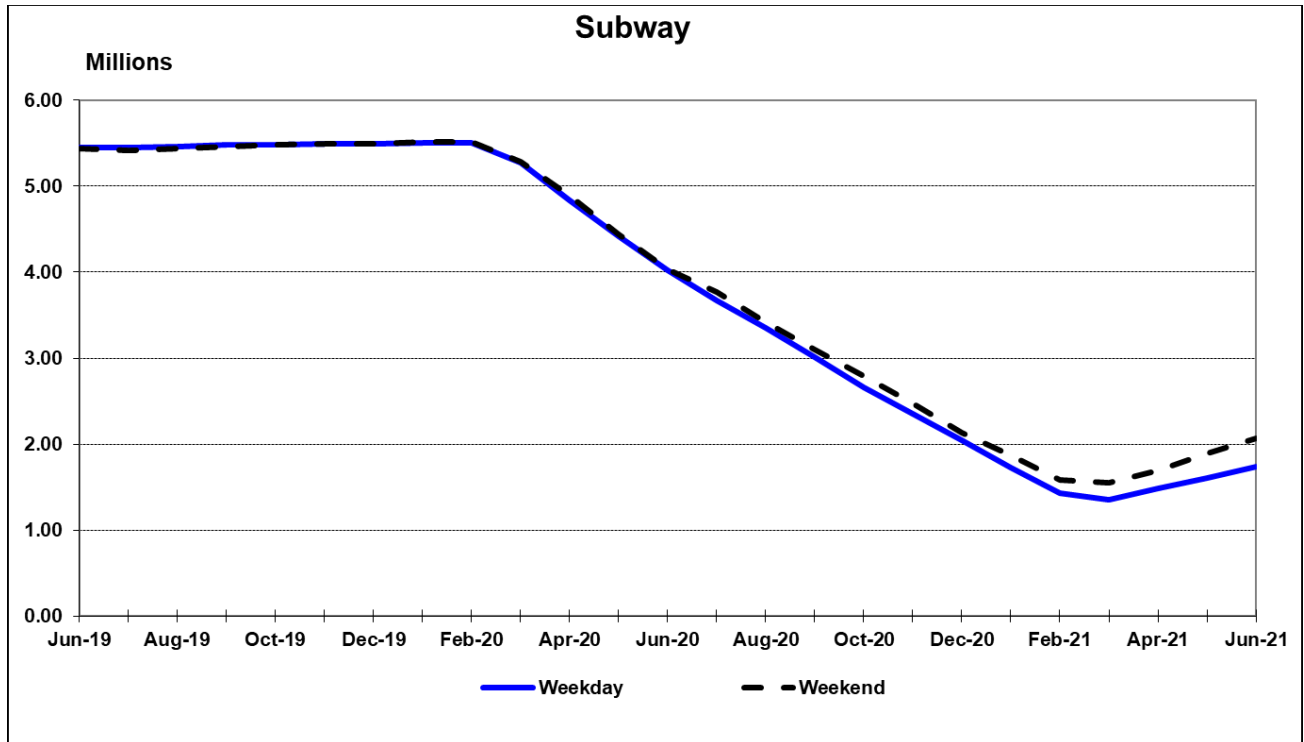
Notes: Totals may not add due to rounding. Percentages are based on unrounded figures.

- June 2021 subway ridership was 83.1 percent favorable to budget and bus ridership was 139.1 percent favorable.
- Compared to the previous year, average weekday ridership made significant gains on all modes of transportation. This is due to restoring full overnight subway service, lifting many COVID-19 travel restrictions, and terminating fare-free back-door boarding policy on local buses that was in effect last year from late March 2020 through late August 2020.
- Rolling average weekday ridership for the twelve-month period ending in May 2021, compared to twelve-month period ending in May 2020, is down 56.8 percent on subway, 40.8 percent down on local bus, 55.2 percent down on express bus, and 23.4 percent down on paratransit.



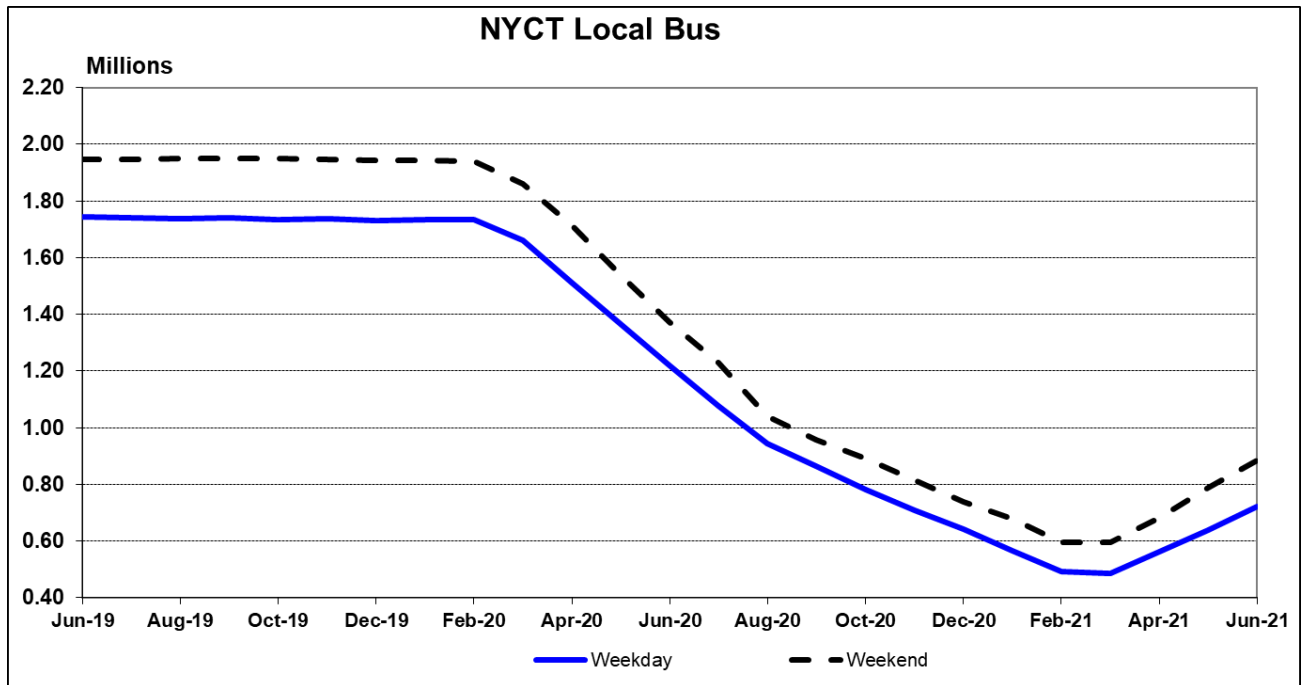
## Average Weekday and Weekend Ridership

12-Month Rolling Averages



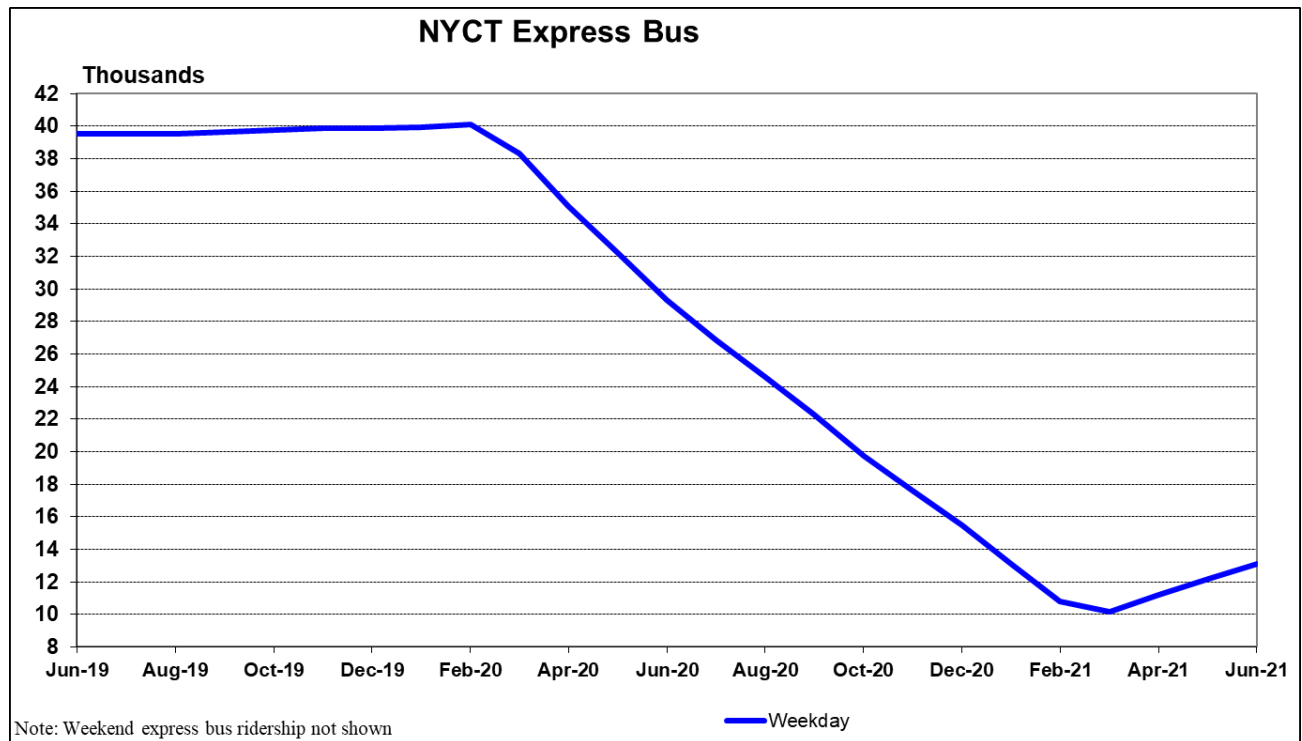
- Average weekday and weekend ridership increased moderately in 2019, before drastic declines due to COVID-19 travel restrictions which began in March 2020.
- In February 2021, the ridership decline slowed, and in March 2021, a new period of growth began.

12-Month Rolling Averages



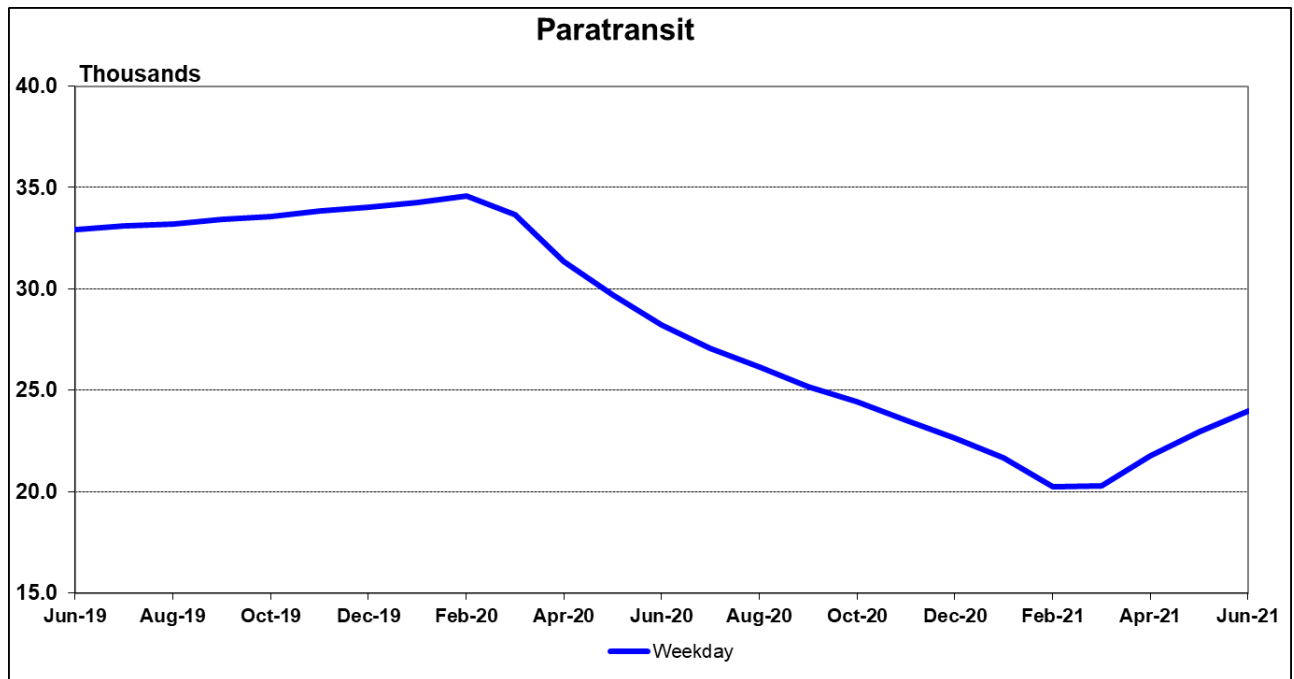
- Local bus ridership decreased slightly in 2019 and early 2020 before declining drastically starting in March 2020 due to COVID-19 travel limitations. Fare-free back door boarding was also in effect from late March through end of August 2020.
- In February 2021, the ridership decline slowed, and in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

12-Month Rolling Averages



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

## 12-Month Rolling Averages



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

## Ridership on New York Area Transit Services

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

In February - March 2021, the rate of decline started to slow down in all agencies and on all modes of transportation, and in March - June 2021 a new period of growth began. While ridership still hasn't reached June 2019 levels, the growth is very significant in comparison with June 2020.

The rolling average ridership is still low for the 12-month period ending in June 2021, compared to 12-month period ending in June 2020, both on weekdays and on weekends.

Ridership on Transit Services in the New York Area (thousands)						
Transit Service	Jun-20	Prelim Jun-21	Percent Change	Rolling Avg Prior Year	Rolling Avg Current Year	12-Month Rolling Average Percent Change
<b>Average Weekday</b>						
Subway	905	2,389	+164.0%	4,021	1,738	-56.8%
NYCT Local Bus	12	978	+8050.0%	1,219	722	-40.8%
NYCT Express Bus	6	17	+183.3%	29	13	-55.2%
Paratransit	16	27	+72.2%	28	24	-15.0%
SIR	2	5	+175.1%	12	4	-67.4%
MTA Local Bus	2	217	+13659.7%	255	154	-39.7%
MTA Express Bus	6	10	+58.6%	21	11	-46.1%
LIRR	42	112	+166.7%	226	79	-65.0%
Metro-North	30	97	+223.3%	203	61	-70.0%
PATH	34	92	+170.6%	207	64	-69.1%
<b>Average Weekend</b>						
Subway	999	3,224	+222.7%	4,038	2,066	-48.8%
NYCT Local Bus	12	1,242	+10250.0%	1,370	884	-35.5%
NYCT Express Bus	3	9	+200.0%	10	6	-40.0%
Paratransit	15	31	+104.8%	33	26	-20.6%
SIR	0	1	+141.5%	2	1	-40.8%
MTA Local Bus	2	267	+12001.0%	273	179	-34.4%
MTA Express Bus	3	6	+68.5%	10	6	-34.1%
LIRR	50	158	+216.0%	154	84	-45.5%
Metro-North	42	140	+233.3%	177	82	-53.7%
PATH	38	132	+247.4%	133	78	-41.4%

Note: Percentages are based on unrounded data.

MTA NEW YORK CITY TRANSIT

Jun - 2021 Adopted  
 Accrual Statement of Operations By Category  
 Month - Jun 2021  
 (\$ 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
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Subway	\$148.747	\$148.747	\$72.927	96.2	\$0.000	\$0.000	-	\$75.820	\$148.747	\$72.927	96.2	
Bus	\$48.083	\$48.083	\$29.106	153.4	\$0.000	\$0.000	-	\$18.977	\$48.083	\$29.106	153.4	
Paratransit	\$1.471	\$1.471	\$0.475	47.7	\$0.000	\$0.000	-	\$0.986	\$1.471	\$0.475	47.7	
Fare Liability	\$3.029	\$3.029	\$0.000	0.0	\$0.000	\$0.000	-	\$3.029	\$3.029	\$0.000	0.0	
<b>Farebox Revenue</b>	<b>\$201.330</b>	<b>\$201.330</b>	<b>\$102.508</b>	<b>103.7</b>	<b>\$0.000</b>	<b>\$0.000</b>	-	<b>\$98.822</b>	<b>\$201.330</b>	<b>\$102.508</b>	<b>103.7</b>	
Fare Reimbursement	\$7.362	\$7.362	\$5.050	218.4	\$0.000	\$0.000	-	\$2.312	\$7.362	\$5.050	218.4	
Paratransit Reimbursement	\$21.553	\$19.415	(3.629)	(16.8)	\$0.000	\$0.000	-	\$21.553	\$19.415	(2.138)	(9.9)	
Other Operating Revenue	\$14.347	\$10.718	(3.629)	(25.3)	\$0.000	\$0.000	-	\$14.347	\$10.718	(3.629)	(25.3)	
<b>Other Revenue</b>	<b>\$37.495</b>	<b>\$37.495</b>	<b>(0.717)</b>	<b>(1.9)</b>	<b>\$0.000</b>	<b>\$0.000</b>	-	<b>\$38.212</b>	<b>\$37.495</b>	<b>(0.717)</b>	<b>(1.9)</b>	
Capital and Other Reimbursements	\$0.000	\$0.000	\$96.796	-	\$96.796	\$88.338	(8.458)	\$96.796	\$88.338	(8.458)	(8.7)	
<b>Total Revenue</b>	<b>\$137.034</b>	<b>\$238.825</b>	<b>\$101.792</b>	<b>74.3</b>	<b>\$96.796</b>	<b>\$88.338</b>	<b>(8.458)</b>	<b>\$233.830</b>	<b>\$327.163</b>	<b>\$93.333</b>	<b>39.9</b>	
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$288.714	\$282.824	\$5.889	2.0	\$38.013	\$30.276	\$7.737	\$326.727	\$313.100	\$13.627	4.2	
Overtime	\$45.403	\$49.091	(3.688)	(8.1)	\$9.209	\$7.071	\$2.138	\$54.612	\$56.162	(1.550)	(2.8)	
<b>Total Salaries &amp; Wages</b>	<b>\$334.116</b>	<b>\$331.915</b>	<b>\$2.201</b>	<b>0.7</b>	<b>\$47.222</b>	<b>\$37.347</b>	<b>\$9.876</b>	<b>\$381.339</b>	<b>\$369.262</b>	<b>\$12.077</b>	<b>3.2</b>	
Health and Welfare	\$90.993	\$76.848	\$14.145	15.5	\$2.159	\$2.474	(0.316)	\$93.152	\$79.323	\$13.829	14.8	
OPEB Current Payment	\$49.734	\$75.544	(25.810)	(51.9)	\$1.212	\$1.025	\$0.187	\$50.947	\$76.570	(25.623)	(50.3)	
Pensions	\$77.872	\$67.081	\$10.791	13.9	\$2.157	\$15.128	(12.971)	\$80.029	\$82.209	(2.180)	(2.7)	
Other Fringe Benefits	\$49.278	\$33.960	\$15.318	30.9	\$15.001	\$12.189	\$2.813	\$64.279	\$57.506	\$6.773	10.5	
<b>Total Fringe Benefits</b>	<b>\$267.877</b>	<b>\$264.791</b>	<b>\$3.086</b>	<b>1.2</b>	<b>\$20.529</b>	<b>\$30.817</b>	<b>(10.288)</b>	<b>\$288.407</b>	<b>\$295.608</b>	<b>(7.201)</b>	<b>(2.5)</b>	
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	
Reimbursable Overhead	(20.365)	(15.313)	(5.052)	(24.8)	\$20.365	\$15.313	\$5.052	\$20.365	\$0.000	\$20.365	(152.3)	
<b>Labor</b>	<b>\$581.629</b>	<b>\$581.393</b>	<b>\$0.235</b>	<b>0.0</b>	<b>\$68.117</b>	<b>\$83.476</b>	<b>\$15.359</b>	<b>\$669.745</b>	<b>\$664.870</b>	<b>\$4.875</b>	<b>0.7</b>	
<b>Non-Labor:</b>												
Electric Power	\$21.744	\$20.882	\$0.862	4.0	\$0.021	\$0.017	\$0.005	\$21.765	\$20.898	\$0.867	4.0	
Fuel	\$7.466	\$8.627	(1.161)	(15.5)	\$0.000	\$0.000	\$0.000	\$7.466	\$8.627	(1.161)	(15.5)	
Insurance	\$6.736	\$6.017	\$0.719	10.7	\$0.000	\$0.000	\$0.000	\$6.736	\$6.017	\$0.719	10.7	
Claims	\$18.487	(19.013)	\$37.500	202.8	\$0.000	\$0.000	-	\$18.487	(19.013)	\$37.500	202.8	
Paratransit Service Contracts	\$37.140	\$31.553	\$5.587	15.0	\$0.000	\$0.000	\$0.000	\$37.140	\$31.553	\$5.587	15.0	
Maintenance and Other Operating Contracts	\$24.285	\$27.645	(3.360)	(13.8)	\$3.165	\$2.095	\$1.069	\$27.450	\$29.741	(2.291)	(8.3)	
Professional Service Contracts	\$11.570	\$16.485	(4.914)	(42.5)	\$0.953	\$2.273	(1.320)	\$12.524	\$18.758	(6.235)	(49.8)	
Materials & Supplies	\$27.783	\$26.416	\$1.366	4.9	\$4.371	\$2.163	\$2.207	\$32.154	\$28.580	\$3.574	11.1	
Other Business Expenses	\$4.496	\$8.655	(4.159)	(92.5)	\$0.170	(1.687)	\$1.857	\$4.666	\$6.968	(2.302)	(49.3)	
<b>Non-Labor</b>	<b>\$159.708</b>	<b>\$127.268</b>	<b>\$32.440</b>	<b>20.3</b>	<b>\$8.680</b>	<b>\$4.861</b>	<b>\$3.818</b>	<b>\$168.388</b>	<b>\$132.129</b>	<b>\$36.259</b>	<b>21.5</b>	
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$741.337</b>	<b>\$708.661</b>	<b>\$32.675</b>	<b>4.4</b>	<b>\$96.796</b>	<b>\$88.338</b>	<b>\$8.458</b>	<b>\$838.133</b>	<b>\$796.999</b>	<b>\$41.134</b>	<b>4.9</b>	
Depreciation	\$164.838	\$173.618	(8.779)	(5.3)	\$0.000	\$0.000	-	\$164.838	\$173.618	(8.779)	(5.3)	
GASB 75 OPEB Expense Adjustment	\$10.000	\$0.000	\$10.000	100.0	\$0.000	\$0.000	-	\$10.000	\$0.000	\$10.000	100.0	
GASB 68 Pension Adjustment	\$19.288	\$0.000	\$19.288	100.0	\$0.000	\$0.000	-	\$19.288	\$0.000	\$19.288	100.0	
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	
<b>Total Expenses</b>	<b>\$935.463</b>	<b>\$882.279</b>	<b>\$53.184</b>	<b>5.7</b>	<b>\$96.796</b>	<b>\$88.338</b>	<b>\$8.458</b>	<b>\$1,032.260</b>	<b>\$970.617</b>	<b>\$61.643</b>	<b>6.0</b>	
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(798.430)</b>	<b>(643.454)</b>	<b>\$154.976</b>	<b>19.4</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>(798.430)</b>	<b>(643.454)</b>	<b>\$154.976</b>	<b>19.4</b>	

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 - 2021 Adopted  
 Accrual Statement of Operations By Category  
 Year-To-Date - Jun 2021  
 (\$ in Millions)

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	Nonreimbursable			Reimbursable			Total			
	Favorable (Unfavorable)		Percent	Favorable (Unfavorable)		Percent	Favorable (Unfavorable)		Percent	
	Actual	Variance		Actual	Variance		Actual	Variance		
<b>Revenue</b>										
<b>Farebox Revenue:</b>										
Subway	\$703,009	\$324,076	85.5	\$0,000	\$0,000	-	\$378,933	\$703,009	\$324,076	85.5
Bus	\$257,015	\$158,906	162.0	\$0,000	\$0,000	-	\$98,109	\$257,015	\$158,906	162.0
Paratransit	\$7,208	\$4,473	163.6	\$0,000	\$0,000	-	\$2,735	\$7,208	\$4,473	163.6
Fare Liability	\$14,974	\$0,000	0.0	\$0,000	\$0,000	-	\$14,974	\$14,974	\$0,000	0.0
<b>Farebox Revenue</b>	<b>\$982,206</b>	<b>\$487,456</b>	<b>98.5</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$494,750</b>	<b>\$982,206</b>	<b>\$487,456</b>	<b>98.5</b>
Fare Reimbursement	\$41,918	\$5,050	12.0	\$0,000	\$0,000	-	\$41,918	\$46,968	\$5,050	12.0
Paratransit Reimbursement	\$103,288	(17,409)	(14.4)	\$0,000	\$0,000	-	\$120,697	\$103,288	(17,409)	(14.4)
Other Operating Revenue	\$84,383	\$2,562	3.0	\$0,000	\$0,000	-	\$84,383	\$86,945	\$2,562	3.0
<b>Other Revenue</b>	<b>\$237,202</b>	<b>(9,797)</b>	<b>(4.0)</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$246,999</b>	<b>\$237,202</b>	<b>(9,797)</b>	<b>(4.0)</b>
Capital and Other Reimbursements	\$0,000	\$614,657	-	\$614,657	\$523,454	(14.8)	\$614,657	\$523,454	(91,204)	(14.8)
<b>Total Revenue</b>	<b>\$1,219,408</b>	<b>\$477,668</b>	<b>64.4</b>	<b>\$614,657</b>	<b>\$523,454</b>	<b>(14.8)</b>	<b>\$1,356,407</b>	<b>\$1,742,861</b>	<b>\$386,455</b>	<b>28.5</b>
<b>Expenses</b>										
<b>Labor:</b>										
Payroll	\$1,711,421	\$44,988	2.6	\$240,517	\$196,731	(12.0)	\$61,859	\$1,863,165	\$88,774	4.5
Overtime	\$265,616	(31,746)	(12.0)	\$61,859	\$48,301	(21.9)	\$327,474	\$345,663	(18,189)	(5.6)
<b>Total Salaries &amp; Wages</b>	<b>\$1,977,037</b>	<b>\$13,242</b>	<b>0.7</b>	<b>\$302,375</b>	<b>\$245,032</b>	<b>19.0</b>	<b>\$2,279,412</b>	<b>\$2,208,828</b>	<b>\$70,585</b>	<b>3.1</b>
Health and Welfare	\$544,438	\$73,781	13.6	\$12,874	\$1,563	10.2	\$557,311	\$482,220	\$75,091	13.5
OPEB Current Payment	\$298,406	\$37,955	12.7	\$7,275	\$5,929	18.5	\$305,681	\$266,380	\$39,300	12.9
Pensions	\$466,366	\$5,528	1.2	\$12,940	\$27,000	(108.7)	\$479,306	\$487,837	(8,532)	(1.8)
Other Fringe Benefits	\$289,738	\$23,947	8.3	\$95,743	\$80,216	16.2	\$385,481	\$346,007	\$39,475	10.2
<b>Total Fringe Benefits</b>	<b>\$1,598,947</b>	<b>\$141,211</b>	<b>8.8</b>	<b>\$128,831</b>	<b>\$124,708</b>	<b>3.2</b>	<b>\$1,727,779</b>	<b>\$1,582,444</b>	<b>\$145,334</b>	<b>8.4</b>
Contribution to GASB Fund	\$0,000	-	-	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Reimbursable Overhead	(135,361)	(31,169)	(23.0)	\$135,361	\$104,192	23.0	\$31,169	\$0,000	\$0,000	(14.6)
<b>Labor</b>	<b>\$3,440,624</b>	<b>\$123,284</b>	<b>3.6</b>	<b>\$566,567</b>	<b>\$473,933</b>	<b>16.4</b>	<b>\$4,007,191</b>	<b>\$3,791,272</b>	<b>\$215,919</b>	<b>5.4</b>
<b>Non-Labor:</b>										
Electric Power	\$149,040	\$20,879	14.0	\$0,127	\$0,198	(56.2)	\$149,167	\$128,360	\$20,807	13.9
Fuel	\$51,101	\$2,665	5.2	\$0,000	\$0,000	-	\$51,101	\$48,436	\$2,665	5.2
Insurance	\$40,616	\$4,466	11.0	\$0,000	\$0,000	-	\$40,616	\$36,150	\$4,466	11.0
Claims	\$110,925	\$37,500	33.8	\$0,000	\$0,000	-	\$110,925	\$73,425	\$37,500	33.8
Paratransit Service Contracts	\$204,791	\$36,109	17.6	\$0,000	\$0,000	-	\$204,791	\$168,681	\$36,109	17.6
Maintenance and Other Operating Contracts	\$143,218	(28,377)	(19.8)	\$18,946	\$25,541	(34.8)	\$162,164	\$197,136	(34,971)	(21.6)
Professional Service Contracts	\$71,529	(0,226)	(0.3)	\$4,803	\$5,300	(10.3)	\$76,332	\$77,055	(723)	(0.9)
Materials & Supplies	\$166,491	\$39,209	23.5	\$25,654	\$20,335	(20.7)	\$192,145	\$147,618	\$44,528	23.2
Other Business Expenses	\$26,206	(5,758)	(22.0)	(1,441)	(1,853)	28.6	\$24,764	\$30,110	(5,346)	(21.6)
<b>Non-Labor</b>	<b>\$963,916</b>	<b>\$106,467</b>	<b>11.0</b>	<b>\$48,090</b>	<b>\$49,521</b>	<b>(3.0)</b>	<b>\$1,012,006</b>	<b>\$906,970</b>	<b>\$105,036</b>	<b>10.4</b>
<b>Other Expense Adjustments:</b>										
Other	\$0,000	-	-	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
<b>Other Expense Adjustments</b>	<b>\$0,000</b>	<b>-</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$4,404,540</b>	<b>\$229,751</b>	<b>5.2</b>	<b>\$614,657</b>	<b>\$523,454</b>	<b>14.8</b>	<b>\$5,019,197</b>	<b>\$4,698,242</b>	<b>\$320,955</b>	<b>6.4</b>
Depreciation	\$989,031	(45,985)	(4.6)	\$0,000	\$0,000	-	\$989,031	\$1,035,016	(45,985)	(4.6)
GASB 75 OPEB Expense Adjustment	\$20,000	\$18,566	7.2	\$0,000	\$0,000	-	\$20,000	\$18,566	\$1,434	7.2
GASB 68 Pension Adjustment	\$0,000	\$23,243	60.3	\$0,000	\$0,000	-	\$0,000	\$15,333	\$23,243	60.3
Environmental Remediation	\$0,000	-	-	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
<b>Total Expenses</b>	<b>\$5,452,147</b>	<b>\$208,444</b>	<b>3.8</b>	<b>\$614,657</b>	<b>\$523,454</b>	<b>14.8</b>	<b>\$6,066,804</b>	<b>\$5,767,156</b>	<b>\$299,647</b>	<b>4.9</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(4,710,397)</b>	<b>\$686,102</b>	<b>14.6</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>250.0</b>	<b>(4,710,397)</b>	<b>(4,024,295)</b>	<b>\$686,102</b>	<b>14.6</b>

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 - 2021 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN THE ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS**  
**JUNE 2021**  
**(\$ 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	102.5	103.7	Primarily due to higher ridership	487.5	98.5	Primarily due to higher ridership
Other Operating Revenue	NR	(0.7)	(1.9)	Minor variance	(9.8)	(4.0)	Primarily underruns in Paratransit reimbursement and MetroCard fees partly offset by favorable timing of Transit Wireless
Payroll	NR	5.9	2.0	Primarily due to vacancies	45.0	2.6	Primarily due to vacancies
Overtime	NR	(3.7)	(8.1)	Primarily vacancy coverage	(31.7)	(12.0)	Primarily vacancy coverage and adverse winter weather
Health & Welfare (including OPEB current payment)	NR	(11.7)	(8.3)	Unfavorable timing of expense accruals	111.7	13.3	Favorable prescription drug rates, favorable Aetna rates, timing of rebates and vacancies
Pension	NR	10.8	13.9	Mainly reflecting favorable timing of reimbursable pension charge credit	5.5	1.2	Mainly reflecting favorable timing of reimbursable pension charge credit
Other Fringe Benefits	NR	4.0	8.0	Mainly due to lower workers compensation expense	23.9	8.3	Mainly due to revised accrual for workers compensation reserve
Reimbursable Overhead	NR	(5.1)	(24.8)	Mainly due to less than anticipated capital labor expense	(31.2)	(23.0)	Mainly due to less than anticipated capital labor expense
Electric Power	NR	0.9	4.0	Minor variance	20.9	14.0	Lower consumption and favorable rates
Fuel	NR	(1.2)	(15.5)	Mainly higher prices partly offset by lower consumption	2.7	5.2	Mainly lower consumption partly offset by higher prices
Claims	NR	37.5	202.8	Due to YTD adjustment reflecting lower accrual expenses	37.5	33.8	Due to YTD adjustment reflecting lower accrual expenses
Paratransit Service Contracts	NR	5.6	15.0	Reflecting fewer trips and favorable timing of support costs	36.1	17.6	Reflecting fewer trips and favorable timing of support costs
Maintenance and Other Operating Contracts	NR	(3.4)	(13.8)	Largely unfavorable timing of expenses and higher COVID vendor costs	(28.4)	(19.8)	Largely unfavorable timing of expenses and higher COVID vendor costs
Professional Service Contracts	NR	(4.9)	(42.5)	unfavorable timing of expenses	(0.2)	(0.3)	Minor variance
Materials & Supplies	NR	1.4	4.9	Mainly lower COVID cleaning costs and favorable timing of expenses for non-vehicle materials	39.2	23.5	Reflects retroactive adjustment of prior year expense to reimbursable, lower COVID cleaning costs, and favorable timing of expenses
Other Business	NR	(4.2)	(92.5)	Mainly higher card fees	(5.8)	(22.0)	Mainly higher card fees



**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2021 Adopted**  
**Cash Receipts and Expenditures**

Jun FY21  
(\$ in Millions)

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	Month			Year-To-Date		
	Adopted	Actual	Favorable	Adopted	Actual	Favorable
			(Unfavorable)			Variance
			Percent			Percent
<b>Receipts</b>						
Farebox Revenue	\$98,822	\$366,131	\$267,309	\$494,750	\$1,024,405	\$529,655
Fare Reimbursement	\$13,766	\$43,800	\$30,034	\$20,079	\$70,163	\$50,084
Paratransit Reimbursement	\$21,540	\$18,209	(3,331)	\$120,620	\$107,422	(13,198)
Other Operating Revenue	\$3,821	\$2,025	(1,796)	\$21,231	\$18,922	(2,309)
<b>Other Revenue</b>	<b>\$39,128</b>	<b>\$64,034</b>	<b>\$24,906</b>	<b>\$161,929</b>	<b>\$196,507</b>	<b>\$34,578</b>
Capital and Other Reimbursements	\$96,796	\$133,419	\$36,623	\$614,657	\$505,800	(108,857)
<b>Total Revenue</b>	<b>\$234,746</b>	<b>\$563,584</b>	<b>\$328,838</b>	<b>\$1,271,337</b>	<b>\$1,726,712</b>	<b>\$455,375</b>
<b>Expenditures</b>						
<b>Labor :</b>						
Payroll	\$296,106	\$284,558	\$11,547	\$1,926,816	\$1,843,822	\$82,995
Overtime	\$54,612	\$86,162	(31,550)	\$327,474	\$345,663	(18,189)
<b>Total Salaries &amp; Wages</b>	<b>\$350,718</b>	<b>\$370,720</b>	<b>\$19,998</b>	<b>\$2,254,291</b>	<b>\$2,189,485</b>	<b>\$64,806</b>
Health and Welfare	\$93,152	\$75,776	\$17,376	\$557,311	\$488,889	\$68,422
OPEB Current Payment	\$50,947	\$76,570	(25,623)	\$305,681	\$266,380	\$39,300
Pensions	\$80,029	\$84,012	(3,983)	\$479,306	\$497,098	(17,792)
Other Fringe Benefits	\$41,352	\$46,371	(5,019)	\$259,815	\$260,730	(915)
<b>Total Fringe Benefits</b>	<b>\$265,480</b>	<b>\$282,729</b>	<b>(17,249)</b>	<b>\$1,602,113</b>	<b>\$1,513,097</b>	<b>\$89,016</b>
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
<b>Labor</b>	<b>\$616,197</b>	<b>\$623,449</b>	<b>(7,252)</b>	<b>\$3,856,404</b>	<b>\$3,702,582</b>	<b>\$153,822</b>
<b>Non-Labor :</b>						
Electric Power	\$24,496	\$20,140	\$4,356	\$154,628	\$132,301	\$22,327
Fuel	\$7,466	(0,462)	\$7,928	\$51,101	\$40,025	\$11,076
Insurance	\$15,218	\$12,312	\$2,906	\$24,931	\$23,290	\$1,641
Claims	\$11,592	\$9,618	\$1,974	\$69,555	\$29,092	\$40,463
Paratransit Service Contracts	\$36,640	\$31,264	\$5,376	\$203,791	\$167,830	\$35,961
Maintenance and Other Operating Contracts	\$27,450	\$29,477	(2,027)	\$162,164	\$182,092	(19,928)
Professional Service Contracts	\$12,524	\$18,882	(6,358)	\$71,832	\$77,571	(5,739)
Materials & Supplies	\$31,612	\$25,942	\$5,670	\$208,895	\$158,895	\$50,000
Other Business Expenses	\$4,666	\$8,059	(3,393)	\$24,764	\$33,016	(8,252)
<b>Non-Labor</b>	<b>\$171,664</b>	<b>\$155,232</b>	<b>\$16,432</b>	<b>\$971,662</b>	<b>\$844,112</b>	<b>\$127,550</b>
<b>Other Expense Adjustments:</b>						
Other	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
<b>Other Expense Adjustments</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>\$0,000</b>
<b>Total Expenditures before Depreciation and OPEB</b>	<b>\$787,861</b>	<b>\$778,681</b>	<b>\$9,180</b>	<b>\$4,828,065</b>	<b>\$4,546,694</b>	<b>\$281,371</b>
Depreciation	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000
GASB 75 OPEB Expense Adjustment	\$0,000	\$0,000	\$0,000	\$0,000	\$0,000	\$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
<b>Total Expenditures</b>	<b>\$787,861</b>	<b>\$778,681</b>	<b>\$9,180</b>	<b>\$4,828,065</b>	<b>\$4,546,694</b>	<b>\$281,371</b>
<b>Net Surplus/(Deficit)</b>	<b>(553,115)</b>	<b>(215,097)</b>	<b>\$338,018</b>	<b>(3,556,729)</b>	<b>(2,819,982)</b>	<b>\$736,747</b>

Note: Totals may not add due to rounding

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2021 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN THE ADOPTED BUDGET AND ACTUAL CASH BASIS**  
 Jun FY21  
 (\$ in millions)

	MONTH		YEAR TO DATE		Reason for Variance
	Favorable (Unfavorable) Variance	%	Favorable (Unfavorable) Variance	%	
<b>Operating Receipts or Disbursements</b>					
Farebox Receipts	\$ 267.3	270.5	\$ 529.7	107.1	Mainly due to higher ridership
Other Operating Receipts	24.9	63.7	34.6	21.4	Largely favorable timing of school fare reimbursements
Capital and Other Reimbursements	36.6	37.8	(108.9)	(17.7)	Unfavorable timing of reimbursement receipts
Payroll	11.5	3.9	83.0	4.3	Primarily due to vacancies
Overtime	(1.6)	(2.8)	(2.1)	(5.6)	Primarily vacancy coverage and adverse winter weather results
Health & Welfare/OPEB Current	(8.2)	(5.7)	116.0	13.4	Favorable timing of rebates, lower rates, and vacancies.
Pension	(4.0)	(5.0)	(17.8)	(3.7)	Unfavorable timing of payments
Other Fringe Benefits	(5.0)	(12.1)	(0.9)	(0.4)	Minor variance
Electric Power	4.4	17.8	22.3	14.4	Lower consumption and favorable rates
Fuel	7.9	106.2	11.1	21.7	Lower consumption partly offset by higher prices
Claims	2.0	17.0	40.5	58.2	Fewer settlements and favorable timing of payments
Paratransit Service Contracts	5.4	14.7	36.0	17.6	Fewer trips and favorable expense timing
Maintenance and Other Operating Contracts	(2.0)	(7.4)	(17.9)	(12.3)	Largely unfavorable timing of expenses and higher COVID vendor costs
Professional Service Contracts	(6.4)	(50.8)	(5.7)	(8.0)	Mainly unfavorable timing of payments
Materials & Supplies	5.7	17.9	50.0	23.9	Favorable timing of expenses and lower COVID cleaning costs
Other Business	(3.4)	(72.7)	(8.3)	(33.3)	Higher card fees and unfavorable timing of payments

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2021 Adopted**  
**Cash Conversion (Cash Flow Adjustments)**

Jun FY21  
(\$ in Millions)

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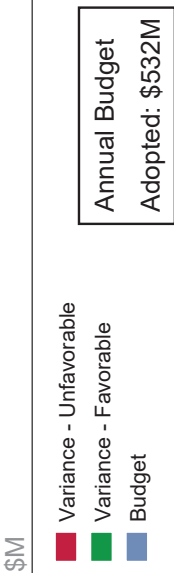
	Month			Year-To-Date		
	Adopted	Actual	Favorable	Adopted	Actual	Favorable
			(Unfavorable) Variance			(Unfavorable) Variance
<b>Revenue</b>						
<b>Farebox Revenue</b>	\$0.000	\$164.801	\$164.801	\$0.000	\$42.199	\$42.199
Fare Reimbursement	\$11.454	\$36.438	\$24.984	(21.839)	\$23.195	\$45.034
Paratransit Reimbursement	(0.013)	(1.206)	(1.193)	(0.078)	\$4.134	\$4.212
Other Operating Revenue	(10.525)	(8.693)	\$1.832	(63.153)	(68.023)	(4.871)
<b>Other Revenue</b>	\$0.916	\$26.539	\$25.623	(85.070)	(40.695)	\$44.375
Capital and Other Reimbursements	\$0.000	\$45.081	\$0.000	\$0.000	(17.654)	(17.654)
<b>Total Revenue</b>	\$0.916	\$236.421	\$235.505	(85.070)	(16.149)	\$68.921
<b>Expenses</b>						
<b>Labor:</b>						
Payroll	\$30.621	\$28.542	(2.079)	\$25.122	\$19.343	(5.779)
Overtime	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Salaries &amp; Wages</b>	\$30.621	\$28.542	(2.079)	\$25.122	\$19.343	(5.779)
Health and Welfare	\$0.000	\$3.547	\$3.547	\$0.000	(6.669)	(6.669)
OPEB Current Payment	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Pensions	\$0.000	(1.803)	(1.803)	\$0.000	(9.261)	(9.261)
Other Fringe Benefits	\$22.927	\$11.135	(11.791)	\$125.666	\$85.277	(40.389)
<b>Total Fringe Benefits</b>	\$22.927	\$12.879	(10.048)	\$125.666	\$69.347	(56.319)
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
<b>Labor</b>	\$53.548	\$41.421	(12.127)	\$150.787	\$88.690	(62.097)
<b>Non-Labor:</b>						
Electric Power	(2.731)	\$0.758	\$3.489	(5.461)	(3.941)	\$1.520
Fuel	\$0.000	\$9.089	\$9.089	\$0.000	\$8.411	\$8.411
Insurance	(8.482)	(6.295)	\$2.187	\$15.685	\$12.860	(2.825)
Claims	\$6.895	(28.631)	(35.526)	\$41.370	\$44.333	\$2.963
Paratransit Service Contracts	\$0.500	\$0.289	(0.211)	\$1.000	\$0.851	(0.149)
Maintenance and Other Operating Contracts	\$0.000	\$0.264	\$0.264	\$0.000	\$15.044	\$15.044
Professional Service Contracts	\$0.000	(0.124)	(0.124)	\$4.500	(0.516)	(5.016)
Materials & Supplies	\$0.542	\$2.638	\$2.096	(16.750)	(11.277)	\$5.473
Other Business Expenses	\$0.000	(1.091)	(1.091)	\$0.000	(2.906)	(2.906)
<b>Non-Labor</b>	(3.276)	(23.103)	(19.827)	\$40.344	\$62.858	\$22.514
<b>Other Expense Adjustments:</b>						
Other	\$0.000	\$0.000	-	\$0.000	\$0.000	-
<b>Other Expense Adjustments</b>	\$0.000	\$0.000	-	\$0.000	\$0.000	-
<b>Total Expenses before Depreciation and OPEB</b>	\$50.272	\$18.318	(31.954)	\$191.131	\$151.548	(39.584)
Depreciation	\$164.839	\$173.618	\$8.779	\$989.031	\$1,035.016	\$45.985
GASB 75 OPEB Expense Adjustment	\$10.000	\$0.000	(10.000)	\$20.000	\$18.566	(1.434)
GASB 68 Pension Adjustment	\$19.288	\$0.000	(19.288)	\$38.576	\$15.333	(23.243)
Environmental Remediation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Expenditures</b>	\$244.399	\$191.936	(52.463)	\$1,238.739	\$1,220.462	(18.276)
<b>Total Cash Conversion Adjustments</b>	\$245.314	\$428.357	\$183.043	\$1,153.669	\$1,204.313	\$50.644

Note: Totals may not add due to rounding

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

# NYCT – Non-Reimbursable Overtime Variance

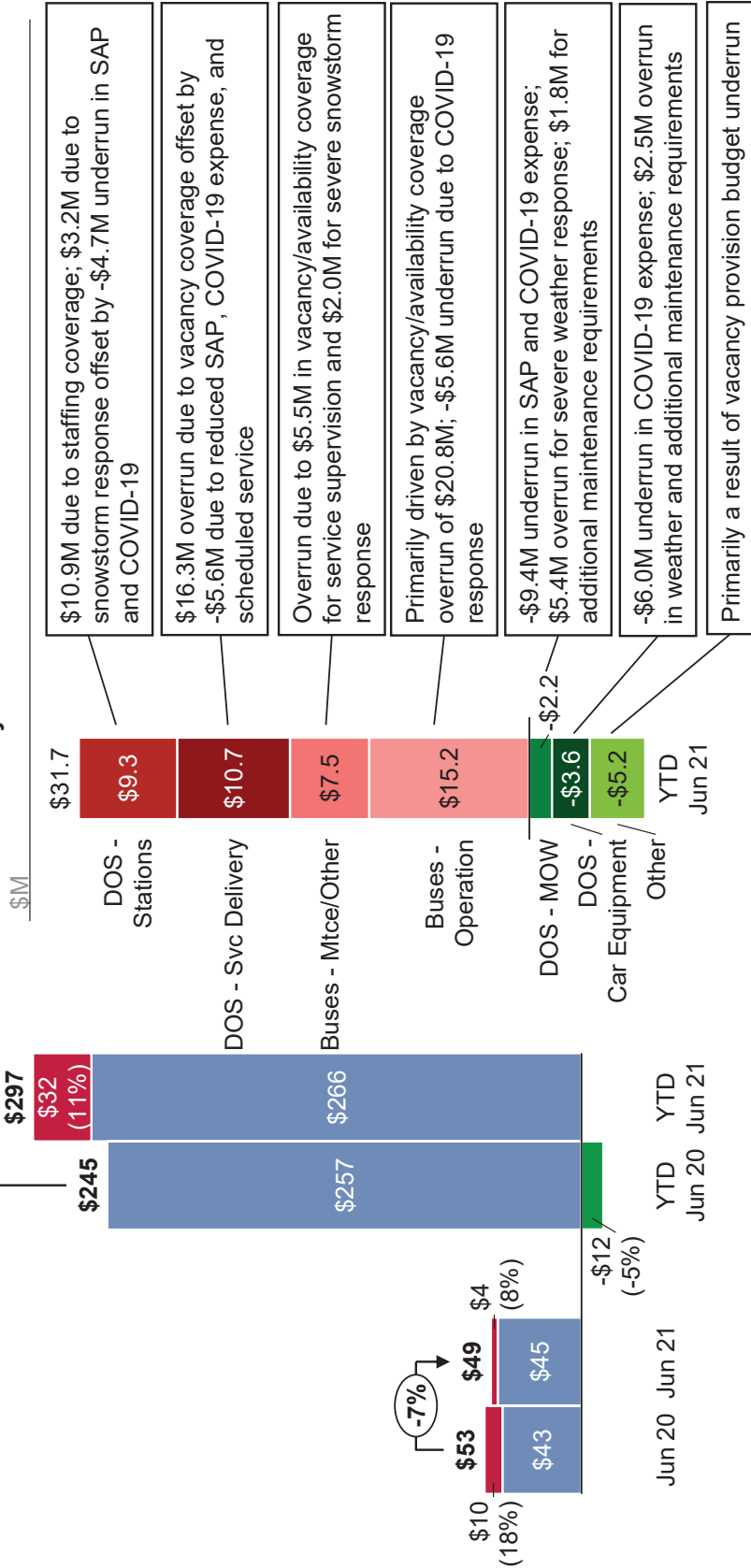
## June 2021 and YTD budget vs. variance



## Overview

- Overall increase of \$52.2M or 21% compared to June YTD 2020
- Overall decrease of -\$17.9M or -6% compared to June YTD 2019
- \$31.7M or 11% above 2021 YTD budget
- Subways \$14.3M overrun: \$9.7M for severe weather response; \$16.3M for vacancy coverage; \$10.9M due to station staffing coverage; remaining underruns of -\$22.6M in SAP and COVID-19
- Buses \$22.7M overrun: \$26.3M for vacancy/availability coverage; \$2.0M weather overrun; -\$5.6M for COVID-19 response
- Overtime vacancy coverage overruns are offset by Base Pay underruns of -\$43.9M

## YTD variance by division



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

# NYCT – Reimbursable Overtime Variance

## June 2021 and YTD budget vs. variance

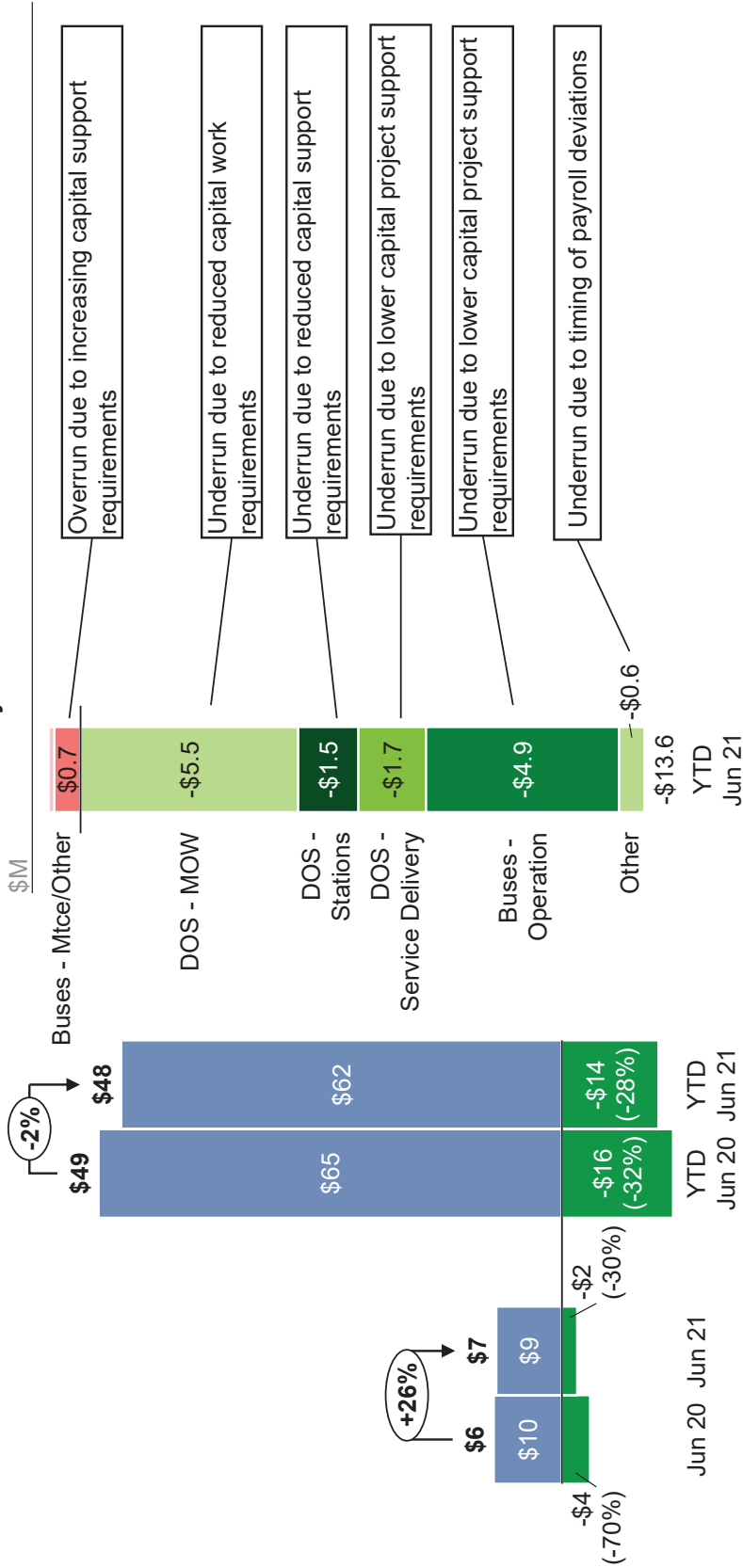
- Variance - Unfavorable
- Variance - Favorable
- Budget

Annual Budget  
Adopted: \$125M

## Overview

- Overall decrease of -\$1.1M or -2% compared to June YTD 2020
- Overall decrease of -\$56.0M or -54% compared to June YTD 2019
- \$13.6M or 28% below 2021 YTD budget
- Subways -\$8.7M underrun due to lower capital support requirements and severe weather project cancellations
- Buses -\$4.3M underrun due to lower capital support requirements

## YTD variance by division



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

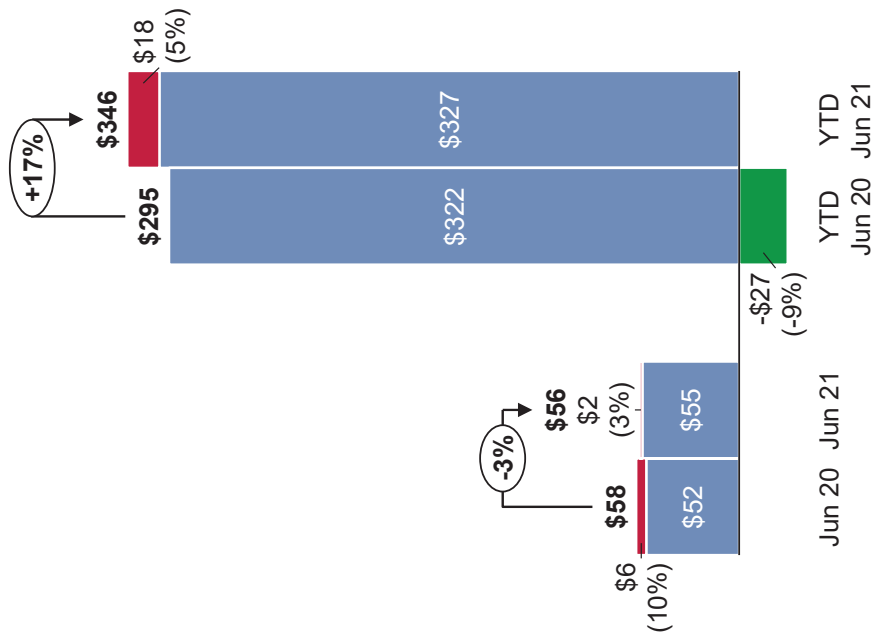
# NYCT – Total Overtime Variance

June 2021 and YTD budget vs. variance

\$M

- Variance - Unfavorable
- Variance - Favorable
- Budget

Annual Budget  
Adopted: \$657M

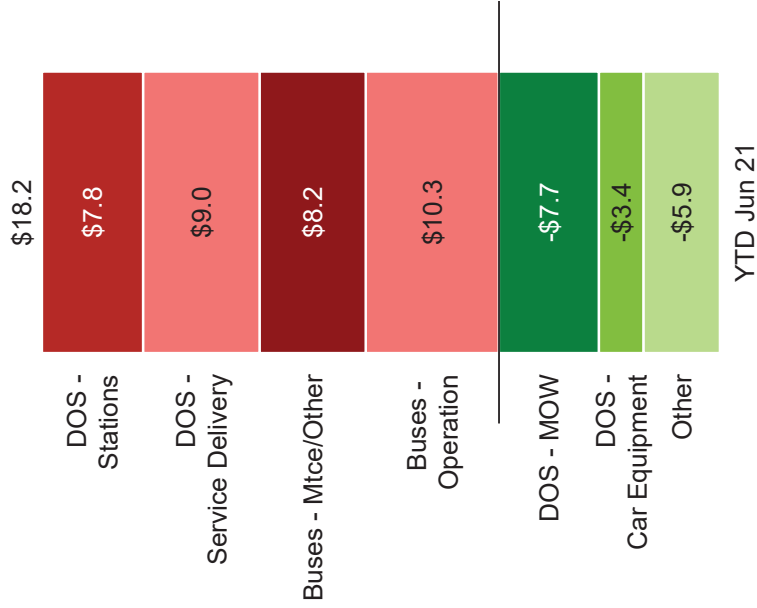


## Overview

- Overall increase of \$51.0M or 17% compared to June YTD 2020
- Overall decrease of -\$73.9M or -18% compared to June YTD 2019
- \$18.2M or 5% above 2021 YTD budget

## YTD variance by division

\$M



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

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN 2021**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE AND FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS**  
June 2021

	<u>Adopted</u>	<u>Actual</u>	<u>Variance</u> <u>Fav./(Unfav)</u>	<u>Explanation</u>
<b><u>Administration:</u></b>				
Office of the President	25	19	6	
Law	240	226	14	
Office of the EVP	10	17	(7)	
Human Resources	196	174	22	
Office of Management and Budget	30	25	5	
Strategy & Customer Experience	180	167	13	
Non-Departmental	-	0	0	
Labor Relations	78	73	5	
Office of People & Business Transformation	14	15	(1)	
Material	153	194	(41)	
Controller	102	98	4	
<b>Total Administration</b>	<b>1,028</b>	<b>1,008</b>	<b>20</b>	
<b><u>Operations:</u></b>				
Subways Service Delivery	7,943	7,591	352	Vacancies mainly due to Supv, Train Operators and Conductors.
Subways Operations Support/Admin	395	399	(4)	
Subways Stations	2,334	2,263	71	Vacancies mainly due to Station Agents.
<b>Subtotal Subways</b>	<b>10,672</b>	<b>10,253</b>	<b>419</b>	
Buses	10,830	10,494	336	Vacancies mainly due to Bus Operators.
Paratransit	183	177	6	
Operations Planning	364	308	56	Vacancies mainly due to Traffic Checkers.
Revenue Control	560	546	14	
Non-Departmental	173	-	173	
<b>Total Operations</b>	<b>22,782</b>	<b>21,778</b>	<b>1,004</b>	
<b><u>Maintenance:</u></b>				
Subways Operations Support/Admin	88	74	14	
Subways Engineering	312	311	1	
Subways Car Equipment	4,663	4,139	524	Vacancies mainly due to the Terminal Cleaners transfer.
Subways Infrastructure	1,870	1,817	53	Vacancies mainly due to hourlylies.
Subways Elevators & Escalators	452	455	(3)	
Subways Stations	3,336	3,514	(178)	Excesses mainly due to the Terminal Cleaners transfer.
Subways Track	3,110	2,769	341	Vacancies mainly due to Supv and hourlylies.
Subways Power	636	616	20	
Subways Signals	1,704	1,640	64	Vacancies mainly due to Signal Mtrs.
Subways Electronic Maintenance	1,555	1,429	126	Vacancies mainly due to PTE and hourlylies.
<b>Subtotal Subways</b>	<b>17,726</b>	<b>16,764</b>	<b>962</b>	
Buses	3,398	3,298	100	Vacancies mainly due to hourlylies.
Supply Logistics	523	517	6	
System Safety	86	77	9	
Non-Departmental	(49)	-	(49)	
<b>Total Maintenance</b>	<b>21,684</b>	<b>20,656</b>	<b>1,028</b>	
<b><u>Engineering:</u></b>				
Capital Program Management	1,302	1,106	196	Vacancies mainly due to Mgrs and PTEs
<b>Total Engineering/Capital</b>	<b>1,302</b>	<b>1,106</b>	<b>196</b>	
<b><u>Public Safety:</u></b>				
Security	620	595	25	
<b>Total Public Safety</b>	<b>620</b>	<b>595</b>	<b>25</b>	
<b>Total Positions</b>	<b>47,416</b>	<b>45,143</b>	<b>2,273</b>	
Non-Reimbursable	42,703	41,189	1,515	
Reimbursable	4,713	3,954	759	
Total Full-Time	47,259	45,041	2,218	
Total Full-Time Equivalents	157	102	55	

**MTA NEW YORK TRANSIT**  
**FEBRUARY FINANCIAL PLAN 2021**  
**TOTAL POSITIONS by FUNCTION and OCCUPATION**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
**June 2021**

FUNCTION/OCCUPATION	Adopted	Actual	Variance Fav./(Unfav)	Explanation
<b><u>Administration:</u></b>				
Managers/Supervisors	326	321	5	
Professional, Technical, Clerical	670	656	14	
Operational Hourlies	32	31	1	
<b>Total Administration</b>	<b>1,028</b>	<b>1,008</b>	<b>20</b>	
<b><u>Operations:</u></b>				
Managers/Supervisors	2,794	2,596	198	
Professional, Technical, Clerical	491	476	15	
Operational Hourlies	19,497	18,706	791	
<b>Total Operations</b>	<b>22,782</b>	<b>21,778</b>	<b>1004</b>	
<b><u>Maintenance:</u></b>				
Managers/Supervisors	3,876	3,614	262	
Professional, Technical, Clerical	882	799	83	
Operational Hourlies	16,926	16,243	683	
<b>Total Maintenance</b>	<b>21,684</b>	<b>20,656</b>	<b>1028</b>	
<b><u>Engineering/Capital:</u></b>				
Managers/Supervisors	353	277	76	
Professional, Technical, Clerical	947	827	120	
Operational Hourlies	2	2	0	
<b>Total Engineering/Capital</b>	<b>1,302</b>	<b>1,106</b>	<b>196</b>	
<b><u>Public Safety:</u></b>				
Managers/Supervisors	265	239	26	
Professional, Technical, Clerical	32	31	1	
Operational Hourlies	323	325	(2)	
<b>Total Public Safety</b>	<b>620</b>	<b>595</b>	<b>25</b>	
<b><u>Total Positions:</u></b>				
Managers/Supervisors	7,614	7,047	567	
Professional, Technical, Clerical	3,022	2,789	233	
Operational Hourlies	36,780	35,307	1473	
<b>Total Positions</b>	<b>47,416</b>	<b>45,143</b>	<b>2,273</b>	



# Preliminary June 2021 Report: Staten Island Railway

The purpose of this report is to provide the preliminary June 2021 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 2021 Staten Island Railway ridership of 112,771 was 24,381 rides (27.6 percent) above budget. For June 2021 year-to-date, ridership exceeded budget by 22.4 percent.
- Compared with June 2019, June 2021 ridership was lower by 67.6 percent. Compared with June 2020, June 2021 ridership was higher by 173.9 percent.
- June 2021 Farebox revenue was \$0.047 million (33.5 percent) above budget. June 2021 YTD farebox revenue exceeded budget by \$0.186 million (26.3 percent).
- Operating expenses were under budget by \$0.556 million (9.9 percent).
  - Labor expenses were less than budget by \$0.437 million (9.7 percent).
  - Non-labor expenses were also less than budget by \$0.119 million (10.8 percent).

# STATEN ISLAND RAILWAY FINANCIAL AND RIDERSHIP REPORT

June 2021

(All data are preliminary and subject to audit)

## **Preliminary Actual Results Compared to the Adopted Budget (budget)**

**June 2021 Staten Island Railway ridership** of 112,771 was 24,381 rides (27.6 percent) above budget. Average weekday ridership of 4,968 was 3,162 rides (175.1 percent) higher than June 2020 and 10,946 rides (68.8 percent) lower than June 2019.

**Operating revenue** of \$0.233 million was below budget by \$0.115 million (33.1 percent).

- Farebox revenue of \$0.188 million was \$0.047 million (33.5 percent) above budget. The overrun was due to higher than expected ridership.
- Other Revenue of \$0.045 million was \$0.163 million (78.5 percent) below budget due to lower school fare reimbursement and advertising revenue.

**Year-to-date operating revenue** of \$1.273 million was \$0.680 million (34.8 percent) under budget, due to underruns in school fare reimbursement and advertising revenue, partly offset by favorable farebox revenue.

**Nonreimbursable expenses** in June, before depreciation, GASB 75 OPEB Expense Adjustment and GASB 68 Pension Adjustment, were less than budget by \$0.556 million (9.9 percent).

- Labor expenses underran budget by \$0.437 million (9.7 percent), due primarily to an underrun of \$0.307 million (12.9 percent) in Payroll due to vacancies. Other Fringe Benefits underran budget by \$0.090 million (25.6 percent) and Pension was under budget by \$0.077 million (10.7 percent). Overtime expenses overran budget by \$0.077 million (44.9 percent), mainly due to vacancy backfill.
- Non-labor expenses were below budget by \$0.119 million (10.8 percent), including an underrun in Electric Power of \$0.195 million (60.0 percent) and a Professional Services Contracts underrun of \$0.110 million (47.2 percent), both due to timing. Claims overran budget by \$0.199 million (over 100.0 percent) due to the timing of expenses. Other Business Expenses overran by \$0.096 million (over 100.0 percent) due to procurement charges pending reclassification to Maintenance and Other Operating contracts.

**Year-to-date**, expenses were below budget by \$2.737 million (8.3 percent).

- Labor expenses were under by \$1.628 million (6.1 percent), mostly due to underruns in Health & Welfare/OPEB current expenses of \$1.019 million (19.5 percent). Payroll underran budget by \$0.953 million (7.0 percent) due to vacancies and Overtime expenses overran budget by \$0.243 million (18.4 percent) mainly due to vacancy backfill.
- Non-labor expenses were under budget by \$1.109 million (16.8 percent), mainly due to favorable timing in Professional Service Contracts of \$0.705 million (50.2 percent) and Electric Power of \$0.488 million (25.0 percent). Maintenance and Other Operating Contracts were under budget by \$0.403 million (36.0 percent) due to procurement charges to Other Business Expenses that is over budget by \$0.308 million (over 100.0 percent) pending reclassification.

**Operating cash deficit** (excluding subsidies) in June of \$5.104 million was \$0.063 million (1.2 percent) unfavorable to budget. On a year-to-date basis, the operating cash deficit was \$28.162 million, which was \$1.894 million (6.3 percent) favorable to budget.

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2021 Adopted**  
**Ridership (Utilization) Actual to Budget**  
**Jun FY21**  
 (# in Millions)

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	Month			Year-To-Date		
	Adopted	Actual	Favorable	Adopted	Actual	Favorable
			(Unfavorable) Variance			(Unfavorable) Variance
<b>Ridership</b>						
Ridership - Subway	0.088	0.113	0.024	0.462	0.566	0.104
<b>Total Ridership</b>	<b>0.088</b>	<b>0.113</b>	<b>0.024</b>	<b>0.462</b>	<b>0.566</b>	<b>0.104</b>
			27.6			22.4
			<b>27.6</b>			<b>22.4</b>
<b>FareBox Revenue</b>						
Farebox Revenue	\$0.141	\$0.188	\$0.047	\$0.710	\$0.896	\$0.186
<b>Total Farebox Revenue</b>	<b>\$0.141</b>	<b>\$0.188</b>	<b>\$0.047</b>	<b>\$0.710</b>	<b>\$0.896</b>	<b>\$0.186</b>
			33.5			26.3
			<b>33.5</b>			<b>26.3</b>

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY

Jun - 2021 Adopted  
 Accrual Statement of Operations By Category  
 Month - Jun 2021

(\$ 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
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Farebox Revenue	\$0.141	\$0.188	\$0.047	33.5	\$0.000	\$0.000	-	-	\$0.141	\$0.188	\$0.047	33.5
Other Revenue	\$0.207	\$0.045	(0.163)	(78.5)	\$0.000	\$0.000	-	-	\$0.207	\$0.045	(0.163)	(78.5)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.635	\$0.180	(0.455)	(71.7)	\$0.635	\$0.180	(0.455)	(71.7)
<b>Total Revenue</b>	<b>\$0.348</b>	<b>\$0.233</b>	<b>(0.115)</b>	<b>(33.1)</b>	<b>\$0.635</b>	<b>\$0.180</b>	<b>(0.455)</b>	<b>(71.7)</b>	<b>\$0.983</b>	<b>\$0.412</b>	<b>(0.570)</b>	<b>(58.0)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$2.390	\$2.083	\$0.307	12.9	\$0.329	\$0.029	\$0.301	91.3	\$2.719	\$2.111	\$0.608	22.4
Overtime	\$0.172	\$0.249	(0.077)	(44.9)	\$0.092	\$0.066	\$0.027	28.9	\$0.264	\$0.314	(0.050)	(19.0)
<b>Total Salaries &amp; Wages</b>	<b>\$2.562</b>	<b>\$2.331</b>	<b>\$0.230</b>	<b>9.0</b>	<b>\$0.422</b>	<b>\$0.094</b>	<b>\$0.327</b>	<b>77.6</b>	<b>\$2.984</b>	<b>\$2.426</b>	<b>\$0.558</b>	<b>18.7</b>
Health and Welfare	\$0.637	\$0.527	\$0.110	17.3	\$0.000	\$0.000	-	-	\$0.637	\$0.527	\$0.110	17.3
OPEB Current Payment	\$0.234	\$0.305	(0.071)	(30.4)	\$0.000	\$0.000	\$0.000	-	\$0.234	\$0.305	(0.071)	(30.5)
Pensions	\$0.724	\$0.646	\$0.077	10.7	\$0.000	\$0.000	-	-	\$0.724	\$0.646	\$0.077	10.7
Other Fringe Benefits	\$0.353	\$0.262	\$0.090	25.6	\$0.213	\$0.078	\$0.134	63.1	\$0.565	\$0.341	\$0.225	39.7
<b>Total Fringe Benefits</b>	<b>\$1.947</b>	<b>\$1.740</b>	<b>\$0.207</b>	<b>10.6</b>	<b>\$0.213</b>	<b>\$0.079</b>	<b>\$0.134</b>	<b>63.1</b>	<b>\$2.160</b>	<b>\$1.819</b>	<b>\$0.341</b>	<b>15.8</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Labor</b>	<b>\$4.509</b>	<b>\$4.072</b>	<b>\$0.437</b>	<b>9.7</b>	<b>\$0.635</b>	<b>\$0.173</b>	<b>\$0.462</b>	<b>72.7</b>	<b>\$5.143</b>	<b>\$4.245</b>	<b>\$0.898</b>	<b>17.5</b>
<b>Non-Labor :</b>												
Electric Power	\$0.326	\$0.130	\$0.195	60.0	\$0.000	\$0.000	-	-	\$0.326	\$0.130	\$0.195	60.0
Fuel	\$0.016	\$0.015	\$0.001	7.1	\$0.000	\$0.000	-	-	\$0.016	\$0.015	\$0.001	7.1
Insurance	\$0.113	\$0.082	\$0.030	26.9	\$0.000	\$0.000	-	-	\$0.113	\$0.082	\$0.030	26.9
Claims	\$0.083	\$0.282	(0.199)	(240.8)	\$0.000	\$0.000	-	-	\$0.083	\$0.282	(0.199)	(240.8)
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$0.188	\$0.123	\$0.066	34.9	\$0.000	\$0.000	-	-	\$0.188	\$0.123	\$0.066	34.9
Professional Service Contracts	\$0.234	\$0.124	\$0.110	47.2	\$0.000	\$0.003	(0.003)	-	\$0.234	\$0.127	\$0.107	45.9
Materials & Supplies	\$0.140	\$0.128	\$0.012	8.6	\$0.000	\$0.004	(0.004)	-	\$0.140	\$0.132	\$0.008	6.0
Other Business Expenses	\$0.002	\$0.098	(0.096)	-	\$0.000	\$0.000	-	-	\$0.002	\$0.098	(0.096)	-
<b>Non-Labor</b>	<b>\$1.102</b>	<b>\$0.983</b>	<b>\$0.119</b>	<b>10.8</b>	<b>\$0.000</b>	<b>\$0.007</b>	<b>(0.007)</b>	<b>-</b>	<b>\$1.102</b>	<b>\$0.989</b>	<b>\$0.113</b>	<b>10.2</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$5.611</b>	<b>\$5.054</b>	<b>\$0.556</b>	<b>9.9</b>	<b>\$0.635</b>	<b>\$0.180</b>	<b>\$0.455</b>	<b>71.7</b>	<b>\$6.245</b>	<b>\$5.234</b>	<b>\$1.011</b>	<b>16.2</b>
Depreciation	\$1.000	\$0.944	\$0.056	5.6	\$0.000	\$0.000	-	-	\$1.000	\$0.944	\$0.056	5.6
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	-	-
<b>Total Expenses</b>	<b>\$6.611</b>	<b>\$5.998</b>	<b>\$0.612</b>	<b>9.3</b>	<b>\$0.635</b>	<b>\$0.180</b>	<b>\$0.455</b>	<b>71.7</b>	<b>\$7.245</b>	<b>\$6.178</b>	<b>\$1.067</b>	<b>14.7</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(6.262)</b>	<b>(5.766)</b>	<b>\$0.497</b>	<b>7.9</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>100.0</b>	<b>(6.262)</b>	<b>(5.766)</b>	<b>\$0.497</b>	<b>7.9</b>

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 - 2021 Adopted  
 Accrual Statement of Operations By Category  
 Year-To-Date - Jun 2021

(\$ in Millions)

7/09/2021 12:04 PM

	Nonreimbursable			Reimbursable			Total		
	Adopted	Actual	Favorable (Unfavorable) Variance	Adopted	Actual	Favorable (Unfavorable) Variance	Adopted	Actual	Favorable (Unfavorable) Variance
			Percent			Percent			Percent
<b>Revenue</b>									
<b>Farebox Revenue:</b>									
Farebox Revenue	\$0.710	\$0.896	26.3 (69.7)	\$0.000	\$0.000	-	\$0.710	\$0.896	\$0.186 (866)
Other Revenue	\$1.243	\$0.377	(69.7)	\$0.000	\$0.000	-	\$1.243	\$0.377	(\$0.866)
Capital and Other Reimbursements	\$0.000	\$0.000	-	\$3.762	\$1.003	(73.4)	\$3.762	\$1.003	(\$2.760)
<b>Total Revenue</b>	<b>\$1.953</b>	<b>\$1.273</b>	<b>(34.8)</b>	<b>\$3.762</b>	<b>\$1.003</b>	<b>(73.4)</b>	<b>\$5.716</b>	<b>\$2.276</b>	<b>(\$3.440)</b>
<b>Expenses</b>									
<b>Labor :</b>									
Payroll	\$13.616	\$12.663	7.0 (8.4)	\$1.954	\$0.207	89.4	\$15.570	\$12.870	\$2.701 (2020)
Overtime	\$1.326	\$1.569	(18.4)	\$0.550	\$0.327	40.5	\$1.876	\$1.896	(\$0.020)
<b>Total Salaries &amp; Wages</b>	<b>\$14.942</b>	<b>\$14.232</b>	<b>4.8</b>	<b>\$2.504</b>	<b>\$0.534</b>	<b>78.7</b>	<b>\$17.446</b>	<b>\$14.766</b>	<b>\$2.680</b>
Health and Welfare	\$3.825	\$2.547	33.4 (18.5)	\$0.000	\$0.000	-	\$3.825	\$2.547	\$1.278 (260)
OPEB Current Payment	\$1.401	\$1.660	(25.9)	\$0.001	\$0.001	(0.001)	\$1.401	\$1.661	(\$0.260)
Pensions	\$4.341	\$4.513	(4.0)	\$0.000	\$0.000	-	\$4.341	\$4.513	(\$0.172)
Other Fringe Benefits	\$2.041	\$1.969	3.5 (1.9)	\$0.072	\$0.432	65.6	\$3.299	\$2.401	\$0.898 (27.2)
<b>Total Fringe Benefits</b>	<b>\$11.608</b>	<b>\$10.689</b>	<b>7.9</b>	<b>\$1.258</b>	<b>\$0.433</b>	<b>65.6</b>	<b>\$12.866</b>	<b>\$11.122</b>	<b>\$1.744</b>
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	\$0.002	(0.002)	\$0.000	\$0.003	(\$0.003)
<b>Labor</b>	<b>\$26.550</b>	<b>\$24.922</b>	<b>6.1</b>	<b>\$3.762</b>	<b>\$0.969</b>	<b>74.3</b>	<b>\$30.312</b>	<b>\$25.891</b>	<b>\$4.421</b>
<b>Non-Labor :</b>									
Electric Power	\$1.953	\$1.465	25.0 (7.4)	\$0.000	\$0.000	-	\$1.953	\$1.465	\$0.488 (250)
Fuel	\$0.129	\$0.138	(0.009)	\$0.000	\$0.000	-	\$0.129	\$0.138	(\$0.009)
Insurance	\$0.675	\$0.629	6.9 (11.0)	\$0.000	\$0.000	-	\$0.675	\$0.629	\$0.046 (6.9)
Claims	\$0.497	\$0.442	11.0	\$0.000	\$0.000	-	\$0.497	\$0.442	\$0.055 (11.0)
Paratransit Service Contracts	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$1.090	\$0.686	37.0	\$0.000	\$0.000	-	\$1.090	\$0.686	\$0.403 (37.0)
Professional Service Contracts	\$1.404	\$0.699	50.2 (32.2)	\$0.000	\$0.005	(0.005)	\$1.404	\$0.703	\$0.700 (300)
Materials & Supplies	\$0.842	\$1.113	(32.2)	\$0.000	\$0.029	(0.029)	\$0.842	\$1.142	(\$0.300)
Other Business Expenses	\$0.014	\$0.323	(0.308)	\$0.000	\$0.000	-	\$0.014	\$0.323	(\$0.308)
<b>Non-Labor</b>	<b>\$6.603</b>	<b>\$5.494</b>	<b>16.8</b>	<b>\$0.000</b>	<b>\$0.034</b>	<b>(0.034)</b>	<b>\$6.603</b>	<b>\$5.528</b>	<b>\$1.075</b>
<b>Other Expense Adjustments:</b>									
Other	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$33.153</b>	<b>\$30.416</b>	<b>8.3</b>	<b>\$3.762</b>	<b>\$1.003</b>	<b>73.4</b>	<b>\$36.915</b>	<b>\$31.419</b>	<b>\$5.497</b>
Depreciation	\$6.000	\$5.619	6.4 (172.9)	\$0.000	\$0.000	-	\$6.000	\$5.619	\$0.381 (401)
GASB 75 OPEB Expense Adjustment	\$0.550	(0.401)	172.9	\$0.000	\$0.000	-	\$0.550	(0.401)	\$0.951 (73.4)
GASB 68 Pension Adjustment	(0.550)	(0.762)	38.6	\$0.000	\$0.000	-	(0.550)	(0.762)	\$0.212 (60.2)
Environmental Remediation	\$0.000	\$0.000	-	\$0.000	\$0.000	-	\$0.000	\$0.000	-
<b>Total Expenses</b>	<b>\$39.153</b>	<b>\$34.872</b>	<b>10.9</b>	<b>\$3.762</b>	<b>\$1.003</b>	<b>73.4</b>	<b>\$42.915</b>	<b>\$35.874</b>	<b>\$7.041</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(37.200)</b>	<b>(33.599)</b>	<b>9.7</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>644.0</b>	<b>(37.200)</b>	<b>(33.599)</b>	<b>\$3.601</b>

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- 2021 ADOPTED BUDGET  
EXPLANATION OF VARIANCES BETWEEN FEBRUARY 2021 RESULTS AND THE FEBRUARY FINANCIAL PLAN  
JUNE 2021**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH		YEAR-TO-DATE		
		(\$ in millions)-Accrual Basis				
		Favorable/ (Unfavorable) Variance \$	%	Favorable/ (Unfavorable) Variance \$	%	
Farebox Revenue	Non Reimb.	0.047	33.5	0.186	26.3	Favorable due to higher than anticipated ridership
Other Revenue	Non Reimb.	(0.163)	(78.5)	(0.866)	(69.7)	Unfavorable due to minimal reimbursement for school fares
Payroll	Non Reimb.	0.307	12.9	0.953	7.0	Favorable due to vacancies
Overtime	Non Reimb.	(0.077)	(44.9)	(0.243)	(18.4)	Unfavorable primarily due to timing of work assignment and weather
Health and Welfare (including OPEB current payment)	Non Reimb.	0.039	4.5	1.019	19.5	Favorable rates due to prescription drug contract rebates and vacancy savings
Pension	Non Reimb.	0.077	10.7	(0.172)	(4.0)	Unfavorable timing of expenses
Other Fringe Benefits	Non Reimb.	0.090	25.6	0.072	3.5	Favorable accrual for Workers Compensation
Reimbursable Overhead	Non Reimb.	0.000	0.0	(0.001)	0.0	
Electric Power	Non Reimb.	0.195	60.0	0.488	25.0	Favorable primarily due to timing of bills
Claims	Non Reimb.	(0.199)	(240.8)	0.055	11.0	Unfavorable due to timing of expenses
Maintenance & Other Operating Contracts	Non Reimb.	0.066	34.9	0.403	37.0	Favorable due to the timing of material requirements
Professional Service Contracts	Non Reimb.	0.110	47.2	0.705	50.2	Favorable due to timing of Covid-19 cleaning expenses
Materials and Supplies	Non Reimb.	0.012	8.6	(0.271)	(32.2)	Unfavorable due to the timing of material requirements
Other Business Expenses	Non Reimb.	(0.096)	-	(0.308)	-	Unfavorable due to timing of procurement charges reclassification
Payroll	Reimb.	0.301	91.3	1.747	89.4	Favorable due to constrained project work caused by COVID-19
Overtime	Reimb.	0.027	28.9	0.223	40.5	Favorable due to backfill of vacancies
Materials and Supplies	Reimb.	(0.004)	0.0	(0.029)	0.0	Draw down of project materials

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2021 Adopted**  
**Cash Receipts and Expenditures**  
 Jun FY21  
 (\$ in Millions)

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	Month			Year-To-Date		
	Adopted	Actual	Favorable	Adopted	Actual	Favorable
			(Unfavorable) Variance			(Unfavorable) Variance
<b>Receipts</b>						
Farebox Revenue	\$0.141	\$0.156	\$0.015	\$0.710	\$0.824	\$0.114
Other Revenue	\$0.072	\$0.021	(0.051)	\$1.301	\$0.295	(1.006)
Capital and Other Reimbursements	\$0.635	\$0.105	(0.530)	\$3.762	\$1.542	(2.221)
<b>Total Revenue</b>	<b>\$0.847</b>	<b>\$0.283</b>	<b>(0.565)</b>	<b>\$5.773</b>	<b>\$2.660</b>	<b>(3.113)</b>
<b>Expenditures</b>						
<b>Labor :</b>						
Payroll	\$2.566	\$0.261	\$2.305	\$15.629	\$12.330	\$3.299
Overtime	\$0.264	\$1.876	(1.612)	\$1.876	\$1.876	\$0.000
<b>Total Salaries &amp; Wages</b>	<b>\$2.830</b>	<b>\$2.137</b>	<b>\$0.693</b>	<b>\$17.505</b>	<b>\$14.206</b>	<b>\$3.299</b>
Health and Welfare	\$0.637	\$1.150	(0.513)	\$3.825	\$3.883	(0.058)
OPEB Current Payment	\$0.234	\$0.052	\$0.181	\$1.401	\$0.634	\$0.767
Pensions	\$0.724	\$0.646	\$0.077	\$4.341	\$4.513	(0.172)
Other Fringe Benefits	\$0.404	\$0.481	(0.078)	\$2.404	\$2.098	\$0.306
<b>Total Fringe Benefits</b>	<b>\$1.998</b>	<b>\$2.330</b>	<b>(0.332)</b>	<b>\$11.970</b>	<b>\$11.128</b>	<b>\$0.843</b>
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	-
<b>Labor</b>	<b>\$4.828</b>	<b>\$4.467</b>	<b>\$0.361</b>	<b>\$29.476</b>	<b>\$25.334</b>	<b>\$4.142</b>
<b>Non-Labor :</b>						
Electric Power	\$0.326	\$0.165	\$0.161	\$1.953	\$1.641	\$0.312
Fuel	\$0.016	\$0.023	(0.006)	\$0.129	\$0.190	(0.061)
Insurance	\$0.113	\$0.197	(0.085)	\$0.675	\$0.488	\$0.187
Claims	\$0.000	\$0.111	(0.070)	\$0.246	\$0.222	\$0.024
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Maintenance and Other Operating Contracts	\$0.188	\$0.137	\$0.052	\$1.090	\$0.659	\$0.431
Professional Service Contracts	\$0.234	\$0.132	\$0.102	\$1.404	\$0.743	\$0.661
Materials & Supplies	\$0.140	\$0.036	\$0.104	\$0.842	\$1.171	(0.330)
Other Business Expenses	\$0.002	\$0.119	(0.117)	\$0.015	\$0.374	(0.359)
<b>Non-Labor</b>	<b>\$1.060</b>	<b>\$0.920</b>	<b>\$0.141</b>	<b>\$6.354</b>	<b>\$5.489</b>	<b>\$0.865</b>
<b>Other Expense Adjustments:</b>						
Other	\$0.000	\$0.000	-	\$0.000	\$0.000	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures before Depreciation and OPEB</b>	<b>\$5.888</b>	<b>\$5.386</b>	<b>\$0.502</b>	<b>\$35.830</b>	<b>\$30.823</b>	<b>\$5.007</b>
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
GASB 75 OPEB Expense Adjustment	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$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
<b>Total Expenditures</b>	<b>\$5.888</b>	<b>\$5.386</b>	<b>\$0.502</b>	<b>\$35.830</b>	<b>\$30.823</b>	<b>\$5.007</b>
<b>Net Surplus/(Deficit)</b>	<b>(5.041)</b>	<b>(5.104)</b>	<b>(0.063)</b>	<b>(30.057)</b>	<b>(28.162)</b>	<b>\$1.894</b>

Note: Totals may not add due to rounding

**MTA STATEN ISLAND RAILWAY**  
**FEBRUARY FINANCIAL PLAN- 2021 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN FEBRUARY 2021 RESULTS AND THE FEBRUARY FINANCIAL PLAN**  
**JUNE 2021**  
**(\$ in millions)**

	MONTH		YEAR TO DATE		
	<u>Favorable/ (Unfavorable) Variance</u>	<u>%</u>	<u>Favorable/ (Unfavorable) Variance</u>	<u>%</u>	
<u>Operating Receipts or Disbursements</u>	<u>\$</u>		<u>\$</u>		
Farebox Receipts	0.015	11.0	0.114	16.1	Primarily due to favorable ridership
Other Revenue	(0.051)	(70.5)	(1.006)	(77.3)	Primarily due to receipt timing lag of fare reimbursement
Capital and Other Reimbursements	(0.530)	(83.5)	(2.221)	(59.0)	Timing of reimbursements
Payroll	2.305	89.8	3.299	21.1	Favorable due to vacancies
Overtime	(1.612)	(610.3)	0.000	0.0	Timing of payments
Health and Welfare (including OPEB current payment)	(0.332)	0.0	0.709	0.0	Timing of payments
Other Fringe Benefits	(0.078)	(19.2)	0.306	12.7	Deferral of payroll expenditure (FICA) under CARES Act as well as vacancies
Electric Power	0.161	49.4	0.312	16.0	Favorable mainly due to timing
Maintenance Contracts	0.052	27.4	0.431	39.5	Favorable timing of maintenance work postponed due to COVID-19
Professional Services Contracts	0.102	43.7	0.661	47.1	Timing of contract payments
Materials & Supplies	0.104	74.0	(0.330)	(39.1)	Timing of payments



MTA STATEN ISLAND RAILWAY  
February Financial Plan - 2021 Adopted  
Cash Conversion (Cash Flow Adjustments)

Jun FY21  
(\$ in Millions)

7/08/2021 02:46 PM

	Month			Year-To-Date		
	Adopted	Actual	Favorable	Adopted	Actual	Favorable
			(Unfavorable)			Variance
			Percent			Percent
<b>Revenue</b>						
Farebox Revenue	\$0.000	(0.032)	(0.032)	\$0.000	(0.072)	(0.072)
Other Revenue	(0.135)	(0.023)	\$0.112	\$0.057	(0.082)	(0.140)
Capital and Other Reimbursements	\$0.000	(0.075)	(0.075)	\$0.000	\$0.539	\$0.539
<b>Total Revenue</b>	<b>(0.135)</b>	<b>(0.130)</b>	<b>\$0.006</b>	<b>\$0.057</b>	<b>\$0.385</b>	<b>\$0.327</b>
			82.7			(243.2)
			4.1			569.2
<b>Expenses</b>						
<b>Labor :</b>						
Payroll	\$0.154	\$1.850	\$1.696	(0.059)	\$0.540	\$0.599
Overtime	\$0.000	(1.562)	(1.562)	\$0.000	\$0.020	\$0.020
<b>Total Salaries &amp; Wages</b>	<b>\$0.154</b>	<b>\$0.289</b>	<b>\$0.135</b>	<b>-</b>	<b>\$0.560</b>	<b>\$0.619</b>
Health and Welfare	\$0.000	(0.623)	(0.623)	\$0.000	(1.336)	(1.336)
OPEB Current Payment	\$0.000	\$0.253	\$0.253	\$0.000	\$1.027	\$1.027
Pensions	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Fringe Benefits	\$0.162	(0.141)	(0.302)	\$0.896	\$0.304	(0.592)
<b>Total Fringe Benefits</b>	<b>\$0.162</b>	<b>(0.511)</b>	<b>(0.673)</b>	<b>\$0.896</b>	<b>(0.006)</b>	<b>(0.901)</b>
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	\$0.003	\$0.003
<b>Labor</b>	<b>\$0.316</b>	<b>(0.222)</b>	<b>(0.538)</b>	<b>\$0.837</b>	<b>\$0.557</b>	<b>(0.279)</b>
			(170.4)			(33.4)
<b>Non-Labor :</b>						
Electric Power	\$0.000	(0.034)	(0.034)	\$0.000	(0.177)	(0.177)
Fuel	\$0.000	(0.008)	(0.007)	\$0.000	(0.052)	(0.051)
Insurance	\$0.000	(0.115)	(0.115)	\$0.000	\$0.140	\$0.140
Claims	\$0.042	\$0.171	\$0.129	\$0.250	\$0.220	(0.030)
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Maintenance and Other Operating Contracts	\$0.000	(0.014)	(0.014)	\$0.000	\$0.027	\$0.027
Professional Service Contracts	\$0.000	(0.005)	(0.005)	\$0.000	(0.039)	(0.039)
Materials & Supplies	\$0.000	\$0.095	\$0.095	\$0.000	(0.030)	(0.030)
Other Business Expenses	\$0.000	(0.021)	(0.021)	\$0.000	(0.052)	(0.051)
<b>Non-Labor</b>	<b>\$0.042</b>	<b>\$0.070</b>	<b>\$0.028</b>	<b>\$0.249</b>	<b>\$0.039</b>	<b>(0.210)</b>
			67.7			(84.5)
<b>Other Expense Adjustments:</b>						
Other	\$0.000	\$0.000	-	\$0.000	\$0.000	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$0.357</b>	<b>(0.152)</b>	<b>(0.509)</b>	<b>\$1.086</b>	<b>\$0.596</b>	<b>(0.490)</b>
			(142.7)			(45.1)
Depreciation	\$1.000	\$0.944	(0.056)	\$6.000	\$5.619	(0.381)
GASB 75 OPEB Expense Adjustment	\$0.275	\$0.000	(0.275)	\$0.550	(0.401)	(0.951)
GASB 68 Pension Adjustment	(0.275)	\$0.000	\$0.275	(0.550)	(0.762)	(0.212)
Environmental Remediation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<b>Total Expenditures</b>	<b>\$1.357</b>	<b>\$0.792</b>	<b>(0.565)</b>	<b>\$7.086</b>	<b>\$5.051</b>	<b>(2.034)</b>
			(41.7)			(28.7)
<b>Total Cash Conversion Adjustments</b>	<b>\$1.222</b>	<b>\$0.662</b>	<b>(0.560)</b>	<b>\$7.143</b>	<b>\$5.436</b>	<b>(1.707)</b>
			(45.8)			(23.9)

Note: Totals may not add due to rounding

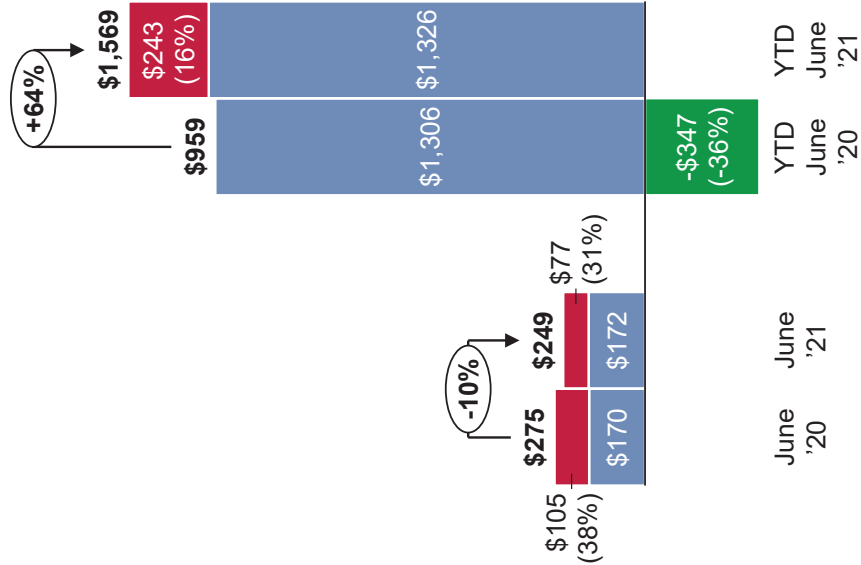
Note: Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

# SIRTOA – Non-Reimbursable Overtime Variance

June 2021 and YTD adopted vs. variance  
\$K

■ Variance - Unfavorable  
■ Variance - Favorable  
■ Budget

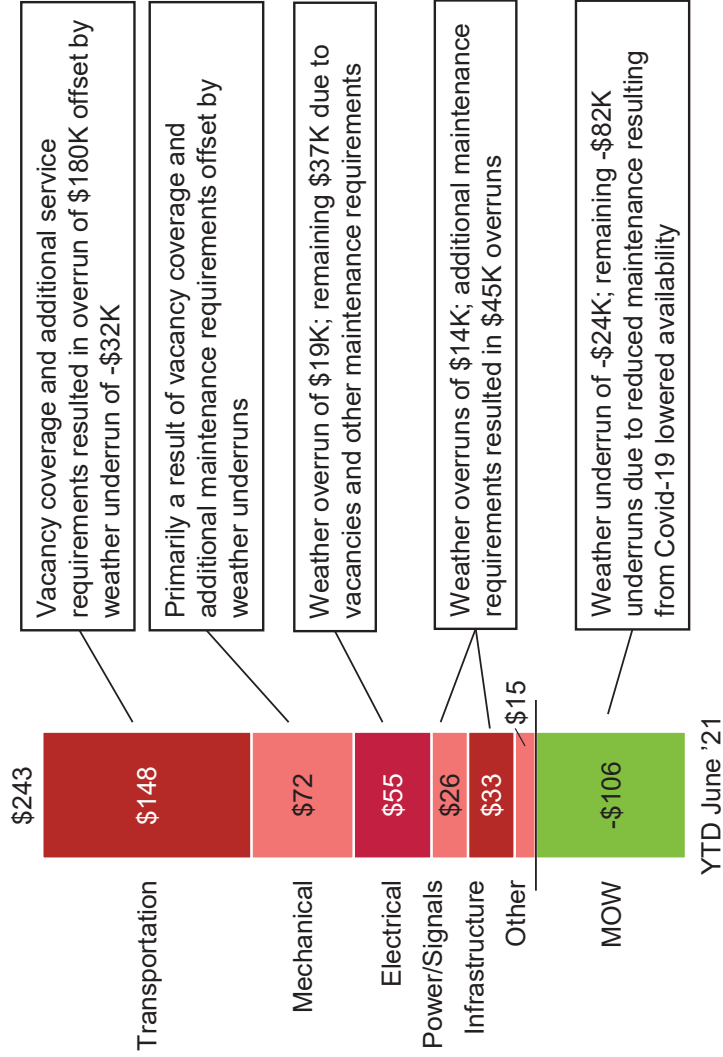
Annual budget  
 Adopted: \$2,415



## Overview

- Overall increase of \$611K or 64% compared to June YTD 2020
- \$243K or 16% above 2021 YTD budget
- Maintenance \$80K overrun: -\$36K weather overrun offset by \$91K overrun due to vacancy coverage; remaining \$26K overrun due to additional maintenance requirements
- Service \$148K overrun: -\$32K weather overrun offset by \$104K overrun due to vacancies and \$76K due to other service requirements

**YTD variance by division**  
\$K



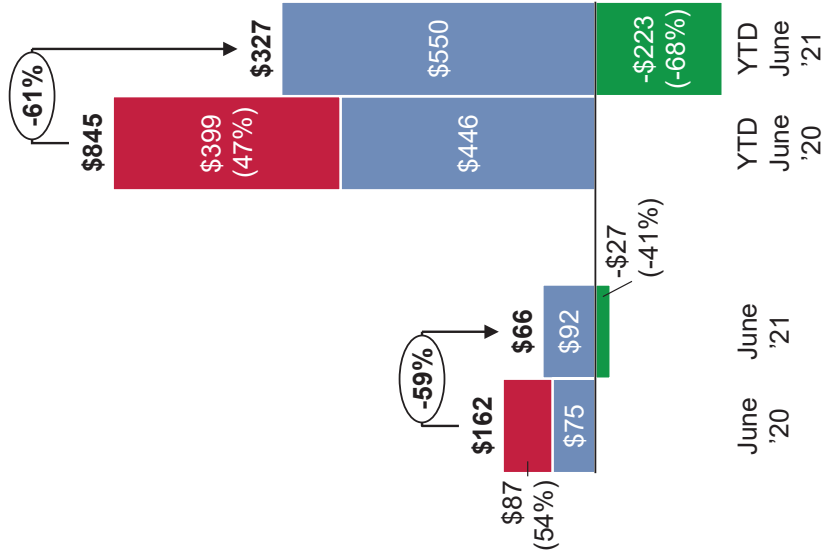
Source: Adopted budget. GL actuals for actual overtime spending.

# SIRTOA – Reimbursable Overtime Variance

June 2021 and YTD adopted vs. variance  
\$K

- Variance - Unfavorable
- Variance - Favorable
- Budget

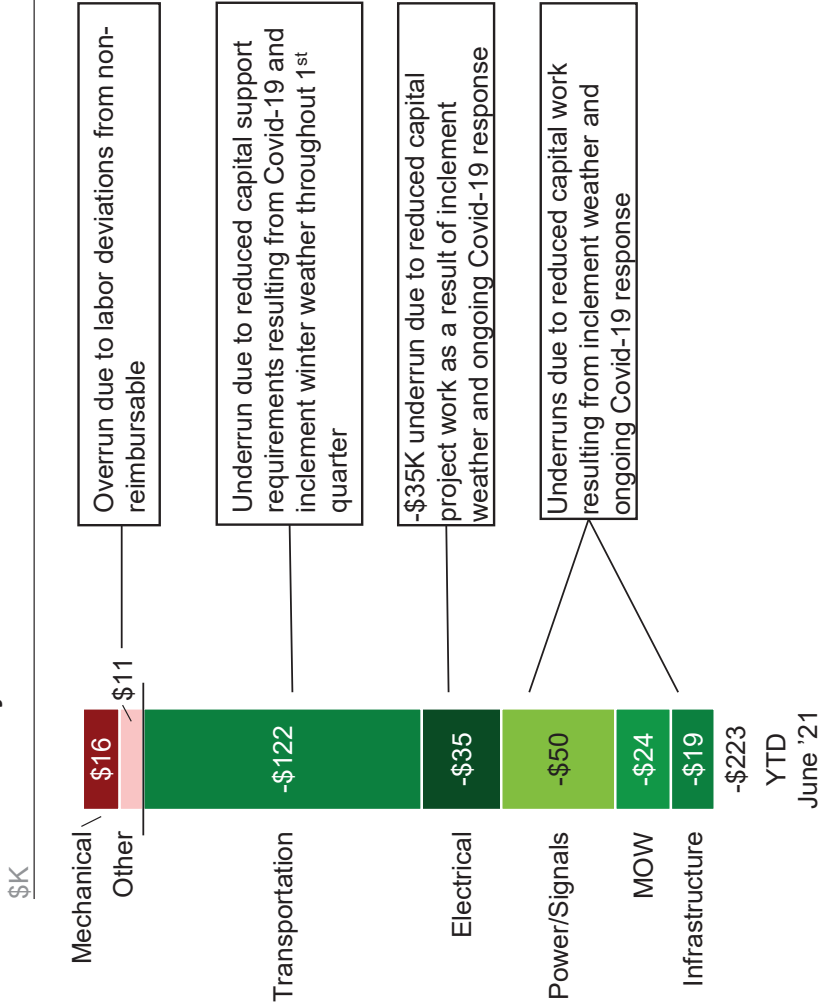
Annual budget  
Adopted: \$1,110K



## Overview

- Overall decrease of -\$518K or 61% compared to June YTD 2020
- -\$223K or 68% below 2021 YTD budget
- Maintenance -\$112K underrun due to reduced capital work resulting from inclement weather and Covid-19 response
- Service -\$122K underrun due to reduced capital support resulting from inclement weather and Covid-19 response

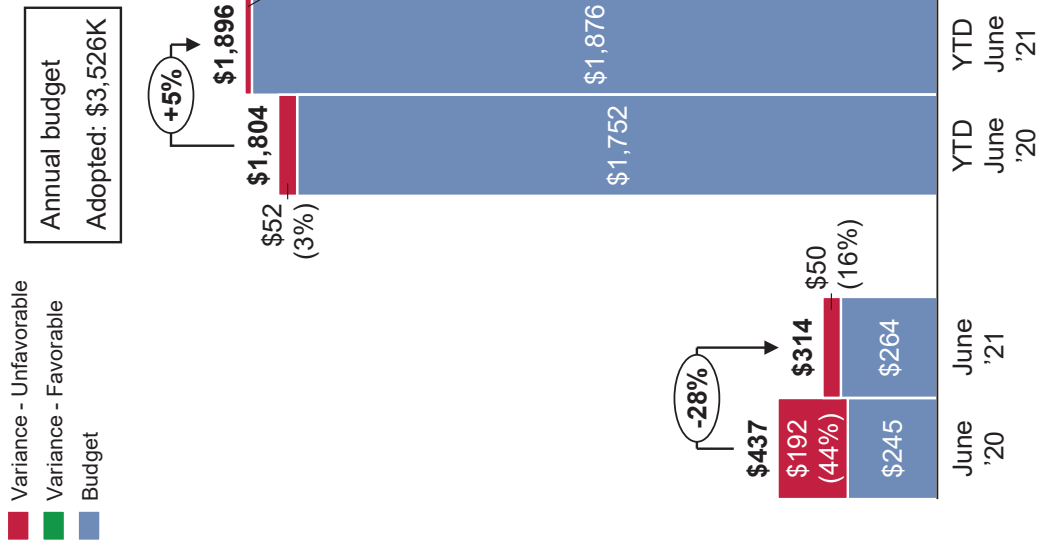
## YTD variance by division



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

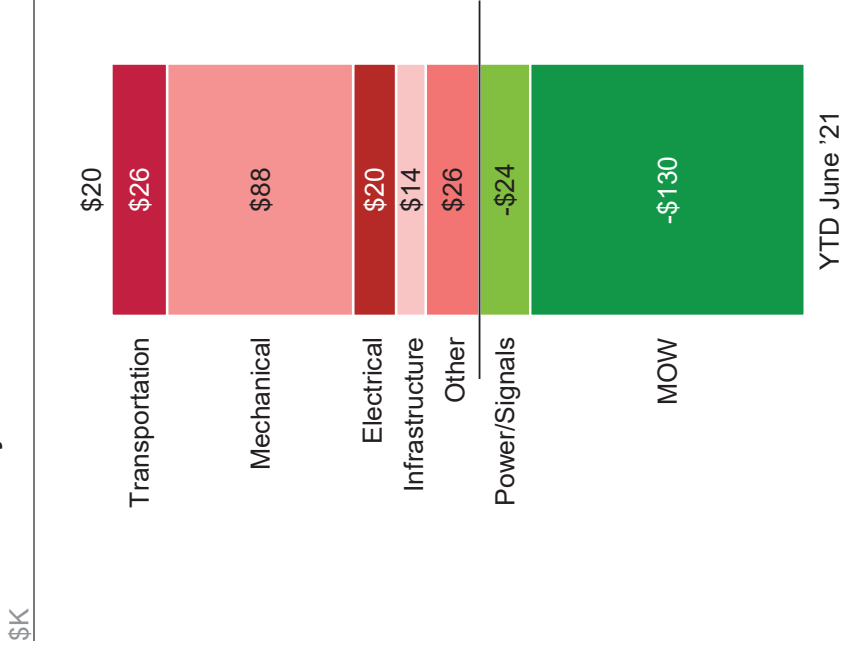
# SIRTOA – Total Overtime Variance

## June 2021 and YTD adopted vs. variance



- Overall increase of \$92K or 5% compared to June YTD 2020
- \$20K or 1% above 2021 YTD budget

## YTD variance by division



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

**MTA Staten Island Railway  
February Financial Plan  
Total Full-Time Positions and Full-Time Equivalents  
Jun 2021**

	Adopted	Actual	Favorable/ (Unfavorable)
<b>Administration</b>			
SIR Executive	6	5	1
SIR General Office	13	10	3
SIR Purchasing Stores	4	3	1
<b>Total Administration</b>	<b>23</b>	<b>18</b>	<b>5</b>
<b>Operations</b>			
SIR Transportation	152	135	17
<b>Total Operations</b>	<b>152</b>	<b>135</b>	<b>17</b>
<b>Maintenance</b>			
SIR Mechanical	53	52	1
SIR Electronics Electrical	18	18	0
SIR Power Signals	32	29	3
SIR Maintenance of Way	89	74	15
SIR Infrastructure	16	17	(1)
<b>Total Maintenance</b>	<b>208</b>	<b>190</b>	<b>18</b>
<b>Engineering/Capital</b>			
SIR Reimbursable Program Support	6	2	4
<b>Total Engineering/Capital</b>	<b>6</b>	<b>2</b>	<b>4</b>
<b>Total Positions</b>	<b>389</b>	<b>345</b>	<b>44</b>
Non-Reimbursable	336	333	3
Reimbursable	53	12	41
Total Full-Time	389	345	44
Total Full-Time-Equivalents	0	0	0

**MTA STATEN ISLAND RAILWAY  
FEBRUARY FINANCIAL PLAN  
TOTAL POSITIONS by FUNCTION and OCCUPATION  
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS  
Jun 2021**

<b>FUNCTION/OCCUPATION</b>	<b>Adopted</b>	<b>Actual</b>	<b>Favorable/ (Unfavorable)</b>
<b><u>Administration</u></b>			
Managers/Supervisors	13	11	2
Professional/Technical/Clerical	6	6	0
Operational Hourlies	4	2	2
<b>Total Administration</b>	<b>23</b>	<b>19</b>	<b>4</b>
<b><u>Operations</u></b>			
Managers/Supervisors	26	23	3
Professional/Technical/Clerical	6	6	0
Operational Hourlies	120	107	13
<b>Total Operations</b>	<b>152</b>	<b>136</b>	<b>16</b>
<b><u>Maintenance</u></b>			
Managers/Supervisors	25	22	3
Professional/Technical/Clerical	6	6	0
Operational Hourlies	177	160	17
<b>Total Maintenance</b>	<b>208</b>	<b>188</b>	<b>20</b>
<b><u>Engineering/Capital</u></b>			
Managers/Supervisors	4	2	2
Professional/Technical/Clerical	2	0	2
Operational Hourlies	0	0	-
<b>Total Engineering/Capital</b>	<b>6</b>	<b>2</b>	<b>4</b>
<b><u>Total Positions</u></b>			
Managers/Supervisors	68	58	10
Professional/Technical/Clerical	20	18	2
Operational Hourlies	301	269	32
<b>Total Positions</b>	<b>389</b>	<b>345</b>	<b>44</b>

# Preliminary June 2021 Report: Bus Company

The purpose of this report is to provide the preliminary June 2021 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 2021 Bus Company ridership of 6.1 million was 3.7 million (149.0 percent) above budget.

- Farebox revenue of \$12.1 million was \$7.5 million (160.0 percent) above budget.
- Total expenses of \$65.7 million were \$10.3 million (13.5 percent) below budget.
  - Labor expenses were lower than budget by \$3.3 million (6.0 percent). Overtime expenses were lower than budget by \$1.3 million (16.5 percent). Health and Welfare (including OPEB) expenses were lower than budget by \$1.6 million (15.3 percent). Other Fringe Benefits were lower than budget by \$1.1 million (17.9 percent). Pension expenses were lower by \$0.4 million (6.5 percent).
  - Non-labor expenses were favorable to budget by \$7.0 million (32.5 percent). Claims expenses were favorable by \$1.8 million (29.0 percent). Insurance was lower than budget by \$0.1 million (21.3 percent). Maintenance and Other Operating Contracts expenses were lower than budget by \$1.8 million (44.8 percent). Materials and Supplies expenses were favorable by \$2.0 million (40.5 percent). Other Business expenses were lower than budget by \$0.2 million (40.5 percent). Professional Service Contracts were lower than budget by \$1.0 million (29.2 percent).

**MTA BUS FINANCIAL AND RIDERSHIP REPORT**  
**June 2021**

(All data are preliminary and subject to audit)

**Preliminary Actual Results Compared to the Adopted Budget (budget).**

**Total Revenue** was \$13.1 million in June, \$6.6 million (102.9 percent) greater than budget, mainly due to higher Farebox Revenue. Farebox Revenue was favorable by \$7.5 million (160.0 percent) due to higher ridership and higher average fare. Other Operating Revenue was unfavorable by \$0.8 million (47.7 percent) due to lower Student fare reimbursement due to COVID-19, as well as lower Advertising revenue, and recoveries from Other Insurance and Other Contract services.

2021 June YTD farebox revenue of \$61.5 million was \$11.1 million (22 percent) above 2020 and \$47.6 million (43.6 percent) below 2019.

**Total Ridership** Total MTA Bus ridership in June 2021 was 6.1 million, 148.8 percent (3.7 million riders) above budget. June 2021 average weekday ridership was 226,986, an increase of 2,720.1 percent (218,937 riders) from June 2020. Compared to June 2019, average weekday ridership decreased 39.2 percent (146,255 riders). Average weekday ridership for the twelve months ending June 2021 was 165,018, a decrease of 40.2 percent (111,062 riders) from the twelve months ending June 2020. This is a decrease of 57.8 percent (225,653 riders) in comparison to the twelve months ending June 2019.

2021 June YTD actual ridership of 31.4 million was 6.2 million (24.5 percent) above 2020 and 28.3 million (47.5 percent) below 2019.

**Non-reimbursable expenses**, before Depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were \$65.7 million in June, \$10.3 million (13.5 percent) favorable to budget.

- Labor expenses were lower than budget by \$3.3 million (6.0 percent). Overtime expenses were lower than budget by \$1.3 million (16.5 percent), primarily lower unscheduled overtime, COVID-related cleaning, and programmatic maintenance partially offset by the essential overnight service and lower availability. Health and Welfare (including OPEB) expenses were lower than budget by \$1.6 million (15.3 percent), primarily due to prescription drug rebates and lower dental cost, offset by higher medical & hospitalization, OPEB expenses, and life insurance cost. Other Fringe Benefits were lower than budget by \$1.1 million (17.9 percent), due to timing of interagency billing, lower Worker's Compensation, and Health Benefit Trust and Medicare expenses. Pension is lower by \$0.4 million (6.5 percent), due to the timing of expenses.
- Non-labor expenses were lower than budget by \$7.0 million (32.5 percent). Claims expenses were favorable by \$1.8 million (29.0 percent), due to timing of expenses. Insurance was lower than budget by \$0.1 million (21.3 percent), due to the timing of expenses. Maintenance and Other Operating Contracts expenses were lower than budget by \$1.8 million (44.8 percent), mainly due to the timing of facility maintenance, security expenses, Bus Technology, farebox maintenance, Shop Program and COVID-19 expenses. Materials and Supplies expenses were favorable by \$2.0 million (40.5 percent), mainly due to lower usage of general maintenance material, the timing of radio equipment maintenance/repairs, material construction and COVID-19 expenses. Other Business Expenses were lower than budget by \$0.2 million (40.3 percent), due to lower print and stationery supplies and the timing of Automatic Fare Collection (AFC) fees, Payroll Mobility Tax, and other miscellaneous expenses. Professional Service Contracts were lower than budget by \$1.0 million (29.2 percent), due to the timing of interagency billing, Bus Technology, and service contracts.



Depreciation expenses of \$3.9 million were \$0.6 million (14.1 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 \$55.9 million (12.3 percent), including favorable non-labor expenses of \$44.9 million (35.0 percent), as well as favorable labor expenses of \$11.0 million (3.4 percent). The major causal factors driving these year-to-date results were consistent with the factors affecting the month results described above.

Depreciation expenses year-to-date were \$24.2 million, favorable to budget by \$2.9 million (10.8 percent). No expenses or credits were recorded in Year-to-date regarding GASB 68 Pension Adjustment, and GASB 75 OPEB Expense adjustment.

The **operating cash deficit** (excluding subsidies) for June was \$71.2 million, \$9.5 million (15.4 percent) unfavorable to the budget; the Year-to-date operating cash deficit is \$306.9 million, \$70.1 million (18.6 percent) favorable to budget.

**MTA BUS COMPANY**  
**February Financial Plan - 2021 Adopted Budget**  
**ACCURAL STATEMENT OF OPERATIONS by CATEGORY**  
**June 2021**  
 (\$ in millions)

	Nonreimbursable			Reimbursable			Total			
	Adopted Budget	Favorable (Unfavorable)		Adopted Budget	Favorable (Unfavorable)		Adopted Budget	Favorable (Unfavorable)		
		Actual	Variance		Percent	Actual		Variance	Percent	Actual
<b>Revenue</b>										
Farebox Revenue	\$4,666	\$12,130	\$7,464	*	\$0,000	\$0,000	\$0,000	\$12,130	\$7,464	*
Other Operating Income	1,766	0,923	(0,843)	(47.7)	-	-	-	0,923	(0,843)	(47.7)
Capital and Other Reimbursements	-	-	-	-	\$0,470	(0,018)	(3.9)	0,452	(0,018)	(3.9)
<b>Total Revenue</b>	<b>\$6,432</b>	<b>\$13,053</b>	<b>\$6,621</b>	<b>*</b>	<b>\$0,470</b>	<b>\$0,452</b>	<b>(0,018)</b>	<b>\$13,505</b>	<b>\$6,602</b>	<b>95.7</b>
<b>Expenses</b>										
<b>Labor:</b>										
Payroll	\$24,172	\$25,421	(\$1,249)	(5.2)	\$0,185	\$0,233	(\$0,048)	(26.1)	\$24,356	(\$1,297)
Overtime	8,171	6,823	1,348	16.5	-	\$0,016	(0,016)	6,839	1,332	16.3
Health and Welfare	8,248	5,895	2,353	28.5	\$0,115	-	0.115	5,895	2,467	29.5
OPEB Current Payment	2,146	2,913	(0,767)	(35.7)	-	-	-	2,913	(0,767)	(35.7)
Pensions	5,411	5,057	0,354	6.5	-	-	-	5,057	0,354	6.5
Other Fringe Benefits	6,291	5,168	1,123	17.9	-	\$0,013	(0,013)	5,181	1,110	17.6
GASB Account	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0,076)	(0,190)	0,114	*	\$0,076	\$0,190	(0,114)	-	-	0.0
<b>Total Labor Expenses</b>	<b>\$54,362</b>	<b>\$51,087</b>	<b>\$3,276</b>	<b>6.0</b>	<b>\$0,374</b>	<b>\$0,452</b>	<b>(\$0,077)</b>	<b>\$51,540</b>	<b>\$3,199</b>	<b>5.8</b>
<b>Non-Labor:</b>										
Electric Power	\$0,140	\$0,154	(\$0,014)	(10.3)	\$0,000	\$0,000	\$0,000	\$0,154	(\$0,014)	(10.3)
Fuel	1,663	1,601	0,062	3.7	-	-	-	1,601	0,062	3.7
Insurance	0,586	0,461	0,125	21.3	-	-	-	0,461	0,125	21.3
Claims	6,342	4,500	1,842	29.0	-	-	-	4,500	1,842	29.0
Maintenance and Other Operating Contract	4,019	2,217	1,802	44.8	\$0,020	-	0.020	2,217	1,822	45.1
Professional Service Contracts	3,447	2,441	1,007	29.2	-	-	-	2,441	1,007	29.2
Materials & Supplies	5,007	2,978	2,029	40.5	\$0,074	-	0.074	2,978	2,103	41.4
Other Business Expense	0,385	0,230	0,155	40.3	-	-	-	0,230	0,155	40.3
<b>Total Non-Labor Expenses</b>	<b>\$21,590</b>	<b>\$14,583</b>	<b>\$7,007</b>	<b>32.5</b>	<b>\$0,094</b>	<b>\$0,000</b>	<b>\$0,095</b>	<b>\$14,583</b>	<b>\$7,102</b>	<b>32.7</b>
<b>Total Expenses before Non-Cash Liabil</b>	<b>\$75,952</b>	<b>\$65,670</b>	<b>\$10,282</b>	<b>13.5</b>	<b>\$0,470</b>	<b>\$0,452</b>	<b>\$0,018</b>	<b>\$66,122</b>	<b>\$10,301</b>	<b>13.5</b>
Depreciation	4,565	\$3,919	\$0,646	14.1	\$0,000	\$0,000	\$0,000	\$3,919	\$0,646	14.1
GASB 75 OPEB Expense Adjustment	5,825	-	5,825	100.0	-	-	-	5,825	5,825	100.0
GASB 68 Pension Adjustment	3,667	-	3,667	100.0	-	-	-	3,667	3,667	100.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$90,010</b>	<b>\$69,590</b>	<b>\$20,420</b>	<b>22.7</b>	<b>\$0,470</b>	<b>\$0,452</b>	<b>\$0,018</b>	<b>\$70,042</b>	<b>\$20,438</b>	<b>22.6</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$83,578)</b>	<b>(\$56,536)</b>	<b>\$27,041</b>	<b>32.4</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>(\$0,000)</b>	<b>(\$56,537)</b>	<b>\$27,040</b>	<b>32.4</b>

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 - 2021 Adopted Budget**  
**ACCURAL STATEMENT OF OPERATIONS by CATEGORY**  
**June 2021 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
<b>Revenue</b>									
Farebox Revenue	\$23,727	\$61,512	\$37,784 *	\$0,000	\$0,000	\$0,000	\$23,727	\$61,512	\$37,784 *
Other Operating Income	10,490	\$3,341	(7,149)	-	-	-	10,490	3,341	(7,149)
Capital and Other Reimbur	-	\$0,000	-	\$2,794	\$3,033	0,239	2,794	3,033	0,239
<b>Total Revenue</b>	<b>\$34,218</b>	<b>\$64,853</b>	<b>\$30,635</b>	<b>\$2,794</b>	<b>\$3,033</b>	<b>\$0,239</b>	<b>\$37,011</b>	<b>\$67,886</b>	<b>\$30,874</b>
<b>Expenses</b>									
<b>Labor:</b>									
Payroll	\$144,585	\$150,428	(5,843)	\$1,104	\$1,726	(\$0,622)	\$145,689	\$152,154	(\$6,465)
Overtime	49,692	41,738	7,954	-	0,029	(0,029)	49,692	41,767	7,925
Health and Welfare	48,990	46,089	2,901	\$0,680	-	0,680	49,670	46,089	3,581
OPEB Current Payment	12,747	14,053	(1,306)	-	-	-	12,747	14,053	(1,306)
Pensions	32,143	30,257	1,886	-	-	-	32,143	30,257	1,886
Other Fringe Benefits	37,369	32,572	4,797	-	\$0,020	(0,020)	37,369	32,592	4,777
GASB Account	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0,449)	(1,089)	0,640	\$0,449	\$1,258	(0,809)	0,001	0,169	(0,168)
<b>Total Labor Expenses</b>	<b>\$325,078</b>	<b>\$314,048</b>	<b>\$11,030</b>	<b>\$2,232</b>	<b>\$3,033</b>	<b>(\$0,800)</b>	<b>\$327,312</b>	<b>\$317,081</b>	<b>\$10,231</b>
<b>Non-Labor:</b>									
Electric Power	\$0,830	\$0,837	(\$0,006)	-	-	-	\$0,830	\$0,837	(\$0,006)
Fuel	9,880	6,657	3,223	-	-	-	9,880	6,657	3,223
Insurance	3,482	2,573	0,909	-	-	-	3,482	2,573	0,909
Claims	37,669	27,000	10,669	-	-	-	37,669	27,000	10,669
Maintenance and Other Op	23,873	12,814	11,059	\$0,121	-	0,121	23,994	12,814	11,180
Professional Service Contr	20,477	12,866	7,611	-	-	-	20,477	12,866	7,611
Materials & Supplies	29,743	19,360	10,383	\$0,441	-	0,441	30,183	19,360	10,824
Other Business Expense	2,290	1,281	1,009	-	-	-	2,290	1,281	1,009
<b>Total Non-Labor Expense</b>	<b>\$128,244</b>	<b>\$83,386</b>	<b>\$44,857</b>	<b>\$0,561</b>	<b>\$0,000</b>	<b>\$0,561</b>	<b>\$128,806</b>	<b>\$83,387</b>	<b>\$45,418</b>
<b>Total Expenses before N</b>	<b>\$453,323</b>	<b>\$397,435</b>	<b>\$55,887</b>	<b>\$2,794</b>	<b>\$3,033</b>	<b>(\$0,238)</b>	<b>\$456,117</b>	<b>\$400,469</b>	<b>\$55,649</b>
Depreciation	\$27,115	24,191	\$2,924	-	-	-	\$27,115	\$24,191	\$2,924
GASB 75 OPEB Expense	34,601	-	34,601	-	-	-	34,601	-	34,601
GASB 68 Pension Adjustm	21,780	-	21,780	-	-	-	21,780	-	21,780
Environmental Remediation	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$536,818</b>	<b>\$421,627</b>	<b>\$115,192</b>	<b>\$2,794</b>	<b>\$3,033</b>	<b>(\$0,239)</b>	<b>\$539,613</b>	<b>\$424,660</b>	<b>\$114,953</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$502,601)</b>	<b>(\$356,773)</b>	<b>\$145,827</b>	<b>\$0,000</b>	<b>\$0,000</b>	<b>(\$0,000)</b>	<b>(\$502,602)</b>	<b>(\$356,774)</b>	<b>\$145,828</b>

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 - 2021 Adopted Budget**  
**EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS**  
 (\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimbs	June 2021		Year-To-Date	
		Favorable (Unfavorable) Variance	%	Favorable (Unfavorable) Variance	%
Farebox Revenue	NR	\$ 7,464	*	\$ 37,784	*
Other Operating Revenue	NR	\$ (0,843)	(47.7)	\$ (7,148)	(68.2)
Capital and Other Reimbursements	R	\$ (0,018)	*	\$ 0,239	8.6
<b>Total Revenue Variance</b>		<b>\$ 6,602</b>	<b>95.7</b>	<b>\$ 30,874</b>	<b>83.4</b>
Payroll	NR	\$ (1,249)	(5.2)	\$ (5,843)	(4.0)
Overtime	NR	\$ 1,348	16.5	\$ 7,954	16.0
Health and Welfare (including OPEB)	NR	\$ 1,596	15.3	\$ 1,595	2.6
Pension	NR	\$ 0,354	6.5	\$ 1,886	5.9
Other Fringe Benefits	NR	\$ 1,123	17.9	\$ 4,797	12.8
Reimbursable Overhead	NR	\$ 0,114	*	\$ 0,640	*
Electric Power	NR	\$ (0,014)	(10.3)	\$ (0,006)	(10.3)
Fuel	NR	\$ 0,062	3.7	\$ 3,223	32.6
Insurance	NR	\$ 0,125	21.3	\$ 0,909	26.1
Claims	NR	\$ 1,842	29.0	\$ 10,669	28.3
Maintenance and Other Operating Contracts	NR	\$ 1,802	44.8	\$ 11,059	46.3
Professional Service Contracts	NR	\$ 1,007	29.2	\$ 7,611	37.2
Materials & Supplies	NR	\$ 2,029	40.5	\$ 10,383	34.9
Other Business Expense	NR	\$ 0,155	40.3	\$ 1,009	44.1
Depreciation	NR	\$ 0,646	14.1	\$ 2,924	10.8
Other Post Employment Benefits	NR	\$ 5,825	100.0	\$ 34,601	100.0
GASB 88 Pension Adjustment	NR	\$ 3,867	100.0	\$ 21,780	100.0
Environmental Remediation	NR	\$ -	-	\$ -	-
Payroll	R	\$ (0,048)	(26.1)	\$ (0,622)	(56.4)
Overtime	R	\$ (0,016)	*	\$ (0,028)	*
Health and Welfare	R	\$ 0,115	100.0	\$ 0,680	100.0
Pension	R	\$ -	-	\$ -	-
Other Fringe Benefits	R	\$ (0,013)	*	\$ (0,020)	*
Reimbursable Overhead	R	\$ (0,114)	*	\$ (0,809)	*
Professional Service Contracts	R	\$ -	-	\$ -	-
Maintenance and Other Operating	R	\$ 0,020	*	\$ 0,121	*
Materials & Supplies	R	\$ 0,074	*	\$ 0,441	*
<b>Total Expense Variance</b>		<b>\$ 20,438</b>	<b>22.6</b>	<b>\$ 114,953</b>	<b>21.3</b>
<b>Net Variance</b>		<b>\$ 27,040</b>	<b>32.4</b>	<b>\$ 145,828</b>	<b>29.0</b>

(a) - Variance less than 5%

**MTA BUS COMPANY**  
**February Financial Plan - 2021 Adopted Budget**  
**CASH RECEIPTS AND EXPENDITURES**  
(\$ in millions)

	June 2021			Year-To-Date		
	Adopted Budget	Actual	Favorable (Unfavorable) Variance Percent	Adopted Budget	Actual	Favorable (Unfavorable) Variance Percent
<b>Receipts</b>						
Farebox Revenue	\$4,666	\$12,621	\$7,955 *	\$23,727	\$61,744	\$38,017 *
Other Operating Revenue	\$1,766	2,497	0,731 41.4	10,596	4,155	(6,441) (60.8)
Capital and Other Reimburse	\$0,917	0,657	(0,261) (28.4)	5,503	3,231	(2,272) (41.3)
<b>Total Receipts</b>	<b>\$7,349</b>	<b>\$15,775</b>	<b>\$8,426 *</b>	<b>\$39,827</b>	<b>\$69,130</b>	<b>\$29,303 73.6</b>
<b>Expenditures</b>						
<i>Labor:</i>						
Payroll	\$22,453	\$32,564	(\$10,110) (45.0)	\$136,971	\$144,168	(\$7,198) (5.3)
Overtime	7,677	6,839	0,838 10.9	46,060	41,767	4,294 9.3
Health and Welfare	8,362	20,303	(11,941) *	50,173	50,238	(0,066) (0.1)
OPEB Current Payment	2,146	2,913	(0,767) (35.7)	12,876	12,440	0,436 3.4
Pensions	5,397	5,057	0,340 6.3	32,380	29,758	2,622 8.1
Other Fringe Benefits	4,640	6,991	(2,351) (50.7)	27,838	29,134	(1,296) (4.7)
GASB Account	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$50,674</b>	<b>\$74,667</b>	<b>(\$23,992) (47.3)</b>	<b>\$306,297</b>	<b>\$307,505</b>	<b>(\$1,208) (0.4)</b>
<i>Non-Labor:</i>						
Electric Power	\$0,140	\$0,154	(\$0,014) (10.3)	\$0,839	\$1,007	(\$0,167) (19.9)
Fuel	1,663	1,721	(0,057) (3.4)	9,980	10,761	(0,780) (7.8)
Insurance	0,586	-	0,586 100.0	3,517	-	3,517 100.0
Claims	3,083	1,441	1,642 53.3	18,497	5,949	12,547 67.8
Maintenance and Other Op	4,039	3,071	0,968 24.0	24,236	13,777	10,460 43.2
Professional Service Contr	3,447	1,990	1,457 42.3	20,684	15,805	4,879 23.6
Materials & Supplies	5,081	3,781	1,300 25.6	30,488	19,894	10,594 34.7
Other Business Expenses	0,385	0,195	0,190 49.3	2,313	1,312	1,001 43.3
<b>Total Non-Labor Expendit</b>	<b>\$18,426</b>	<b>\$12,353</b>	<b>\$6,072 33.0</b>	<b>\$110,555</b>	<b>\$68,504</b>	<b>\$42,051 38.0</b>
<b>Total Expenditures</b>	<b>\$69,099</b>	<b>\$87,020</b>	<b>(\$17,921) (25.9)</b>	<b>\$416,852</b>	<b>\$376,009</b>	<b>\$40,843 9.8</b>
<b>Operating Cash Surplus/(</b>	<b>(\$61,750)</b>	<b>(\$71,245)</b>	<b>(\$9,495) (15.4)</b>	<b>(\$377,025)</b>	<b>(\$306,879)</b>	<b>\$70,146 18.6</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**February Financial Plan - 2021 Adopted Budget**  
**EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS**  
(\$ in millions)

	June 2021		Year-To-Date		Reason for Variance
	Favorable (Unfavorable) Variance	%	Favorable (Unfavorable) Variance	%	
<b>Operating Receipts or Disbursements</b>					
Farebox Revenue	\$ 7,955	*	\$ 38,017	*	Higher ridership and higher average fare
Other Operating Revenue	0,731	41.4	(6,441)	(60.8)	Lower Student fare reimbursement due to COVID-19 as well as lower recoveries from Other Insurance and Other Contract services partially offset by higher Senior Citizen reimbursement
Capital and Other Reimbursements	(0,261)	(28.4)	(2,272)	(41.3)	Timing of reimbursement receipts
<b>Total Receipts</b>	<b>\$ 8,426</b>		<b>\$ 29,304</b>	<b>73.6</b>	
Payroll	\$ (10,110)	(45.0)	\$ (7,198)	(5.3)	Prior period payments of interagency billing offset by timing of expenses
Overtime	0,838	10.9	4,294	9.3	Primarily lower unscheduled overtime, COVID-related cleaning, and programmatic maintenance partially offset by the essential overnight service and lower availability
Health and Welfare (including OPEB)	(12,708)	(120.9)	0,370	0.6	Primarily due to prescription drugs rebate, lower dental cost, offset by higher medical & hospitalization, Life Insurance cost, Health & Welfare Reimbursement, and OPEB expenses
Pension	0,340	6.3	2,622	8.1	Timing of payments
Other Fringe Benefits	(2,351)	(50.7)	(1,296)	(4.7)	Prior period interagency billings
GASB	-	(a)	-	-	
Electric Power	(0,014)	(10.3)	(0,167)	(19.9)	(a)
Fuel	(0,057)	(3.4)	(0,780)	(7.8)	Primarily due prior period payment and partially offset by a credit for a CNG retro billing adjustment going back to 2018.
Insurance	0,586	100.0	3,517	100.0	Timing of payments
Claims	1,642	53.3	12,547	67.8	Timing of payments
Maintenance and Other Operating Contracts	0,968	24.0	10,460	43.2	Mainly the timing of facility maintenance, Security expenses, Bus Technology, farebox maintenance, Shop Program and COVID-19 expenses
Professional Service Contracts	1,457	42.3	4,879	23.6	Timing of interagency billing, Bus Technology, and service contracts
Materials & Supplies	1,300	25.6	10,594	34.7	Mainly due to lower usage of general maintenance material as well as timing of radio equipment maintenance/repairs, construction material, and COVID-19 expenses
Other Business Expenditure	0,190	49.3	1,001	43.3	Lower print and stationery supplies, and the timing of Automatic Fare Collection (AFC) fees, Mobility tax, and other misc. expenses
<b>Total Expenditures</b>	<b>\$ (17,921)</b>	<b>(25.9)</b>	<b>\$ 40,841</b>	<b>9.8</b>	
<b>Net Cash Variance</b>	<b>\$ (9,495)</b>	<b>(15.4)</b>	<b>\$ 70,146</b>	<b>18.6</b>	

(a) - Variance less than 5%

**MTA BUS COMPANY**  
**February Financial Plan - 2021 Adopted Budget**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**  
(\$ in millions)

	June 2021				Year-To-Date			
	Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)		Favorable (Unfavorable)	
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$0.000	0.491	\$0.491	-	\$0.000	\$0.232	\$0.232	-
Other Operating Revenue	-	1.574	1.574	-	0.106	0.814	0.708	*
Capital and Other Reimbursements	0.447	0.205	(0.242)	(54.2)	2.709	0.198	(2.511)	(92.7)
<b>Total Receipts</b>	<b>\$0.447</b>	<b>\$2.270</b>	<b>\$1.823</b>	*	<b>\$2.815</b>	<b>\$1.244</b>	<b>(\$1.571)</b>	<b>(55.8)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$1.904	(\$6.910)	(\$8.814)	*	\$8.718	\$7.986	(\$0.733)	(8.4)
Overtime	0.494	(0.000)	(0.494)	*	3.632	0.000	(3.632)	(100.0)
Health and Welfare	(0.000)	(14.408)	(14.408)	*	(0.503)	(4.149)	(3.646)	*
OPEB Current Payment	0.000	-	(0.000)	(100.0)	(0.129)	1.613	1.742	*
Pensions	0.014	-	(0.014)	(100.0)	(0.237)	0.499	0.736	*
Other Fringe Benefits	1.652	(1.810)	(3.461)	*	9.532	3.458	(6.074)	(63.7)
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	0.000	-	(0.000)	(100.0)	0.001	0.169	0.168	*
<b>Total Labor Expenditures</b>	<b>\$4.064</b>	<b>(\$23.128)</b>	<b>(\$27.192)</b>	*	<b>\$21.015</b>	<b>\$9.576</b>	<b>(\$11.439)</b>	<b>(54.4)</b>
<i>Non-Labor:</i>								
Electric Power	\$0.000	\$0.000	\$0.000	-	(\$0.008)	(\$0.170)	(\$0.162)	*
Fuel	(0.000)	(0.119)	(0.119)	*	(0.100)	(4.103)	(4.003)	*
Insurance	-	0.461	0.461	-	(0.035)	2.573	2.608	*
Claims	3.259	3.059	(0.199)	(6.1)	19.172	21.051	1.880	9.8
Maintenance and Other Operating Contracts	(0.000)	(0.854)	(0.854)	*	(0.243)	(0.963)	(0.720)	*
Professional Service Contracts	-	0.450	0.450	-	(0.207)	(2.939)	(2.732)	*
Materials & Supplies	-	(0.803)	(0.803)	-	(0.305)	(0.534)	(0.229)	(75.3)
Other Business Expenditures	-	0.035	0.035	-	(0.023)	(0.031)	(0.008)	(33.9)
<b>Total Non-Labor Expenditures</b>	<b>\$3.259</b>	<b>\$2.230</b>	<b>(\$1.029)</b>	<b>(31.6)</b>	<b>\$18.250</b>	<b>\$14.883</b>	<b>(\$3.367)</b>	<b>(18.4)</b>
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjts.</b>	<b>\$7.769</b>	<b>(\$18.628)</b>	<b>(\$26.397)</b>	*	<b>\$42.080</b>	<b>\$25.704</b>	<b>(\$16.376)</b>	<b>(38.9)</b>
Depreciation Adjustment	4.565	3.919	(0.646)	(14.1)	27.115	24.191	(2.924)	(10.8)
GASB 75 OPEB Expense Adjustment	5.825	-	(5.825)	(100.0)	34.601	-	(34.601)	(100.0)
GASB 68 Pension Adjustment	3.667	-	(3.667)	(100.0)	21.780	-	(21.780)	(100.0)
Environmental Remediation	-	-	-	-	-	-	-	-
<b>Total Expenses/Expenditures</b>	<b>\$</b>	<b>\$</b>	<b>(\$36.535)</b>	*	<b>\$</b>	<b>\$</b>	<b>(75.681)</b>	<b>(60.3)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$21.826</b>	<b>(\$14.709)</b>	<b>(\$36.535)</b>	*	<b>\$125.576</b>	<b>\$49.895</b>	<b>(\$75.681)</b>	<b>(60.3)</b>
			<b>(\$36.535)</b>	*	<b>\$125.576</b>	<b>\$49.895</b>	<b>(\$75.681)</b>	<b>(60.3)</b>

NOTE: Totals may not add due to rounding

# MTA Bus – Non-Reimbursable Overtime Variance

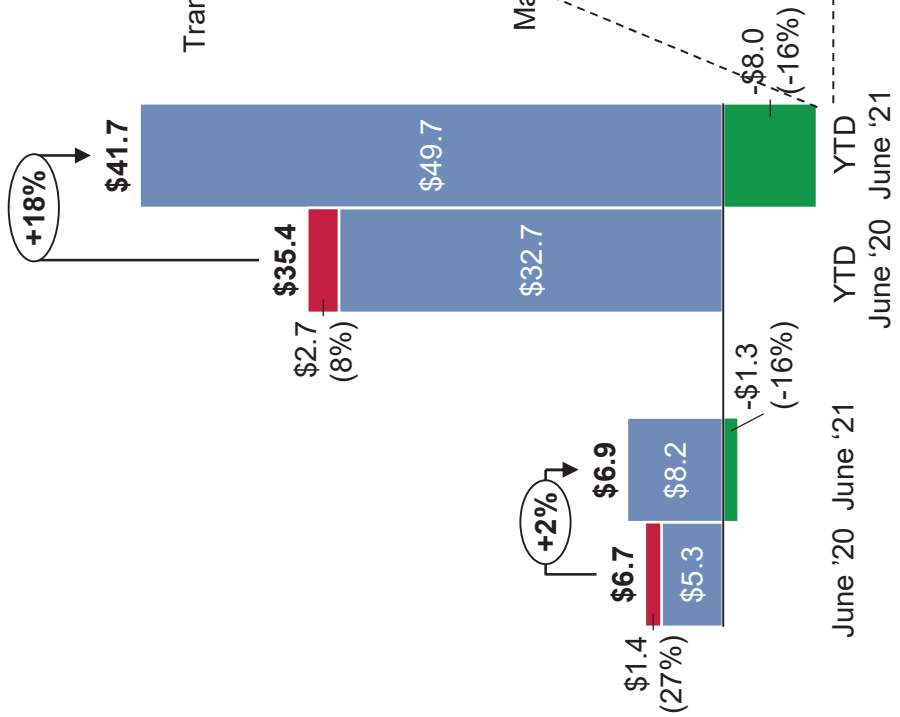
## June 2021 and YTD Adopted Budget vs. Variance

### Overview

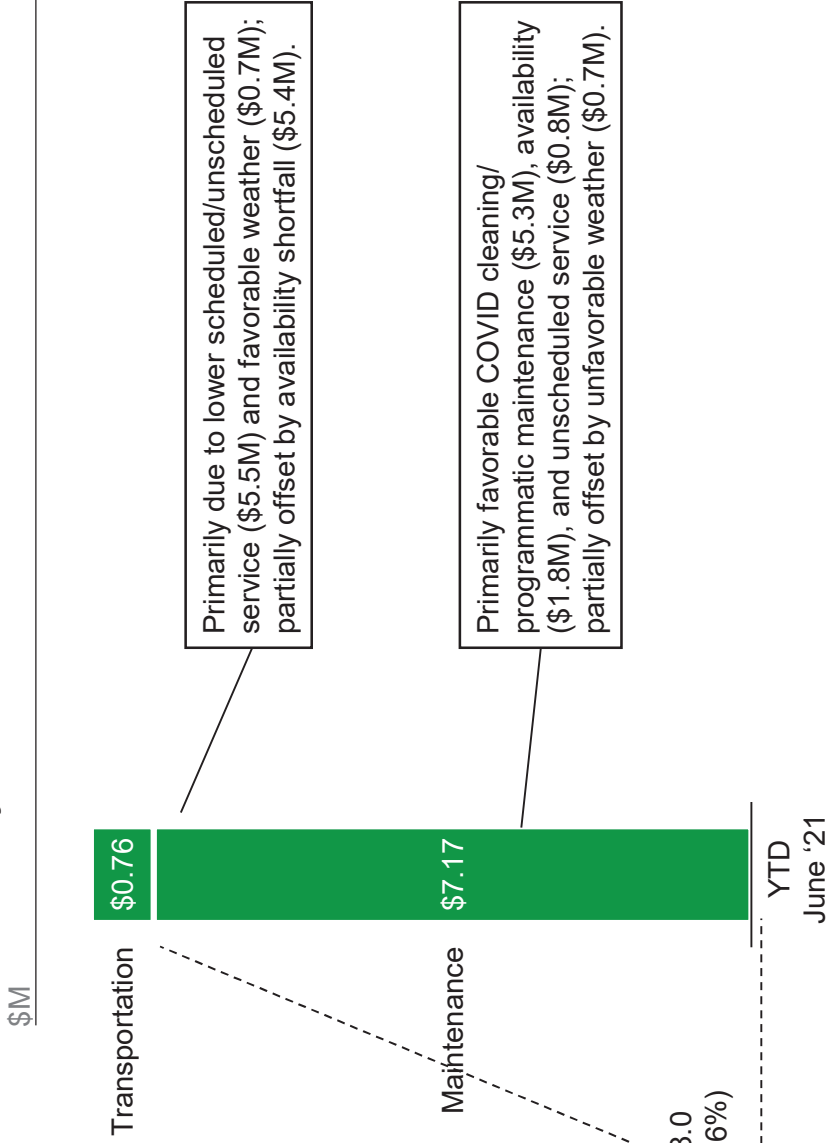
- June 2021 increased by \$0.1M or 2% compared to June 2020
- June YTD 2021 is 16% under budget



Annual Budget Adopted: \$99.8M



### YTD variance by division



Source: Adopted - GL actual overtime spending.  
 Note: MTABC does not have Reimbursable OT for 2020 and 2021.



**MTA BUS COMPANY**  
**2021 Adopted Budget vs Actual**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE / REIMBURSABLE AND FULL-TIME EQUIVALENTS**  
**JUNE 2021**

FUNCTION/DEPARTMENT	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Office of the EVP	3	2	1	
Human Resources	16	12	4	
Office of Management and Budget	14	12	2	
Material	15	14	1	
Controller	18	17	1	
Office of the President	4	5	(1)	
System Safety Administration	-	-	-	
Law	20	17	3	
Labor Relations	-	-	-	
Strategic Office	19	17	2	
Non-Departmental	2	-	2	
<b>Total Administration</b>	<b>111</b>	<b>96</b>	<b>15</b>	Vacancies
<b>Operations</b>				
Buses	2,298	2,278	21	Vacant Bus Operators
Office of the Executive VP	6	4	2	
Safety & Training	68	87	(19)	Bus Operator Training
Road Operations	141	133	8	
Transportation Support	25	22	3	
Operations Planning	34	28	6	
Revenue Control	6	6	-	
<b>Total Operations</b>	<b>2,578</b>	<b>2,558</b>	<b>21</b>	
<b>Maintenance</b>				
Buses	723	716	7	
Maintenance Support/CMF	210	200	10	
Facilities	76	75	1	
Supply Logistics	104	93	11	
<b>Total Maintenance</b>	<b>1,113</b>	<b>1,084</b>	<b>29</b>	Vacancies
Capital Program Management	35	23	12	
<b>Total Engineering/Capital</b>	<b>35</b>	<b>23</b>	<b>12</b>	Vacancies mainly Managers
Security	13	11	2	
<b>Total Public Safety</b>	<b>13</b>	<b>11</b>	<b>2</b>	Vacancy
<b>Total Positions</b>	<b>3,850</b>	<b>3,772</b>	<b>79</b>	
Non-Reimbursable	3,812	3,737	76	
Reimbursable	38	35	3	
<b>Total Full-Time</b>	<b>3,832</b>	<b>3,759</b>	<b>73</b>	
Total Full-Time Equivalents	18	13	6	

MTA BUS COMPANY  
 2021 Adopted Budget vs Actual  
 TOTAL FULL - TIME AND FTE'S BY FUNCTION AND OCCUPATION  
 JUNE 2021

FUNCTION/OCCUPATIONAL GROUP	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	45	38	7	
Professional, Technical, Clerical	64	58	6	
Operational Hours	2	-	2	
<b>Total Administration</b>	<b>111</b>	<b>96</b>	<b>15</b>	Vacancies
<b>Operations</b>				
Managers/Supervisors	319	308	11	
Professional, Technical, Clerical	45	43	2	
Operational Hours	2,214	2,207	8	
<b>Total Operations</b>	<b>2,578</b>	<b>2,558</b>	<b>21</b>	Mainly Vacant Bus Operator
<b>Maintenance</b>				
Managers/Supervisors	241	226	15	
Professional, Technical, Clerical	35	33	2	
Operational Hours	837	825	12	
<b>Total Maintenance</b>	<b>1,113</b>	<b>1,084</b>	<b>29</b>	Vacancies
<b>Engineering/Capital</b>				
Managers/Supervisors	21	12	9	
Professional, Technical, Clerical	14	11	3	
Operational Hours	-	-	-	
<b>Total Engineering/Capital</b>	<b>35</b>	<b>23</b>	<b>12</b>	Vacancies mainly Managers
<b>Public Safety</b>				
Managers/Supervisors	8	5	3	
Professional, Technical, Clerical	5	6	(1)	
Operational Hours	-	-	-	
<b>Total Public Safety</b>	<b>13</b>	<b>11</b>	<b>2</b>	Vacancy
<b>Total Baseline Positions</b>				
Managers/Supervisors	634	589	45	
Professional, Technical, Clerical	163	151	12	
Operational Hours	3,053	3,032	22	
<b>Total Baseline Positions</b>	<b>3,850</b>	<b>3,772</b>	<b>79</b>	

**MTA BUS COMPANY**  
**February Financial Plan - 2021 Adopted Budget**  
**Utilization**  
(In millions)

	<u>June 2021</u>		<u>Year-to-date as of June 2021</u>		Favorable/ (Unfavorable) Variance
	Adopted Budget	Actual	Adopted Budget	Actual	
<b><u>Farebox Revenue</u></b>					
Fixed Route	\$4.666	\$12.130	\$23.727	\$61.512	\$37.784
<b>Total Farebox Revenue</b>	<b>\$4.666</b>	<b>\$12.130</b>	<b>\$23.727</b>	<b>\$61.512</b>	<b>\$37.784</b>
<b><u>Ridership</u></b>					
Fixed Route	2.456	6.109	12.760	31.364	18.604
<b>Total Ridership</b>	<b>2.456</b>	<b>6.109</b>	<b>12.760</b>	<b>31.364</b>	<b>18.604</b>

## June 2021 Highlights: Capital Program Status

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

Transit's Capital Project Milestone performance through June 2021 is listed below:

2021 Capital Project Milestone Performance Year to Date (\$M)

	<b><u>Planned</u></b>	<b><u>Achieved</u></b>	<b><u>%</u></b>
Construction Awards	\$998.9	\$686.8	69
Substantial Completions	\$1,105.9	\$822.3	74

In June 2021, \$99.3 million in Transit projects were awarded, including mainline track and switch replacement on the Jerome and Pelham lines for \$20.1 million, the replacement or rehabilitation of three ADA (Americans with Disabilities Act) hydraulic elevators at Grand Central station for \$23.1 million and Phase 2 of the rehabilitation of deep wells on the Nostrand Avenue Line for \$23 million.

Also in June 2021, \$225.2 million in Transit projects were completed, including ADA projects at 59<sup>th</sup> Street on the 4<sup>th</sup> Avenue Line and Avenue H on the Brighton Line for \$66.3 million, the replacement of four ADA hydraulic elevators at Borough Hall and the Franklin Avenue Shuttle for \$25.3 million; shop components at 207<sup>th</sup> Street Shop for \$24.2 million, renewal of the Burnside Avenue Substation for \$20.8 million and two projects at the East New York Bus Depot for \$20.2 million.

## **Capital Program Status July 2021**

In June 2021, \$99.3 million in Transit projects were awarded, including mainline track and switch replacement on the Jerome and Pelham lines for \$20.1 million. Mainline track and switch replacement will include replacing equipment and materials to bring the components on select segments on these lines to a state of good repair.

Additionally, the replacement of two ADA hydraulic elevators at Grand Central Station on the Lexington Line (IRT) and communication and electrical work for one ADA hydraulic elevator on the Flushing Line in Manhattan were awarded for \$23.1 million. The work on the Lexington Avenue Line, which is intended to provide long lasting and reliable elevators at Grand Central Station, includes replacing each of the two elevators, along with operating panels, electrical panels, communication system, elevator hoist way enclosures doors and cabs to be replaced with glass walls, demolish existing elevators machine room and relocate to the new constructed space, etc. For the elevator on the Flushing Line, the work includes removing existing lighting fixtures, conduits, receptables, cables and related equipment, provide new lighting fixtures, emergency lighting fixtures and switches and provide conduits and power to the exhaust fan, heaters, controller and fire alarm located in the elevator machine room along with communication work such as installing CCTV cameras and speakerphones at the elevator landings and inside the elevator cabs, etc. All work complies with full requirements set forth in the Americans with Disabilities Act (ADA).

Furthermore, the Phase 2 rehabilitation of deep wells on the Nostrand Avenue Line was awarded for \$23 million. This project will rehabilitate eight deep wells on the IRT Nostrand Avenue Line in the Borough of Brooklyn. The deep wells are installed for controlling ground water surrounding the subway tunnel to prevent water infiltration. Phase I was awarded previously and consisted of cleaning the existing wells. This contract is awarding Phase II, which is for rehabilitation of the deep well systems, including the replacement of pumps and deepening of select wells.

Also in June, \$225.2 million in Transit projects were completed, including two ADA projects at 59<sup>th</sup> Street on the 4<sup>th</sup> Avenue Line and Avenue H on the Brighton Line for \$66.3 million. At 59<sup>th</sup> Street, three ADA compliant elevators were installed – one from street to mezzanine and two from mezzanine to the island platforms. At Avenue H, the northbound side of the station was made accessible by installing an ADA compliant ramp, making the entire station accessible. The southbound side was previously accessible. Other station elements were upgraded at both stations to bring them into full ADA compliance.

Furthermore, the replacement of four ADA hydraulic elevators at Borough Hall and the Franklin Avenue Shuttle were completed for \$25.3 million. Two elevators were replaced at Borough Hall station on the Clark Street Line at a cost of \$12.4 million. One elevator was replaced from street to mezzanine and one from mezzanine to platform levels. At the Franklin Ave Shuttle, two hydraulic elevators were replaced at a cost of \$12.9 million and go from the mezzanine to northbound and southbound platform levels. All elevators were replaced with new heavy-duty transit elevators suitable for 24-hour continuous operation and comply with full requirements set forth in the Americans with Disabilities Act (ADA).

In addition, a project to make improvements to the 207<sup>th</sup> Street Shop administration building was completed for \$24.2 million. The project addressed structural, electrical, architectural, mechanical and environmental items at the building.

Also, the renewal of the Burnside Avenue Substation was completed for \$20.8 million. The project included the installation of a new rectifier, transformer, high tension switchgear and DC line up, and associated equipment to bring the substation to a state of good repair.

Lastly, two projects at the East New York Bus Depot were completed for \$20.2 million. Included was the construction of new administrative support space and the modification of bus lanes and storage areas to accommodate the operation of a new articulated bus fleet. The artic modification included replacement of the chassis wash with new mounted vertical scissor lift and control panel on the maintenance floor of the bus depot, demolition of the existing admin building, reconfiguration of depot storage areas and reconfiguration of mechanical systems in the existing bus maintenance bays.

## CAPITAL PROJECT MILESTONE SUMMARY 2021

(Through June 30, 2021)

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

Construction Awards	558.3	32	99.3	7	17.8	21.9
Substantial Completions	429.0	24	225.2	13	52.5	54.2

### 2021 Year-To-Date

Construction Awards	998.9	75	686.8	47	68.8	62.7
Substantial Completions	1,105.9	68	822.3	48	74.4	70.6

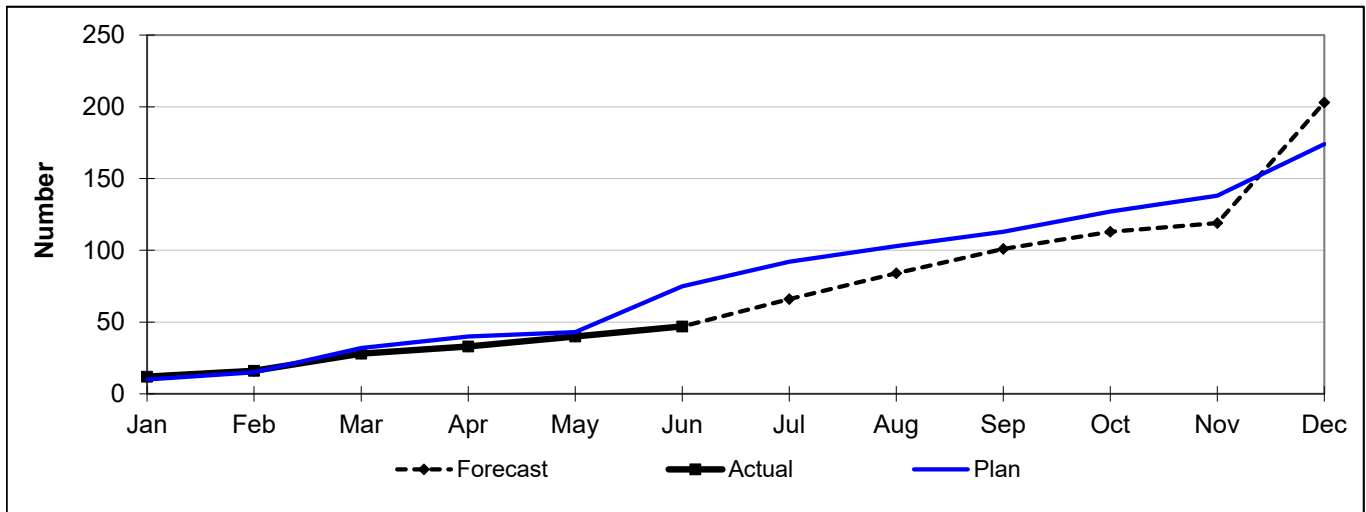
### 2021 Projected To-Year-End

	Initial Plan	#	Current Forecast	#	%(\$)	%(#)
Construction Awards	3,839.2	174	4,666.7	203	121.6	116.7
Substantial Completions	3,573.5	162	3,389.0	160	94.8	98.8

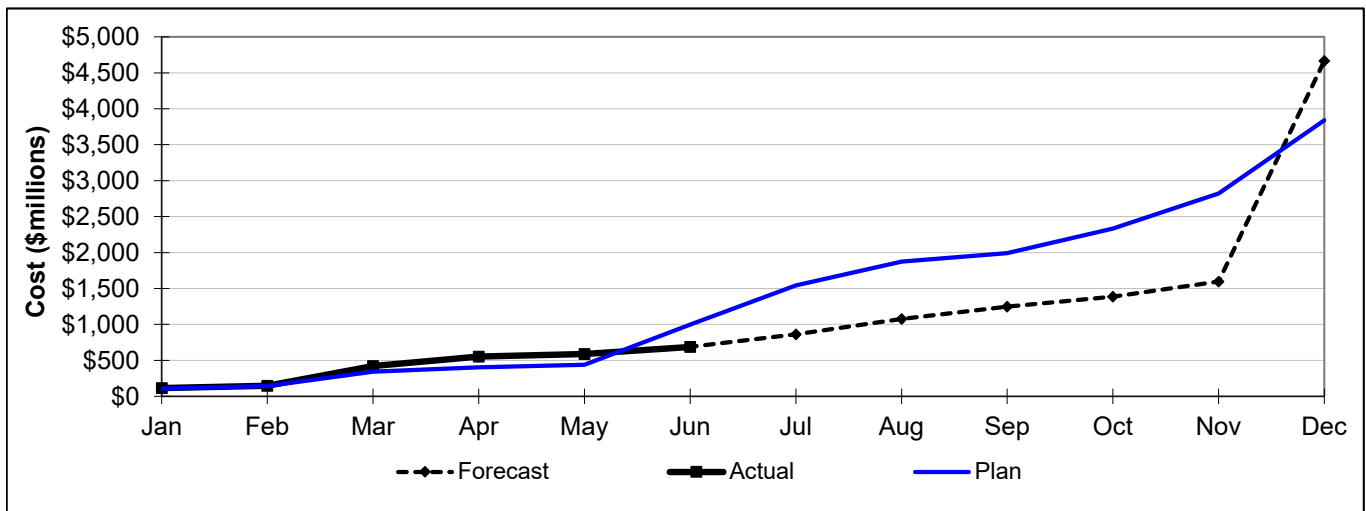
Totals do not include contingency, emergency funds and miscellaneous reserves; performance percentages include early accomplishments.

## 2021 Awards Charts

As of June 2021



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast							19	18	17	12	6	84
Actual	12	4	12	5	7	7						
Plan	10	5	17	8	3	32	17	11	10	14	11	36
<b>Cummulative</b>												
Forecast							66	84	101	113	119	203
Actual	12	16	28	33	40	47						
Plan	10	15	32	40	43	75	92	103	113	127	138	174

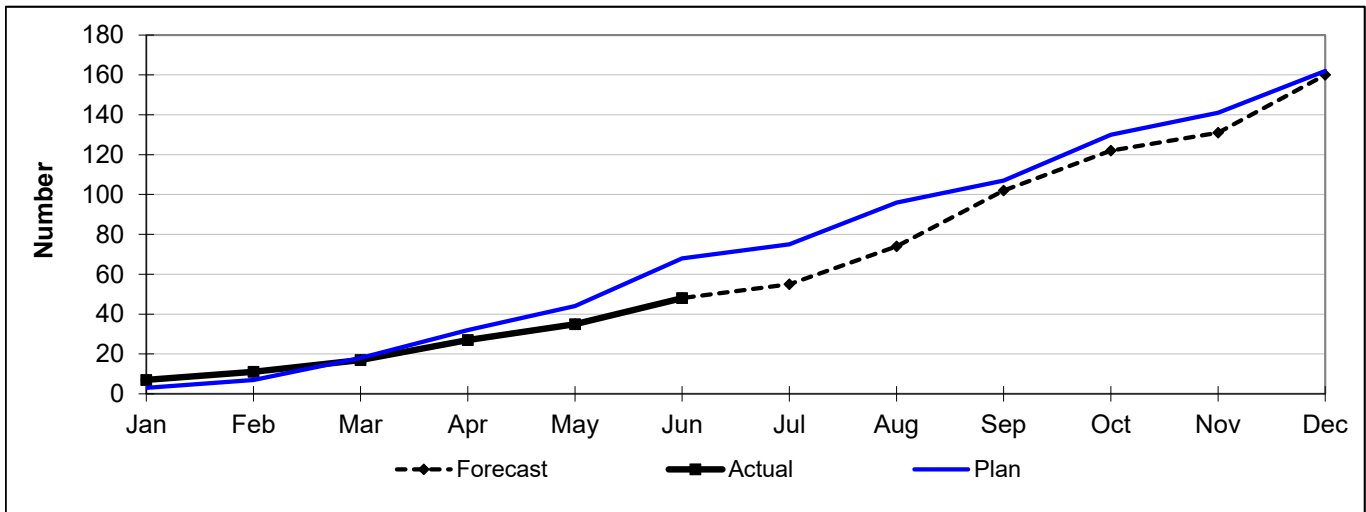


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast							175.5	215.8	169.8	138.9	209.0	3,070.8
Actual	114.8	31.8	274.7	130.8	35.4	99.3						
Plan	105.7	37.7	198.5	61.5	37.2	558.4	542.4	331.9	117.2	341.4	490.2	1,017.3
<b>Cummulative</b>												
Forecast							862.3	1,078.1	1,248.0	1,386.9	1,595.8	4,666.7
Actual	114.8	146.6	421.4	552.2	587.6	686.8						
Plan	105.7	143.3	341.9	403.4	440.6	998.9	1,541.3	1,873.2	1,990.3	2,331.7	2,822.0	3,839.2

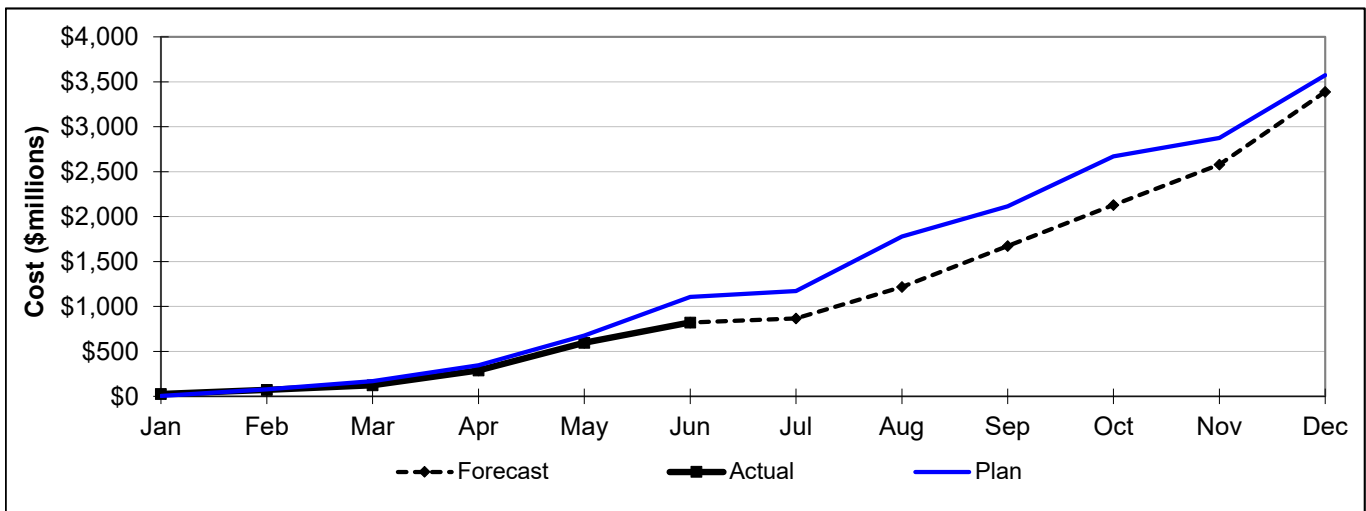


## 2021 Substantial Completions Charts

As of June 2021



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast							7	19	28	20	9	29
Actual	7	4	6	10	8	13						
Plan	3	4	11	14	12	24	7	21	11	23	11	21
<b>Cummulative</b>												
Forecast							55	74	102	122	131	160
Actual	7	11	17	27	35	48						
Plan	3	7	18	32	44	68	75	96	107	130	141	162



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast							44.0	351.1	455.5	456.5	450.2	809.4
Actual	26.1	44.7	51.4	167.2	307.7	225.2						
Plan	4.3	72.8	90.6	178.3	331.0	429.0	65.9	607.8	334.0	555.7	206.9	697.2
<b>Cummulative</b>												
Forecast							866.3	1,217.4	1,672.9	2,129.4	2,579.6	3,389.0
Actual	26.1	70.8	122.2	289.4	597.1	822.3						
Plan	4.3	77.1	167.7	346.0	677.0	1,105.9	1,171.8	1,779.6	2,113.6	2,669.3	2,876.2	3,573.5

# Procurement & Supply Chain

Louis A. Montanti, MTA Deputy Chief Procurement



Pictured above is a Wheel Truing Machine used for cutting the treads and flanges of train wheels to restore the profile and uniformity of the wheels per AAR (Association of American Railroads) specifications, a process called truing. The truing process can occur with the train riding on rails above the machine as shown in the above picture or with the wheelset removed from the train. Wheel Truing Machine maintenance and repair, along with other similar maintenance, is the subject of a contract recommendation of award in this month's Board package.

PROCUREMENTS

The Procurement Agenda this month includes 3 actions for a proposed expenditure of \$685.3M.

<b>Subject</b>	Request for Authorization to Award Various Procurements				
<b>Department</b>	Procurement & Supply Chain – NYCT				
<b>Department Head Name</b>	Louis A. Montanti				
<b>Department Head Signature</b>	<i>Louis A. Montanti</i>				
<b>Project Manager Name</b>	Rose Davis				
<b>Board Action</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	Committee				
2	Board				

July 13, 2021			
<b>Department</b>			
<b>Department Head Name</b>			
<b>Department Head Signature</b>			
<b>Internal Approvals</b>			
	<b>Approval</b>		<b>Approval</b>
<i>MM 12/25/21</i>	President NYCT	X	Pres. MTA Bus/SVP DOB
<i>STW</i>	Acting COO, NYCT	X	Subways
X	Capital Prog. Management	X	Diversity/Civil Rights
X	Law		

<b>Internal Approvals (cont.)</b>							
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>

**PURPOSE**

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

**DISCUSSION**

**NYC Transit proposes to award Noncompetitive procurements in the following categories:**

Schedule G: Miscellaneous Service Contracts	1	\$	5.8 M
<b>SUBTOTAL</b>	<b>1</b>	<b>\$</b>	<b>5.8 M</b>

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

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

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

<u>Schedules Requiring Two-Thirds Votes:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	1	\$ 23.9 M
<u>Schedules Requiring Majority Vote:</u>		
Schedule G: Miscellaneous Service Contracts	1	655.6 M
SUBTOTAL	2	\$ 679.5 M

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

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

**NYC Transit proposes to award Ratifications in the following categories: NONE**

TOTAL 3 \$ 685.3 M

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

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

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

## **BOARD RESOLUTION**

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

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

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

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.

2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals, and authorizes the solicitation of such proposals.

3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.

4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein and ratifies each action for which ratification is requested.

5. The Board authorizes the execution of each of the following for which Board authorization is required: (i) the miscellaneous procurement contracts set forth in Schedule E; (ii) the personal service contracts set forth in Schedule F; (iii) the miscellaneous service contracts set forth in Schedule G; (iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; (v) the contract modifications to purchase and public work contracts set forth in Schedule I; and (vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.

6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.

**JULY 2021**

**LIST OF NONCOMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

**G. Miscellaneous Service Contracts**

(Staff Summaries required for items estimated to be greater than \$1,000,000.)

- |                                     |                    |                                      |
|-------------------------------------|--------------------|--------------------------------------|
| <b>1. Simmons Machine Tool Corp</b> | <b>\$5,754,262</b> | <b><u>Staff Summary Attached</u></b> |
| <b>Contract term: 5 years</b>       |                    |                                      |
| <b>Contract# TBD</b>                |                    |                                      |

Award of a five-year, estimated quantity, multi-agency miscellaneous service contract for the inspection, maintenance, and service of wheel truing machines, wheel boring machines, axle lathes, wheel lathes, shunters, and a wheel press for various locations.

Item Number: 1

<b>Vendor Name (Location)</b> Simmons Machine Tool Corp. (Albany, New York)	<b>Contract Number</b> SSE 349558	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Description</b> Maintenance of Wheel Truing Machines, Wheel Boring Mills, Wheel Lathes, Axle Lathes, Shunters, and a Wheel Press, for various NYC Transit, Metro-North Railroad and Long Island Rail Road Locations	<b>Total Amount (including options):</b> \$5,754,262	
<b>Contract Term (including Options, if any)</b> Five Years	<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a	<b>Requesting Dept./Div., Dept./Div. Head Name</b> Office of MTA Deputy Chief Procurement, Louis A. Montanti	
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive		
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other		

**Discussion:**

It is requested that the Board declare, pursuant to the All-Agency Service Contract Procurement Guidelines, that a competitive selection process is inappropriate due to the existence of a single responsible source and approve the award of a five-year, estimated quantity, multi-agency miscellaneous service contract to Simmons Machine Tool (“Simmons”) for the inspection, maintenance, and service of wheel truing machines (“WTMs”), wheel boring machines (“WBM”), axle lathes, wheel lathes, shunters, and a wheel press for various NYC Transit, Metro-North Railroad (“MNR”), and Long Island Rail Road (“LIRR”) locations. These machines play integral roles in maintaining the performance of each agency’s rail car fleets within the tolerances set by the Association of American Railroads.

NYC Transit, MNR, and LIRR have combined their individual service needs under one agreement to achieve increased economies of scale and improved pricing. Simmons is the original equipment manufacturer of the WTMs, WBMs, axle lathes, wheel lathes, and wheel press under this contract and holds the proprietary rights to the equipment software. Although the shunters are manufactured by NiteQ, Simmons is the sole authorized distributor and servicer of NiteQ in the United States. In an effort to solicit competition, NYC Transit placed advertisement in the New York State Contract Reporter and the *Daily News* seeking other qualified companies to provide the contract services. No responses were received.

The WTMs are used for cutting the treads and flanges of train wheels to maintain uniformity of the wheels per specification, a process called truing. Similar to the WTM in function, a wheel lathe can machine two-wheel sets (four wheels) in tandem while on the car. A WBM is used to bore holes in the wheels to obtain a proper fit on the axle; an axle lathe is used to cut the axle to match the bore of the wheel. Shunters are used to move rail cars, while the wheel press is used to mount and dismount rail car wheels to axles.

This contract includes provisions for preventative maintenance and inspections, additional repairs when needed, as well as the purchase of parts. The services provided under this contract are performed by Simmons’ trained personnel. The inspections include preventative maintenance checks and also require Simmons to validate that the equipment is operating within specified tolerances. Additional repairs are required when major equipment components fail and/or when repairs require software diagnostics. Availability of qualified in-house personnel and the location and usage of the equipment are driving factors for the differences in each agency’s preventative maintenance, inspection requirements, additional repairs, and purchase of parts under this contract.



Simmons submitted a price in the total amount of \$5,754,262 which is comprised of \$1,393,689 for NYC Transit, \$1,117,122 for MNR and \$3,243,451 for LIRR. Simmons' total price is \$5,754,262 or 11 percent lower than the total estimate of \$6,457,593. Simmons advised that it could not offer any further price reduction since it has held its pricing firm with no escalation for the past seven years and will continue to hold those rates for an additional five years (the term of this new agreement). As a result of Simmons having agreed to hold the pricing from seven years ago, despite cost pressures, the Cost Price Analysis Unit considers Simmons' price of \$5,754,262 to be fair and reasonable.

The contract resulting from this procurement has been evaluated to determine the necessity and appropriate scope, if any, of cybersecurity requirements, including any requirements under federal, state and local law and regulations. The Authority is working with the vendor to include applicable cybersecurity requirements prior to issuance of the notice of award.

Based on past performance, all three agencies, with Procurement's concurrence, have determined that Simmons is technically and professionally qualified to perform the work. A review of the financial statements from Simmons by NYC Transit's Office of the Controller indicates that there is reasonable assurance that Simmons is financially qualified to perform on this contract.

**JULY 2021**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Two-Thirds Vote:**

**C. Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)**

(Staff Summaries required for items estimated to be greater than \$1,000,000.)

- |  |   |
|--|---|
| <p><b>1. Brookville Equipment Corporation</b>                      <b>\$23,878,834</b></p> <p><b>Contract term: 5 years</b><br/> <b>Contract# R32443</b></p> <p>Contract award for the conversion and upgrade of four R110A cars to two pump and two generator cars.</p> | <p><b><u>Staff Summary Attached</u></b></p> |
|--|---|

**Procurements Requiring Majority Vote:**

**G. Miscellaneous Service Contracts**

(Staff Summaries required for items estimated to be greater than \$1,000,000.)

- |  |  |
|--|--|
| <p><b>2. Arro, Inc.</b>    <b>\$158,411,532</b></p> <p><b>3. Corporate Transportation Group</b>                      <b>\$160,806,656</b></p> <p><b>4. Sentry Management Solutions</b>                      <b>\$162,360,366</b></p> <p><b>5. Greenpoint Transit LLC</b>                                      <b>\$174,042,434</b></p> <p><b>Three years with an option to extend up to two years</b><br/> <b>Contract #s TBD</b></p> <p>Award of four, 3-year estimated quantity miscellaneous service contracts for the provision of Broker Car Service for Paratransit Access-A-Ride customers.</p> | <p><b><u>Staff Summary Attached</u></b></p> <p>↓</p> <p>↓</p> <p>↓</p> |
|--|--|

# Staff Summary

<b>Item Number: 1</b>			
<b>Department, Department Head Name:</b> Office of MTA Deputy Chief Procurement, Louis A. Montanti  <i>Louis A. Montanti</i>			
<b>Internal Approvals</b>			
<b>Order</b>	<b>Approval</b>	<b>Order</b>	<b>Approval</b>
1 X	Matériel	6 <i>[Signature]</i>	Acting COO, NYCT
2 X	Law	7 <i>[Signature]</i>	President, NYCT
3 X	CFO		
4 X	DDCR		
5 X	Subways		

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b> Brookville Equipment Corporation	<b>Contract No.</b> R32443
<b>Description</b> Conversion of Four R110A Cars to Two Pump and Two Generator Cars	
<b>Total Amount:</b>	<b>\$23,878,834</b>
(Base contract of \$22,578,666 plus option for extended warranty of \$1,300,168)	
<b>Contract Term (including Options, if any)</b> Nine years (Five years for base plus four years for option of extended warranty)	
<b>Option(s) included in Total Amount?</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> N/A
<b>Renewal?</b>	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

**Purpose**

It is requested that the Board approve the award of contract R32443 to Brookville Equipment Corporation (“BEC”) for the conversion and upgrade of four R110A cars to two pump and two generator cars at the total price of \$23,878,834. This includes an option to exercise an extended warranty at the total price of \$1,300,168 at a future date.

**Discussion**

An Authorizing Resolution requesting the use of a competitive Request for Proposal (“RFP”) procurement process was previously approved by the Board to award a contract for the conversion of four R110A cars to two pump and two generator cars. This contract calls for upgrading and converting four NYC Transit R110A cars with gensets (a combination of an engine and an alternator) and pumps to complement three existing hose-and-reach cars. This pump train will be deployed primarily to remove water from the subway tunnels when flooding occurs. The pump train acquisition is part of NYC Transit’s storm preparedness effort after Superstorm Sandy.

NYC Transit issued an RFP inviting firms to submit proposals for the award of a contract to convert existing cars to pump and generator cars for inclusion in two pump trains. NYC Transit requested that the proposers provide their most aggressive yet achievable delivery schedule to ensure an accelerated delivery. In compliance with Public Authorities Law, Section 1209, the RFP was advertised in the New York State Contract Reporter and the *New York Post*, posted on the MTA website, and placed in industry trade magazines. NYC Transit conducted an extensive, worldwide industry outreach to optimize participation and competition.

Following a pre-proposal conference, two of the four attending firms submitted proposals: BEC and Harsco Metro Rail LLC (“Harsco”). Technical proposals were evaluated by the Selection Committee (“SC”) in accordance with the evaluation criteria. The criteria included experience in relevant areas such as (1) converting and repurposing existing rail work equipment, installation of pumping and generator equipment; (2) delivery schedule; (3) product maintainability and operation of equipment; (4) management approach, quality assurance program, providing quality drawings and manuals; (5) overall project cost and value to NYC Transit; and other relevant matters such as (6) compliance with, and acceptance or willingness to, negotiate NYC Transit’s terms and conditions; and (7) the overall quality of the written proposal.

Following the initial review of the technical proposals and subsequent oral presentations given by both proposers, the SC determined that Harsco's proposal did not meet certain salient technical requirements for pump design to operate in the NYC Transit environment. As a result, the SC unanimously recommended that Harsco's proposal be eliminated from further consideration. NYC Transit then proceeded to negotiations with BEC.

NYC Transit's negotiation team worked with BEC from a technical, commercial, and pricing perspective in an effort to obtain the most competitive, technically acceptable proposal. Technical negotiations centered on structural, genset, and piping design, as well as project schedule. All aspects of the proposed pricing were thoroughly examined and discussed. As a result of these discussions, it was determined that BEC's proposal provided the best overall value for NYC Transit.

The final negotiated price of the base contract excluding the warranty option is \$22,578,666. Procurement and Cost Price performed a line-by-line analysis of the pricing, conducted market surveys, and completed a cashflow analysis that were all used during the negotiations. In addition, the pricing compares favorably to the engineer's estimate of \$21,653,226. Based on the foregoing, the pricing has been found to be fair and reasonable.

This contract will also include an option to exercise, with the concurrence from Department of Subways, Divisions of Car Equipment, a commercial alternative for extended warranties for certain systems/components of the pump and generator cars. The purpose of having these extended warranties priced as an option is to allow NYC Transit additional time to analyze the influence of the low anticipated usage of these pump and generator cars and to gauge the necessity of the extended warranty.

Founded in 1918, BEC is an American manufacturer and restorer of rail vehicles based in Brookville, Pennsylvania. BEC has previously done business with other MTA agencies and has performed successfully on prior contracts. The work, including the upgrade and conversion of the R110A cars and manufacturing assembly, will be performed in Brookville. The delivery schedule for the first set of pump and generator cars is 28 months after notice of award, with the delivery of the second set of pump and generator cars five months later.

A review of BEC's financial documents by the NYC Transit Controller's Office found that BEC is financially qualified to perform work under this contract.

BEC will comply with the newly revised Federal Transit Administration ("FTA") Buy America requirement of 70 percent, the current requirement for rebuilt equipment.

The contract resulting from this procurement has been evaluated to determine the necessity and appropriate scope, if any, of cybersecurity requirements, including any requirements under federal, state and local law and regulations. The Authority is working with the vendor to include applicable cybersecurity requirements prior to issuance of the notice of award.

### **M/W/DBE Information**

The MTA Department of Diversity and Civil Rights has established a zero percent DBE goal due to the lack of DBE firms in the marketplace. Brookville Equipment Corporation has not completed any MTA contracts with goals, therefore no assessment of their MWDBE/SDVOB performance can be determined at this time.

### **Impact on Funding**

This contract will be funded with Federal Transit Administration Emergency Relief Funding grant funds (NY-2018-019).

### **Alternatives**

None recommended. There is no reason to believe that conducting another solicitation will result in a better outcome.

### **Recommendation**

It is recommended that the Board approve the award of Contract R32443 to Brookville Equipment Corporation at the total price of \$23,878,834 for the conversion and upgrade of four R110A cars to two pump and two generator cars, and related non-car items such as spare parts, special tools, technical documentation and training, including the option to exercise an extended warranty at the total price of \$1,300,168 at a future date.

**Schedule G: Miscellaneous Service Contracts**



**Item Numbers: 2-5**

<b>Vendor Names (Locations)</b> ARRO Inc. (New York, NY) Corporate Transportation Group Ltd. (Brooklyn, NY) Fejost LLC d/b/a Sentry Management Solutions (Bronx, NY) Greenpoint Transit LLC (Wilmington, Delaware)	<b>Contract Number(s)</b> TBD TBD TBD TBD	<b>Renewal?</b>  <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No								
<b>Description</b> Broker Car Service for Paratransit	<b>Total Estimated Amount: \$655,620,988</b>									
<b>Contract Term (including Options, if any):</b> Three years with an option to extend up to two years	<table border="0"> <tr> <td>ARRO Inc.</td> <td>\$ 158,411,532</td> </tr> <tr> <td>Corporate Transportation Group</td> <td>\$ 160,806,656</td> </tr> <tr> <td>Sentry Management Solutions</td> <td>\$ 162,360,366</td> </tr> <tr> <td>Greenpoint Transit LLC</td> <td>\$ 174,042,434</td> </tr> </table>		ARRO Inc.	\$ 158,411,532	Corporate Transportation Group	\$ 160,806,656	Sentry Management Solutions	\$ 162,360,366	Greenpoint Transit LLC	\$ 174,042,434
ARRO Inc.	\$ 158,411,532									
Corporate Transportation Group	\$ 160,806,656									
Sentry Management Solutions	\$ 162,360,366									
Greenpoint Transit LLC	\$ 174,042,434									
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a	<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:									
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	<b>Requesting Dept./Div., Dept./Div. Head Name:</b>  Department of Buses, Craig Cipriano									
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: Negotiation										

**Discussion:**

NYC Transit is seeking Board approval to a ward four, 3-year estimated quantity miscellaneous service contracts for the provision of Broker Car Service for Paratransit Access-A-Ride (“AAR”) customers to ARRO Inc (“ARRO”); Corporate Transportation Group Ltd. (“CTG”); Fejost, LLC d/b/a Sentry Management Solutions (“Sentry”); and Greenpoint Transit LLC (“Greenpoint”) in the estimated amounts of \$158,411,532; \$160,806,656; \$162,360,366; and \$174,042,434 respectively. Each contractor will receive 25 percent of the estimated trip volume for all boroughs. The base term of each contract is three years with each containing an option to extend the term for up to an additional two years. Board approval will be sought if NYC Transit wishes to exercise its option(s).

This procurement is a re-solicitation of four contracts awarded in October 2020 that were terminated in December 2020, to further support NYS efforts to ensure inclusion of NYS certified M/WBEs and SDVOBs when awarding contracts. For this procurement, a quantitative factor was added for vendors proposing as prime contractors who are NYS certified M/WBE or SDVOBs to be taken into account in their evaluation. In addition, the use of M/WBE firms as subcontractors in the respective amounts of 15 percent MBE and 15 percent WBE was added to the contract terms. All other aspects of the contract requirements remained unchanged from the previous solicitation.

AAR service is provided through two different approaches: dedicated service and non-dedicated service. Dedicated service providers are known as Primary Carriers whose only business is to transport NYC Transit AAR customers using NYC Transit-owned vehicles. Non-dedicated service providers, such as Broker Car Service and E-Hail Service (on-demand), perform AAR service in concert with their existing operations. The use of non-dedicated service provides cost and operational benefits to NYC Transit in that Paratransit does not directly bear the total responsibility for maintenance and operating costs, as is the case with dedicated service. Non-dedicated service providers offer access to a larger vehicle fleet to perform a high volume of trips. The Broker model is a fully Americans with Disabilities Act-compliant mode of paratransit transportation that utilizes contractor(s) to schedule and dispatch prearranged trips for AAR customers through a non-dedicated subcontractor network of taxi, livery, and black car service providers.

Over the past 10 years, demand for Paratransit trips has significantly increased from approximately 20,000 per day in 2008, to over 30,000 currently (pre-COVID). Considering the MTA's fiscal situation, innovative changes to the Paratransit operation were needed to reduce program costs and improve the customer experience. Paratransit, working collaboratively with the Office of Management and Budget, Strategic Initiatives, Systemwide Accessibility, and Procurement, has implemented numerous cost reduction strategies. On the forefront is the strategy to shift the bulk of trips previously assigned to dedicated carriers to non-dedicated carriers (principally to Broker Car Service), as it is the least expensive mode of AAR transportation. Pre-COVID, the allocation of AAR trips was approximately 30 percent dedicated and 70 percent non-dedicated. As part of the continued effort to shift trips to Broker service, it is Paratransit's aspiration to allocate up to 75 percent of trips to non-dedicated service over the next three years.

The four previously mentioned terminated contracts that NYC Transit awarded (resulting from RFP 310504) sought to expand Broker trip capacity by increasing the number of contractors from two to four, while also increasing the use of shared rides and adding the use of power lift-equipped vehicles so that AAR customers who utilize scooters and oversized or motorized wheelchairs could also use the Broker program. The expansion of trip capacity, increasing the use of shared rides and use of power lift-equipped vehicles are also priorities for the contracts recommended for award from this RFP. This RFP also anticipated four awards, as three may be too few (in the event one Broker drops out) and five may be too many (a smaller allocation of trip assignments would impact the Brokers ability to share rides due to a smaller pool of potential shared trip combinations).

The evaluation criteria for this RFP, listed in descending order of importance, are as follows: Proposer's Overall Technical Qualifications regarding relevant experience and demonstrated ability to perform the work, a approach and methodology to satisfy performance requirements under the Scope of Work, which included the aforementioned quantitative factor assigned to M/WBE and SDVOBs proposers proposing as a prime contractor (as noted above), Overall Price, and Other Relevant Matters. Selection Committee ("SC") members were drawn from Paratransit, the Department of Buses, the Department of Diversity and Civil Rights, the Department of the Chief Financial Officer, and Procurement.

NYC Transit aggressively reconquered the marketplace for potential new contractors and subcontractors, including M/WBEs and SDVOBs, to expand the competitive environment. Twenty-six firms requested the RFP package, of which 13 submitted proposals.

Following the SC's review of written proposals, five of the 13 proposals were eliminated as the proposers failed to demonstrate their experience and ability to perform the work and/or did not comply with the submission requirements. The remaining eight were invited for oral presentations. After oral presentations, three were eliminated as each of these Proposers failed to illustrate a clear understanding of the work and responsibilities of the Broker. The SC determined that the remaining five companies, ARRO, CTG, Curb Mobility LLC ("Curb"), Greenpoint, and Sentry were technically qualified and were invited to participate in negotiations.

Negotiations focused on the proposers' demonstrated ability to perform the work including experience, trip capacity, project management team, and overall price. The price proposal was structured to provide rates based on zone to zone combinations, defined by intra-borough and interborough zip codes throughout the five boroughs. Pricing for the base three years is fixed, however, proposers had the opportunity to provide different pricing for the option period. Proposers were asked to submit pricing for three award scenarios: 33 percent, 25 percent, and 20 percent of the total award volume. Not only does this strategy allow NYC Transit to consider different award scenarios with respect to the number of initial awards to make, it also gives NYC Transit the flexibility to switch between the three different volume-based price schedules during the course of the contract if for any reason the number of Brokers performing under the program decreases or increases based on need.

Best and Final Offers ("BAFOs") were received on April 8, 2021, and presented to the SC for consideration on May 7, 2021. During this meeting and prior to making its recommendations for award, the SC was notified that, on May 4, 2021, the Authority made a determination of Non-Responsible relating to Curb and Curb was no longer eligible for consideration of award.

Upon receiving this information, the SC deliberated and determined during this meeting that four remains the optimal number of awards needed to ensure Paratransit has sufficient Broker capacity to meet demand. The SC evaluated the BAFOs in accordance with the evaluation criteria, including the pricing for the option years and unanimously voted to recommend ARRO, CTG, Sentry, and Greenpoint for award, as this combination provides the overall best value.

The fully loaded Weighted Average Cost Per Trip ("WACPT") for each proposer is listed below. The overall average WACPT of the four recommended awards are in bold.

**BAFO PRICING FOR BASE AND OPTION YEARS:**

Proposer	Base Years 1–3 Gross Sum Award Amount	WACPT	Option Years 4 and 5 Gross Sum Award	WACPT
ARRO	\$158,411,532	\$30.49	\$122,165,169	\$30.39
CTG	\$160,806,656	\$30.95	\$122,967,442	\$30.59
Sentry	\$162,360,366	\$31.25	\$125,637,228	\$31.25
Greenpoint	\$174,042,434	\$33.50	\$134,677,012	\$33.50
<b>Gross Sum and overall WACPT</b>	<b>\$655,620,988</b>	<b>\$31.55</b>	<b>\$505,446,851</b>	<b>\$31.43</b>

ARRO has experience with providing AAR service through its previous work with CTG as a Broker affiliate, as well as performing work under the AAR e-hail pilot. CTG is a three-time Broker incumbent bringing experience, stability, and capacity to the Broker program. Sentry is new to NYC Transit, but has experience in performing non-emergency medical transportation across NYC and boasts the largest fleet of black cars of all these Proposers. Greenpoint is also new to NYC Transit AAR work, but has paratransit experience elsewhere and is a global leader in ride sharing alongside its parent company, VIA Transportation.

This combination of awardees will support Paratransit’s aspiration of having 75 percent of all AAR trips be performed by non-dedicated providers through access to almost 48 thousand vehicles of which, approximately: nine thousand are yellow and green taxis, 35 thousand are black car and livery supporting the outer boroughs, 4.6 thousand are wheelchair-accessible taxis, and three thousand are motorized lift-equipped vehicles with the ability to now provide service to AAR customers who utilize oversized and motorized wheelchairs and scooters, and have historically been required to utilize the more costly dedicated primary carrier service for such accommodations.

An award to Sentry in the amount of \$162.3 million will be the first prime contract awarded to a NYS Certified MBE Broker service provider. Additionally, all proposers provided M/WBE goal utilization plans that have been approved by the Department of Diversity and Civil Rights (“DDCR”), and all have committed to meet the 15 percent Minority and 15 percent Women-owned goals assigned. Additionally, proposers have collectively identified an additional 16 potential M/WBEs who are currently in the process of applying for NYS M/WBE certification. These firms may be utilized in the future as the program expands. DDCR is currently working with NYS to expedite these certifications. If the estimated value of all four contracts is realized, then it is anticipated that a cumulative amount of approximately \$172.3 million will be paid to M/WBE subcontractors during the base years.

Through negotiations and the competitive nature of this procurement, final pricing from ARRO, CTG, Sentry, and Greenpoint is considered fair and reasonable.

The NYC Transit Controller’s Office performed a financial review of all proposers and based on the criteria used found CTG and Sentry to be financially qualified to perform the work of the contract. With respect to ARRO and Greenpoint, there is reasonable assurance that these firms are financially qualified to perform the work of the contract because acceptable letters of guarantee have been furnished by both companies.

The current WACPT for Broker Car Service is \$34.04. The new WACPT resulting from this RFP is \$31.55, a savings of \$2.49 per trip. This represents a total estimated savings of \$44.7 million for the three base years. Additional savings are anticipated program wide as Paratransit continues to aspire toward 75 percent non-dedicated trips. If the 75 percent is fully realized over the base term of this contract, it is anticipated that additional savings in excess of \$40 million will be achieved.



# Contracts

Stephen Plochochi, Senior Vice President, Contracts



The above rendering depicts a new enclosed connector from the Times Square Shuttle's abandoned Track 3 Right of Way from the east end of the Times Square Shuttle platform to the Bryant Park Station. The procurement action required for this work is included in this month's procurement package.







## PROCUREMENTS

The Procurement Agenda this month includes two procurement actions for a proposed expenditure of \$7.7M.

**Staff Summary**

<b>Subject</b> Request for Authorization to Award Procurement Actions					
<b>Department</b> Contracts					
<b>Department Head Name &amp; Title</b> David K. Cannon, Vice President, Contracts					
<b>Department Head Signature</b> 					
<b>Board Action</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	NYCT & Bus Committee	7/19/21	X		
2	Board	7/21/21	X		

<b>Date:</b> July 12, 2021			
<b>Internal Approvals</b>			
	<b>Approval</b>		<b>Approval</b>
	Deputy Chief Development Officer, Delivery		President
	Deputy Chief Development Officer, Development		Executive Vice President & General Counsel

**PURPOSE**

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

**DISCUSSION**

MTA Construction & Development requests Ratifications in the following category:

<u>Schedules Requiring Majority Vote</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule K: Ratification of Completed Procurement Actions	2	\$7,736,900
<b>TOTAL</b>	<u>2</u>	<u>\$7,736,900</u>

**Budget Impact:**

These procurement actions will obligate capital funds in the amount listed. Funds are available in the capital budget for this purpose.

**Recommendation:**

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

**MTA Construction & Development**

**BOARD RESOLUTION**

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

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

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

NOW, the Board resolves as follows:

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

JULY 2021

**LIST OF RATIFICATIONS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

**Schedule K. Ratification of Completed Procurement Actions (Involving Schedules E-J)**

(Staff Summaries required for items requiring Board Approval)

- |    |  |                     |                                      |
|----|--|---------------------|--------------------------------------|
| 1. | <b>MLJ Contracting Corp.</b><br><b>Contract No. A35302/A37116.30</b> | <b>\$ 5,150,000</b> | <b><u>Staff Summary Attached</u></b> |
|----|--|---------------------|--------------------------------------|

MTA Construction and Development requests the Board ratify a modification to the contract for the design and construction of the 6<sup>th</sup> Avenue Connector and deletion of the Durst Underpass.

- |    |  |                     |                                      |
|----|--|---------------------|--------------------------------------|
| 2. | <b>Tully Construction Co. Inc.</b><br><b>Contract No. C-34836.81</b> | <b>\$ 2,586,900</b> | <b><u>Staff Summary Attached</u></b> |
|----|--|---------------------|--------------------------------------|

MTA Construction and Development requests the Board ratify a modification to the contract for the rehabilitation of four Circuit Breaker Houses located at the Coney Island Yard Complex including replacing or repairing the existing roofs, repairing interior and exterior walls, furnishing new battery switches and negative test boxes, providing new DC lighting and heaters and new AC power feeds.

**Schedule K - Ratification of Completed Procurement Actions**
**Item No. 1**

<b>Vendor Name (Location)</b> MLJ Contracting Corp. (Great Neck, NY)
<b>Description</b> Station Reconstruction & ADA Accessibility at the Times Square & Grand Central Stations
<b>Contract Term (including Options, if any)</b> March 7, 2019 – March 6, 2022
<b>Option(s) included in Total Amt?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b> <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
<b>Requesting Dept./Div., Dept./Div. Head Name:</b> Delivery/Mark Roche

<b>Contract Number</b> A-35302/A-37116	<b>AWO/Mod. #s</b> 30
<b>Original Amount:</b>	\$ 131,195,000
<b>Prior Modifications:</b>	\$ 13,038,400
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 144,233,400
<b>This Request:</b>	\$ 5,150,000
<b>% of This Request to Current Amt.:</b>	3.6%
<b>% of Modifications (including This Request) to Original Amount:</b>	13.9%

**Discussion:**

This contract is for station reconstruction and ADA Accessibility at the Times Square and Grand Central Shuttle stations. The scope of this contract consists of converting the existing three-track 42<sup>nd</sup> Street Shuttle operation to a two-track operation and modifying and extending the station platforms to comply with ADA requirements. MTA Construction & Development (“C&D”) requests the Board ratify modification No. 30 for the design and construction of the 6<sup>th</sup> Avenue Connector and deletion of the Durst Underpass.

The contract calls for the construction of an underpass under Track 4 (the “Durst Underpass”), which provides a required alternate means of egress from the Times Square shuttle platform through the Durst Building to 42<sup>nd</sup> Street. However, construction of the Durst Underpass presented construction challenges that created risks to shuttle service and to the schedule for completion of the project. For those reasons, MTA C&D sought an easier to build solution that would minimize impacts to customer service.

The identified solution is an alternative to the Durst Underpass, and provides an alternate means of egress through the Bryant Park Station on the IND 6<sup>th</sup> Avenue Line. This solution has the advantages of allowing two track service to continue during construction, provides a free transfer to the 6<sup>th</sup> Avenue Line and lessens the risk of impact to the project schedule. In addition, because the owner of the Durst Building had an obligation to fit out the Durst Underpass, it was willing to pay MTA \$7.56 million to be relieved of its obligations for performing its work.

The changed work in this Modification consists principally of the deletion of the Durst Underpass and the design and construction of approximately 300 LF of enclosed connector in the Shuttle’s abandoned Track 3 Right of Way from the south end of the Times Square Shuttle platform to the Bryant Park Station, The work also includes the construction of a ramp down to the connector and two separate stairways constructed from the connector (Shuttle Level) to the Bryant Park Station uptown and downtown platforms.

The contractor submitted a net cost proposal of \$9,677.515. Negotiations resulted in the agreed net lump sum price of \$5,150,000 which is considered to be fair and reasonable and is, in fact, less than the payment received by the MTA for deleting the Durst Underpass.

In order to mitigate any impacts to the Substantial Completion date or the restoration of full shuttle service, permission to process this modification on a retractive basis was obtained from the Deputy Chief Development Officer, MTA C&D Delivery and the Contractor was directed to proceed with the work on January 22, 2021 up to a not-to-exceed amount of \$3,000,000.

**Schedule K - Ratification of Completed Procurement Actions  
Item No. 2**

<b>Vendor Name (Location)</b> Tully Construction Co. Inc. (Flushing, New York)	<b>Contract Number</b> C-34836	<b>AWO/Mod. #s</b> 81
<b>Description</b> Coney Island Yard Complex Long-Term Flood Mitigation in the Borough of Brooklyn	<b>Original Amount:</b>	\$ 309,750,000
<b>Contract Term (including Options, if any)</b> March 30, 2018 – September 30, 2022	<b>Prior Modifications:</b>	\$ 5,418,874
<b>Option(s) included in Total Amt?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	<b>Prior Budgetary Increases:</b>	\$ 0
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	<b>Current Amount:</b>	\$ 315,688,874
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	<b>This Request:</b>	\$ 2,586,900
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	<b>% of This Request to Current Amt.:</b>	0.8%
<b>Requesting Dept./Div., Dept./Div. Head Name:</b> Delivery/Mark Roche	<b>% of Modifications (including This Request) to Original Amount:</b>	2.6%

**Discussion:**

The contract provides for flood mitigation at the Coney Island Yard Complex in Brooklyn. The Work consists of fortifying against future flooding by constructing perimeter flood wall protections; installing new pump stations; improving the drainage system; replacing damaged track; installing flood barriers and debris shields at the Sea Beach and West End line creek bridges; and constructing a power and communications cable bridge across the Complex. MTA Construction & Development requests that the Board ratify Modification No. 81 to the Contract to provide for the rehabilitation of four Circuit Breaker Houses (“CBH”) located at the Coney Island Yard Complex (CBHs 128, 139, 591 and 594), including replacing or repairing the existing roofs, repairing interior and exterior walls, furnishing new battery switches and negative test boxes and providing new lighting and heaters and new AC power feeds.

The exterior of the four CBHs are in poor condition with spalling bricks and leaking roofs. Water intrusion from the walls and roofs has damaged electrical and mechanical equipment within to an extent that makeshift fiberglass shields have been installed for protection against water leaking onto the equipment. The repair of the CBHs was planned for a future project, however, due to their deteriorated condition, it is necessary to address the situation immediately.

Performing this work as a modification to this contract allows for optimal work sequencing, minimized disruptions to yard operations and for the CBH work to be completed approximately one year earlier than it would be completed through a standalone contract and during a period of lower ridership. In addition, estimates indicate that approximately \$3.85 million will be saved by adding this work to contract C-34836 by modification as opposed to awarding it by means of a standalone contract. These savings are primarily due to reductions in general conditions and mobilization costs associated with an award to a new contractor, as well as internal project support costs.

Tully Construction Co. Inc. submitted a proposal in the amount of \$3,406,068. Negotiations resulted in the agreed upon lump sum price of \$2,586,900 which is considered to be fair and reasonable. A budget modification will be processed to provide additional funding for this modification.

Agreement was also reached on an extension of time for 92 excusable and non-impactable calendar days to the Contract Substantial Completion date which will be extended to December 31, 2022. In order to mitigate any further schedule impact, permission was obtained from the President of C&D to process this modification on a retroactive basis and the Contractor was directed to proceed with the work on June 25, 2021 up to a not-to-exceed amount of \$750,000.



## **New York City Transit**

**Sarah Feinberg**  
Interim President  
New York City Transit

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## **Bus Company**

**Craig Cipriano**  
President  
MTA Bus Company

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**New York, NY 10004-2207**