

BudgetWatch

October 2020 Flash Report

This BudgetWatch reflects preliminary operating results through September and subsidies received in October, with results measured against the Mid-Year Forecast.

Overall Latest Condition (reporting on operations for September and subsidies through October):

Preliminary results for the month and year-to-date were better than forecast; however, much of that outcome reflects savings for expenses stemming from operating on an essential service schedule and revisions to assumptions for initiatives and maintenance work given the pandemic, as well as some favorable timing-related variances. Vacancy savings, higher farebox and toll revenue, and higher overall subsidies also contributed to the results. Passenger and toll revenues were favorable by \$25 million (8%) for the month, and \$156 million (5%) year-to-date. Operating expenses were favorable by \$103 million (8%) for the month, and \$658 million (6%) year-to-date, mainly from higher prescription drug rebates and vacancy savings, lower overtime, procured services, maintenance-related contracts and materials, and paratransit costs. Overtime spending through September was \$66 million lower than forecast primarily from curtailed programmatic/routine maintenance work, revised service schedules, and increased employee availability. Debt service was favorable both for the month and YTD due to lower than budgeted variable rates and timing. Subsidies through October were \$164 million favorable and reflect mainly higher collections in the Payroll Mobility Tax, Mortgage Recording Tax, and Petroleum Business Tax, partially offset by lower MMTA, For-Hire Vehicle Surcharge and MTA Aid receipts. The Mansion and Internet Sales Taxes, which fund the Capital Lockbox and are available through 2021 to assist in funding operations, were unfavorable by \$13 million year-to-date.

The favorable variance includes \$258 million in savings realized during 2020 which, while included in Agency financials, reflects Transformation Savings from administrative expense and headcount reductions.

Passenger and Toll Revenues

	YTD September 2020 (\$ in millions)				Month of September 2020 (\$ in millions)			
	Actual	Mid-Year Forecast	Diff	% Diff	Actual	Mid-Year Forecast	Diff	% Diff
NYCT:								
Subway	\$1,210.8	\$1,141.9	\$68.9	6.0%	\$102.3	\$108.5	(\$6.2)	-5.7%
Bus	257.9	272.7	(14.8)	-5.4%	44.1	31.0	13.1	42.4%
Other	40.6	42.2	(1.7)	-3.9%	1.0	1.7	(0.8)	-45.0%
NYCT	\$1,509.3	\$1,456.8	\$52.5	3.6%	\$147.4	\$141.3	\$6.1	4.3%
MTA Bus	63.7	66.2	(2.4)	-3.7%	10.2	7.4	2.8	38.3%
LIRR	223.8	234.1	(10.3)	-4.4%	17.2	26.7	(9.5)	-35.7%
MNR	205.1	224.1	(19.0)	-8.5%	13.5	26.2	(12.6)	-48.3%
Sub-total	\$2,001.9	\$1,981.3	\$20.6	1.0%	\$188.3	\$201.6	(\$13.2)	-6.6%
B&T	1,190.5	1,055.2	135.3	12.8%	155.1	116.6	38.5	33.0%
Total	\$3,192.5	\$3,036.5	\$156.0	5.1%	\$343.4	\$318.1	\$25.3	7.9%

Passenger and toll revenues for the month were better than forecast primarily due to higher B&T traffic volume, and improved bus ridership since the August 31 lifting of the rear-door boarding policy at NYCT and MTA Bus. Ridership on Subways and at the Railroads fell short of projections. Overall, YTD passenger and toll revenues were better than forecast and mainly reflect higher B&T traffic volume and Subway ridership. Ridership for all other MTA services fell short of projections.

CARES Act Receipts

The full complement of \$4.009 billion in aid from the Coronavirus Aid, Relief, and Economic Security (CARES) Act has been

received and distributed to Agencies based on net operating losses reported through July. Receipts are reflected in Other Operating Revenue in Agency financial statements.

Total Operating Expenses before Non-Cash Liability Adjustments

	YTD September 2020 (\$ in millions)				Month of September 2020 (\$ in millions)			
	Mid-Year		Diff	% Diff	Mid-Year		Diff	% Diff
	Actual	Forecast			Actual	Forecast		
NYCT	\$6,448.2	\$6,716.7	\$268.5	4.0%	\$720.0	\$757.0	\$36.9	4.9%
MTA Bus	600.0	638.0	38.0	6.0%	73.0	76.2	3.2	4.1%
LIRR	1,080.2	1,225.5	145.3	11.9%	119.0	144.3	25.2	17.5%
MNR	944.5	1,007.2	62.7	6.2%	103.7	112.2	8.5	7.6%
B&T	323.3	356.8	33.5	9.4%	42.4	51.4	9.0	17.5%
MTA HQ	569.7	679.4	109.7	16.1%	82.3	102.1	19.8	19.4%
Total	\$9,965.8	\$10,623.6	\$657.8	6.2%	\$1,140.5	\$1,243.2	\$102.6	8.3%

Preliminary expenses for August were favorable by \$102.6 million, or 8.3%, and primarily reflects savings from revisions made to initiatives requiring professional services, planned maintenance work and related materials, and other timing-related changes, across the agencies, due mainly to the pandemic. Additional contributing factors include vacancy savings, the timing of prescription drug contract rebates, and lower electric power consumption. The variance at NYCT primarily reflects higher prescription drug contract rebates and vacancy savings, as well as reduced maintenance activity and subway initiatives, lower credit/debit card fees, and lower claims costs, partially offset by higher worker's compensation expense. At MTA Bus, the variance reflects revised assumptions for maintenance work and other timing-related changes, including interagency billing and roll-out of bus technologies and New Fare System (OMNY). The LIRR variance reflects higher vacancy and overtime savings, revisions to fleet modification plans and Reliability Centered Maintenance activity, and a higher credit in reimbursable overhead from the favorable timing of capital project activity. At MNR, the variance primarily reflects lower rolling stock maintenance work and related material usage and infrastructure repairs, lower subsidy payments to New Jersey Transit (based on a reduced service schedule), as well as vacancy savings, and lower costs for procured services, and overtime. The B&T variance mainly reflects revised major maintenance and painting projects, lower toll collection processing and bond issuance fees, lower overtime costs, and vacancy savings. At MTA HQ, the variance reflects overall suppressed spending and revised timing assumptions for a myriad of initiatives, including Transformation, Enterprise Asset Management, and IT.

Year-to-date expenses were favorable by \$657.8 million, or 6.2%, and mainly reflect a continuation of factors noted for the month across all agencies. Lower paratransit costs also contributed to the favorable NYCT variance. For MTA Bus, LIRR, MNR, B&T and MTA HQ, major drivers of the YTD variances also mirror those noted for the month.

Overtime

	YTD September 2020 (\$ in millions)				Month of September 2020 (\$ in millions)			
	Mid-Year		Diff	% Diff	Mid-Year		Diff	% Diff
	Actual	Forecast			Actual	Forecast		
NYCT	\$417.9	\$445.6	\$27.8	6.2%	\$55.2	\$54.3	(\$1.0)	-1.8%
MTA Bus	58.6	60.0	1.4	2.3%	7.7	7.8	0.1	1.1%
LIRR	87.3	103.4	16.1	15.5%	10.9	13.2	2.2	17.0%
MNR	60.5	72.8	12.3	16.9%	6.1	8.2	2.1	25.5%
B&T	12.1	16.3	4.2	25.9%	0.7	2.3	1.6	68.9%
MTA HQ	19.8	24.3	4.5	18.6%	2.3	3.0	0.8	24.7%
Total	\$656.2	\$722.4	\$66.3	9.2%	\$83.0	\$88.8	\$5.8	6.6%

Overtime costs for the month were below forecast primarily due to lower costs at the LIRR for programmatic/routine maintenance, weather-related events and unscheduled service; and lower costs at MNR due to operating on a reduced service schedule, and improvements to employee availability. At B&T, lower costs reflect deferred maintenance and management efficiencies, which improved scheduling and deployment practices; and at MTA HQ, savings mainly reflect lower utilization of MTAPD overtime deployments for security coverage. This was partially offset by higher costs at NYCT mostly due to backfill of employee vacancies/availability, and overnight station shutdowns for sanitizing and cleaning.

YTD Overtime expenses were \$66.3 million, or 9.2%, lower than the forecast. This reflects savings mainly from lower programmatic/routine maintenance, revised scheduled/unscheduled service needs, and improvements to employee availability due to circumstances evolving around the pandemic. At NYCT, underruns were due to reduced service requirements and basic inspections, as well as management efficiencies, while underruns at MTA Bus reflect reduced unscheduled service due to less traffic, and lower scheduled service coverage. At the LIRR, MNR, B&T and MTA HQ, YTD results reflect a continuation of the same drivers noted for the month.

Debt Service

Debt Service for the month of September was \$232.3 million, which was \$6.0 million, or 2.5%, favorable primarily due to lower than budgeted variable rates and timing of debt service deposits. Year-to-Date Debt Service expenses were \$2,069.2 million, which were \$38.8 million or 1.8% favorable primarily due to lower than budgeted variable rates and timing of debt service deposits.

State Dedicated Taxes and Fees

	YTD October 2020 (\$ in millions)				Month of October 2020 (\$ in millions)			
	Mid-Year		Diff	% Diff	Mid-Year		Diff	% Diff
	Actual	Forecast			Actual	Forecast		
MMTOA	\$928.2	\$947.9	(\$19.7)	-2.1%	\$178.4	\$191.4	(13.0)	-6.8%
PBT	475.3	411.7	63.6	15.5%	65.1	38.0	27.1	71.2%
PMT ¹	1,240.7	1,140.1	100.6	8.8%	121.0	90.1	30.8	34.2%
MTA Aid ²	185.1	201.0	(15.8)	-7.9%	0.0	0.0	0.0	0.0%
FHV ³	193.1	219.8	(26.8)	-12.2%	11.6	32.0	(20.4)	-63.8%
Total	\$3,022.5	\$2,920.6	\$101.9	3.5%	\$376.0	\$351.6	\$24.5	7.0%

MMTOA cash receipts for October were \$13.0 million (6.8%) unfavorable and year-to-date receipts were unfavorable by \$19.7 million (2.1%). PBT receipts were favorable for the month by \$27.1 million (71.2%) and year-to-date collections were favorable by \$63.6 million (15.5%). October Payroll Mobility Tax (PMT) receipts were \$30.8 million (34.2%) favorable, and year-to-date collections were favorable by \$100.6 million (8.8%).

For-Hire-Vehicle Surcharge (FHV) receipts for the month were unfavorable by \$20.4 million (63.8%) and year-to-date collections were unfavorable by \$26.8 million (12.2%). MTA Aid receipts, which are transferred quarterly, were \$15.8 (7.9%) unfavorable year-to-date, through the third quarter.

Real Estate Transaction Taxes

	YTD October 2020 (\$ in millions)				Month of October 2020 (\$ in millions)			
	Mid-Year		Diff	% Diff	Mid-Year		Diff	% Diff
	Actual	Forecast			Actual	Forecast		
MRT	\$372.5	\$311.8	\$60.7	19.5%	\$35.4	\$21.5	\$13.9	64.6%
NYC Urban Tax	318.5	317.5	1.0	0.3%	22.0	21.5	0.5	2.3%
Total	\$691.0	\$629.4	\$61.6	9.8%	\$57.4	\$43.0	\$14.4	33.5%

Total real estate transaction taxes for October, which reflect transaction activity during the month of September, were \$14.4 million (33.5%) favorable to the Mid-Year Forecast, with the YTD variance favorable by \$61.6 million (9.8%). When compared with last year through October, real estate taxes were \$258.9 million (27.3%) lower; the Urban Tax was off last year's level by \$247.6 million, or 43.7%, while MRT was unfavorable compared with last year by \$11.3 million, or 2.9%.

¹ PMT replacement funds, that are expected to total \$161.3 million for the year, are excluded from the results reported in this table.

² MTA Aid includes the License Fee, Vehicle Registration Fee, Taxi Fee and Automobile Rental Fee.

³ For-Hire Vehicle Surcharge.

Regional Mortgage Recording Tax⁴ receipts for October were \$13.9 million, or 64.6%, favorable; MRT-1 was favorable by \$7.2 million, and MRT-2 receipts were favorable by \$6.7 million. YTD MRT receipts were favorable by \$60.7 million (19.5%), with MRT-1 receipts \$34.1 million unfavorable and MRT-2 receipts \$26.6 million favorable.

New York City Urban Tax⁵ receipts for October were \$0.5 million, or 2.3%, favorable, and YTD Urban Tax receipts were \$1.0 million (0.3%) favorable. For October, the Real Property Transfer Tax (RPTT) portion of the Urban Tax was unfavorable by \$5.8 million, or 43.9%, while the MRT portion of the Urban Tax was \$6.3 million or 76.7% favorable. YTD, RPTT receipts were \$13.0 million (6.9%) unfavorable, while the MRT portion of the Urban Tax was \$14.0 million (11.0%) favorable.

Capital Lockbox Funding Sources

	YTD October 2020 (\$ in millions)				Month of October 2020 (\$ in millions)			
	Actual	Mid-Year Forecast	Diff	% Diff	Actual	Mid-Year Forecast	Diff	% Diff
Mansion Tax ⁶	\$153.6	\$171.8	(\$18.2)	-10.6%	\$12.1	\$17.1	(\$5.0)	-29.4%
Internet Sales Tax ⁷	171.7	171.7	0.0	0.0%	24.2	24.2	0.0	0.0%
Total	\$325.3	\$343.4	(\$18.2)	-5.3%	\$36.3	\$41.3	(\$5.0)	-12.2%

In October, Capital Lockbox revenues were \$5.0 million (12.2%) unfavorable and \$18.2 million (5.3%) unfavorable year-to-date. The 2020-2021 New York State Enacted Budget amended Public Authorities Law 553-j, to allow the MTA to use monies in the Capital Lockbox funds in 2020 and 2021 to offset decreases in revenue or increases in operating costs due “in whole or in part” to the State emergency disaster caused by COVID-19. The law stipulates that if Capital Lockbox funds are used for operations, the MTA will need to repay to the lockbox any amount used for operating purposes if sufficient funds are received from the federal government or from insurance due to COVID-19, but only after first re-paying any COVID-19 related public or private borrowings, draws on lines of credit, issuances of revenue anticipation notes, internal loans or OPEB Trust.

⁴ Mortgage Recording Taxes consist of two separate taxes on mortgages recorded in the twelve-county region: MRT-1 is a tax on all mortgages, while MRT-2 is also imposed on residential real estate structures containing up to six dwelling units.

⁵ New York City Urban Taxes are imposed on commercial property and apartment building transactions within New York City. The MRT component is imposed on mortgages exceeding \$500,000, and the Real Property Transfer Tax component is imposed on transfers exceeding \$500,000.

⁶ The Real Property Transfer Tax Surcharge (the “Mansion Tax”) is an increase in the transfer tax on the sale of residential properties valued at \$25 million or more in New York City.

⁷ Internet Marketplace Sales Tax receipts are captured through the elimination of the tax loophole that previously exempted third-party internet marketplace providers from collecting and remitting New York sales taxes on transactions conducted on their sites.

Real Estate Transaction Taxes Receipts (\$ in millions)

Mid-Year Forecast vs. Actual Receipts

2020 Mid-Year Forecast	2020	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	YTD Oct
MRT-1	\$247.0	\$36.5	\$33.7	\$26.5	\$25.8	\$16.6	\$17.1	\$15.2	\$15.2	\$15.2	\$15.2	\$15.2	\$15.2	\$216.7
MRT-2	107.9	12.7	13.3	12.1	12.2	9.5	9.8	6.4	6.4	6.4	6.4	6.4	6.4	95.1
Total MRT	\$354.9	\$49.2	\$47.0	\$38.6	\$37.9	\$26.1	\$26.9	\$21.5	\$21.5	\$21.5	\$21.5	\$21.5	\$21.5	\$311.8
RPTT	\$216.5	\$36.3	\$32.1	\$22.2	\$35.8	\$6.6	\$4.0	\$13.2	\$13.2	\$13.2	\$13.2	\$13.2	\$13.2	\$190.1
MRT	143.9	24.2	26.2	14.6	15.3	7.0	7.3	8.2	8.2	8.2	8.2	8.2	8.2	127.5
Total Urban Tax - NYCT 90% share	\$360.5	\$60.5	\$58.3	\$36.9	\$51.1	\$13.6	\$11.3	\$21.5	\$21.5	\$21.5	\$21.5	\$21.5	\$21.5	\$317.5
Total Real Estate Taxes	\$715.3	\$109.7	\$105.2	\$75.5	\$89.0	\$39.7	\$38.2	\$43.0	\$43.0	\$43.0	\$43.0	\$43.0	\$43.0	\$629.4

2020 Monthly Actuals	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	YTD Oct
MRT-1	\$36.5	\$33.7	\$26.5	\$25.8	\$16.6	\$17.6	\$24.5	\$25.5	\$21.8	\$22.4			\$250.8
MRT-2	12.7	13.3	12.1	12.2	9.5	9.6	13.0	13.2	13.1	13.0			121.7
Total MRT	\$49.2	\$47.0	\$38.6	\$37.9	\$26.1	\$27.2	\$37.4	\$38.6	\$35.0	\$35.4			\$372.5
RPTT	\$36.3	\$32.1	\$22.2	\$35.8	\$6.6	\$4.0	\$13.6	\$12.5	\$6.4	\$7.4			\$177.0
MRT	24.2	26.2	14.6	15.3	6.9	7.3	12.9	12.4	7.2	14.5			141.5
Total Urban Tax - NYCT 90% share	\$60.5	\$58.3	\$36.9	\$51.1	\$13.5	\$11.3	\$26.5	\$24.8	\$13.7	\$22.0			\$318.5
Total Real Estate Taxes	\$109.7	\$105.2	\$75.5	\$89.0	\$39.6	\$38.5	\$63.9	\$63.4	\$48.6	\$57.4			\$691.0

Variances	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	YTD Oct
MRT-1	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.5	\$9.3	\$10.3	\$6.7	\$7.2			\$34.1
MRT-2	0.0	0.0	0.0	0.0	0.0	(0.2)	6.6	6.8	6.8	6.7			26.6
Total MRT	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.3	\$15.9	\$17.1	\$13.4	\$13.9			\$60.7
RPTT	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.4	(\$0.8)	(\$6.8)	(\$5.8)			(\$13.0)
MRT	0.0	0.0	0.0	0.0	(0.1)	0.0	4.7	4.1	(1.0)	6.3			14.0
Total Urban Tax - NYCT 90% share	\$0.0	\$0.0	\$0.0	\$0.0	(\$0.1)	\$0.0	\$5.0	\$3.4	(\$7.8)	\$0.5			\$1.0
Total Real Estate Taxes	\$0.0	\$0.0	\$0.0	\$0.0	(\$0.1)	\$0.3	\$20.9	\$20.4	\$5.6	\$14.4			\$61.6
MRT-1	0.0%	0.0%	0.0%	0.0%	0.0%	3.1%	61.5%	68.0%	44.2%	47.8%			15.7%
MRT-2	0.0%	0.0%	0.0%	0.0%	0.0%	-2.2%	103.4%	106.3%	105.8%	104.6%			27.9%
Total MRT	0.0%	0.0%	0.0%	0.0%	0.0%	1.2%	73.9%	79.3%	62.4%	64.6%			19.5%
RPTT	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.8%	-5.9%	-51.5%	-43.9%			-6.9%
MRT	0.0%	0.0%	0.0%	0.0%	-1.3%	0.0%	56.7%	50.2%	-12.0%	76.7%			11.0%
Total Urban Tax - NYCT 90% share	0.0%	0.0%	0.0%	0.0%	-0.7%	0.0%	23.4%	15.6%	-36.4%	2.4%			0.3%
Total Real Estate Taxes	0.0%	0.0%	0.0%	0.0%	-0.2%	0.8%	48.7%	47.5%	13.1%	33.5%			9.8%

Real Estate Transaction Taxes Receipts (\$ in millions)

2020 Receipts vs. 2019 Receipts

2019 Monthly Actuals	2019 Act	Jan-19	Feb-19	Mar-19	Apr-19	May-19	Jun-19	Jul-19	Aug-19	Sep-19	Oct-19	Nov-19	Dec-19	YTD Oct
MRT-1	\$328.3	\$32.8	\$31.5	\$19.2	\$20.7	\$26.8	\$22.8	\$34.7	\$28.8	\$28.0	\$29.3	\$30.1	\$23.8	\$274.4
MRT-2	133.4	10.6	10.6	8.5	9.0	10.1	10.1	11.0	13.3	14.0	12.1	13.0	11.1	109.3
Total MRT	\$461.7	\$43.4	\$42.1	\$27.7	\$29.7	\$36.8	\$32.9	\$45.7	\$42.1	\$41.9	\$41.4	\$43.1	\$34.9	\$383.8
RPTT	\$425.9	\$54.7	\$71.4	\$28.0	\$20.4	\$24.3	\$40.5	\$44.2	\$29.6	\$17.5	\$29.7	\$30.9	\$34.8	\$360.2
MRT	242.5	32.9	30.7	12.3	14.0	21.1	15.3	24.7	17.1	16.8	21.0	20.9	15.7	205.9
Total Urban Tax - NYCT 90% share	\$668.5	\$87.6	\$102.1	\$40.3	\$34.3	\$45.4	\$55.8	\$68.9	\$46.7	\$34.3	\$50.7	\$51.9	\$50.5	\$566.1
Total Real Estate Taxes	\$1,130.2	\$131.0	\$144.2	\$68.0	\$64.1	\$82.3	\$88.7	\$114.5	\$88.8	\$76.2	\$92.1	\$95.0	\$85.3	\$949.9

2020 Monthly Actuals	Jan-20	Feb-20	Mar-20	Apr-20	May-20	Jun-20	Jul-20	Aug-20	Sep-20	Oct-20	Nov-20	Dec-20	YTD Oct
MRT-1	\$36.5	\$33.7	\$26.5	\$25.8	\$16.6	\$17.6	\$24.5	\$25.5	\$21.8	\$22.4			\$250.8
MRT-2	12.7	13.3	12.1	12.2	9.5	9.6	13.0	13.2	13.1	13.0			121.7
Total MRT	\$49.2	\$47.0	\$38.6	\$37.9	\$26.1	\$27.2	\$37.4	\$38.6	\$35.0	\$35.4			\$372.5
RPTT	\$36.3	\$32.1	\$22.2	\$35.8	\$6.6	\$4.0	\$13.6	\$12.5	\$6.4	\$7.4			\$177.0
MRT	24.2	26.2	14.6	15.3	6.9	7.3	12.9	12.4	7.2	14.5			141.5
Total Urban Tax - NYCT 90% share	\$60.5	\$58.3	\$36.9	\$51.1	\$13.5	\$11.3	\$26.5	\$24.8	\$13.7	\$22.0			\$318.5
Total Real Estate Taxes	\$109.7	\$105.2	\$75.5	\$89.0	\$39.6	\$38.5	\$63.9	\$63.4	\$48.6	\$57.4			\$691.0

Variances	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YTD Oct
MRT-1	\$3.7	\$2.1	\$7.3	\$5.1	(\$10.2)	(\$5.2)	(\$10.2)	(\$3.3)	(\$6.1)	(\$6.9)			(\$23.7)
MRT-2	2.1	2.7	3.5	3.1	(0.5)	(0.6)	2.0	(0.2)	(0.8)	1.0			12.4
Total MRT	\$5.9	\$4.9	\$10.9	\$8.2	(\$10.8)	(\$5.7)	(\$8.2)	(\$3.5)	(\$7.0)	(\$5.9)			(\$11.3)
RPTT	(\$18.3)	(\$39.3)	(\$5.7)	\$15.4	(\$17.7)	(\$36.5)	(\$30.6)	(\$17.1)	(\$11.1)	(\$22.2)			(\$183.2)
MRT	(8.8)	(4.6)	2.3	1.4	(14.2)	(8.0)	(11.8)	(4.8)	(9.6)	(6.5)			(64.4)
Total Urban Tax - NYCT 90% share	(\$27.1)	(\$43.9)	(\$3.4)	\$16.8	(\$31.9)	(\$44.5)	(\$42.4)	(\$21.9)	(\$20.6)	(\$28.7)			(\$247.6)
Total Real Estate Taxes	(\$21.2)	(\$39.0)	\$7.5	\$25.0	(\$42.7)	(\$50.2)	(\$50.6)	(\$25.4)	(\$27.6)	(\$34.7)			(\$258.9)
MRT-1	11.3%	6.8%	38.2%	24.5%	-38.2%	-22.7%	-29.4%	-11.5%	-21.9%	-23.6%			-8.6%
MRT-2	20.2%	25.8%	41.4%	34.7%	-5.4%	-5.5%	17.9%	-1.3%	-6.0%	8.1%			11.3%
Total MRT	13.5%	11.6%	39.2%	27.6%	-29.2%	-17.4%	-18.0%	-8.3%	-16.6%	-14.4%			-2.9%
RPTT	-33.5%	-55.1%	-20.5%	75.6%	-72.7%	-90.1%	-69.2%	-57.8%	-63.3%	-75.0%			-50.9%
MRT	-26.6%	-14.8%	18.8%	9.9%	-67.3%	-52.4%	-47.7%	-27.9%	-56.9%	-30.8%			-31.3%
Total Urban Tax - NYCT 90% share	-30.9%	-43.0%	-8.5%	48.9%	-70.2%	-79.8%	-61.5%	-46.9%	-60.2%	-56.7%			-43.7%
Total Real Estate Taxes	-16.2%	-27.0%	11.0%	39.0%	-51.9%	-56.6%	-44.2%	-28.6%	-36.2%	-37.6%			-27.3%

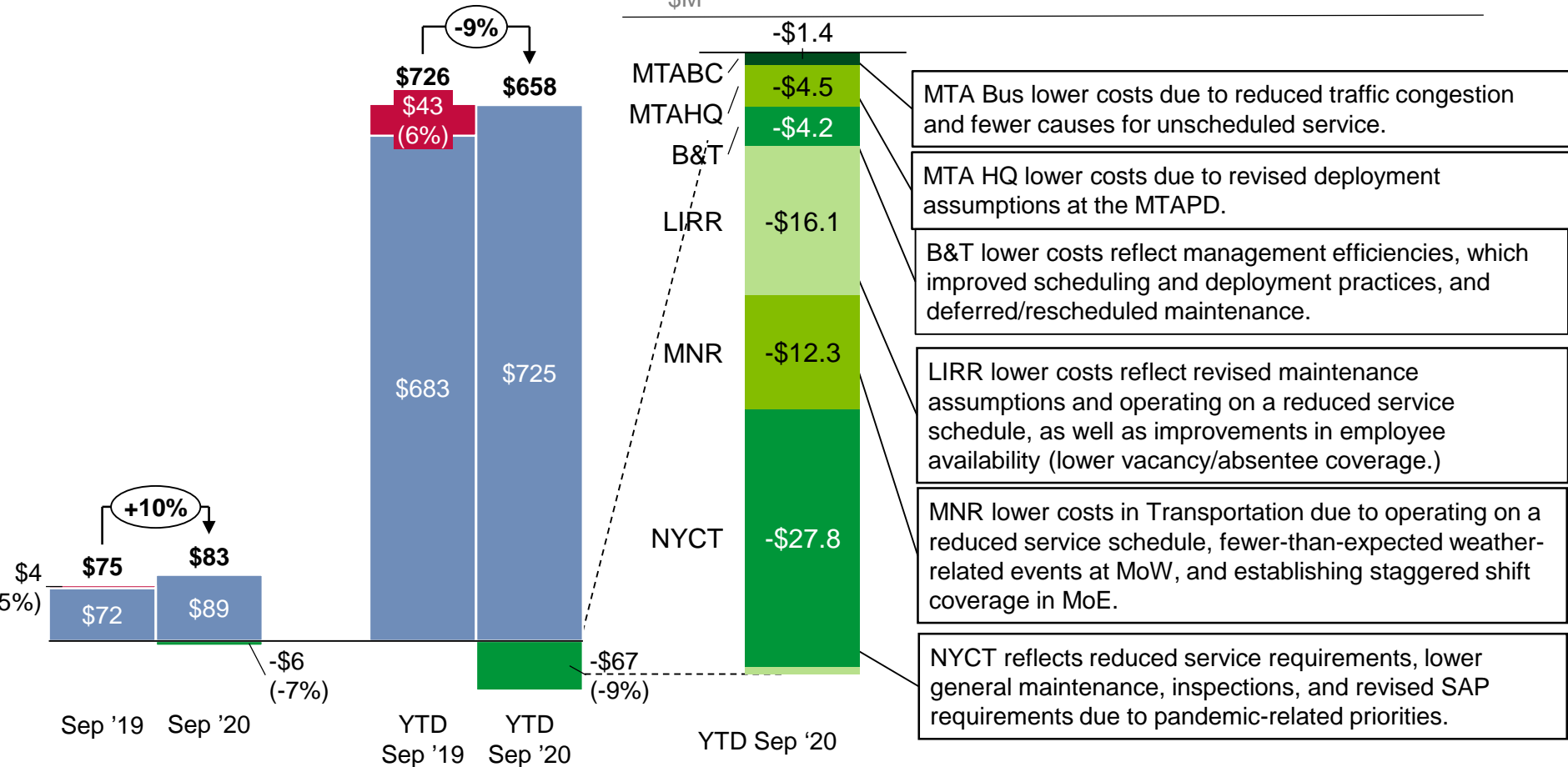
All Agencies – Non-Reimbursable Overtime Variance

Sep 2020 and YTD forecast vs. variance

\$M

- Favorable
- Unfavorable
- Forecast

Annual forecast: \$992M



Overview

- September was favorable to forecast by \$6M, or 7%, driven by lower requirements at the LIRR (for programmatic maintenance and favorable weather), MNR (for train and engine crews), B&T (due to management efficiencies), and MTA HQ (lower coverage costs), partially offset by higher requirements at NYCT (vacancy backfill, availability and Subways overnight closure supervision).
- Favorable YTD variance of \$67M, or 9%, reflects Agency variances noted immediately below.

YTD variance by division

\$M

- MTA Bus lower costs due to reduced traffic congestion and fewer causes for unscheduled service.
- MTA HQ lower costs due to revised deployment assumptions at the MTAPD.
- B&T lower costs reflect management efficiencies, which improved scheduling and deployment practices, and deferred/rescheduled maintenance.
- LIRR lower costs reflect revised maintenance assumptions and operating on a reduced service schedule, as well as improvements in employee availability (lower vacancy/absentee coverage.)
- MNR lower costs in Transportation due to operating on a reduced service schedule, fewer-than-expected weather-related events at MoW, and establishing staggered shift coverage in MoE.
- NYCT reflects reduced service requirements, lower general maintenance, inspections, and revised SAP requirements due to pandemic-related priorities.

All Agencies – Reimbursable Overtime Variance

Sep 2020 and YTD forecast vs. variance

\$M

- Favorable
- Unfavorable
- Forecast

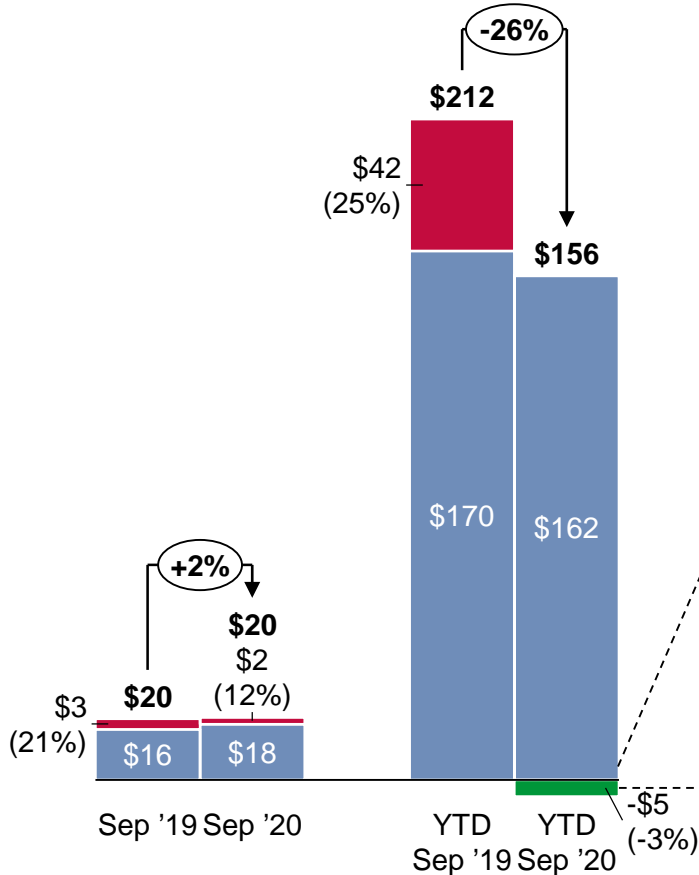
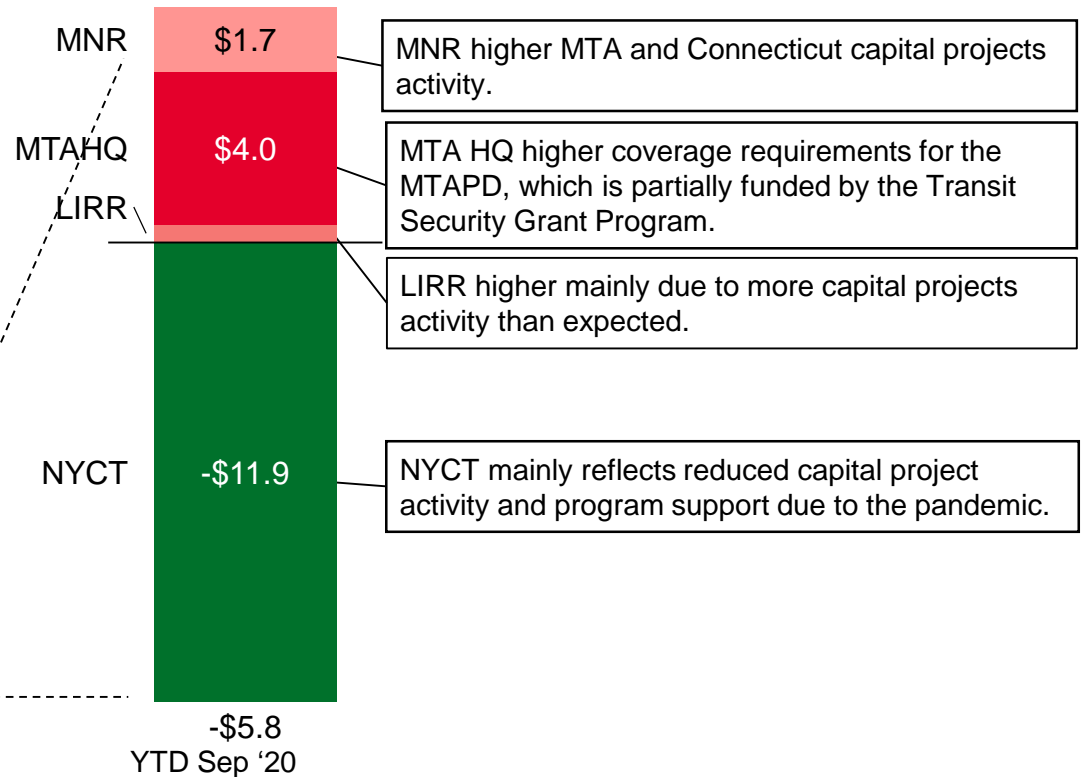
Annual forecast: \$217M

Overview

- September costs were \$2M or 12% above forecast mainly due to higher capital project requirements at the LIRR, and higher MTAPD coverage at MTA HQ, which is partially funded by FEMA's Transit Security Grant Program.
- YTD costs were \$5M or 3%, below forecast, and reflect Agency variances noted immediately below.

YTD variance by division

\$M



All Agencies – Total Overtime Variance

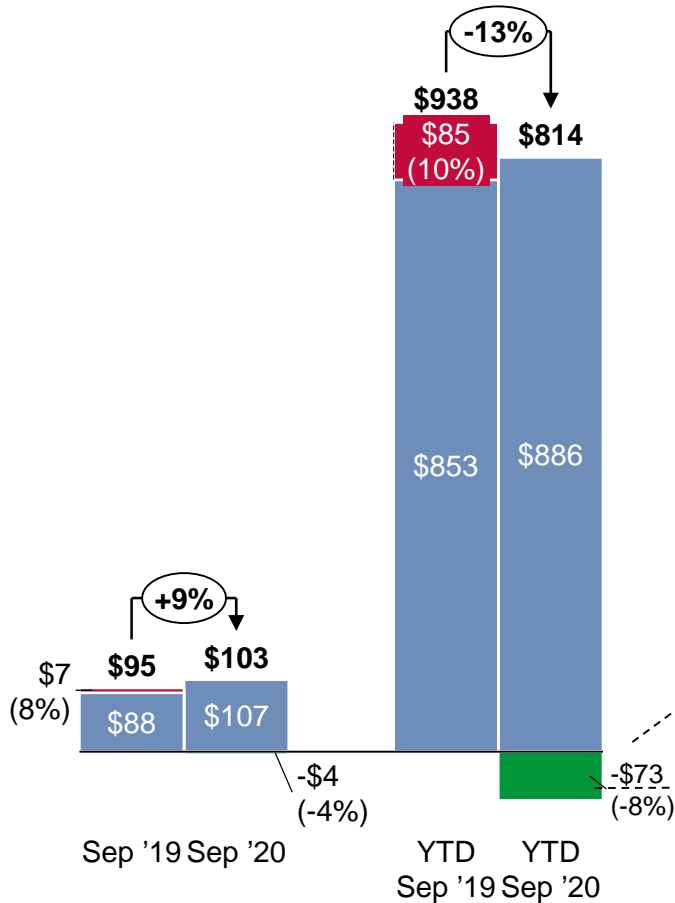
Overview

Sep 2020 and YTD forecast vs. variance

\$M

- Favorable
- Unfavorable
- Forecast

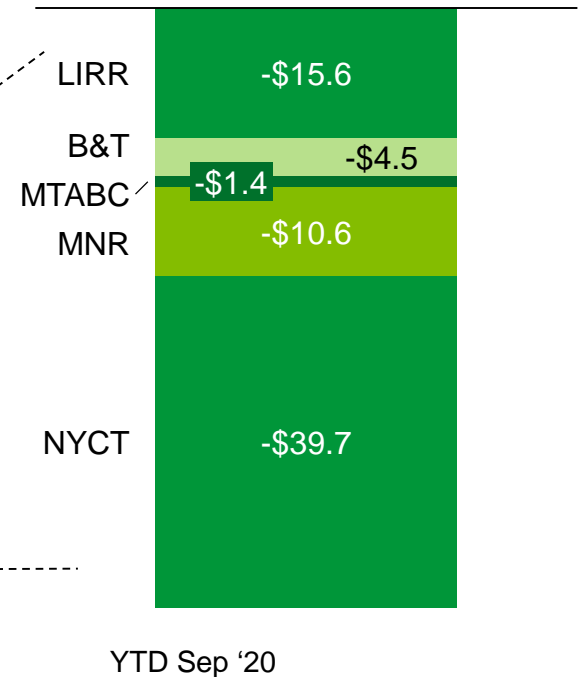
Annual forecast: \$1,209M



- September costs were \$4M below forecast, increasing net YTD savings to \$73M.
- Major drivers of the favorable non-reimbursable YTD variance include: lower general maintenance, inspections, and SAP requirements at NYCT; lower maintenance requirements and vacancy/absentee coverage at the LIRR; favorable weather, staggered shifts, and revised crew requirements at MNR; revised MTAPD deployment assumptions at MTAHQ; lower requirements at B&T; and less traffic congestion and unscheduled service at MTA Bus.
- Favorable reimbursable YTD variance resulted solely from lower capital project activity and related support needs at NYCT. This was partially offset by higher coverage requirements for MTAPD at MTA HQ, and higher capital project activity at MNR.

YTD variance by Agency

\$M



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New York City Employment

Sectors with Year-over-Year Employment Gains

- None

Sectors with Year-over-Year Employment Losses

- Construction, Mining, Natural Resources
- Financial Activities
- Information
- Manufacturing
- Professional & Business Service
- Transportation, Utilities
- Education & Health Services
- Government
- Leisure & Hospitality
- Other Service
- Trade

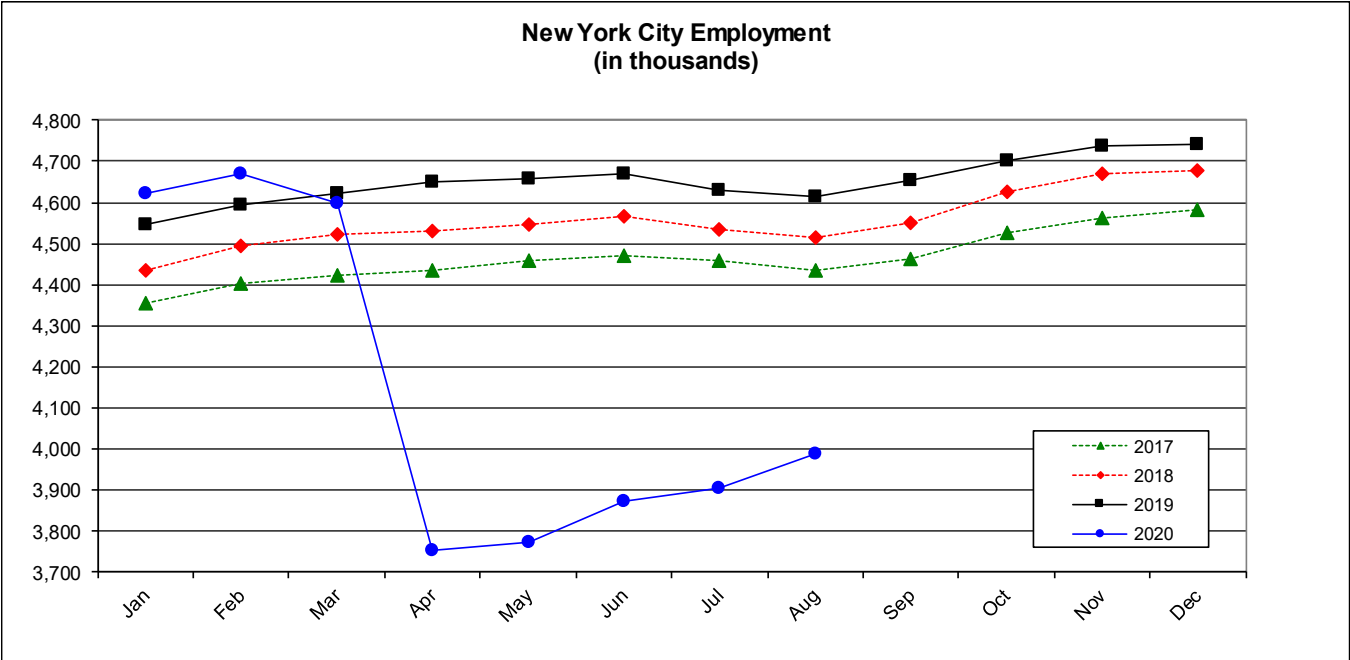
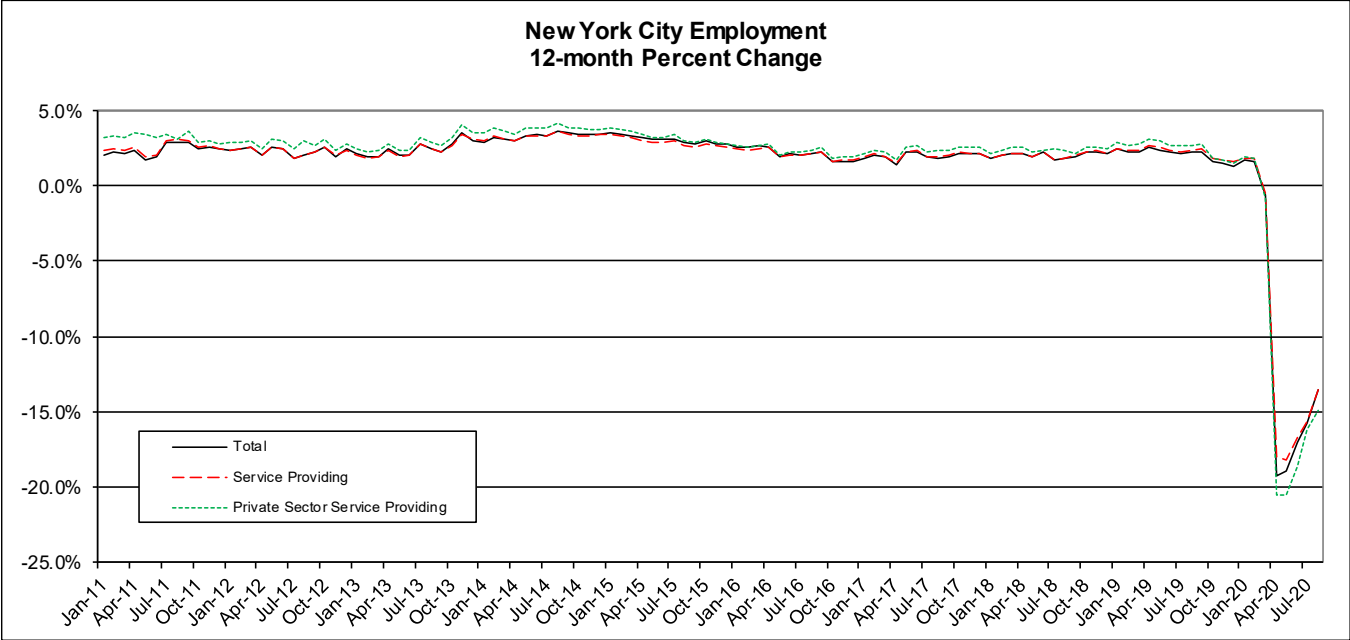
New York City Employment (in thousands)				Aug-20 versus			
	Prelim Aug-20	Revised Jul-20	Aug-19	Jul-20		Aug-19	
				Net	Pct	Net	Pct
Total Employment	3,989.4	3,903.2	4,616.0	86.2	2.2%	(626.6)	-13.6%
Goods Producing	195.6	189.9	229.5	5.7	3.0%	(33.9)	-14.8%
Construction, Mining, Nat Res	141.2	136.0	162.9	5.2	3.8%	(21.7)	-13.3%
Manufacturing	54.4	53.9	66.6	0.5	0.9%	(12.2)	-18.3%
Service Providing	3,793.8	3,713.3	4,386.5	80.5	2.2%	(592.7)	-13.5%
Transportation, Utilities	108.2	106.5	140.5	1.7	1.6%	(32.3)	-23.0%
Trade	422.5	417.7	481.7	4.8	1.1%	(59.2)	-12.3%
Information	204.3	201.3	215.8	3.0	1.5%	(11.5)	-5.3%
Financial Activities	459.5	456.1	491.4	3.4	0.7%	(31.9)	-6.5%
Professional & Business Svcs	694.2	691.6	800.9	2.6	0.4%	(106.7)	-13.3%
Education & Health Svcs	958.1	953.3	1,019.3	4.8	0.5%	(61.2)	-6.0%
Leisure & Hospitality	236.5	218.8	467.6	17.7	8.1%	(231.1)	-49.4%
Other Services	158.7	156.1	193.6	2.6	1.7%	(34.9)	-18.0%
Government	551.8	511.9	575.7	39.9	7.8%	(23.9)	-4.2%

Preliminary August 2020 employment in New York City reflects the impact of the COVID pandemic on employment levels, with a loss of 626,600 jobs (13.6%) when compared to last August's employment level. August marks the sixth consecutive month in which employment has declined over its level from one year earlier, after 119 consecutive months of increases ended with declines in March 2020. Decreases were significant across all sectors, but hardest hit were Leisure & Hospitality, down 231,100 jobs (49.4%), and Professional & Business Services, down 106,700 jobs (13.3%).

Employment in New York City's service-providing sectors decreased by 592,700 jobs (13.5%) over the August 2019 level; back in February before the impact of the pandemic began, year-over-year growth totaled 78,200 jobs (1.8%). Private-sector service-providing employment in New York City decreased by 568,800 jobs (14.9%), the sixth consecutive month of year-to-year decline after 120 consecutive months of increases ended in February.

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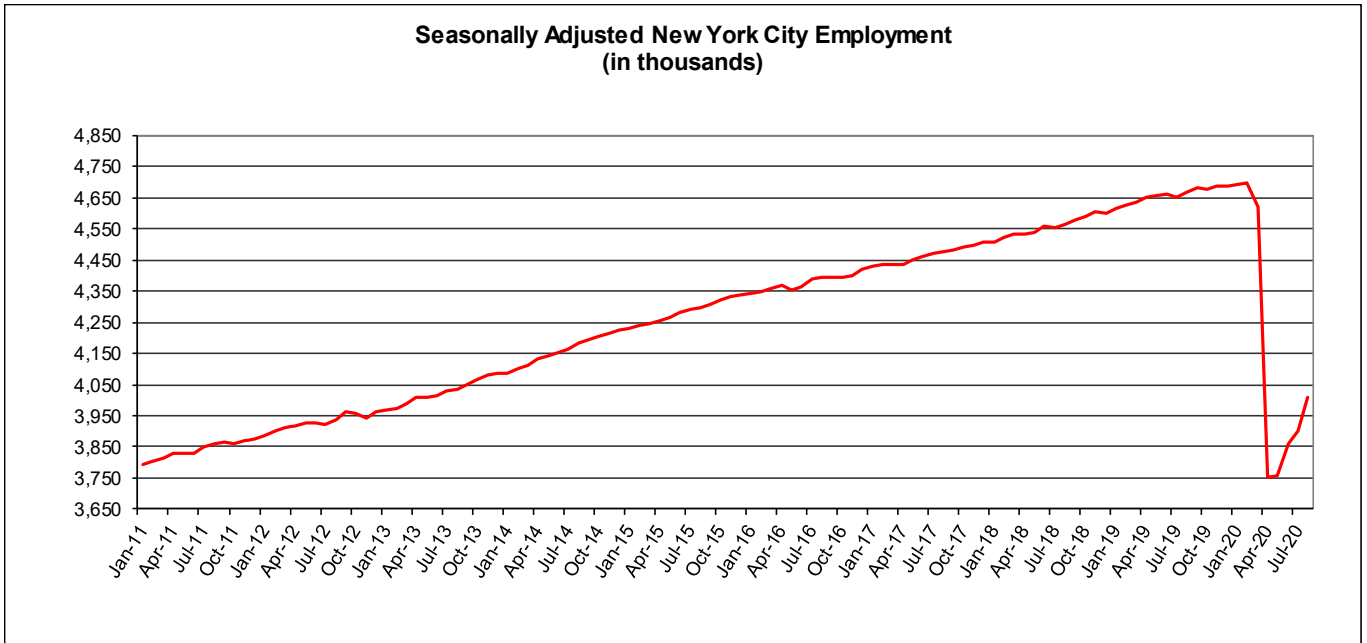
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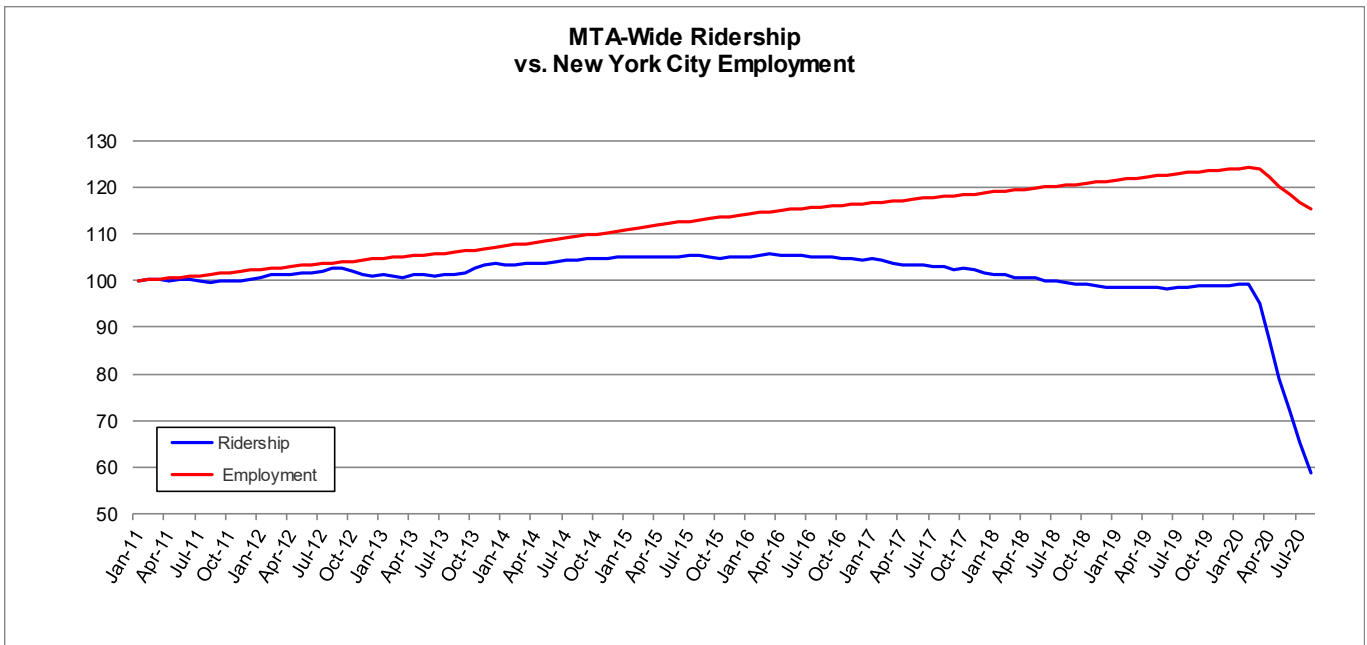
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In August 2020, seasonally adjusted New York City employment of 4.01 million was lower than in August 2019 by 656,900 jobs (14.1%); August seasonally adjusted employment was 107,400 jobs greater than last month, a 2.75% increase, the fourth monthly increase since employment bottomed in April.



Ridership and Employment

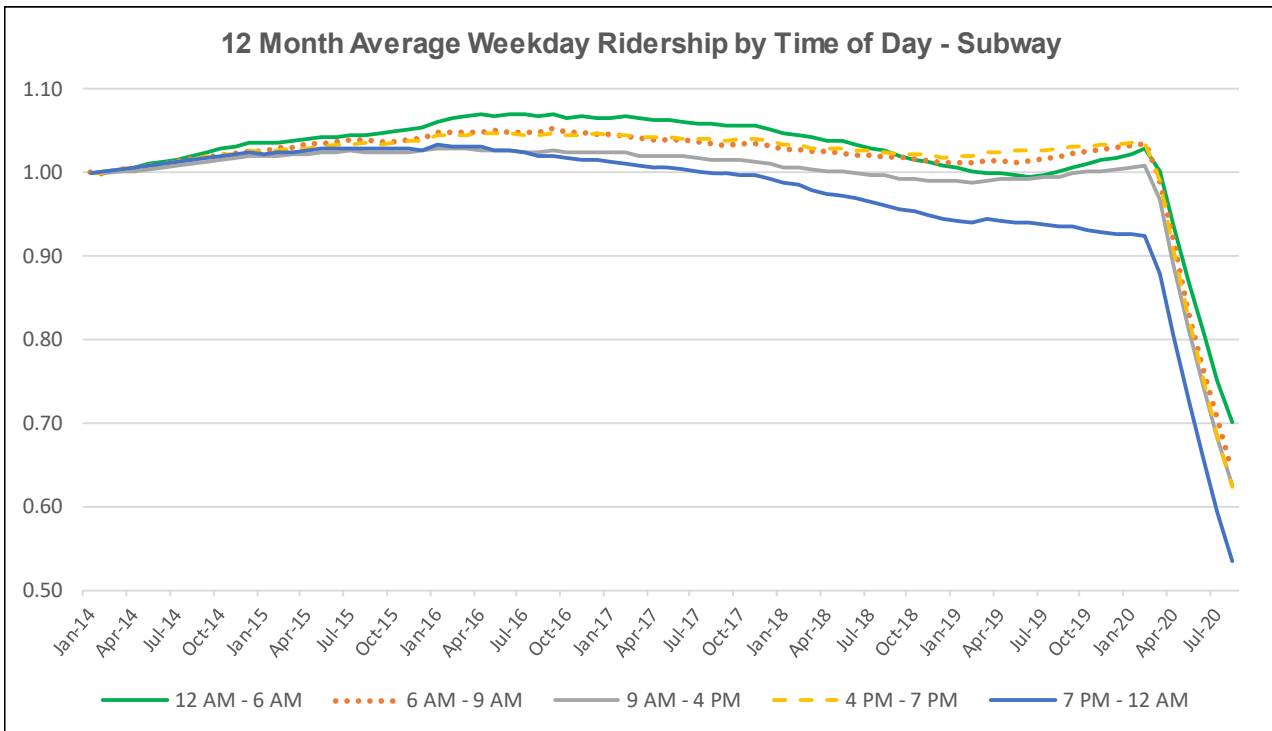
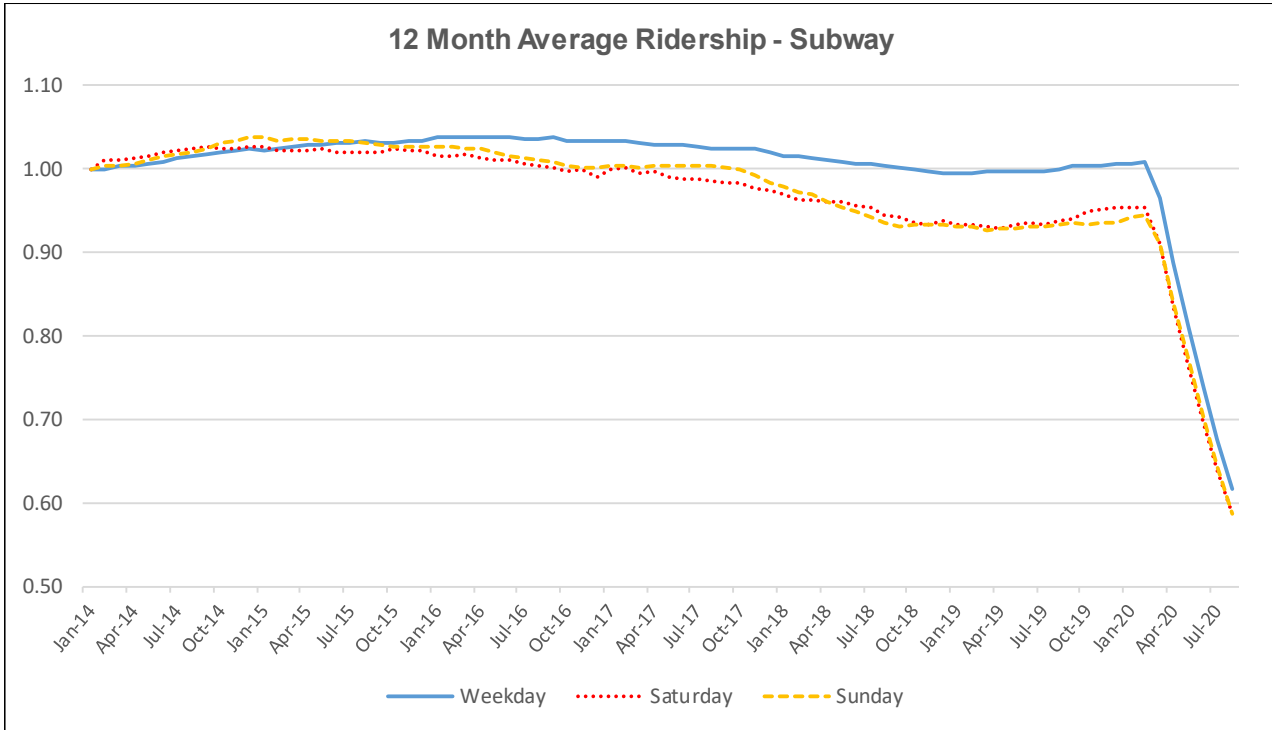
Since January 2011, the twelve-month average for employment increased by 24.1% through February 2020, while the 12-month average MTA-wide ridership fell by 0.7%. Over the past six months, however, the impact of the COVID pandemic has altered the trajectories of both, with employment standing at just 15.4% above the January 2011 level, while MTA-wide ridership is 41.3% below its January 2011 level.



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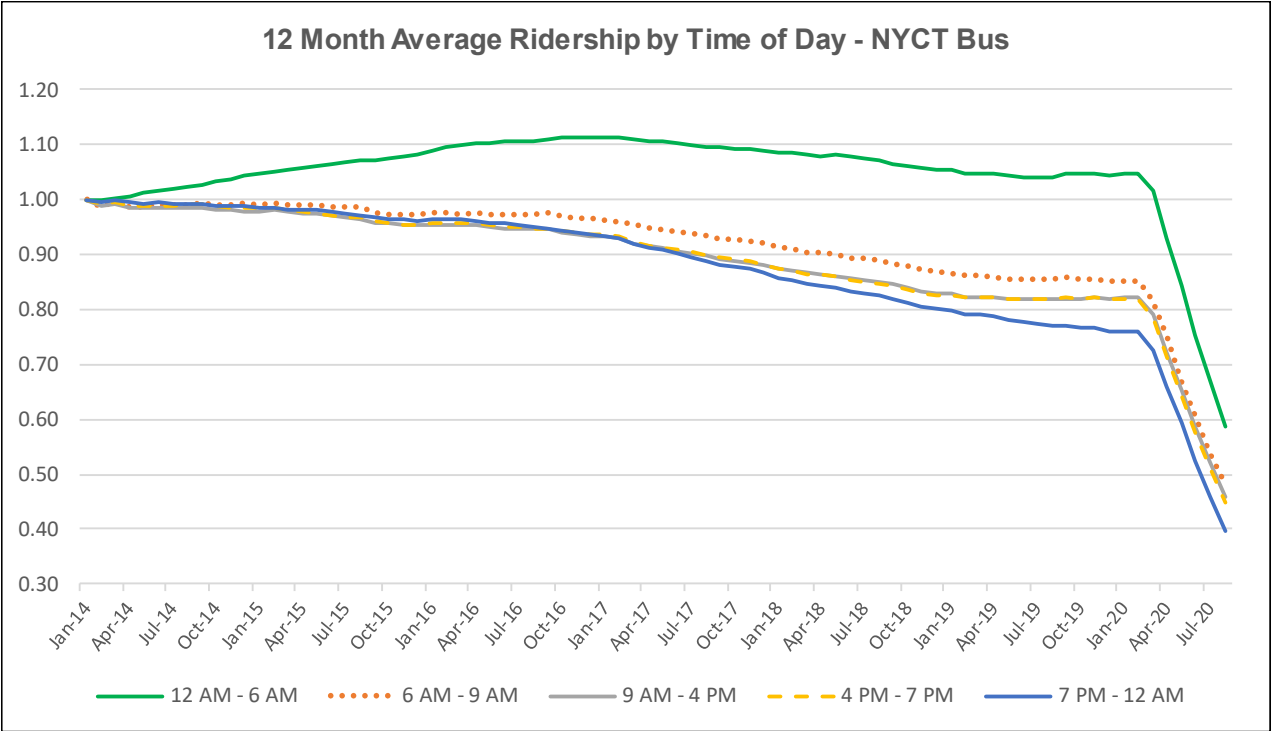
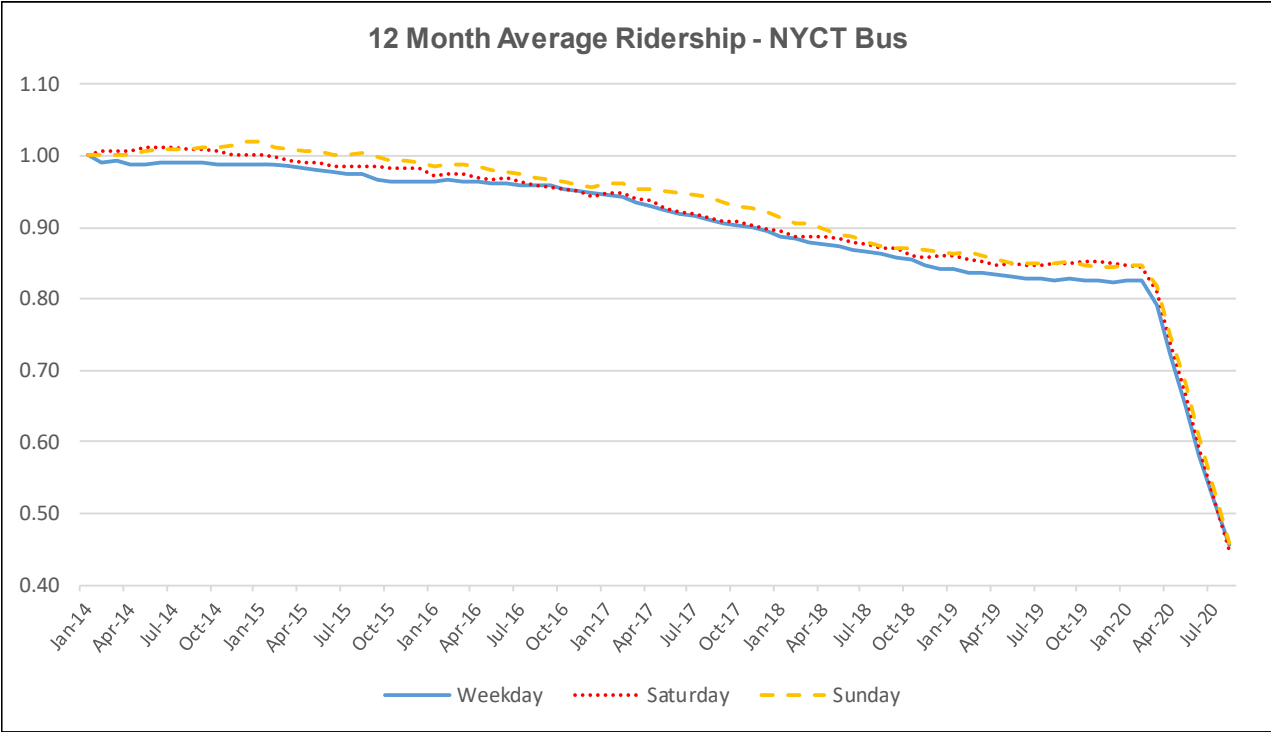
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The following ridership and vehicular traffic trend graphs depict 12-month averages; for example, the January 2014 data point is the average of February 2013 to January 2014, and the February 2014 data point is the average of March 2013 to February 2014, providing a visual representation of trends over time. Further, data have been standardized to 1.0, allowing for an easier comparison of trends on a single graph.



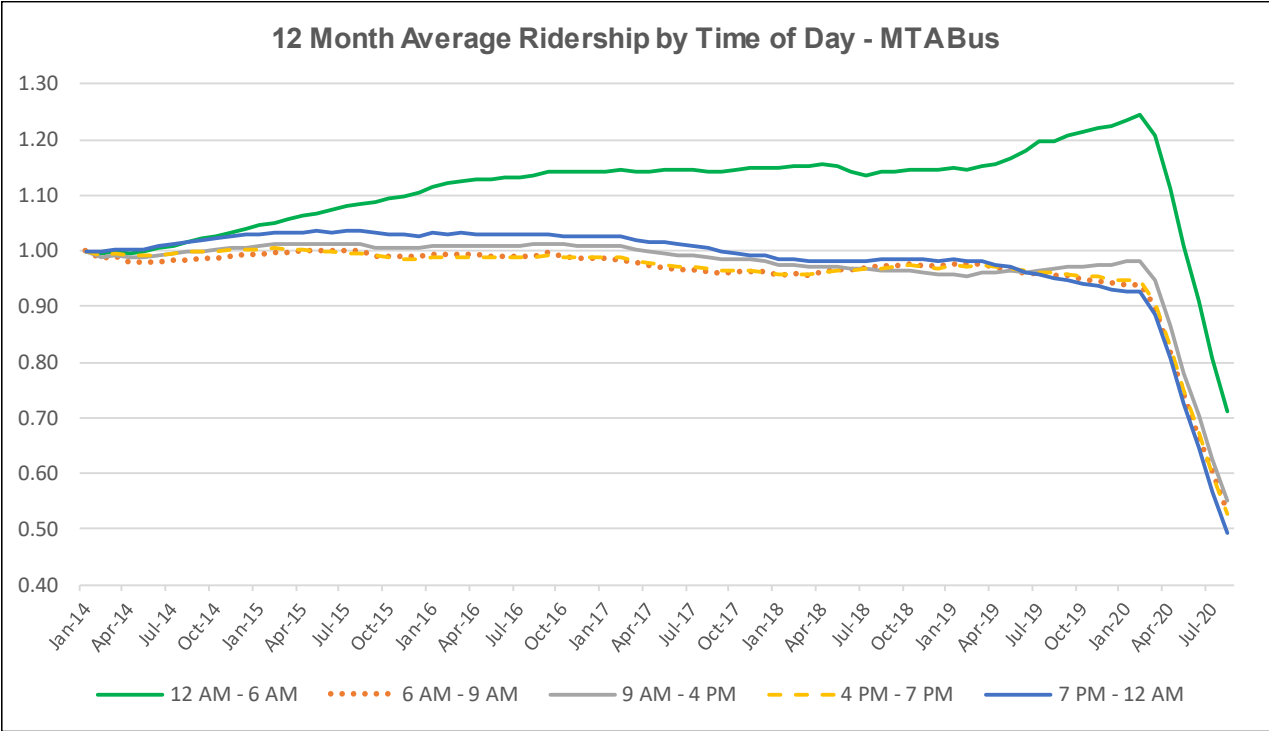
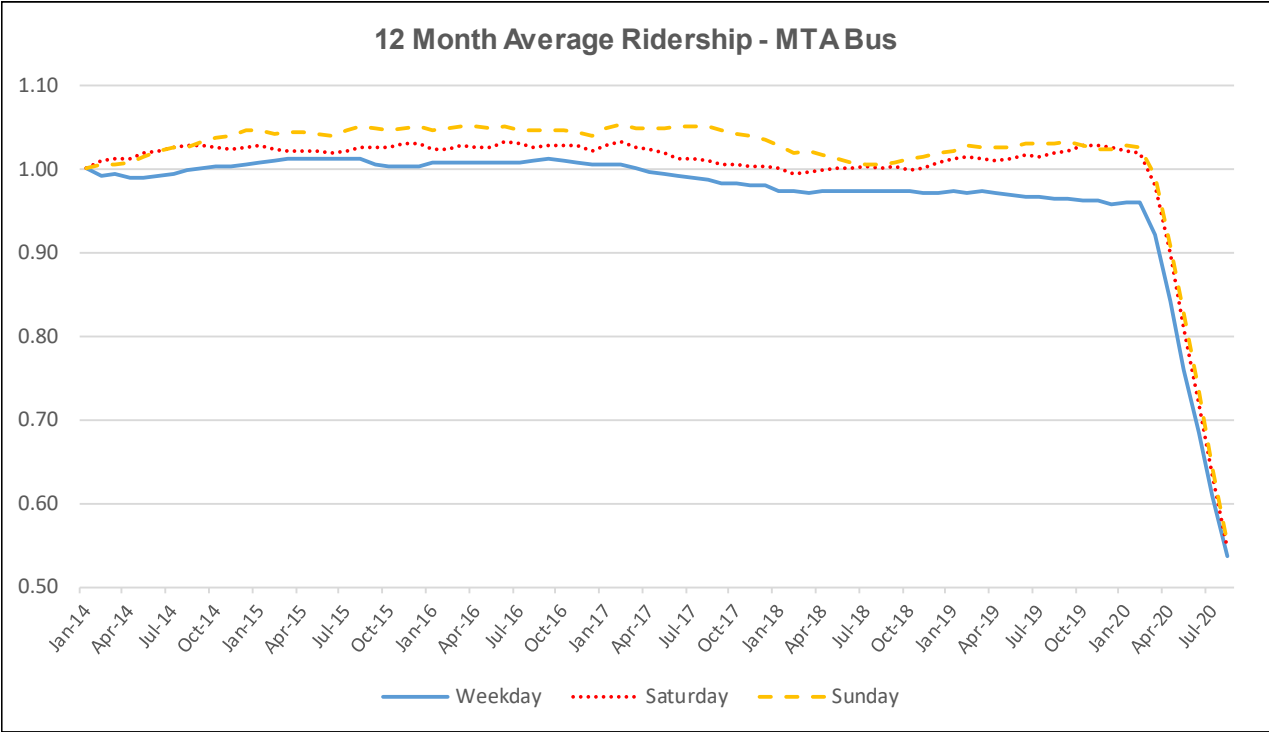
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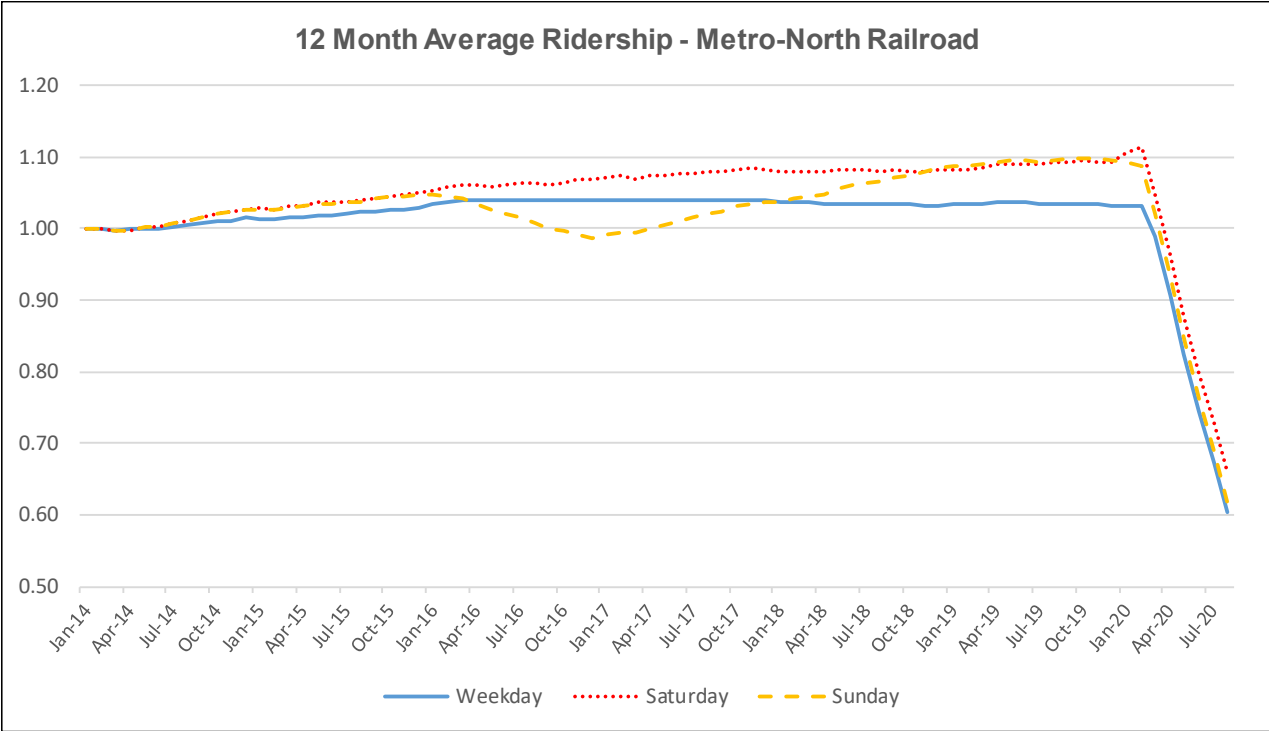
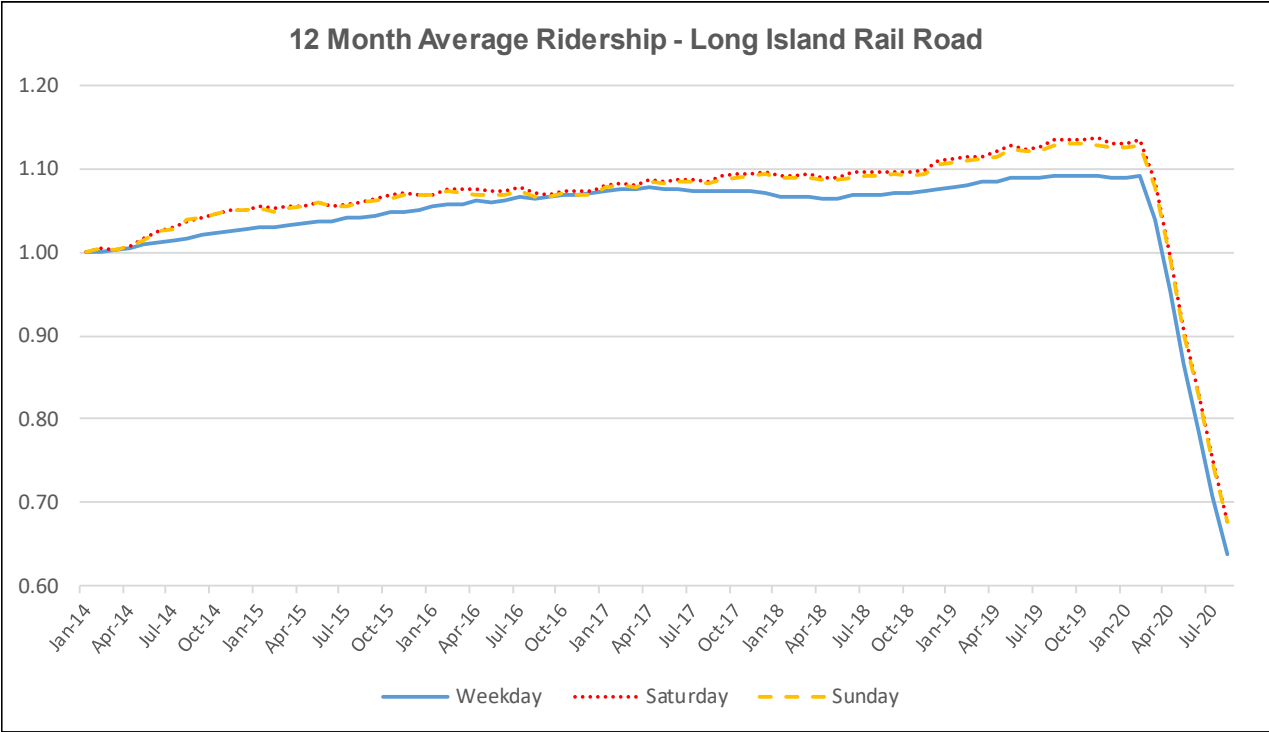
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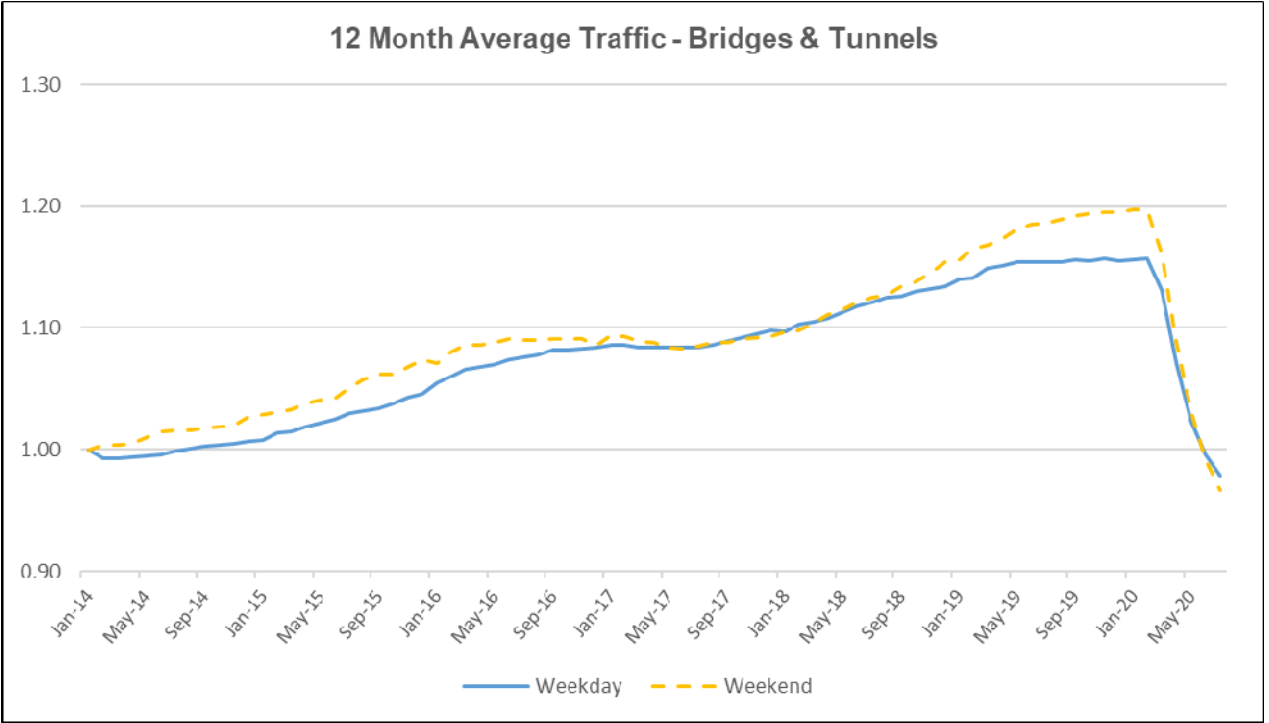
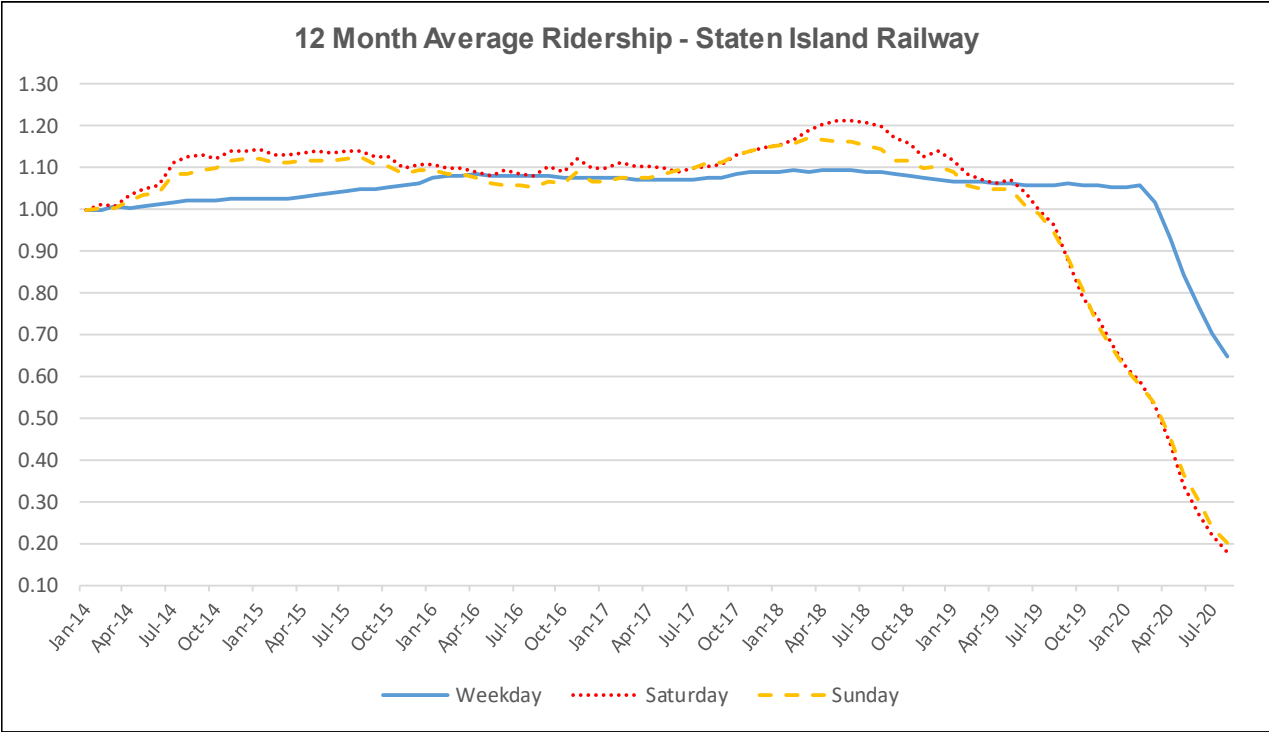
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Consumer Price Index

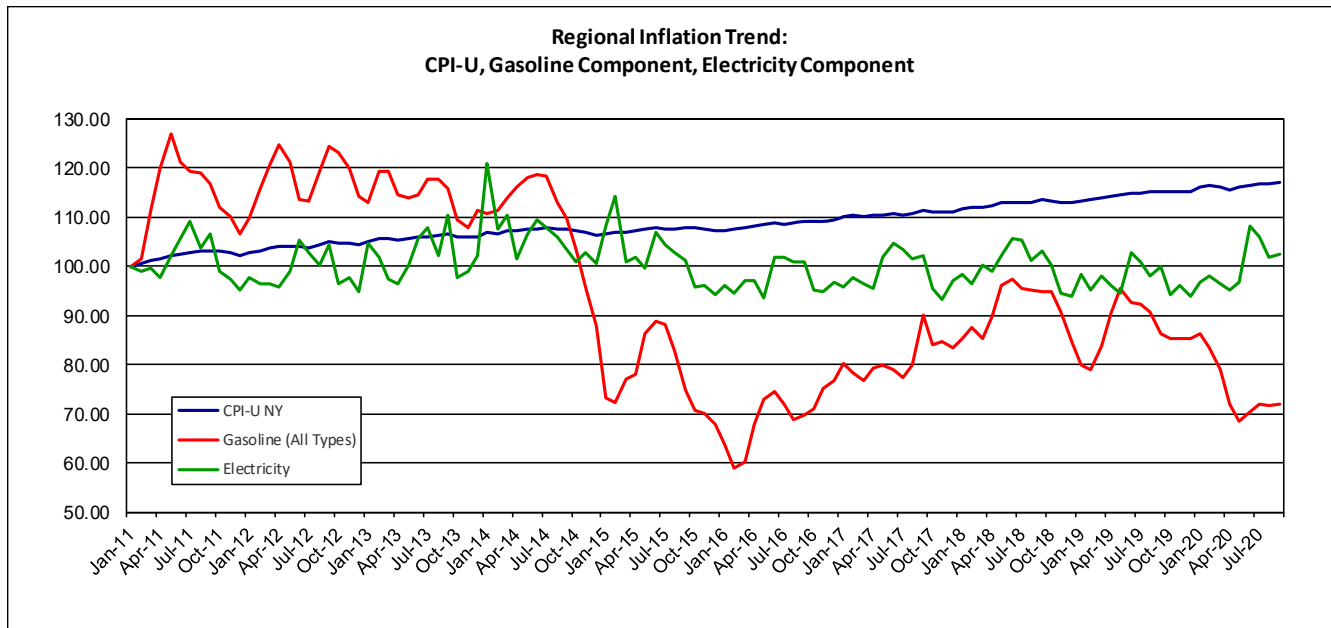
Goods Reporting Month-over-Month Price Increases

- Apparel
- Gasoline
- Electric
- Transportation

Goods Reporting Month-over-Month Price Declines

- Food
- Medical Care

	Sep-20	Aug-20	Sep-19	Sep-20 versus			
				Aug-20		Sep-19	
				Net	Pct	Net	Pct
Regional CPI-U	284.55	283.48	279.34	1.07	0.4%	5.21	1.9%
Medical Care Component	536.14	539.80	517.37	(3.67)	-0.7%	18.77	3.6%
Electricity Component	187.09	185.85	182.25	1.24	0.7%	4.84	2.7%
Gasoline (all grades) Component	179.00	177.65	214.06	1.35	0.8%	(35.06)	-16.4%
National CPI-U	260.28	259.92	256.76	0.36	0.1%	3.52	1.4%

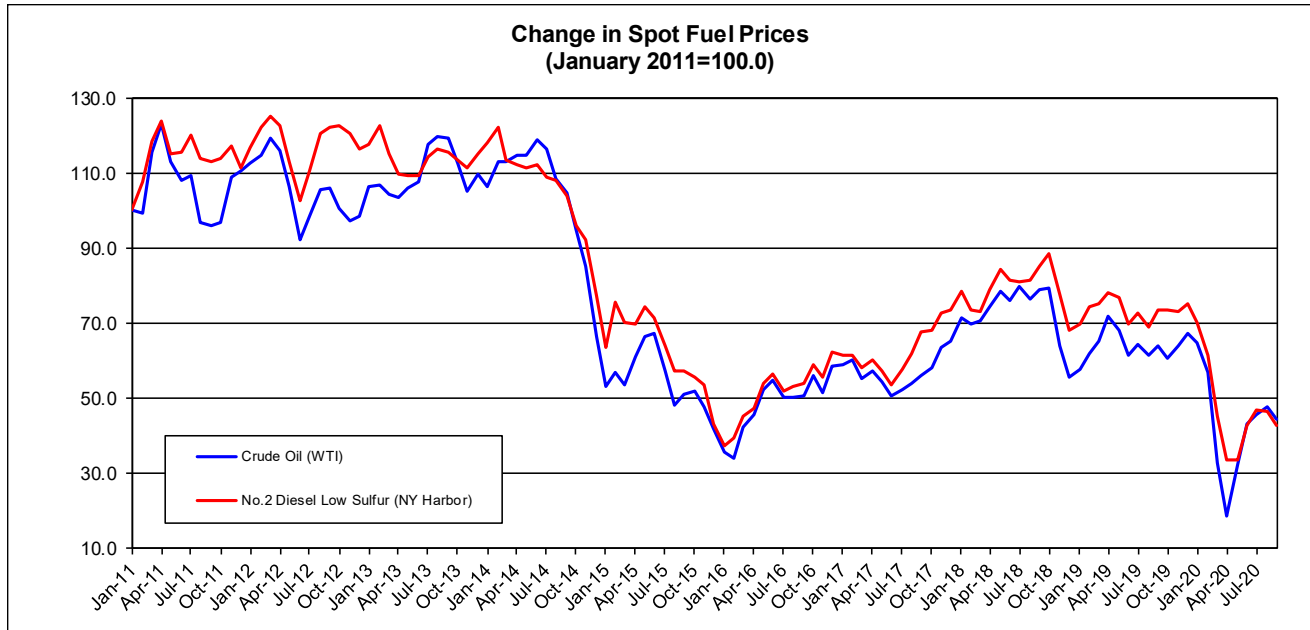


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Fuel Prices

Fuel - Spot Prices <i>NY Harbor, except Crude Oil (WTI)</i>	Latest Price:			Sep-20 versus		
	10/5/20	Sep-20	Aug-20	Sep-19	Aug-20	Sep-19
Crude Oil (\$/bbl)	39.12	39.63	42.34	56.95	-6.4%	-30.4%
Conventional Regular Gasoline (\$/gal)	1.26	1.23	1.25	1.73	-1.7%	-28.9%
Low Sulfur No.2 Diesel Fuel (\$/gal)	1.14	1.12	1.23	1.94	-8.5%	-42.0%
No.2 Heating Oil (\$/gal)	1.10	1.07	1.18	1.92	-9.4%	-44.3%



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Nassau, Suffolk Employment (in thousands)				Aug-20 versus			
	Prelim Aug-20	Revised Jul-20	Aug-19	Jul-20		Aug-19	
				Net	Percent	Net	Percent
Total Employment	1,200.9	1,193.4	1,353.1	7.5	0.6%	-152.2	-11.2%
Goods Producing	143.7	144.1	157.8	-0.4	-0.3%	-14.1	-8.9%
Construction, Mining, Nat Res	80.0	80.8	86.8	-0.8	-1.0%	-6.8	-7.8%
Manufacturing	63.7	63.3	71.0	0.4	0.6%	-7.3	-10.3%
Service Providing	1,057.2	1,049.3	1,195.3	7.9	0.8%	-138.1	-11.6%
Transportation, Utilities	30.7	30.7	40.1	0.0	0.0%	-9.4	-23.4%
Trade	209.1	207.2	226.7	1.9	0.9%	-17.6	-7.8%
Information	15.0	14.8	15.7	0.2	1.4%	-0.7	-4.5%
Financial Activities	67.2	65.6	70.3	1.6	2.4%	-3.1	-4.4%
Professional & Business Svcs	157.8	156.8	174.4	1.0	0.6%	-16.6	-9.5%
Education & Health Svcs	247.5	248.6	276.4	-1.1	-0.4%	-28.9	-10.5%
Leisure & Hospitality	97.2	93.9	144.1	3.3	3.5%	-46.9	-32.5%
Other Services	56.3	54.9	60.0	1.4	2.6%	-3.7	-6.2%
Government	176.4	176.8	187.6	-0.4	-0.2%	-11.2	-6.0%

Orange, Rockland, Westchester Employment (in thousands)				Aug-20 versus			
	Prelim Aug-20	Revised Jul-20	Aug-19	Jul-20		Aug-19	
				Net	Percent	Net	Percent
Total Employment	638.9	633.1	732.3	5.8	0.9%	-93.4	-12.8%
Goods Producing	67.2	66.0	76.7	1.2	1.8%	-9.5	-12.4%
Construction, Mining, Nat Res	40.6	39.7	47.0	0.9	2.3%	-6.4	-13.6%
Manufacturing	26.6	26.3	29.7	0.3	1.1%	-3.1	-10.4%
Service Providing	571.7	567.1	655.6	4.6	0.8%	-83.9	-12.8%
Transportation, Utilities	21.3	21.1	24.3	0.2	0.9%	-3.0	-12.3%
Trade	103.2	102.0	112.4	1.2	1.2%	-9.2	-8.2%
Information	11.5	11.4	11.9	0.1	0.9%	-0.4	-3.4%
Financial Activities	36.2	36.3	38.2	-0.1	-0.3%	-2.0	-5.2%
Professional & Business Svcs	86.9	85.7	97.4	1.2	1.4%	-10.5	-10.8%
Education & Health Svcs	152.6	152.0	156.0	0.6	0.4%	-3.4	-2.2%
Leisure & Hospitality	39.4	38.5	72.5	0.9	2.3%	-33.1	-45.7%
Other Services	24.7	24.5	32.5	0.2	0.8%	-7.8	-24.0%
Government	95.9	95.6	110.4	0.3	0.3%	-14.5	-13.1%

Dutchess, Putnam Employment (in thousands)				Aug-20 versus			
	Prelim Aug-20	Revised Jul-20	Aug-19	Jul-20		Aug-19	
				Net	Percent	Net	Percent
Total Employment	131.7	130.9	147.2	0.8	0.6%	-15.5	-10.5%
Goods Producing	18.5	18.3	18.1	0.2	1.1%	0.4	2.2%
Construction, Mining, Nat Res	10.2	10.0	9.0	0.2	2.0%	1.2	13.3%
Manufacturing	8.3	8.3	9.1	0.0	0.0%	-0.8	-8.8%
Service Providing	113.2	112.6	129.1	0.6	0.5%	-15.9	-12.3%
Transportation, Utilities	3.4	3.4	4.1	0.0	0.0%	-0.7	-17.1%
Trade	18.9	18.9	20.1	0.0	0.0%	-1.2	-6.0%
Information	1.8	1.8	1.9	0.0	0.0%	-0.1	-5.3%
Financial Activities	5.0	5.0	5.1	0.0	0.0%	-0.1	-2.0%
Professional & Business Svcs	11.8	11.5	13.6	0.3	2.6%	-1.8	-13.2%
Education & Health Svcs	33.8	33.6	36.3	0.2	0.6%	-2.5	-6.9%
Leisure & Hospitality	10.2	9.8	16.2	0.4	4.1%	-6.0	-37.0%
Other Services	6.0	5.8	6.8	0.2	3.4%	-0.8	-11.8%
Government	22.3	22.8	25.0	-0.5	-2.2%	-2.7	-10.8%

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