Transit and Bus Committee Meeting

September 2019

Committee Members

S. Feinberg, Committee Chair
A. Albert
N. Brown
R. Glucksman
D. Jones
L. Lacewell
R. Linn
S. Metzger
H. Mihaltses
R. Mujica
J. Samuelsen
K. Schwartz
V. Vanterpool



NYCT President Andy Byford attended a memorial ceremony at NYPD Transit District 4, located at 14 St-Union Square, to mark the 18th anniversary of the World Trade Center attacks. Two officers from the command, Mark Ellis and Ramon Suarez, lost their lives on 9/11. In addition to the thousands of first responders, Transit workers also provided critical support in the aftermath of the attacks.

New York City Transit and Bus Committee Meeting

Monday, 9/23/2019
10:00 AM - 1:00 PM ET

2 Broadway, 20th Floor
New York, NY 10004

1. PUBLIC COMMENT PERIOD

2. APPROVAL OF MINUTES – JULY 22, 2019

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4. PRESIDENT'S REPORT

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i. President's Commentary

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ii. Subway Report

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iii. NYCT, MTA Bus Reports

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iv. Paratransit Report

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v. Accessibility Update

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vi. Strategy & Customer Experience Report

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b. Safety Report

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c. Crime Report

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

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ii. July 2019 NYCT, SIR, MTA Bus Financial and Ridership Reports

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iii. June 2019 NYCT, SIR, MTA Bus Financial and Ridership Reports

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e. Capital Program Status Report
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5. PROCUREMENTS
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a. Non-Competitive (none)

b. Competitive
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c. Ratifications
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6. SERVICE CHANGE: JANUARY 2020 BUS SCHEDULE CHANGES
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7. SPECIAL PRESENTATION- L Project Update (No Materials)

8. STANDARD FOLLOW UP REPORTS

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b. Elevator & Escalator Report, 2nd Qtr 2019
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c. PES/Service Quality Indicators Reports
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d. Transit Adjudication Bureau Report, 2nd Qtr 2019
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e. Transit Recidivism Report, 2nd Qtr 2019
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f. Fare Evasion Report, 2nd Qtr 2019
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g. NYCT & MTA Bus EEO & Diversity Report, 2nd Qtr, 2019
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MTA Bus EEO and Diversity Report, 2nd Qtr 2019 - Page 444

h. 2019 NYCT, SIR, MTA Bus Mid-Year Forecast Monthly Allocations
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SIR Mid-Year Forecast Monthly Allocation - Page 471
MTA Bus Mid-Year Forecast Monthly Allocation - Page 480

i. 2020 NYCT, SIR, MTA Bus Preliminary Budget (Materials Previously Distributed)

9. OUTSTANDING BUSINESS (No Materials)

10. EXECUTIVE OFFICE CONTACT INFORMATION

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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,
Capital Construction Company and Bus Company
July 22, 2019
Meeting Held at:
Metropolitan Transportation Authority
Two Broadway
New York, New York 10004
10:00 AM

The following Members were present:
Hon. Sarah Feinberg, Committee Chair
Hon. Andrew Albert
Hon. Randolph Glucksman
Hon. David Jones
Hon. Linda Lacewell
Hon. Robert Linn
Hon. Susan Metzger
Hon. Haeda Mihaltses
Hon. Robert Mujica
Hon. Lawrence Schwartz
Hon. Veronica Vanterpool

Also present were:
Andy Byford, NYCT President
Joel Andrews, Vice President, EEO and Diversity
Craig Cipriano, Acting President, MTA Bus Company/Senior Vice President, NYCT Department of Buses
Michael Cosgrove, Deputy Vice President, NYCT Paratransit
Edward Delatorre, Chief, NYPD Transit Bureau
Robert Diehl, Senior Vice President, Safety and Security Department
Alex Elegudin, Senior Advisor for Systemwide Accessibility
David Farber, Acting General Counsel
Gwen Harleston, Deputy Director of Compliance, MTA Bus
Janno Lieber, MTA Chief Development Officer, President, MTA Capital Construction
Patricia Lodge, Vice President, Human Resources
Frank Jezycki, Executive Vice President and Chief Operating Officer, Subways
Robert Lai, Assistant Chief Officer, MTA Bus
Sally Librera, Senior Vice President, Subways
Judith McClain, Acting Chief, Operations Planning
Sarah Meyer, Chief Customer Officer
Tim Mulligan, Senior Vice President, Operations Support
Jaibala Patel, Chief Financial Officer, Office of Management and Budget
Stephen Plochochi, Senior Vice President, Procurement & Supply Chain

Deborah Prato, Senior Vice President, Chief People Officer
Patrick Warren, Chief Safety Officer
Alok Saha, Acting Senior Vice President, Capital Program Management

I. Chair Feinberg Opens the Meeting

II. Chair Feinberg's Remarks

Chair Feinberg opened the meeting by highlighting NYCT's recent accomplishments and challenges. She congratulated President Byford, Ms. Librera, and the entire NYCT workforce for reaching the on-time performance numbers for the month of June. Chair Feinberg expressed gratitude on behalf of the City of New York for the way NYCT's workforce handled the NYC WorldPride Parade, as well as the Women's World Cup Parade which had been scheduled on short notice. Chair Feinberg noted there also had been challenges since the last Committee Meeting, specifically the signal/power failures on July 6, 2019 and July 19, 2019, the Con Edison blackout on July 13, 2019, a station flooding incident, and debris falling from elevated stations. Chair Feinberg stated that while blame is not attributable to the MTA for each incident, the MTA is responsible to control what occurs within its stations. She requested an update on these events, as well as their respective investigations and processes, from President Byford.

III. Updates from President Byford

President Byford began by addressing NYCT's successes in the month of June, including reaching the on-time performance numbers. President Byford emphasized that NYCT staff has recently risen to a number of challenges. First, President Byford thanked NYCT personnel for its flawless execution of the WorldPride Parade, after more than one year of planning, where an additional three million people utilized the system. Second, President Byford highlighted the success of the Women's World Cup Parade. Lastly, President Byford addressed the extreme heat over the past few days, during which NYCT personnel responded to incidents and performed critical signal work, often in subterranean conditions.

With respect to the flooding at the Court Square Station, President Byford noted that he had seen the shocking customer video posted online in which a hoarding gave way and a deluge of water came through, knocking a customer off his feet. He noted that the hoarding was protecting a third-party developer's site. Prior to the rainfall, NYCT had taken steps across the system to protect against flooding. However, the developer, unbeknownst to NYCT, had removed a pump from a construction pit; when the rainfall filled the pit with water, without that pump, the pressure of the water overwhelmed the hoarding that protected its worksite. The deluge of water immediately dissipated because of NYCT's drainage system, but President Byford noted that the customer was lucky not to be injured. President Byford advised that Chairman Foye had requested an investigation by the Attorney General and NYCT is imposing additional supervision at the developer's worksite at the developer's cost.

President Byford next addressed the power outage at the Rockaways the weekend prior to the Committee Meeting. He explained that power was lost through the PSE&G feed, which was particularly challenging that day due to the number of people on the beach who needed to return home. Power was progressively restored to the A and B Divisions, the numbered and lettered lines, and then to the S shuttle line. President Byford highlighted the advantage of a unified transit system for buses and subways as Mr. Cipriano immediately sent as many NYCT buses as possible to transport people back from the beach.

Turning to the July 13, 2019 Con Edison blackout, President Byford advised that just under three thousand people were on trains between stations at the time of the power loss. For any significant incident, there are three NYCT phases: the rescue phase, the recovery phase, and the resumption phase. NYCT quickly ascertained the location of trapped trains to evacuate those individuals and also evacuated darkened stations which had switched to emergency lighting. In parallel, NYCT identified one elevator entrapment at 34th St-Hudson Yards Station and rescued the five trapped individuals with FDNY assistance. During the recovery phase, NYCT worked with Con Edison to determine how to move generators, resources, equipment and supplies, what equipment was operational, and whether water was on the tracks. NYCT also ran trains without customers to check the track and signal sequences to prepare for the resumption of service. Trains were restored on a phased basis culminating with the restoration of the 7 line between 34th St-Hudson Yards Station and 42 St-Times Square Station. President Byford noted that he and Managing Director Hakim were in the RCC throughout these events.

President Byford next discussed the two ATS incidents, which were two entirely separate and unrelated events. He explained that ATS is the means by which the RCC can see the status of signals and switches for the A Division (also known as the IRT) in the operating theater, which is vital to the safe passage of trains. For both incidents, President Byford emphasized there was not a signal failure; rather, NYCT could not identify the trains' locations which is critical to know prior to resumption of service, particularly where there are mergers and interlockings to ensure the line-ups are correct. President Byford advised that the ATS failure on July 6, 2019, was caused by one piece of code, among millions of lines of code, with one illegal character which caused an illogical command.

Chair Feinberg asked whether NYCT or the supplier was responsible for the code issue. President Byford responded that the issue was on the supplier side and NYCT was discussing the entry of the one rogue digit with the supplier. That digit caused the primary and backup systems to be confused, which required a reboot of the system to resume service. President Byford emphasized that NYCT understood the cause of the July 6th incident and a patch had been applied to prevent a recurrence of the issue.

The second ATS incident occurred on Friday, July 19, 2019. Around 5:50 p.m., President Byford was at the Bowling Green Station when he saw a train sitting on the Brooklyn-bound platform, not moving and with no information on the board. He and Ms.

Librera went to the RCC and recognized immediately that there was an ATS failure for the A Division. President Byford stressed the terrible timing of ATS failure as it was during evening peak service and amidst extreme heat. President Byford stated that NYCT needed to identify the locations of the trains to restore service and he, Ms. Librera, and Mr. Jezycki diligently worked to restore the system as soon as possible.

At the time of the July 19, 2019 ATC incident, there were twenty-seven trapped trains, with five in tunnels and some on express lines. President Byford sent personnel to backup locations and also rebooted the servers that had gone down. Service was restored within approximately ninety minutes. Riders were advised to take the lettered lines on the B Division or to take buses, which again came to the rescue. After restoration of service, President Byford explained that NYCT turned to the cause of the ATS failure; after an investigation, they determined it was due to a software bug which was in the primary and backup systems and automatically powered down those systems without notice. He emphasized this software bug was different than the erroneous piece of code which caused the incident on July 6, 2019. President Byford stated that he is currently working with the IT Department to identify any other areas where there may be a similar problem; however, software bugs are generally unknown until they manifest themselves. Notwithstanding that, steps are being taken to upgrade the system and minimize the risk of a recurrence. President Byford reiterated that the July 6, 2019 and July 19, 2019 incidents were separate and distinct, though they affected the same ATS system. President Byford stated that the media had inquired about a software upgrade in December of 2018, which he advised was a routine upgrade part of modernization efforts. President Byford apologized to riders for the July 19th incident, recognizing it severely impacted their travels and was contrary to NYCT's performance success in recent months. Accordingly, NYCT utilized significant resources to quickly determine the root cause of that incident.

Chair Feinberg asked whether the software bug was on the supplier side. President Byford responded that NYCT had identified the location of the bug and the means to correct the issue, but declined to say more in public due to security concerns. Chair Feinberg suggested further discussion, at a later date, in executive session.

Member Schwartz expressed the importance of obtaining outside expertise to investigate the ATS incidents and utilizing law enforcement to address whether any criminal activity had occurred or whether the errors were on the supplier side. Member Schwartz stated that he was unsure whether NYCT has the internal expertise to prevent viruses or bugs from invading the system. Prefacing that he did not know whether the website or the author had any legitimacy, Member Schwartz referenced an article on a website called "The City" which stated that there have been persistent ATS issues documented in reports since March of 2019. Provided that the information in the article was accurate, Member Schwartz asked whether those ATS issues were brought to President Byford's attention, and if President Byford had not been notified, Member Schwartz recommended the Inspector General assist with an investigation. President Byford responded that the root cause of the ATS incidents on July 6 and 19, 2019 had been determined by the IT Department, working with the supplier. President Byford

stated that there was no suspicion of a virus, or of terrorist or criminal activity for either incident. Noting that he had not read the article cited by Member Schwartz, President Byford stated that he was made aware of occasional, run-of-the-mill incidents with ATS earlier in the year which were all resolved, as he is familiar with all the details of the transit system. Based on her technology industry experience, Chair Feinberg added that because one piece of code can cause major incidents, companies must continuously perform testing and have employees reading every line of code. She stated this incident was a perfect example of how one small error can tie up an entire system, such as when a code error prevented an airline from boarding any passengers on its flights. Chair Feinberg expressed her intent to follow up with the supplier and to hold the responsible party accountable as a result of the enormous costs associated with shutting down the system.

Member Albert thanked President Byford for his explanation of these events. Member Albert recalled that MTA previously had back-up power from New York Power Authority (NYPA). Member Albert asked why that power did not kick in for the July 13, 2019 Con Edison blackout or whether NYPA no longer provides back-up power. President Byford advised that the Con Edison blackout did not impact traction current, which affects whether trains have light and air conditioning, but power was lost to signals and stations. In response, NYCT is reviewing the entire backup system; based upon the stations' respective ages, some have more comprehensive backup, as modern stations may have an uninterruptible power supply while other stations default to emergency lighting. President Byford confirmed with Mr. Jezycki that NYCT does not have backup power from NYPA for the signals.

Member Lacewell requested an executive session briefing with the relevant personnel on cybersecurity measures throughout the system. Member Lacewell acknowledged that NYCT personnel may have taken all necessary measures in response to the incident, but because NYCT is responsible for its own cybersecurity, it behooves the agency to have outside experts check the system and ensure best practices are in place. Member Schwartz requested the involvement of the Inspector General to investigate the supplier and prevent recurrence of the issues.

Chair Feinberg noted that the issue of falling debris would be discussed later in the Committee Meeting in order to proceed with public speakers.

IV. Public Speakers

There were twenty-three public speakers. A video recording of the meeting produced by the MTA and maintained in MTA records contains the content of speakers' statements.

V. Minutes and Work Plan

Upon motion duly made and seconded, the Committee conditionally approved the minutes of the June 23, 2019 meeting of the MTA New York City Transit Authority, Manhattan and Bronx Surface Transit Operating Authority, Staten Island Rapid Transit

Operating Authority, Capital Construction Company and Bus Company subject to the amendments as agreed to at the Committee Meeting.

There were no changes to the Work Plan.

VI. Agenda Items

President Byford delivered the President's Report.

Member Albert congratulated President Byford and his team on reaching an on-time performance rate of 81.5 percent for the month of June. He asked whether there was a particular aspect of the Save Safe Seconds campaign, the Subway Action Plan, or the Fast Forward plan, or a combination thereof, which led to these improvements.

President Byford responded that the Subway Action Plan is responsible for drastically cutting major incidents because of its focus on repairs, clearing drains, addressing rolling stock reliability, installing continuously-welded rail, and adding staff to respond more quickly to medical incidents. The operating discipline of the Save Safe Seconds campaign was also needed because a reduction in major incidents does not, by itself, speed up the service. The increased speed in service is due to the focus on basic railway operations, which requires ensuring correct schedules, start times, dwell times, and removing redundant speed restrictions. President Byford thanked the public speaker who highlighted faster service on the J train and explained that NYCT has lifted unnecessary speed restraints. Additionally, NYCT, in conjunction with its union partners and front-line train operators, has methodically looked at signals to identify those that are incorrectly calibrated. President Byford credited both the Save Safe Seconds campaign and the Subway Action Plan for the improvements to on-time performance.

A. Customer Service Operations Report

Sally Librera, SVP of Subways, delivered the Subway Report.

Member Schwartz thanked Ms. Librera for the improvements to on-time performance and thanked the Board Members who supported the use of performance metrics to track that progress. Member Schwartz stated that NYCT and the commuter rail lines should identify optimum performance metrics, which would allow the Board to track the current statistics against the best-case scenarios.

Ms. Librera agreed to discuss those optimum metrics with Member Schwartz. Additionally, she noted that the Committee Book contains a chart at the end of the Operating Report showing delays by category, which gives an indication of which delays are associated with the failure of assets maintained by NYCT and which delays are associated with external influences, such as weather or unauthorized trespassers. This information could be used to develop the optimum metrics. President Byford added that there is a point of diminishing returns within the limitations of the existing signal system

and infrastructure; having said that, he noted that NYCT is making every effort to drive up the statistics with a goal of eighty-five percent on-time performance. He emphasized that an overhaul of the signaling system is essential and the ongoing CBTC work on the Queens Boulevard line, the Culver line, and on the 8th Avenue line will have a tremendous impact.

Prior to the Buses Report and the Paratransit Report, Chair Feinberg thanked Mr. Cipriano, Acting President, MTA Bus Company/Senior Vice President, NYCT Department of Buses, for his work to accelerate the enforcement of bus lane violations, which had been discussed at prior Committee Meetings. She advised that the vendor agreed to move up the installation date so that all pilot programs would be implemented by the end of November 2019, instead of by January 2020. Chair Feinberg stated that the automatic bus enforcement will allow NYCT to issue tickets and violations, receive payment, and ultimately will result in fewer violations of the bus lanes. Once the pilot programs are implemented, Chair Feinberg expressed her hope that automatic bus enforcement would be utilized on additional bus lanes.

Mr. Cipriano advised that with the support of Chair Feinberg and President Byford, he had obtained a written commitment from the vendor that the first bus route, the M15, will go live in August 2019, followed by other two bus routes by the end of November 2019. Mr. Cipriano then delivered the Buses Report and the Paratransit Report.

Alex Elegudin, Senior Advisor for Systemwide Accessibility, delivered the Accessibility Report.

Member Lacewell asked Mr. Elegudin to comment on the numerous complaints made by public speakers at the Committee Meetings regarding Access-A-Ride and whether any significant initiative is in place to improve its performance. Mr. Elegudin advised that there are numerous measures being taken with respect to Access-A-Ride service. Mr. Elegudin stated that it is important to note that there are three major modes of Access-A-Ride service currently being provided, which includes: (1) the dedicated, primary service via the blue and white vans; (2) enhanced broker service, which provides service via taxis; and (3) the existing E-hail pilot program for on-demand service.

For the primary service, which accounts for approximately fifty percent of trips, Mr. Elegudin noted there are several initiatives underway to improve service. Mr. Elegudin described a new and modern scheduling system, which is currently being built out and will be implemented in late 2019 and primarily in 2020. The system will allow NYCT to schedule advance trips more efficiently using best route technology, use of real-time traffic optimization on the day of a scheduled trip, and a more sophisticated approach to how NYCT schedules and plans the accessibility needs for its customers who require dedicated service and those who may be able to take taxis or have other disability needs. Mr. Elegudin also noted that some complaints are related to the transition from the E-hail advanced reservation service to enhanced broker service, which occurred in March 2019. He explained that NYCT is working to right-size the enhanced broker service to improve taxi performance, which is now FTA compliant; he has seen an

uptick in on-time performance to date and anticipated improved on-time performance numbers in the fall. Mr. Elegudin stated that NYCT is working with its vendors to increase capacity on the enhanced broker service while the future of the E-hail on-demand program remains under discussion. Additionally, Mr. Elegudin noted that new metrics would be released in the coming months.

Member Schwartz stated that the new metrics will be helpful to understand and track the on-time performance goals for accessible transport. While there are factors beyond NYCT's control, Member Schwartz emphasized that he would like to understand the optimum metrics for on-time performance. Mr. Elegudin stated he will provide updates on the new metrics at the September Committee Meeting related to pick-up time, drop-off time, and time spent traveling between point A and point B, known as the ride time. The new metrics will show whether NYCT is meeting all three data points, as opposed to just one out of the three. Mr. Elegudin stated that he is working with Chair Feinberg to develop these data points and to decrease the length of on-time windows so that what NYCT considers optimal aligns with customers' expectations. Chair Feinberg added that currently a ride which is late by twenty-nine minutes on either end of the ride is considered "on-time," even though there was a fifty-eight minute delay. Member Vanterpool advised that a Board Taskforce meeting on Access-A-Ride had reconvened the prior month and was attended by many Board Members. She added that they anticipate further engaging with the Paratransit Division to discuss the issues raised by public speakers and to propose solutions to address those concerns.

Sarah Meyer, Chief Customer Officer, delivered the Strategy and Customer Experience Report.

Robert Diehl, Senior Vice President, Safety and Security Department, delivered the Safety Report.

Chair Feinberg asked about efforts to decrease the number of employee lost time incidents. Mr. Diehl explained that there is a high rate of injury while on duty, between assaults and harassments, and measures are being taken to limit those instances. Mr. Diehl also noted that there is also an issue with employees witnessing suicides where a rider jumps in front of a train, which have increased this year. Chair Feinberg asked whether the suicide numbers have increased or whether the contact with individuals who have witnessed suicides has increased. Mr. Diehl responded that both have increased. Chair Feinberg asked whether the numbers for harassment and assault injuries and lost time incidents are higher than typical lost time incidents for incidents like sprains, strains, and falls. Mr. Diehl advised that harassment and assault injuries are not higher than typical lost time incidents.

Member Albert thanked Mr. Diehl for the helpful and detailed information regarding subway fires. Member Albert asked if the debris on tracks was being adequately addressed by the portable vacuums or whether additional measures were needed.

Mr. Diehl responded that the portable vacuums are effectively removing debris from the right-of-way. Member Albert inquired whether the debris was accidentally blown onto the right-of-way or was thrown intentionally by passengers. Mr. Diehl advised that he could not conclude whether the debris was thrown or blown onto the right-of-way, as it is possible that when a rider drops debris on the platform and the train comes through the station, the piston effect will draw the debris onto the tracks. Member Albert asked if Mr. Diehl has noticed a correlation between where NYCT has removed newsstands from a station and the amount of debris in that station. Mr. Diehl responded that, to date, he is unaware of a correlation but this could be explored. Ms. Librera added that debris is the largest cause of track fires and, as a result of the Subway Action Plan, NYCT reconfigured its track cleaning program to clean the tracks more frequently. Additional efforts have also been made to keep stations clean and prevent trash on the platform from reaching the tracks. Ms. Librera advised that the introduction of the portable vacuums, the newly-configured track schedule, and the use of three new high-powered vacuum trains have collectively made excellent progress to reduce track fires.

Chair Feinberg requested an update on debris falling from elevated stations.

President Byford stated that work commenced that day to mobilize at four locations- on the 7 line, on the Astoria line, on the Jamaica line, and on the 1 line- where NYCT is trialing a netting solution that will entrap anything that falls off the elevated sections. NYCT utilized a facility in the Bronx that has an elevated structure for training purposes, to test the installation of different types of netting to obtain the appropriate balance where the netting is sufficiently robust to catch falling debris, but still enables inspections from underneath so that the netting does not need to be removed for each inspection. NYCT also has engaged contractors to perform the work. In addition to these mitigation efforts, measures are being implemented to prevent debris from falling in the first place. President Byford explained that Ms. Librera's team is conducting extensive inspections to ensure that residual items are not left on the elevated structures where they may fall. Ties, clips, and bolts which also could potentially fall are being assessed. If the netting is successful, President Byford stated the use of the netting would be considered on the other 60 miles of elevated structure.

Citing an article in the Wall Street Journal, Chair Feinberg asked about a recent falling debris incident that resulted from a missed inspection or an inspection which failed to identify a piece of tie. President Byford advised that NYCT determined that the falling debris was a piece of degraded wooden tie on a structure beneath a put-in track, where NYCT has a section of line coming in from the yard to provide peak service. The track had been identified as degraded during an inspection and remedial actions were to have been implemented; however, the local manager and supervisor did not action those remedial measures. President Byford added that disciplinary action is being taken. NYCT sent crews to complete repairs the weekend following the incident, which President Byford personally observed.

Chair Feinberg expressed concern regarding the expenses associated with netting if proper and prompt inspections could identify potential issues. President Byford agreed

that prevention is preferable to mitigation as there should not be reliance on netting where debris should not be falling in the first place. As such, he reiterated the prevention measures being taken. Member Albert inquired about the frequency of the inspection for elevated tracks. Ms. Librera advised that top-side inspections are performed by employees walking the track at least once per week, under-side inspections of track components are performed quarterly, and structural inspections performed by engineering teams are conducted once per year. In addition, NYCT recently began using handheld devices to capture data which has led to better diagnostics with respect to compliance and findings. Member Albert asked about the differences in the under-side and structural inspections. For structural inspections, Ms. Librera explained that the engineering team reviews the structural integrity of the track to determine if there are areas where steel needs to be repaired because it potentially could come loose; under-side inspections are specifically of track components which could fall from the elevated structures, such as the hardware connecting the ties. She noted that the netting pilot would capture that hardware should it fall, but inspections, tracking procedures, and management tools have been bolstered to prevent falls in the first place. Member Albert asked whether an immediate inspection is performed if there is a vehicle accident below an elevated structure in which a vehicle hits a beam, which Ms. Librera confirmed is standard protocol.

Chief Edward Delatorre, NYPD Transit Bureau, delivered the Crime Report.

Chair Feinberg requested an update on the impact of the recently-implemented fare evasion measures. Chief Delatorre advised that there is no single way to combat fare evasion, but like any other crime, the cumulative impact is the overall goal. To assess the impact, the Transit Bureau considers arrests, civil summons and criminal court summons, which totaled 6,227 for the month of June in 2019, an increase of 2,100 from the month of June in 2018. Of those, the overwhelming majority, 5,800, were civil summons. Chief Delatorre noted that more contact is being made with evaders at the turnstiles and several pilot programs, such as putting alarms on gates and the display of special signage, are having an effect. In addition, Chief Delatorre stated that he is working with Mr. Diehl to utilize monitors in stations, a few of which are already in use at pilot locations. Chief Delatorre identified three groups of fare evaders – (1) students with MetroCards; (2) senior citizens who can avail themselves of half-priced MetroCards, but will follow other fare-evaders through gates; and (3) full-fare riders who go through the gates to evade fares – and stated that unique measures are needed to address each group of fare evaders.

Chief Delatorre elaborated that when officers are assigned to the same station location for three days consecutively, there is a large group of fare evaders on the first day, a significant reduction in fare evasion on the second day, and an even larger reduction on the third day. He noted that students and seniors are more likely to comply when warned, compared to a modest decrease among adults who are warned. A substantial number of officers are currently stationed at the turnstiles in stations, which has resulted in a huge reduction in fare evasion as potential fare evaders will turn around after observing the officers, though he noted it is possible that the individual may walk to the

next station to evade the fare. However, Chief Delatorre stressed the importance of a more permanent and meaningful change in behavior among those committing fare evasion. Posting an officer is a temporary remedy, but Chief Delatorre questioned how many individuals evade the fare if the officers are removed. Chief Delatorre emphasized that he believes the cumulative impact of the fare evasion measures have been effective and expressed that more specific data would become available over time to measure the respective impact of each pilot program and develop a formula to determine the most effective approaches.

Patrick Warren, Chief Safety Officer, stated that he observed a similar cumulative effect on the buses and reaction from the public with respect to fare evasion. In terms of worker safety, which is an important component of fare evasion, Mr. Warren remarked that bus drivers and riders are pleased with the police force presence on the buses. He also emphasized positive anecdotal comments from riders.

Member Glucksman thanked Chief Delatorre for the fare evasion efforts and asked about the 173 percent increase of anti-Semitic crimes. Chief Delatorre advised that there was a decrease in hate crimes of approximately seventeen percent, from six crimes to five crimes. He noted that of those five hate crimes, three were graffiti-related. The other two were crimes against a person, including one for aggravated harassment and one for grand larceny. Chief Delatorre stated that an arrest had been made for the grand larceny crime in which the perpetrator was making anti-Semitic remarks, the victim recorded the remarks with his phone, and the perpetrator subsequently snatched the phone and threw it on the tracks. The phone was recovered, the police were contacted, and the Transit Police responded and arrested the perpetrator. Chief Delatorre highlighted that there are a significant number of arrests for crimes against a person.

B. Financial Reports

Jaibala Patel, Chief Financial Officer, Office of Management and Budget delivered the NYCT, SIR and MTA Bus Finance Report.

Alok Saha, Acting Senior Vice President, delivered the Capital Program Report.

C. Procurements

Stephen Plochochi, Senior Vice President, Procurement & Supply Chain, introduced the NYCT procurement package comprised of seventeen actions in the total estimated amount of $53.6 million.

Mr. Plochochi highlighted a modification to extend state and federally-funded indefinite quantity (IQ) contracts for asbestos removal and other environmental remediation services, which had been competitively solicited and awarded to the most technically-preferred firm and approved by the Board in July 2016 to provide services at various facilities on an as-needed basis. Mr. Plochochi advised that the modification will extend

the contracts by twelve months and increase aggregate funding across the contracts by approximately $10 million, from $30 million to $40 million. He further noted that the extension of these contracts is in the best interest of NYCT.

A motion was duly made and seconded to approve these competitive procurements, which require a majority vote (Schedule H and Schedule I in the Agenda).

VII. Service Change

Judith McClain, Acting Chief, Operations Planning, presented the service changes.

Member Albert inquired why the F express service was only recommended between the Church Avenue Station and the Jay Street-MetroTech Station, and not also south of Church Avenue. Ms. McClain advised that NYCT had explored F express service south of Church Avenue, but had determined there was no net travel time benefit. Member Albert stated that the F express service, as proposed, would miss several stops which were serviced by the former F express service, notably from the Church Avenue Station to 18th Avenue Station, and from the 18th Avenue Station to the Kings Highway Station. Ms. McClain explained that the ridership at the express and local stations did not show a net travel time benefit.

Member Albert emphasized that he is on record as not supporting the proposed F express service, particularly as there have been significant changes since the F train last ran express service. Member Albert noted that the communities of Windsor Terrace, Red Hook, Carroll Gardens, and Cobble Hill have grown exponentially during that time. In addition, Member Albert stated that the Bergen Street Station lower level is not in service, as mentioned by public speakers at the Committee Meeting. Therefore, Member Albert expressed concern that the F express service, as proposed, would bypass a significant number of stations when running nonstop from the 7th Avenue Station to the Jay Street-MetroTech Station. Member Albert also remarked that a rider waiting for an F express train was unlikely to board an F local train which arrived in advance of the express train, such that the wait time would undo any potential benefit to the rider. Member Albert also noted that riders at the Bergen Street Station, Carroll Street Station, Smith Street Station, and the 4th Avenue Station would have an increased wait time, the amount of which was currently unknown. Additionally, Member Albert raised concerns about on-train crowding for those riders waiting for the next F train. As to the subway service changes for capital work, Member Albert expressed his support for those changes and asked whether NYCT is committed to returning to existing service levels once the work is complete.

Chair Feinberg asked Member Albert whether he had reviewed the data provided by NYCT regarding service south of the Church Avenue Station. Member Albert advised that he believes there is a time benefit from nonstop service between the Church Avenue Station and the 18th Avenue Station, and between the 18th Avenue Station and the Kings Highway Station. While such express service would be one directional, compared to the two-directional express service north of Church Avenue, Member

Albert emphasized that this express service would yield real-time savings for riders. Member Albert also stated that riders in Coney Island have expressed concern regarding the length of time of their rides into Manhattan.

Member Jones stated that he presumed there was insufficient headway to add more trains to mitigate the impact and requested a cost estimate to bring the lower level of the Bergen Street Station back online. Ms. McClain advised that the last cost estimate was over $75 million, a substantial capital cost. With respect to potential service impacts, Ms. McClain noted that riders in southern Brooklyn take the train earlier than riders in northern Brooklyn, which results in an earlier peak hour in southern Brooklyn. She further stated that 52 percent of affected riders would benefit from the service change, up to seven minutes per trip, compared to a maximum negative impact of an additional four minute wait time, but only one to two additional minutes of wait time on average. Ms. McClain emphasized that the proposed service has a significant net travel time benefit for affected riders and is a good compromise to improve the commute for those in southern Brooklyn while minimizing the impact at the stations referenced by Member Albert.

President Byford stated, in response to Member Jones' comment, that the impact on local trains cannot be mitigated due to needs for express trains; however, the actual impact would be minimal as there will be only two trains in the morning and two trains in the evening. President Byford next addressed Member Albert's comment that riders would allow local trains to pass while waiting for the express train, stating that he anticipates riders will target the express trains in the morning and evening peak. Therefore, it is critical that the express trains arrive on time. President Byford advised that NYCT will pay close attention to the time that trains emerge from the yard so that they arrive at the stations at the correct time. Member Albert asked how the local and express F service would be differentiated to riders. President Byford stated that a diamond will be used to denote express service and there will be an extensive information campaign as well as announcements.

Member Albert asked about the return to existing service on the B and W lines after completion of the capital improvement work. President Byford emphasized that, in general, NYCT should aim to add more service and provide better service to attract additional riders to public transit if there is untapped capacity once the capital work is complete, provided that funding and resources are in place.

Member Albert asked about additional crowding at stations like Carroll Street or Bergen Street as riders differentiate the express service from the local service. President Byford advised that the likely positive and negative impacts are modeled for any service change, which includes assessing potential crowding on the trains and on the platform. Ms. McClain stated that potential train crowding remained within loading guidelines. With regard to potential crowding at the stations, Ms. McClain advised that an increase at Bergen Street and Warren Street was anticipated, but that it would be manageable because there are only two express trips in the morning and evenings. Additionally, the

times for those trains will be posted in the stations so that riders know when the express trains are likely to arrive. President Byford agreed, adding that when there are only two trips, it is critical to notify the riders to ensure they arrive on time to make the express trains.

Member Albert asked whether the time of the last trains will be posted for the service changes to the B and W lines. President Byford confirmed that riders will be advised of the time they need to arrive to take the last train at that station.

A motion was duly made and seconded to permanently close the entrance to the J Z Broad Street Station, which was approved.

VIII. Special Reports and Action Items

President Byford noted the standard follow-up reports in the Committee Book, which include the Monthly MetroCard Report, and the Customer Satisfaction Report for 2nd Quarter 2019.

Member Jones requested information on the number of riders utilizing the Fair Fares program, as it relates to potential fare evasion. President Byford agreed to provide this information.

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

Respectfully submitted,



Jessica Goldstein

Metropolitan Transportation Authority

2019 Transit & Bus Committee Work Plan

I. RECURRING AGENDA ITEMS	Responsibility
Approval of Minutes	Committee Chair & Members
NYCT Committee Work Plan	Committee Chair & Members
Operations Performance Summary Presentation (including Financial/Ridership, Capital Program Status, Crime & Safety)	NYCT President & MTA Bus Co. President
Procurements	Materiel
MetroCard Report	AFC Program Mgmt & Sales
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
September 2019	
Public comment/Committee review of budget	
2019 NYCT Mid-Year Forecast Monthly Allocation	Management & Budget
2019 SIR Mid-Year Forecast Monthly Allocation	Management & Budget
2019 MTA Bus Mid-Year Forecast Monthly Allocation	Management & Budget
2020 Preliminary NYCT Budget	Management & Budget
2020 Preliminary SIR Budget	Management & Budget
2020 Preliminary MTA Bus Budget	Management & Budget
Service Quality Indicators (including PES & MTA Bus PES)	Operations Planning
Elevator & Escalator Service Report, 2nd Qtr, 2019	Subways
Transit Adjudication Bureau Report, 2nd Qtr, 2019	Law
Transit Recidivism Report, 2nd Qtr, 2019	Law
Fare Evasion Report, 2nd Qtr, 2019	Management & Budget
NYCT & MTA Bus EEO & Diversity Report, 2nd Qtr, 2019	EEO & Human Resources
October 2019	
Public Comment/Committee review of budget	
2020 Preliminary NYCT Budget	Management & Budget
2020 Preliminary SIR Budget	Management & Budget
2020 Preliminary MTA Bus Budget	Management & Budget
November 2019	
Elevator & Escalator Service Report, 3rd Qtr, 2019	Subways
Transit Adjudication Bureau Report, 3rd Qtr, 2019	Law

II. SPECIFIC AGENDA ITEMS (con't)

	Responsibility
December 2019	
NYCT 2020 Adopted Budget/Financial Plan 2020-2023	Management & Budget
SIR 2020 Adopted Budget/Financial Plan 2020-2023	Management & Budget
MTA Bus 2020 Adopted Budget/Financial Plan 2020-2023	Management & Budget
NYCT & MTA Bus EEO & Diversity Report, 3rd Qtr, 2019	EEO & Human Resources
Transit Recidivism Report, 3rd Qtr, 2019	Law
Fare Evasion Report, 3rd Qtr, 2019	Management & Budget
January 2020	
Approval of 2020 NYCT Committee Work Plan	Committee Chair & Members
Quarterly Customer Satisfaction Report, 4th Qtr, 2019	Strategy & Customer Experience
February 2020	
Preliminary Review of NYCT 2019 Operating Results	Management & Budget
Preliminary Review of SIR 2019 Operating Results	Management & Budget
Preliminary Review of MTA Bus 2019 Operating Results	Management & Budget
NYCT Adopted Budget/Financial Plan 2020-2023	Management & Budget
SIR Adopted Budget/Financial Plan 2020-2023	Management & Budget
MTA Bus Adopted Budget/Financial Plan 2020-2023	Management & Budget
ADA Compliance Report	Capital Program Management
Elevator & Escalator Service Report, 4th Qtr, 2019	Subways
Transit Adjudication Bureau Report, 4th Qtr, 2019	Law
NYCT & MTA Bus EEO & Diversity Report, 2019 Yr End Rpt	EEO & Human Resources
March 2020	
Transit Recidivism Report, 4th Qtr, 2019	Law
Fare Evasion Report, 4th Qtr, 2019	Management & Budget
April 2020	
Final Review of NYCT 2019 Operating Results	Management & Budget
Final Review of SIR 2019 Operating Results	Management & Budget
Final Review of MTA Bus 2019 Operating Results	Management & Budget
Quarterly Customer Satisfaction Report, 1st Qtr, 2019	Strategy & Customer Experience
May 2020	
Transit Adjudication Bureau Report, 1st Qtr, 2020	Law
Elevator & Escalator Service Report, 1st Qtr, 2020	Subways
June 2020	
NYCT & MTA Bus EEO & Diversity Report, 1st Qtr, 2020	EEO & Human Resources
Transit Recidivism Report, 1st Qtr, 2020	Law
Fare Evasion Report, 1st Qtr, 2020	Management & Budget
July 2020	
Quarterly Customer Satisfaction Report, 2nd Qtr 2019	Strategy & Customer Experience
August 2020	
No Meetings Held	

Metropolitan Transportation Authority

2019 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.

MetroCard Report
Status Report on progress related to the implementation of the MetroCard fare collection system. Report provides information on MetroCard market share, the Reduced Fare Program, MetroCard sales initiatives and the Balance Protection Program.

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

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

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

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

II. SPECIFIC AGENDA ITEMS (con't)

SEPTEMBER 2019

2019 NYCT Mid-Year Forecast Monthly Allocation
NYCT will present a monthly allocation of its 2019 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2019 SIR Mid-Year Forecast Monthly Allocation
NYCT will present a monthly allocation of SIR's 2019 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2019 MTA Bus Mid-Year Forecast Monthly Allocation
MTA Bus will present its monthly allocation of MTA Bus' 2019 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2020 NYCT Preliminary Budget
Public comments will be accepted on the 2020 Preliminary Budget.

2020 SIR Preliminary Budget
Public comments will be accepted on the 2020 Preliminary Budget.

2020 MTA Bus Preliminary Budget
Public comments will be accepted on the 2020 Preliminary Budget.

Service Quality Indicators/PES Report
Bi-annual report which presents NYCT and MTA Bus Passenger Environment Survey results, which measure subway and bus cleanliness, customer information and operations.

Elevator & Escalator Service Report, 2nd Qtr, 2019
Quarterly report to the Committee on system wide reliability and availability goal for elevators and escalators throughout the subway system.

Transit Adjudication Bureau Report, 2nd Qtr, 2019
Quarterly report to the Committee on Transit Adjudication Bureau financial and operating indicators including collection activities and data on revenue and expenses.

Fare Evasion Report, 2nd Qtr, 2019
Quarterly report to the Committee which provides estimated revenue lost to fare evasion on subways and buses based on staff surveys of stations and routes.

EEO & Diversity Report, 2nd Qtr, 2019
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.

Transit Recidivism Report, 2nd Qtr, 2019
Quarterly report to the Committee which provides statistical information on recidivist arrest data and discusses NYCT's efforts, working in conjunction with the various District Attorney Offices and the Courts, to address recidivist crime on the system.

II. SPECIFIC AGENDA ITEMS (con't)

OCTOBER 2019

2020 NYCT Preliminary Budget
Public comments will be accepted on the 2020 Preliminary Budget.

2020 SIR Preliminary Budget
Public comments will be accepted on the SIR 2020 Preliminary Budget.

2020 MTA Bus Preliminary Budget
Public comments will be accepted on the MTA Bus 2020 Preliminary Budget.

NOVEMBER 2019

Elevator & Escalator Service Report, 3rd Qtr, 2019
Quarterly report to the Committee on system wide reliability and availability goal for elevators and escalators throughout the subway system.

Transit Adjudication Bureau Report, 3rd Qtr, 2019
Quarterly report to the Committee on Transit Adjudication Bureau financial and operating indicators including collection activities and data on revenue and expenses.

DECEMBER 2019

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

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

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

EEO & Diversity Report, 3rd Qtr, 2019
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.

Transit Recidivism Report, 3rd Qtr, 2019
Quarterly report to the Committee which provides statistical information on recidivist

II. SPECIFIC AGENDA ITEMS (con't)

arrest data and discusses NYCT's efforts, working in conjunction with the various District Attorney Offices and the Courts, to address recidivist crime on the system.

Fare Evasion Report, 3rd Qtr, 2019
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.

JANUARY 2020

Approval of Committee Work Plan
The Committee will be provided with the work plan for 2020 and will be asked to approve its use for the year.

Quarterly Customer Satisfaction Report, 4th Qtr 2019
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.

FEBRUARY 2020

Preliminary Review of NYCT's 2019 Operating Results
NYCT will present a brief review of its 2019 Budget results.

Preliminary Review of SIR 2019 Operating Results
SIR will present a brief review of SIR's 2019 Budget results.

Preliminary Review of MTA Bus 2019 Operating Results
MTA Bus will present a brief review of its 2019 Budget results.

Adopted Budget/Financial Plan 2020-2023
NYCT will present its revised 2020-2023 Financial Plan. This plan will reflect the 2019 Adopted Budget and an updated Financial Plan for 2020-2023 reflecting the out- year impact of any changes incorporated into the 2019 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2020 by category.

SIR Adopted Budget/Financial Plan 2020-2023
NYCT will present SIR's revised 2020-2023 Financial Plan. This plan will reflect the

2019 Adopted Budget and an updated Financial Plan for 2020-2023 reflecting the out-year impact of any changes incorporated into the 2019 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2020 by category.

MTA Bus Adopted Budget/Financial Plan 2020-2023
MTA Bus will present its revised 2020-2023 Financial Plan. This plan will reflect the 2019 Adopted Budget and an updated Financial Plan for 2020-2023 reflecting the out-year impact of any changes incorporated into the 2019 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2020 by category.

II. SPECIFIC AGENDA ITEMS (con't)

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.

Elevator & Escalator Service Report, 4th Qtr, 2019
Quarterly report to the Committee on system wide reliability and availability goal for elevators and escalators throughout the subway system.

Transit Adjudication Bureau Report, 4th Qtr, 2019
Quarterly report to the Committee on Transit Adjudication Bureau financial and operating indicators including collection activities and data on revenue and expenses.

EEO & Diversity Report- 2019 Year-End Report
A detailed year-end 2018 report to the committee providing data on key EEO and H uman Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

MARCH 2020

Transit Recidivism Report, 4th Qtr, 2019
Quarterly report to the Committee which provides statistical information on recidivist arrest data and discusses NYCT's efforts, working in conjunction with the various District Attorney Offices and the Courts, to address recidivist crime on the system.

Fare Evasion Report, 4th Qtr, 2019
Quarterly report to the Committee which provides estimated revenue lost to fare evasion on subways and buses based on staff surveys of stations and routes.

APRIL 2020

Final Review of NYCT 2019 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 2019 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 2019 Operating Results
MTA Bus will review its prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

Quarterly Customer Satisfaction Report, 1st Qtr 2020
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.

II. SPECIFIC AGENDA ITEMS (con't)

MAY 2020

Transit Adjudication Bureau Report, 1st Qtr, 2020
Quarterly report to the Committee on Transit Adjudication Bureau financial and

operating indicators including collection activities and data on revenue and expenses.

Elevator & Escalator Service Report, 1st Qtr, 2020
Quarterly report to the Committee on system wide reliability and availability goal for elevators and escalators throughout the subway system.

JUNE 2020

EEO & Diversity Report, 1st Qtr, 2020
Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

Transit Recidivism Report, 1st Qtr, 2020
Quarterly report to the Committee providing statistical information on recidivist arrest data. Discusses NYCT's efforts, working in conjunction with the various District Attorney Offices and the Courts, to address recidivist crime in the system.

Fare Evasion Report, 1st Qtr, 2020
Quarterly report to the Committee which provides estimated revenue lost to fare evasion on subways and buses based on staff surveys of stations and routes.

JULY 2020

Quarterly Customer Satisfaction Report, 2nd Qtr 2020
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.

AUGUST 2020
No Meetings Held

President's Report

Andy Byford, President



NYCT President Andy Byford chats with a C train customer on his way to making station visits on the Upper West Side of Manhattan on August 20. Byford toured the stations with Group Station Manager Sandrea Flowers and District Customer Service Manager Cynthia Davis.

September 2019 President's Commentary

The recent announcement of a record $40B 2020 – 2024 Capital Plan for New York City Transit is fantastic news for New Yorkers and our eight million daily riders.

The draft plan addresses head on the priorities that we know need to be addressed, namely: expedited resignaling of the subway and other infrastructure upgrades; new vehicles and technology to reimagine our bus network and; massive acceleration of accessibility upgrades to give all New Yorkers access to the subway.

Consistent with Governor Cuomo's direction, this plan will focus on the key enablers towards a truly world-class transit system for New York City. The Transit element of the plan represents months of hard work to get to this point and I wish to place on record my thanks to my team for all their input.

The hard work starts now. Subject to Board approval, we will have the capital funding to make our plan a reality and we should not underestimate the scale of the challenge. But, working with other MTA colleagues and with elected officials and their communities, we will deliver on our mandate.

In parallel, we must continue to improve everyday transit service right now, and to that end, I am immensely proud of our Subways and Operations Planning teams for a further improvement in subway on-time performance. The August figure of 84% weekday punctuality marks a six-year high and is supported by positive movement in every other major service metric. Huge focus is being applied to other Subways metrics, specifically elevator and escalator reliability and availability.

In a further positive development, Transit successfully launched the new F Express giving South Brooklyn residents a faster ride into Manhattan on two peak direction services each weekday. This service came about through fresh thinking from a Transit team that has been progressively rebuilt over the past year and a half and was very well received by riders and elected officials from the benefitting communities.

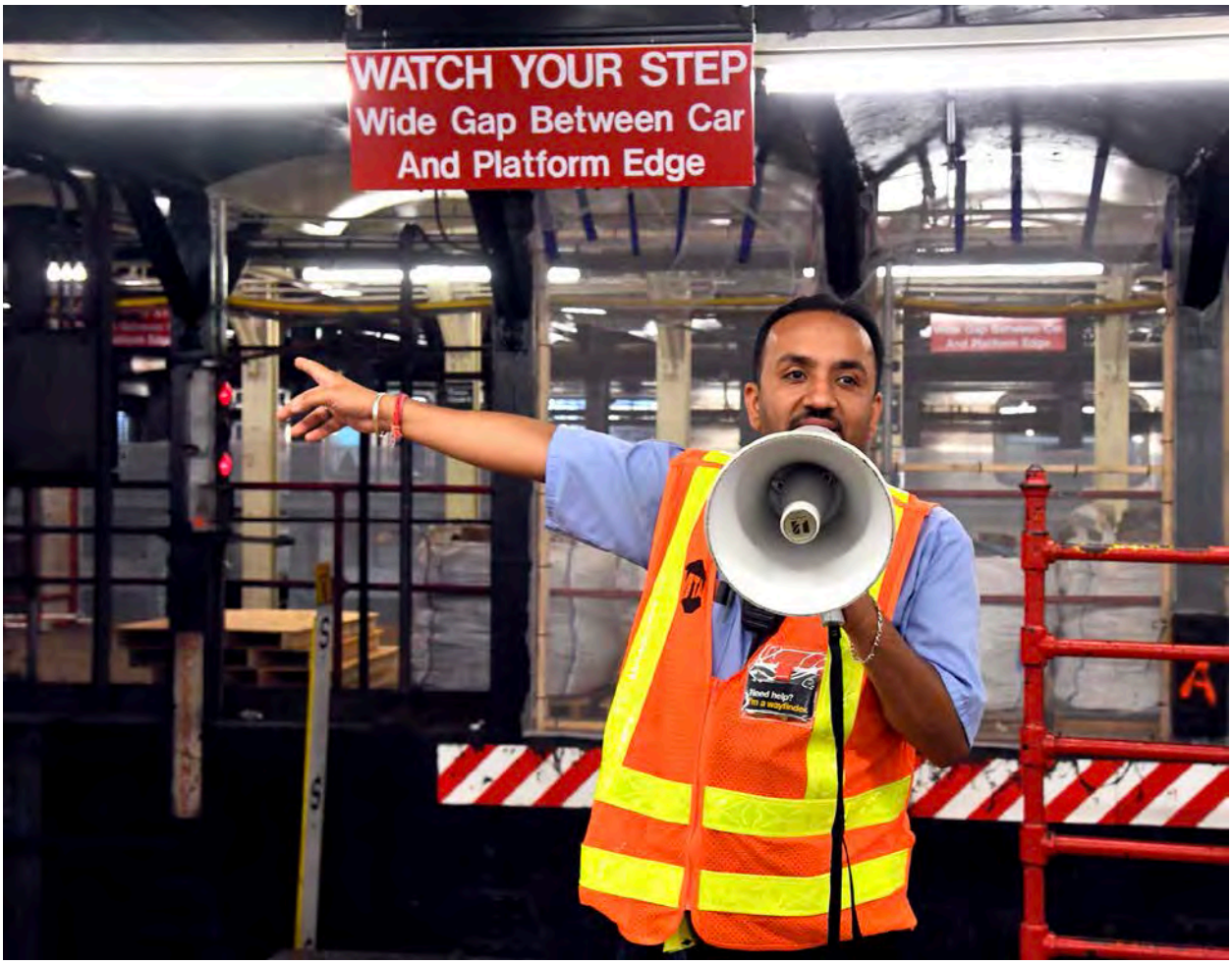
On buses, the team has produced a Bus Master Plan that pulls together the combined initiatives of the Transit Fast Forward Bus Plan and the City's Better Bus Plan. I specifically asked for this to provide a tracking mechanism for quarterly corridor improvements. Key to our plans are the ongoing borough redesigns, now virtually finalized in the Bronx and making good progress in Queens.

Finally, our Systemwide Accessibility team continues to make excellent progress on its work to survey every station for the cost and complexity of making them accessible. That work is virtually complete and has been invaluable in informing the draft Capital Plans goal of making 70 more stations accessible over the next five years (including four accelerated under the current Capital Plan). The next few weeks will see more progress made by the Accessibility team as we seek further ways to effect rapid improvement in the service we offer.

Andy Byford
President

Customer Service Report: Subways

Sally Librera, Senior Vice President
Department of Subways



The 42 St Shuttle project is underway and station Wayfinders are providing support for customers to help them navigate the service changes. The plan modernizes the shuttle, making it fully accessible to ADA standards through a complete rebuild that includes updated track configurations, new platforms and terminals at both Grand Central and Times Square. Using a phased approach, service will continue for customers until the project's completion in 2022.

September 2019 Highlights: Department of Subways

I am pleased to report continued progress in improving subway performance over the summer, including the 12th consecutive month of achieving our delay reduction targets. Subway performance in July and August continued to show improvements, despite several challenging days in July. In the month of August, we reached several new milestones in performance. Weekday Major Incidents, Service Delivered, Additional Train Time, and Customer Journey Time Performance were all the best since they were introduced in 2015. Weekday delays decreased by more than half to the lowest level since June 2013, while weekday on-time performance (OTP) was the highest since April 2013. OTP improved on every line in the system, with an average 25% improvement on lettered B Division lines and an average 18.5% improvement on numbered A Division lines. In August 2019, 11 out of 20 non-shuttle lines had OTP above 80%, while only the L line was above 80% in August 2018. While it is likely that performance will fluctuate somewhat from month-to-month, the unprecedented work of the Subway Action Plan and the cultural shifts driven by a year of Save Safe Seconds and the long-term vision of Fast Forward have set a new baseline of performance – and a commitment to continuous improvement – that we expect to continue.

This summer marked one year of the Save Safe Seconds campaign, which has engaged the Subways team in an all-out effort to improve performance. The efforts of our SPEED unit have resulted in the recalibration of hundreds of signal timers to allow operators to confidently run at posted speeds. This team has also successfully implemented over 150 changes in speed limits throughout the system, with dozens more either approved or under review. Conductors and Wayfinders work to provide information to customers in stations and keep trains moving without delay. Our Maintenance of Way teams work closely with Service Delivery to make strategic decisions on how best to respond to incidents – for example, whether to make temporary repairs to get service moving during rush hour and returning to make permanent repairs when fewer trains are running. And all Subways employees receive regular updates on our progress and are encouraged to share their thoughts on how we can improve. All of these efforts together have resulted in real travel time reductions for our customers – consistent with the trend that began earlier this year, average running time was lower this year than last for nearly every line in the system.

Another major accomplishment this summer was an improvement in the reliability of our subway car fleet, and particularly the air conditioning systems. Overall MDBF increased nearly 8% compared to last August, while our new technology cars reached a 12-month average MDBF of 208,072, the highest in over six years. The Car Equipment team committed to improving air conditioning reliability for the comfort of our customers and implemented several management strategies to monitor performance and rapidly address any issues as they were found. The result was a 30% reduction in the number of “hot cars” compared to last year and over 98% of cars found with comfortable temperatures during weekly inspections.

The summer also saw significant strides to improve accessibility in the subway system. In addition to other upgrades and repairs along the N line in Brooklyn, we opened new elevators at the New Utrecht Av N and 62 St D stations, making both stations and the transfer passageway between them, accessible to all. We also began work on the 42 St Shuttle project, which will fully modernize the shuttle, which was part of the original subway opened in 1904. When

complete, the entire Times Square station complex, the busiest in our system, will be fully accessible and the shuttle will operate from one large platform in place of the three used today.

The Subways team has come a long way, and was able to show that July's challenging days were an anomaly in an otherwise strong trend of improving service. I am proud to be part of a team that is ready to rise to any such challenge.

Sally Librera
Senior Vice President, Department of Subways

Subway Report (Weekday & Full Month)

Subway Report Performance Indicators						
Performance Indicator	**August 2019**			**12-Month Average**		
	This Year	**Last Year**	**% Change**	**This Year**	**Last Year**	**% Change**
Weekday Customer-Focused Metrics						
Weekday Major Incidents (Chart 1) Unplanned incidents delaying 50+ trains	**38**	**62**	**-38.7%**	**50.4**	**69.5**	**-27.5%**
Weekday Service Delivered (Chart 3) % of scheduled trains operated Weekday rush hours (7-10a and 4-7p)	**97.0%**	**95.8%**	**+1.3%**	**96.2%**	**94.5%**	**+1.8%**
Additional Platform Time (h:mm:ss) (Chart 7) Average added time spent waiting for trains, compared with scheduled wait time	**0:01:10**	**0:01:17**	**-9.1%**	**0:01:14**	**0:01:20**	**-7.5%**
Additional Train Time (h:mm:ss) (Chart 9) Average additional unanticipated time spent onboard train compared to scheduled travel time	**0:00:41**	**0:01:14**	**-44.6%**	**0:01:00**	**0:01:25**	**-29.4%**
Customer Journey Time Performance (Chart 11) % of customers whose journeys are completed within five minutes of schedule.	**85.4%**	**80.0%**	**+6.7%**	**82.3%**	**78.9%**	**+4.3%**
Inputs to Operations						
Mean Distance Between Failures (Chart 13) Revenue car miles divided by the number of delays attributed to car-related causes	**122,302**	**113,319**	**+7.9%**	**125,319**	**122,334**	**+2.4%**
Elevator Availability* (Chart 14) % of time elevators are operational systemwide	**94.4%**	**96.1%**	**-1.8%**	**96.6%**	**96.3%**	**+0.3%**
Escalator Availability* (Chart 14) % of time escalators are operational systemwide	**87.1%**	**93.8%**	**-7.1%**	**90.0%**	**94.2%**	**-4.5%**
Weekday Legacy Indicators						
Weekday Wait Assessment (Chart 15)	**76.2%**	**71.7%**	**+6.3%**	**73.9%**	**70.3%**	**+5.1%**
Weekday Terminal On-Time Performance (Chart 17)	**84.0%**	**68.8%**	**+22.1%**	**76.7%**	**64.8%**	**+18.4%**
Weekday Trains Delayed (Chart 19)	**28,870**	**60,211**	**-52.1%**	**40,531**	**61,806**	**-34.4%**

* 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.)

Note: The metrics in this report are preliminary.

Subway Report (Weekend)

Subway Report Performance Indicators						
Performance Indicator	August 2019			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Weekend Customer-Focused Metrics						
Weekend Major Incidents (Chart 2) Unplanned incidents delaying 50+ trains	3	9	-66.7%	5.6	8.5	-34.1%
Weekend Service Delivered (Chart 5) % of scheduled trains operated during Weekends (10a-6p)	98.9%	97.5%	+1.4%	98.4%	96.4%	+2.1%
Weekend Legacy Indicators						
Weekend Wait Assessment (Chart 16)	82.5%	77.9%	+5.9%	81.1%	76.2%	+6.4%
Weekend Terminal On-Time Performance (Chart 18)	85.7%	70.8%	+21.0%	80.8%	67.0%	+20.6%
Weekend Trains Delayed (Chart 20)	7,011	13,680	-48.8%	9,692	17,559	-44.8%

Subway Report (Staten Island Railway)

Subway Report Performance Indicators						
Performance Indicator	August 2019			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
On-Time Performance						
24 Hour On-Time Performance % of scheduled trains arriving within six minutes of their scheduled arrival time during a 24-hour period	96.1%	97.9%	-1.8%	95.6%	96.3%	-0.7%
AM Rush On-Time Performance % of scheduled trains arriving within six minutes of their scheduled arrival time	100.0%	99.5%	+0.5%	96.8%	96.6%	+0.2%
PM Rush On-Time Performance % of scheduled trains arriving within six minutes of their scheduled arrival time	94.4%	99.8%	-5.4%	94.7%	95.3%	-0.6%
Percentage of Completed Trips						
Percentage of Completed Trips	99.5%	100.0%	-0.5%	99.6%	99.8%	-0.2%
Mean Distance Between Failures						
Mean Distance Between Failures Revenue car miles divided by the number of delays attributed to car-related causes	54,923	225,984	-75.7%	99,505	59,843	+66.3%

Note: The metrics in this report are preliminary.

Section 1: Customer-Focused Metrics

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

Performance Indicator Definitions

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

Service Delivered (Weekday and Weekend)
Measures NYCT's ability to deliver the service that's scheduled. Service Delivered is measured along the busiest part of the line, which reflects service across the entire line, and is reported as the percentage of scheduled trains that are provided during the following times:

- Weekday Peak Hours – 7 a.m. to 10 a.m. and 4 p.m. to 7 p.m.
- Weekends - 10 a.m. to 6 p.m.

Additional Platform Time (APT)
The average added time that customers spend waiting on the platform for a train, compared with their scheduled wait time. Additional Platform Time is measured using a combination of customers' MetroCard entry data into stations and train departure times from those stations, using information from the real-time train tracking technologies that provide train arrival information.

Additional Train Time (ATT)
The average additional unanticipated time customers spend onboard the train due to various service issues. Additional Train Time is measured using a combination of customers' MetroCard entry data into their starting stations and customers' arrival times at their destination stations, using information from the real-time train tracking technologies that provide train arrival information.

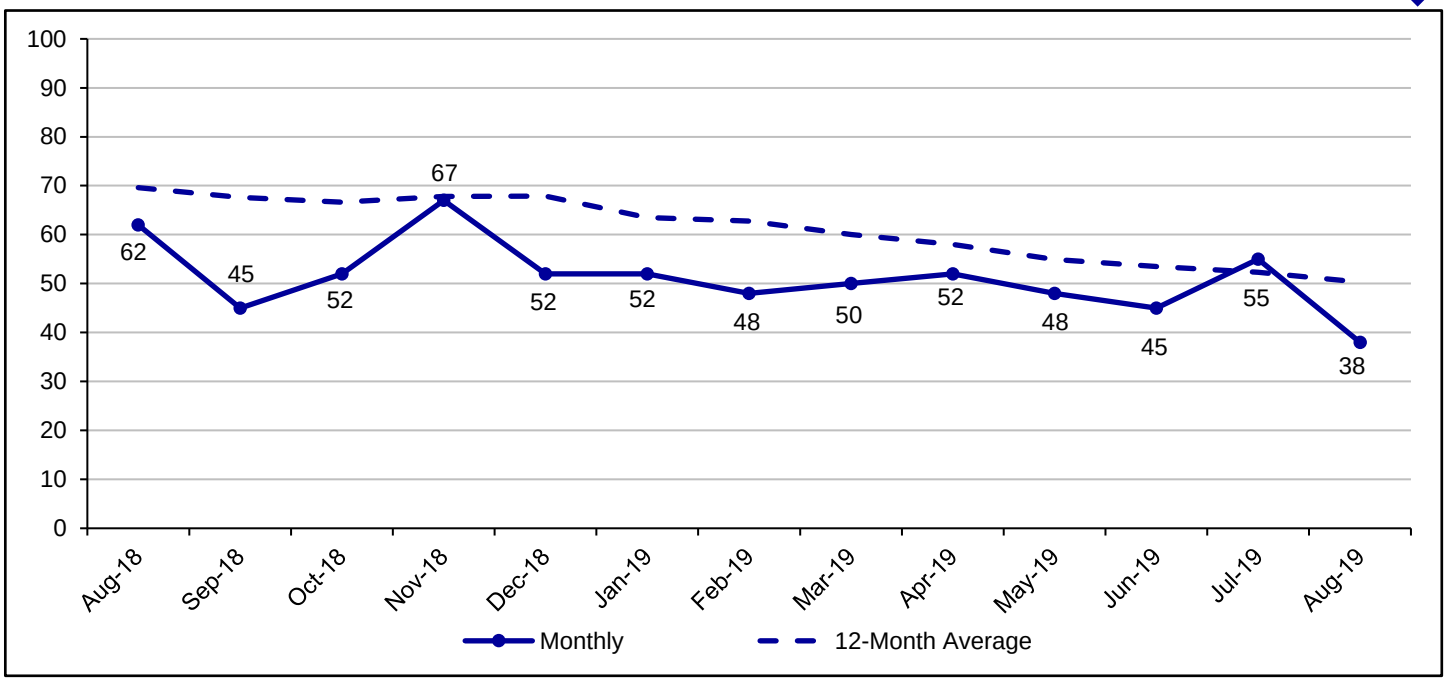
Customer Journey Time Performance (CJTP)
The percentage of customers whose journeys (waiting and travel time) are completed within five minutes of their scheduled journey time.

APT, ATT, and CJTP use ATS-A data (historical data available) for the A Division and beacon data calibrated with other sources for the B Division. B Division data is not available prior to March 2017. These are beta metrics and may change with further development.

Note: The metrics in this report are preliminary.

Subway Weekday Major Incidents
(24 hours)

Desired trend



	Monthly			12-Month Average		
Categories	**Aug 19**	**Aug 18**	**% Change**	**Aug 19**	**Aug 18**	**% Change**
Track	10	12	-16.7%	7.9	14.3	-44.8%
Signals	10	27	-63.0%	16.7	21.8	-23.4%
Persons on Trackbed/Police/Medical	10	8	+25.0%	12.6	13.8	-8.7%
Stations & Structures	2	5	-60.0%	2.1	6.1	-65.6%
Subway Car	2	5	-60.0%	4.3	4.1	+4.9%
Other	4	5	-20.0%	6.8	9.4	-27.7%
Subdivision A	**22**	**25**	**-12.0%**	**24.2**	**32.6**	**-25.8%**
Subdivision B	**16**	**37**	**-56.8%**	**26.2**	**36.9**	**-29.0%**
Systemwide	**38**	**62**	**-38.7%**	**50.4**	**69.5**	**-27.5%**
Avg Incident Duration (h:mm:ss)	0:27:42	0:21:06	+31.3%	0:15:54	0:17:12	-7.5%
Avg Trains Delayed per Incident	99	109	-9.2%	102	105	-2.9%

Major Incidents Discussion

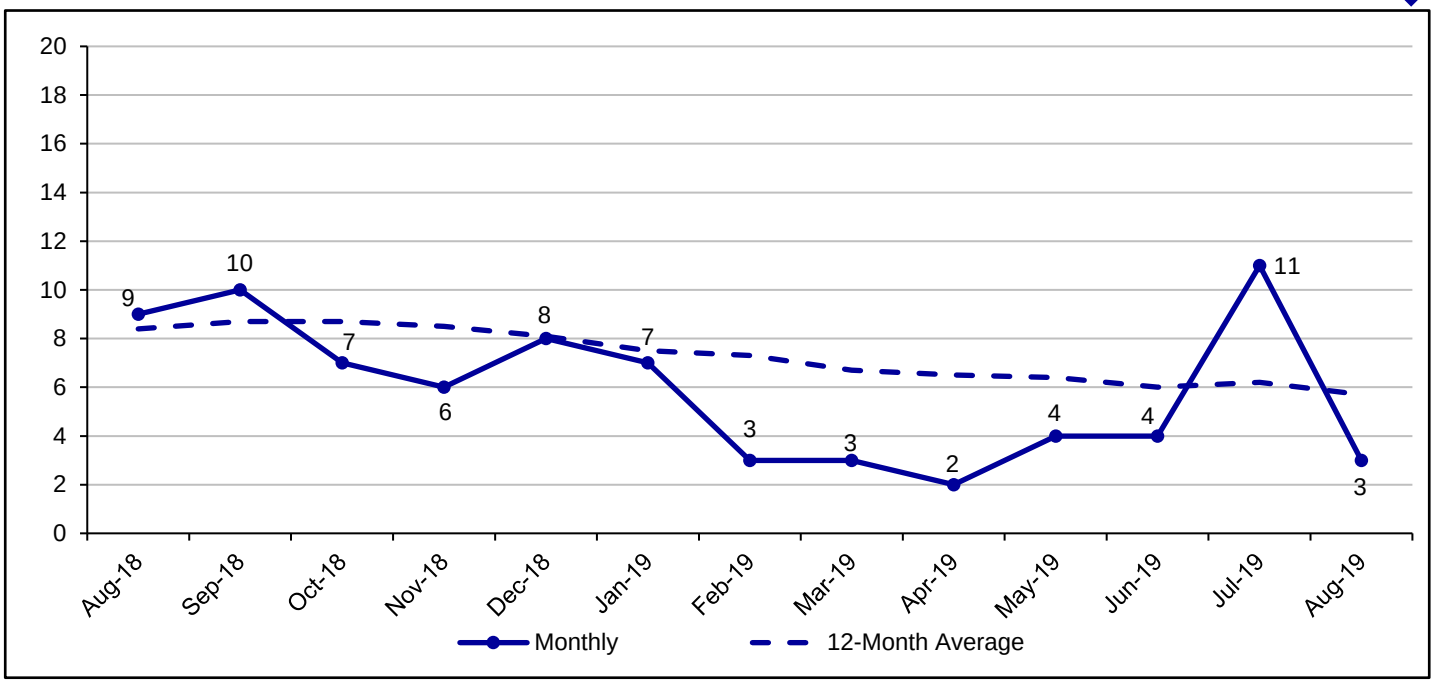
- There were 38 weekday major incidents in August, a new low since 2015, when historical data for this metric begins. This is a reduction of 24 compared to one year ago, and a decrease of 17 compared to July 2019.
- There were only 10 Signals major incidents, a decrease of 63% from last August and the lowest since 2015, when historical data for this metric begins.
- The only category with an increase from last August was Persons on Trackbed/Police/Medical.

Chart 1

Note: The metrics in this report are preliminary.

Subway Weekend Major Incidents
(24 hours)

Desired trend ↓



	Monthly			12-Month Average		
Categories	**Aug 19**	**Aug 18**	**% Change**	**Aug 19**	**Aug 18**	**% Change**
Track	1	1	0.0%	1.0	1.3	-23.1%
Signals	1	6	-83.3%	1.1	2.8	-60.7%
Persons on Trackbed/Police/Medical	1	1	0.0%	1.0	1.3	-23.1%
Stations & Structure	0	1	-100.0%	0.6	1.3	-53.8%
Subway Car	0	0	N/A	0.2	0.1	+100.0%
Other	0	0	N/A	1.8	1.7	+5.9%
Subdivision A	**1**	**4**	**-75.0%**	**2.3**	**3.8**	**-39.5%**
Subdivision B	**2**	**5**	**-60.0%**	**3.3**	**4.7**	**-29.8%**
Systemwide	**3**	**9**	**-66.7%**	**5.6**	**8.5**	**-34.1%**
Avg Incident Duration (h:mm:ss)	0:26:00	0:07:54	+229.1%	0:15:00	0:19:42	-23.9%
Avg Trains Delayed per Incident	92	74	+24.3%	98	93	+5.4%

Major Incidents Discussion

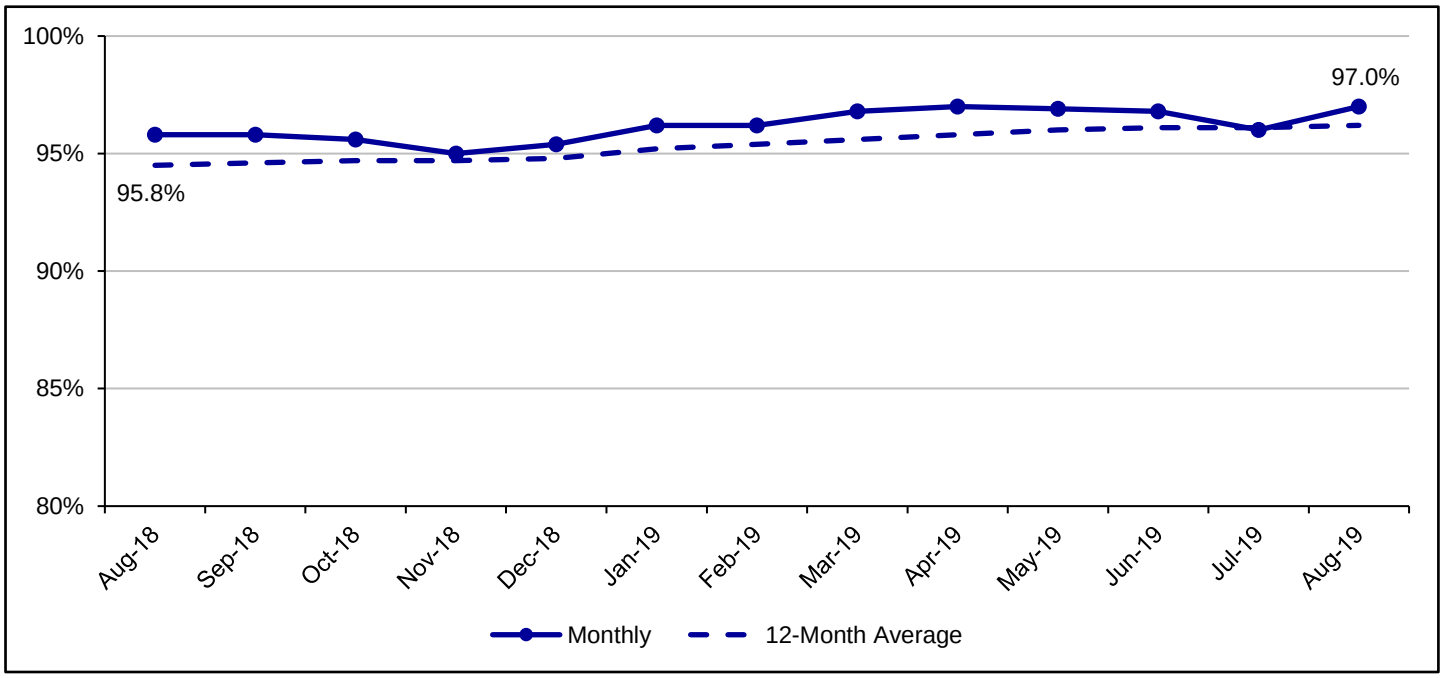
- Weekend major incidents decreased by 6 from August 2018 and were below the 12-month average.
- This averaged less than one major incident per weekend, consistent with every month since February 2019 except July.

Chart 2

Note: The metrics in this report are preliminary.

Subway Weekday % Service Delivered
(Peak Hours)

Desired trend ↑



	Monthly			12-Month Average		
	Aug 19	**Aug 18**	**% Change**	**Aug 19**	**Aug 18**	**% Change**
Subdivision A	96.8%	94.8%	+2.1%	95.6%	92.6%	+3.2%
Subdivision B	97.2%	96.5%	+0.7%	96.7%	95.9%	+0.8%
Systemwide	**97.0%**	**95.8%**	**+1.3%**	**96.2%**	**94.5%**	**+1.8%**

Weekday Service Delivered Discussion

- Service Delivered was 97.0%, an increase of 1.3% compared to the prior year and an increase of 1.0% compared to the prior month.
- This was the highest weekday Service Delivered since 2015, when historical data for this metric begins.
- The largest improvement was on the 7 Line, due in part to newly installed CBTC signaling, which has increased reliability.

Chart 3

Note: The metrics in this report are preliminary.

Subway Weekday % Service Delivered

Monthly

(Peak Hours)

Desired trend ↑

Line	Aug 19	Aug 18	% Change
1	99.3%	97.4%	**+2.0%**
2	96.6%	97.0%	**-0.4%**
3	96.1%	96.8%	**-0.7%**
4	94.7%	93.5%	**+1.3%**
5	96.4%	93.2%	**+3.4%**
6	97.2%	92.9%	**+4.6%**
7	95.6%	89.5%	**+6.8%**
S 42nd	99.4%	99.1%	**+0.3%**
Subdivision A	**96.8%**	**94.8%**	**+2.1%**
A	96.4%	95.1%	**+1.4%**
B	97.9%	97.6%	**+0.3%**
C	96.0%	96.0%	**0.0%**
D	99.0%	97.4%	**+1.6%**
E	95.3%	93.6%	**+1.8%**
F	97.4%	97.6%	**-0.2%**
S Fkln	100.0%	98.2%	**+1.8%**
G	102.2%	102.1%	**+0.1%**
S Rock	100.4%	99.4%	**+1.0%**
JZ	99.1%	97.9%	**+1.2%**
L	96.9%	98.6%	**-1.7%**
M	95.1%	93.6%	**+1.6%**
N	97.5%	95.3%	**+2.3%**
Q	97.5%	96.2%	**+1.4%**
R	95.2%	96.1%	**-0.9%**
W	96.3%	95.0%	**+1.4%**
Subdivision B	**97.2%**	**96.5%**	**+0.7%**
Systemwide	**97.0%**	**95.8%**	**+1.3%**

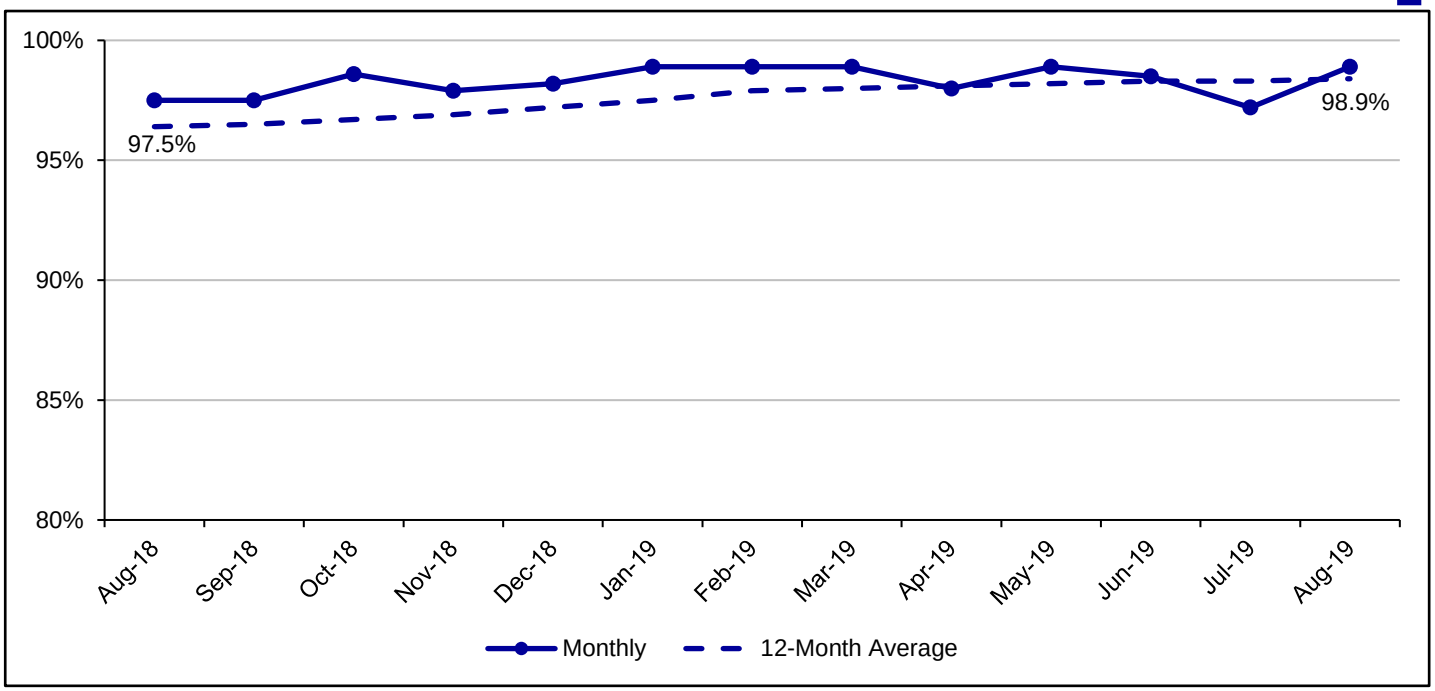
Chart 4

Note: The metrics in this report are preliminary.

Subway Weekend % Service Delivered

(10 a.m. to 6 p.m.)

Desired trend



	Monthly			12-Month Average		
	Aug 19	**Aug 18**	**% Change**	**Aug 19**	**Aug 18**	**% Change**
Subdivision A	98.7%	96.1%	+2.7%	98.1%	94.9%	+3.4%
Subdivision B	98.9%	98.5%	+0.4%	98.6%	97.4%	+1.2%
Systemwide	**98.9%**	**97.5%**	**+1.4%**	**98.4%**	**96.4%**	**+2.1%**

Weekend Service Delivered Discussion

- August 2019 weekend Service Delivered improved by 1.4% year-over-year, and the 12-month average improved 2.1%.

Chart 5

Note: The metrics in this report are preliminary.

Subway Weekend % Service Delivered

Monthly

(10 a.m. to 6 p.m.)

Desired trend ↑

Line	Aug 19	Aug 18	% Change
1	98.2%	98.3%	**-0.1%**
2	97.8%	95.5%	**+2.4%**
3	N/A	97.6%	**N/A**
4	97.9%	92.7%	**+5.6%**
5	99.5%	94.9%	**+4.8%**
6	99.0%	97.1%	**+2.0%**
7	99.3%	94.5%	**+5.1%**
S 42nd	99.4%	99.8%	**-0.4%**
Subdivision A	**98.7%**	**96.1%**	**+2.7%**
A	98.8%	97.2%	**+1.6%**
C	96.2%	98.0%	**-1.8%**
D	100.8%	100.9%	**-0.1%**
E	98.6%	98.3%	**+0.3%**
F	98.9%	99.9%	**-1.0%**
S Fkln	98.0%	99.3%	**-1.3%**
G	99.7%	99.0%	**+0.7%**
S Rock	99.4%	98.7%	**+0.7%**
JZ	99.4%	99.3%	**+0.1%**
L	97.2%	97.6%	**-0.4%**
M	97.4%	97.2%	**+0.2%**
N	99.5%	95.8%	**+3.9%**
Q	99.7%	99.8%	**-0.1%**
R	99.8%	98.7%	**+1.1%**
Subdivision B	**98.9%**	**98.5%**	**+0.4%**
Systemwide	**98.9%**	**97.5%**	**+1.4%**

Note: B and W lines do not operate on weekends.
Because of planned work, the 3 line ran on only one weekend day in August 2019, and is excluded from Service Delivered.

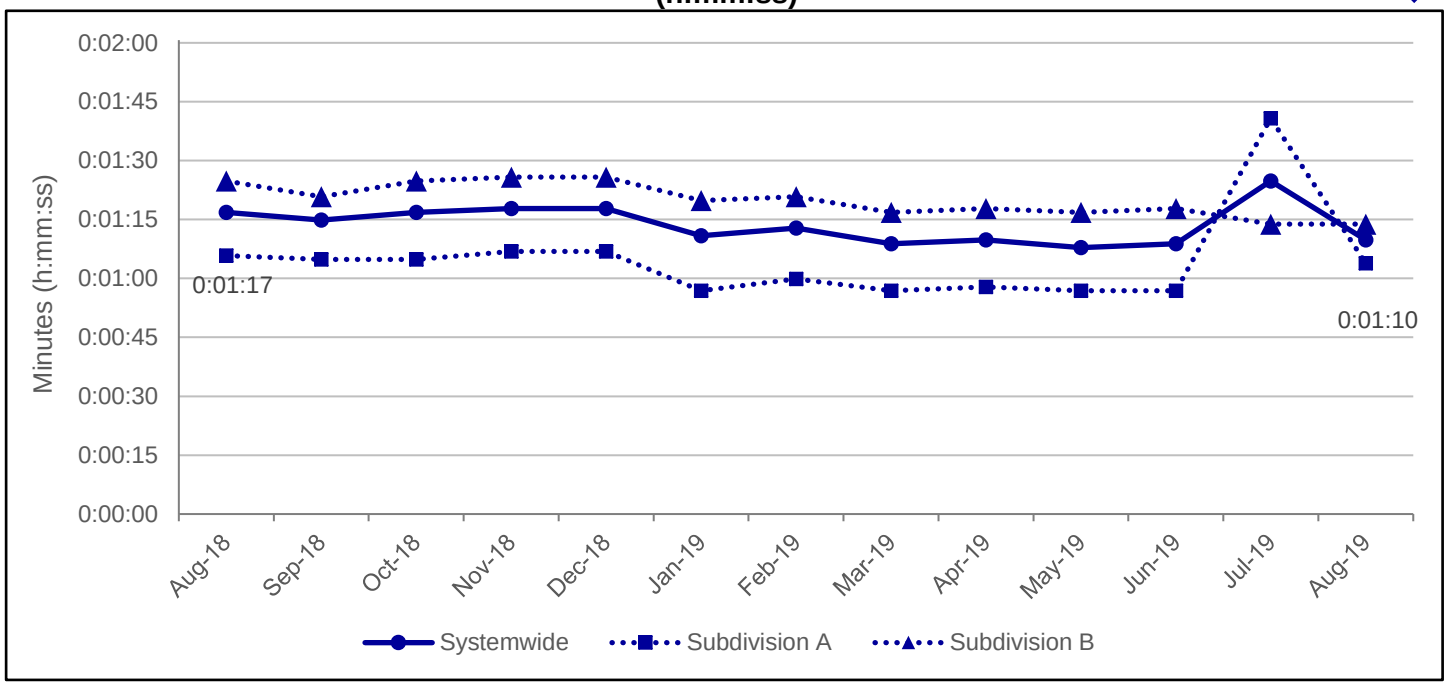
Chart 6

Note: The metrics in this report are preliminary.

Subway Weekday Average Additional Platform Time

Monthly (6 a.m. - midnight)
(h:mm:ss)

Desired trend



	Monthly			12-Month Average		
	Aug 19	**Aug 18**	**% Change**	**Aug 19**	**Aug 18**	**% Change**
Subdivision A	0:01:04	0:01:06	-3.0%	0:01:05	0:01:09	-5.8%
Subdivision B	0:01:14	0:01:25	-12.9%	0:01:20	0:01:27	-8.0%
Systemwide	**0:01:10**	**0:01:17**	**-9.1%**	**0:01:14**	**0:01:20**	**-7.5%**

Additional Platform Time Discussion

- Weekday Additional Platform Time (APT) improved by 9.1% compared to August 2018 and improved 7.5% in the 12-month average.
- The L and 7 lines had significant increases in APT due to multiple major incidents on these lines that affected rush hour service.
- Every other non-shuttle line had improved APT or an increase of no more than eight seconds.

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.

Chart 7

Note: The metrics in this report are preliminary.

Subway Weekday Average Additional Platform Time

Monthly (6 a.m. - midnight)

(h:mm:ss)

Desired trend ↓

Line	Aug 19	Aug 18	% Change
1	0:00:47	0:01:08	**-30.9%**
2	0:01:14	0:01:15	**-1.3%**
3	0:01:07	0:00:59	**+13.6%**
4	0:00:54	0:01:04	**-15.6%**
5	0:01:02	0:01:09	**-10.1%**
6	0:00:51	0:01:02	**-17.7%**
7	0:01:48	0:01:14	**+45.9%**
S 42nd	0:00:35	0:00:27	**+29.6%**
Subdivision A	**0:01:04**	**0:01:06**	**-3.0%**
A	0:01:04	0:01:21	**-21.0%**
B	0:01:25	0:01:36	**-11.5%**
C	0:01:42	0:01:40	**+2.0%**
D	0:01:17	0:01:43	**-25.2%**
E	0:01:02	0:01:17	**-19.5%**
F	0:01:22	0:01:26	**-4.7%**
S Fkln	0:00:28	0:00:38	**-26.3%**
G	0:01:09	0:01:08	**+1.5%**
S Rock	0:00:40	0:00:28	**+42.9%**
JZ	0:01:03	0:01:33	**-32.3%**
L	0:01:30	0:00:47	**+91.5%**
M	0:01:33	0:01:42	**-8.8%**
N	0:00:58	0:01:29	**-34.8%**
Q	0:01:04	0:01:31	**-29.7%**
R	0:01:17	0:01:36	**-19.8%**
W	0:00:48	0:01:01	**-21.3%**
Subdivision B	**0:01:14**	**0:01:25**	**-12.9%**
Systemwide	**0:01:10**	**0:01:17**	**-9.1%**

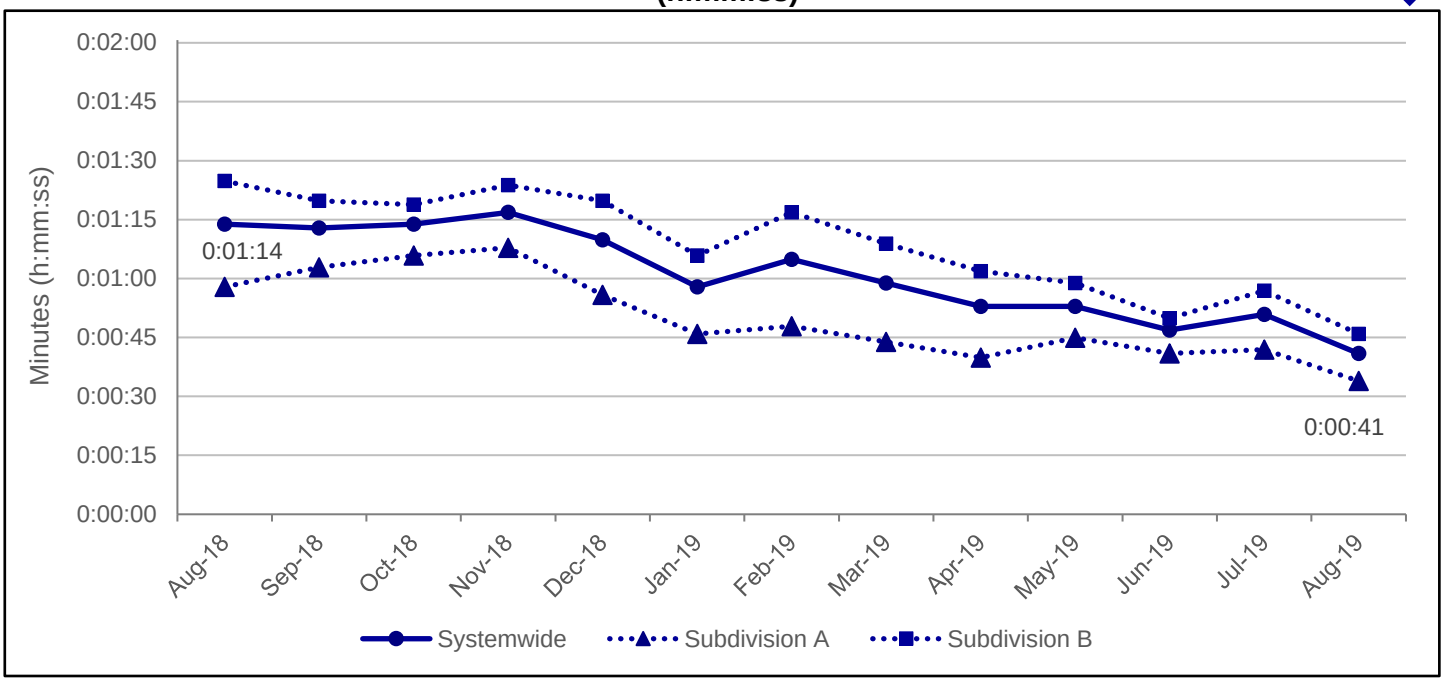
Chart 8

Note: The metrics in this report are preliminary.

Subway Weekday Average Additional Train Time

Monthly (6 a.m. - midnight)
(h:mm:ss)

Desired trend



	Monthly			12-Month Average		
	Aug 19	**Aug 18**	**% Change**	**Aug 19**	**Aug 18**	**% Change**
Subdivision A	0:00:34	0:00:58	-41.4%	0:00:49	0:01:22	-40.2%
Subdivision B	0:00:46	0:01:25	-45.9%	0:01:07	0:01:27	-23.0%
Systemwide	**0:00:41**	**0:01:14**	**-44.6%**	**0:01:00**	**0:01:25**	**-29.4%**

Additional Train Time Discussion

- Additional Train Time (ATT) improved by 33 seconds from last August, while the 12-month average improved 25 seconds year-over-year.
- This was a new best since 2015, when historical data for this metric begins.
- Every line had improved ATT except the L, which increased to only six seconds, and the 42 St Shuttle, which was unchanged.
- The consistent improvements in ATT indicate that service has become faster with Save Safe Seconds efforts to update signal timers and speed limits throughout the system.

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.

Chart 9

Note: The metrics in this report are preliminary.

Subway Weekday Average Additional Train Time

Monthly (6 a.m. - midnight)

(h:mm:ss)

Desired trend ↓

Line	Aug 19	Aug 18	% Change
1	0:00:48	0:01:03	**-23.8%**
2	0:00:33	0:01:03	**-47.6%**
3	0:00:25	0:00:38	**-34.2%**
4	0:00:26	0:00:51	**-49.0%**
5	0:00:19	0:00:51	**-62.7%**
6	0:00:38	0:00:52	**-26.9%**
7	0:00:39	0:01:28	**-55.7%**
S 42nd	0:00:27	0:00:27	**0.0%**
Subdivision A	**0:00:34**	**0:00:58**	**-41.4%**
A	0:00:55	0:01:50	**-50.0%**
B	0:01:06	0:01:37	**-32.0%**
C	0:00:38	0:01:11	**-46.5%**
D	0:00:54	0:01:55	**-53.0%**
E	0:00:19	0:01:19	**-75.9%**
F	0:00:56	0:01:24	**-33.3%**
S Fkln	0:00:40	0:00:39	**+2.6%**
G	0:00:29	0:00:59	**-50.8%**
S Rock	0:00:17	0:00:43	**-60.5%**
JZ	0:01:23	0:02:12	**-37.1%**
L	0:00:06	-0:00:01	**N/A**
M	0:00:57	0:01:19	**-27.8%**
N	0:00:32	0:01:57	**-72.6%**
Q	0:01:05	0:01:48	**-39.8%**
R	0:00:47	0:01:13	**-35.6%**
W	0:00:35	0:00:54	**-35.2%**
Subdivision B	**0:00:46**	**0:01:25**	**-45.9%**
Systemwide	**0:00:41**	**0:01:14**	**-44.6%**

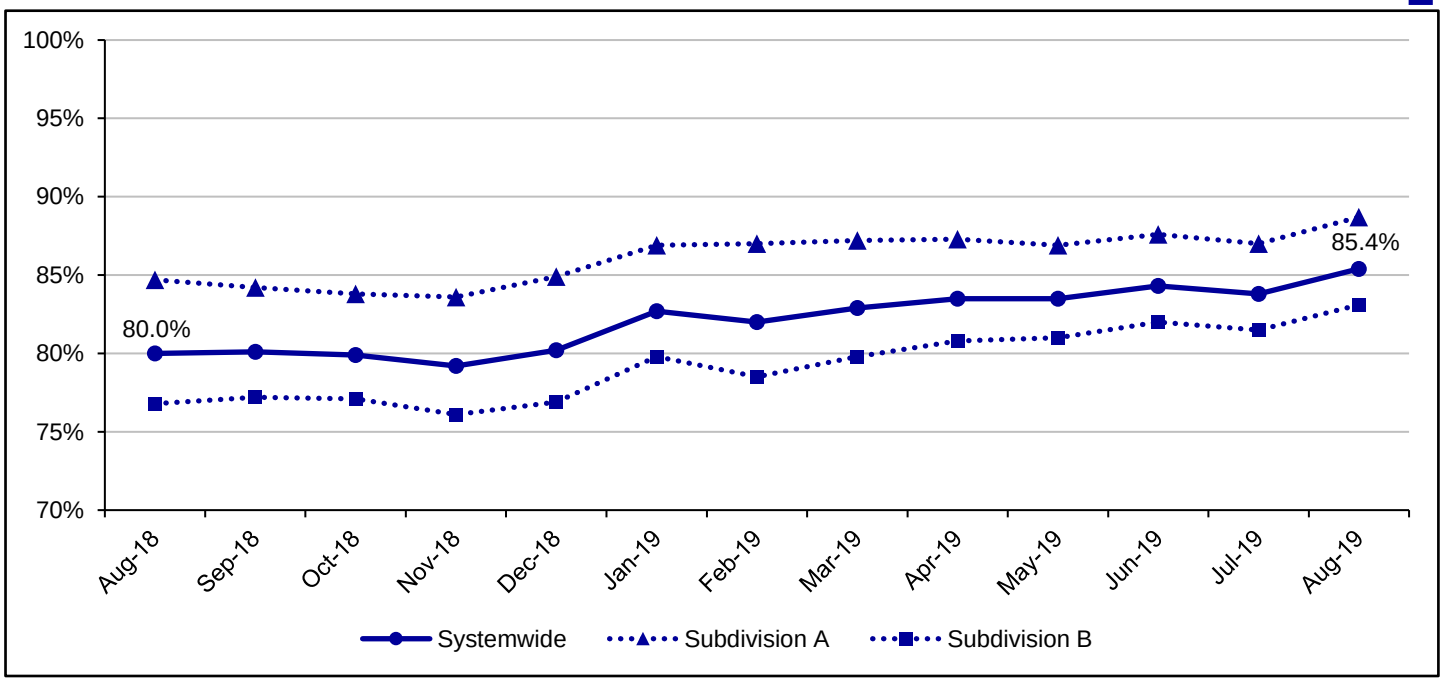
Chart 10

Note: The metrics in this report are preliminary.

Subway Customer Journey Time Performance

Monthly (6 a.m. - midnight)

Desired trend



	Monthly			12-Month Average		
	Aug 19	**Aug 18**	**% Change**	**Aug 19**	**Aug 18**	**% Change**
Subdivision A	88.7%	84.7%	+4.7%	86.3%	82.4%	+4.7%
Subdivision B	83.1%	76.8%	+8.2%	79.5%	76.3%	+4.2%
Systemwide	**85.4%**	**80.0%**	**+6.7%**	**82.3%**	**78.9%**	**+4.3%**

Weekday Customer Journey Time Performance Discussion

- Weekday Customer Journey Time Performance (CJTP) showed significant improvement in both divisions.
- CJTP of 85.4% improved by 6.7% compared to the prior year and improved by 1.9% compared to the prior month.

Chart 11

Note: The metrics in this report are preliminary.

Subway Customer Journey Time Performance

Monthly

(6 a.m. - midnight)

Desired trend ↑

Line	Aug 19	Aug 18	% Change
1	90.0%	84.9%	**+6.0%**
2	85.5%	81.8%	**+4.5%**
3	88.7%	87.8%	**+1.0%**
4	86.8%	83.9%	**+3.5%**
5	87.2%	83.4%	**+4.6%**
6	90.3%	86.6%	**+4.3%**
7	88.5%	80.9%	**+9.4%**
S 42nd	98.2%	98.8%	**-0.6%**
Subdivision A	**88.7%**	**84.7%**	**+4.7%**
A	82.4%	74.7%	**+10.3%**
B	78.8%	73.6%	**+7.1%**
C	80.7%	76.7%	**+5.2%**
D	80.9%	69.0%	**+17.2%**
E	86.4%	79.0%	**+9.4%**
F	80.1%	75.7%	**+5.8%**
S Fkln	94.5%	94.2%	**+0.3%**
G	87.4%	83.8%	**+4.3%**
S Rock	89.0%	93.7%	**-5.0%**
JZ	81.1%	67.4%	**+20.3%**
L	90.7%	94.4%	**-3.9%**
M	79.7%	75.1%	**+6.1%**
N	85.3%	71.1%	**+20.0%**
Q	81.1%	74.8%	**+8.4%**
R	83.4%	76.1%	**+9.6%**
W	89.7%	86.0%	**+4.3%**
Subdivision B	**83.1%**	**76.8%**	**+8.2%**
Systemwide	**85.4%**	**80.0%**	**+6.7%**

Chart 12

Note: The metrics in this report are preliminary.

Section 2: Inputs to Operations

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

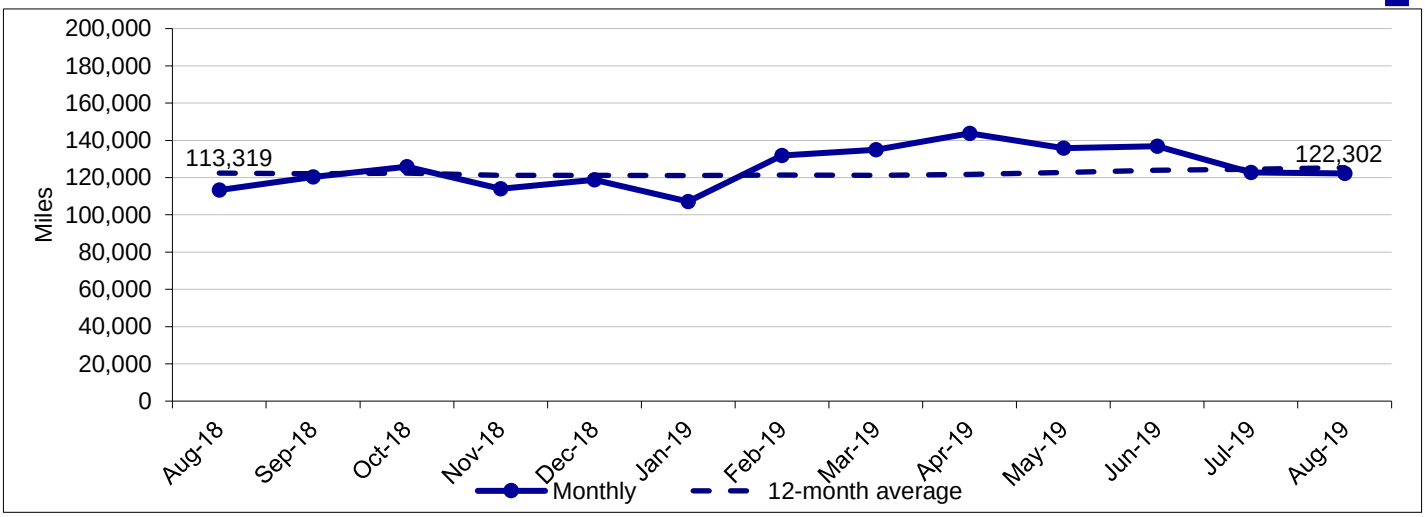
Performance Indicator Definitions

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

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

Subway Mean Distance Between Failures

Desired trend



	# of Cars	Monthly Aug '19	Monthly Aug '18	% Change
Subdivision A	2,895	163,900	146,439	**+11.9%**
Subdivision B	3,761	103,922	97,317	**+6.8%**
Systemwide	**6,656**	**122,302**	**113,319**	**+7.9%**

Car Class	# of Cars	12-Month Average Aug '19	12-Month Average Aug '18	% Change
R32	222	30,665	31,181	**-1.7%**
R42	50	29,640	30,879	**-4.0%**
R46	752	62,348	70,496	**-11.6%**
R62	315	248,698	271,912	**-8.5%**
R62A	824	115,343	104,233	**+10.7%**
R68	425	67,631	87,883	**-23.0%**
R68A	200	93,180	107,792	**-13.6%**
R142	1,030	208,222	180,568	**+15.3%**
R142A	220	108,804	68,299	**+59.3%**
R143	212	99,632	103,421	**-3.7%**
R160	1,662	254,919	249,073	**+2.3%**
R179	238	145,131	N/A	**N/A**
R188 - New	126	623,426	405,597	**+53.7%**
R188 - Conversion	380	232,277	175,331	**+32.5%**
Subdivision A	2,895	165,475	139,647	**+18.5%**
Subdivision B	3,761	106,567	112,317	**-5.1%**
Systemwide	**6,656**	**125,319**	**122,334**	**+2.4%**

MDBF Discussion

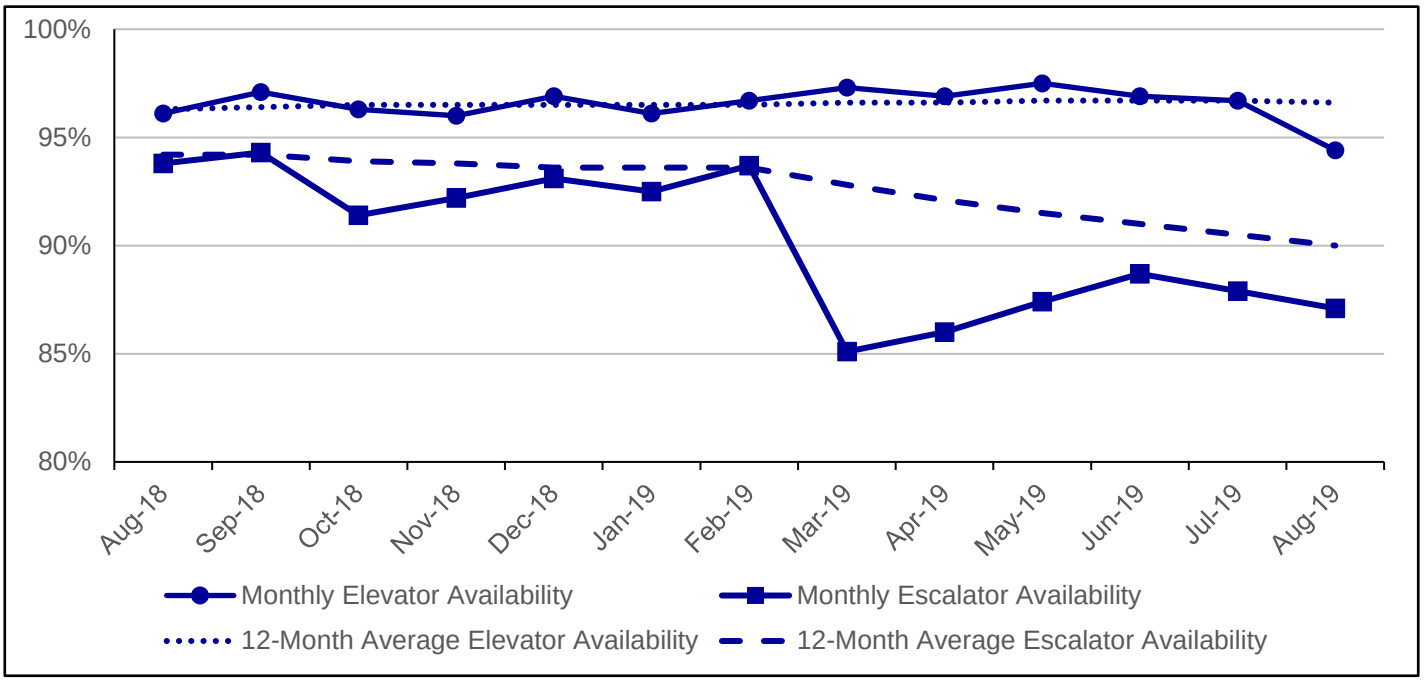
- The significant improvement in MDBF in August was due in part to more reliable air conditioning systems. This summer, there were 30% fewer “hot cars” than last summer.
- August 2019 12-month average MDBF for new technology cars was 208,072, the highest since August 2013. The NYCT fleet is now made up of 55% new technology subway cars.
- The R32 and R42 cars had the lowest MDBF as these are the oldest cars in the system.

Chart 13

Note: The metrics in this report are preliminary.

Elevator and Escalator Availability
(24 Hours)

Desired trend



	Monthly			12-Month Average		
	Aug 19	**Aug 18**	**% Change**	**Aug 19**	**Aug 18**	**% Change**
Elevator Availability	94.4%	96.1%	-1.8%	96.6%	96.3%	+0.3%
Escalator Availability	87.1%	93.8%	-7.1%	90.0%	94.2%	-4.5%

Elevator and Escalator Availability Discussion

- Elevator availability in August 2019 decreased due primarily to special safety inspections that required certain elevators to be removed from service for several days, as well as an extended outage affecting one elevator at Grand Central.
- Escalator availability remained substantially reduced as machines were removed from service as part of a systemwide inspection and repair campaign.

Chart 14

Note: The metrics in this report are preliminary.

Section 3: Legacy Indicators

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

Performance Indicator Definitions

Wait Assessment (Weekday and Weekend)
Wait Assessment is measured as the percentage of intervals between trains that are no more than the scheduled interval plus 25%. 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. This is measured from 6am 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.

Note: The metrics in this report are preliminary.

Subway Weekday Wait Assessment
(6 am - midnight)

	Aug 19					Aug 18					Desired trend ↑
	Monthly Meets	Monthly GAP			12 month Meets	Monthly Meets	Monthly GAP			12 month Meets	Monthly Standard
Line	Standard	Minor	Medium	Major	Standard	Standard	Minor	Medium	Major	Standard	% Change
1	**80.8%**	8.9%	6.4%	3.9%	77.8%	**73.5%**	10.2%	8.8%	7.6%	76.1%	**+9.9%**
2	**71.7%**	11.6%	9.2%	7.5%	70.7%	**70.7%**	10.8%	10.2%	8.3%	66.2%	**+1.4%**
3	**74.3%**	11.5%	8.5%	5.7%	73.9%	**71.8%**	11.6%	9.8%	6.8%	69.6%	**+3.5%**
4	**72.1%**	9.9%	9.2%	8.8%	70.4%	**68.8%**	10.3%	9.6%	11.3%	66.1%	**+4.8%**
5	**71.1%**	10.6%	9.2%	9.1%	68.9%	**67.8%**	11.2%	10.7%	10.3%	62.5%	**+4.9%**
6	**79.0%**	9.2%	6.5%	5.4%	74.0%	**70.4%**	9.5%	9.1%	11.0%	66.5%	**+12.2%**
7	**78.8%**	10.3%	6.5%	4.4%	74.5%	**68.2%**	11.2%	10.3%	10.3%	67.5%	**+15.5%**
S 42nd	**94.5%**	2.7%	1.7%	1.0%	94.3%	**94.0%**	3.2%	1.4%	1.5%	94.1%	**+0.5%**
Subdivision A	**76.0%**	9.9%	7.7%	6.3%	73.5%	**71.1%**	10.3%	9.4%	9.2%	68.7%	**+6.9%**
A	**71.4%**	10.0%	9.3%	9.3%	69.3%	**67.8%**	10.0%	10.2%	11.9%	66.9%	**+5.3%**
B	**77.7%**	11.4%	7.3%	3.7%	74.8%	**72.9%**	11.7%	9.2%	6.3%	72.0%	**+6.6%**
C	**76.1%**	11.9%	8.3%	3.6%	74.6%	**73.2%**	11.8%	8.8%	6.2%	70.2%	**+4.0%**
D	**76.7%**	11.4%	7.7%	4.2%	73.6%	**71.0%**	12.0%	10.8%	6.2%	71.1%	**+8.0%**
E	**73.9%**	11.2%	8.9%	6.0%	70.7%	**67.3%**	11.5%	10.9%	10.3%	66.5%	**+9.8%**
F	**71.9%**	10.3%	9.2%	8.7%	70.8%	**69.9%**	10.3%	10.1%	9.6%	68.5%	**+2.9%**
S Fkln	**98.7%**	0.6%	0.2%	0.5%	98.4%	**96.9%**	1.0%	0.4%	1.7%	97.8%	**+1.9%**
G	**81.9%**	10.8%	5.3%	2.0%	80.6%	**81.2%**	11.2%	5.6%	2.1%	80.2%	**+0.9%**
S Rock	**92.7%**	3.2%	1.9%	2.1%	94.3%	**95.2%**	2.9%	0.4%	1.6%	93.8%	**-2.6%**
JZ	**83.1%**	9.8%	5.1%	2.0%	78.8%	**75.4%**	11.2%	8.7%	4.7%	75.7%	**+10.2%**
L	**76.7%**	10.7%	7.3%	5.3%	76.8%	**78.4%**	11.3%	7.0%	3.3%	76.1%	**-2.2%**
M	**76.5%**	10.8%	7.7%	5.1%	75.4%	**73.9%**	10.6%	8.2%	7.3%	71.7%	**+3.5%**
N	**77.9%**	11.0%	7.0%	4.1%	73.1%	**67.7%**	12.3%	10.9%	9.1%	70.0%	**+15.1%**
Q	**78.1%**	10.2%	7.3%	4.3%	75.6%	**74.1%**	10.5%	8.6%	6.9%	74.8%	**+5.4%**
R	**75.1%**	11.1%	8.1%	5.7%	72.9%	**68.6%**	11.3%	10.8%	9.2%	70.0%	**+9.5%**
W	**80.5%**	10.0%	5.7%	3.8%	74.9%	**70.4%**	11.9%	9.7%	8.1%	70.2%	**+14.3%**
Subdivision B	**76.5%**	10.6%	7.6%	5.3%	74.2%	**72.2%**	11.0%	9.3%	7.5%	71.6%	**+6.0%**
Systemwide	**76.2%**	**10.3%**	**7.7%**	**5.8%**	**73.9%**	**71.7%**	**10.7%**	**9.3%**	**8.3%**	**70.3%**	**+6.3%**

Weekday Wait Assessment Discussion

- August 2019 weekday Wait Assessment improved year-over-year to 76.2%.
- The 7 line had the largest improvement due in part to the new CBTC signal system. The N and W lines also had significant improvements.

Chart 15

Note: The metrics in this report are preliminary.

Subway Weekend Wait Assessment
(6 am - midnight)

	Aug 19					Aug 18					Desired trend
	Monthly Meets	Monthly GAP			12 month Meets	Monthly Meets	Monthly GAP			12 month Meets	Monthly Standard
Line	Standard	Minor	Medium	Major	Standard	Standard	Minor	Medium	Major	Standard	% Change
1	**86.6%**	7.3%	4.2%	2.0%	88.1%	**81.3%**	9.0%	6.7%	2.9%	79.6%	**+6.5%**
2	**78.6%**	9.5%	7.2%	4.8%	74.6%	**74.9%**	11.6%	9.0%	4.6%	66.4%	**+4.9%**
3	**N/A**	N/A	N/A	N/A	N/A	**79.2%**	11.9%	5.8%	3.1%	85.3%	**N/A**
4	**75.4%**	10.7%	8.5%	5.5%	74.9%	**67.9%**	12.4%	11.0%	8.7%	66.6%	**+11.0%**
5	**86.6%**	9.1%	3.6%	0.7%	84.9%	**79.2%**	11.0%	6.3%	3.5%	71.2%	**+9.3%**
6	**87.1%**	6.9%	3.5%	2.5%	83.9%	**79.3%**	11.0%	6.2%	3.5%	79.6%	**+9.8%**
7	**84.3%**	9.5%	4.5%	1.7%	84.0%	**76.4%**	10.6%	7.3%	5.7%	77.7%	**+10.3%**
S 42nd	**97.7%**	0.8%	0.5%	0.9%	98.4%	**97.5%**	0.6%	0.9%	1.1%	98.7%	**+0.2%**
Subdivision A	**82.6%**	8.6%	5.5%	3.3%	81.3%	**76.8%**	10.8%	7.6%	4.8%	74.8%	**+7.6%**
A	**74.1%**	11.3%	9.1%	5.5%	74.4%	**71.4%**	12.1%	9.7%	6.8%	71.2%	**+3.8%**
C	**77.0%**	11.9%	7.0%	4.1%	79.1%	**75.8%**	12.7%	8.1%	3.3%	73.4%	**+1.6%**
D	**83.2%**	10.1%	5.1%	1.7%	79.9%	**80.2%**	9.9%	6.1%	3.8%	75.2%	**+3.7%**
E	**86.7%**	8.4%	4.1%	0.8%	83.9%	**82.9%**	9.3%	5.3%	2.5%	79.8%	**+4.6%**
F	**81.9%**	11.2%	5.5%	1.4%	80.0%	**79.5%**	11.2%	6.7%	2.6%	77.2%	**+3.0%**
S Fkln	**95.5%**	0.6%	0.2%	3.7%	98.2%	**98.7%**	0.7%	0.3%	0.3%	98.4%	**-3.2%**
G	**86.8%**	9.6%	3.0%	0.6%	86.0%	**87.7%**	8.5%	3.1%	0.7%	85.4%	**-1.0%**
S Rock	**91.2%**	4.1%	3.2%	1.5%	94.8%	**96.0%**	2.3%	0.9%	0.7%	94.2%	**-5.0%**
JZ	**88.2%**	7.4%	3.1%	1.4%	87.1%	**83.3%**	8.1%	5.1%	3.5%	84.3%	**+5.9%**
L	**90.3%**	5.6%	2.1%	1.9%	82.6%	**80.3%**	9.8%	5.7%	4.2%	78.3%	**+12.5%**
M	**75.8%**	12.1%	8.2%	4.0%	79.2%	**81.3%**	7.3%	5.7%	5.7%	89.7%	**-6.8%**
N	**82.1%**	11.3%	5.3%	1.3%	77.9%	**72.1%**	12.1%	10.3%	5.5%	72.7%	**+13.9%**
Q	**84.9%**	9.7%	3.7%	1.6%	82.8%	**83.7%**	9.5%	4.9%	1.9%	80.1%	**+1.4%**
R	**82.5%**	10.4%	4.9%	2.2%	79.4%	**73.7%**	11.6%	9.2%	5.5%	71.9%	**+11.9%**
Subdivision B	**82.4%**	10.0%	5.3%	2.3%	80.9%	**78.8%**	10.4%	6.9%	3.9%	77.4%	**+4.6%**
Systemwide	**82.5%**	**9.5%**	**5.4%**	**2.7%**	**81.1%**	**77.9%**	**10.6%**	**7.2%**	**4.3%**	**76.2%**	**+5.9%**

Weekend Wait Assessment Discussion

- August 2019 weekend Wait Assessment improved to 82.5% from 77.9% the prior year.
- Many of the improvements were related to better processes for planning and scheduling trains around weekend construction work.
- The L had the highest Wait Assessment of any line due in part to its special limited service schedule. The M had the largest decrease in Wait Assessment due to its longer route as it provides alternative service for L riders.

Note: B and W lines do not operate on weekends.
Because of planned work, the 3 line ran on only one weekend day in August 2019, and is excluded from Wait Assessment.

Chart 16

Note: The metrics in this report are preliminary.

Subway Weekday Terminal On-Time Performance

Monthly
(24 hours)

Desired trend ↑

Line	Aug 19	Aug 18	% Change
1	88.2%	74.0%	**+19.2%**
2	76.1%	57.3%	**+32.8%**
3	85.8%	75.0%	**+14.4%**
4	79.8%	64.3%	**+24.1%**
5	81.8%	68.6%	**+19.2%**
6	87.2%	69.8%	**+24.9%**
7	92.1%	71.9%	**+28.1%**
S 42nd	99.5%	99.5%	**+0.0%**
Subdivision A	**87.9%**	**74.2%**	**+18.5%**
A	73.2%	53.8%	**+36.1%**
B	74.4%	55.8%	**+33.3%**
C	78.2%	60.4%	**+29.5%**
D	75.3%	65.3%	**+15.3%**
E	83.4%	52.7%	**+58.3%**
F	61.7%	50.9%	**+21.2%**
S Fkln	99.7%	99.3%	**+0.4%**
G	83.4%	73.1%	**+14.1%**
S Rock	95.1%	94.3%	**+0.8%**
JZ	83.5%	57.1%	**+46.2%**
L	91.8%	91.1%	**+0.8%**
M	72.6%	61.8%	**+17.5%**
NW	83.5%	53.5%	**+56.1%**
Q	87.9%	67.5%	**+30.2%**
R	76.1%	41.5%	**+83.4%**
Subdivision B	**81.0%**	**64.7%**	**+25.2%**
Systemwide	**84.0%**	**68.8%**	**+22.1%**

Weekday Terminal On-Time Performance Discussion

- August 2019 weekday On-Time Performance (OTP) was 84.0%, a new recent high. This is a 22.1% increase from a year ago in August 2018.
- Every line had improved OTP except the 42 St Shuttle, which was unchanged.
- In August 2019, 11 out of 20 non-shuttle lines had OTP above 80%, while only the L line was above 80% in August 2018.

Chart 17

Note: The metrics in this report are preliminary.

Subway Weekend Terminal On-Time Performance

Monthly
(24 hours)

Desired trend ↑

Line	Aug 19	Aug 18	% Change
1	87.2%	80.8%	**+7.9%**
2	63.3%	58.7%	**+7.8%**
3	80.4%	46.7%	**+72.2%**
4	65.1%	41.5%	**+56.9%**
5	90.9%	82.7%	**+9.9%**
6	87.6%	77.8%	**+12.6%**
7	92.4%	73.0%	**+26.6%**
S 42nd	99.7%	99.8%	**-0.1%**
Subdivision A	**85.3%**	**71.2%**	**+19.8%**
A	81.6%	60.7%	**+34.4%**
C	73.2%	46.5%	**+57.4%**
D	83.3%	71.9%	**+15.9%**
E	93.2%	57.1%	**+63.2%**
F	86.5%	53.4%	**+62.0%**
S Fkln	97.2%	100.0%	**-2.8%**
G	91.1%	77.7%	**+17.2%**
S Rock	88.6%	96.7%	**-8.4%**
JZ	88.2%	90.1%	**-2.1%**
L	94.4%	84.3%	**+12.0%**
M	69.1%	79.7%	**-13.3%**
N	81.7%	38.5%	**+112.2%**
Q	90.0%	72.2%	**+24.7%**
R	86.4%	38.0%	**+127.4%**
Subdivision B	**86.1%**	**70.5%**	**+22.1%**
Systemwide	**85.7%**	**70.8%**	**+21.0%**

Weekend Terminal On-Time Performance Discussion

- August 2019 Weekend On-Time Performance improved year-over-year to 85.7%.
- The improvements in weekend OTP were due in part to differences in planned work and more accurate schedules for planned service changes.
- The M had the only significant decrease in OTP among non-shuttle lines due to its longer route as it provides alternative service for L riders.

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

Chart 18

Note: The metrics in this report are preliminary.

Subway Weekday Trains Delayed

Monthly - August 2019

(24 hours)

Delay Categories	Trains Delayed	Delayed Trains Per Day (22)	% of Delayed Trains
Track Failures and Emergency Remediation	1,645	75	5.7%
Rail and Roadbed	1,276	58	4.4%
Fire, Smoke, Debris	369	17	1.3%
Signal Failures and Emergency Remediation	3,880	176	13.4%
Subway Car	1,744	79	6.0%
Door-Related	390	18	1.4%
Propulsion	342	16	1.2%
Braking	563	26	2.0%
Other	449	20	1.5%
Other Unplanned Disruptions (e.g. station defect)	431	20	1.5%
Train Brake Activation - cause unknown	419	19	1.4%
Service Delivery (e.g., crew performance)	1,013	46	3.5%
External	5,419	246	18.8%
Public Conduct, Crime, Police Response	2,337	106	8.1%
Sick/Injured Customer	1,100	50	3.8%
Persons on Roadbed (including persons struck by train)	631	29	2.2%
External Debris on Roadbed (e.g., trees, shopping cart)	175	8	0.6%
Other Passenger-Related (e.g., retrieval of property from track)	432	20	1.5%
Public Event (e.g., civil demonstration, parade)	357	16	1.2%
Inclement Weather	381	17	1.3%
Other External Disruptions	6	0	0.0%
Operating Environment	7,112	323	24.6%
Planned Right-of-Way Work	7,207	328	25.0%
Total Trains Delayed	**28,870**	**1,312**	**100%**

Baseline average daily delays for January-June 2018	2,939
Target average daily delays to achieve reduction of 18,000 monthly delays	2,346
% to Target	274%

Note: Based on new electronic feeds. Root cause analysis and improved categorization of delays are ongoing.

A police investigation on Aug 16, 2019 resulted in the unplanned bypass of Fulton St station for part of the morning. After communicating the service change to passengers, trains that bypassed the station but were not otherwise late were not included in the delay total.

Chart 19

Note: The metrics in this report are preliminary.

Subway Weekend Trains Delayed

Monthly - August 2019

(24 hours)

Delay Categories	Trains Delayed	Delayed Trains Per Day (9)	% of Delayed Trains
Track Failures and Emergency Remediation	257	29	3.7%
Rail and Roadbed	239	27	3.4%
Fire, Smoke, Debris	18	2	0.3%
Signal Failures and Emergency Remediation	514	57	7.3%
Subway Car	209	23	3.0%
Door-Related	39	4	0.6%
Propulsion	63	7	0.9%
Braking	31	3	0.4%
Other	76	8	1.1%
Other Unplanned Disruptions (e.g. station defect)	94	10	1.3%
Train Brake Activation - cause unknown	66	7	0.9%
Service Delivery (e.g., crew performance)	185	21	2.6%
External	1,135	126	16.2%
Public Conduct, Crime, Police Response	448	50	6.4%
Sick/Injured Customer	233	26	3.3%
Persons on Roadbed (including persons struck by train)	108	12	1.5%
External Debris on Roadbed (e.g., trees, shopping cart)	14	2	0.2%
Other Passenger-Related (e.g., retrieval of property from track)	90	10	1.3%
Public Event (e.g., civil demonstration, parade)	178	20	2.5%
Inclement Weather	47	5	0.7%
Other External Disruptions	17	2	0.2%
Operating Environment	1,841	205	26.3%
Planned Right-of-Way Work	2,710	301	38.7%
Total Trains Delayed	**7,011**	**779**	**100%**

Baseline average daily delays for January-June 2018	1,944
Target average daily delays to achieve reduction of 18,000 monthly delays	1,261
% to Target	171%

Note: Based on new electronic feeds. Root cause analysis and improved categorization of delays are ongoing.

Chart 20

Note: The metrics in this report are preliminary.

Subway Action Plan Accomplishments July 2017 - August 2019

Phase I of the Subway Action Plan represented a surge of activity in 2017-18 to improve the reliability of subway assets, enhance response to delay-causing incidents, and improve the customer environment. 2019 targets reflect continued focus in strategic areas consistent with the ongoing SAP financial plan.

	Phase I SAP	This Month	Ongoing SAP YTD	Full Campaign to date
TRACK: Clean track and improve ride quality	**Jul 2017-Dec 2018**	**Aug 2019**	**Jan - Aug 2019**	**Jul 2017-Aug 2019**
Clean underground subway track (in miles) *	467	386	2,434	2,900
High priority track repairs (in number of defects cleared)	19,138	736	6,828	25,966
Rail grinding to improve ride quality and reduce defects (in miles)	-	20	116	116
Install Continuous Welded Rail to provide strong tracks and a smoother ride for customers (in miles)	40	1	13	52
Add 16 specialized, multidisciplinary teams (for a total of 24) to improve incident response and recovery times	Established	Ongoing	Ongoing	Ongoing

** Cleaning underground subway track includes vacuum train totals starting in Jan 2019.*

INFRASTRUCTURE: Remediate conditions that damage track, signals and power sources	**Jul 2017-Dec 2018**	**Aug 2019**	**Jan - Aug 2019**	**Jul 2017-Aug 2019**
Clean street grates systemwide (number of grates)	40,987	4,716	23,102	64,089
Seal leaks (number of leaks addressed)	3,925	86	2,772	6,697
Clean and repair all 418 miles of drain lines (in track miles)	385	-	33	418

POWER: Ensure supporting infrastructure reliability	**Jul 2017-Dec 2018**	**Aug 2019**	**Jan - Aug 2019**	**Jul 2017-Aug 2019**
Install "SAGs" to mitigate the impact of electric voltage variations that could cause signal failures (number of SAGs)	384	Ongoing maintenance	Ongoing maintenance	384
Install new third rail insultators in high fire areas (number of locations)	-	44	378	378

CARS: Reduce downtime and upgrade critical components	**Jul 2017-Dec 2018**	**Aug 2019**	**Jan - Aug 2019**	**Jul 2017-Aug 2019**
Accelerate the major car overhaul cycle from 7 years to 6 years (number of cars overhauled)	2,278	71	544	2,822
Install LED lighting and double-loop stanchions (in cars upgraded)	1,235	627	728	1,963
Deep cleaning of subway cars (in cars cleaned)	-	248	3,035	3,035
Add 20 Emergency Car Response teams for in-service car incidents	Established	Ongoing	Ongoing	Ongoing

SIGNALS: Improve signal reliability	**Jul 2017-Dec 2018**	**Aug 2019**	**Jan - Aug 2019**	**Jul 2017-Aug 2019**
Rebuild signal stops, air lines and cables (in assets repaired)	224	16	138	362
Priority maintenance and repair tasks to improve reliability of signal and switch equipment (in number of tasks)	-	96	1,384	1,384

STATIONS: Improve overall Station environment	**Jul 2017-Dec 2018**	**Aug 2019**	**Jan - Aug 2019**	**Jul 2017-Aug 2019**
Deep cleaning of subway stations (in stations cleaned)	-	-	106	106
Focused cleaning and repair campaign led by Group Station Managers (in stations enhanced)	-	51	203	203
Expand dedicated EMT deployment by 7 teams for a total of 12	Established	Ongoing	Ongoing	Ongoing

COMMUNICATIONS	**Jul 2017-Dec 2018**	**Aug 2019**	**Jan - Aug 2019**	**Jul 2017-Aug 2019**
Add Dedicated Announcers to better inform customers regarding current service status	Established	Ongoing	Ongoing	Ongoing

Subway Report (Weekday & Full Month)

Subway Report Performance Indicators						
Performance Indicator	**July 2019**			**12-Month Average**		
	This Year	**Last Year**	**% Change**	**This Year**	**Last Year**	**% Change**
Weekday Customer-Focused Metrics						
Weekday Major Incidents (Chart 1) Unplanned incidents delaying 50+ trains	**55**	**69**	**-20.3%**	**52.3**	**69.7**	**-25.0%**
Weekday Service Delivered (Chart 3) % of scheduled trains operated Weekday rush hours (7-10a and 4-7p)	**96.0%**	**95.1%**	**+0.9%**	**96.1%**	**94.4%**	**+1.8%**
Additional Platform Time (h:mm:ss) (Chart 7) Average added time spent waiting for trains, compared with scheduled wait time	**0:01:25**	**0:01:12**	**+18.1%**	**0:01:14**	**0:01:19**	**-6.3%**
Additional Train Time (h:mm:ss) (Chart 9) Average additional unanticipated time spent onboard train compared to scheduled travel time	**0:00:51**	**0:01:16**	**-32.9%**	**0:01:02**	**0:01:26**	**-27.9%**
Customer Journey Time Performance (Chart 11) % of customers whose journeys are completed within five minutes of schedule.	**83.8%**	**80.4%**	**+4.2%**	**81.8%**	**78.9%**	**+3.7%**
Inputs to Operations						
Mean Distance Between Failures (Chart 13) Revenue car miles divided by the number of delays attributed to car-related causes	**122,756**	**116,590**	**+5.3%**	**124,465**	**120,817**	**+3.0%**
Elevator Availability* (Chart 14) % of time elevators are operational systemwide	**96.7%**	**96.6%**	**+0.1%**	**96.7%**	**96.3%**	**+0.4%**
Escalator Availability* (Chart 14) % of time escalators are operational systemwide	**87.9%**	**94.3%**	**-6.8%**	**90.5%**	**94.2%**	**-3.9%**
Weekday Legacy Indicators						
Weekday Wait Assessment (Chart 15)	**74.8%**	**70.3%**	**+6.4%**	**73.5%**	**70.3%**	**+4.6%**
Weekday Terminal On-Time Performance (Chart 17)	**81.1%**	**66.6%**	**+21.8%**	**75.3%**	**64.4%**	**+16.9%**
Weekday Trains Delayed (Chart 19)	**34,173**	**58,294**	**-41.4%**	**43,142**	**62,313**	**-30.8%**

* 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.)

Note: The metrics in this report are preliminary.

Subway Report (Weekend)

Subway Report Performance Indicators						
Performance Indicator	July 2019			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Weekend Customer-Focused Metrics						
Weekend Major Incidents (Chart 2) Unplanned incidents delaying 50+ trains	11	9	+22.2%	6.2	8.3	-25.3%
Weekend Service Delivered (Chart 5) % of scheduled trains operated during Weekends (10a-6p)	97.2%	97.2%	0.0%	98.3%	96.5%	+1.9%
Weekend Legacy Indicators						
Weekend Wait Assessment (Chart 16)	79.7%	76.6%	+4.0%	80.9%	76.4%	+5.9%
Weekend Terminal On-Time Performance (Chart 18)	81.3%	65.5%	+24.1%	79.7%	67.1%	+18.8%
Weekend Trains Delayed (Chart 20)	9,273	18,703	-50.4%	10,248	17,522	-41.5%

Subway Report (Staten Island Railway)

Subway Report Performance Indicators						
Performance Indicator	July 2019			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
On-Time Performance						
24 Hour On-Time Performance % of scheduled trains arriving within six minutes of their scheduled arrival time during a 24-hour period	97.6%	95.7%	+2.0%	95.7%	96.3%	-0.6%
AM Rush On-Time Performance % of scheduled trains arriving within six minutes of their scheduled arrival time	99.5%	98.5%	+1.0%	96.8%	96.5%	+0.3%
PM Rush On-Time Performance % of scheduled trains arriving within six minutes of their scheduled arrival time	95.6%	93.0%	+2.8%	95.2%	95.2%	0.0%
Percentage of Completed Trips						
Percentage of Completed Trips	99.5%	98.9%	+0.6%	99.6%	99.8%	-0.2%
Mean Distance Between Failures						
Mean Distance Between Failures Revenue car miles divided by the number of delays attributed to car-related causes	72,911	72,963	-0.1%	112,757	58,569	+92.5%

Note: The metrics in this report are preliminary.

Section 1: Customer-Focused Metrics

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

Performance Indicator Definitions

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

Service Delivered (Weekday and Weekend)
Measures NYCT's ability to deliver the service that's scheduled. Service Delivered is measured along the busiest part of the line, which reflects service across the entire line, and is reported as the percentage of scheduled trains that are provided during the following times:

- Weekday Peak Hours – 7 a.m. to 10 a.m. and 4 p.m. to 7 p.m.
- Weekends - 10 a.m. to 6 p.m.

Additional Platform Time (APT)
The average added time that customers spend waiting on the platform for a train, compared with their scheduled wait time. Additional Platform Time is measured using a combination of customers' MetroCard entry data into stations and train departure times from those stations, using information from the real-time train tracking technologies that provide train arrival information.

Additional Train Time (ATT)
The average additional unanticipated time customers spend onboard the train due to various service issues. Additional Train Time is measured using a combination of customers' MetroCard entry data into their starting stations and customers' arrival times at their destination stations, using information from the real-time train tracking technologies that provide train arrival information.

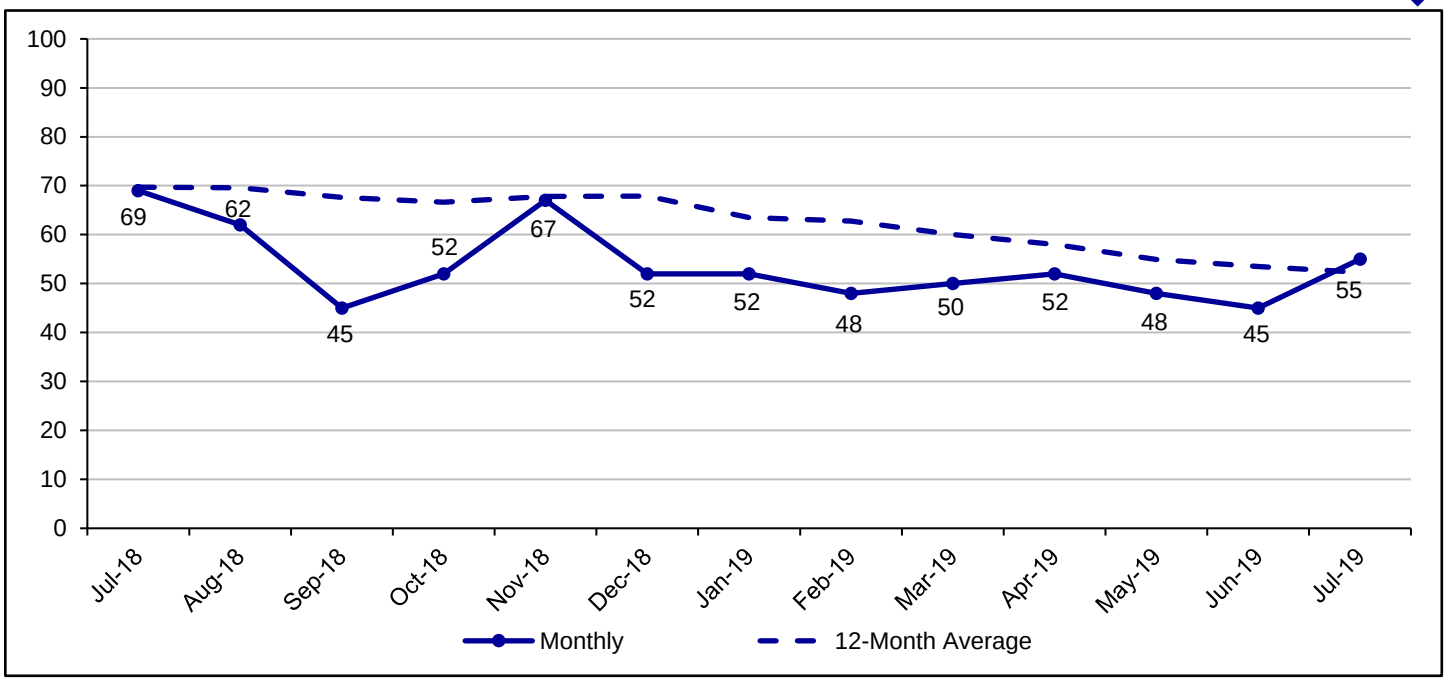
Customer Journey Time Performance (CJTP)
The percentage of customers whose journeys (waiting and travel time) are completed within five minutes of their scheduled journey time.

APT, ATT, and CJTP use ATS-A data (historical data available) for the A Division and beacon data calibrated with other sources for the B Division. B Division data is not available prior to March 2017. These are beta metrics and may change with further development.

Note: The metrics in this report are preliminary.

Subway Weekday Major Incidents
(24 hours)

Desired trend ↓



	Monthly			12-Month Average		
Categories	**Jul 19**	**Jul 18**	**% Change**	**Jul 19**	**Jul 18**	**% Change**
Track	6	11	-45.5%	8.1	14.8	-45.3%
Signals	18	19	-5.3%	18.1	21.2	-14.6%
Persons on Trackbed/Police/Medical	10	10	0.0%	12.4	14.4	-13.9%
Stations & Structures	1	15	-93.3%	2.3	6.0	-61.7%
Subway Car	8	6	+33.3%	4.6	4.0	+15.0%
Other	12	8	+50.0%	6.8	9.3	-26.9%
Subdivision A	**26**	**26**	**0.0%**	**24.4**	**32.8**	**-25.6%**
Subdivision B	**29**	**43**	**-32.6%**	**27.9**	**36.8**	**-24.2%**
Systemwide	**55**	**69**	**-20.3%**	**52.3**	**69.7**	**-25.0%**
Avg Incident Duration (h:mm:ss)	0:17:00	0:17:42	-4.0%	0:15:42	0:16:47	-6.5%
Avg Trains Delayed per Incident	103	109	-5.5%	103	105	-1.9%

Major Incidents Discussion

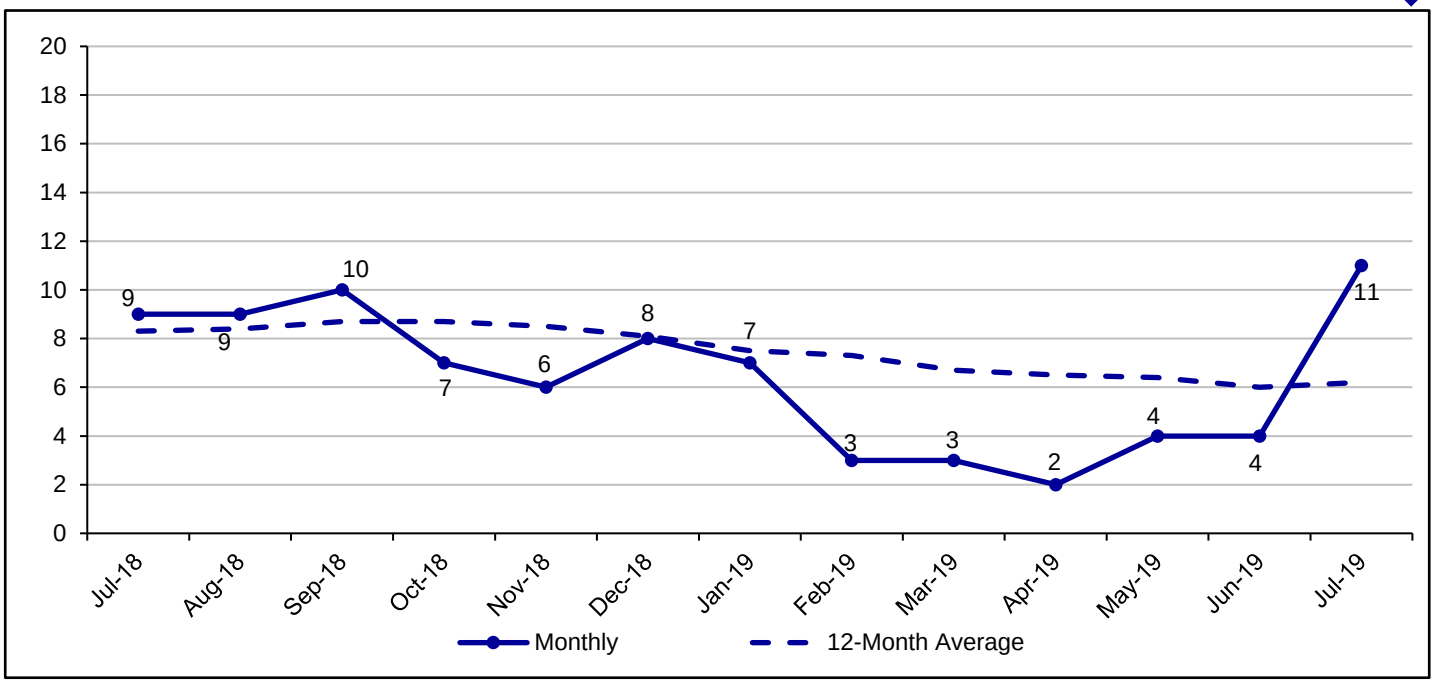
- There were 55 weekday major incidents in July 2019 compared to 69 in July 2018 and 45 in June 2019.
- Sixteen of these incidents occurred over the two-day period of July 22-23; excluding these two days, the average major incidents per weekday was lower than June 2019.
- The largest decrease was in Stations and Structures incidents. There were seven fewer incidents related to flooding or water damage despite several downpours during the month thanks to intense efforts to seal leaks and clear drains. There were also five fewer incidents related to failures of newly installed equipment.
- Track major incidents decreased by nearly half, continuing a trend of improvements in this category.
- The increase in Other major incidents was mostly due to a reporting change that groups weather-related delays by subdivision, resulting in more delays per incident.

Chart 1

Note: The metrics in this report are preliminary.

Subway Weekend Major Incidents
(24 hours)

Desired trend ↓



	Monthly			12-Month Average		
Categories	**Jul 19**	**Jul 18**	**% Change**	**Jul 19**	**Jul 18**	**% Change**
Track	1	0	N/A	1.0	1.4	-28.6%
Signals	1	2	-50.0%	1.5	2.3	-34.8%
Persons on Trackbed/Police/Medical	0	2	-100.0%	1.0	1.4	-28.6%
Stations & Structure	1	5	-80.0%	0.7	1.2	-41.7%
Subway Car	0	0	N/A	0.2	0.1	+100.0%
Other	8	0	N/A	1.8	1.8	0.0%
Subdivision A	**4**	**4**	**0.0%**	**2.6**	**3.8**	**-31.6%**
Subdivision B	**7**	**5**	**+40.0%**	**3.6**	**4.5**	**-20.0%**
Systemwide	**11**	**9**	**+22.2%**	**6.2**	**8.3**	**-25.3%**
Avg Incident Duration (h:mm:ss)	0:15:30	0:06:54	+124.6%	0:13:42	0:20:05	-31.8%
Avg Trains Delayed per Incident	154	96	+60.4%	95	96	-1.0%

Major Incidents Discussion

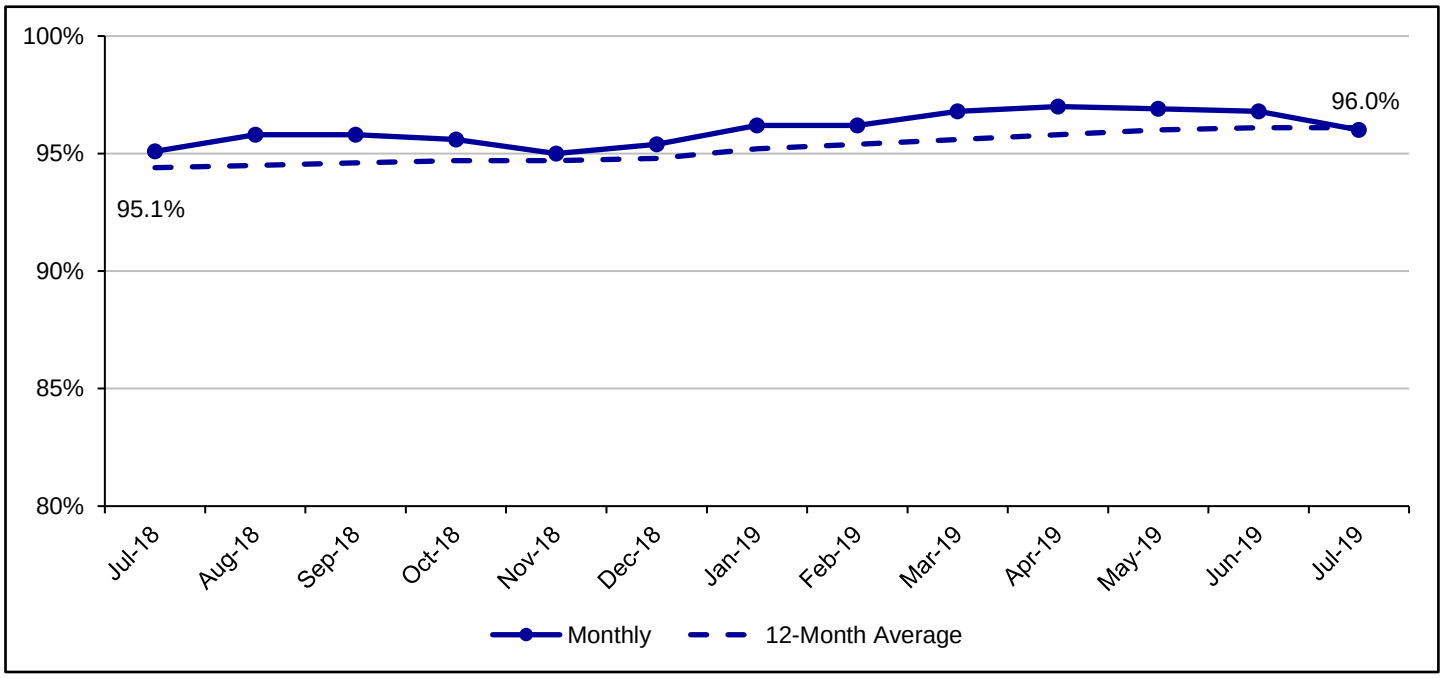
- Weekend major incidents increased by two compared to July 2019.
- The increase in major incidents in July 2019 was due to several unusual events:
  - A major Con Ed power failure on Saturday July 13th affected lines throughout the system, resulting in four major incidents.
  - High ridership to and from July 4th fireworks led to minor delays on many lines and two major incidents.
  - A PSE&G power failure in the Rockaways on July 20th led to a major incident on the A and Rockaway Shuttle lines.
  - An ATS failure on July 6th led to a major incident on A Division lines.
- Excluding these events, weekend major incidents would have been similar to the past five months.

Chart 2

Note: The metrics in this report are preliminary.

Subway Weekday % Service Delivered
(Peak Hours)

Desired trend ↑



	Monthly			12-Month Average		
	Jul 19	**Jul 18**	**% Change**	**Jul 19**	**Jul 18**	**% Change**
Subdivision A	94.4%	93.5%	+1.0%	95.4%	92.4%	+3.2%
Subdivision B	97.3%	96.2%	+1.1%	96.6%	95.9%	+0.7%
Systemwide	**96.0%**	**95.1%**	**+0.9%**	**96.1%**	**94.4%**	**+1.8%**

Weekday Service Delivered Discussion

- Service Delivered was 96.0%, an increase of 0.9% compared to the prior year and a decrease of 0.8% compared to the prior month.
- The largest improvement was on the 7 Line, due in part to newly installed CBTC signaling, which has increased reliability.
- Since rush hour service on the A Division lines was affected by major incidents on July 19, 22, and 23, the A Division experienced a much smaller improvement in Service Delivered than over the past 12 months, with the largest impacts on the 1 through 6 lines and the 42nd Street Shuttle.

Chart 3

Note: The metrics in this report are preliminary.

Subway Weekday % Service Delivered

Monthly

(Peak Hours)

Desired trend ↑

Line	Jul 19	Jul 18	% Change
1	96.0%	97.7%	**-1.7%**
2	94.7%	92.7%	**+2.2%**
3	95.7%	94.4%	**+1.4%**
4	91.1%	91.7%	**-0.7%**
5	91.8%	90.2%	**+1.8%**
6	94.2%	92.3%	**+2.1%**
7	96.5%	90.6%	**+6.5%**
S 42nd	95.8%	99.4%	**-3.6%**
Subdivision A	**94.4%**	**93.5%**	**+1.0%**
A	94.5%	96.2%	**-1.8%**
B	97.7%	98.2%	**-0.5%**
C	95.9%	96.8%	**-0.9%**
D	98.7%	96.7%	**+2.1%**
E	96.4%	91.9%	**+4.9%**
F	97.8%	96.8%	**+1.0%**
S Fkln	99.6%	100.1%	**-0.5%**
G	101.0%	102.3%	**-1.3%**
S Rock	101.0%	99.4%	**+1.6%**
JZ	99.6%	97.3%	**+2.4%**
L	98.4%	96.9%	**+1.5%**
M	96.4%	92.5%	**+4.2%**
N	96.5%	94.9%	**+1.7%**
Q	97.3%	97.4%	**-0.1%**
R	96.5%	94.6%	**+2.0%**
W	96.6%	94.0%	**+2.8%**
Subdivision B	**97.3%**	**96.2%**	**+1.1%**
Systemwide	**96.0%**	**95.1%**	**+0.9%**

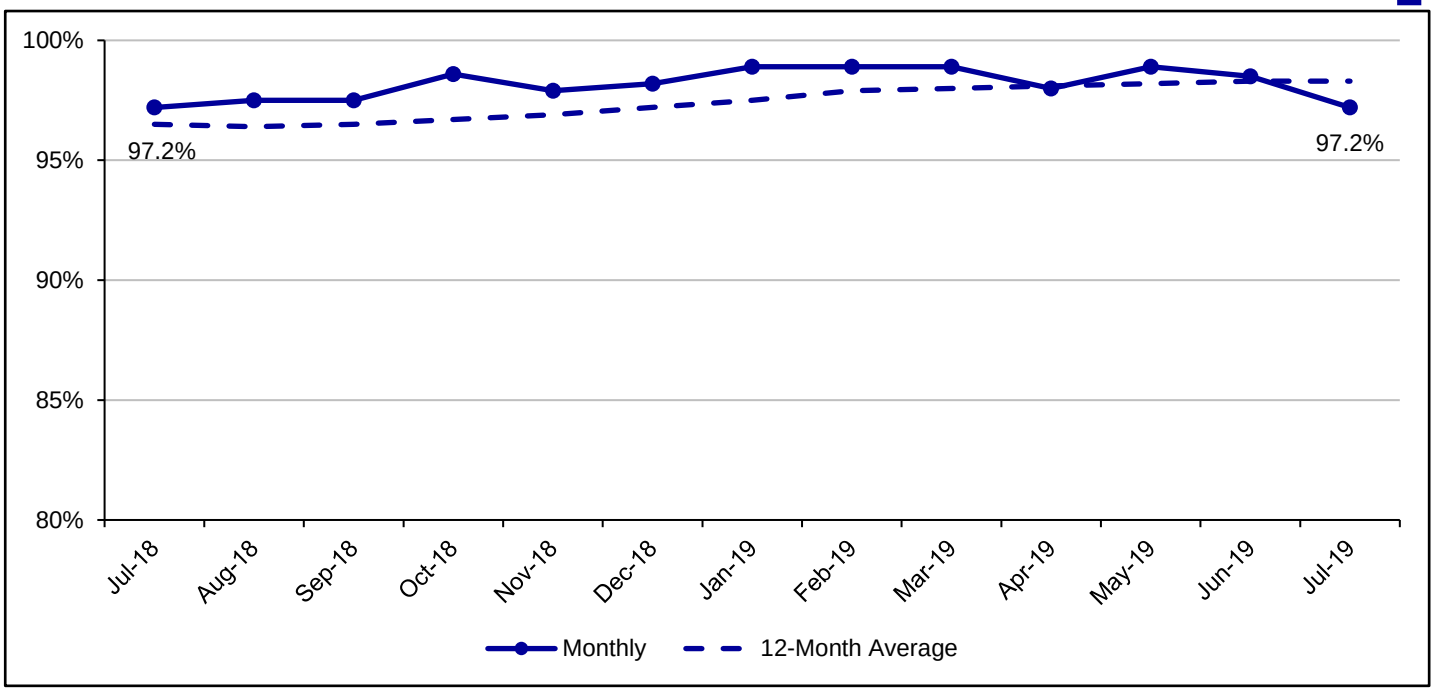
Chart 4

Note: The metrics in this report are preliminary.

Subway Weekend % Service Delivered

(10 a.m. to 6 p.m.)

Desired trend



	Monthly			12-Month Average		
	Jul 19	**Jul 18**	**% Change**	**Jul 19**	**Jul 18**	**% Change**
Subdivision A	95.9%	96.2%	-0.3%	97.8%	95.0%	+2.9%
Subdivision B	98.1%	97.9%	+0.2%	98.5%	97.4%	+1.1%
Systemwide	**97.2%**	**97.2%**	**0.0%**	**98.3%**	**96.5%**	**+1.9%**

Weekend Service Delivered Discussion

- The July 2019 weekend Service Delivered 12-month average improved 1.9%.

Chart 5

Note: The metrics in this report are preliminary.

Subway Weekend % Service Delivered

Monthly

(10 a.m. to 6 p.m.)

Desired trend ↑

Line	Jul 19	Jul 18	% Change
1	97.6%	99.1%	**-1.5%**
2	94.9%	92.5%	**+2.6%**
3	93.0%	98.6%	**-5.7%**
4	95.5%	95.5%	**0.0%**
5	91.3%	98.7%	**-7.5%**
6	96.1%	96.9%	**-0.8%**
7	100.2%	91.5%	**+9.5%**
S 42nd	97.3%	100.1%	**-2.8%**
Subdivision A	**95.9%**	**96.2%**	**-0.3%**
A	98.0%	97.7%	**+0.3%**
C	97.9%	95.3%	**+2.7%**
D	96.9%	100.7%	**-3.8%**
E	99.8%	96.1%	**+3.9%**
F	99.0%	97.2%	**+1.9%**
S Fkln	100.0%	99.3%	**+0.7%**
G	97.8%	100.3%	**-2.5%**
S Rock	99.4%	98.1%	**+1.3%**
JZ	98.4%	97.4%	**+1.0%**
L	98.0%	97.8%	**+0.2%**
M	95.0%	99.3%	**-4.3%**
N	98.9%	97.8%	**+1.1%**
Q	97.6%	97.3%	**+0.3%**
R	99.4%	97.0%	**+2.5%**
Subdivision B	**98.1%**	**97.9%**	**+0.2%**
Systemwide	**97.2%**	**97.2%**	**0.0%**

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

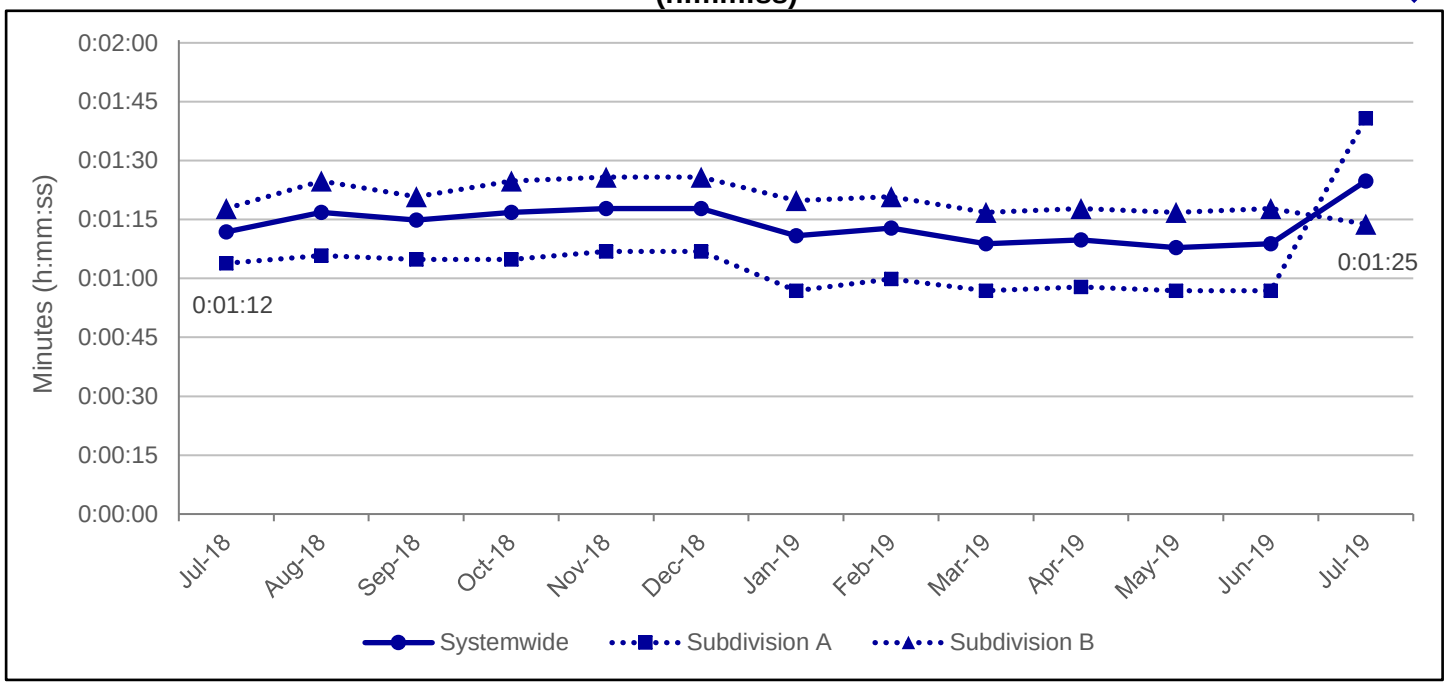
Chart 6

Note: The metrics in this report are preliminary.

Subway Weekday Average Additional Platform Time

Monthly (6 a.m. - midnight)
(h:mm:ss)

Desired trend



	Monthly			12-Month Average		
	Jul 19	**Jul 18**	**% Change**	**Jul 19**	**Jul 18**	**% Change**
Subdivision A	0:01:41	0:01:04	+57.8%	0:01:05	0:01:09	-5.8%
Subdivision B	0:01:14	0:01:18	-5.1%	0:01:21	0:01:27	-6.9%
Systemwide	**0:01:25**	**0:01:12**	**+18.1%**	**0:01:14**	**0:01:19**	**-6.3%**

Additional Platform Time Discussion

- Weekday Additional Platform Time (APT) was the metric most affected by the major incidents on the A Division on July 19, 22, and 23, since riders on these lines experienced extended wait times as service was suspended or significantly reduced.
- Since APT is typically just over one minute, these long waits were enough to significantly increase the average APT for the entire month on the 1 though 6 lines and the 42nd Street Shuttle.
- The 7 line, which was not affected by these incidents, had a significant improvement in APT, while the B Division had an overall improvement as well.

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.

Chart 7

Note: The metrics in this report are preliminary.

Subway Weekday Average Additional Platform Time

Monthly (6 a.m. - midnight)

(h:mm:ss)

Desired trend ↓

Line	Jul 19	Jul 18	% Change
1	0:01:12	0:01:02	**+16.1%**
2	0:02:12	0:01:12	**+83.3%**
3	0:01:50	0:00:52	**+111.5%**
4	0:02:04	0:01:04	**+93.8%**
5	0:02:05	0:00:56	**+123.2%**
6	0:01:53	0:01:15	**+50.7%**
7	0:00:55	0:01:05	**-15.4%**
S 42nd	0:01:30	0:00:25	**+260.0%**
Subdivision A	**0:01:41**	**0:01:04**	**+57.8%**
A	0:01:17	0:01:21	**-4.9%**
B	0:01:32	0:01:34	**-2.1%**
C	0:01:44	0:01:42	**+2.0%**
D	0:01:21	0:01:45	**-22.9%**
E	0:01:04	0:01:18	**-17.9%**
F	0:01:21	0:01:26	**-5.8%**
S Fkln	0:00:34	0:00:20	**+70.0%**
G	0:01:09	0:01:13	**-5.5%**
S Rock	0:00:43	0:00:29	**+48.3%**
JZ	0:01:01	0:01:24	**-27.4%**
L	0:00:48	0:01:00	**-20.0%**
M	0:01:28	0:01:17	**+14.3%**
N	0:01:07	0:01:02	**+8.1%**
Q	0:01:11	0:01:02	**+14.5%**
R	0:01:19	0:01:10	**+12.9%**
W	0:00:40	0:00:51	**-21.6%**
Subdivision B	**0:01:14**	**0:01:18**	**-5.1%**
Systemwide	**0:01:25**	**0:01:12**	**+18.1%**

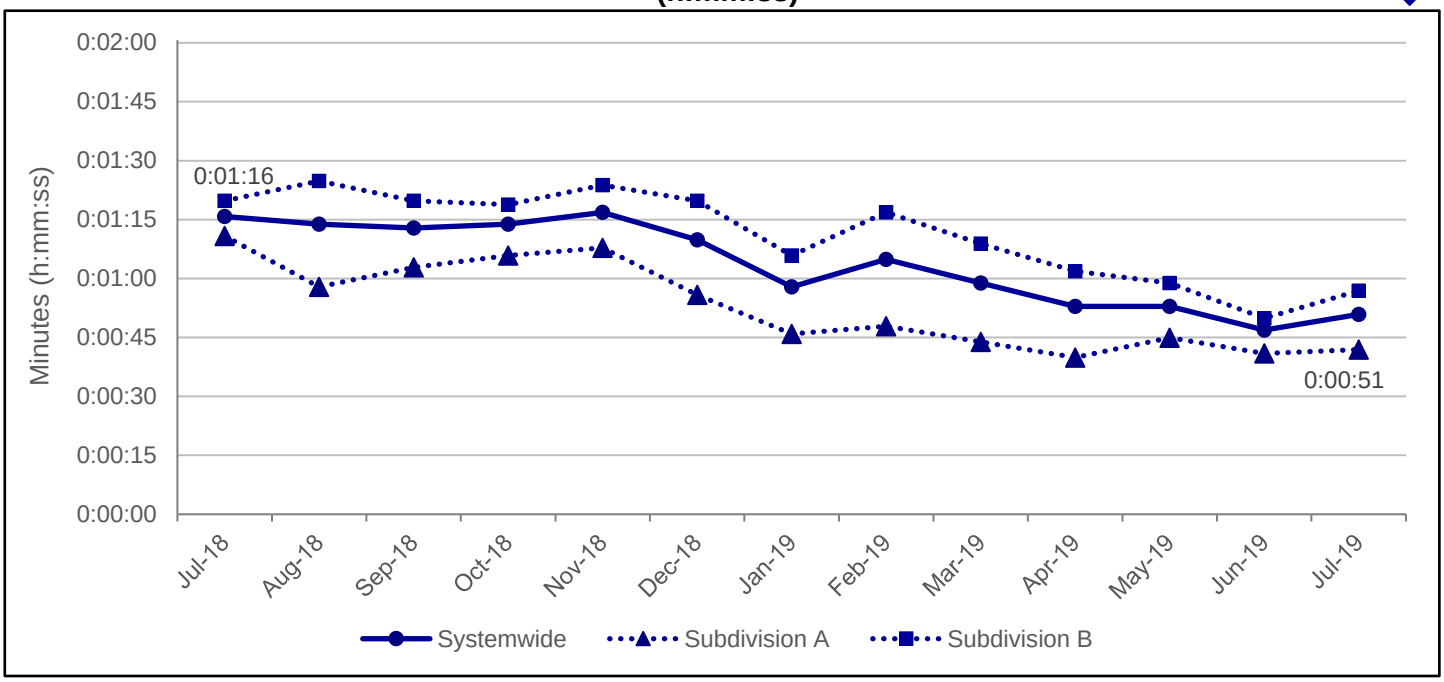
Chart 8

Note: The metrics in this report are preliminary.

Subway Weekday Average Additional Train Time

Monthly (6 a.m. - midnight)
(h:mm:ss)

Desired trend



	Monthly			12-Month Average		
	Jul 19	**Jul 18**	**% Change**	**Jul 19**	**Jul 18**	**% Change**
Subdivision A	0:00:42	0:01:11	-40.8%	0:00:51	0:01:24	-39.3%
Subdivision B	0:00:57	0:01:20	-28.8%	0:01:10	0:01:27	-19.5%
Systemwide	**0:00:51**	**0:01:16**	**-32.9%**	**0:01:02**	**0:01:26**	**-27.9%**

Additional Train Time Discussion

- Additional Train Time (ATT) improved by 25 seconds from last July, while the 12-month average improved 24 seconds year-over-year.
- This metric was also affected by major incidents, although not as significantly as the impact on increased waiting time. Systemwide ATT worsened by four seconds compared to the prior month.
- The effects of the ATS outage on Friday, July 19, 2019 may not be completely captured in this metric because when the ATS system is down, much of the data used to calculate this metric is unavailable.

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.

Chart 9

Note: The metrics in this report are preliminary.

Subway Weekday Average Additional Train Time

Monthly (6 a.m. - midnight)

(h:mm:ss)

Desired trend ↓

Line	Jul 19	Jul 18	% Change
1	0:00:51	0:01:08	**-25.0%**
2	0:00:39	0:01:19	**-50.6%**
3	0:00:28	0:00:56	**-50.0%**
4	0:00:47	0:01:17	**-39.0%**
5	0:00:41	0:01:15	**-45.3%**
6	0:00:45	0:01:03	**-28.6%**
7	0:00:36	0:01:28	**-59.1%**
S 42nd	0:00:25	0:00:28	**-10.7%**
Subdivision A	**0:00:42**	**0:01:11**	**-40.8%**
A	0:01:21	0:01:41	**-19.8%**
B	0:01:26	0:01:15	**+14.7%**
C	0:00:54	0:01:05	**-16.9%**
D	0:01:18	0:01:42	**-23.5%**
E	0:00:33	0:01:38	**-66.3%**
F	0:00:53	0:01:38	**-45.9%**
S Fkln	0:00:43	0:00:42	**+2.4%**
G	0:00:42	0:01:03	**-33.3%**
S Rock	0:00:15	0:00:51	**-70.6%**
JZ	0:01:24	0:02:07	**-33.9%**
L	0:00:00	0:00:11	**-100.0%**
M	0:00:58	0:01:16	**-23.7%**
N	0:01:01	0:01:15	**-18.7%**
Q	0:01:11	0:01:31	**-22.0%**
R	0:00:48	0:01:07	**-28.4%**
W	0:00:36	0:00:46	**-21.7%**
Subdivision B	**0:00:57**	**0:01:20**	**-28.8%**
Systemwide	**0:00:51**	**0:01:16**	**-32.9%**

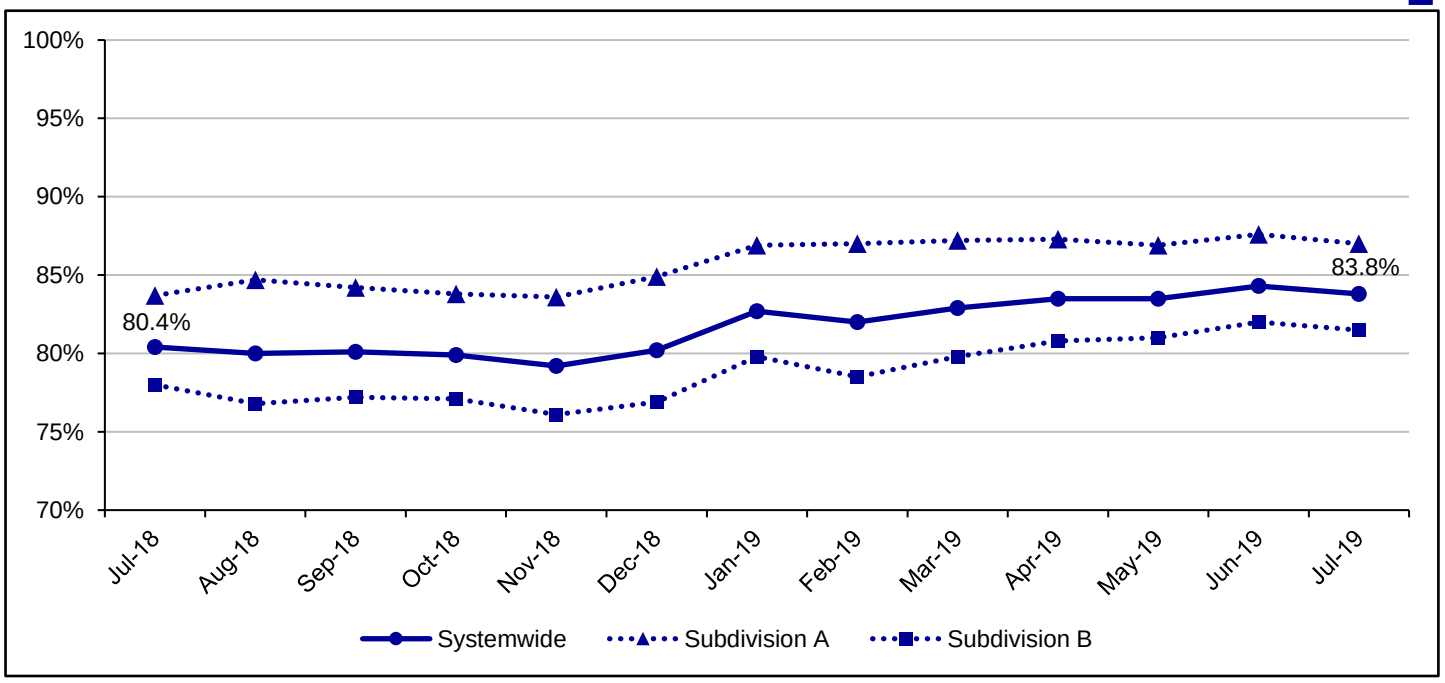
Chart 10

Note: The metrics in this report are preliminary.

Subway Customer Journey Time Performance

Monthly (6 a.m. - midnight)

Desired trend



	Monthly			12-Month Average		
	Jul 19	**Jul 18**	**% Change**	**Jul 19**	**Jul 18**	**% Change**
Subdivision A	87.0%	83.7%	+3.9%	85.9%	82.3%	+4.4%
Subdivision B	81.5%	78.0%	+4.5%	79.0%	76.3%	+3.5%
Systemwide	**83.8%**	**80.4%**	**+4.2%**	**81.8%**	**78.9%**	**+3.7%**

Weekday Customer Journey Time Performance Discussion

- Weekday Customer Journey Time Performance (CJTP) also showed significant improvement in both divisions compared to the prior year, as the days with major incidents were offset by other days in July with very high performance, although the improvement in the A Division was smaller than in recent months.
- CJTP of 83.8% improved by 4.2% compared to the prior year and declined by 0.5% compared to the prior month.
- Since CJTP serves as a composite measure of Additional Platform Time (APT) and Additional Train Time (ATT), line-by-line changes are due to the same factors affecting those metrics.

Chart 11

Note: The metrics in this report are preliminary.

Subway Customer Journey Time Performance

Monthly

(6 a.m. - midnight)

Desired trend ↑

Line	Jul 19	Jul 18	% Change
1	88.7%	85.1%	**+4.2%**
2	83.7%	80.5%	**+4.0%**
3	88.0%	87.1%	**+1.0%**
4	83.1%	81.3%	**+2.2%**
5	83.6%	82.0%	**+2.0%**
6	88.2%	84.8%	**+4.0%**
7	89.5%	82.0%	**+9.1%**
S 42nd	96.4%	99.2%	**-2.8%**
Subdivision A	**87.0%**	**83.7%**	**+3.9%**
A	78.2%	74.7%	**+4.7%**
B	75.8%	76.1%	**-0.4%**
C	77.9%	76.4%	**+2.0%**
D	77.2%	70.8%	**+9.0%**
E	85.0%	77.0%	**+10.4%**
F	80.3%	74.3%	**+8.1%**
S Fkln	95.0%	95.9%	**-0.9%**
G	85.9%	82.3%	**+4.4%**
S Rock	89.2%	93.0%	**-4.1%**
JZ	81.0%	68.7%	**+17.9%**
L	92.4%	91.4%	**+1.1%**
M	80.1%	78.1%	**+2.6%**
N	80.7%	79.5%	**+1.5%**
Q	79.9%	78.6%	**+1.7%**
R	82.7%	79.6%	**+3.9%**
W	89.7%	87.1%	**+3.0%**
Subdivision B	**81.5%**	**78.0%**	**+4.5%**
Systemwide	**83.8%**	**80.4%**	**+4.2%**

Chart 12

Note: The metrics in this report are preliminary.

Section 2: Inputs to Operations

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

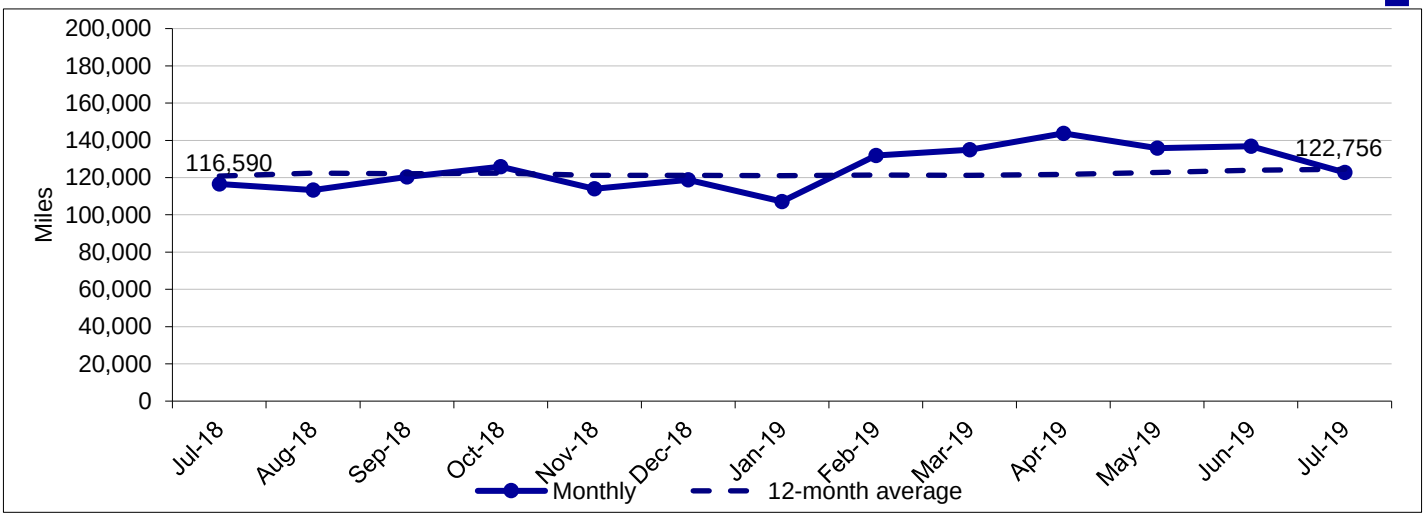
Performance Indicator Definitions

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

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

Subway Mean Distance Between Failures

Desired trend



		Monthly		
	# of Cars	Jul '19	Jul '18	% Change
Subdivision A	2,895	161,540	139,440	**+15.8%**
Subdivision B	3,751	104,975	104,037	**+0.9%**
Systemwide	**6,646**	**122,756**	**116,590**	**+5.3%**

		12-Month Average		
Car Class	**# of Cars**	**Jul '19**	**Jul '18**	**% Change**
R32	222	33,838	31,355	**+7.9%**
R42	50	27,530	33,248	**-17.2%**
R46	752	61,512	71,514	**-14.0%**
R62	315	270,490	257,187	**+5.2%**
R62A	824	116,312	100,447	**+15.8%**
R68	425	66,872	91,984	**-27.3%**
R68A	200	90,811	100,795	**-9.9%**
R142	1,030	203,816	172,150	**+18.4%**
R142A	220	102,700	64,663	**+58.8%**
R143	212	98,193	101,291	**-3.1%**
R160	1,662	251,972	244,999	**+2.8%**
R179	228	130,973	N/A	**N/A**
R188 - New	126	439,884	374,926	**+17.3%**
R188 - Conversion	380	228,832	169,290	**+35.2%**
Subdivision A	2,895	163,803	133,549	**+22.7%**
Subdivision B	3,751	105,910	113,070	**-6.3%**
Systemwide	**6,646**	**124,465**	**120,817**	**+3.0%**

MDBF Discussion

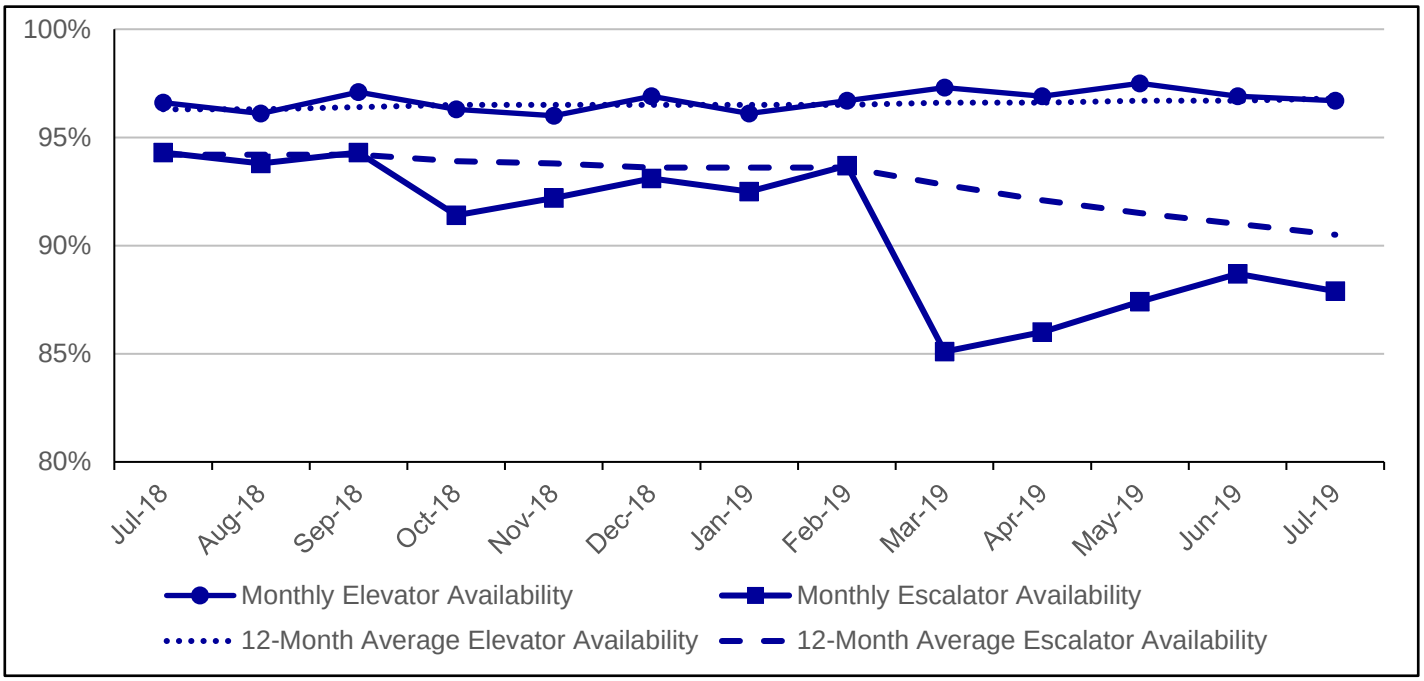
- July 2019 MDBF increased compared to last July. The decrease compared to June matches a seasonal trend in place for many years.
- The largest increases were on the A Division fleets, led by the R142A, R188, and R62A car classes.
- The poorest performing cars continue to be the R42s, which operate very limited service until their retirement.

Chart 13

Note: The metrics in this report are preliminary.

Elevator and Escalator Availability
(24 Hours)

Desired trend



	Monthly			12-Month Average		
	Jul 19	Jul 18	% Change	Jul 19	Jul 18	% Change
Elevator Availability	96.7%	96.6%	+0.1%	96.7%	96.3%	+0.4%
Escalator Availability	87.9%	94.3%	-6.8%	90.5%	94.2%	-3.9%

Elevator and Escalator Availability Discussion

- Elevator availability in July 2019 increased compared to both last July and the 12-month average.
- Escalator availability remained substantially reduced as machines were removed from service as part of a systemwide inspection and repair campaign.

Chart 14

Note: The metrics in this report are preliminary.

Section 3: Legacy Indicators

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

Performance Indicator Definitions

Wait Assessment (Weekday and Weekend)
Wait Assessment is measured as the percentage of intervals between trains that are no more than the scheduled interval plus 25%. 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. This is measured from 6am 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.

Note: The metrics in this report are preliminary.

Subway Weekday Wait Assessment
(6 am - midnight)

	Jul 19					Jul 18					Desired trend ↑
	Monthly Meets	Monthly GAP			12 month Meets	Monthly Meets	Monthly GAP			12 month Meets	Monthly Standard
Line	Standard	Minor	Medium	Major	Standard	Standard	Minor	Medium	Major	Standard	% Change
1	**78.2%**	9.2%	6.6%	6.1%	77.2%	**73.7%**	9.7%	8.9%	7.7%	76.3%	**+6.1%**
2	**69.2%**	11.0%	9.2%	10.6%	70.6%	**65.3%**	10.8%	11.9%	12.0%	65.8%	**+6.0%**
3	**73.4%**	11.1%	8.4%	7.0%	73.7%	**67.4%**	11.9%	11.0%	9.7%	69.4%	**+8.9%**
4	**69.5%**	9.8%	9.1%	11.6%	70.1%	**66.9%**	10.2%	10.2%	12.8%	66.1%	**+3.9%**
5	**68.1%**	10.5%	9.4%	12.0%	68.6%	**64.2%**	11.2%	11.0%	13.6%	61.9%	**+6.1%**
6	**76.5%**	9.1%	6.9%	7.5%	73.2%	**68.5%**	9.6%	9.7%	12.2%	66.5%	**+11.7%**
7	**79.5%**	10.4%	6.4%	3.8%	73.5%	**66.7%**	11.5%	11.3%	10.4%	67.7%	**+19.2%**
S 42nd	**91.6%**	3.2%	2.0%	3.3%	94.3%	**92.7%**	3.7%	1.9%	1.7%	94.3%	**-1.2%**
Subdivision A	**73.9%**	9.8%	7.8%	8.5%	73.1%	**68.5%**	10.3%	10.2%	11.0%	68.6%	**+7.9%**
A	**68.5%**	10.0%	10.1%	11.4%	69.0%	**67.8%**	10.2%	10.3%	11.8%	67.0%	**+1.0%**
B	**75.9%**	11.5%	7.7%	4.8%	74.4%	**74.0%**	11.9%	8.3%	5.8%	72.2%	**+2.6%**
C	**73.6%**	12.6%	9.2%	4.6%	74.4%	**74.1%**	11.7%	8.7%	5.6%	70.1%	**-0.7%**
D	**75.0%**	11.4%	8.2%	5.4%	73.1%	**70.5%**	12.2%	10.3%	7.0%	71.5%	**+6.4%**
E	**72.5%**	11.8%	9.0%	6.7%	70.1%	**67.1%**	11.2%	11.1%	10.6%	66.4%	**+8.0%**
F	**71.6%**	10.2%	9.1%	9.1%	70.6%	**69.2%**	10.3%	10.2%	10.4%	68.4%	**+3.5%**
S Fkln	**98.0%**	0.7%	0.4%	0.9%	98.3%	**98.9%**	0.8%	0.2%	0.1%	98.0%	**-0.9%**
G	**80.6%**	11.2%	5.9%	2.3%	80.5%	**80.6%**	11.0%	5.7%	2.7%	80.1%	**0.0%**
S Rock	**93.7%**	3.4%	1.9%	1.0%	94.5%	**93.7%**	3.6%	1.4%	1.2%	93.8%	**0.0%**
JZ	**83.1%**	10.2%	5.1%	1.6%	78.1%	**76.3%**	10.6%	8.2%	4.8%	75.8%	**+8.9%**
L	**79.2%**	10.8%	6.6%	3.5%	76.9%	**76.4%**	11.6%	7.8%	4.3%	76.0%	**+3.7%**
M	**76.4%**	11.3%	7.5%	4.8%	75.1%	**70.1%**	11.4%	9.2%	9.2%	71.3%	**+9.0%**
N	**75.1%**	11.4%	8.1%	5.4%	72.2%	**67.5%**	12.2%	11.3%	9.0%	70.4%	**+11.3%**
Q	**76.5%**	10.5%	7.8%	5.3%	75.2%	**74.2%**	10.9%	8.7%	6.1%	75.1%	**+3.1%**
R	**74.6%**	10.8%	8.5%	6.1%	72.3%	**69.3%**	10.6%	10.2%	9.9%	70.3%	**+7.6%**
W	**79.9%**	9.4%	5.7%	5.1%	74.0%	**70.1%**	11.5%	9.1%	9.3%	70.4%	**+14.0%**
Subdivision B	**75.5%**	10.8%	7.9%	5.9%	73.8%	**71.8%**	11.0%	9.3%	7.9%	71.7%	**+5.2%**
Systemwide	**74.8%**	**10.3%**	**7.9%**	**7.1%**	**73.5%**	**70.3%**	**10.7%**	**9.7%**	**9.3%**	**70.3%**	**+6.4%**

Weekday Wait Assessment Discussion

- July 2019 weekday Wait Assessment improved year-over-year to 74.8%.
- The 7 line had the largest improvement due in part to the new CBTC signal system.

Chart 15

Note: The metrics in this report are preliminary.

Subway Weekend Wait Assessment
(6 am - midnight)

	Jul 19					Jul 18					Desired trend ↑
	Monthly Meets	Monthly GAP			12 month Meets	Monthly Meets	Monthly GAP			12 month Meets	Monthly Standard
Line	Standard	Minor	Medium	Major	Standard	Standard	Minor	Medium	Major	Standard	% Change
1	**89.9%**	5.6%	2.9%	1.7%	87.7%	**82.9%**	8.9%	4.1%	4.1%	80.1%	**+8.4%**
2	**72.5%**	12.6%	8.9%	5.9%	74.4%	**67.9%**	11.5%	11.1%	9.5%	66.0%	**+6.8%**
3	**79.6%**	8.8%	5.3%	6.4%	83.2%	**80.8%**	10.9%	5.8%	2.5%	86.9%	**-1.5%**
4	**73.7%**	10.7%	8.5%	7.1%	74.3%	**71.4%**	11.3%	10.4%	6.9%	66.8%	**+3.2%**
5	**76.0%**	8.4%	7.1%	8.5%	84.4%	**83.3%**	9.9%	4.7%	2.2%	71.3%	**-8.8%**
6	**83.1%**	6.5%	4.5%	5.9%	83.3%	**76.5%**	10.0%	7.6%	5.9%	79.9%	**+8.6%**
7	**87.1%**	8.4%	3.4%	1.1%	83.4%	**67.7%**	13.2%	10.3%	8.8%	78.2%	**+28.7%**
S 42nd	**96.6%**	0.5%	0.3%	2.6%	98.4%	**98.0%**	1.0%	0.7%	0.4%	98.8%	**-1.4%**
Subdivision A	**80.1%**	8.7%	6.0%	5.2%	81.2%	**75.4%**	10.5%	8.0%	6.1%	75.0%	**+6.2%**
A	**72.5%**	11.6%	9.3%	6.7%	74.2%	**72.9%**	11.4%	9.8%	5.9%	71.3%	**-0.5%**
C	**78.9%**	12.0%	6.9%	2.2%	79.1%	**73.7%**	13.1%	8.8%	4.4%	73.7%	**+7.1%**
D	**76.4%**	12.5%	6.7%	4.5%	79.6%	**76.2%**	12.3%	7.8%	3.7%	75.1%	**+0.3%**
E	**86.5%**	8.3%	3.2%	1.9%	83.6%	**76.9%**	12.4%	7.7%	2.9%	79.8%	**+12.5%**
F	**79.4%**	10.9%	6.1%	3.6%	79.8%	**77.9%**	10.3%	7.2%	4.6%	77.0%	**+1.9%**
S Fkln	**98.1%**	0.5%	0.0%	1.4%	98.5%	**98.1%**	0.8%	0.3%	0.7%	98.5%	**0.0%**
G	**79.9%**	11.4%	6.0%	2.6%	86.0%	**86.0%**	8.4%	3.8%	1.8%	85.3%	**-7.1%**
S Rock	**90.9%**	4.1%	1.9%	3.1%	95.2%	**91.8%**	4.5%	0.7%	3.0%	94.1%	**-1.0%**
JZ	**85.4%**	7.5%	4.4%	2.7%	86.7%	**81.7%**	8.7%	5.3%	4.4%	84.2%	**+4.5%**
L	**86.0%**	7.9%	3.8%	2.3%	82.0%	**78.7%**	10.7%	6.7%	3.9%	78.2%	**+9.3%**
M	**76.0%**	9.9%	6.1%	8.1%	80.2%	**94.0%**	3.4%	1.6%	1.0%	90.3%	**-19.1%**
N	**76.8%**	11.9%	7.2%	4.1%	77.2%	**72.3%**	12.0%	8.7%	6.9%	73.1%	**+6.2%**
Q	**76.6%**	10.6%	7.7%	5.1%	82.6%	**79.2%**	10.5%	6.6%	3.8%	80.1%	**-3.3%**
R	**80.4%**	10.8%	5.9%	3.0%	78.7%	**74.4%**	12.0%	9.5%	4.1%	72.0%	**+8.1%**
Subdivision B	**79.3%**	10.5%	6.2%	4.0%	80.6%	**77.7%**	10.8%	7.4%	4.2%	77.5%	**+2.1%**
Systemwide	**79.7%**	**9.7%**	**6.1%**	**4.5%**	**80.9%**	**76.6%**	**10.7%**	**7.7%**	**5.1%**	**76.4%**	**+4.0%**

Weekend Wait Assessment Discussion

- July 2019 weekend Wait Assessment increased to 79.7% from 76.6% the prior year.

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

Chart 16

Note: The metrics in this report are preliminary.

Subway Weekday Terminal On-Time Performance

Monthly
(24 hours)

Desired trend ↑

Line	Jul 19	Jul 18	% Change
1	85.3%	68.7%	**+24.2%**
2	71.0%	46.8%	**+51.7%**
3	80.6%	63.7%	**+26.5%**
4	74.4%	55.8%	**+33.3%**
5	75.3%	59.6%	**+26.3%**
6	80.9%	66.1%	**+22.4%**
7	91.8%	69.8%	**+31.5%**
S 42nd	99.4%	99.7%	**-0.3%**
Subdivision A	**84.6%**	**69.0%**	**+22.6%**
A	64.5%	54.1%	**+19.2%**
B	68.7%	61.3%	**+12.1%**
C	70.0%	64.3%	**+8.9%**
D	69.0%	45.7%	**+51.0%**
E	79.2%	55.5%	**+42.7%**
F	63.8%	48.6%	**+31.3%**
S Fkln	99.2%	99.9%	**-0.7%**
G	79.5%	71.6%	**+11.0%**
S Rock	95.7%	90.5%	**+5.7%**
JZ	84.7%	60.0%	**+41.2%**
L	93.2%	88.8%	**+5.0%**
M	75.1%	58.3%	**+28.8%**
NW	77.9%	58.3%	**+33.6%**
Q	86.3%	72.6%	**+18.9%**
R	73.4%	48.6%	**+51.0%**
Subdivision B	**78.4%**	**64.7%**	**+21.2%**
Systemwide	**81.1%**	**66.6%**	**+21.8%**

Weekday Terminal On-Time Performance Discussion

- July 2019 weekday On-Time Performance (OTP) was 81.1%, down from the prior month, but still the second-highest since August 2013.
- Every line except the shuttles saw an improvement in weekday OTP.

Chart 17

Note: The metrics in this report are preliminary.

Subway Weekend Terminal On-Time Performance

Monthly
(24 hours)

Desired trend ↑

Line	Jul 19	Jul 18	% Change
1	92.4%	85.6%	**+7.9%**
2	44.5%	24.1%	**+84.6%**
3	70.8%	35.5%	**+99.4%**
4	67.7%	46.8%	**+44.7%**
5	86.4%	65.3%	**+32.3%**
6	81.1%	56.5%	**+43.5%**
7	83.1%	51.3%	**+62.0%**
S 42nd	98.8%	100.0%	**-1.2%**
Subdivision A	**80.9%**	**60.1%**	**+34.6%**
A	73.1%	61.5%	**+18.9%**
C	77.3%	63.3%	**+22.1%**
D	84.5%	51.8%	**+63.1%**
E	91.1%	51.3%	**+77.6%**
F	83.4%	46.1%	**+80.9%**
S Fkln	98.9%	99.5%	**-0.6%**
G	87.2%	81.7%	**+6.7%**
S Rock	87.3%	93.6%	**-6.7%**
JZ	80.7%	80.5%	**+0.2%**
L	87.8%	88.2%	**-0.5%**
M	83.5%	93.2%	**-10.4%**
N	61.7%	43.8%	**+40.9%**
Q	72.6%	60.8%	**+19.4%**
R	72.8%	41.6%	**+75.0%**
Subdivision B	**81.6%**	**69.1%**	**+18.1%**
Systemwide	**81.3%**	**65.5%**	**+24.1%**

Weekend Terminal On-Time Performance Discussion

- July 2019 Weekend On-Time Performance improved year-over-year to 81.3%.
- The improvements in weekend OTP were due in part to differences in planned work and more accurate schedules for planned service changes.
- Nearly every line had improved OTP. The decrease on the M was due in part to its longer route as an alternative service during the L Project, as well as a major incident in July 2019.

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

Chart 18

Note: The metrics in this report are preliminary.

Subway Weekday Trains Delayed

Monthly - July 2019

(24 hours)

Delay Categories	Trains Delayed	Delayed Trains Per Day (22)	% of Delayed Trains
Track Failures and Emergency Remediation	1,934	88	5.7%
Rail and Roadbed	1,587	72	4.6%
Fire, Smoke, Debris	347	16	1.0%
Signal Failures and Emergency Remediation	4,556	207	13.3%
Subway Car	2,314	105	6.8%
Door-Related	524	24	1.5%
Propulsion	278	13	0.8%
Braking	603	27	1.7%
Other	909	41	2.6%
Other Unplanned Disruptions (e.g. station defect)	1,281	58	3.7%
Train Brake Activation - cause unknown	433	20	1.3%
Service Delivery (e.g., crew performance)	1,394	63	4.1%
External	6,675	303	19.5%
Public Conduct, Crime, Police Response	2,451	111	7.1%
Sick/Injured Customer	1,569	71	4.6%
Persons on Roadbed (including persons struck by train)	629	29	1.9%
External Debris on Roadbed (e.g., trees, shopping cart)	78	4	0.3%
Other Passenger-Related (e.g., retrieval of property from track)	566	26	1.7%
Public Event (e.g., civil demonstration, parade)	460	21	1.4%
Inclement Weather	683	31	2.0%
Other External Disruptions	239	11	0.7%
Operating Environment	8,267	376	24.2%
Planned Right-of-Way Work	7,319	333	21.4%
Total Trains Delayed	**34,173**	**1,553**	**100%**

Baseline average daily delays for January-June 2018	2,939
Target average daily delays to achieve reduction of 18,000 monthly delays	2,346
% to Target	234%

Note: Based on new electronic feeds. Root cause analysis and improved categorization of delays are ongoing.

Chart 19

Note: The metrics in this report are preliminary.

Subway Weekend Trains Delayed

Monthly - July 2019

(24 hours)

Delay Categories	Trains Delayed	Delayed Trains Per Day (9)	% of Delayed Trains
Track Failures and Emergency Remediation	116	13	1.3%
Rail and Roadbed	88	10	0.9%
Fire, Smoke, Debris	28	3	0.3%
Signal Failures and Emergency Remediation	634	70	6.8%
Subway Car	221	25	2.4%
Door-Related	57	6	0.6%
Propulsion	49	5	0.5%
Braking	49	5	0.5%
Other	66	7	0.7%
Other Unplanned Disruptions (e.g. station defect)	83	9	0.9%
Train Brake Activation - cause unknown	61	7	0.7%
Service Delivery (e.g., crew performance)	436	48	4.7%
External	1,765	196	19.0%
Public Conduct, Crime, Police Response	658	73	7.1%
Sick/Injured Customer	307	34	3.3%
Persons on Roadbed (including persons struck by train)	59	7	0.6%
External Debris on Roadbed (e.g., trees, shopping cart)	95	11	1.0%
Other Passenger-Related (e.g., retrieval of property from track)	72	8	0.8%
Public Event (e.g., civil demonstration, parade)	569	63	6.1%
Inclement Weather	5	1	0.1%
Other External Disruptions	0	0	0.0%
Operating Environment	1,353	150	14.6%
Planned Right-of-Way Work	4,305	478	46.4%
Total Trains Delayed	**9,273**	**1,030**	**97%**

Baseline average daily delays for January-June 2018	1,944
Target average daily delays to achieve reduction of 18,000 monthly delays	1,261
% to Target	134%

Note: Based on new electronic feeds. Root cause analysis and improved categorization of delays are ongoing.

Chart 20

Note: The metrics in this report are preliminary.

Customer Service Report: Buses

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



NYCT President Andy Byford, Acting MTA Bus President/SVP NYCT Department of Buses Craig Cipriano, Staten Island Borough President James Oddo, and ATU Local 726 President Daniel Cassella marked the first anniversary of the Staten Island express bus network redesign in August with DOB employees. Newly released data shows that express bus service between Manhattan and Staten Island has steadily improved across all metrics thanks to an unprecedented level of engagement with the MTA from customers, labor partners, the NYPD, the NYC Department of Transportation, and Borough President Oddo.

September 2019 Highlights: Buses

This past August marked the first anniversary of the Staten Island express bus network redesign. On August 15th, President Byford, Borough President Oddo, ATU Local 726 President Cassella and I spoke to customers at Eltingville Transit Center and provided the Staten Island Advance editorial board with an update on the SIM express bus network. This was the first of our ongoing bus network redesigns and demonstrates the MTA's commitment to a process that resulted in tangible improvements for our customers. Based on the data, we were able to demonstrate, across a range of measures – that this redesign has been a success with more service, faster speeds, shorter trips, better reliability, less standees, and more responsiveness to customer complaints. In addition, we now provide better information to customers with real-time seat availability information. We remain dedicated to continued system optimization in order to satisfy the greatest number of customers. And, we continue to work closely -- on a daily basis -- with all our stakeholders, including key New York City agencies like the DOT and NYPD, to make service better.

We are also working hard on our next two network redesigns in the Bronx and Queens. The existing conditions report for the Bronx network redesign was released in February and the draft redesign plan released in May. Following the release of the draft plan, intensive public outreach has been conducted. This included online surveys, 8 open houses at key locations throughout the Bronx and one open house in Manhattan, presentations to community boards, on-street outreach at key intermodal hubs, and regular meetings and briefings with elected officials. The Bronx Redesign Final Plan is slated for release in October.

Last month we released the existing conditions report on Queens Bus Network Redesign. A copy of the full report can be found at https://new.mta.info/queensbusredesign/ecr. In the coming months, we will put together a Draft Plan with a redrawn bus network based on our findings. This will address many of the challenges that exist today. The draft plan will be shared online and presented to the Borough Board and Community Boards and at public workshops to get valuable feedback. Online surveys will also be available to collect feedback on our proposals. The final plan will be published in the spring of 2020.

Finally, early next month we will make critical strides towards keeping our bus lanes clear by introducing automated mobile camera systems on M15 SBS with a 60-day warning period. There are currently 15 buses equipped with enforcement cameras. This technology will capture real-time bus lane violations and we are optimistic that it will make a real difference toward clearing the right of way for our buses and stepping up our efforts to increase bus speeds on congested city streets. By the end of November, we plan to roll out automated mobile camera systems on another two routes, equipping a total of 123 buses.

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

Bus Report

Bus Report Performance Indicators

Category	Performance Indicator	Current Month: August 2019			12-Month Average		
		This Year	Last Year	% Change	This Year	Last Year	% Change
Customer Focused Metrics	Service Delivered (Chart 1)	97.7%	97.8%	-0.1%	97.3%	97.2%	+0.1%
	Additional Bus Stop Time (h:mm:ss) (Chart 3)	0:01:32	0:01:31	+1.1%	0:01:45	0:01:47	-1.8%
	Additional Travel Time (h:mm:ss) (Chart 5)	0:00:17	0:00:24	-29.2%	0:00:49	0:00:55	-10.2%
	Customer Journey Time Performance (Chart 7)	75.8%	75.7%	+0.1%	72.0%	+71.6%	+0.6%
Inputs To Operations	Mean Distance Between Failures (Chart 9)	7,533	6,072	+24.1%	7,414	6,434	+15.2%
	Speed (MPH) (Chart 11)	8.1	8.2	-1.2%	8.0	7.9	+1.3%
Legacy Indicators	Wait Assessment (Chart 13)	79.5%	79.9%	-0.5%	77.5%	77.8%	-0.4%
	System MDBSI (Chart 15)	3,201	2,793	+14.6%	2,957	2,803	+5.5%
	NYCT Bus	3,009	2,564	+17.4%	2,792	2,617	+6.7%
	MTA Bus	4,008	3,860	+3.8%	3,665	3,620	+1.2%
	System Trips Completed (Chart 16)	99.3%	99.2%	+0.1%	99.2%	99.1%	+0.1%
	NYCT Bus	99.3%	99.2%	+0.1%	99.2%	99.1%	+0.1%
	MTA Bus	99.1%	99.3%	-0.2%	98.9%	99.2%	-0.3%
	System AM Pull Out (Chart 17)	99.7%	99.8%	-0.1%	99.8%	99.8%	0.0%
	NYCT Bus	99.8%	99.9%	-0.1%	99.8%	99.9%	-0.1%
	MTA Bus	99.6%	99.8%	-0.2%	99.5%	99.7%	-0.2%
	System PM Pull Out (Chart 18)	99.8%	99.9%	-0.1%	99.8%	99.9%	-0.1%
	NYCT Bus	99.9%	99.9%	0.0%	99.9%	99.9%	0.0%
	MTA Bus	99.5%	99.9%	-0.4%	99.5%	99.8%	-0.3%
	System Buses>=12 years	20.6%	22.0%				
	NYCT Bus	9.3%	19.0%				
	MTA Bus	59.5%	29.0%				
	System Fleet Age	7.2	8.1				
	NYCT Bus	6.1	7.7				
	MTA Bus	10.7	9.7				

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

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. 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.

- Peak Hours – 7 a.m. to 9 a.m. and 4 p.m. to 7 p.m.

Additional Bus Stop Time (ABST)

Additional Bus Stop Time (ABST) is the average added 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 uniformly, 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, but is considered an industry best practice worldwide. ABST is measured using customers' MetroCard swipes on buses combined with GPS tracking data from buses. ABST is measured from 4 a.m. to 11 p.m.

Additional Travel Time (ATT)

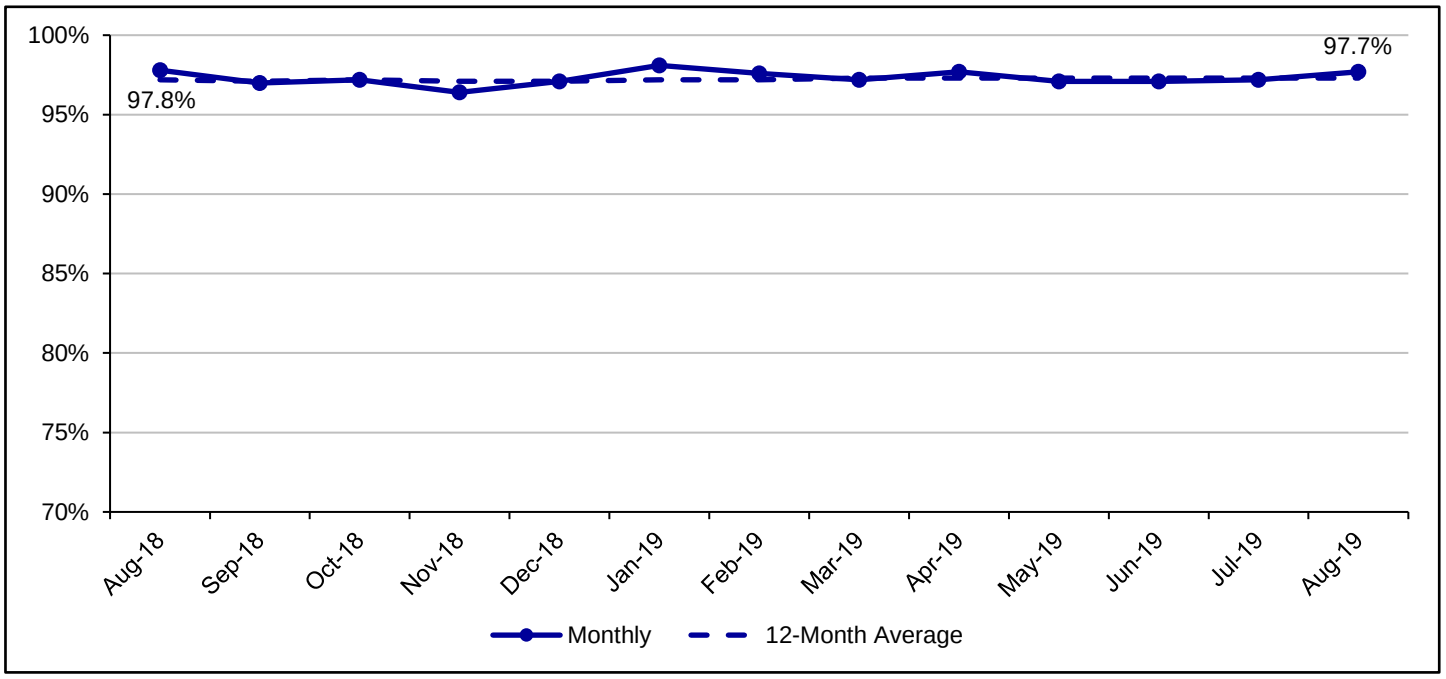
Additional Travel Time (ATT) is the average additional time customers are onboard the bus compared to the scheduled time. ATT (sometimes referred to as Excess In-Vehicle Travel Time) is a new indicator for the MTA, but is considered an industry best practice worldwide. ATT is measured using customers' MetroCard swipes on buses combined with GPS tracking data from buses. ATT is measured from 4 a.m. to 11 p.m.

Customer Journey Time Performance (CJTP)

Customer Journey Time Performance (CJTP) measures 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 on buses combined with GPS tracking data from buses. CJTP is measured from 4 a.m. to 11 p.m.

Service Delivered
(Peak Hours)

Desired trend



	Monthly			12-Month Average		
	Aug 19	**Aug 18**	**% Change**	**Aug 19**	**Aug 18**	**% Change**
Bronx	97.5%	97.7%	-0.2%	97.6%	97.5%	+0.1%
Brooklyn	98.4%	98.3%	+0.1%	97.6%	97.4%	+0.2%
Manhattan	98.3%	97.6%	+0.7%	97.6%	97.3%	+0.3%
Queens	96.9%	97.9%	-1.0%	96.8%	96.9%	-0.1%
Staten Island	98.0%	97.1%	+0.9%	97.5%	96.8%	+0.7%
Systemwide	**97.7%**	**97.8%**	**-0.1%**	**97.3%**	**97.2%**	**+0.1%**

Service Delivered Discussion

- August 2019 Service Delivered declined by 0.1% compared to August 2018.
- Service Delivered improved by 0.1% on a 12-month average.

Chart 1

Note: The metrics in this report are preliminary.

Service Delivered
Monthly
(Peak Hours)

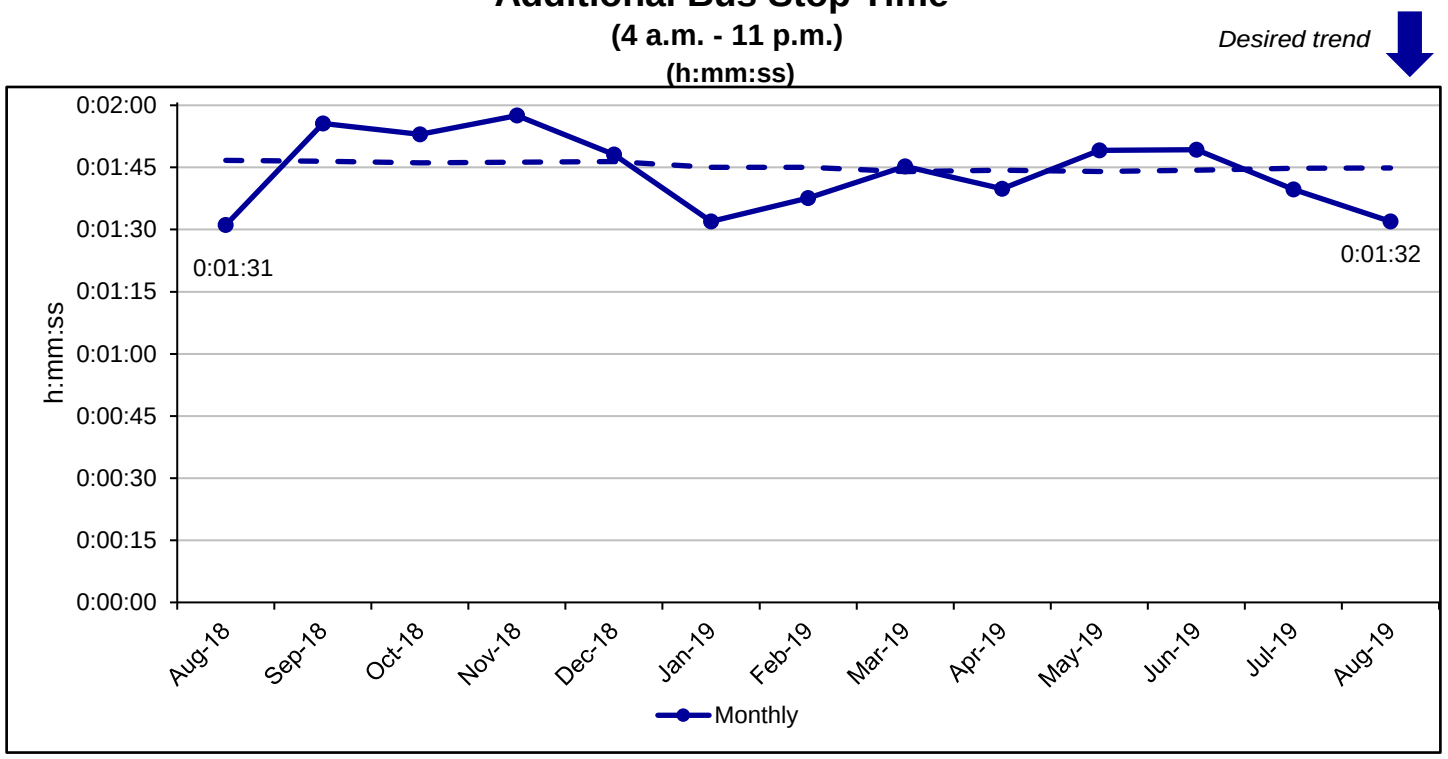
Desired trend ↑

Borough	Aug 19	Aug 18	% Change
Bronx	**97.5%**	**97.7%**	**-0.2%**
Local/Limited	97.6%	97.7%	-0.1%
Select Bus Service	97.8%	97.9%	-0.1%
Express	96.9%	97.4%	-0.5%
Brooklyn	**98.4%**	**98.3%**	**+0.1%**
Local/Limited	98.2%	98.2%	+0.0%
Select Bus Service	97.1%	97.5%	-0.4%
Express	101.2%	99.0%	+2.2%
Manhattan	**98.3%**	**97.6%**	**+0.7%**
Local/Limited	97.9%	97.1%	+0.8%
Select Bus Service	99.1%	99.1%	+0.0%
Express	N/A	N/A	N/A
Queens	**96.9%**	**97.9%**	**-1.0%**
Local/Limited	96.7%	97.7%	-1.0%
Select Bus Service	99.5%	99.6%	-0.1%
Express	97.9%	98.7%	-0.8%
Staten Island	**98.0%**	**97.1%**	**+0.9%**
Local/Limited	98.0%	97.5%	+0.5%
Select Bus Service	101.8%	97.1%	+4.8%
Express	97.6%	96.7%	+0.9%
Systemwide	**97.7%**	**97.8%**	**-0.1%**
Local/Limited	97.5%	97.7%	-0.2%
Select Bus Service	98.7%	98.7%	+0.0%
Express	98.1%	97.8%	+0.3%

Chart 2

Note: The metrics in this report are preliminary.

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



	Monthly			12-Month Average		
	Aug 19	**Aug 18**	**% Change**	**Aug 19**	**Aug 18**	**% Change**
Bronx	0:01:37	0:01:30	+7.8%	0:01:43	0:01:42	+0.5%
Brooklyn	0:01:38	0:01:40	-2.0%	0:01:55	0:01:56	-0.9%
Manhattan	0:01:15	0:01:17	-2.6%	0:01:30	0:01:31	-1.4%
Queens	0:01:31	0:01:27	+4.6%	0:01:44	0:01:47	-2.7%
Staten Island	0:01:46	0:01:59	-10.9%	0:02:01	0:02:06	-4.3%
Systemwide	**0:01:32**	**0:01:31**	**+1.1%**	**0:01:45**	**0:01:47**	**-1.8%**

Additional Bus Stop Time Discussion

- Additional Bus Stop Time increased by one second (or 1.1%) in August 2019 compared to August 2018, and decreased by two seconds (or 1.8%) on a 12-month average.

Chart 3

Note: The metrics in this report are preliminary.

Additional Bus Stop Time

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

(h:mm:ss)

Desired trend ↓

Borough	Aug 19	Aug 18	% Change
Bronx	**0:01:37**	**0:01:30**	**+7.8%**
Local/Limited	0:01:39	0:01:32	+7.6%
Select Bus Service	0:01:08	0:01:06	+3.0%
Express	0:02:14	0:01:53	+18.6%
Brooklyn	**0:01:38**	**0:01:40**	**-2.0%**
Local/Limited	0:01:40	0:01:42	-2.0%
Select Bus Service	0:01:16	0:01:14	+2.7%
Express	0:01:43	0:02:07	-18.9%
Manhattan	**0:01:15**	**0:01:17**	**-2.6%**
Local/Limited	0:01:22	0:01:24	-2.4%
Select Bus Service	0:01:01	0:01:00	+1.7%
Express	N/A	N/A	N/A
Queens	**0:01:31**	**0:01:27**	**+4.6%**
Local/Limited	0:01:33	0:01:29	+4.5%
Select Bus Service	0:01:06	0:01:00	+10.0%
Express	0:01:33	0:01:56	-19.8%
Staten Island	**0:01:46**	**0:01:59**	**-10.9%**
Local/Limited	0:02:04	0:02:08	-3.1%
Select Bus Service	0:01:27	0:01:15	+16.0%
Express	0:01:04	0:01:44	-38.5%
Systemwide	**0:01:32**	**0:01:31**	**+1.1%**
Local/Limited	0:01:36	0:01:34	+2.1%
Select Bus Service	0:01:07	0:01:04	+4.7%
Express	0:01:29	0:01:53	-21.2%

Chart 4

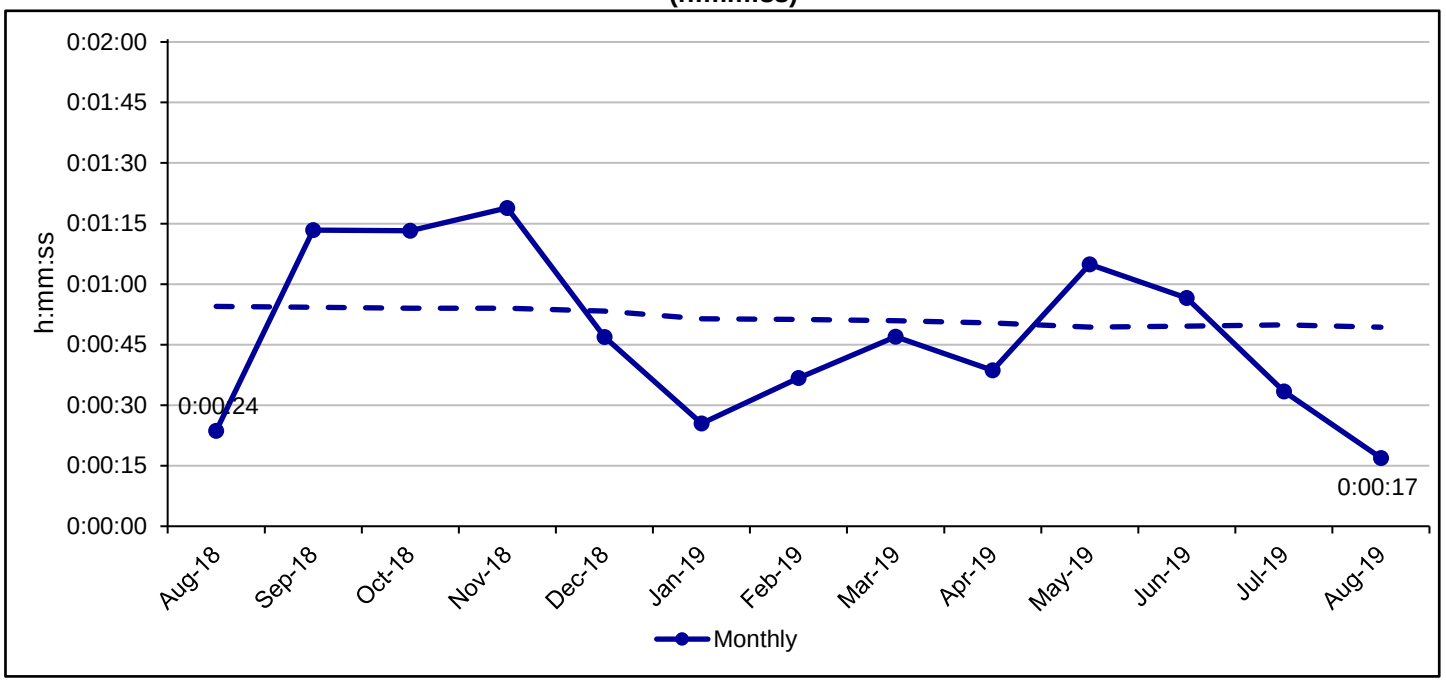
Note: The metrics in this report are preliminary.

Additional Travel Time

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

(h:mm:ss)

Desired trend



	Monthly			12-Month Average		
	Aug 19	**Aug 18**	**% Change**	**Aug 19**	**Aug 18**	**% Change**
Bronx	0:00:31	0:00:31	0.0%	0:01:01	0:01:02	-1.4%
Brooklyn	0:00:18	0:00:27	-33.3%	0:00:48	0:00:54	-11.6%
Manhattan	0:00:03	0:00:07	-57.1%	0:00:29	0:00:30	-3.0%
Queens	0:00:28	0:00:27	+3.7%	0:00:57	0:01:03	-9.6%
Staten Island	-0:00:58	0:00:02	NA	0:00:32	0:00:51	-36.8%
Systemwide	**0:00:17**	**0:00:24**	**-29.2%**	**0:00:49**	**0:00:55**	**-10.2%**

Additional Travel Time Discussion

- Additional Travel Time decreased by seven seconds (or 29.2%) in August 2019 compared to August 2018, and decreased by six seconds (or 10.2%) on a 12-month average.

Chart 5

Note: The metrics in this report are preliminary.

Additional Travel Time

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

(h:mm:ss)

Desired trend ↓

Borough	Aug 19	Aug 18	% Change
Bronx	**0:00:31**	**0:00:31**	**0.0%**
Local/Limited	0:00:30	0:00:30	0.0%
Select Bus Service	0:00:47	0:00:43	+9.3%
Express	-0:00:04	0:00:11	N/A
Brooklyn	**0:00:18**	**0:00:27**	**-33.3%**
Local/Limited	0:00:21	0:00:28	-25.0%
Select Bus Service	0:00:19	0:00:33	-42.4%
Express	-0:02:32	-0:00:19	N/A
Manhattan	**0:00:03**	**0:00:07**	**-57.1%**
Local/Limited	0:00:10	0:00:20	-50.0%
Select Bus Service	-0:00:10	-0:00:26	N/A
Express	N/A	N/A	N/A
Queens	**0:00:28**	**0:00:27**	**+3.7%**
Local/Limited	0:00:29	0:00:25	+16.0%
Select Bus Service	0:00:26	0:00:30	-13.3%
Express	-0:00:43	0:02:04	N/A
Staten Island	**-0:00:58**	**0:00:02**	**N/A**
Local/Limited	0:00:05	0:00:05	0.0%
Select Bus Service	0:00:03	-0:00:20	N/A
Express	-0:04:18	0:00:00	N/A
Systemwide	**0:00:17**	**0:00:24**	**-29.2%**
Local/Limited	0:00:24	0:00:25	-4.0%
Select Bus Service	0:00:12	0:00:09	+33.3%
Express	-0:02:27	0:00:31	N/A

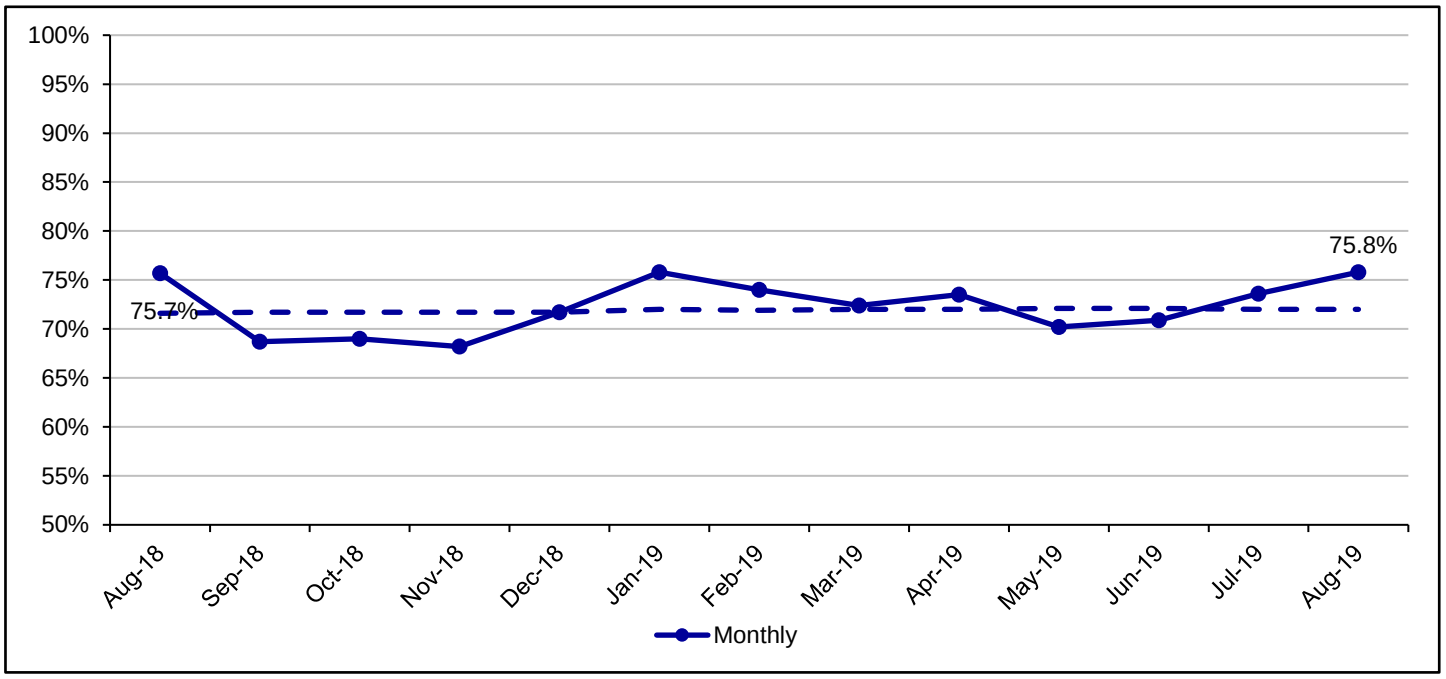
Chart 6

Note: The metrics in this report are preliminary.

Customer Journey Time Performance

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

Desired trend



	Monthly			12-Month Average		
	Aug 19	**Aug 18**	**% Change**	**Aug 19**	**Aug 18**	**% Change**
Bronx	74.5%	75.4%	-1.2%	71.4%	71.6%	-0.3%
Brooklyn	75.0%	74.0%	+1.4%	70.8%	70.5%	+0.4%
Manhattan	79.8%	78.6%	+1.5%	75.9%	75.6%	+0.4%
Queens	75.4%	76.1%	-0.9%	71.8%	71.1%	+1.0%
Staten Island	75.4%	72.7%	+3.7%	69.3%	68.4%	+1.3%
Systemwide	**75.8%**	**75.7%**	**+0.1%**	**72.0%**	**71.6%**	**0.6%**

Customer Journey Time Performance Discussion

- Customer Journey Time Performance in August 2019 improved by 0.1% compared to August 2018, and improved by 0.6% on a 12-month average.

Chart 7

Note: The metrics in this report are preliminary.

Customer Journey Time Performance
Monthly

Desired trend ↑

Borough	Aug 19	Aug 18	% Change
Bronx	**74.5%**	**75.4%**	**-1.2%**
Local/Limited	74.7%	75.6%	-1.2%
Select Bus Service	75.0%	75.6%	-0.8%
Express	68.3%	69.9%	-2.3%
Brooklyn	**75.0%**	**74.0%**	**+1.4%**
Local/Limited	74.6%	73.8%	+1.1%
Select Bus Service	78.8%	78.5%	+0.4%
Express	76.3%	69.1%	+10.4%
Manhattan	**79.8%**	**78.6%**	**+1.5%**
Local/Limited	77.4%	76.6%	+1.0%
Select Bus Service	84.3%	84.1%	+0.2%
Express	N/A	N/A	N/A
Queens	**75.4%**	**76.1%**	**-0.9%**
Local/Limited	75.6%	76.6%	-1.3%
Select Bus Service	74.4%	75.6%	-1.6%
Express	71.6%	59.0%	+21.4%
Staten Island	**75.4%**	**72.7%**	**+3.7%**
Local/Limited	73.4%	73.1%	+0.4%
Select Bus Service	73.5%	78.1%	-5.9%
Express	81.6%	67.3%	+21.2%
Systemwide	**75.8%**	**75.7%**	**+0.1%**
Local/Limited	75.3%	75.4%	-0.1%
Select Bus Service	79.6%	79.4%	+0.3%
Express	76.1%	66.1%	+15.1%

Chart 8

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

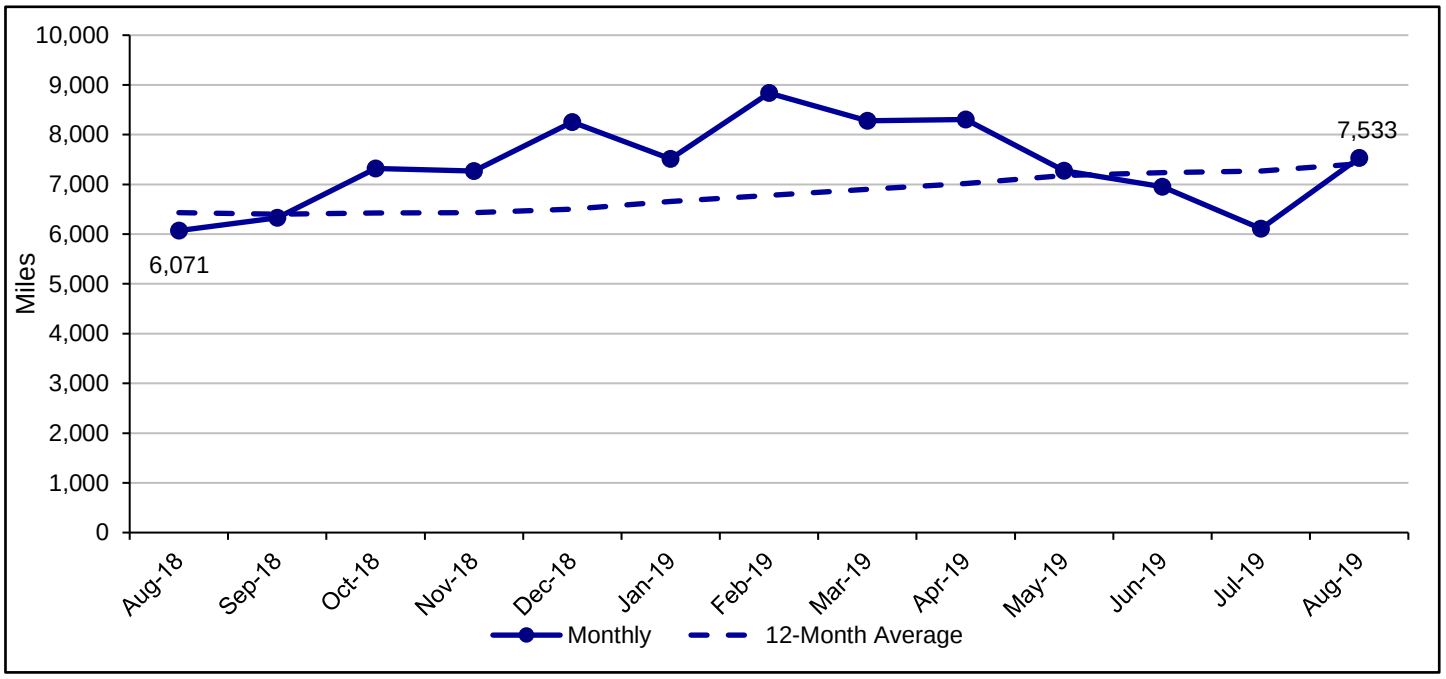
Bus speeds measure how quickly buses travel along their routes. The average end-to-end speed is the total distance traveled along a route divided by the total time, using bus GPS data.

Mean Distance Between Failures

(24 Hours)

Miles

Desired trend



	Monthly			12-Month Average		
	Aug 19	**Aug 18**	**% Change**	**Aug 19**	**Aug 18**	**% Change**
Bronx	5,591	4,531	+23.4%	5,660	4,469	+26.7%
Brooklyn	9,183	5,333	+72.2%	8,058	6,250	+28.9%
Manhattan	4,559	3,906	+16.7%	4,321	3,769	+14.6%
Queens	7,100	6,950	+2.2%	7,188	7,373	-2.5%
Staten Island	17,949	15,496	+15.8%	21,042	19,618	+7.3%
Systemwide	**7,533**	**6,071**	**+24.1%**	**7,414**	**6,434**	**+15.2%**

Mean Distance Between Failures Discussion

- Mean Distance Between Failures improved by 24.1% from 6,071 in August 2018 to 7,533 in August 2019.
- The 12-month average through August 2019 also improved by 15.2%.

Chart 9

Note: The metrics in this report are preliminary.

Mean Distance Between Failures

12 Month Rolling Average (24 Hours)

Miles

Desired trend ↑

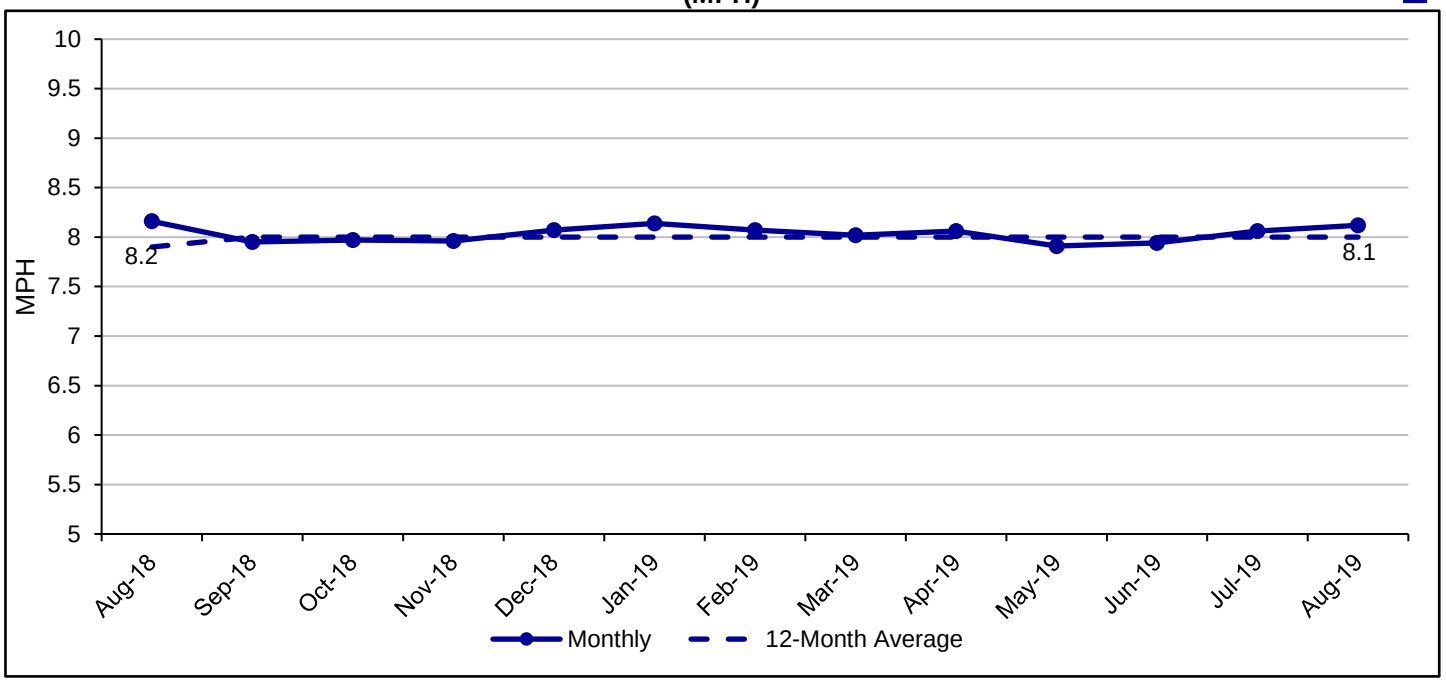
Borough	Aug 19	Aug 18	% Change
Bronx	**5,660**	**4,469**	**+26.7%**
Local/Limited	4,822	3,753	+28.5%
Select Bus Service	9,397	5,762	+63.1%
Express	10,908	10,592	+3.0%
Brooklyn	**8,058**	**6,250**	**+28.9%**
Local/Limited	7,834	6,084	+28.8%
Select Bus Service	12,197	7,366	+65.6%
Express	8,421	9,953	-15.4%
Manhattan	**4,321**	**3,769**	**+14.6%**
Local/Limited	3,797	3,409	+11.4%
Select Bus Service	8,501	6,568	+29.4%
Express	N/A	N/A	N/A
Queens	**7,188**	**7,373**	**-2.5%**
Local/Limited	6,877	6,973	-1.4%
Select Bus Service	10,051	12,379	-18.8%
Express	7,801	8,182	-4.7%
Staten Island	**21,042**	**19,618**	**+7.3%**
Local/Limited	20,682	17,584	+17.6%
Select Bus Service	13,637	10,823	+26.0%
Express	22,227	23,668	-6.1%
Systemwide	**7,414**	**6,434**	**+15.2%**
Local/Limited	6,540	5,622	+16.3%
Select Bus Service	10,015	7,987	+25.4%
Express	12,377	12,649	-2.2%

Chart 10

Note: The metrics in this report are preliminary.

Bus Speeds
(24 Hours)
(MPH)

Desired trend



	Monthly			12-Month Average		
	Aug 19	**Aug 18**	**% Change**	**Aug 19**	**Aug 18**	**% Change**
Bronx	7.6	7.6	0.0%	7.4	7.5	-1.3%
Brooklyn	7.2	7.2	0.0%	7.1	7.1	0.0%
Manhattan	6.0	6.1	-1.6%	5.9	5.9	0.0%
Queens	8.9	9.0	-1.1%	8.8	8.9	-1.1%
Staten Island	13.9	13.8	+0.7%	13.8	13.2	+4.5%
Systemwide	**8.1**	**8.2**	**-1.2%**	**8.0**	**7.9**	**+1.3%**

Speed Discussion

- Bus Speeds in August 2019 decreased by 1.2% to 8.1 mph compared to August 2018.
- Speeds improved by 1.3% on a 12-month average.

Chart 11

Note: The metrics in this report are preliminary.

Bus Speeds
Monthly (24 Hours)
MPH

Desired trend ↑

Borough	Aug 19	Aug 18	% Change
Bronx	**7.6**	**7.6**	**0.0%**
Local/Limited	6.9	6.9	0.0%
Select Bus Service	8.8	8.9	-1.1%
Express	12.1	12.1	0.0%
Brooklyn	**7.2**	**7.2**	**0.0%**
Local/Limited	6.9	7.0	-1.4%
Select Bus Service	8.8	8.6	+2.3%
Express	12.5	12.2	+2.5%
Manhattan	**6.0**	**6.1**	**-1.6%**
Local/Limited	5.7	5.7	0.0%
Select Bus Service	6.8	7.9	-13.9%
Express	N/A	N/A	N/A
Queens	**8.9**	**9.0**	**-1.1%**
Local/Limited	8.6	8.7	-1.1%
Select Bus Service	11.0	11.4	-3.5%
Express	13.2	13.0	+1.5%
Staten Island	**13.9**	**13.8**	**+0.7%**
Local/Limited	11.9	11.9	0.0%
Select Bus Service	14.6	14.8	-1.4%
Express	17.5	16.7	+4.8%
Systemwide	**8.1**	**8.2**	**-1.2%**
Local/Limited	7.5	7.6	-1.3%
Select Bus Service	8.9	9.6	-7.3%
Express	14.4	14.0	+2.9%

Chart 12

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. 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 a.m.-9 a.m.) and afternoon (4 p.m.-7 p.m.) peak periods and no more than five minutes over the scheduled interval for the rest of the day. This measure provides a percentage of buses passing the standard, but it does not account for extra service operated, it is not weighted to how many customers are waiting for buses at different stops, it does not distinguish between relatively minor gaps in service and major delays, and it is not a true measurement of time customers spend waiting at stops.

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

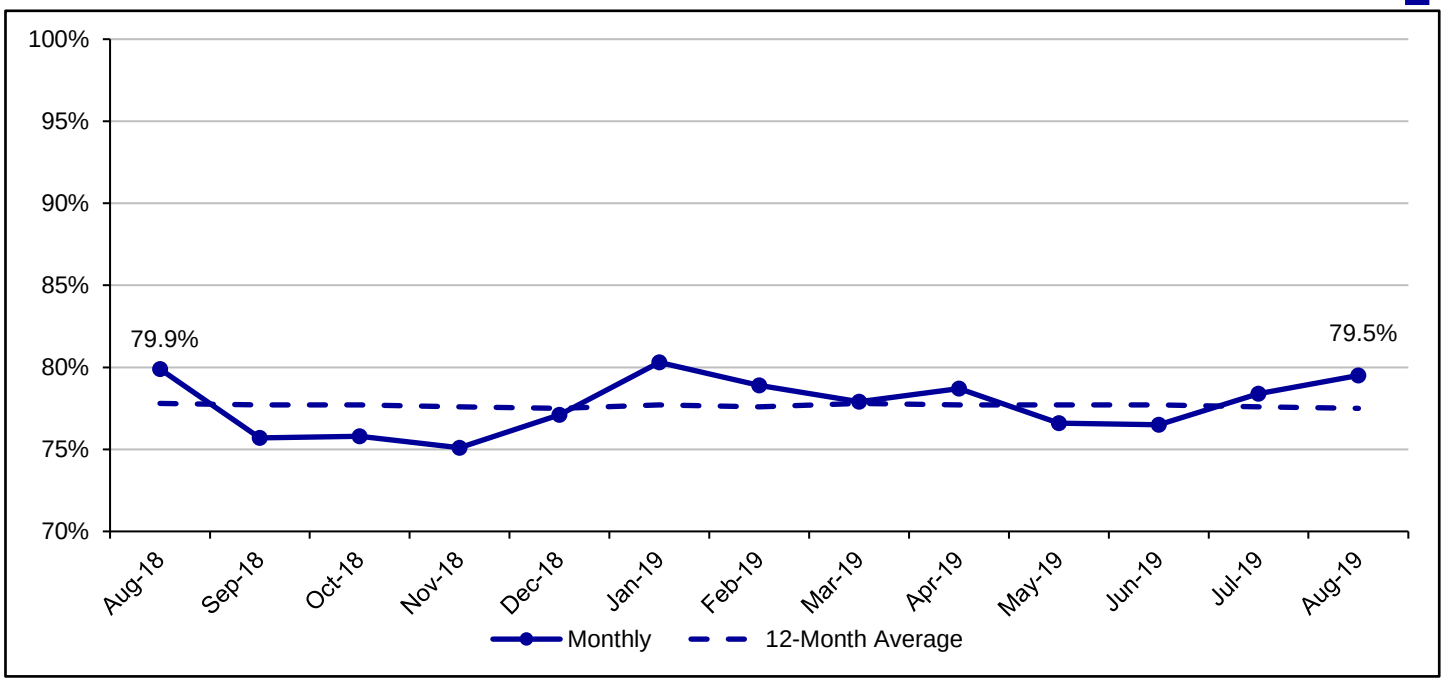
Bus Percentage of Completed Trips
Bus Percentage of Completed Trips is the percent of trips completed system wide for the 12-month period. The sytemwide metric is the combined results of NYCT Bus and MTA Bus.

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

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

Wait Assessment

Desired trend ↑



	Monthly			12-Month Average		
	Aug 19	**Aug 18**	**% Change**	**Aug 19**	**Aug 18**	**% Change**
Bronx	77.9%	78.9%	-1.3%	76.7%	77.1%	-0.5%
Brooklyn	78.2%	78.4%	-0.3%	75.8%	76.4%	-0.8%
Manhattan	79.3%	78.5%	+1.0%	76.7%	76.5%	+0.3%
Queens	81.1%	82.1%	-1.2%	79.0%	79.1%	-0.1%
Staten Island	82.5%	81.5%	+1.2%	80.7%	80.8%	-0.1%
Systemwide	**79.5%**	**79.9%**	**-0.5%**	**77.5%**	**77.8%**	**-0.4%**

Chart 13

Note: The metrics in this report are preliminary.

Wait Assessment
Monthly

Desired trend ↑

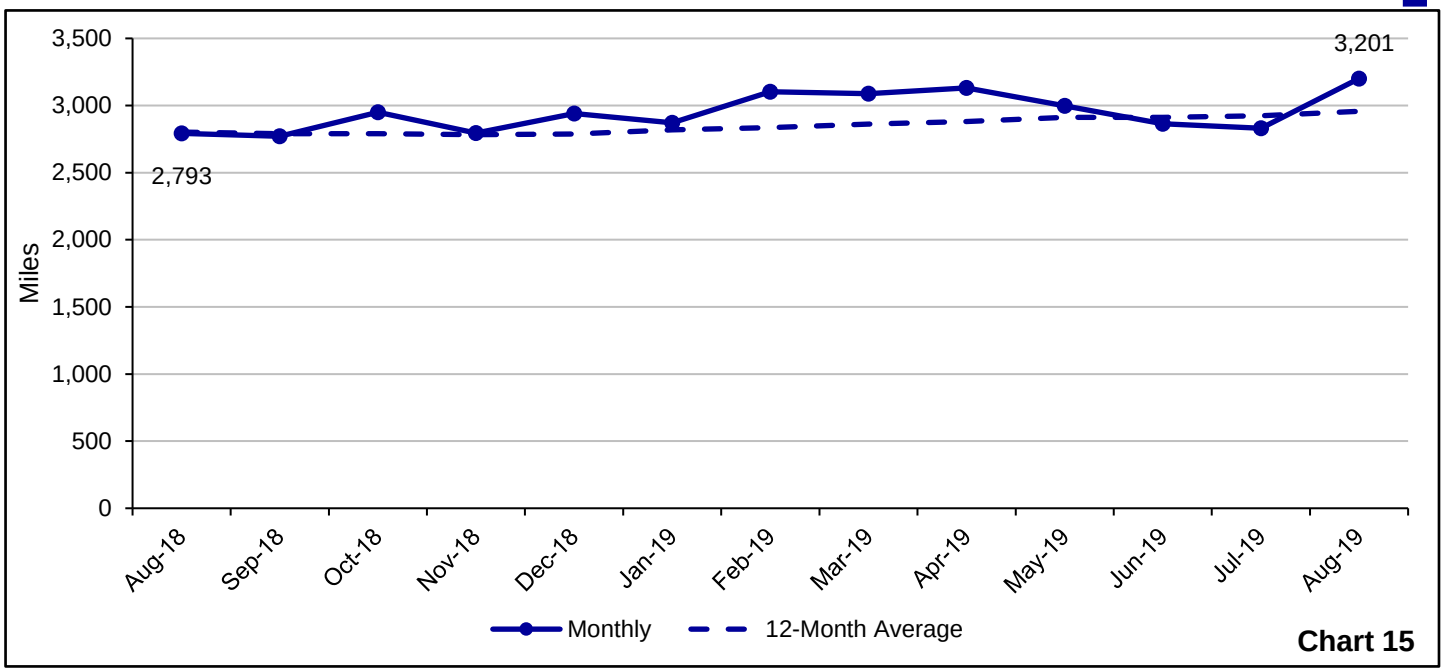
Borough	Aug 19	Aug 18	% Change
Bronx	**77.9%**	**78.9%**	**-1.3%**
Local/Limited	77.5%	78.5%	-1.3%
Select Bus Service	82.3%	82.9%	-0.7%
Express	84.9%	85.6%	-0.8%
Brooklyn	**78.2%**	**78.4%**	**-0.3%**
Local/Limited	78.0%	78.3%	-0.4%
Select Bus Service	82.4%	80.4%	+2.5%
Express	82.1%	80.2%	+2.4%
Manhattan	**79.3%**	**78.5%**	**+1.0%**
Local/Limited	78.7%	78.0%	+0.9%
Select Bus Service	83.6%	83.9%	-0.4%
Express	N/A	N/A	N/A
Queens	**81.1%**	**82.1%**	**-1.2%**
Local/Limited	80.9%	82.0%	-1.3%
Select Bus Service	83.1%	83.4%	-0.4%
Express	84.7%	84.4%	+0.4%
Staten Island	**82.5%**	**81.5%**	**+1.2%**
Local/Limited	81.6%	81.2%	+0.5%
Select Bus Service	81.8%	81.8%	+0.0%
Express	86.6%	82.8%	+4.6%
Systemwide	**79.5%**	**79.9%**	**-0.5%**
Local/Limited	79.2%	79.7%	-0.6%
Select Bus Service	83.0%	83.0%	+0.0%
Express	85.2%	83.4%	+2.2%

Chart 14

Note: The metrics in this report are preliminary.

Bus Mean Distance Between Service Interruptions

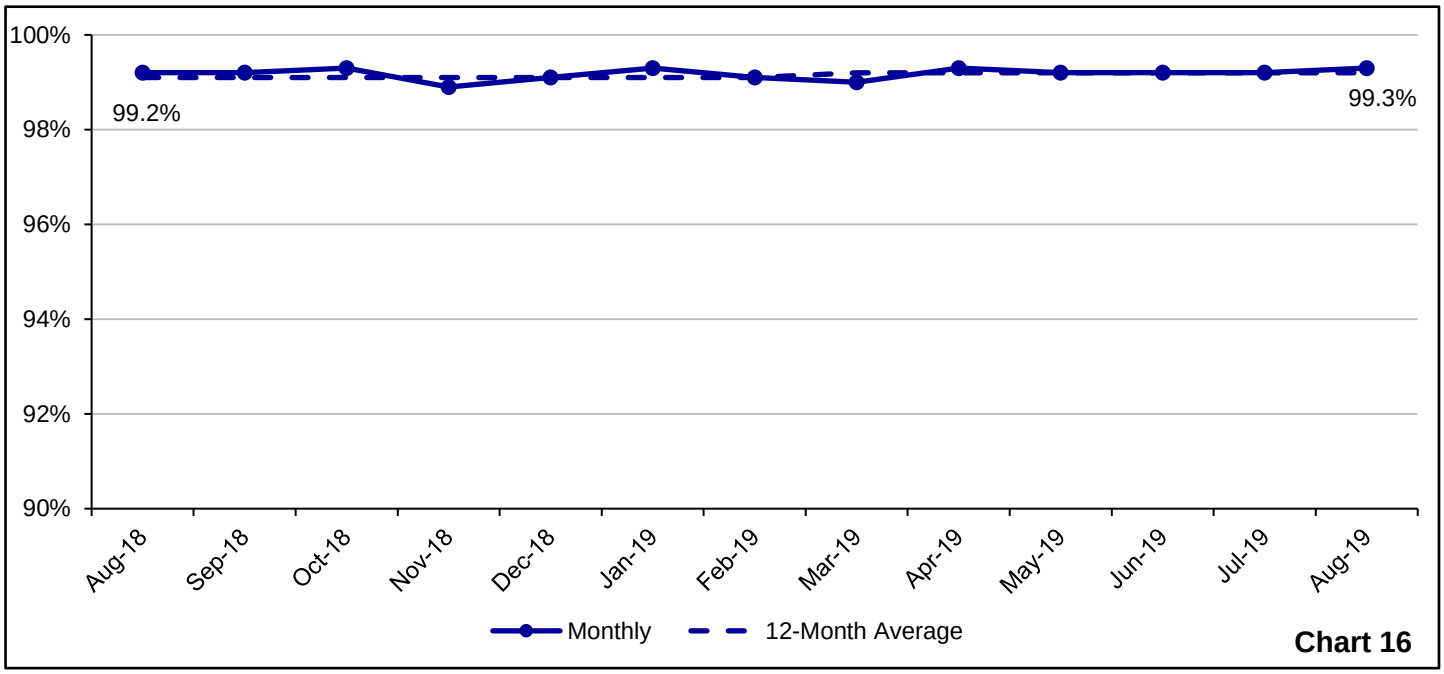
Desired trend



	Monthly			12-Month Average		
	Aug 19	Aug 18	% Change	Aug 19	Aug 18	% Change
Systemwide	**3,201**	**2,793**	**+14.6%**	**2,957**	**2,803**	**+5.5%**

Bus Percentage of Completed Trips

Desired trend



	Monthly			12-Month Average		
	Aug 19	Aug 18	% Change	Aug 19	Aug 18	% Change
Systemwide	**99.3%**	**99.2%**	**+0.1%**	**99.2%**	**99.1%**	**+0.1%**

Note: The metrics in this report are preliminary.

Bus AM Weekday Pull Out Performance

Desired trend

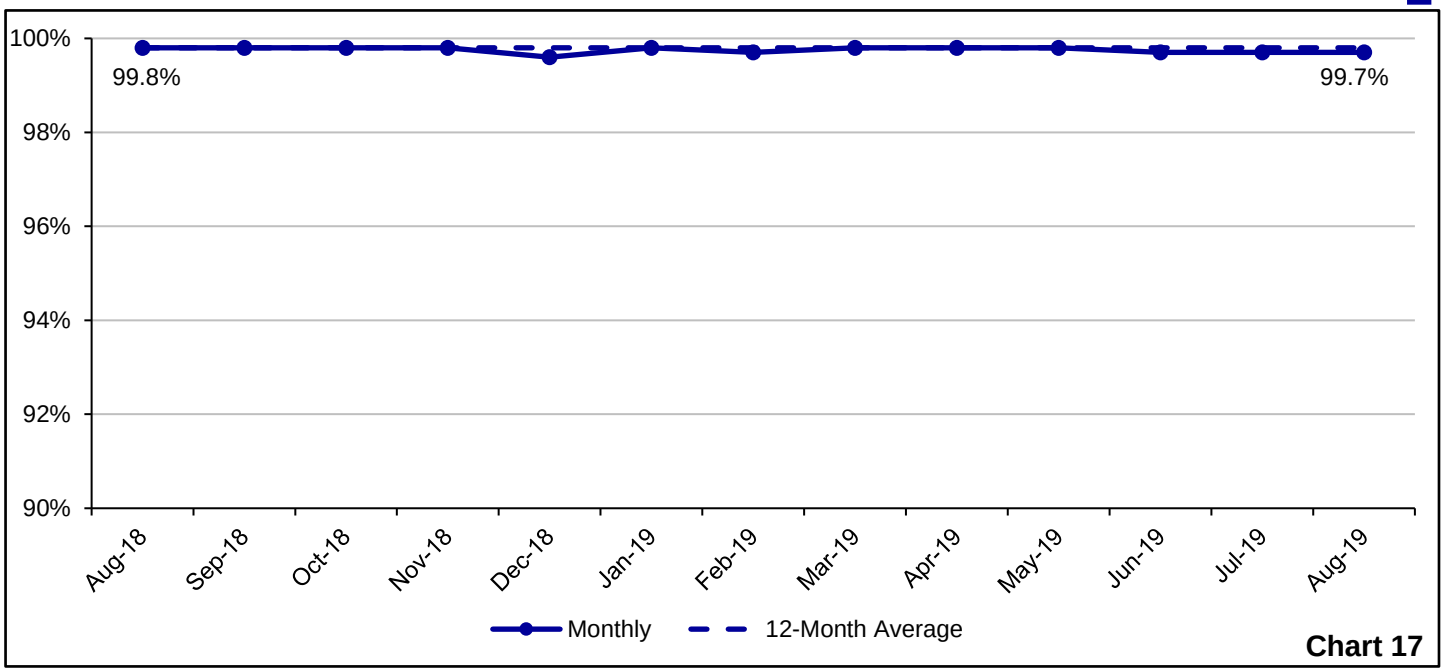


Chart 17

	Monthly			12-Month Average		
	Aug 19	Aug 18	% Change	Aug 19	Aug 18	% Change
Systemwide	**99.7%**	**99.8%**	**-0.1%**	**99.8%**	**99.8%**	**0.0%**

Bus PM Weekday Pull Out Performance

Desired trend

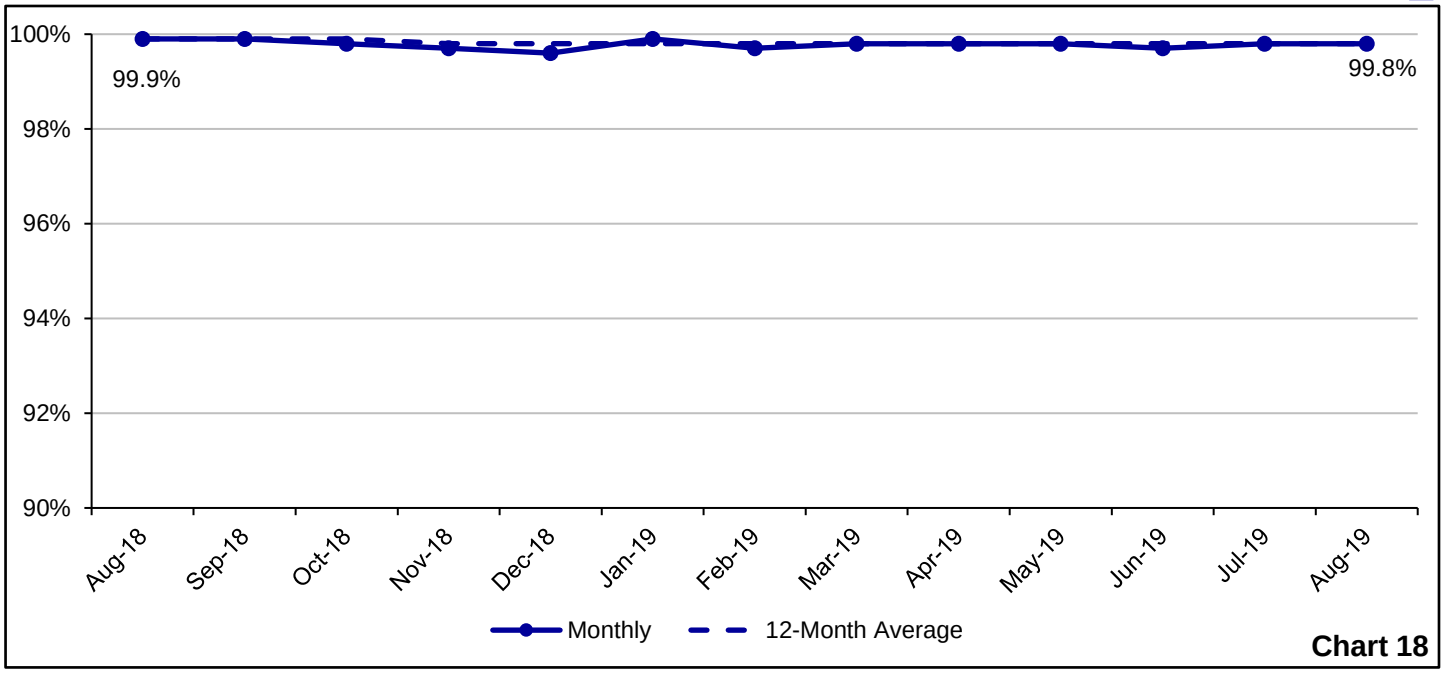


Chart 18

	Monthly			12-Month Average		
	Aug 19	Aug 18	% Change	Aug 19	Aug 18	% Change
Systemwide	**99.8%**	**99.9%**	**-0.1%**	**99.8%**	**99.9%**	**-0.1%**

Note: The metrics in this report are preliminary.

Bus Report

Bus Report Performance Indicators

Category	Performance Indicator	Current Month: July 2019			12-Month Average		
		This Year	Last Year	% Change	This Year	Last Year	% Change
Customer Focused Metrics	Service Delivered (Chart 1)	97.2%	97.5%	-0.3%	97.3%	97.1%	+0.2%
	Additional Bus Stop Time (h:mm:ss) (Chart 3)	0:01:40	0:01:34	+6.4%	0:01:45	N/A	N/A
	Additional Travel Time (h:mm:ss) (Chart 5)	0:00:33	0:00:30	+10.0%	0:00:50	N/A	N/A
	Customer Journey Time Performance (Chart 7)	73.6%	74.8%	-1.6%	72.0%	N/A	N/A
Inputs To Operations	Mean Distance Between Failures (Chart 9)	6,112	5,809	+5.2%	7,268	6,453	+12.6%
	Speed (MPH) (Chart 11)	8.1	8.1	0.0%	8.0	7.9	+1.3%
Legacy Indicators	Wait Assessment (Chart 13)	78.4%	79.5%	-1.4%	77.6%	77.7%	-0.1%
	System MDBSI (Chart 15)	2,830	2,706	+4.6%	2,924	2,814	+3.9%
	NYCT Bus	2,706	2,489	+8.7%	2,755	2,633	+4.6%
	MTA Bus	3,306	3,718	-11.1%	3,654	3,595	+1.6%
	System Trips Completed (Chart 16)	99.2%	99.3%	-0.1%	99.2%	99.1%	+0.1%
	NYCT Bus	99.3%	99.3%	0.0%	99.2%	99.1%	+0.1%
	MTA Bus	99.1%	99.4%	-0.3%	98.9%	99.2%	-0.3%
	System AM Pull Out (Chart 17)	99.7%	99.9%	-0.2%	99.8%	99.8%	0.0%
	NYCT Bus	99.8%	99.9%	-0.1%	99.8%	99.9%	-0.1%
	MTA Bus	99.4%	99.8%	-0.4%	99.5%	99.7%	-0.2%
	System PM Pull Out (Chart 18)	99.8%	99.9%	-0.1%	99.8%	99.9%	-0.1%
	NYCT Bus	99.9%	99.9%	0.0%	99.9%	99.9%	0.0%
	MTA Bus	99.6%	99.9%	-0.3%	99.5%	99.8%	-0.3%
	System Buses>=12 years	19.5%	21.0%				
	NYCT Bus	9.3%	19.0%				
	MTA Bus	54.0%	27.0%				
	System Fleet Age	7.1	8.0				
	NYCT Bus	6.0	7.6				
	MTA Bus	10.6	9.6				

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

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. 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.

- Peak Hours – 7 a.m. to 9 a.m. and 4 p.m. to 7 p.m.

Additional Bus Stop Time (ABST)

Additional Bus Stop Time (ABST) is the average added 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 uniformly, 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, but is considered an industry best practice worldwide. ABST is measured using customers' MetroCard swipes on buses combined with GPS tracking data from buses. ABST is measured from 4 a.m. to 11 p.m.

Additional Travel Time (ATT)

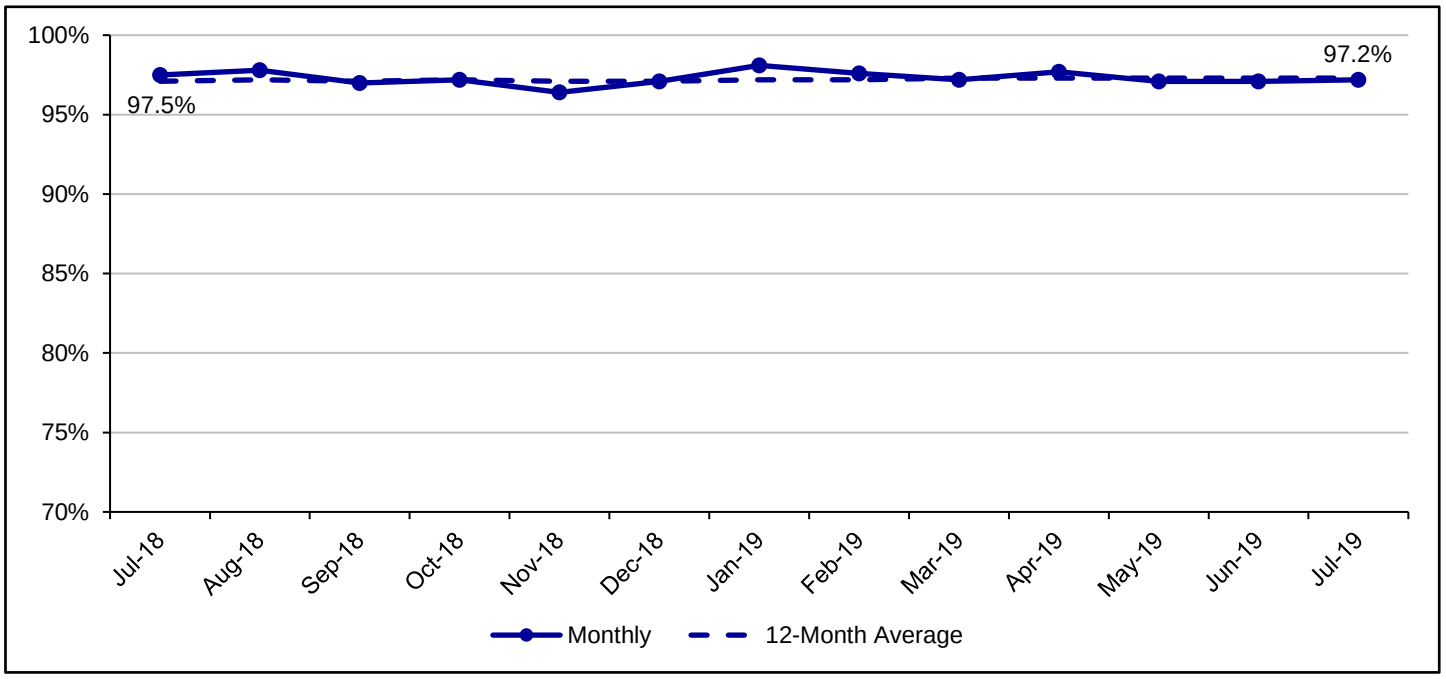
Additional Travel Time (ATT) is the average additional time customers are onboard the bus compared to the scheduled time. ATT (sometimes referred to as Excess In-Vehicle Travel Time) is a new indicator for the MTA, but is considered an industry best practice worldwide. ATT is measured using customers' MetroCard swipes on buses combined with GPS tracking data from buses. ATT is measured from 4 a.m. to 11 p.m.

Customer Journey Time Performance (CJTP)

Customer Journey Time Performance (CJTP) measures 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 on buses combined with GPS tracking data from buses. CJTP is measured from 4 a.m. to 11 p.m.

Service Delivered
(Peak Hours)

Desired trend



	Monthly			12-Month Average		
	Jul 19	**Jul 18**	**% Change**	**Jul 19**	**Jul 18**	**% Change**
Bronx	97.4%	97.7%	-0.3%	97.6%	97.5%	+0.1%
Brooklyn	98.3%	97.7%	+0.6%	97.6%	97.4%	+0.2%
Manhattan	97.6%	97.3%	+0.3%	97.5%	97.3%	+0.2%
Queens	96.5%	97.5%	-1.0%	96.9%	96.9%	0.0%
Staten Island	96.6%	96.6%	0.0%	97.4%	96.8%	+0.6%
Systemwide	**97.2%**	**97.5%**	**-0.3%**	**97.3%**	**97.1%**	**+0.2%**

Service Delivered Discussion

- Service Delivered in July 2019 improved by 0.1% compared to June 2018, and declined by 0.3% compared to July 2018.
- Service Delivered improved by 0.2% on a 12-month average.

Chart 1

Note: The metrics in this report are preliminary.

Service Delivered
Monthly
(Peak Hours)

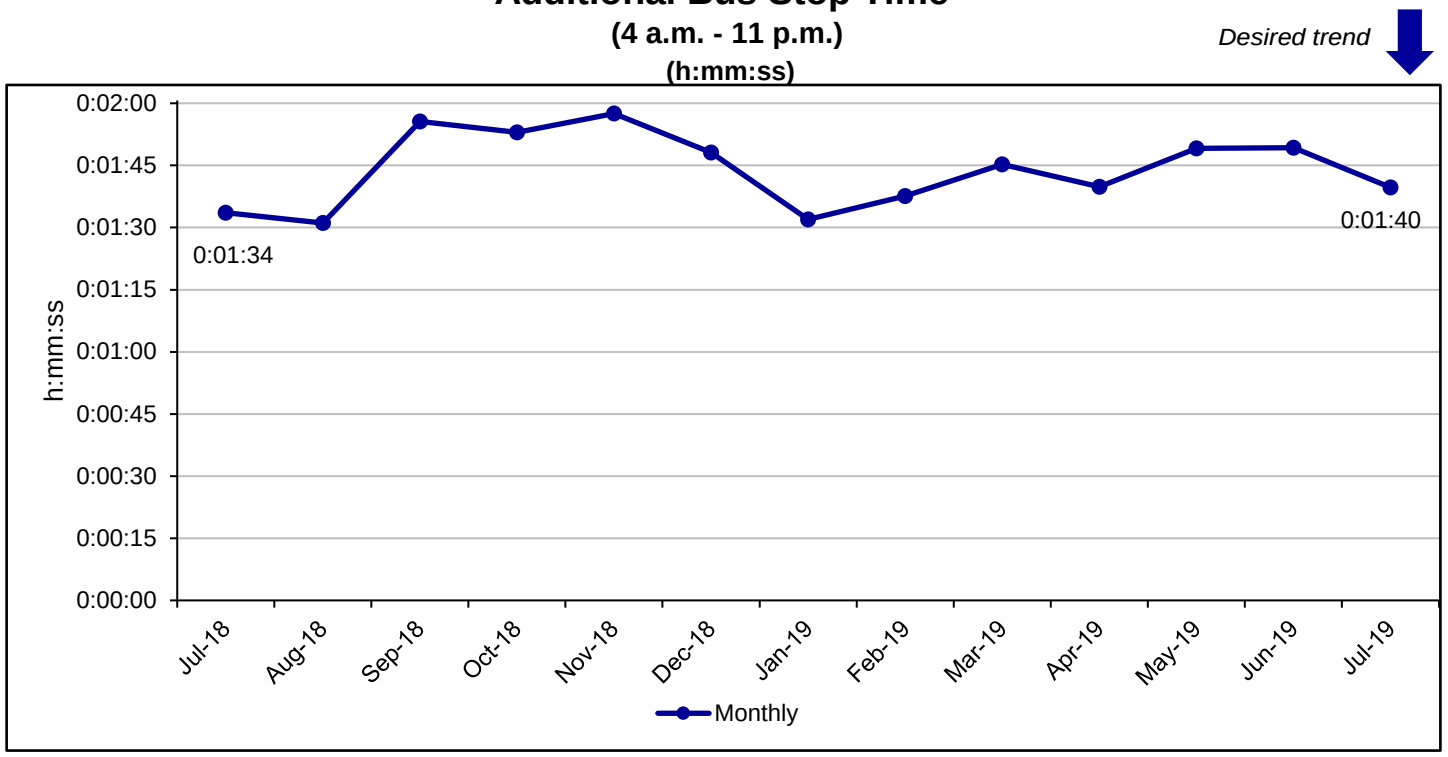
Desired trend ↑

Borough	Jul 19	Jul 18	% Change
Bronx	**97.4%**	**97.7%**	**-0.3%**
Local/Limited	97.4%	97.8%	-0.4%
Select Bus Service	98.0%	98.1%	-0.1%
Express	97.4%	96.8%	+0.6%
Brooklyn	**98.3%**	**97.7%**	**+0.6%**
Local/Limited	98.0%	97.8%	+0.2%
Select Bus Service	98.2%	97.4%	+0.8%
Express	100.1%	97.7%	+2.5%
Manhattan	**97.6%**	**97.3%**	**+0.3%**
Local/Limited	97.2%	96.9%	+0.3%
Select Bus Service	98.6%	98.3%	+0.3%
Express	N/A	N/A	N/A
Queens	**96.5%**	**97.5%**	**-1.0%**
Local/Limited	96.3%	97.3%	-1.0%
Select Bus Service	99.7%	99.1%	+0.6%
Express	97.4%	98.5%	-1.1%
Staten Island	**96.6%**	**96.6%**	**+0.0%**
Local/Limited	97.4%	97.1%	+0.3%
Select Bus Service	99.2%	97.2%	+2.1%
Express	95.5%	96.0%	-0.5%
Systemwide	**97.2%**	**97.5%**	**-0.3%**
Local/Limited	97.1%	97.4%	-0.3%
Select Bus Service	98.6%	98.2%	+0.4%
Express	97.0%	97.1%	-0.1%

Chart 2

Note: The metrics in this report are preliminary.

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



	Monthly			12-Month Average		
	Jul 19	**Jul 18**	**% Change**	**Jul 19**	**Jul 18**	**% Change**
Bronx	0:01:44	0:01:31	+14.3%	0:01:43	N/A	N/A
Brooklyn	0:01:46	0:01:44	+1.9%	0:01:55	N/A	N/A
Manhattan	0:01:23	0:01:21	+2.5%	0:01:30	N/A	N/A
Queens	0:01:39	0:01:29	+11.2%	0:01:43	N/A	N/A
Staten Island	0:01:49	0:01:56	-6.0%	0:02:02	N/A	N/A
Systemwide	**0:01:40**	**0:01:34**	**+6.4%**	**0:01:45**	N/A	N/A

Additional Bus Stop Time Discussion

- Additional Bus Stop Time in July 2019 decreased by nine seconds (or 8.3%) compared to June 2019, and increased by six seconds (or 6.4%) compared to July 2018.
- Additional Bus Stop Time is a new metric for which no data is available prior to August 2017.

Chart 3

Note: The metrics in this report are preliminary.

Additional Bus Stop Time

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

(h:mm:ss)

Desired trend ↓

Borough	Jul 19	Jul 18	% Change
Bronx	**0:01:44**	**0:01:31**	**+14.3%**
Local/Limited	0:01:47	0:01:33	+15.1%
Select Bus Service	0:01:12	0:01:09	+4.3%
Express	0:02:24	0:02:02	+18.0%
Brooklyn	**0:01:46**	**0:01:44**	**+1.9%**
Local/Limited	0:01:49	0:01:45	+3.8%
Select Bus Service	0:01:16	0:01:15	+1.3%
Express	0:01:49	0:02:12	-17.4%
Manhattan	**0:01:23**	**0:01:21**	**+2.5%**
Local/Limited	0:01:32	0:01:27	+5.7%
Select Bus Service	0:01:06	0:01:05	+1.5%
Express	N/A	N/A	N/A
Queens	**0:01:39**	**0:01:29**	**+11.2%**
Local/Limited	0:01:41	0:01:31	+11.0%
Select Bus Service	0:01:15	0:00:58	+29.3%
Express	0:01:57	0:01:57	0.0%
Staten Island	**0:01:49**	**0:01:56**	**-6.0%**
Local/Limited	0:02:05	0:02:09	-3.1%
Select Bus Service	0:01:27	0:01:06	+31.8%
Express	0:01:11	0:01:39	-28.3%
Systemwide	**0:01:40**	**0:01:34**	**+6.4%**
Local/Limited	0:01:44	0:01:37	+7.2%
Select Bus Service	0:01:11	0:01:06	+7.6%
Express	0:01:40	0:01:52	-10.7%

Chart 4

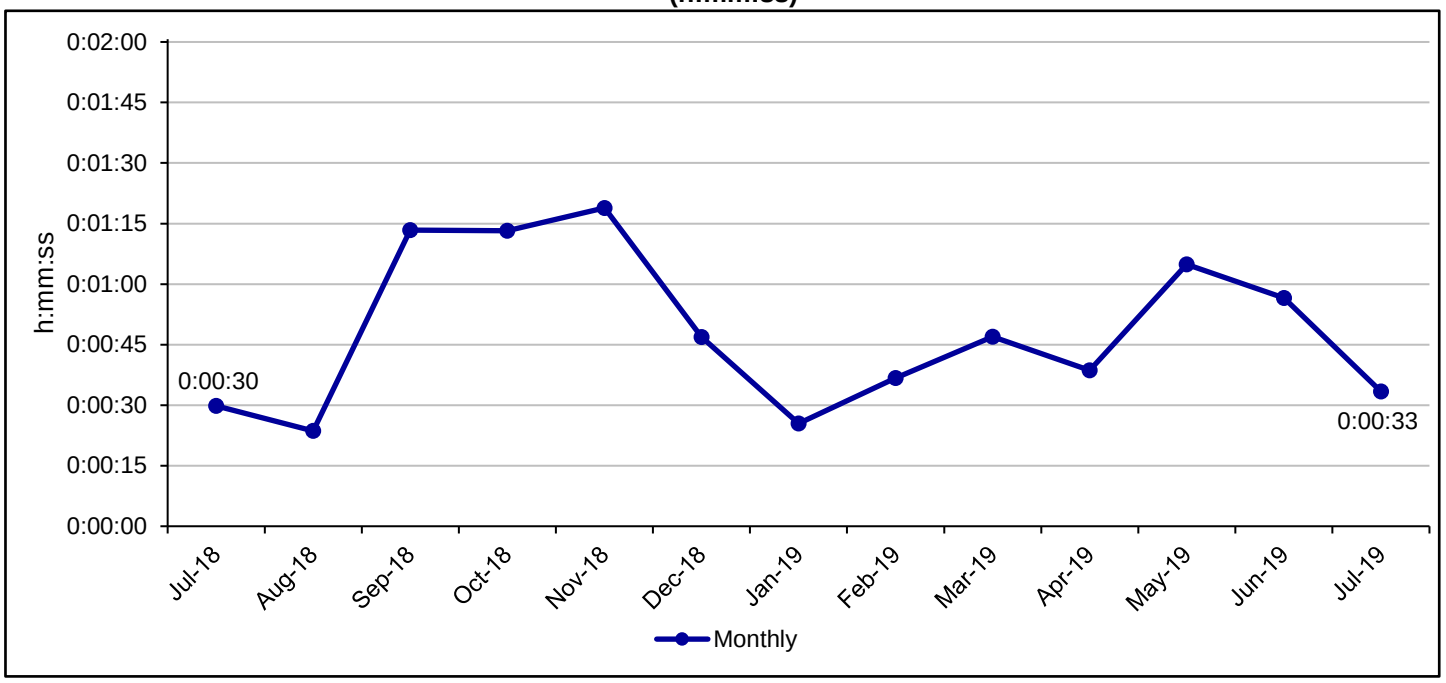
Note: The metrics in this report are preliminary.

Additional Travel Time

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

(h:mm:ss)

Desired trend



	Monthly			12-Month Average		
	Jul 19	**Jul 18**	**% Change**	**Jul 19**	**Jul 18**	**% Change**
Bronx	0:00:49	0:00:35	+40.0%	0:01:01	N/A	N/A
Brooklyn	0:00:28	0:00:35	-20.0%	0:00:49	N/A	N/A
Manhattan	0:00:19	0:00:15	+26.7%	0:00:29	N/A	N/A
Queens	0:00:44	0:00:37	+18.9%	0:00:57	N/A	N/A
Staten Island	-0:00:26	-0:00:13	NA	0:00:37	N/A	N/A
Systemwide	**0:00:33**	**0:00:30**	**+10.0%**	**0:00:50**	N/A	N/A

Additional Travel Time Discussion

- Additional Travel Time in July 2019 decreased by twenty-four seconds (or 42.1%) compared to June 2019, and increased by three seconds (or 10%) compared to July 2018.
- Additional Travel Time is a new metric for which no data is available prior to August 2017.

Chart 5

Note: The metrics in this report are preliminary.

Additional Travel Time

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

(h:mm:ss)

Desired trend ↓

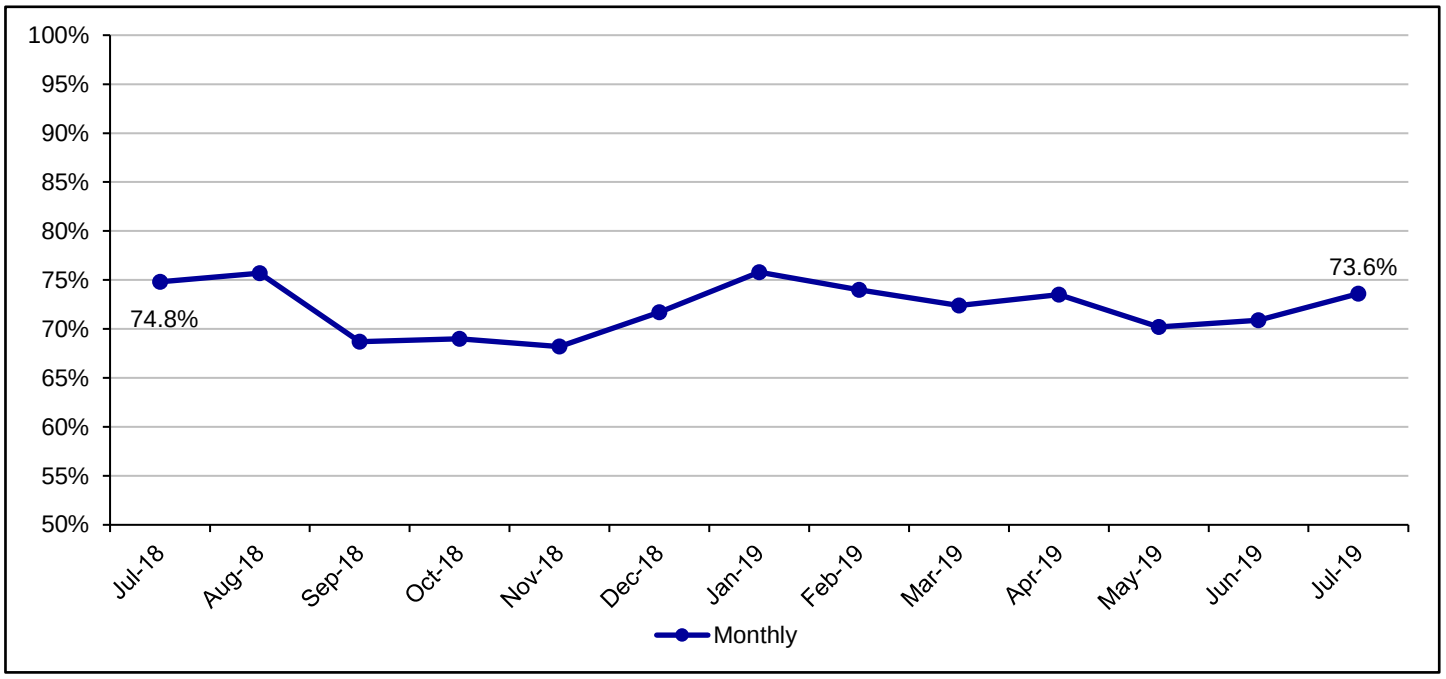
Borough	Jul 19	Jul 18	% Change
Bronx	**0:00:49**	**0:00:35**	**+40.0%**
Local/Limited	0:00:45	0:00:31	+45.2%
Select Bus Service	0:01:06	0:00:56	+17.9%
Express	0:02:17	0:01:32	+48.9%
Brooklyn	**0:00:28**	**0:00:35**	**-20.0%**
Local/Limited	0:00:30	0:00:36	-16.7%
Select Bus Service	0:00:21	0:00:35	-40.0%
Express	-0:00:02	-0:00:07	N/A
Manhattan	**0:00:19**	**0:00:15**	**+26.7%**
Local/Limited	0:00:28	0:00:26	+7.7%
Select Bus Service	0:00:03	-0:00:17	N/A
Express	N/A	N/A	N/A
Queens	**0:00:44**	**0:00:37**	**+18.9%**
Local/Limited	0:00:43	0:00:33	+30.3%
Select Bus Service	0:00:45	0:00:30	+50.0%
Express	0:01:15	0:03:36	-65.3%
Staten Island	**-0:00:26**	**-0:00:13**	**N/A**
Local/Limited	0:00:15	0:00:14	+7.1%
Select Bus Service	0:00:22	-0:00:24	N/A
Express	-0:02:40	-0:01:23	N/A
Systemwide	**0:00:33**	**0:00:30**	**+10.0%**
Local/Limited	0:00:37	0:00:32	+15.6%
Select Bus Service	0:00:26	0:00:16	+62.5%
Express	-0:00:28	0:00:23	N/A

Chart 6

Note: The metrics in this report are preliminary.

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

Desired trend ↑



	Monthly			12-Month Average		
	Jul 19	**Jul 18**	**% Change**	**Jul 19**	**Jul 18**	**% Change**
Bronx	72.1%	75.0%	-3.9%	71.5%	N/A	N/A
Brooklyn	73.3%	73.0%	+0.4%	70.8%	N/A	N/A
Manhattan	77.3%	77.5%	-0.3%	75.8%	N/A	N/A
Queens	72.9%	75.1%	-2.9%	71.8%	N/A	N/A
Staten Island	73.4%	73.1%	+0.4%	69.1%	N/A	N/A
Systemwide	**73.6%**	**74.8%**	**-1.6%**	**72.0%**	N/A	N/A

Customer Journey Time Performance Discussion

- Customer Journey Time Performance in July 2019 improved by 3.8% compared to June 2019, and declined by 1.6% compared to July 2018.
- Customer Journey Time is a new metric for which no data is available prior to August 2017.

Chart 7

Note: The metrics in this report are preliminary.

Customer Journey Time Performance
Monthly

Desired trend ↑

Borough	Jul 19	Jul 18	% Change
Bronx	**72.1%**	**75.0%**	**-3.9%**
Local/Limited	72.4%	75.6%	-4.2%
Select Bus Service	72.6%	73.6%	-1.4%
Express	57.4%	62.4%	-8.0%
Brooklyn	**73.3%**	**73.0%**	**+0.4%**
Local/Limited	72.8%	72.7%	+0.1%
Select Bus Service	78.4%	78.3%	+0.1%
Express	68.1%	67.9%	+0.3%
Manhattan	**77.3%**	**77.5%**	**-0.3%**
Local/Limited	74.7%	75.6%	-1.2%
Select Bus Service	82.3%	82.5%	-0.2%
Express	N/A	N/A	N/A
Queens	**72.9%**	**75.1%**	**-2.9%**
Local/Limited	73.2%	75.6%	-3.2%
Select Bus Service	71.9%	75.8%	-5.1%
Express	62.6%	52.3%	+19.7%
Staten Island	**73.4%**	**73.1%**	**+0.4%**
Local/Limited	72.3%	72.3%	0.0%
Select Bus Service	73.9%	79.8%	-7.4%
Express	76.4%	73.0%	+4.7%
Systemwide	**73.6%**	**74.8%**	**-1.6%**
Local/Limited	73.1%	74.6%	-2.0%
Select Bus Service	77.7%	78.5%	-1.0%
Express	68.5%	66.0%	+3.8%

Chart 8

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

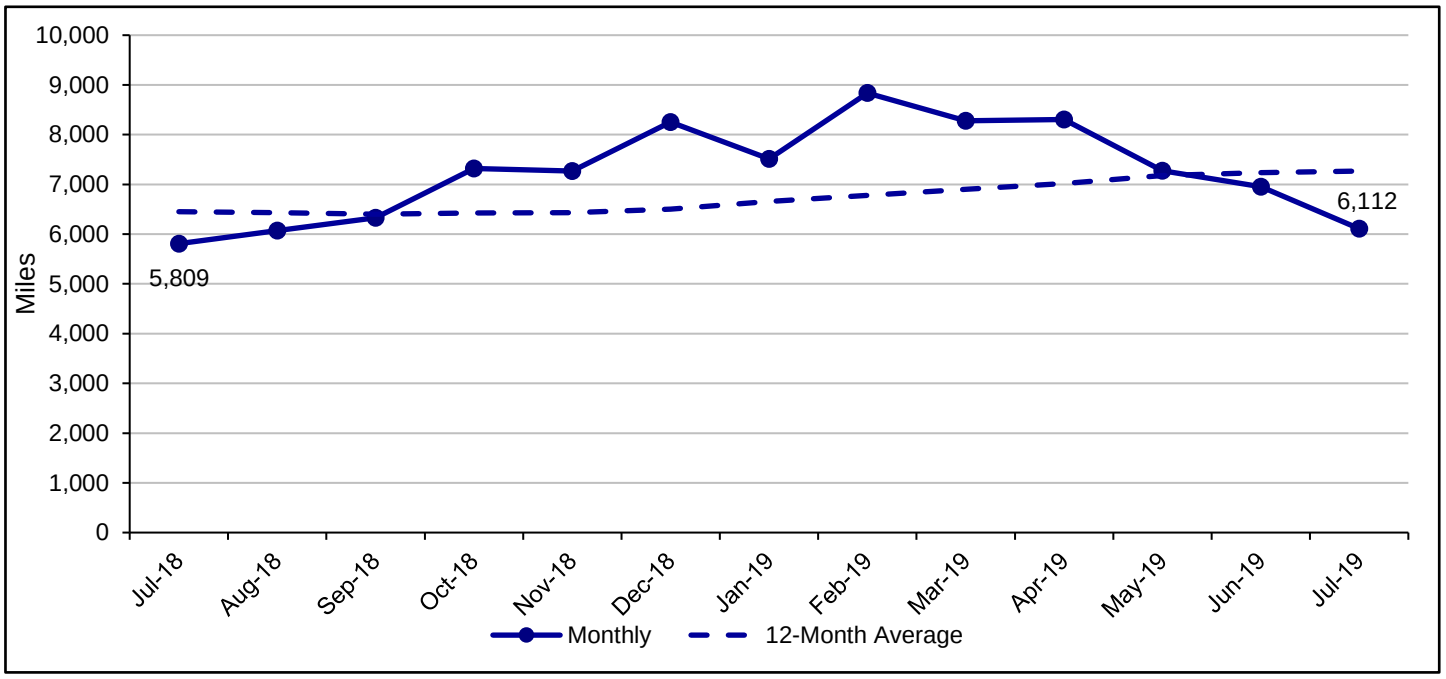
Bus speeds measure how quickly buses travel along their routes. The average end-to-end speed is the total distance traveled along a route divided by the total time, using bus GPS data.

Mean Distance Between Failures

(24 Hours)

Miles

Desired trend



	Monthly			12-Month Average		
	Jul 19	**Jul 18**	**% Change**	**Jul 19**	**Jul 18**	**% Change**
Bronx	4,359	3,949	+10.4%	5,545	4,444	+24.8%
Brooklyn	7,054	5,316	+32.7%	7,653	6,417	+19.3%
Manhattan	3,477	3,693	-5.8%	4,262	3,754	+13.5%
Queens	5,884	6,991	-15.8%	7,174	7,309	-1.8%
Staten Island	21,278	16,066	+32.4%	20,727	20,101	+3.1%
Systemwide	**6,112**	**5,809**	**+5.2%**	**7,268**	**6,453**	**+12.6%**

Mean Distance Between Failures Discussion

- Mean Distance Between Failures improved by 5.2% from 5,809 in July 2018 to 6,112 in July 2019.
- The 12-month average through July 2019 also improved by 12.6%.

Chart 9

Note: The metrics in this report are preliminary.

Mean Distance Between Failures

12 Month Rolling Average (24 Hours)

Miles

Desired trend ↑

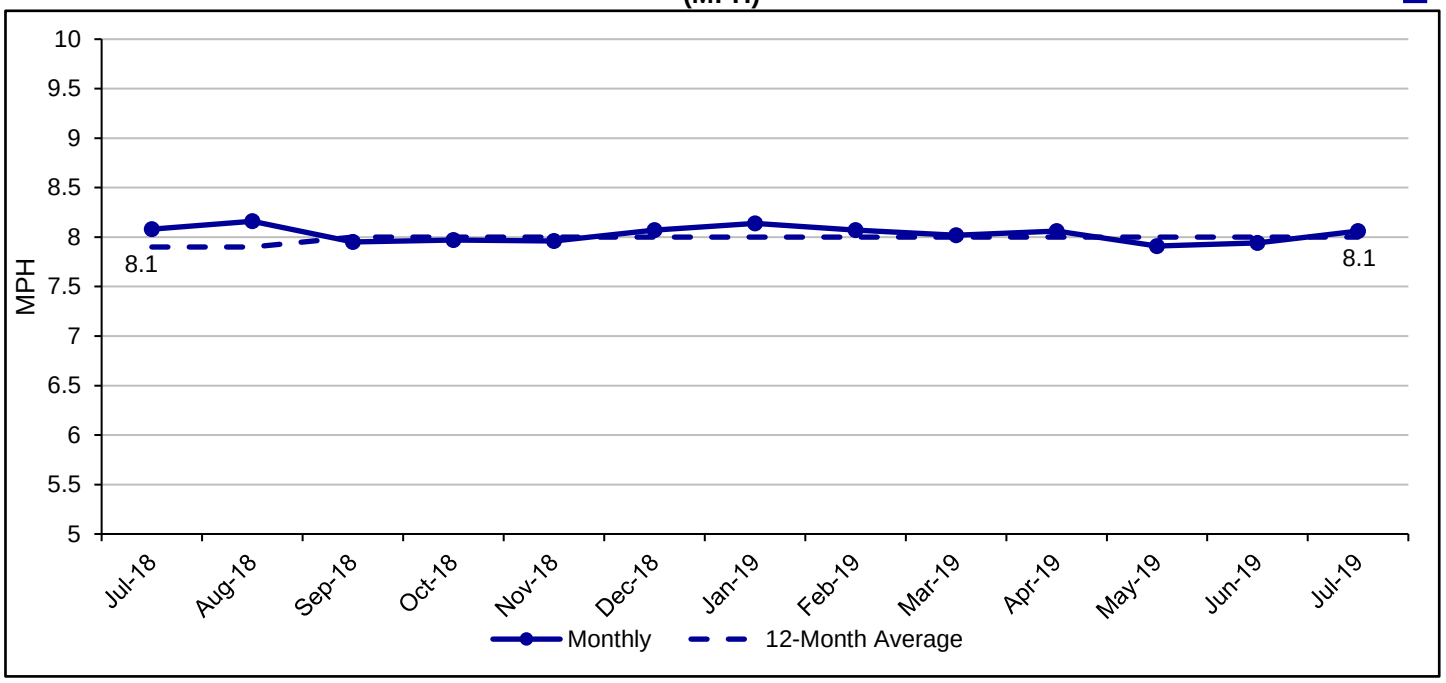
Borough	Jul 19	Jul 18	% Change
Bronx	**5,545**	**4,444**	**+24.8%**
Local/Limited	4,735	3,704	+27.8%
Select Bus Service	8,213	6,289	+30.6%
Express	10,999	10,765	+2.2%
Brooklyn	**7,653**	**6,417**	**+19.3%**
Local/Limited	7,419	6,247	+18.8%
Select Bus Service	11,675	7,585	+53.9%
Express	8,517	10,134	-16.0%
Manhattan	**4,262**	**3,754**	**+13.5%**
Local/Limited	3,729	3,414	+9.2%
Select Bus Service	8,827	6,316	+39.8%
Express	N/A	N/A	N/A
Queens	**7,174**	**7,309**	**-1.8%**
Local/Limited	6,817	6,930	-1.6%
Select Bus Service	10,363	12,530	-17.3%
Express	7,990	8,044	-0.7%
Staten Island	**20,727**	**20,101**	**+3.1%**
Local/Limited	19,734	18,025	+9.5%
Select Bus Service	11,666	11,692	-0.2%
Express	23,056	24,033	-4.1%
Systemwide	**7,268**	**6,453**	**+12.6%**
Local/Limited	6,374	5,639	+13.0%
Select Bus Service	9,835	8,102	+21.4%
Express	12,649	12,649	0.0%

Chart 10

Note: The metrics in this report are preliminary.

Bus Speeds
(24 Hours)
(MPH)

Desired trend



	Monthly			12-Month Average		
	Jul 19	**Jul 18**	**% Change**	**Jul 19**	**Jul 18**	**% Change**
Bronx	7.5	7.6	-1.3%	7.4	7.5	-1.3%
Brooklyn	7.2	7.2	0.0%	7.1	7.1	0.0%
Manhattan	5.9	6.0	-1.7%	5.9	5.9	0.0%
Queens	8.9	9.0	-1.1%	8.9	8.9	0.0%
Staten Island	13.8	13.5	+2.2%	13.8	13.2	+4.5%
Systemwide	**8.1**	**8.1**	**0.0%**	**8.0**	**7.9**	**+1.3%**

Speed Discussion

- Bus Speeds in July 2019 remained at 8.1 mph compared to July 2018 and improved 2.5% compared to June 2019.
- Bus Speeds improved by 1.3% on a 12-month average.

Chart 11

Note: The metrics in this report are preliminary.

Bus Speeds
Monthly (24 Hours)
MPH

Desired trend ↑

Borough	Jul 19	Jul 18	% Change
Bronx	**7.5**	**7.6**	**-1.3%**
Local/Limited	6.8	6.9	-1.4%
Select Bus Service	8.6	8.8	-2.3%
Express	11.6	11.8	-1.7%
Brooklyn	**7.2**	**7.2**	**0.0%**
Local/Limited	6.9	6.9	0.0%
Select Bus Service	8.8	8.6	+2.3%
Express	12.1	12.1	0.0%
Manhattan	**5.9**	**6.0**	**-1.7%**
Local/Limited	5.6	5.6	0.0%
Select Bus Service	6.8	7.9	-13.9%
Express	N/A	N/A	N/A
Queens	**8.9**	**9.0**	**-1.1%**
Local/Limited	8.5	8.6	-1.2%
Select Bus Service	11.0	11.3	-2.7%
Express	12.9	12.9	0.0%
Staten Island	**13.8**	**13.5**	**+2.2%**
Local/Limited	11.8	11.9	-0.8%
Select Bus Service	14.6	14.9	-2.0%
Express	17.2	16.3	+5.5%
Systemwide	**8.1**	**8.1**	**0.0%**
Local/Limited	7.5	7.5	0.0%
Select Bus Service	8.9	9.6	-7.3%
Express	13.9	13.6	+2.2%

Chart 12

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. 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 a.m.-9 a.m.) and afternoon (4 p.m.-7 p.m.) peak periods and no more than five minutes over the scheduled interval for the rest of the day. This measure provides a percentage of buses passing the standard, but it does not account for extra service operated, it is not weighted to how many customers are waiting for buses at different stops, it does not distinguish between relatively minor gaps in service and major delays, and it is not a true measurement of time customers spend waiting at stops.

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

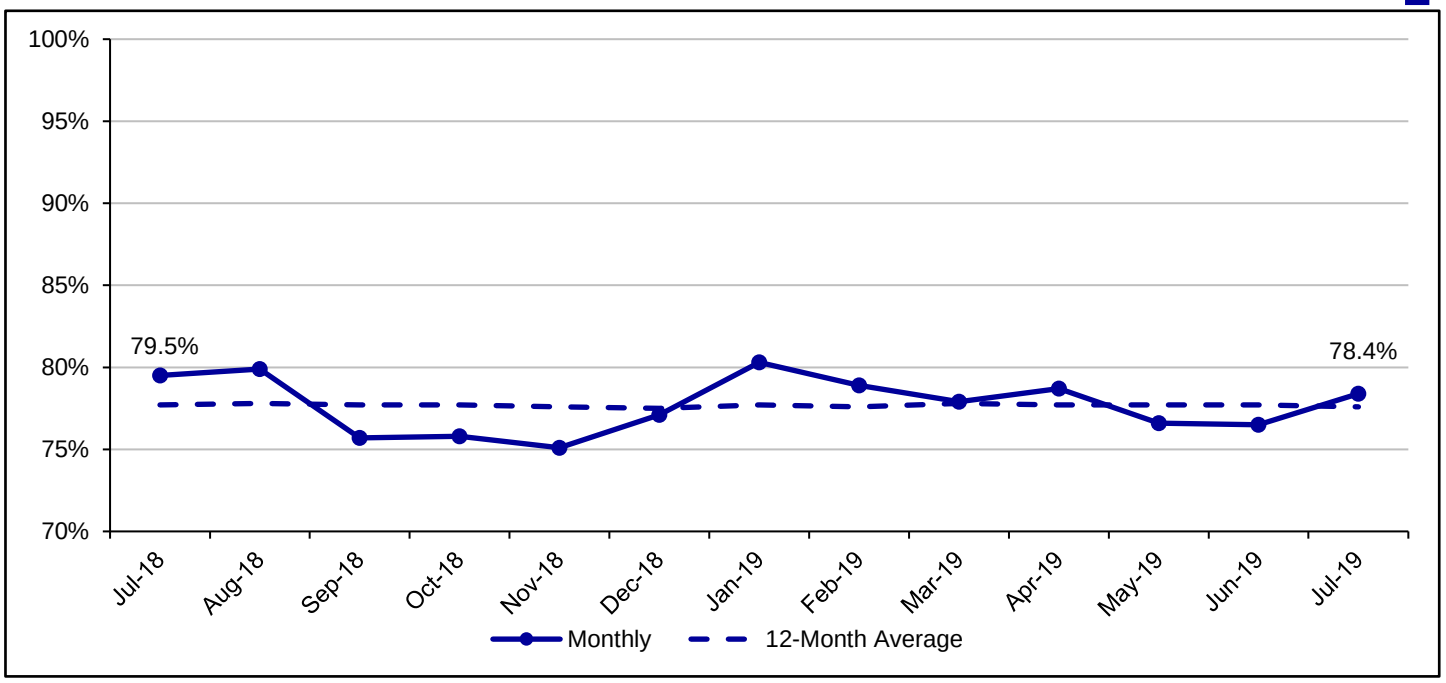
Bus Percentage of Completed Trips
Bus Percentage of Completed Trips is the percent of trips completed system wide for the 12-month period. The sytemwide metric is the combined results of NYCT Bus and MTA Bus.

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

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

Wait Assessment

Desired trend ↑



	Monthly			12-Month Average		
	Jul 19	**Jul 18**	**% Change**	**Jul 19**	**Jul 18**	**% Change**
Bronx	76.8%	78.6%	-2.3%	76.8%	77.1%	-0.4%
Brooklyn	77.0%	77.9%	-1.2%	75.9%	76.4%	-0.7%
Manhattan	77.4%	77.6%	-0.3%	76.6%	76.5%	+0.1%
Queens	80.2%	81.7%	-1.8%	79.1%	79.0%	+0.1%
Staten Island	81.9%	81.8%	+0.1%	80.6%	80.9%	-0.4%
Systemwide	**78.4%**	**79.5%**	**-1.4%**	**77.6%**	**77.7%**	**-0.1%**

Chart 13

Note: The metrics in this report are preliminary.

Wait Assessment
Monthly

Desired trend ↑

Borough	Jul 19	Jul 18	% Change
Bronx	**76.8%**	**78.6%**	**-2.3%**
Local/Limited	76.4%	78.3%	-2.4%
Select Bus Service	81.3%	82.5%	-1.5%
Express	83.1%	84.1%	-1.2%
Brooklyn	**77.0%**	**77.9%**	**-1.2%**
Local/Limited	76.8%	77.8%	-1.3%
Select Bus Service	83.0%	81.0%	+2.5%
Express	80.5%	78.4%	+2.7%
Manhattan	**77.4%**	**77.6%**	**-0.3%**
Local/Limited	76.7%	77.1%	-0.5%
Select Bus Service	82.4%	83.1%	-0.8%
Express	N/A	N/A	N/A
Queens	**80.2%**	**81.7%**	**-1.8%**
Local/Limited	80.0%	81.6%	-2.0%
Select Bus Service	81.6%	83.4%	-2.2%
Express	83.6%	82.9%	+0.8%
Staten Island	**81.9%**	**81.8%**	**+0.1%**
Local/Limited	81.3%	81.4%	-0.1%
Select Bus Service	81.8%	82.4%	-0.7%
Express	84.8%	83.1%	+2.0%
Systemwide	**78.4%**	**79.5%**	**-1.4%**
Local/Limited	78.0%	79.3%	-1.6%
Select Bus Service	82.1%	82.8%	-0.8%
Express	83.5%	82.6%	+1.1%

Chart 14

Note: The metrics in this report are preliminary.

Bus Mean Distance Between Service Interruptions

Desired trend

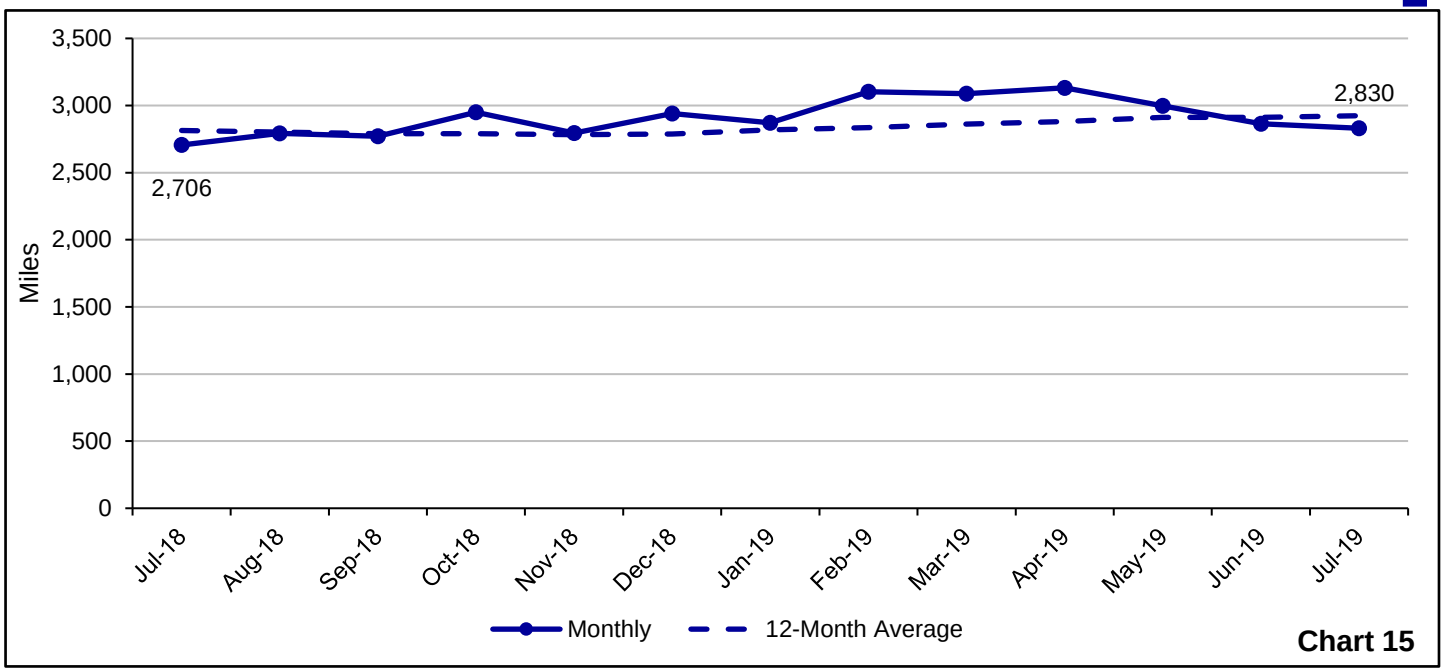


Chart 15

	Monthly			12-Month Average		
	Jul 19	Jul 18	% Change	Jul 19	Jul 18	% Change
Systemwide	**2,830**	**2,706**	**+4.6%**	**2,924**	**2,814**	**+3.9%**

Bus Percentage of Completed Trips

Desired trend

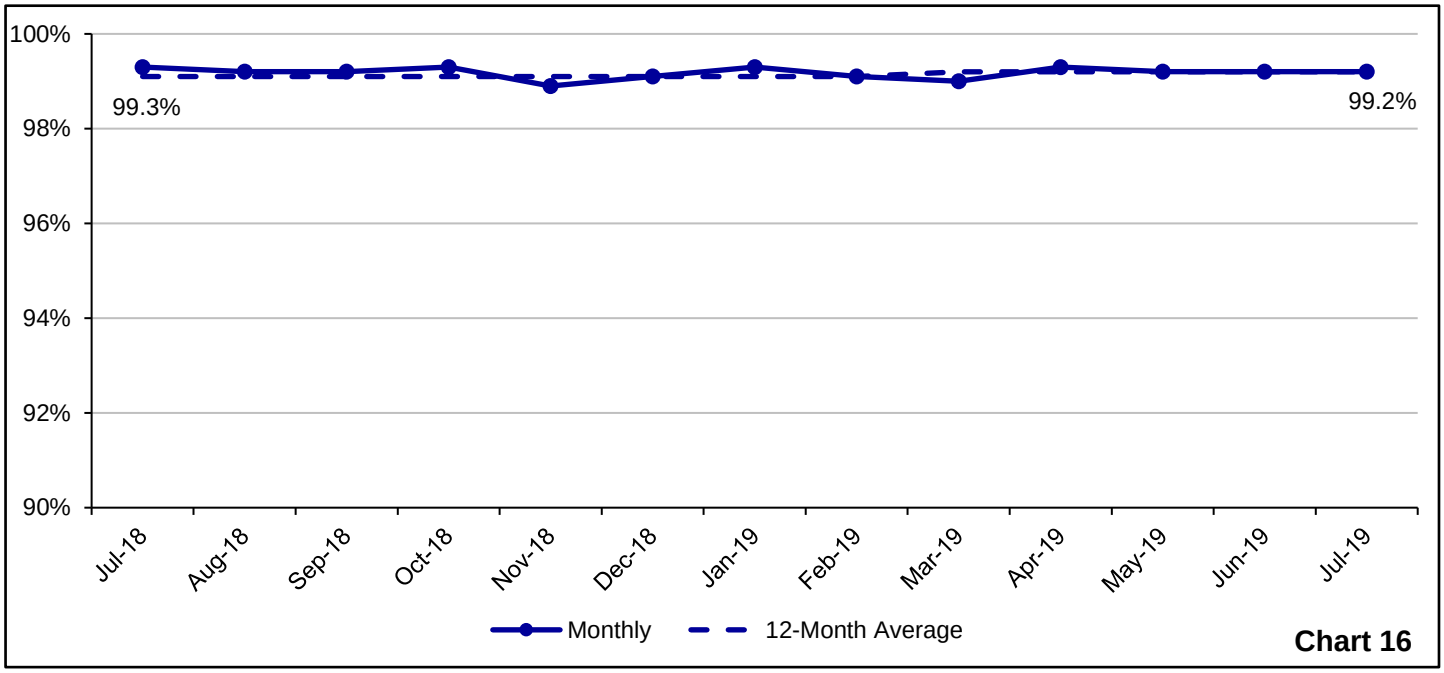
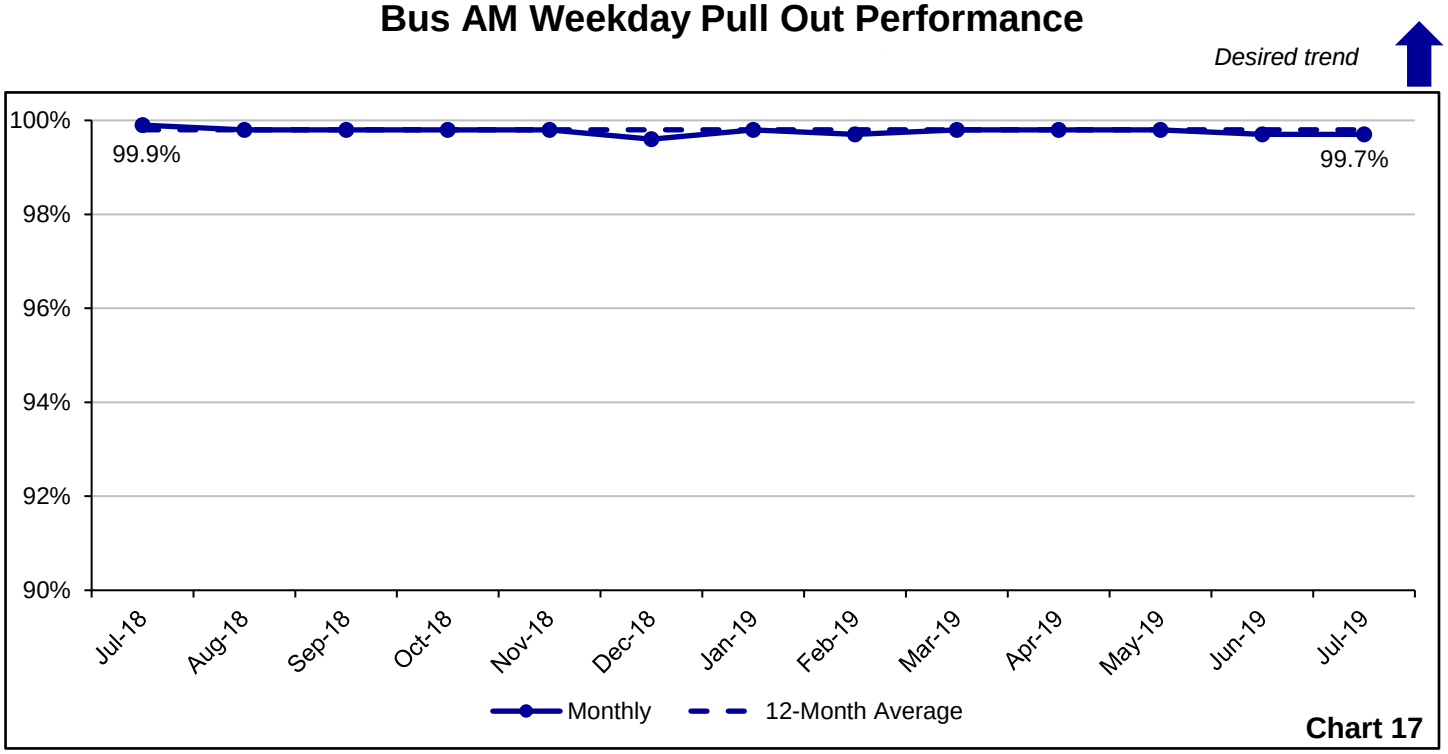


Chart 16

	Monthly			12-Month Average		
	Jul 19	Jul 18	% Change	Jul 19	Jul 18	% Change
Systemwide	**99.2%**	**99.3%**	**-0.1%**	**99.2%**	**99.1%**	**+0.1%**

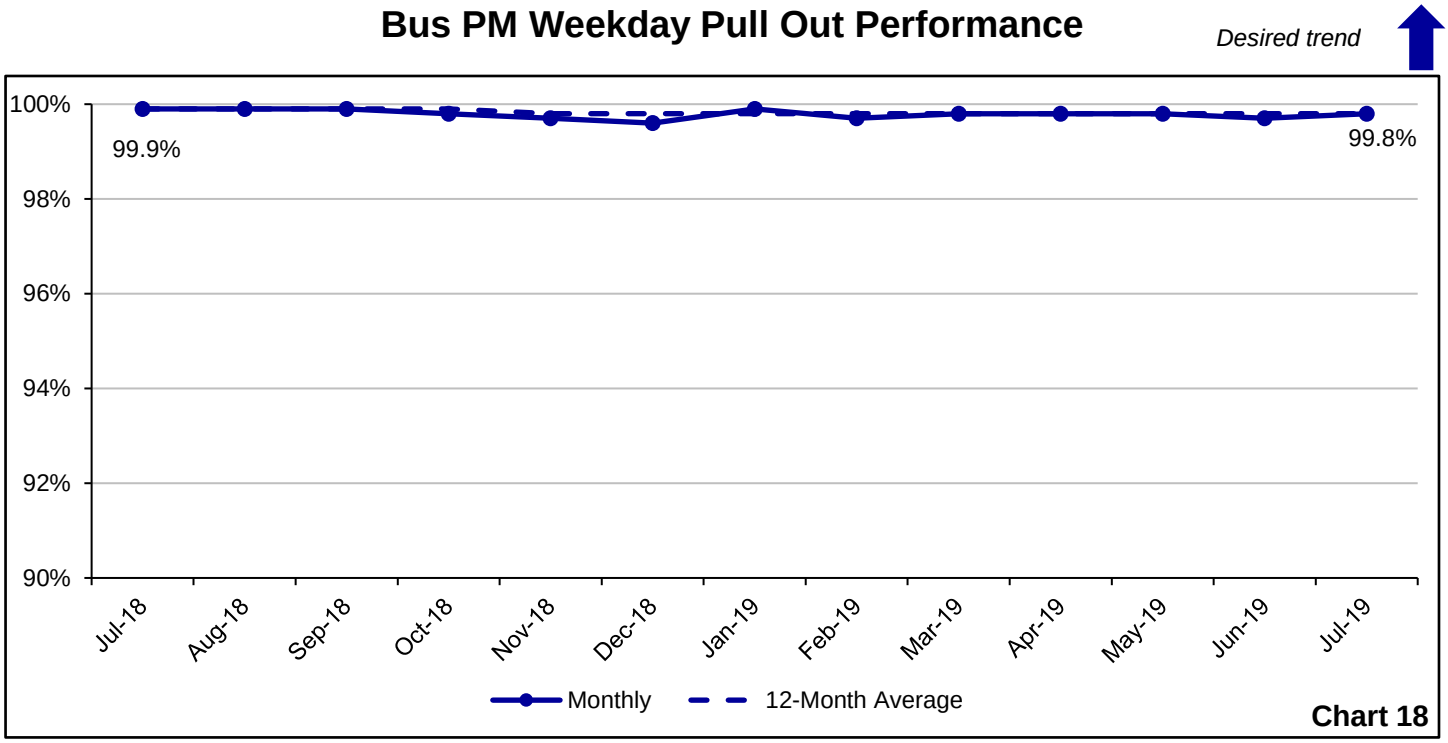
Note: The metrics in this report are preliminary.

Bus AM Weekday Pull Out Performance



	Monthly			12-Month Average		
	Jul 19	Jul 18	% Change	Jul 19	Jul 18	% Change
Systemwide	**99.7%**	**99.9%**	**-0.2%**	**99.8%**	**99.8%**	**0.0%**

Bus PM Weekday Pull Out Performance



	Monthly			12-Month Average		
	Jul 19	Jul 18	% Change	Jul 19	Jul 18	% Change
Systemwide	**99.8%**	**99.9%**	**-0.1%**	**99.8%**	**99.9%**	**-0.1%**

Note: The metrics in this report are preliminary.

Customer Service Report: Paratransit

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



The Paratransit team and Mayor's Office for People with Disabilities (MOPD) Commissioner Victor Calise attended the NYC Mayor's Office 2019 Sapolin Accessibility Awards held at Gracie Mansion on July 25. Access-A-Ride and multiple carriers helped transport customers to and from the event.



Paratransit, the Systemwide Accessibility team, and other devoted staff, along with MOPD participated together in the annual Disability Pride Parade on July 14. The day provides a great opportunity to support our colleagues, family, and friends with disabilities as well as engage with our customers and the community.

September 2019 Highlights: Paratransit

Ridership in July represents an 8% increase as compared to July last year. Performance has improved since the transition from advanced reservation E-hail to enhanced broker service earlier this year. Primary Drop Off On-Time performance increased by 3% in July compared to previous month, and Broker Drop Off On-Time performance also increased slightly as compared to previous month, and increased 8% compared to July last year. In addition, 80% of trips were performed within the scheduled time or better, an improvement of 3% compared to previous month. We continue to monitor performance closely and share valuable feedback from our customers with our vendors.

In honor of Disability Pride Month, NYC Transit and MTA Bus Company hosted our first ever Disability Awareness Day, showcasing the accessibility of our buses and Access-A-Ride service. Our partners from NYC Department of Transportation, advocates and customers all attended and participated in the event. It provided a great opportunity for us to demonstrate our ongoing commitment to the disability community, engage with them, and get their valuable feedback. Bus fleets from the past, present and future were on hand to demonstrate some of the improvements we have made towards providing greater accessibility options. Presentations were provided by various groups, including the Office of the EEO, System-Wide Accessibility, and Access-A-Ride. Speakers for the event included President Byford and our first-ever Senior Advisor for System Wide Accessibility, Alex Elegudin, as well as staff from the Mayor's Office for people with Disabilities (MOPD).

We had a busy summer participating in multiple other outreach and other disability events, including the Disability Pride Parade, MOPD Sapolin Accessibility Awards hosted by the MOPD, and Seniors by the Sea at Kingsbridge College. Supporting these community functions and awareness events throughout the city is a critical part of our customer outreach program.

Finally, we continue to replace older dedicated lift-equipped vehicles that have exceeded their useful life with newer vehicles. The new vans provide an enhanced and more comfortable customer experience. To date, over 480 of these new vehicles have been delivered, and we expect to have a total of 700 by the end of this year replacing 40% of the fleet.

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

Paratransit Report

Statistical results for the month of July 2019 are shown below.

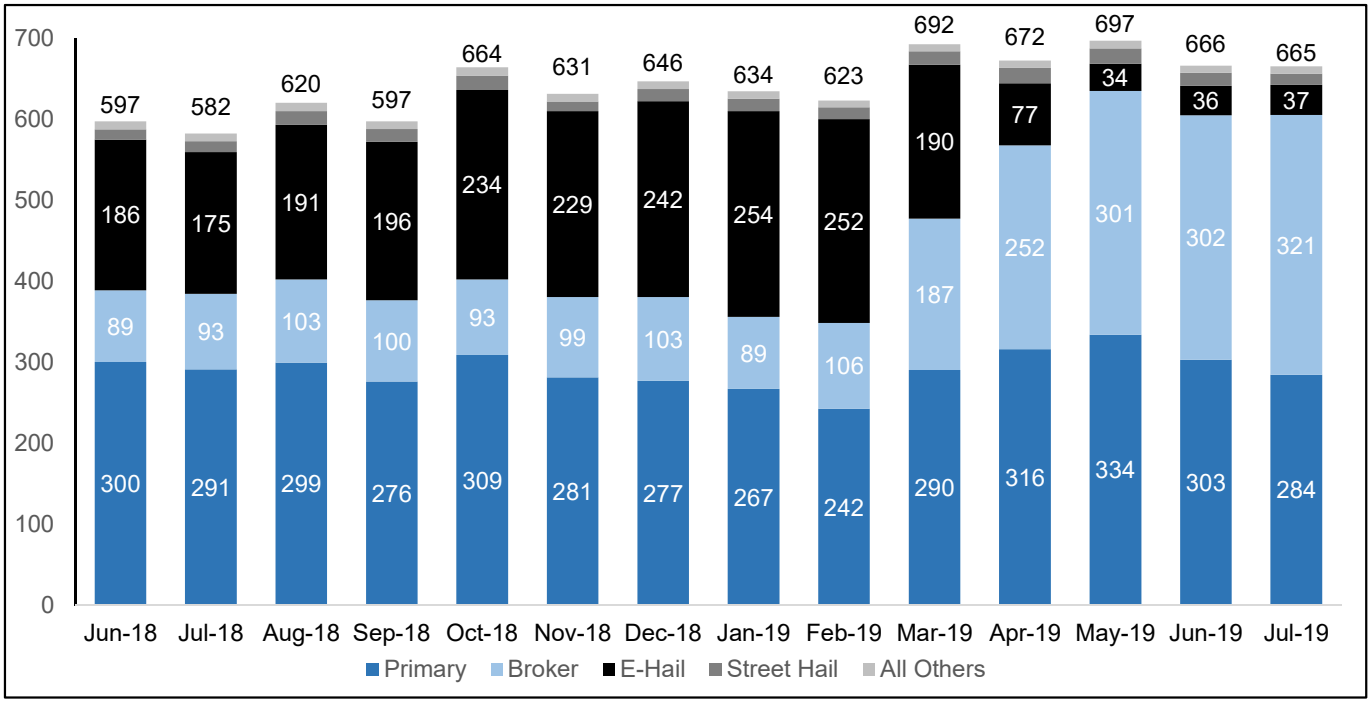
Paratransit Operations - Monthly Operations Report Service Indicators							
		Current Month: July 2019			12-Month Average		
Category	Performance Indicator	This Year	Last Year	% Change	This Year	Last Year	% Change
Legacy Indicators	**% of Trips Completed**	93.2%	92.5%	**+0.8%**	93.1%	91.7%	**+1.5%**
	Trips Requested	821,524	722,141	**+13.8%**	800,785	687,780	**+16.4%**
	Trips Scheduled	713,964	629,506	**+13.4%**	698,974	595,499	**+17.4%**
	Trips Completed	665,127	582,150	**+14.3%**	650,659	545,875	**+19.2%**
	Early Cancellations (Customer) as a Percentage of Trips Requested	12.4%	12.1%	**+2.5%**	12.1%	12.8%	**-5.5%**
	Late Cancellations (Customer) as a Percentage of Trips Scheduled	4.3%	3.7%	**+16.2%**	4.2%	3.6%	**+16.7%**
	No-Shows (Customer) as a Percentage of Trips Scheduled	2.6%	1.9%	**+36.8%**	2.5%	2.1%	**+19.0%**
	No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.3%	0.5%	**-40.0%**	0.4%	0.6%	**-33.3%**
	Denials (Capacity) as a Percentage of Trips Requested	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
	Customer Refusals as a Percentage of Trips Requested	0.7%	0.7%	**0.0%**	0.6%	0.6%	**0.0%**
	New Applications Received	3,990	3,318	**+20.3%**	3,393	2,923	**+16.1%**

Statistical results for the month of June 2019 are shown below.

Paratransit Operations - Monthly Operations Report Service Indicators							
		Current Month: June 2019			12-Month Average		
Category	Performance Indicator	This Year	Last Year	% Change	This Year	Last Year	% Change
Legacy Indicators	**% of Trips Completed**	94.1%	92.3%	**+2.0%**	93.0%	91.0%	**+2.2%**
	Trips Requested	814,488	739,453	**+10.1%**	792,503	682,176	**+16.2%**
	Trips Scheduled	707,833	646,787	**+9.4%**	691,936	590,412	**+17.2%**
	Trips Completed	665,939	597,019	**+11.5%**	643,744	537,623	**+19.7%**
	Early Cancellations (Customer) as a Percentage of Trips Requested	12.4%	11.8%	**+5.1%**	12.1%	12.8%	**-5.5%**
	Late Cancellations (Customer) as a Percentage of Trips Scheduled	4.5%	3.5%	**+28.6%**	4.2%	3.5%	**+20.0%**
	No-Shows (Customer) as a Percentage of Trips Scheduled	3.5%	1.9%	**+84.2%**	2.4%	2.1%	**+14.3%**
	No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.5%	0.7%	**-28.6%**	0.5%	0.6%	**-16.7%**
	Denials (Capacity) as a Percentage of Trips Requested	0.0%	0.0%	**0.0%**	0.0%	0.0%	**0.0%**
	Customer Refusals as a Percentage of Trips Requested	0.7%	0.7%	**0.0%**	0.6%	0.6%	**0.0%**
	New Applications Received	3,469	3,079	**+12.7%**	3,337	2,862	**+16.6%**

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

Total Trips



Total Trips Discussion

July 2019

- Total Trips in July 2019 decreased by 1K (or 0.2%) when compared to June 2019, and increased by 83K (or 14.3%) when compared to July 2018.

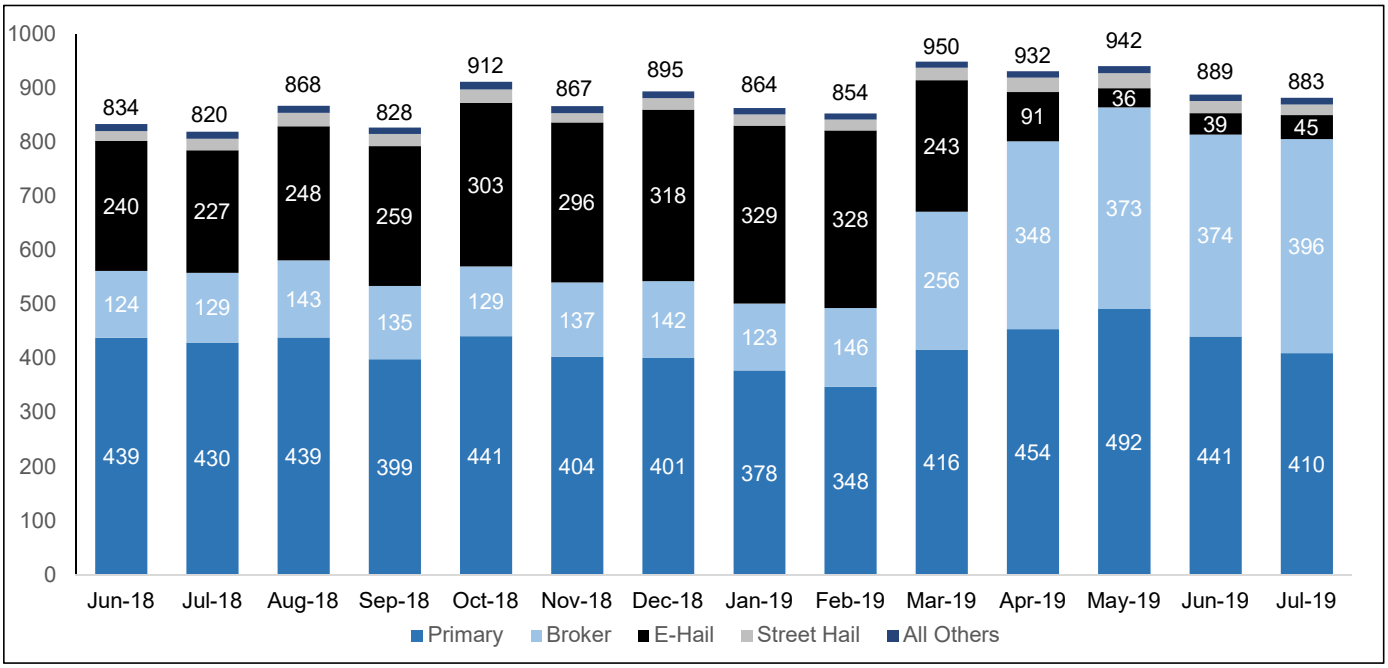
June 2019

- Total Trips in June 2019 decreased by 31K (or 4.4%) when compared to May 2019, and increased by 69K (or 11.6%) when compared to June 2018.

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

Chart 1

Total Ridership



Total Ridership Discussion

July 2019

- Total Ridership in July 2019 decreased by 6K (or 0.7%) when compared to June 2019, and increased by 63K (or 7.7%) when compared to July 2018.

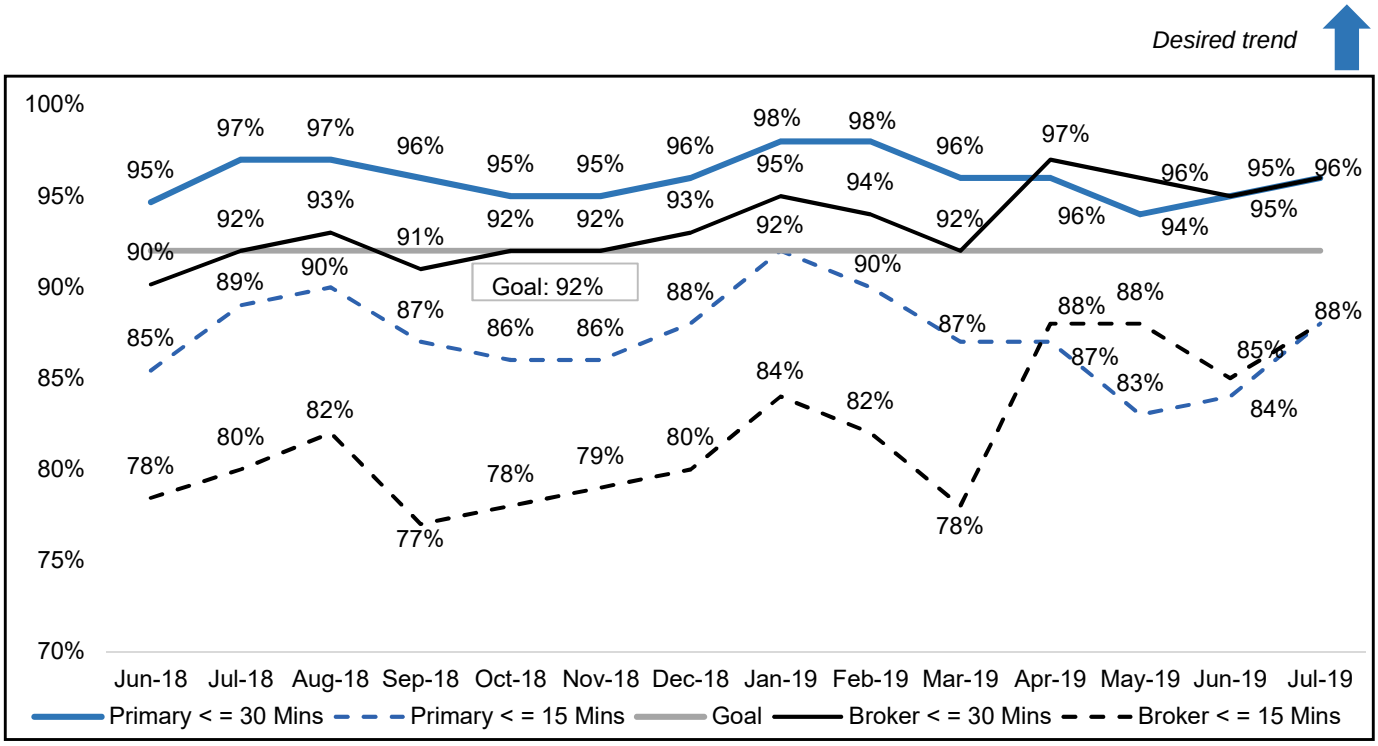
June 2019

- Total Ridership in June 2019 decreased by 53K (or 5.6%) when compared to May 2019, and increased by 55K (or 6.6%) when compared to June 2018.

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

Chart 2

Pick Up On-Time Performance



Pick Up On-Time Performance Discussion

July 2019

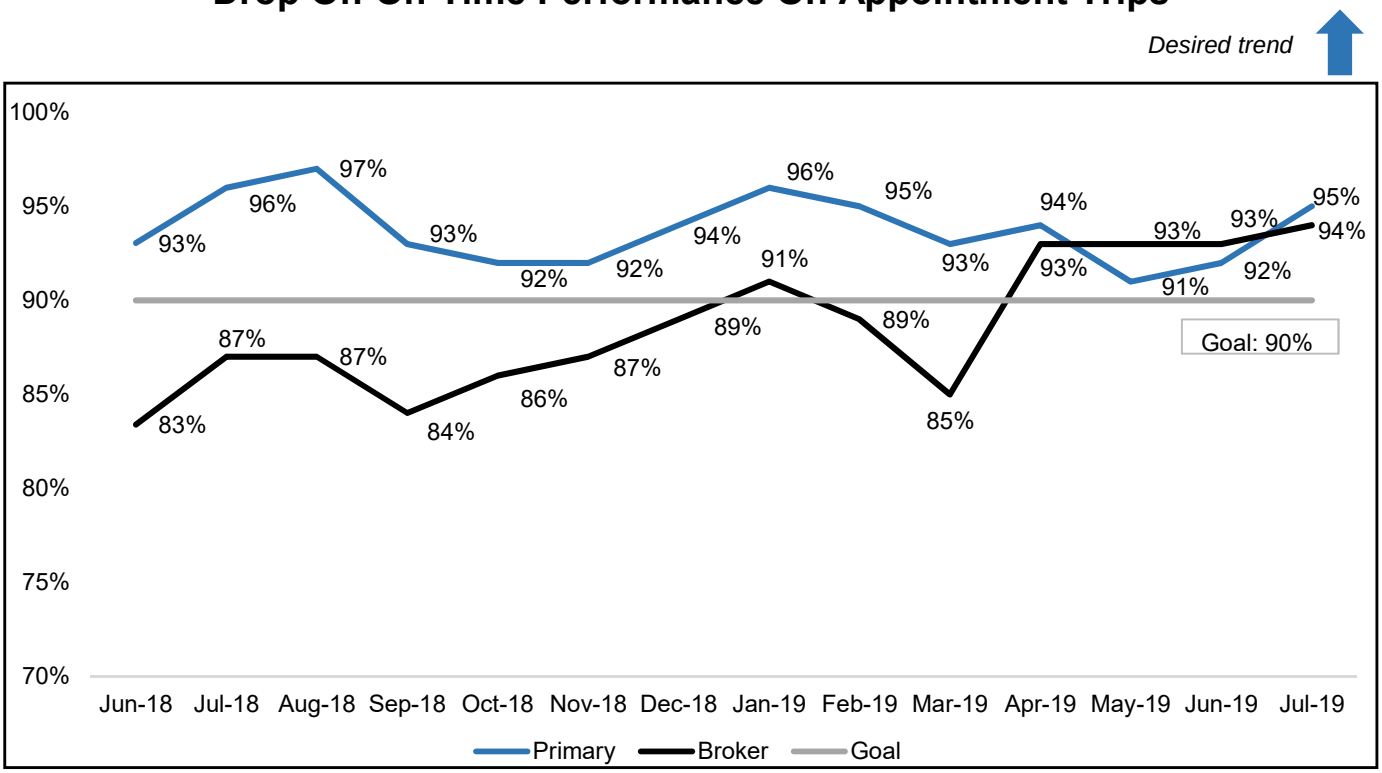
- July 2019 Primary 30 minute P/U, OTP result of 96% indicates a rate increase of 1.1% when compared to June 2019 and declined at a rate of 1% when compared to July 2018.
- July 2019 Primary 15 minute P/U, OTP result of 88% indicates a rate increase of 4.8% when compared to June 2019 and declined at a rate of 1.1% when compared to July 2018.
- July 2019 Broker 30 minute P/U, OTP result of 96% indicates a rate increase of 1.1% when compared to June 2019 and improved at a rate of 4.3% when compared to July 2018.
- July 2019 Broker 15 minute P/U, OTP result of 88% indicates a rate increase of 3.5% when compared to June 2019 and improved at a rate of 10% when compared to July 2018.

June 2019

- June 2019 Primary 30 minute P/U, OTP result of 95% indicates a rate increase of 1.1% when compared to May 2019 and remained flat compared to June 2018.
- June 2019 Primary 15 minute P/U, OTP result of 84% indicates a rate increase of 1.2% when compared to May 2019 and declined at a rate of 1.2% when compared to June 2018.
- June 2019 Broker 30 minute P/U, OTP result of 95% indicates a rate decrease of 1% when compared to May 2019 and improved at a rate of 5.6% when compared to June 2018.
- June 2019 Broker 15 minute P/U, OTP result of 85% indicates a rate decrease of 3.4% when compared to May 2019 and improved at a rate of 9% when compared to June 2018.

Chart 3

Drop Off On-Time Performance On Appointment Trips



Drop Off On-Time Performance On Appointment Trips Discussion

July 2019

- July 2019 Primary D/O OTP result of 95% indicates a rate increase of 3.3% when compared to June 2019 and declined at a rate of 1% when compared to July 2018.
- July 2019 Broker D/O OTP result of 94% indicates a rate increase of 1.1% when compared to June 2019 and improved at a rate of 8% when compared to July 2018.

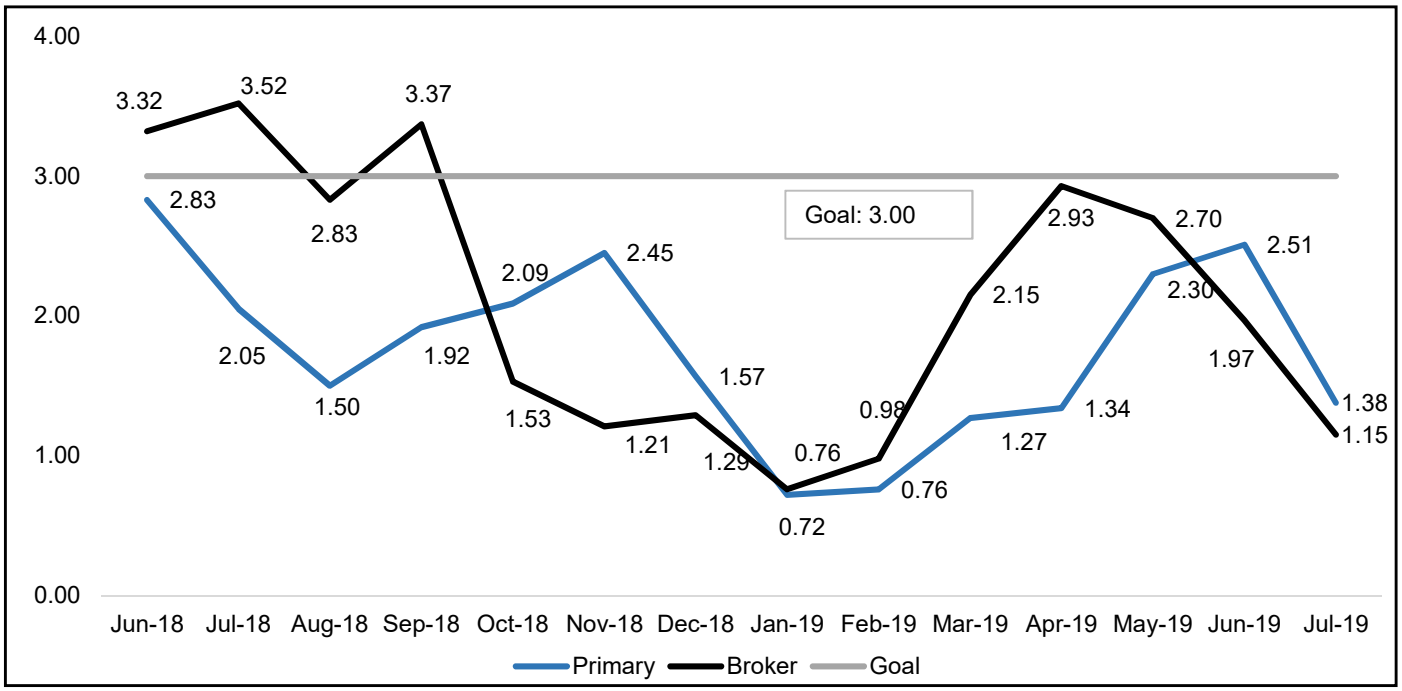
June 2019

- June 2019 Primary D/O OTP result of 92% indicates a rate increase of 1.1% when compared to May 2019 and declined at a rate of 1.1% when compared to June 2018.
- June 2019 Broker D/O OTP result of 93% remained flat when compared to May 2019 and improved at a rate of 12% when compared to June 2018

Chart 4

Provider No Shows Per 1,000 Scheduled Trips

Desired trend



Provider No Shows Per 1000 Scheduled Trips Discussion

July 2019

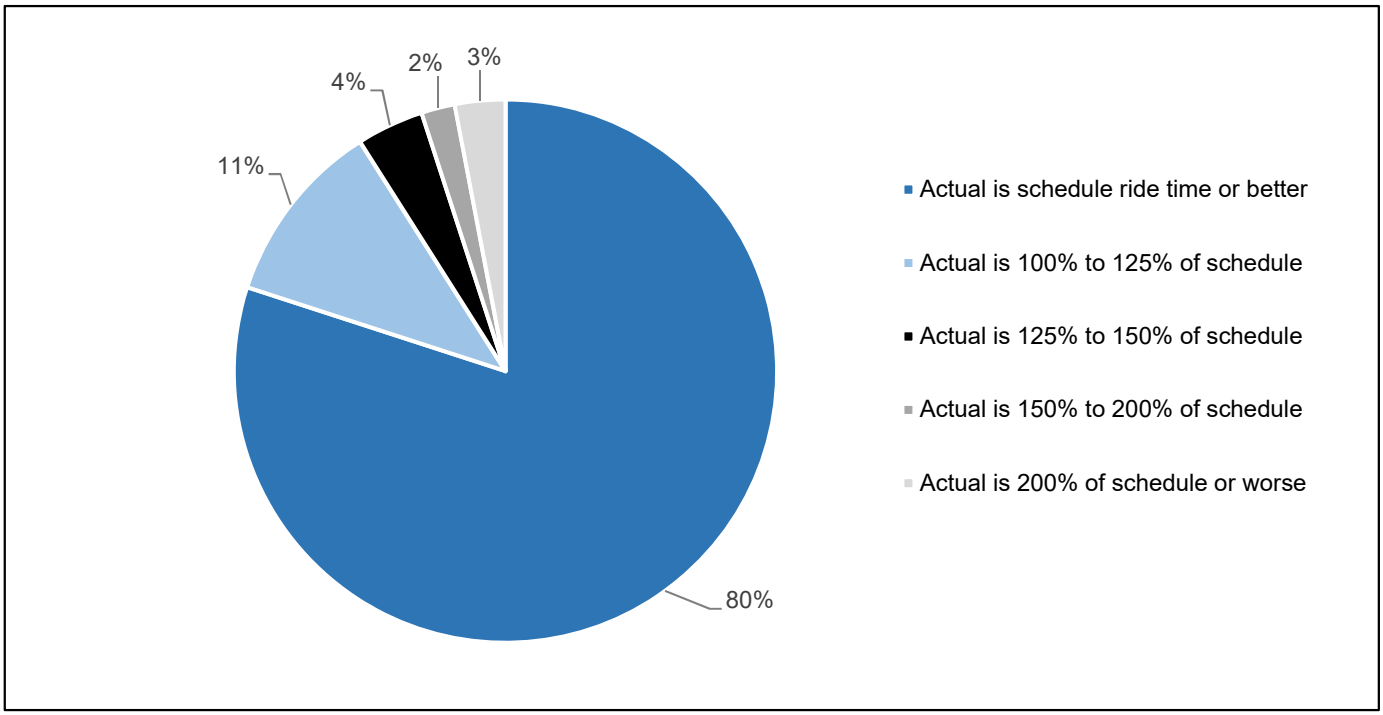
- Primary No-Shows improved by 1.13 per 1,000 trips (or 45%) in July 2019 when compared to June 2019 and improved by 0.67 per 1,000 trips (or 32.7%) in July 2019 when compared to the same month last year.
- Broker No-Shows improved by 0.82 per 1,000 trips (or 41.6%) in July 2019 when compared to June 2019 and improved by 2.37 per 1,000 trips (or 67.3%) in July 2019 when compared to the same month last year.

June 2019

- Primary No-Shows increased by 0.21 per 1,000 trips (or 9.1%) in June 2019 when compared to May 2019 and improved by 0.32 per 1,000 trips (or 11.3%) in June 2019 when compared to the same month last year.
- Broker No-Shows improved by 0.73 per 1,000 trips (or 27%) in June 2019 when compared to May 2019 and improved by 1.35 per 1,000 trips (or 40.7%) in June 2019 when compared to the same month last year.
- Provider No-Shows were impacted by the transition from advanced reservation E-Hail to enhanced broker service.

Chart 5

Access-A-Ride Carrier Ride Time Performance - Actual vs. Scheduled



Access-A-Ride Carrier Ride Time Performance - Actual vs. Scheduled Discussion

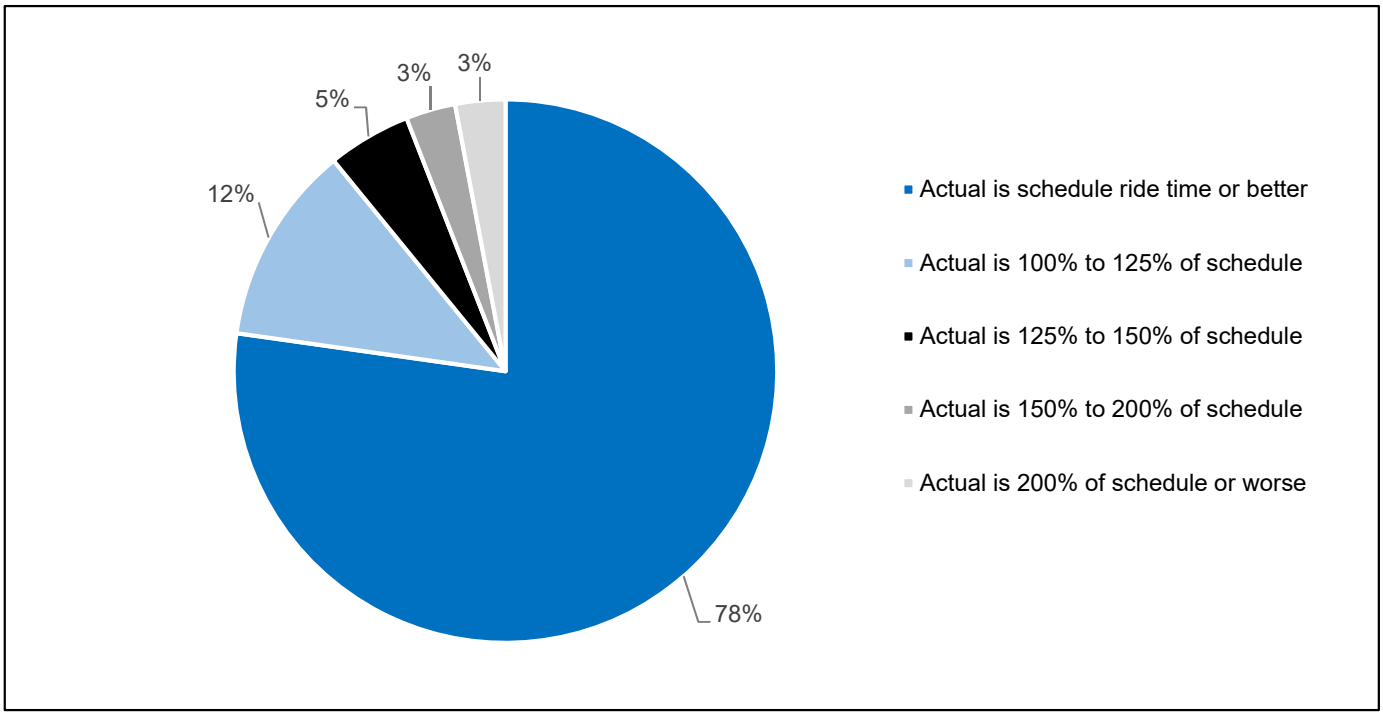
July 2018

- 80% of trips in July 2019 performed within the scheduled time or better improved at a rate of 2.6% when compared to June 2019 and decreased at a rate of 2.4% when compared to the July 2018 result of 82%.

Note: Percentages may not be exact due to rounding.

Chart 6

Access-A-Ride Carrier Ride Time Performance - Actual vs. Scheduled



Access-A-Ride Carrier Ride Time Performance - Actual vs. Scheduled Discussion

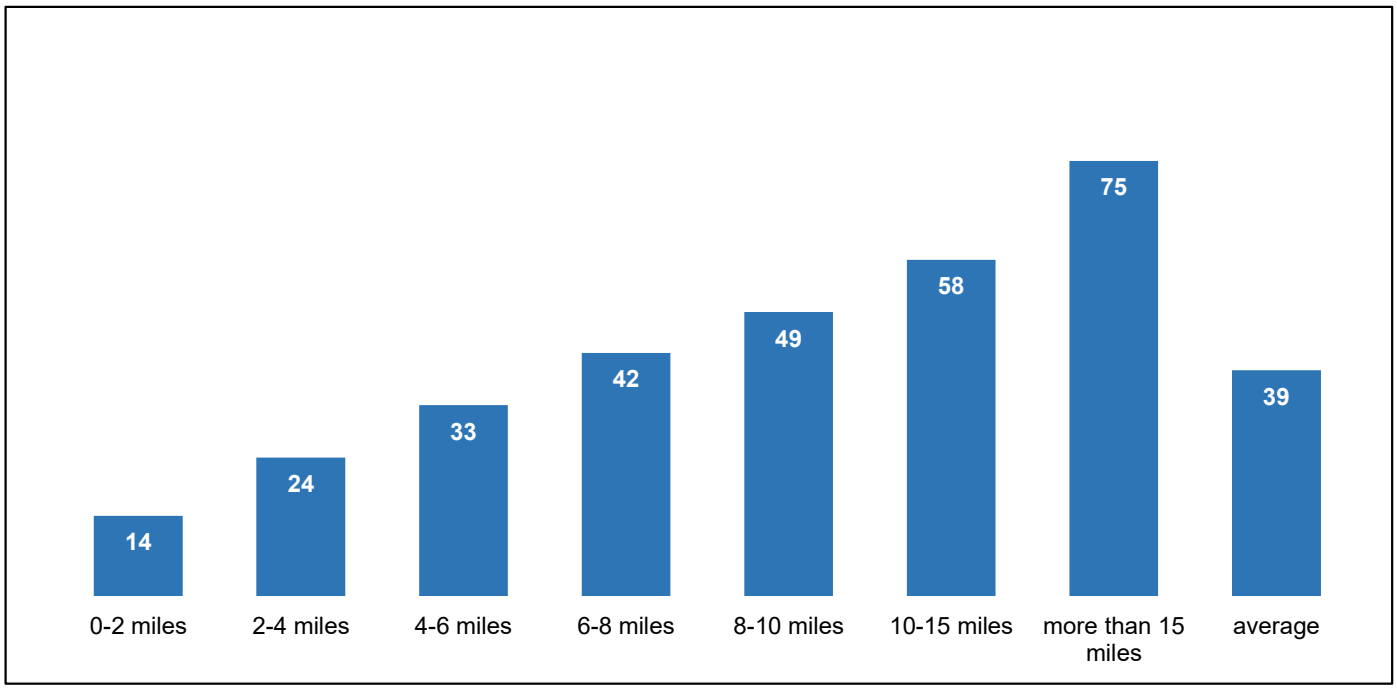
June 2019

- 78% of trips in June 2019 performed within the scheduled time or better improved at a rate of 3% when compared to May 2019 and improved at a rate of 4% when compared to the June 2018 result of 75%.

Note: Percentages may not be exact due to rounding.

Chart 7

Average Travel Time in Minutes by Trip Distance Category



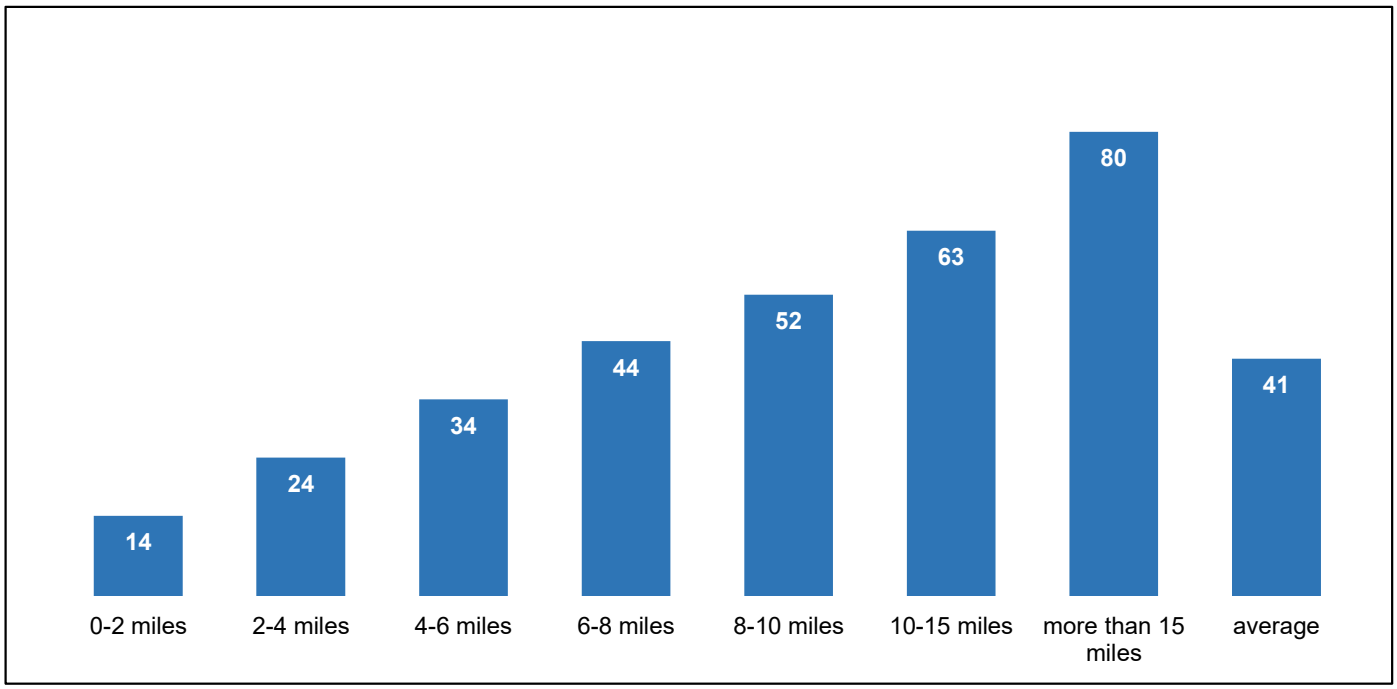
Average Travel Time in Minutes by Trip Distance Category Discussion

July 2019

- July 2019 average travel time for all categories improved by 2 minutes (4.9%) when compared to June 2019 and July 2018.

Chart 8

Average Travel Time in Minutes by Trip Distance Category



Average Travel Time in Minutes by Trip Distance Category Discussion

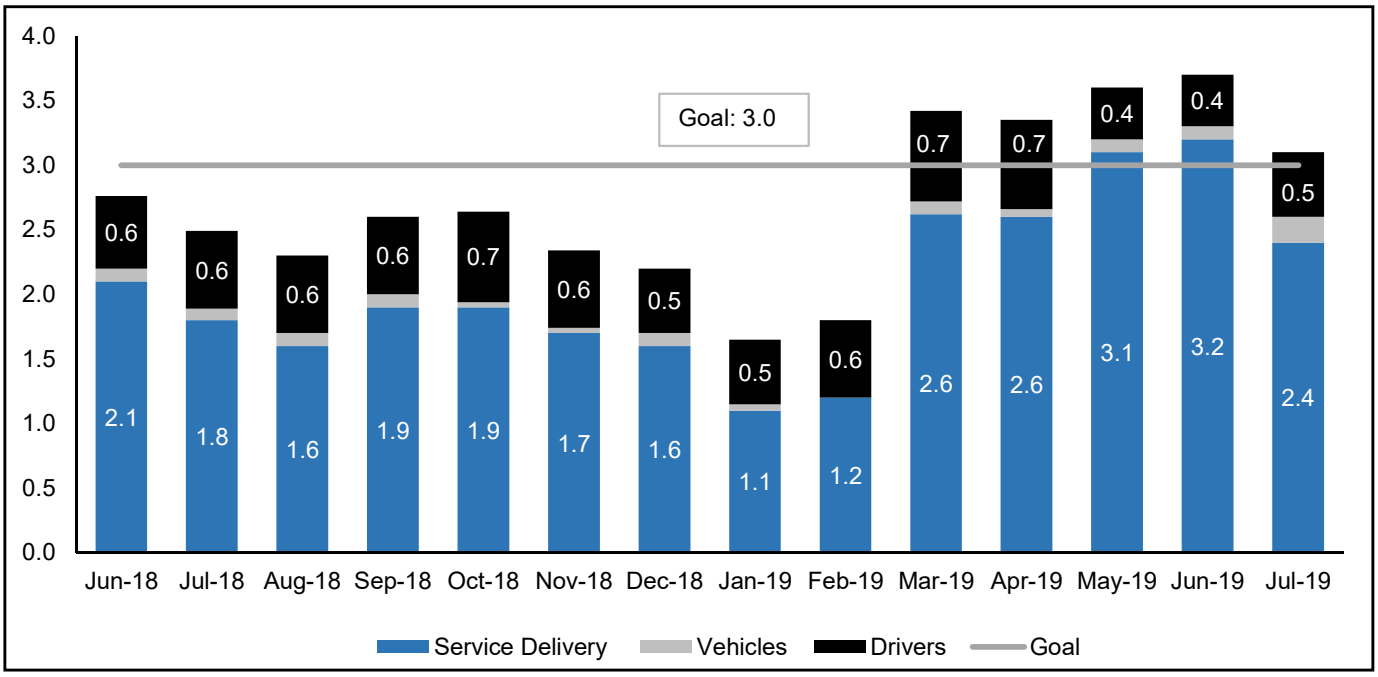
June 2019

- June 2019 average travel time for all categories remained flat when compared to May 2019 and improved by 4 minutes (or 9%) when compared to June 2018.

Chart 9

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

Desired trend



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

July 2019

- The total Passenger Complaints related to Transportation Service improved by 0.6 per 1,000 trips (or 16.2%) in July 2019 when compared to June 2019 and increased by 0.6 per 1,000 trips (or 24%) when compared to July 2018.
- Passenger complaints related to both transportation and non-transportation services were impacted by the transition from advanced reservation E-Hail to enhanced broker services.

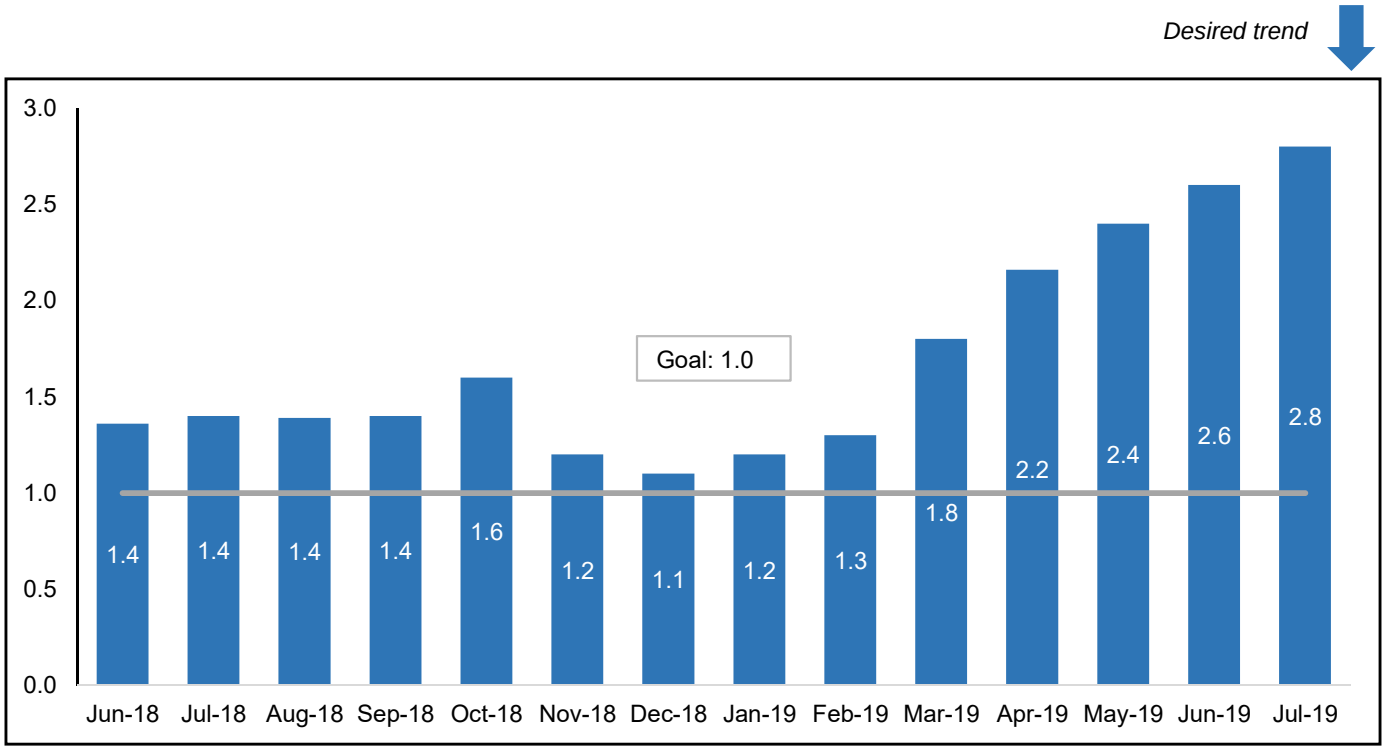
June 2019

- The total Passenger Complaints Related to Transportation Service increased by 0.1 per 1,000 trips (or 2.8%) in June 2019 when compared to May 2019 and increased 0.9 per 1,000 trips (or 32.1%) when compared to June 2018.

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

Chart 10

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



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

July 2019

- Passenger Complaints related to Non-Transportation Service increased by 0.2 per 1,000 trips (or 7.7%) in July 2019 when compared to June 2019 and increased by 1.4 per 1,000 trips (or 100%) when compared to July 2018.
- Passenger complaints related to both transportation and non-transportation services were impacted by the transition from advanced reservation E-Hail to enhanced broker services.

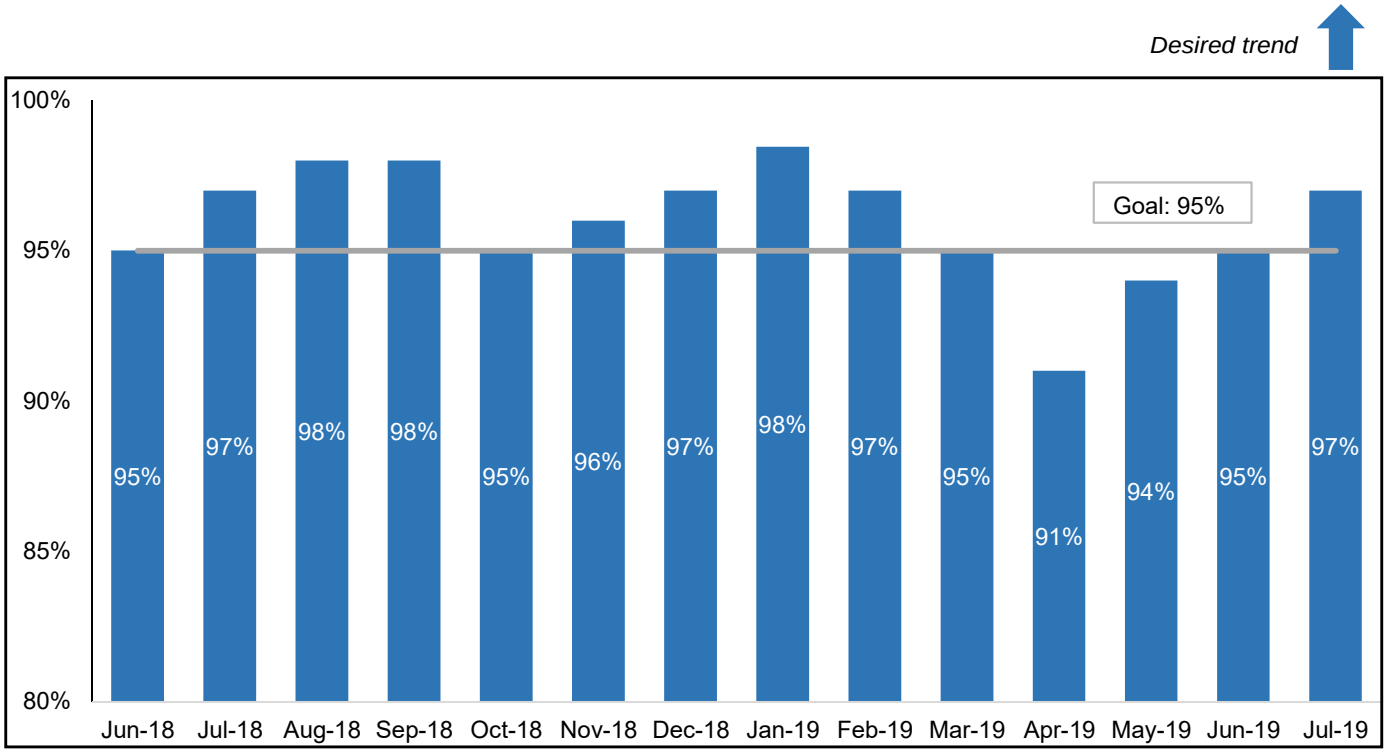
June 2019

- Passenger Complaints Related to Non-Transportation Service increased 0.2 per 1,000 trips (or 8.3%) in June 2019 when compared to May 2019 and increased by 1.2 per 1,000 trips (or 85.7%) when compared to June 2018.

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

Chart 11

Percent of Calls Answered



Percent of Calls Answered Discussion

July 2019

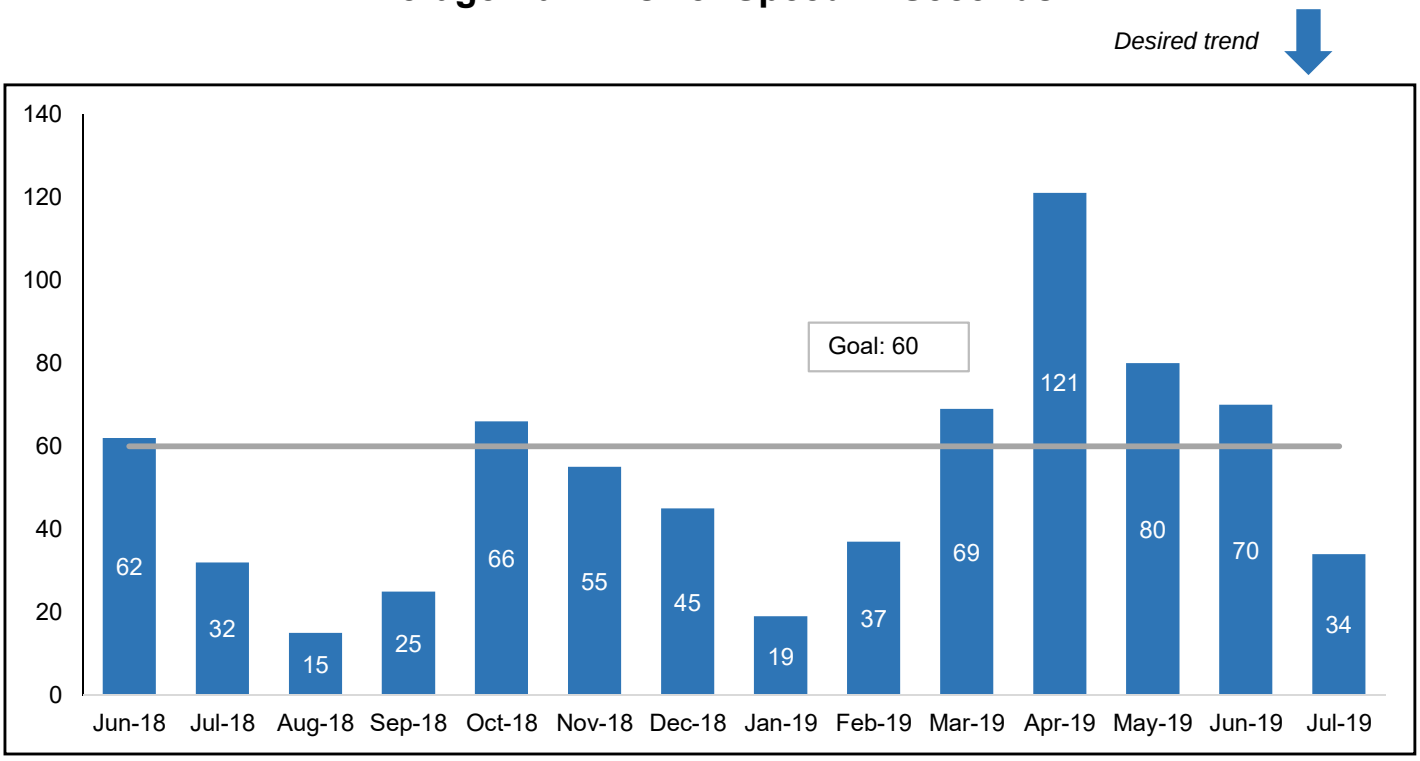
- The Percent of Calls Answered in July 2019 improved by 2.1% when compared to June 2019 and remained the same when compared to July 2018.

June 2019

- The Percent of Calls Answered in June 2019 increased by 1.1% when compared to May 2019 and remained flat when compared to June 2018.

Chart 12

Average Call Answer Speed in Seconds



Average Call Answer Speed in Seconds Discussion

July 2019

- The Average Call Answer Speed in July 2019 improved by 36 seconds (or 5.41%) when compared to June 2019 and increased by 2 seconds (or 6.3%) when compared to July 2018.

June 2019

- The Average Call Answer Speed in June 2019 improved by 10 seconds (or 12.5%) when compared to May 2019 and increased by 8 seconds (or 12.9%) when compared to June 2018.

Chart 13

Accessibility Update

Alex Elegudin, Senior Advisor for Systemwide Accessibility



Highlighting NYCT's commitment to making our system accessible: The Systemwide Accessibility team marched and rolled at the 5th Annual Disability Pride Parade on July 14 along with employees and their families. The group was joined by Senior Advisor for Systemwide Accessibility Alex Elegudin, MTA Managing Director Ronnie Hakim, and NYCT President Andy Byford.



NYCT President Andy Byford and Senior Advisor for Systemwide Accessibility Alex Elegudin joined Capital Program Management team members to celebrate the installation of four new elevators at the New Utrecht Av/62 St station in Brooklyn. The elevators, located at a key transfer point between the Sea Beach and West End lines, went into service on July 19 and make this station fully accessible.

September 2019 Accessibility Update

It was a busy summer for the Systemwide Accessibility team, and we are looking forward to launching several new projects this fall.

We have heard the feedback that customers who use elevators need more information on elevator status *while they are in the system* not just before they head out. While getting real-time information to our train crews in the field is a challenge, we are starting a pilot this month on the 1 line to do just that. During the pilot, train crews will announce current elevator outages during weekday service, so customers who need the elevator know about the outage before exiting the train at that station. We look forward to hearing your feedback about this pilot. At the same time, we are continuously improving the accessibility-related content on our website, including elevator outage information. We recently made some improvements to the Elevator and Escalator status page to make it easier to use, and we continue to add more information about alternate accessible routes on our status and service alert pages.

I am also excited to share that we are working to advance the installation of tactile warning strips in stations across the system. We are testing two new materials for the warning strip at 23 St (1) and 14 St (1, 2/3) in Manhattan. These materials are easier and faster to install, and we would love to hear from the blind and low-vision community on their experience navigating these stations with this new feature. We hope these materials will be helpful as we work toward adding tactile edge warnings at every NYCT and SIR station.

As we look toward the future of subway accessibility, we continue to move ahead with our study of inaccessible stations, which is on track to be completed by the end of the year. Next month, I will be able to share more information about an exciting project to test a range of new accessibility features in our system – so stay tuned for more on that in October.

Finally, I wanted to recap a great series of events we had throughout the month of July to mark Disability Pride month. Our first bus accessibility awareness day at the Michael J. Quill Depot in Manhattan was a great success – almost 100 community members had the chance to go behind the scenes at the depot to see the accessibility features on our local and express bus fleets and provide feedback on our disability etiquette training. We also distributed accessibility information to hundreds of MTA employees in partnership with our Abilities Transit Employee Group (TEG) and did in-person disability etiquette and accessibility training for 120 NYCT employees. We look forward to doing even more for Disability Pride month in 2020!

Alex Elegudin
Senior Advisor for Systemwide Accessibility

Strategy and Customer Experience

Sarah Meyer, Senior Vice President & Chief Customer Officer





Strategy and Customer Experience is leveraging newly installed digital screens while employing a clear and concise holistic communications approach for complex service changes. During the recent switch replacement project north of the 96th Street Station, in-station screens with fresh, modern content plus a dedicated project web page and YouTube video provided customers critical information throughout the project. In addition, Stations teams were equipped with handouts about free shuttle buses and alternative subway options to help customers.

September 2019 Highlights:
Strategy and Customer Experience

August was a strong month for our Customer Contact Center. We handled 4.5% more calls than August 2018, with the calls answered rate 9.4% higher at 88.0%. Customers experienced shorter wait times at 199 seconds, a 30.9% decrease compared to last year. The 12-month rolling average for both measures continue to improve steadily, reaching bests of 86.3% and 197 seconds, respectively, since we began reporting this metric two years ago. Customers calling about MetroCard issues remains the dominant reason customers are calling, followed by comments and concerns about service. Help Point response time also improved, 4.4% from August 2018 and 2.6% compared to last month.

Social media continues to be driving customer engagement and rising as a primary contact channel. Our social media team received 29% more messages than last year and sent 25% more responses. Customer satisfaction for social engagement experience was at a high of 3.80, an improvement of 8.6% compared to last year.

We also saw a refreshing improvement in customer feedback, particularly compared to last month. Subway complaints per 100k journeys were down 17% compared to July, although up slightly (0.6%) compared to August 2018. Bus complaints were down 6.7% compared to last month and 5.8% compared to last year. MetroCard complaints were down 7.1% versus August 2018. And while Access-A-Ride complaints are still up substantially (33%) from last year, we saw a strong 14.3% decrease from July. Commendations per 100k journeys are up 91% and 47% for Subways and Bus compared to August 2018, and down 11.9% for Access-A-Ride.

Our community engagement teams were busy as usual this month, organizing and managing 9 public events that included Help Desk pop-up desks at the 181st Station to ensure customer awareness that the entrance/exit at Ft Washington West 184th would be temporarily closed because we are replacing and installing three new elevators at the station https://new.mta.info/system_modernization/servicechanges/A181st.

We also hosted two Group Station Manager *Meet and Greet* events at 25th Avenue (D) and Sheepshead Bay (B, Q), and were happy to see such positivity during the *Third Annual Rider's Response Train Tour*—a two-day system tour that gave customers the opportunity to discuss concerns and provide input to our leadership and elected officials.

Lastly, we extended discussions with Bronx bus customers about the redesign plan to ensure it reflected the priorities of all neighborhoods and communities. While this will slightly impact implementation, we believe our commitment to corroborate on a bus plan that reflects the desires of our riders is critical to success. Outreach efforts included engaging with over 800 people who attended one of the nine open houses we held, distribution of over 16,000 information pamphlets by street teams that were deployed throughout Bronx neighborhoods, a dedicated micro-website that garnered about 15,000 unique page views, and over 1,300 responses to an on-line survey about Bronx bus needs. The Bronx Redesign Plan will be released in mid-October.

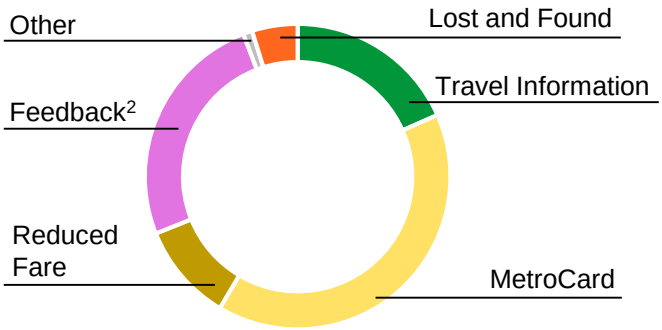
Patricia Imbro
Assistant Vice President
Strategy & Customer Experience
(in delegation for Sarah Meyer)

Customer engagement

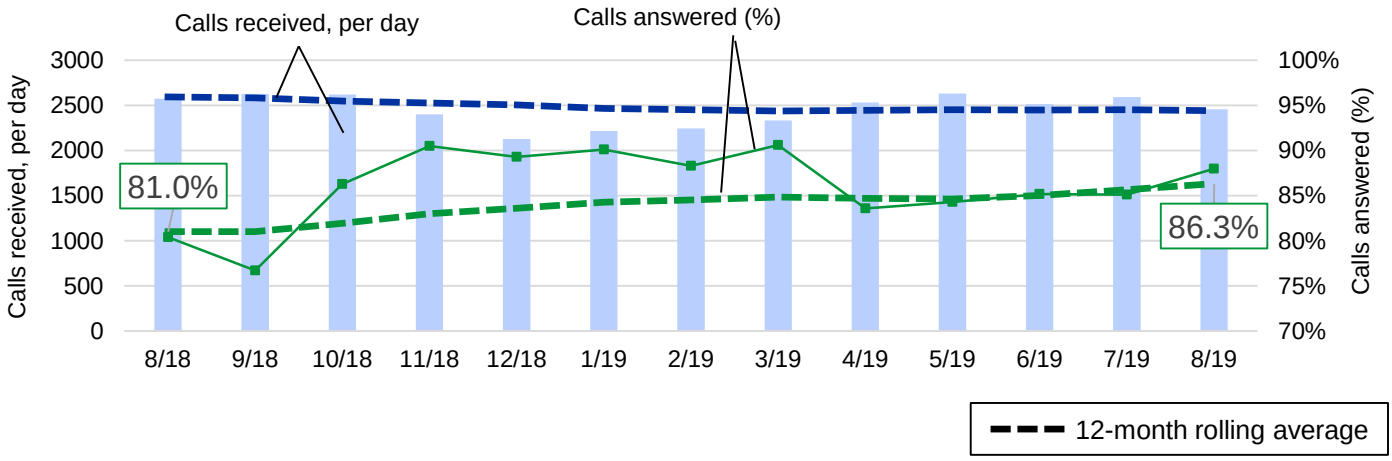
Telephone

	Aug 2019	Aug 2018	Variance
Calls answered	67,110	64,225	▲4.5%
Calls answered %	88.0%	80.4%	▲9.4%
Average time to answer[1] (seconds)	199	288	▼30.9%

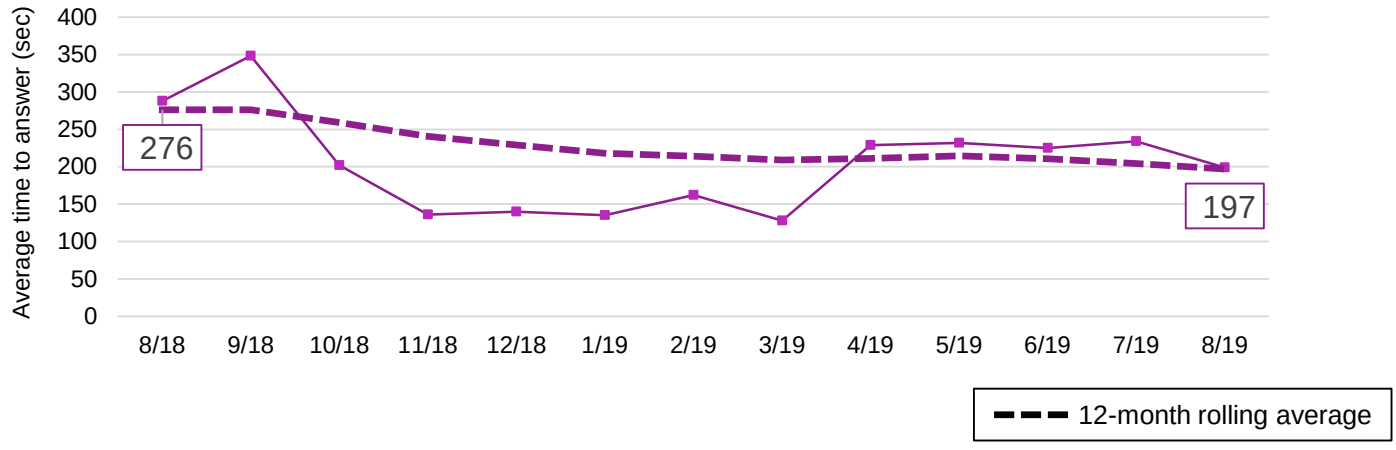
1. Excludes automated self-service calls
2. Feedback is customers calling with comments or concerns



Telephone: calls received and answered



Telephone: average time to answer

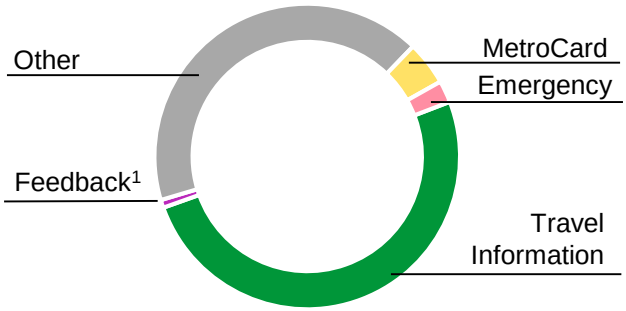


Customer engagement

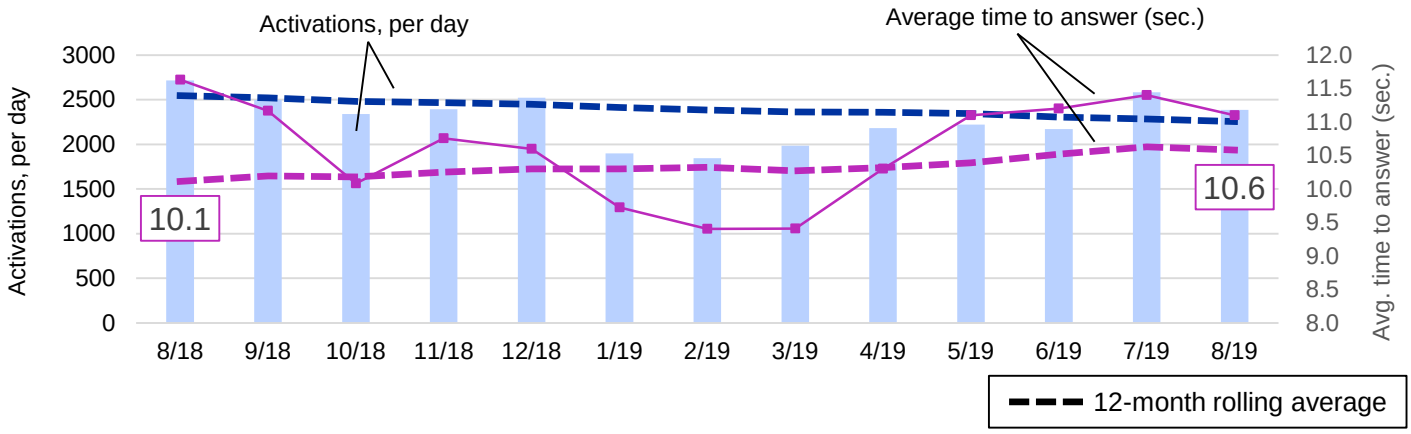
Help Point

	Aug 2019	Aug 2018	Variance
Help Point activations	73,898	84,193	▼**12.2%**
Average time to answer (seconds)	11.1	11.6	▼**4.4%**

1. Feedback is customers calling with comments or concerns



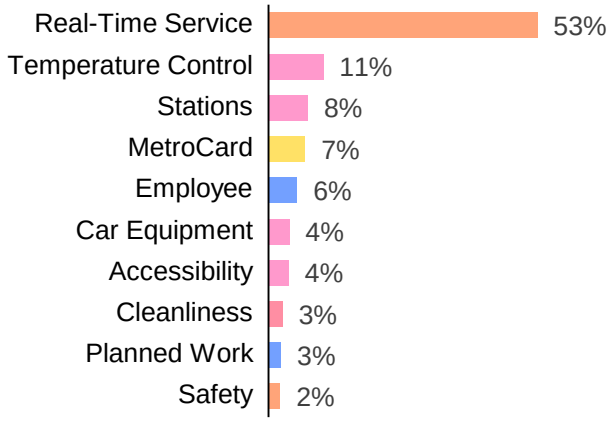
Help Point: activations and average time to answer

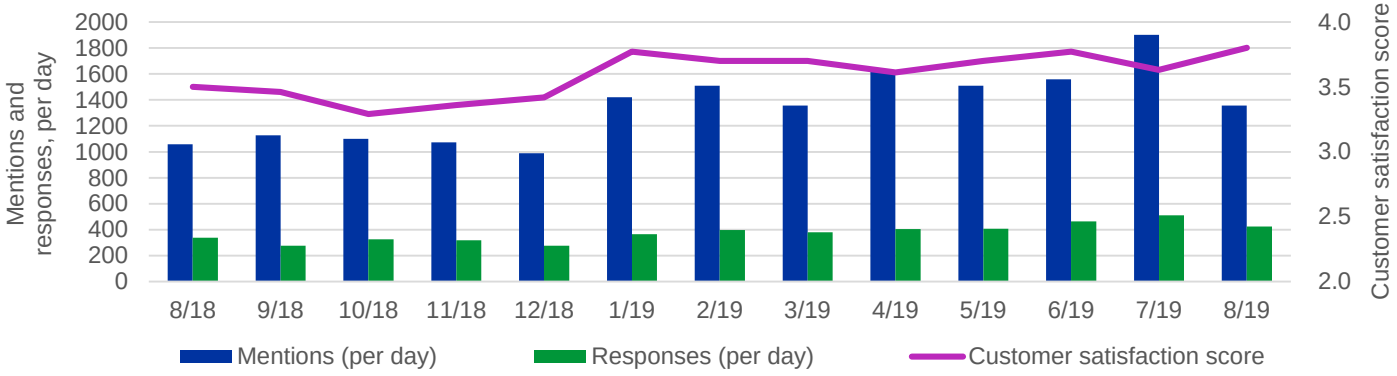


Social media

	Aug 2019	Aug 2018	Variance
Social media mentions[1]	42,082	32,755	▲**28.5%**
Responses sent	13,149	10,500	▲**25.2%**
Customer satisfaction score[2]	3.80	3.50	▲**8.6%**

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



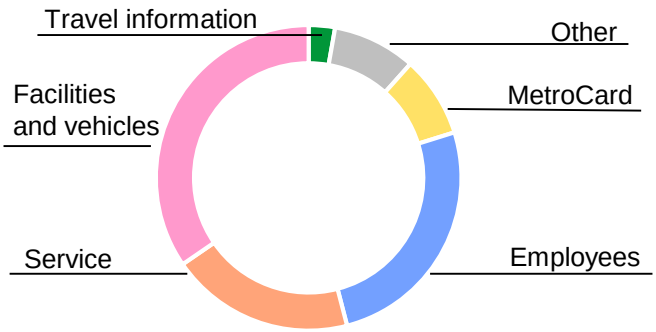


Customer engagement

Web, mobile app, and written feedback

	Aug 2019	Aug 2018	Variance
Received	6,732	7,343	▼**8.3%**
Responses sent[1]	9,202	11,513	▼**20.1%**

1. Includes automated and manual responses



Keeping customers informed

Alerts and service notices

	Aug 2019
Web	5,177
Twitter	2,916
Kiosks / Digital Displays[1]	3,246
Email and text alerts	
• Service	3,315
• Elevator and escalator status	16,825
Service Notice posters developed	420

1. Excludes countdown clocks

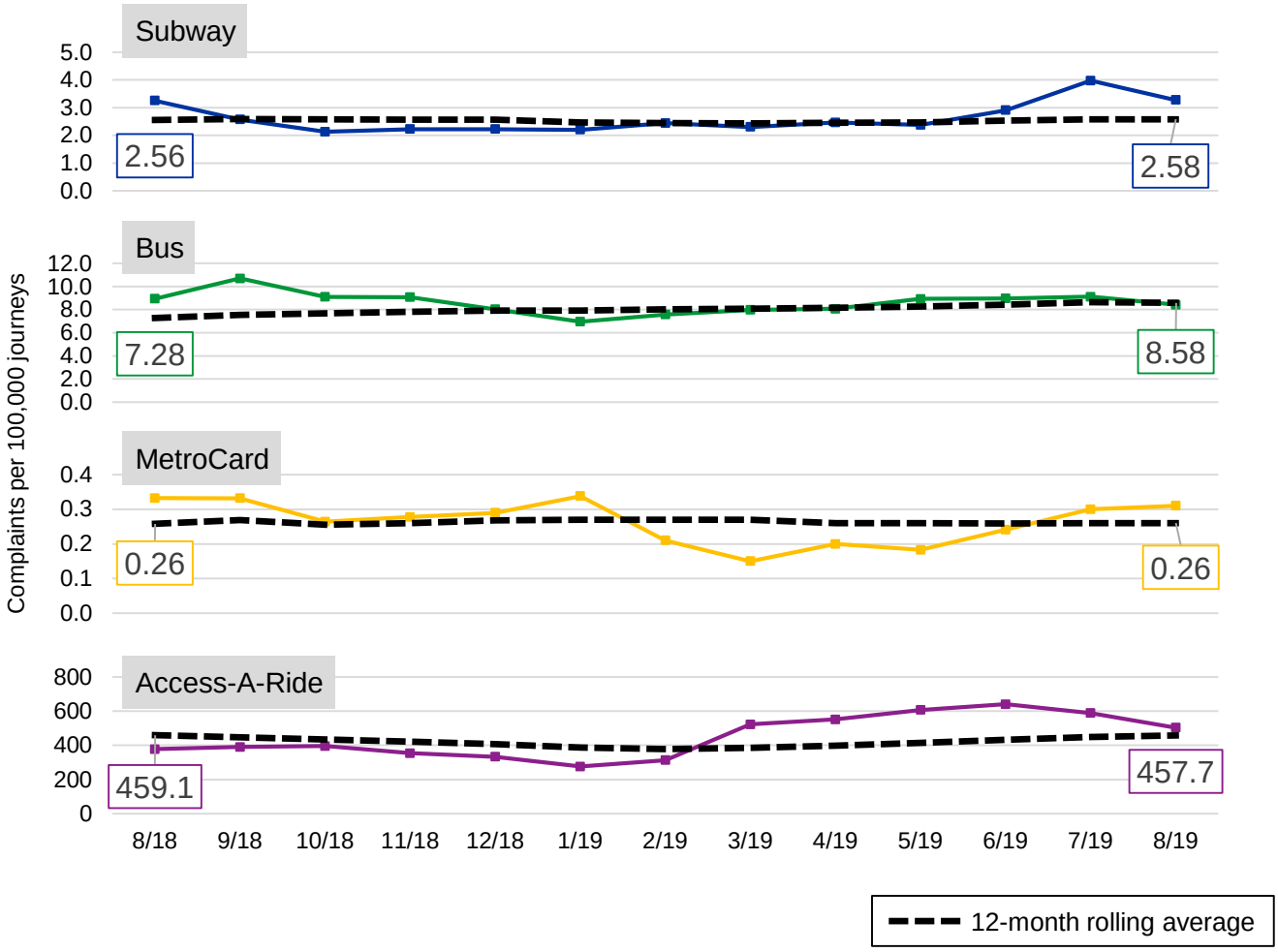
Social media followers

		Aug 2019	Aug 2018	Variance
Twitter	@NYCTSubway	994.0k	950.0k	▲**4.6%**
	@NYCTBus	24.5k	21.0k	▲**16.7%**
	@MTA	1,312.2k	1,282.0k	▲**2.4%**
Facebook	NYCT	63.6k	59.0k	▲**7.8%**
Instagram	@mtanyctransit	22.7k	17.0k	▲**33.5%**

Customer feedback

Complaints per 100,000 journeys

	Aug 2019	Aug 2018	Variance
Subway	3.27	3.25	▲0.6%
Bus	8.42	8.94	▼5.8%
MetroCard	0.31	0.33	▼7.1%
Access-A-Ride	503.7	378.0	▲33.3%



Commendations per 100,000 journeys

	Aug 2019	Aug 2018	Variance
Subway	0.14	0.07	▲91.1%
Bus	0.57	0.39	▲47.0%
Access-A-Ride	134.1	152.1	▼11.9%

Safety

Robert Diehl
Senior Vice President, Safety & Security



System Safety Specialists Andrew Salzano and Sharōn Duhaney inspect the CCTV monitors at the Conductor's position that improve their view of customers boarding and alighting the train.

September 2019 Highlights: Safety

Bus Collisions and Collision Injures have shown a slight increase, however, Customer Accidents have been trending up in the most recent 12-month period.

Subway Customer Accident Rates were relatively flat when comparing both 12-month periods, but it is worth noting that the Actual Accident Counts have shown decreases almost every month since February.

Employee Lost Time Accidents have shown a slight increase in the past two reporting periods. The Office of System Safety continues to work with the operating departments to investigate the respective root causes of these accidents to mitigate future occurrences.

NYCT continues to make progress against all our Leading Indicator goals.

The Department of Subways continues to make significant strides in the reduction of fires.

Robert Diehl
Senior Vice President, Safety and Security

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

Monthly Operations Report

Statistical results for the 12-Month period are shown below

Safety Report

Performance Indicators		12-Month Average Sep 16 - Aug 17	Sep 17 - Aug 18	Sep 18 - Aug 19
Subways				
Subway Customer Accidents per Million Customers [1]		2.74	2.98	2.97
Subway Collisions [2]				
	Total	0	3	1
	Mainline	0	0	0
	Yard	0	3	1
Subway Derailments [2]				
	Total	8	6	4
	Mainline	5	2	0
	Yard	3	4	4
Subway Fires [2]		964	950	704
Buses				
Bus Collisions Per Million Miles	Regional	54.54	53.99	54.62
Bus Collision Injuries Per Million Miles	Regional	6.38	6.00	6.11
Bus Customer Accidents Per Million Customers [1]	Regional	1.27	1.26	1.45
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees [1]		3.68	3.68	3.87

[1] 12-month Average data from August through July.

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

Leading Indicators

Subways	August	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	29	252	340	74.1%
Joint Track Safety Audits -- Compliance Rate	98.1%	98.5%	100.0%	98.5%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	2,340	66,194	47,520	139.3%
Friction Pad Installation	3,990	61,119	33,500	182.4%
Buses	**August**	**YTD**	**Goal**	**YTD as % of Goal**
Collision Prevention				
Audible Pedestrian Turn Warning System	47	564	630	89.5%
Vision Zero Employee Training	504	4,580	6,200	73.9%

Subway Fires

August 2019

Fire severity is classified as follows:

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

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

Low:	92.7%	Train:	5
Average:	7.3%	Right-of-way:	31
Above Average:	0.0%	Station:	18
High:	0.0%	Other:	1
		Total:	55

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

Train:		**Right-of-Way:**		**Station:**	
Battery:	1	Debris:	23	Debris:	10
Low Volt Wiring:	1	Tie:	5	Electrical:	4
High Volt Wiring:	1	Insulator:	1	Light Fixture:	3
Brake Shoes:	1	Lighting Fuse Box:	1	Air Conditioner:	1
Debris:	1	Bank of Lights - Inc.:	1		

Monthly Operations Report

Statistical results for the 12-Month period are shown below

Safety Report

Performance Indicators	12-Month Average		
	Aug 16 - Jul 17	Aug 17 - Jul 18	Aug 18 - Jul 19
Subways			
Subway Customer Accidents per Million Customers [1]	2.74	2.96	2.98
Subway Collisions [2]			
Total	0	3	0
Mainline	0	0	0
Yard	0	3	0
Subway Derailments [2]			
Total	8	4	5
Mainline	5	2	0
Yard	3	2	5
Subway Fires [2]	960	952	720
Buses			
Bus Collisions Per Million Miles Regional	55.26	54.01	54.63
Bus Collision Injuries Per Million Miles Regional	6.22	6.40	5.95
Bus Customer Accidents Per Million Customers [1] Regional	1.26	1.27	1.42
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees [1]	3.72	3.64	3.86

[1] 12-month Average data from July through June.

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

Leading Indicators

Subways	July	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	29	223	340	65.6%
Joint Track Safety Audits -- Compliance Rate	98.6%	98.5%	100.0%	98.5%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	2,910	63,854	47,520	134.4%
Friction Pad Installation	3,840	57,129	33,500	170.5%
Buses	**July**	**YTD**	**Goal**	**YTD as % of Goal**
Collision Prevention				
Audible Pedestrian Turn Warning System	64	517	630	82.1%
Vision Zero Employee Training	558	4,076	6,200	65.7%

Subway Fires

July 2019

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:	98.3%	Train:	9
Average:	1.7%	Right-of-way:	37
Above Average:	0.0%	Station:	12
High:	0.0%	Other:	1
		Total:	59

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

Train:		**Right-of-Way:**		**Station:**	
Contact Shoe:	1	Debris:	17	Debris:	6
Low Volt Wiring:	1	Tie:	15	Electrical:	2
Armature:	1	Insulator:	1	Oil:	1
Relay:	1	Cable:	1	Cable:	1
Hot Wheels:	1	Equipment:	1	Electronic Device:	1

Monthly Operations Report

Safety Report Definitions:

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

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

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

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

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

September 2019 Crime Report

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

Police Department
City of New York

MTA Report

CRIME STATISTICS AUGUST

	2019	2018	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	56	44	12	27.3%
GL	119	155	-36	-23.2%
FELASSAULT	29	31	-2	-6.5%
BURGLARY	1	1	0	0.0%
TOTAL MAJOR FELONIES	***205***	***231***	***-26***	***-11.3%***

During August, the daily Robbery average increased from 1.4 to 1.8

During August, the daily Major Felony average decreased from 7.5 to 6.6

CRIME STATISTICS JANUARY THRU AUGUST

	2019	2018	Diff	% Change
MURDER	2	1	1	100.0%
RAPE	2	0	2	***.*%
ROBBERY	327	309	18	5.8%
GL	977	1043	-66	-6.3%
FELASSAULT	233	229	4	1.7%
BURGLARY	5	6	-1	-16.7%
TOTAL MAJOR FELONIES	***1546***	***1588***	***-42***	***-2.6%***

Year to date the daily Robbery average decreased from 1.3 to 1.3

Year to date the daily Major Felony average decreased from 6.5 to 6.4

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

Police Department
City of New York

MTA Report

AUGUST ACTIVITY

	2019	2018	Diff	% Change
Total Arrests	744	983	-239	-24.3%
TOS Arrests	201	406	-205	-50.5%
Total Summons	6862	7780	-918	-11.8%
TOS TABs	5290	6199	-909	-14.7%
TOS C-Summ	168	175	-7	-4.0%

JANUARY THRU AUGUST ACTIVITY

	2019	2018	Diff	% Change
Total Arrests	7433	10112	-2679	-26.5%
TOS Arrests	2366	4626	-2260	-48.9%
Total Summons	64588	44910	19678	43.8%
TOS TABs	51057	31393	19664	62.6%
TOS C-Summ	1806	908	898	98.9%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

Police Department

City of New York

REPORT

	JANUARY- AUGUST																					
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Murder	2	1	4	1	2	1	1	2	4	2	3	2	1	1	0	0	1	1	1	1	0	1	2
Rape	1	10	0	4	1	0	2	2	3	3	0	2	1	0	2	7	4	5	1	0	3	0	2
Robbery	1429	1241	1111	900	804	830	769	704	783	641	523	501	466	469	499	573	416	283	332	344	298	307	327
Assault	290	298	287	229	186	189	173	179	152	127	138	116	108	133	128	129	130	130	169	204	217	227	233
Burglary	24	10	6	5	33	12	7	6	1	5	2	5	1	2	6	18	25	11	12	14	19	6	5
GL	2264	1739	1581	1653	1489	1427	1120	1224	1197	968	828	868	759	787	1014	1119	1073	1013	1069	1023	1040	1031	977
TOTAL MAJOR FELONIES	4010	3299	2989	2792	2515	2459	2072	2117	2140	1746	1494	1494	1336	1392	1649	1846	1649	1443	1584	1586	1577	1572	1546
Major Fel Per Day	16.50	13.58	12.30	11.44	10.35	10.12	8.53	8.68	8.81	7.19	6.15	6.12	5.50	5.73	6.79	7.57	6.79	5.94	6.52	6.50	6.49	6.47	6.36

Hate Crime Task Force
Transit Bureau
HCTF Statistical Data
(As of 9/1/2019)

Motivation:

Motivation	2019	2018	Diff	% Change
ASIAN	0	1	-1	**-100%**
BLACK	7	5	2	**40%**
GENDER	3	0	3	***.*
HISPANIC	1	1	0	**0%**
MUSLIM	1	5	-4	**-80%**
OTHER	4	1	3	**300%**
SEMITIC	39	12	27	**225%**
SEXUAL ORIENTATION	4	3	1	**33%**
WHITE	3	4	-1	**-25%**
Grand Total	62	32	30	**94%**

Crime Name:

Crime Name	2019	2018	Diff	% Change
Aggravated Harassment 1	15	4	11	**275%**
Aggravated Harassment 2	3	4	-1	**-25%**
Assault 2	4	1	3	**300%**
Assault 3	3	2	1	**50%**
Criminal Impersonation 1	0	1	-1	**-100%**
Criminal Mischief 3	2	0	2	***.*
Criminal Mischief 4	32	14	18	**129%**
Grand Larceny 4	1	1	0	**0%**
Harassment 2	1	1	0	**0%**
Menacing 2	1	1	0	**0%**

Public Lewdness	0	1	-1	**-100%**
Robbery 2	0	2	-2	**-100%**
Grand Total	62	32	30	**94%**

Transit District by County & Motivation:

County	TD	Motivation	2019	2018	Diff	% Change
New York	TD 01	SEMITIC	3	1	2	200%
		SEXUAL ORIENTATION	2	0	2	***.*
		WHITE	1	0	1	***.*
	TD 01 Total		6	1	5	500%
	TD 02	BLACK	1	0	1	***.*
		MUSLIM	0	1	-1	-100%
		OTHER	1	0	1	***.*
		SEMITIC	4	1	3	300%
		WHITE	0	1	-1	-100%
	TD 02 Total		6	3	3	100%
	TD 03	MUSLIM	0	1	-1	-100%
		OTHER	1	0	1	***.*
		SEMITIC	3	0	3	***.*
		WHITE	1	0	1	***.*
	TD 03 Total		5	1	4	400%
	TD 04	BLACK	0	1	-1	-100%
		HISPANIC	0	1	-1	-100%
		MUSLIM	1	0	1	***.*
		SEMITIC	1	1	0	0%
	TD 04 Total		2	3	-1	-33%
Bronx	TD 03	OTHER	0	1	-1	-100%
	TD 03 Total		0	1	-1	-100%
	TD 11	MUSLIM	0	1	-1	-100%

	TD 11 Total		0	1	-1	-100%
	TD 12	BLACK	0	1	-1	-100%
		HISPANIC	1	0	1	***.*
		SEMITIC	1	0	1	***.*
		WHITE	1	0	1	***.*
	TD 12 Total		3	1	2	200%
Kings	TD 30	BLACK	3	1	2	200%
		GENDER	1	0	1	***.*
		SEMITIC	6	0	6	***.*
		SEXUAL ORIENTATION	1	0	1	***.*
		WHITE	0	1	-1	-100%
	TD 30 Total		11	2	9	450%
	TD 32	BLACK	1	1	0	0%
		GENDER	1	0	1	***.*
		SEMITIC	3	0	3	***.*
		SEXUAL ORIENTATION	1	2	-1	-50%
	TD 32 Total		6	3	3	100%
	TD 33	OTHER	2	0	2	***.*
		SEMITIC	4	2	2	100%
		SEXUAL ORIENTATION	0	1	-1	-100%
		WHITE	0	1	-1	-100%
	TD 33 Total		6	4	2	50%
	TD 34	ASIAN	0	1	-1	-100%
		BLACK	0	1	-1	-100%
		MUSLIM	0	1	-1	-100%
		SEMITIC	6	7	-1	-14%
	TD 34 Total		6	10	-4	-40%
	(blank)	BLACK	1	0	1	***.*
	(blank) Total		1	0	1	***.*
Queens	TD 20	BLACK	1	0	1	***.*
		GENDER	1	0	1	***.*
		MUSLIM	0	1	-1	-100%

		SEMITIC	6	0	6	***.*
		WHITE	0	1	-1	-100%
	TD 20 Total		8	2	6	300%
	TD 33	SEMITIC	1	0	1	***.*
	TD 33 Total		1	0	1	***.*
	(blank)	SEMITIC	1	0	1	***.*
	(blank) Total		1	0	1	***.*
Grand Total			62	32	30	94%

Transit District by County, TD And Crime:

County	TD	Crime Name	2019	2018	Diff	% Change
New York	TD 01	Aggravated Harassment 1	1	1	0	0%
		Aggravated Harassment 2	1	0	1	***.*
		Assault 2	1	0	1	***.*
		Criminal Mischief 4	3	0	3	***.*
	TD 01 Total		6	1	5	500%
	TD 02	Aggravated Harassment 1	1	1	0	0%
		Aggravated Harassment 2	1	1	0	0%
		Criminal Mischief 3	1	0	1	***.*
		Criminal Mischief 4	3	0	3	***.*
		Grand Larceny 4	0	1	-1	-100%
	TD 02 Total		6	3	3	100%
	TD 03	Aggravated Harassment 1	2	0	2	***.*
		Aggravated Harassment 2	1	0	1	***.*
		Assault 3	1	0	1	***.*
		Criminal Mischief 4	1	1	0	0%

	TD 03 Total		5	1	4	400%
	TD 04	Aggravated Harassment 2	0	1	-1	-100%
		Assault 2	1	1	0	0%
		Criminal Mischief 4	1	0	1	***.*
		Robbery 2	0	1	-1	-100%
	TD 04 Total		2	3	-1	-33%
Bronx	TD 03	Criminal Mischief 4	0	1	-1	-100%
	TD 03 Total		0	1	-1	-100%
	TD 11	Criminal Mischief 4	0	1	-1	-100%
	TD 11 Total		0	1	-1	-100%
	TD 12	Assault 2	1	0	1	***.*
		Criminal Mischief 4	2	1	1	100%
	TD 12 Total		3	1	2	200%
Kings	TD 30	Aggravated Harassment 1	3	0	3	***.*
		Assault 3	2	1	1	100%
		Criminal Mischief 4	6	1	5	500%
	TD 30 Total		11	2	9	450%
	TD 32	Aggravated Harassment 1	2	0	2	***.*
		Aggravated Harassment 2	0	1	-1	-100%
		Assault 2	1	0	1	***.*
		Criminal Mischief 4	2	2	0	0%
		Harassment 2	1	0	1	***.*
	TD 32 Total		6	3	3	100%
	TD 33	Aggravated Harassment 1	1	1	0	0%
		Aggravated Harassment 2	0	1	-1	-100%

		Criminal Mischief 3	1	0	1	***.*
		Criminal Mischief 4	3	1	2	200%
		Grand Larceny 4	1	0	1	***.*
		Menacing 2	0	1	-1	-100%
	TD 33 Total		6	4	2	50%
	TD 34	Aggravated Harassment 1	4	1	3	300%
		Assault 3	0	1	-1	-100%
		Criminal Mischief 4	2	6	-4	-67%
		Harassment 2	0	1	-1	-100%
		Public Lewdness	0	1	-1	-100%
	TD 34 Total		6	10	-4	-40%
	(blank)	Criminal Mischief 4	1	0	1	***.*
	(blank) Total		1	0	1	***.*
Queens	TD 20	Aggravated Harassment 1	1	0	1	***.*
		Criminal Impersonation 1	0	1	-1	-100%
		Criminal Mischief 4	6	0	6	***.*
		Menacing 2	1	0	1	***.*
		Robbery 2	0	1	-1	-100%
	TD 20 Total		8	2	6	300%
	TD 33	Criminal Mischief 4	1	0	1	***.*
	TD 33 Total		1	0	1	***.*
	(blank)	Criminal Mischief 4	1	0	1	***.*
	(blank) Total		1	0	1	***.*
Grand Total			62	32	30	94%

Associated Hate Crime Task Force Complaint numbers:

2019
2019-001-001488
2019-001-001907
2019-001-003329
2019-005-000699
2019-005-001851
2019-006-000816
2019-006-002398
2019-014-002178
2019-014-006609
2019-014-06852
2019-018-001647
2019-019-002787
2019-020-00040
2019-020-000791
2019-024-000851
2019-028-001043
2019-033-000193
2019-033-000207
2019-033-01314
2019-045-000210
2019-048-01783
2019-049-004231
2019-060-002013
2019-060-003416
2019-060-004515
2019-061-003165
2019-062-002823
2019-070-001164
2019-070-003057
2019-072-001145
2019-072-002841
2019-072-003973
2019-072-00852
2019-073-004095
2019-073-007325

2018
2018-005-003076
2018-006-01069
2018-010-001837
2018-013-03049
2018-019-04438
2018-025-04055
2018-032-01921
2018-044-00202
2018-050-002312
2018-060-002615
2018-060-003815
2018-060-004114
2018-060-01071
2018-060-01151
2018-060-03839
2018-061-00319
2018-062-02016
2018-066-002104
2018-066-00877
2018-070-02188
2018-075-007420
2018-079-02302
2018-081-00340
2018-083-003924
2018-088-003135
2018-088-00925
2018-090-02704
2018-110-01493
2018-112-002911
(blank): 3
Grand Total: 32

2019-073-08056
2019-075-006471
2019-075-009641
2019-078-000418
2019-078-002547
2019-078-003231
2019-079-001965
2019-079-005840
2019-081-002838
2019-083-001531
2019-084-000287
2019-084-000547
2019-084-001780
2019-084-001808
2019-084-002243
2019-084-003839
2019-094-000862
2019-104-001396
2019-108-004454
2019-108-004548
2019-108-004729
2019-109-002719
2019-109-007314
2019-110-005577
2019-112-001192
2019-112-002711
2019-112-002733
Grand Total: 62

METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Staten Island Rapid Transit

August 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	2	-2	-100%
Felony Assault	1	0	1	100%
Burglary	1	0	1	100%
Grand Larceny	0	0	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	2	2	0	0%

Year to Date 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	4	3	1	33%
Felony Assault	2	2	0	0%
Burglary	2	0	2	100%
Grand Larceny	1	2	-1	-50%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	9	7	2	29%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

Police Department
City of New York

MTA Report

CRIME STATISTICS JULY

	2019	2018	Diff	% Change
MURDER	1	1	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	35	33	2	6.1%
GL	121	137	-16	-11.7%
FELASSAULT	22	29	-7	-24.1%
BURGLARY	1	1	0	0.0%
TOTAL MAJOR FELONIES	***180***	***201***	***-21***	***-10.4%***

During July, the daily Robbery average decreased from 1.1 to 1.1

During July, the daily Major Felony average decreased from 6.5 to 5.8

CRIME STATISTICS JANUARY THRU JULY

	2019	2018	Diff	% Change
MURDER	2	1	1	100.0%
RAPE	2	0	2	***.*%
ROBBERY	271	265	6	2.3%
GL	856	888	-32	-3.6%
FELASSAULT	204	198	6	3.0%
BURGLARY	4	5	-1	-20.0%
TOTAL MAJOR FELONIES	***1339***	***1357***	***-18***	***-1.3%***

Year to date the daily Robbery average increased from 1.2 to 1.3

Year to date the daily Major Felony average decreased from 6.4 to 6.3

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

Police Department
City of New York

MTA Report

JULY ACTIVITY

	2019	2018	Diff	% Change
Total Arrests	815	928	-113	-12.2%
TOS Arrests	227	404	-177	-43.8%
Total Summons	8070	5613	2457	43.8%
TOS TABs	6382	4090	2292	56.0%
TOS C-Summ	241	82	159	193.9%

JANUARY THRU JULY ACTIVITY

	2019	2018	Diff	% Change
Total Arrests	6674	9129	-2455	-26.9%
TOS Arrests	2164	4222	-2058	-48.7%
Total Summons	57727	37130	20597	55.5%
TOS TABs	45762	25194	20568	81.6%
TOS C-Summ	1638	733	905	123.5%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

Police Department

City of New York

	JANUARY-JULY																					
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019
Murder	1	0	4	1	1	0	1	2	4	2	2	2	1	1	0	0	1	1	0	1	0	1	2
Rape	1	8	0	3	1	0	2	1	3	3	0	2	1	0	2	6	3	5	0	0	2	0	2
Robbery	1046	961	852	683	641	624	588	532	622	573	476	438	396	416	425	513	360	242	289	305	256	265	271
Assault	229	248	211	178	143	145	143	142	129	116	118	1405	94	120	121	118	111	114	140	181	190	198	204
Burglary	20	10	2	4	16	6	3	5	1	1	1	5	1	2	3	18	22	9	7	11	13	5	4
GL	1629	1273	1152	1205	1080	1017	823	882	907	823	726	759	656	668	852	954	936	893	919	857	927	888	856
TOTAL MAJOR FELONIES	2926	2500	2221	2074	1882	1792	1560	1564	1666	1518	1323	2611	1149	1207	1403	1609	1433	1264	1355	1355	1388	1357	1339
Major Fel Per Day	16.17	13.81	12.27	11.40	10.40	9.90	8.62	8.59	9.20	8.39	7.31	14.35	6.35	6.67	7.75	8.84	7.92	6.98	7.49	7.45	7.67	7.50	7.40

Hate Crime Task Force
Transit Bureau
HCTF Statistical Data
(As of 8/4/2019)

Motivation:

Motivation	2019	2018	Diff	% Change
ASIAN	0	1	-1	**-100%**
BLACK	6	5	1	**20%**
GENDER	2	0	2	***.*
HISPANIC	1	1	0	**0%**
MUSLIM	1	5	-4	**-80%**
OTHER	2	1	1	**100%**
SEMITIC	33	12	21	**175%**
SEXUAL ORIENTATION	4	2	2	**100%**
WHITE	3	3	0	**0%**
Grand Total	52	30	22	**73%**

Crime Name:

Crime Name	2019	2018	Diff	% Change
Aggravated Harassment 1	13	4	9	**225%**
Aggravated Harassment 2	3	3	0	**0%**
Assault 2	4	1	3	**300%**
Assault 3	3	2	1	**50%**
Criminal Impersonation 1	0	1	-1	**-100%**
Criminal Mischief 3	2	0	2	***.*
Criminal Mischief 4	25	14	11	**79%**
Grand Larceny 4	1	1	0	**0%**
Harassment 2	0	1	-1	**-100%**
Menacing 2	1	1	0	**0%**
Public Lewdness	0	1	-1	**-100%**
Robbery 2	0	1	-1	**-100%**
Grand Total	52	30	22	**73%**

Transit District by County & Motivation:

County	TD	Motivation	2019	2018	Diff	% Change
New York	TD 01	SEMITIC	4	1	3	**300%**
		SEXUAL ORIENTATION	2	0	2	***.*
		WHITE	1	0	1	***.*
	TD 01 Total		7	1	6	**600%**
	TD 02	BLACK	1	0	1	***.*
		MUSLIM	0	1	-1	**-100%**
		OTHER	1	0	1	***.*
		SEMITIC	4	1	3	**300%**
		WHITE	0	1	-1	**-100%**
	TD 02 Total		6	3	3	**100%**
	TD 03	MUSLIM	0	1	-1	**-100%**
		OTHER	1	0	1	***.*
		SEMITIC	3	0	3	***.*
		WHITE	1	0	1	***.*
	TD 03 Total		5	1	4	**400%**
	TD 04	BLACK	0	1	-1	**-100%**
		HISPANIC	0	1	-1	**-100%**
		MUSLIM	1	0	1	***.*
		SEMITIC	1	1	0	**0%**
	TD 04 Total		2	3	-1	**-33%**
Bronx	TD 03	OTHER	0	1	-1	**-100%**
	TD 03 Total		0	1	-1	**-100%**
	TD 11	MUSLIM	0	1	-1	**-100%**
	TD 11 Total		0	1	-1	**-100%**
	TD 12	BLACK	0	1	-1	**-100%**
		HISPANIC	1	0	1	***.*
		SEMITIC	1	0	1	***.*
		WHITE	1	0	1	***.*
	TD 12 Total		3	1	2	**200%**
Kings	TD 30	BLACK	3	1	2	**200%**
		SEMITIC	6	0	6	***.*
		SEXUAL ORIENTATION	1	0	1	***.*

		WHITE	0	1	-1	**-100%**
	TD 30 Total		10	2	8	**400%**
	TD 32	BLACK	0	1	-1	**-100%**
		GENDER	1	0	1	*****.***
		SEMITIC	2	0	2	*****.***
		SEXUAL ORIENTATION	1	1	0	**0%**
	TD 32 Total		4	2	2	**100%**
	TD 33	SEMITIC	4	2	2	**100%**
		SEXUAL ORIENTATION	0	1	-1	**-100%**
		WHITE	0	1	-1	**-100%**
	TD 33 Total		4	4	0	**0%**
	TD 34	ASIAN	0	1	-1	**-100%**
		BLACK	0	1	-1	**-100%**
		MUSLIM	0	1	-1	**-100%**
		SEMITIC	6	7	-1	**-14%**
	TD 34 Total		6	10	-4	**-40%**
	(blank)	BLACK	1	0	1	*****.***
	(blank) Total		1	0	1	*****.***
Queens	TD 20	BLACK	1	0	1	*****.***
		GENDER	1	0	1	*****.***
		MUSLIM	0	1	-1	**-100%**
		SEMITIC	1	0	1	*****.***
	TD 20 Total		3	1	2	**200%**
	TD 33	SEMITIC	1	0	1	*****.***
	TD 33 Total		1	0	1	*****.***
Grand Total			52	30	22	**73%**

Transit District by County, TD And Crime:

County	TD	Crime Name	2019	2018	Diff	% Change
New York	TD 01	Aggravated Harassment 1	2	1	1	**100%**
		Aggravated Harassment 2	1	0	1	*****.***
		Assault 2	1	0	1	*****.***

		Criminal Mischief 4	3	0	3	***.*
	TD 01 Total		7	1	6	**600%**
	TD 02	Aggravated Harassment 1	1	1	0	**0%**
		Aggravated Harassment 2	1	1	0	**0%**
		Criminal Mischief 3	1	0	1	***.*
		Criminal Mischief 4	3	0	3	***.*
		Grand Larceny 4	0	1	-1	**-100%**
	TD 02 Total		6	3	3	**100%**
	TD 03	Aggravated Harassment 1	2	0	2	***.*
		Aggravated Harassment 2	1	0	1	***.*
		Assault 3	1	0	1	***.*
		Criminal Mischief 4	1	1	0	**0%**
	TD 03 Total		5	1	4	**400%**
	TD 04	Aggravated Harassment 2	0	1	-1	**-100%**
		Assault 2	1	1	0	**0%**
		Criminal Mischief 4	1	0	1	***.*
		Robbery 2	0	1	-1	**-100%**
	TD 04 Total		2	3	-1	**-33%**
Bronx	TD 03	Criminal Mischief 4	0	1	-1	**-100%**
	TD 03 Total		0	1	-1	**-100%**
	TD 11	Criminal Mischief 4	0	1	-1	**-100%**
	TD 11 Total		0	1	-1	**-100%**
	TD 12	Assault 2	1	0	1	***.*
		Criminal Mischief 4	2	1	1	**100%**

	TD 12 Total		3	1	2	**200%**
Kings	TD 30	Aggravated Harassment 1	3	0	3	***.*
		Assault 3	2	1	1	**100%**
		Criminal Mischief 4	5	1	4	**400%**
	TD 30 Total		10	2	8	**400%**
	TD 32	Aggravated Harassment 1	1	0	1	***.*
		Assault 2	1	0	1	***.*
		Criminal Mischief 4	2	2	0	**0%**
	TD 32 Total		4	2	2	**100%**
	TD 33	Aggravated Harassment 1	0	1	-1	**-100%**
		Aggravated Harassment 2	0	1	-1	**-100%**
		Criminal Mischief 3	1	0	1	***.*
		Criminal Mischief 4	2	1	1	**100%**
		Grand Larceny 4	1	0	1	***.*
		Menacing 2	0	1	-1	**-100%**
	TD 33 Total		4	4	0	**0%**
	TD 34	Aggravated Harassment 1	4	1	3	**300%**
		Assault 3	0	1	-1	**-100%**
		Criminal Mischief 4	2	6	-4	**-67%**
		Harassment 2	0	1	-1	**-100%**
		Public Lewdness	0	1	-1	**-100%**
	TD 34 Total		6	10	-4	**-40%**
	(blank)	Criminal Mischief 4	1	0	1	***.*
	(blank) Total		1	0	1	***.*

Queens	TD 20	Criminal Impersonation 1	0	1	-1	**-100%**
		Criminal Mischief 4	2	0	2	***.*
		Menacing 2	1	0	1	***.*
	TD 20 Total		3	1	2	**200%**
	TD 33	Criminal Mischief 4	1	0	1	***.*
	TD 33 Total		1	0	1	***.*
Grand Total			52	30	22	**73%**

METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Staten Island Rapid Transit

July 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	0	0	0%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	0	0	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	0	0	0	0%

Year to Date 2019 vs. 2018

	2019	2018	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	1	2	200%
Felony Assault	1	2	-1	-50%
Burglary	1	0	1	100%
Grand Larceny	1	2	-1	-50%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	6	5	1	20%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

Financial and Ridership Reports

Jaibala Patel, Chief Financial Officer
Craig Cipriano, Acting President, MTA Bus Company/
Senior Vice President, NYCT Department of Buses



Manhattan subway ridership increased in June 2019 across every measure of ridership – weekdays up 1.6%, Saturdays up 6.3%, and Sundays up 3.9% – compared to June 2018.

Preliminary August 2019 Monthly Report: New York City Transit

The purpose of this report is to provide the preliminary August 2019 financial results, on an accrual basis. The accrual basis is presented on a non-reimbursable and reimbursable account basis. These results reflect the new accelerated accounting close and are compared to the Mid-Year Forecast (forecast).

Summary of Preliminary Financial Results

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

- August 2019 New York City Transit ridership of 183.6 million was 4.3 million (2.4 percent) above forecast, of which subway ridership of 137.1 million was 2.7 million (2 percent) above forecast, and bus ridership of 45.6 million was 1.6 million (3.7 percent) above forecast.
- August 2019 farebox revenue of $392.5 million was $10.7 million (2.8 percent) above forecast.
- Operating expenses of $727.6 million exceeded forecast in August by $27.6 million (3.9 percent).
- Labor expenses were higher by $27.3 million (5.2 percent), including higher salaries & wages of $21.1 million (6.6 percent), due mostly to a change effective July 2019 in the recording of payroll to a check issuance period-end basis. This impact also serves to delay the recording of reimbursable labor amounts, which serve to reduce overhead credits. The effects of these impacts are expected to be essentially offset in October.
- Non-labor expenses on a net basis were slightly over the forecast by $0.3 million (0.2 percent).

Preliminary financial results for August 2019 are presented in the table below and compared to the forecast.

Preliminary Financial Results Compared to Fcst						
	Aug Results			Aug Year-to-Date Results		
Category	Variance Fav(UnFav)		Fcst	Prelim Actual	Variance Fav(UnFav)	
($ in millions)	$	%	$	$	$	%
Total Farebox Revenue	10.7	2.8	3,002.8	3,031.5	28.7	1.0
Nonreimb. Exp. before Dep./OPEB	(27.6)	(3.9)	(5,854.4)	(5,943.2)	(88.9)	(1.5)
Net Cash Deficit*	(133.5)	(59.7)	(2,380.0)	(2,484.5)	(104.6)	(4.4)

*Excludes Subsidies and Debt Service

August 2019 farebox revenue of $392.5 million was $10.7 million (2.8 percent) above forecast. Subway revenue was $7.8 million (2.7 percent) above forecast, bus revenue was $3 million (3.8 percent) above forecast, and Paratransit revenue was $0.1 million (4.6 percent) below forecast. Accrued fare media liability was equal to forecast. The August 2019 non-student average fare of $2.11 increased 8.6¢ from August 2018; subway fare increased 9.5¢; local bus fare increased 5.1¢; express bus fare increased 6.5¢.

Total ridership in August 2019 of 183.6 million was 4.3 million (2.4 percent) above forecast. Average weekday ridership in August 2019 was 6.8 million, 0.4 percent above August 2018. Average weekday ridership for the twelve months ending August 2019 was 7.3 million, 1.3 percent lower than the twelve months ending August 2018.

Nonreimbursable expenses, before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment, were above forecast in August by $27.6 million (3.9 percent).

Labor expenses were over forecast by $27.3 million (3.9 percent), including overruns in salaries & wages of $21.1 million (6.6 percent), including increases of $10.6 million (3.8 percent) in payroll expenses and $10.5 million (27.3 percent) in overtime expenses. These increases were due mostly to the aforementioned change in the recording of payroll to essentially be offset in October. Also affected by this change is a delay in the recording of reimbursable labor amounts, which result in negative overhead credits in August, and which are also expected to be offset in October.

Non-labor expenses were higher than forecast by a net $0.3 million (0.2 percent).

Year-to-date, nonreimbursable expenses were in excess of forecast by $88.9 million (1.5 percent), of which labor expenses exceeded forecast by $94.7 million (2.1 percent), including higher overtime expenses of $36.0 million (9.6 percent), an overrun in payroll expenses of $15.3 million (0.7 percent), and unfavorable reimbursable overhead credits of $8.5 million (4.2 percent) and of $20.8 million (6.8 percent) as reported in other fringe benefits. Non-labor expenses underran by $5.8 million (0.4 percent).

The **net cash deficit** for August year-to-date was $2,484.5 million, unfavorable to forecast by $104.6 million (4.4 percent).

Financial Results

Farebox Revenue

Aug 2019 Farebox Revenue - ($ in millions)									
	Aug					Aug Year-to-Date			
			Favorable(Unfavorable)					Favorable(Unfavorable)	
	Fcst	Prelim Actual	Amount	Percent		Fcst	Prelim Actual	Amount	Percent
Subway	294.2	302.0	7.8	2.7%		2,322.2	2,342.1	19.9	0.9%
NYCT Bus	79.0	82.0	3.0	3.8%		612.8	621.7	8.9	1.5%
Paratransit	2.0	1.9	(0.1)	(4.6%)		15.4	15.4	(0.1)	(0.4%)
Subtotal	375.2	385.9	10.7	2.9%		2,950.5	2,979.2	28.7	1.0%
Fare Media Liability	6.5	6.5	0.0	0.0%		52.3	52.3	0.0	0.0%
Total - NYCT	**381.8**	**392.5**	**10.7**	**2.8%**		**3,002.8**	**3,031.5**	**28.7**	**1.0%**

Note: Total may not add due to rounding

The positive revenue variance is mainly due to favorable subway ridership which exceeded forecast by 2.0 percent in the month. Subway revenue was $7.8 million above forecast, with favorable ridership accounting for much of the variance. Bus revenue also exceeded forecast in August by $3.0 million, due in part to higher average fares. For August year-to-date, total revenue was $28.7 million favorable, due mainly to favorable subway ridership and a higher average fare.

Average Fare

August Non-Student Average Fare - (in $)				
	NYC Transit			
			Change	
	2018	Prelim 2019	Amount	Percent
Subway	2.117	2.212	0.095	4.5%
Local Bus	1.680	1.731	0.051	3.0%
Subway & Local Bus	2.008	2.094	0.086	4.3%
Express Bus	5.322	5.387	0.065	1.2%
Total	**2.024**	**2.110**	**0.086**	**4.2%**

The increase in the non-student average fare from the prior year is largely due to the April 21st fare increase.

Other Operating Revenue

In the month, other operating revenue was below forecast by $6.2 million (16.0 percent) and $7.7 million (2.4 percent) year-to-date, due largely to the unfavorable timing of fare reimbursements.

Nonreimbursable Expenses

Nonreimbursable expenses, before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment, were over forecast in the month of August by $27.6 million (3.9 percent).

Labor expenses exceeded forecast by $27.3 million (5.2 percent):

- Payroll expenses were over by $10.6 million (3.8 percent), due largely to a change effective July 2019 in recording payroll to a check issuance period-end basis and the timing of miscellaneous charges.
- Overtime expenses were higher than forecast by $10.5 million (27.3 percent), due largely to a change effective July 2019 in recording payroll to a check issuance period-end basis. This impact is expected to be offset in October.
- Reimbursable overhead credits were unfavorable by $12.1 million (35.3 percent), due largely to a change effective July 2019 in recording payroll that resulted in a timing decrease in overhead credits that are expected to be offset around October.
- Other Fringe Benefit overhead credits were unfavorable by $6.0 million (17.8 percent), due largely to a change effective July 2019 in recording payroll that resulted in a timing decrease in overhead credits that are expected to be offset around October.
- Health & welfare/OPEB current expenses were favorable by $11.5 million (9.6 percent), due largely to the favorable timing of expenses/charges.

Non-labor expenses were higher than forecast by a net $0.3 million (0.2 percent):

- Materials & supplies expenses were over forecast by $5.5 million (18.9 percent), due largely to the unfavorable timing of non-vehicle maintenance material requirements.
- Maintenance contract expenses underran by $4.1 million (15.9 percent), largely involving the favorable timing of building-related expenses, auto purchases, electrical/electronic maintenance requirements and hazardous waste disposal.

Year-to-date, nonreimbursable expenses were in excess of forecast by $88.9 million (1.5 percent).

Labor expenses exceeded forecast by $94.7 million (2.1 percent):

- Overtime expenses were higher than forecast by $36.0 million (9.6 percent), due largely to SAP job overruns related to train operator support and bus shuttles, intensified station

deep cleaning efforts, track & signal defects and emergency response efforts, as well as a change effective July 2019 in recording payroll to a check issuance period-end basis. .

- Payroll expenses were higher by $15.3 million (0.7 percent), due largely to a change effective July 2019 in recording payroll to a check-issuance period-end basis and the timing of miscellaneous charges.
- Health & welfare (including OPEB current expenses) were unfavorable by $10.4 million (1.1 percent), due largely to the unfavorable timing of charges/accrued expenses.
- Other Fringe Benefit expenses were over by $20.8 million (6.8 percent), due in part to a change effective July in recording payroll resulting in the unfavorable timing of overhead credits in October.
- Reimbursable overhead credits were unfavorable by $8.5 million (4.2 percent), due mostly to a change effective July in recording payroll resulting in the unfavorable timing of overhead credits to October.
- Pension expenses were unfavorable by $3.6 million (0.5 percent), due primarily to the unfavorable timing of NYCERS expenses.

Non-labor expenses underran forecast by a net $5.8 million (0.4 percent):

- Maintenance contract expenses were lower by $11.5 million (5.5 percent), largely involving the favorable timing of hazardous waste disposal, partly offset by the unfavorable timing of facility maintenance and repair expenses.
- Professional service contract expenses were lower by $3.7 million (2.8 percent), due mainly to the favorable timing of bond service expenses and Information Technology-related requirements.
- Materials & supplies expenses were higher by $4.4 million (1.9 percent), due largely to obsolete materiel write-offs, partly offset by favorable timing inventory adjustments.

Depreciation expenses year-to-date were higher than forecast by $46.4 million (3.7 percent).

GASB #75 OPEB Expense Adjustment reported a credit of $6.8 million year-to-date, resulting in a favorable variance to forecast of $8.7 million.

GASB #68 Pension Adjustment reported a credit of $82.7 million year-to-date, resulting in a favorable variance to forecast of $84.1 million.

Net Cash Deficit

The net cash deficit for August year-to-date was $2,484.5 million, favorable to forecast by $104.6 million (4.4 percent).

Incumbents

There were 49,227 full-time paid incumbents at the end of July, a net decrease of 56 incumbents from June 2019.

Ridership Results

Aug 2019 Ridership vs. Forecast - ($ in millions)									
	Aug					Aug Year-to-Date			
			More(Less)					More(Less)	
	Fcst	Prelim Actual	Amount	Percent		Fcst	Prelim Actual	Amount	Percent
Subway	134.4	137.1	2.7	2.0%		1,110.9	1,118.4	7.5	0.7%
NYCT Bus	44.0	45.6	1.6	3.7%		364.7	369.7	5.1	1.4%
Paratransit	1.0	0.9	(0.1)	(9.1%)		7.3	7.2	(0.1)	(1.5%)
Total - NYCT	**179.3**	**183.6**	**4.3**	**2.4%**		**1,482.9**	**1,495.3**	**12.4**	**0.8%**

Note: Total may not add due to rounding

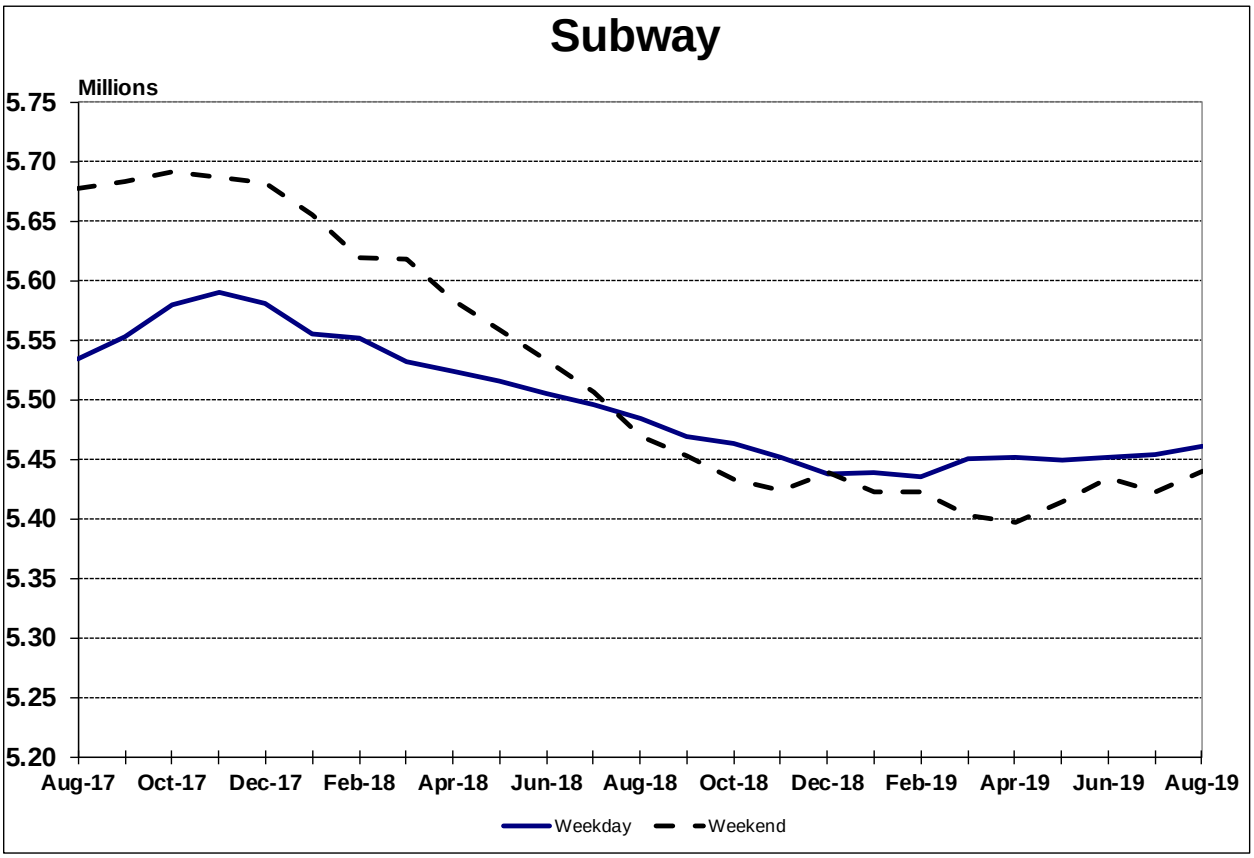
August Average Weekday and Weekend Ridership vs. Prior Year									
	Average Weekday - (thousands)					Average Weekend - (thousands)			
		Preliminary	Change				Preliminary	Change	
Month	2018	2019	Amount	Percent		2018	2019	Amount	Percent
Subway	5,068	5,131	63	+1.2%		5,058	5,317	260	+5.1%
NYCT Local Bus	1,649	1,611	(37)	-2.3%		1,996	2,037	41	+2.1%
NYCT Express Bus	37	37	(1)	-1.6%		11	13	1	+10.8%
Paratransit	31	32	1	+3.8%		38	38	(0)	-0.1%
TOTAL - NYCT	**6,786**	**6,812**	**26**	**+0.4%**		**7,103**	**7,406**	**302**	**+4.3%**
12-Month Rolling Average									
Subway	5,485	5,461	(23)	-0.4%		5,469	5,440	(29)	-0.5%
Local Bus	1,814	1,741	(74)	-4.1%		2,000	1,948	(52)	-2.6%
Express Bus	40	39	(0)	-1.2%		13	13	(0)	-0.0%
Paratransit	29	33	5	+16.0%		36	41	5	+14.8%
TOTAL - NYCT	**7,368**	**7,275**	**(93)**	**-1.3%**		**7,518**	**7,442**	**(76)**	**-1.0%**

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

August 2019 subway ridership was 2.0 percent favorable to forecast, due in part to the reduction of service interruptions and delays as major Subway Action Plan initiatives were completed in the last year.

Average Weekday and Weekend Ridership

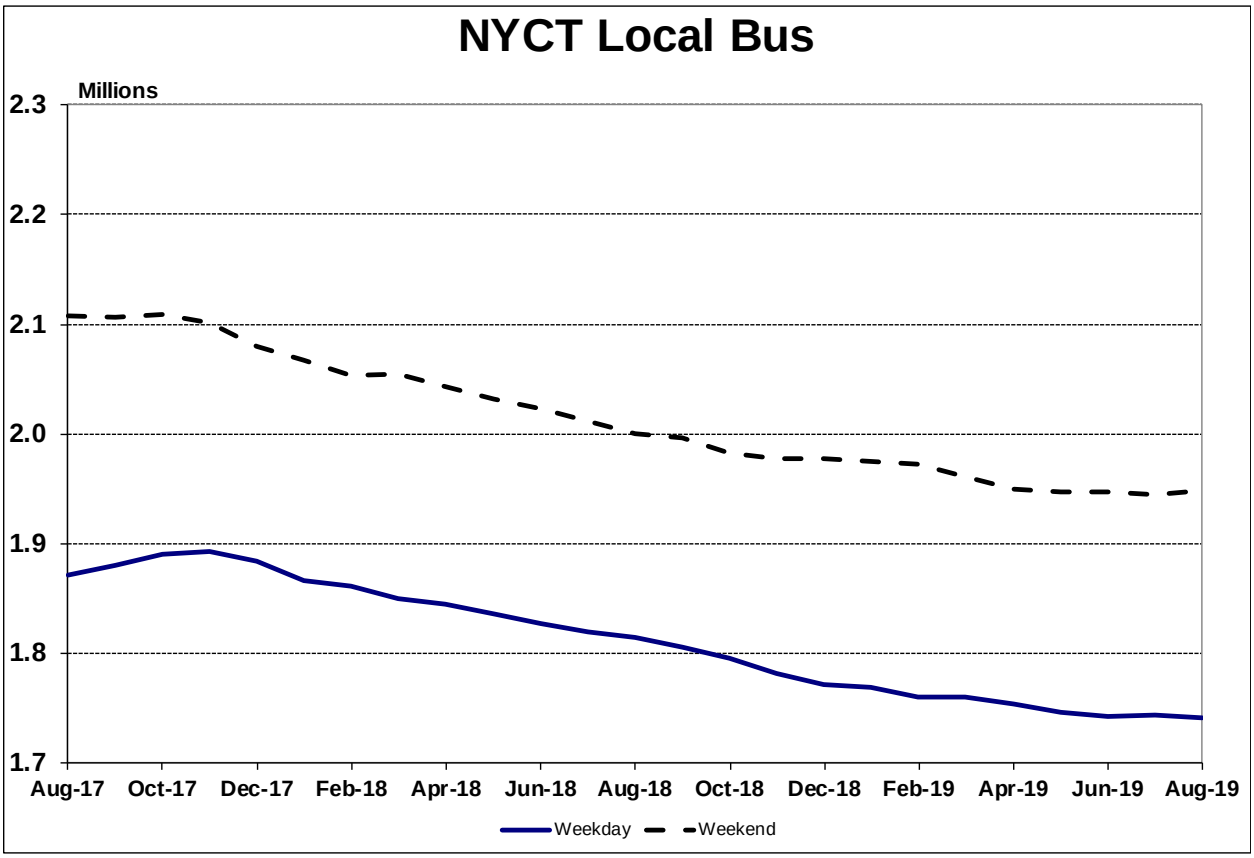
12-Month Rolling Averages



- Average weekday subway ridership was flat in 2016 and began to decline in 2017. In 2019, average weekday ridership has increased over the previous year for six out of eight months.

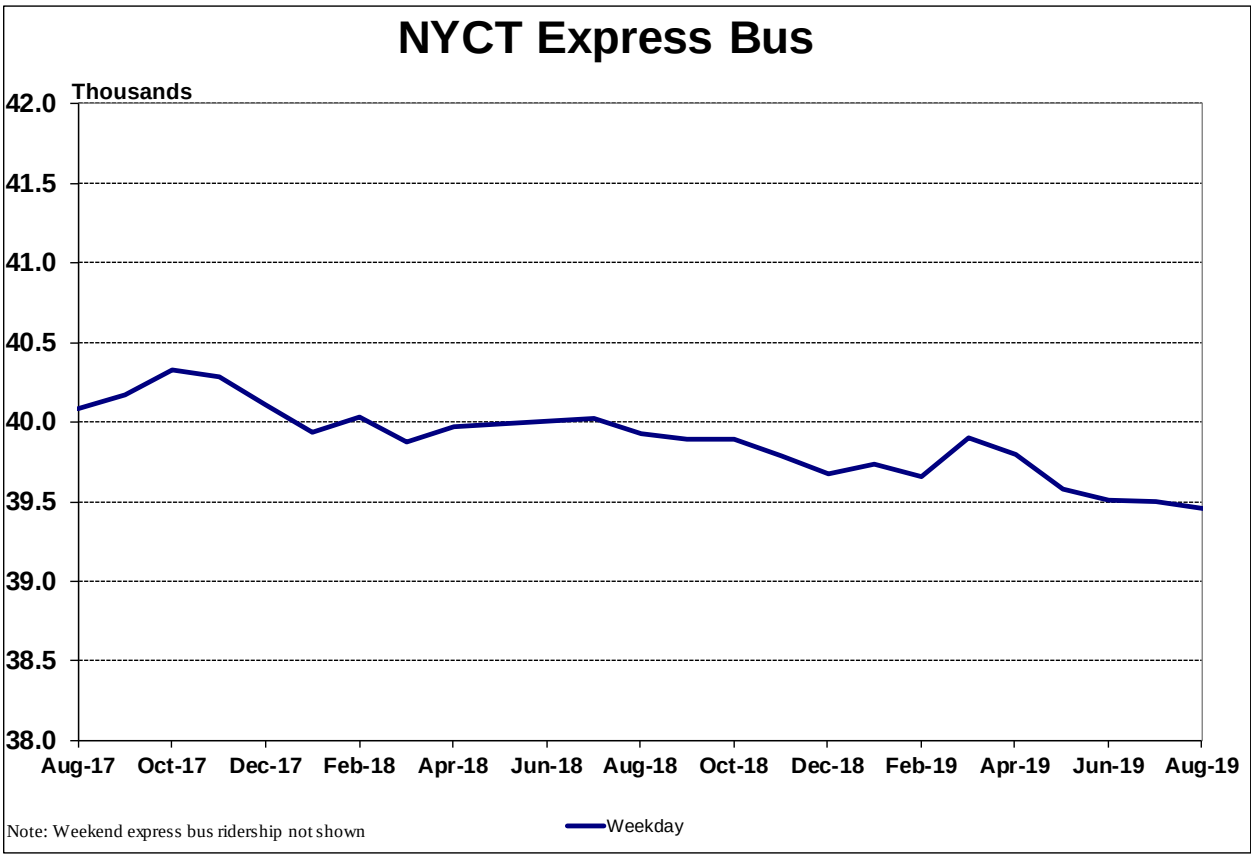
- Average weekend ridership decreased from 2015 to 2016, and from 2016 to 2017. Average weekend subway ridership in August 2019 was 5.1 percent higher than August 2018. The August 2019 year-to-date average weekend ridership is 0.5 percent lower than August 2018.

12-Month Rolling Averages



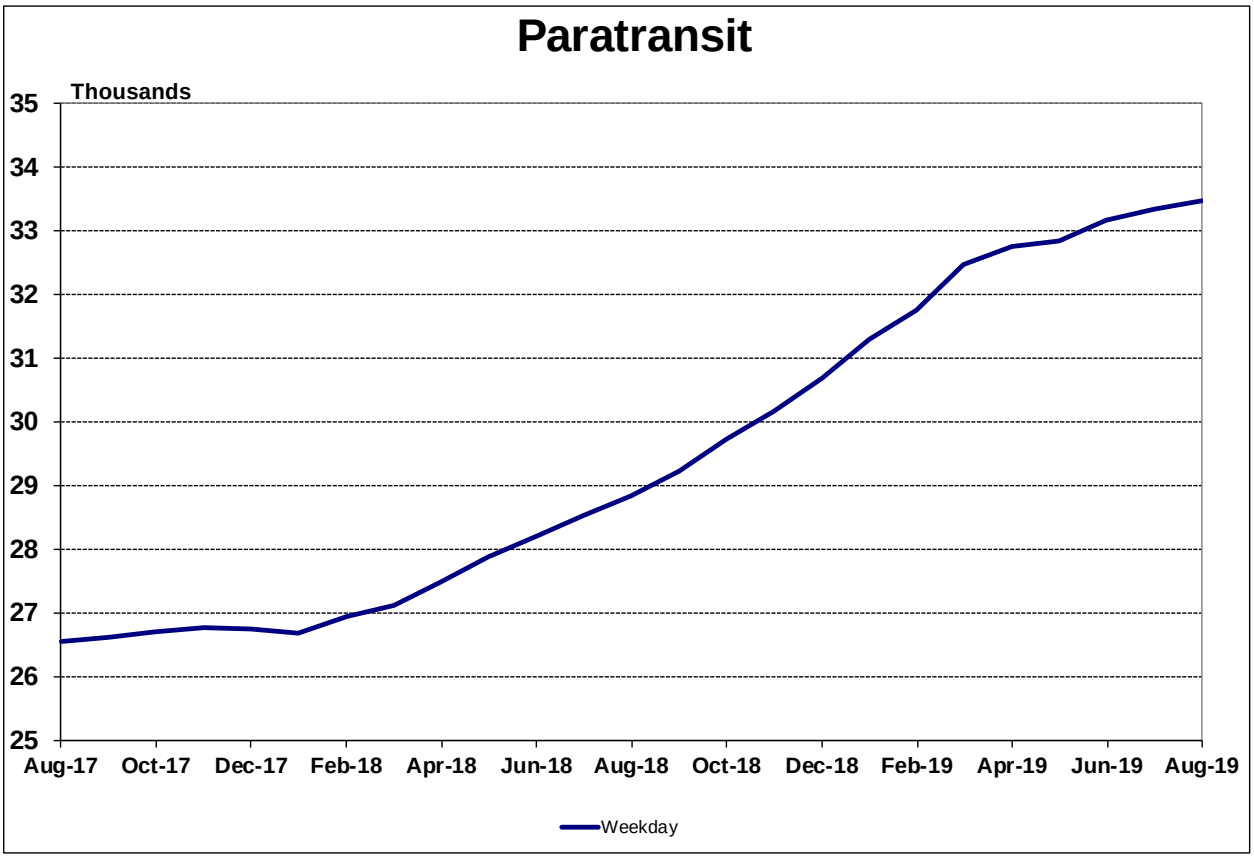
- The long-term downward trend in bus ridership accelerated in March 2017 and has continued in 2019.

12-Month Rolling Averages



- After a period of stable ridership, express bus ridership has been declining since the March 2017 fare increase. Though ridership increased year-over-year from April 2018 to August 2018, returning to the 2016 ridership levels, ridership began to decline again in August of 2018.

12-Month Rolling Averages



- The increase in Paratransit ridership is driven by a growth in Enhanced Broker service trips.

Ridership on New York Area Transit Services

From August 2018 to August 2019, average weekday ridership was mixed across area services. MTA Express Bus (down 19.9 percent) declined the most year over year. Weekend ridership was mixed, with Staten Island Railway (down 42.7 percent) posting the largest loss due to planned service suspension on the weekends of August 3-4, August 17-18 and August 24-25 in 2019.

Ridership on Transit Services in the New York Area (thousands)						
Transit Service	Aug-18	Prelim Aug-19	Percent Change	Rolling Avg Prior Year	Rolling Avg Current Year	12-Month Rolling Average Percent Change
Average Weekday						
NYCT Subway	5,068	5,131	+1.2%	5,485	5,461	-0.4%
NYCT Local Bus	1,649	1,611	-2.3%	1,814	1,741	-4.1%
NYCT Express Bus	37	37	-1.6%	40	39	-1.2%
NYCT Paratransit	31	32	+3.8%	29	33	+16.0%
Staten Island Railway	13	13	-0.2%	16	16	-2.7%
MTA Local Bus	345	322	-6.6%	364	361	-0.7%
MTA Express Bus	29	24	-19.9%	30	28	-7.4%
Long Island Rail Road	301	313	+3.9%	310	317	+2.2%
Metro-North Railroad	275	275	-0.0%	284	285	+0.2%
PATH	275	281	+2.2%	282	284	+0.7%
Average Weekend						
NYCT Subway	5,058	5,317	+5.1%	5,469	5,440	-0.5%
NYCT Local Bus	1,996	2,037	+2.1%	2,000	1,948	-2.6%
NYCT Express Bus	11	13	+10.8%	13	13	-0.0%
NYCT Paratransit	38	38	-0.1%	36	41	+14.8%
Staten Island Railway	8	5	-42.7%	8	7	-18.9%
MTA Local Bus	404	395	-2.1%	379	387	+1.9%
MTA Express Bus	12	12	-1.3%	12	12	+0.1%
Long Island Rail Road	216	237	+9.7%	205	212	+3.5%
Metro-North Railroad	243	248	+2.1%	238	240	+1.2%
PATH	177	194	+9.5%	200	188	-5.8%

MTA NEW YORK CITY TRANSIT
Aug - 2019 Mid_Year
Accrual Statement of Operations By Category
Month - Aug 2019
($ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Var Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Var Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Var Percent
Revenue												
Farebox Revenue:												
Subway	$294.208	$302.014	$7.807	2.7	$0.000	$0.000	-	-	$294.208	$302.014	$7.807	2.7
Bus	$78.981	$82.000	$3.019	3.8	$0.000	$0.000	-	-	$78.981	$82.000	$3.019	3.8
Paratransit	$2.020	$1.927	(0.093)	(4.6)	$0.000	$0.000	-	-	$2.020	$1.927	(0.093)	(4.6)
Fare Liability	$6.542	$6.542	$0.000	0.0	$0.000	$0.000	-	-	$6.542	$6.542	$0.000	0.0
Farebox Revenue	**$381.751**	**$392.483**	**$10.733**	**2.8**	**$0.000**	**$0.000**	**-**	**-**	**$381.751**	**$392.483**	**$10.733**	2.8
Fare Reimbursment	$5.990	$1.995	(3.995)	(66.7)	$0.000	$0.000	-	-	$5.990	$1.995	(3.995)	(66.7)
Paratransit Reimbursment	$18.327	$16.081	(2.246)	(12.3)	$0.000	$0.000	-	-	$18.327	$16.081	(2.246)	(12.3)
Other Operating Revenue	$14.293	$14.373	$0.079	0.6	$0.000	$0.000	-	-	$14.293	$14.373	$0.079	0.6
Other Revenue	**$38.610**	**$32.448**	**(6.162)**	**(16.0)**	**$0.000**	**$0.000**	**-**	**-**	**$38.610**	**$32.448**	**(6.162)**	(16.0)
Capital and Other Reimbursements	$0.000	$0.000	-	-	$149.495	$109.502	(39.993)	(26.8)	$149.495	$109.502	(39.993)	(26.8)
Total Revenue	**$420.361**	**$424.932**	**$4.571**	**1.1**	**$149.495**	**$109.502**	**(39.993)**	**(26.8)**	**$569.856**	**$534.434**	**(35.422)**	(6.2)
Expenses												
Labor :												
Payroll	$281.139	$291.723	(10.584)	(3.8)	$57.165	$40.525	$16.640	29.1	$338.304	$332.247	$6.056	1.8
Overtime	$38.399	$48.893	(10.494)	(27.3)	$17.369	$13.670	$3.700	21.3	$55.768	$62.562	(6.794)	(12.2)
Total Salaries & Wages	**$319.538**	**$340.616**	**(21.078)**	**(6.6)**	**$74.534**	**$54.194**	**$20.340**	**27.3**	**$394.072**	**$394.810**	**(0.738)**	(0.2)
Health and Welfare	$79.660	$61.078	$18.582	23.3	$2.231	$1.362	$0.869	38.9	$81.890	$62.440	$19.451	23.8
OPEB Current Payment	$41.331	$48.450	(7.119)	(17.2)	$0.891	$1.083	(0.192)	(21.5)	$42.222	$49.533	(7.311)	(17.3)
Pensions	$86.107	$85.756	$0.351	0.4	$3.517	$3.492	$0.024	0.7	$89.624	$89.249	$0.375	0.4
Other Fringe Benefits	$33.532	$39.507	(5.975)	(17.8)	$23.827	$17.487	$6.340	26.6	$57.359	$56.994	$0.364	0.6
Total Fringe Benefits	**$240.630**	**$234.792**	**$5.839**	**2.4**	**$30.465**	**$23.424**	**$7.041**	**23.1**	**$271.095**	**$258.216**	**$12.879**	4.8
Contribution to GASB Fund	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Reimbursable Overhead	(34.277)	(22.180)	(12.097)	(35.3)	$34.277	$22.180	$12.097	35.3	$0.000	$0.000	$0.000	(69.3)
Labor	**$525.891**	**$553.228**	**(27.336)**	**(5.2)**	**$139.275**	**$99.798**	**$39.478**	**28.3**	**$665.167**	**$653.025**	**$12.141**	1.8
Non-Labor :												
Electric Power	$22.214	$25.329	(3.115)	(14.0)	$0.021	$0.039	(0.017)	(81.7)	$22.235	$25.368	(3.133)	(14.1)
Fuel	$9.112	$8.208	$0.904	9.9	$0.020	$0.000	$0.020	-	$9.132	$8.208	$0.924	10.1
Insurance	$5.759	$5.764	(0.005)	(0.1)	$0.000	$0.000	-	-	$5.759	$5.764	(0.005)	(0.1)
Claims	$17.409	$17.409	$0.000	0.0	$0.000	$0.000	-	-	$17.409	$17.409	$0.000	0.0
Paratransit Service Contracts	$41.744	$37.634	$4.110	9.8	$0.000	$0.000	-	-	$41.744	$37.634	$4.110	9.8
Maintenance and Other Operating Contracts	$25.665	$21.590	$4.075	15.9	$3.669	$5.210	(1.541)	(42.0)	$29.334	$26.800	$2.534	8.6
Professional Service Contracts	$15.884	$14.508	$1.376	8.7	$0.700	$1.634	(0.935)	-	$16.583	$16.142	$0.441	2.7
Materials & Supplies	$29.105	$34.613	(5.508)	(18.9)	$5.650	$4.071	$1.579	27.9	$34.756	$38.684	(3.929)	(11.3)
Other Business Expenses	$7.151	$9.273	(2.122)	(29.7)	$0.159	(1.250)	$1.409	-	$7.310	$8.024	(0.714)	(9.8)
Non-Labor	**$174.044**	**$174.329**	**(0.285)**	**(0.2)**	**$10.219**	**$9.705**	**$0.515**	**5.0**	**$184.263**	**$184.034**	**$0.229**	0.1
Other Expense Adjustments:												
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	-
Total Expenses before Depreciation and OPEB	**$699.935**	**$727.557**	**(27.622)**	**(3.9)**	**$149.495**	**$109.502**	**$39.993**	**26.8**	**$849.430**	**$837.059**	**$12.371**	1.5
Depreciation	$156.505	$164.566	(8.061)	(5.2)	$0.000	$0.000	-	-	$156.505	$164.566	(8.061)	(5.2)
GASB 75 OPEB Expense Adjustment	$0.000	$0.000	$0.000	-	$0.000	$0.000	-	-	$0.000	$0.000	$0.000	-
GASB 68 Pension Adjustment	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Environmental Remediation	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Total Expenses	**$856.440**	**$892.123**	**(35.682)**	**(4.2)**	**$149.495**	**$109.502**	**$39.993**	**26.8**	**$1,005.935**	**$1,001.625**	**$4.310**	0.4
OPERATING SURPLUS/DEFICIT	**(436.079)**	**(467.191)**	**(31.112)**	**(7.1)**	**$0.000**	**$0.000**	**$0.000**	**-**	**(436.079)**	**(467.191)**	**(31.112)**	(7.1)

Note: Totals may not add due to rounding

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

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Aug - 2019 Mid_Year
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Year-To-Date - Aug 2019
($ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Var Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Var Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Var Percent
Revenue												
Farebox Revenue:												
Subway	$2,322.231	$2,342.090	$19.859	0.9	$0.000	$0.000	-	-	$2,322.231	$2,342.090	$19.859	0.9
Bus	$612.805	$621.740	$8.935	1.5	$0.000	$0.000	-	-	$612.805	$621.740	$8.935	1.5
Paratransit	$15.439	$15.372	(0.067)	(0.4)	$0.000	$0.000	-	-	$15.439	$15.372	(0.067)	(0.4)
Fare Liability	$52.336	$52.336	$0.000	0.0	$0.000	$0.000	-	-	$52.336	$52.336	$0.000	0.0
Farebox Revenue	**$3,002.811**	**$3,031.538**	**$28.727**	**1.0**	**$0.000**	**$0.000**	**-**	**-**	**$3,002.811**	**$3,031.538**	**$28.727**	1.0
Fare Reimbursment	$60.055	$53.054	(7.001)	(11.7)	$0.000	$0.000	-	-	$60.055	$53.054	(7.001)	(11.7)
Paratransit Reimbursment	$145.740	$144.917	(0.823)	(0.6)	$0.000	$0.000	-	-	$145.740	$144.917	(0.823)	(0.6)
Other Operating Revenue	$115.544	$115.641	$0.097	0.1	$0.000	$0.000	-	-	$115.544	$115.641	$0.097	0.1
Other Revenue	**$321.339**	**$313.612**	**(7.726)**	**(2.4)**	**$0.000**	**$0.000**	**-**	**-**	**$321.339**	**$313.612**	**(7.726)**	(2.4)
Capital and Other Reimbursements	$0.000	$0.000	-	-	$969.549	$907.890	(61.660)	(6.4)	$969.549	$907.890	(61.660)	(6.4)
Total Revenue	**$3,324.149**	**$3,345.150**	**$21.001**	**0.6**	**$969.549**	**$907.890**	**(61.660)**	**(6.4)**	**$4,293.699**	**$4,253.040**	**(40.659)**	(0.9)
Expenses												
Labor :												
Payroll	$2,318.410	$2,333.735	(15.325)	(0.7)	$378.436	$311.113	$67.323	17.8	$2,696.846	$2,644.848	$51.998	1.9
Overtime	$374.746	$410.743	(35.997)	(9.6)	$100.696	$130.623	(29.927)	(29.7)	$475.442	$541.367	(65.924)	(13.9)
Total Salaries & Wages	**$2,693.156**	**$2,744.478**	**(51.322)**	**(1.9)**	**$479.132**	**$441.736**	**$37.396**	**7.8**	**$3,172.288**	**$3,186.214**	**(13.926)**	(0.4)
Health and Welfare	$621.554	$617.273	$4.281	0.7	$17.430	$16.647	$0.783	4.5	$638.984	$633.920	$5.064	0.8
OPEB Current Payment	$321.658	$336.343	(14.685)	(4.6)	$7.022	$6.905	$0.117	1.7	$328.681	$343.248	(14.567)	(4.4)
Pensions	$719.780	$723.348	(3.568)	(0.5)	$28.429	$29.056	(0.628)	(2.2)	$748.209	$752.404	(4.195)	(0.6)
Other Fringe Benefits	$306.518	$327.341	(20.823)	(6.8)	$153.598	$136.122	$17.476	11.4	$460.116	$463.463	(3.347)	(0.7)
Total Fringe Benefits	**$1,969.511**	**$2,004.305**	**(34.794)**	**(1.8)**	**$206.478**	**$188.730**	**$17.749**	**8.6**	**$2,175.989**	**$2,193.035**	**(17.046)**	(0.8)
Contribution to GASB Fund	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Reimbursable Overhead	(204.527)	(195.981)	(8.546)	(4.2)	$204.527	$195.981	$8.546	4.2	$0.000	$0.000	$0.000	-
Labor	**$4,458.140**	**$4,552.803**	**(94.662)**	**(2.1)**	**$890.137**	**$826.447**	**$63.690**	**7.2**	**$5,348.277**	**$5,379.249**	**(30.972)**	(0.6)
Non-Labor :												
Electric Power	$188.729	$190.190	(1.461)	(0.8)	$0.169	$0.217	(0.048)	(28.4)	$188.898	$190.407	(1.509)	(0.8)
Fuel	$77.456	$76.210	$1.246	1.6	$0.058	$0.000	$0.058	-	$77.513	$76.210	$1.303	1.7
Insurance	$45.711	$45.730	(0.018)	0.0	$0.000	$0.000	$0.000	-	$45.711	$45.730	(0.018)	0.0
Claims	$139.273	$139.293	(0.020)	0.0	$0.000	$0.000	$0.000	-	$139.273	$139.293	(0.020)	0.0
Paratransit Service Contracts	$322.810	$324.074	(1.264)	(0.4)	$0.000	$0.000	$0.000	-	$322.810	$324.074	(1.264)	(0.4)
Maintenance and Other Operating Contracts	$208.067	$196.563	$11.504	5.5	$28.656	$31.316	(2.660)	(9.3)	$236.722	$227.879	$8.843	3.7
Professional Service Contracts	$128.945	$125.292	$3.654	2.8	$5.574	$12.821	(7.247)	-	$134.520	$138.113	(3.593)	(2.7)
Materials & Supplies	$229.094	$233.482	(4.388)	(1.9)	$46.061	$34.837	$11.224	24.4	$275.155	$268.318	$6.837	2.5
Other Business Expenses	$56.136	$59.606	(3.470)	(6.2)	(1.104)	$2.253	(3.357)	-	$55.032	$61.859	(6.827)	(12.4)
Non-Labor	**$1,396.220**	**$1,390.439**	**$5.781**	**0.4**	**$79.413**	**$81.443**	**(2.030)**	**(2.6)**	**$1,475.633**	**$1,471.882**	**$3.751**	0.3
Other Expense Adjustments:												
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	-
Total Expenses before Depreciation and OPEB	**$5,854.361**	**$5,943.242**	**(88.881)**	**(1.5)**	**$969.549**	**$907.890**	**$61.660**	**6.4**	**$6,823.910**	**$6,851.131**	**(27.221)**	(0.4)
Depreciation	$1,252.041	$1,298.406	(46.365)	(3.7)	$0.000	$0.000	-	-	$1,252.041	$1,298.406	(46.365)	(3.7)
GASB 75 OPEB Expense Adjustment	$1.866	(6.840)	$8.706	-	$0.000	$0.000	-	-	$1.866	(6.840)	$8.706	-
GASB 68 Pension Adjustment	$1.464	(82.678)	$84.142	-	$0.000	$0.000	-	-	$1.464	(82.678)	$84.142	-
Environmental Remediation	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Total Expenses	**$7,109.732**	**$7,152.130**	**(42.398)**	**(0.6)**	**$969.549**	**$907.890**	**$61.660**	**6.4**	**$8,079.282**	**$8,060.020**	**$19.262**	0.2
OPERATING SURPLUS/DEFICIT	**(3,785.583)**	**(3,806.980)**	**(21.397)**	**(0.6)**	**$0.000**	**$0.000**	**$0.000**	**-**	**(3,785.583)**	**(3,806.980)**	**(21.397)**	(0.6)

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 NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
August 2019
($ in millions)

		MONTH			YEAR TO DATE		
Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable) Variance $	Favorable (Unfavorable) Variance %	Reason for Variance	Favorable (Unfavorable) Variance $	Favorable (Unfavorable) Variance %	Reason for Variance
Farebox Revenue	NR	10.7	2.8	Due mostly to higher subway revenue of $7.8 million (2.7 percent) and bus revenue of $3.0 million (3.8 percent), due primarily to higher ridership	28.7	1.0	Due mostly to higher subway revenue of $19.9 million (0.9 percent) and bus revenue of $8.9 million (1.5 percent), due primarily to higher ridership
Payroll	NR	(10.6)	(3.8)	Due largely to a change effective July 2019 in recording payroll to a check issuance period-end basis and the timing of miscellaneous charges	(15.3)	(0.7)	Due largely to a change effective July 2019 in recording payroll to a check issuance period-end basis and the timing of miscellaneous charges
Overtime	NR	(10.5)	(27.3)	Due largely to a change effective July 2019 in recording payroll to a check issuance period-end basis	(36.0)	(9.6)	Due largely to SAP job overruns related to train operator support and bus shuttles, intensified station deep cleaning efforts, track and signal defects and emergency response efforts, and a change effective July 2019 in recording payroll to a check issuance period-end basis
Health & Welfare (including OPEB current payment)	NR	11.5	9.6	Due largely to the favorable timing of charges/accrued expenses	(10.4)	(1.1)	Due largely to the unfavorable timing of charges/accrued expenses
Pension	NR				(3.6)	(0.5)	Primarily the unfavorable timing of NYCERS expenses
Other Fringe Benefits	NR	(6.0)	(17.8)	Due mostly to a change effective July in recording payroll resulting in the unfavorable timing of overhead credits to October	(20.8)	(6.8)	Due in part to a change effective July in recording payroll resulting in the unfavorable timing of overhead credits to October
Reimbursable Overhead	NR	(12.1)	(35.3)	Due mostly to a change effective July in recording payroll resulting in the unfavorable timing of overhead credits to October	(8.5)	(4.2)	Due mostly to a change effective July in recording payroll resulting in the unfavorable timing of overhead credits to October
Electric Power	NR	(3.1)	(14.0)	Under review	(1.5)	(0.8)	Under review
Paratransit Service Contracts	NR	4.1	9.8	Under review	(1.3)	(0.4)	Due principally to enhanced broker service

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
August 2019
($ in millions)

		MONTH			YEAR TO DATE		
Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable) Variance $	Favorable (Unfavorable) Variance %	Reason for Variance	Favorable (Unfavorable) Variance $	Favorable (Unfavorable) Variance %	Reason for Variance
Maintenance and Other Operating Contracts	NR	4.1	15.9	Largely involving the favorable timing of building-related expenses, auto purchases, electrical/electronic maintenance requirements and hazardous waste disposal	11.5	5.5	Largely involving the favorable timing of hazardous waste disposal, partly offset by the unfavorable timing of facility maintenance & repair expenses
Professional Service Contracts	NR				3.7	2.8	Mainly the favorable timing of bond service expenses and Information Technology-related requirements
Materials & Supplies	NR	(5.5)	(18.9)	Principally the unfavorable timing of non-vehicle maintenance material requirements	(4.4)	(1.9)	Primarily obsolete materiel write-offs, partly offset by favorable inventory adjustments
Capital and Other Reimbursements	R	(40.0)	(26.8)	Decreased reimbursements consistent with a decrease in reimbursable expenses.	(61.7)	(6.4)	Decreased reimbursements consistent with a decrease in reimbursable expenses.
Payroll	R	16.6	29.1	Mainly vacancies/absentees not available for Capital Support/project requirements and a timing delay in recording reimbursable labor amounts, due to a change in recording payroll to be offset later in the year	67.3	17.8	Mainly vacancies/absentees not available for Capital Support/project requirements and a timing delay in recording reimbursable labor amounts, due to a change in recording payroll to be offset later in the year
Overtime	R				(29.9)	(29.7)	Due mainly to vacancy/absentee coverage requirements and additional Capital support
Maintenance Contracts	R				(2.7)	(9.3)	Primarily additional construction services requirements
Professional Service Contracts	R				(7.2)	over (100.0)	Primarily the unfavorable timing of Information Technology-related expenses and various professional service contract requirements
Materials & Supplies	R				11.2	24.4	Mainly the favorable timing of mostly non-vehicle maintenance material requirements
Other Business Expenses	R				(3.4)	over (100.0)	Principally the unfavorable timing of reimbursable job closing adjustments and other purchases/requirements

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2019 Mid_Year
Cash Receipts and Expenditures
Aug FY19
($ in Millions)

9/11/2019 02:56 PM

	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Favorable (Unfavorable) Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Favorable (Unfavorable) Percent
Receipts								
Farebox Revenue	**$381.751**	**$378.663**	**(3.088)**	**(0.8)**	**$3,026.548**	**$3,043.285**	**$16.737**	**0.6**
Fare Reimbursment	$24.469	$6.313	(18.156)	(74.2)	$59.548	$116.426	$56.879	95.5
Paratransit Reimbursment	$3.418	$3.113	(0.305)	(8.9)	$162.432	$161.453	(0.979)	(0.6)
Other Operating Revenue	$5.450	$3.969	(1.481)	(27.2)	$33.483	$29.303	(4.180)	(12.5)
Other Revenue	**$33.336**	**$13.395**	**(19.941)**	**(59.8)**	**$255.462**	**$307.182**	**$51.720**	**20.2**
Capital and Other Reimbursements	$159.495	$117.090	(42.405)	(26.6)	$940.091	$844.862	(95.229)	(10.1)
Total Revenue	**$574.582**	**$509.148**	**(65.434)**	**(11.4)**	**$4,222.101**	**$4,195.329**	**(26.772)**	**(0.6)**
Expenditures								
Labor :								
Payroll	$303.737	$319.237	(15.500)	(5.1)	$2,602.249	$2,577.488	$24.760	1.0
Overtime	$55.768	$62.562	(6.794)	(12.2)	$475.442	$541.367	(65.924)	(13.9)
Total Salaries & Wages	**$359.505**	**$381.799**	**(22.294)**	**(6.2)**	**$3,077.691**	**$3,118.855**	**(41.164)**	**(1.3)**
Health and Welfare	$81.890	$104.731	(22.841)	(27.9)	$649.985	$633.423	$16.562	2.5
OPEB Current Payment	$42.222	$49.533	(7.311)	(17.3)	$328.681	$343.248	(14.567)	(4.4)
Pensions	$89.624	$89.226	$0.398	0.4	$748.061	$752.207	(4.146)	(0.6)
Other Fringe Benefits	$40.569	$44.458	(3.889)	(9.6)	$347.336	$344.850	$2.486	0.7
Total Fringe Benefits	**$254.306**	**$287.948**	**(33.642)**	**(13.2)**	**$2,074.063**	**$2,073.728**	**$0.335**	**0.0**
Contribution to GASB Fund	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Reimbursable Overhead	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Labor	**$613.811**	**$669.747**	**(55.936)**	**(9.1)**	**$5,151.754**	**$5,192.583**	**(40.829)**	**(0.8)**
Non-Labor :								
Electric Power	$22.235	$26.097	(3.862)	(17.4)	$199.071	$201.137	(2.066)	(1.0)
Fuel	$9.132	$9.998	(0.866)	(9.5)	$81.955	$75.952	$6.003	7.3
Insurance	$14.685	$3.232	$11.453	78.0	$53.769	$53.476	$0.293	0.5
Claims	$10.303	$11.747	(1.444)	(14.0)	$102.216	$107.724	(5.508)	(5.4)
Paratransit Service Contracts	$43.744	$48.428	(4.684)	(10.7)	$315.573	$327.019	(11.446)	(3.6)
Maintenance and Other Operating Contracts	$29.334	$27.577	$1.757	6.0	$225.674	$217.326	$8.348	3.7
Professional Service Contracts	$16.583	$18.290	(1.707)	(10.3)	$126.650	$142.094	(15.444)	(12.2)
Materials & Supplies	$31.214	$43.225	(12.011)	(38.5)	$289.220	$298.607	(9.387)	(3.2)
Other Business Expenses	$7.310	$8.090	(0.780)	(10.7)	$56.189	$63.934	(7.745)	(13.8)
Non-Labor	**$184.541**	**$196.684**	**(12.143)**	**(6.6)**	**$1,450.316**	**$1,487.269**	**(36.953)**	**(2.5)**
Other Expense Adjustments:								
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**
Total Expenditures before Depreciation and OPEB	**$798.352**	**$866.431**	**(68.079)**	**(8.5)**	**$6,602.069**	**$6,679.852**	**(77.783)**	**(1.2)**
Depreciation	$0.000	$0.000	$0.000	-	(0.002)	$0.000	(0.002)	-
GASB 75 OPEB Expense Adjustment	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
GASB 68 Pension Adjustment	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Environmental Remediation	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Total Expenditures	**$798.352**	**$866.431**	**(68.079)**	**(8.5)**	**$6,602.068**	**$6,679.852**	**(77.784)**	**(1.2)**
Net Surplus/(Deficit)	**(223.771)**	**(357.283)**	**(133.512)**	**(59.7)**	**(2,379.967)**	**(2,484.523)**	**(104.556)**	**(4.4)**

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN THE MID-YEAR FORECAST AND ACTUAL CASH BASIS
August 2019
($ in millions)

	MONTH			YEAR TO DATE		
Operating Receipts or Disbursements	Favorable (Unfavorable) Variance $	Favorable (Unfavorable) Variance %	Reason for Variance	Favorable (Unfavorable) Variance $	Favorable (Unfavorable) Variance %	Reason for Variance
Farebox Receipts	(3.1)	(0.8)	Primarily the unfavorable timing of receipts	16.7	0.6	Primarily the favorable timing of receipts
Other Operating Revenue	(19.9)	(59.8)	The unfavorable timing of fare reimbursements	51.7	20.2	The favorable timing of fare reimbursements
Capital and Other Reimbursements	(42.4)	(26.6)	Largely the unfavorable timing of capital reimbursements	(95.2)	(10.1)	Largely the unfavorable timing of capital reimbursements
Salaries & Wages	(22.3)	(6.2)	Primarily higher overtime requirements covering vacancies and retro wage payments	(41.2)	(1.3)	Primarily higher overtime requirements covering vacancies and retro wage payments
Health & Welfare (including OPEB current payment)	(30.2)	(0.2)	Principally the unfavorable timing of payments	2.0	0.0	
Other Fringe Benefits	(3.9)	(9.6)	Mainly the unfavorable timing of payments	2.5	0.7	
Paratransit	(4.7)	(10.7)	Mainly the unfavorable timing of payments	(11.4)	(3.6)	Mainly the unfavorable timing of payments
Electric Power	(3.9)	(17.4)	Mainly the unfavorable timing of payments	(2.1)	(1.0)	Mainly the unfavorable timing of payments
Fuel	(0.9)	(9.5)		6.0	7.3	Mainly the favorable timing of payments
Insurance	11.5	78.0	The favorable timing of payments	0.3	0.5	
Maintenance Contracts	1.8	6.0	Mainly the favorable timing of payments	8.3	3.7	Mainly the favorable timing of payments
Professional Service Contracts	(1.7)	(10.3)	Mainly the unfavorable timing of payments	(15.4)	(12.2)	Mainly the unfavorable timing of payments
Materials & Supplies	(12.0)	(38.5)	Mainly the unfavorable timing of payments	(9.4)	(3.2)	Mainly the unfavorable timing of payments

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MTA NEW YORK CITY TRANSIT
July Financial Plan - 2019 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Aug FY19
($ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Favorable (Unfavorable) Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Favorable (Unfavorable) Percent
Revenue								
Farebox Revenue	**$0.000**	**(13.820)**	**(13.820)**	**-**	**$23.737**	**$11.747**	**(11.990)**	**(50.5)**
Fare Reimbursment	$18.478	$4.318	(14.160)	(76.6)	(0.507)	$63.372	$63.879	-
Paratransit Reimbursment	(14.909)	(12.968)	$1.941	13.0	$16.692	$16.536	(0.157)	(0.9)
Other Operating Revenue	(8.843)	(10.404)	(1.560)	(17.6)	(82.062)	(86.338)	(4.277)	(5.2)
Other Revenue	**(5.274)**	**(19.053)**	**(13.779)**	**-**	**(65.876)**	**(6.430)**	**$59.446**	**90.2**
Capital and Other Reimbursements	$10.000	$7.588	(2.412)	(24.1)	(29.458)	(63.028)	(33.570)	-
Total Revenue	**$4.726**	**(25.286)**	**(30.012)**	**-**	**(71.597)**	**(57.711)**	**$13.887**	**19.4**
Expenses								
Labor :								
Payroll	$34.567	$13.011	(21.556)	(62.4)	$94.597	$67.359	(27.238)	(28.8)
Overtime	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Total Salaries & Wages	**$34.567**	**$13.011**	**(21.556)**	**(62.4)**	**$94.597**	**$67.359**	**(27.238)**	**(28.8)**
Health and Welfare	$0.000	(42.291)	(42.291)	-	(11.001)	$0.497	$11.498	-
OPEB Current Payment	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Pensions	$0.000	$0.023	$0.023	-	$0.148	$0.197	$0.049	33.3
Other Fringe Benefits	$16.789	$12.536	(4.253)	(25.3)	$112.780	$118.613	$5.833	5.2
Total Fringe Benefits	**$16.789**	**(29.732)**	**(46.522)**	**-**	**$101.927**	**$119.307**	**$17.381**	**17.1**
Contribution to GASB Fund	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Reimbursable Overhead	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Labor	**$51.356**	**(16.722)**	**(68.078)**	**-**	**$196.524**	**$186.666**	**(9.858)**	**(5.0)**
Non-Labor :								
Electric Power	$0.000	(0.729)	(0.729)	-	(10.173)	(10.730)	(0.557)	(5.5)
Fuel	$0.000	(1.790)	(1.790)	-	(4.442)	$0.258	$4.700	-
Insurance	(8.926)	$2.532	$11.458	-	(8.058)	(7.746)	$0.312	3.9
Claims	$7.106	$5.662	(1.444)	(20.3)	$37.057	$31.569	(5.488)	(14.8)
Paratransit Service Contracts	(2.000)	(10.794)	(8.794)	-	$7.237	(2.945)	(10.182)	-
Maintenance and Other Operating Contracts	$0.000	(0.777)	(0.777)	-	$11.048	$10.553	(0.495)	(4.5)
Professional Service Contracts	$0.000	(2.148)	(2.148)	-	$7.870	(3.981)	(11.851)	-
Materials & Supplies	$3.542	(4.541)	(8.083)	-	(14.065)	(30.289)	(16.224)	-
Other Business Expenses	$0.000	(0.066)	(0.066)	-	(1.157)	(2.075)	(0.918)	(79.4)
Non-Labor	**(0.278)**	**(12.650)**	**(12.372)**	**-**	**$25.317**	**(15.387)**	**(40.704)**	**-**
Other Expense Adjustments:								
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**
Total Expenses before Depreciation and OPEB	**$51.078**	**(29.372)**	**(80.450)**	**-**	**$221.841**	**$171.279**	**(50.562)**	**(22.8)**
Depreciation	$156.505	$164.566	$8.061	5.2	$1,252.043	$1,298.406	$46.363	3.7
GASB 75 OPEB Expense Adjustment	$0.000	$0.000	$0.000	-	$1.866	(6.840)	(8.706)	-
GASB 68 Pension Adjustment	$0.000	$0.000	$0.000	-	$1.464	(82.678)	(84.142)	-
Environmental Remediation	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Total Expenditures	**$207.583**	**$135.194**	**(72.389)**	**(34.9)**	**$1,477.214**	**$1,380.168**	**(97.046)**	**(6.6)**
Total Cash Conversion Adjustments	**$212.309**	**$109.908**	**(102.401)**	**(48.2)**	**$1,405.616**	**$1,322.457**	**(83.160)**	**(5.9)**

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.

MTA NEW YORK CITY TRANSIT

JULY FINANCIAL PLAN - 2019

TOTAL POSITIONS BY FUNCTION AND DEPARTMENT

NON-REIMBURSABLE AND FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS

August. 2019

	Mid_Year	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Office of the President	32	26	6	
Law	301	271	30	
Office of the EVP	18	12	6	
Human Resources	247	221	26	
Office of Management and Budget	41	38	3	
Capital Planning and Budget	37	29	8	
Strategy & Customer Experience	207	189	18	
Non-Departmental	9	0	9	
Labor Relations	97	81	16	
Office of People & Business Transformation	22	19	3	
Materiel	261	230	31	
Controller	122	107	15	
Total Administration	**1,394**	**1,223**	**171**	
Operations:				
Subways Service Delivery	8,574	8,620	(46)	
Subways Operations Support/Admin	434	433	1	
Subways Stations	2,773	2,604	169	Vacancies mainly due to Station Agents.
Subtotal Subways	**11,781**	**11,657**	**124**	
Buses	11,207	11,162	45	
Paratransit	209	190	19	
Operations Planning	393	335	58	Vacancies mainly due to Superintendents and Traffic Checkers.
Revenue Control	642	602	40	
Non-Departmental	-	-	0	
Total Operations	**24,232**	**23,946**	**286**	
Maintenance:				
Subways Operations Support/Admin	95	95	-	
Subways Engineering	391	332	59	Vacancies mainly due to PTEs
Subways Car Equipment	4,923	4,911	12	
Subways Infrastructure	1,962	1,937	25	
Subways Elevators & Escalators	455	455	-	
Subways Stations	3,475	3,270	205	Vacancies mainly due to Cleaners
Subways Track	3,118	3,101	17	
Subways Power	665	678	(13)	
Subways Signals	1,637	1,645	(8)	
Subways Electronic Maintenance	1,614	1,557	57	Vacancies mainly due to PTEs
Subtotal Subways	**18,335**	**17,981**	**354**	
Buses	3,553	3,526	27	
Supply Logistics	565	555	10	
System Safety	92	86	6	
Non-Departmental	(93)	-	(93)	
Total Maintenance	**22,452**	**22,148**	**304**	
Engineering:				
Capital Program Management	1,471	1,281	190	Vacancies mainly due to Mgrs and PTEs
Total Engineering/Capital	**1,471**	**1,281**	**190**	
Public Safety:				
Security	664	639	25	
Total Public Safety	**664**	**639**	**25**	
Total Positions	**50,213**	**49,237**	**976**	
Non-Reimbursable	44,255	44,343	(87)	
Reimbursable	5,958	4,894	1,064	
Total Full-Time	49,958	49,077	881	
Total Full-Time Equivalents	255	160	95	

Mid_Year. FinalFY19

MTA NEW YORK TRANSIT
JULY FINANCIAL PLAN - 2019
TOTAL POSITIONS by FUNCTION and OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
August. 2019

FUNCTION/OCCUPATION	Mid_Year	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	488	407	81	
Professional,Technical,Clerical	870	789	81	
Operational Hourlies	36	27	9	
Total Administration	**1,394**	**1,223**	**171**	
Operations:				
Managers/Supervisors	2,883	2,751	132	
Professional,Technical,Clerical	586	526	60	
Operational Hourlies	20,763	20,669	94	
Total Operations	**24,232**	**23,946**	**286**	
Maintenance:				
Managers/Supervisors	3,977	3,968	9	
Professional,Technical,Clerical	1,120	939	181	
Operational Hourlies	17,355	17,241	114	
Total Maintenance	**22,452**	**22,148**	**304**	
Engineering/Capital:				
Managers/Supervisors	379	306	73	
Professional,Technical,Clerical	1,090	973	117	
Operational Hourlies	2	2	0	
Total Engineering/Capital	**1,471**	**1,281**	**190**	
Public Safety:				
Managers/Supervisors	270	258	12	
Professional,Technical,Clerical	40	34	6	
Operational Hourlies	354	347	7	
Total Public Safety	**664**	**639**	**25**	
Total Positions:				
Managers/Supervisors	7,997	7,690	307	
Professional,Technical,Clerical	3,706	3,261	445	
Operational Hourlies	38,510	38,286	224	
Total Positions	**50,213**	**49,237**	**976**	

	Aug						Aug Year-to-Date					
	Forecast		Actuals		Var. - Fav./(Unfav)		Forecast		Actuals		Var. - Fav./(Unfav)	
NON-REIMBURSABLE OVERTIME	**Hours**	**$**	**Hours**	**$**	**Hours**	**$**	**Hours**	**$**	**Hours**	**$**	**Hours**	**$**
Scheduled Service	376,981	$12.716	377,559	$12.529	(578)	$0.187 1.5%	3,022,965	$100.887	2,961,959	$98.346	61,006	$2.541 2.5%
Unscheduled Service	376,233	$12.690	659,010	$21.931	(282,778)	($9.241) -72.8%	2,871,662	$96.474	3,289,359	$110.753	(417,697)	($14.278) -14.8%
Programmatic/Routine Maintenance	396,701	$14.159	651,802	$23.274	(255,101)	($9.115) -64.4%	3,874,877	$134.704	4,565,338	$162.840	(690,461)	($28.136) -20.9%
Vacancy/Absentee Coverage	105,369	$3.441	(302,292)	($10.263)	407,661	$13.704 *	702,056	$22.822	486,767	$15.717	215,288	$7.105 31.1%
Weather Emergencies	18,936	$0.553	22,620	$0.784	(3,684)	($0.230) -41.6%	536,845	$17.954	508,737	$17.332	28,108	$0.622 3.5%
Safety/Security/Law Enforcement	7,986	$0.239	7,757	$0.224	229	$0.015 6.4%	63,862	$1.891	63,631	$1.835	231	$0.056 3.0%
Other[1]	13,438	($5.400)	11,148	$0.415	2,290	($5.815) *	108,690	$0.014	102,820	$3.921	5,870	($3.907) *
Subtotal	1,295,643	$38.399	1,427,604	$48.893	(131,961)	($10.494) -27.3%	11,180,957	$374.746	11,978,612	$410.743	(797,655)	($35.997) -9.6%
REIMBURSABLE OVERTIME	321,442	$17.369	387,760	$13.670	(66,318)	$3.700 21.3%	2,780,901	$100.696	3,667,855	$130.623	(886,954)	($29.927) -29.7%
TOTAL OVERTIME	**1,617,085**	**$55.768**	**1,815,364**	**$62.562**	**(198,279)**	**($6.794)** -12.2%	**13,961,858**	**$475.442**	**15,646,467**	**$541.367**	**(1,684,609)**	**($65.924)** -13.9%

Totals may not add due to rounding
NOTE: Percentages are based on each type of overtime and not on total overtime.
* Exceeds 100%

MTA New York City Transit
2019 July Financial Plan - 2019 Mid-Year Forecast
Non-Reimbursable/Reimbursable Overtime
($ in millions)

	Aug			Aug Year-to-Date		
	Var. - Fav./(Unfav)			Var. - Fav./(Unfav)		
NON-REIMBURSABLE OVERTIME	**Hours**	**$**	**Explanations**	**Hours**	**$**	**Explanations**
Scheduled Service	(578)	$0.2		61,006	$2.5	Favorable variance is related to revenue operator vacancies.
		(1.8%)			(7.1%)	
Unscheduled Service	(282,778)	($9.2)	Unfavorable variance due to running time and other service support activities	(417,697)	($14.3)	Unfavorable variance due to running time and other service support activities
		88.1%			39.7%	
Programmatic/Routine Maintenance	(255,101)	($9.1)	Unfavorable variance mainly due to SAP projects overruns related to intensified station deep cleaning efforts, track and signal defects and emergency response efforts, sealing leaks and clearing track drains and SMS car equipment work	(690,461)	($28.1)	Unfavorable variance mainly due to SAP projects overruns related to intensified station deep cleaning efforts, track and signal defects and emergency response efforts, sealing leaks and clearing track drains and SMS car equipment work
		86.9%			78.2%	
Vacancy/Absentee Coverage	407,661	$13.7	Favorable variance mainly due to corrected calculation	215,288	$7.1	Favorable variance mainly due to corrected calculation
		(130.6%)			(19.7%)	
Weather Emergencies	(3,684)	($0.2)		28,108	$0.6	
		2.2%			(1.7%)	
Safety/Security/Law Enforcement	229	$0.0		231	$0.1	
		(0.1%)			(0.2%)	
Other	2,290	($5.8)	Unfavorable variance is related to timing of reimbursable expenses	5,870	($3.9)	Unfavorable variance is related to timing of reimbursable expenses
		55.4%			10.9%	
Subtotal	(131,961)	($10.5)		(797,655)	($36.0)	
		154.5%			54.6%	
REIMBURSABLE OVERTIME	(66,318)	$3.7	Favorable variance mainly due to corrected calculation	(886,954)	($29.9)	Unfavorable variance mainly due to vacancy/absentee coverage, overtime offset leave usage, SAP Job overrun in Signal and Power initiatives and SAP CWR IHC Initiative.
		(54.5%)			45.4%	
TOTAL OVERTIME	**(198,279)**	**($6.8)**		**(1,684,609)**	**($65.9)**	

Totals may not add due to rounding.
NOTE: Percentages are based on each type of overtime and not on total overtime.
* Exceeds 100%

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METROPOLITAN TRANSPORTATION AUTHORITY
2019 Overtime Reporting
Overtime Legend

Type	**Definition**
Scheduled Service	Crew book/Regular Run/Shift hours (above 8 hours) required by train crews, bus/tower/block operators, transportation supervisors/dispatchers, fare sales and collection, Train & Engineers, as well as non-transportation workers whose work is directly related to providing service (includes coverage for holidays).
Unscheduled Service	Service coverage resulting from extraordinary events not related to weather, such as injuries, mechanical breakdowns, unusual traffic, tour length, late tour relief, and other requirements that arise that are non-absence related.
Programmatic/Routine Maintenance	*Program Maintenance* work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes *Routine Maintenance* work for which OT has been planned, as well as all other maintenance not resulting from extraordinary events, including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.
Unscheduled Maintenance	Resulting from an extraordinary event (not weather-related) requiring the use of unplanned maintenance to perform repairs on trains, buses, subway and bus stations, depots, tracks and administrative and other facilities, including derailments, tour length and weekend coverage.
Vacancy/Absentee Coverage	Provides coverage for an absent employee or a vacant position.
Weather Emergencies	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
Safety/Security/Law Enforcement	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
Other	Includes overtime coverage for clerical, administrative positions that are eligible for overtime, and miscellaneous overtime.

Reimbursable Overtime	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.

Preliminary August 2019 Report: Staten Island Railway

The purpose of this report is to provide the preliminary August 2019 financial results on an accrual basis. The accrual basis is presented on both a non-reimbursable and reimbursable account basis. These results are compared to the Mid-Year Forecast (forecast).

Summary of Preliminary Financial Results

Preliminary ridership and accrual results, versus the Mid-Year forecast, are summarized as follows:

- 2019 Staten Island Railway ridership of 312,280 was 15,720 rides (4.8 percent) below forecast. Average weekday ridership of 13,350 was 33 rides (0.2 percent) below August 2018.
- Farebox revenue of $0.6 million was below forecast by less than $0.1 million (4.9 percent).
- Operating expenses of $3.9 million in August were below forecast by $1.6 million (29.1 percent).
    - Labor expenses were under forecast by $0.8 million (20.3 percent).
    - Non-labor expenses were also under forecast by $0.8 million (54.3 percent).

STATEN ISLAND RAILWAY FINANCIAL AND RIDERSHIP REPORT

August 2019

(All data are preliminary and subject to audit)

2019 Staten Island Railway ridership of 312,280 was 15,720 rides (4.8 percent) below forecast. Average weekday ridership of 13,350 was 33 rides (0.2 percent) below August 2018. Average weekday ridership for the twelve months ending August 2019 was 15,929, 434 rides (2.7 percent) below the previous twelve-month period.

Farebox revenue of $0.6 million was below forecast by less than $0.1 million (4.9 percent).

Operating revenue of $0.7 million in August was $0.1 million (16.8 percent) under forecast. Year-to-date, operating revenue of $6.2 million was $0.2 million (3.2 percent) below forecast.

Nonreimbursable expenses in August, before depreciation, GASB 75 OPEB Expense Adjustment and GASB 68 Pension Adjustment, were lower than forecast by $7.1 million (16.3 percent).

- Labor expenses underran forecast by $0.8 million (20.3 percent), of which payroll expenses were lower by $0.3 million (12.9 percent), due primarily to vacancies. Health & welfare/OPEB current expenses were below forecast by $0.2 million (28.5 percent) due to the timing of expenses. Other fringe benefit expenses were also favorable by $0.1 million (27.2 percent), due mostly to the favorable timing of expenses.

- Non-labor expenses were also below forecast by $0.8 million (29.1 percent), including an underrun in maintenance contract expenses of $0.3 million (88.8 percent), primarily from the favorable timing of various maintenance work requirements. Materials & supplies were also favorable by $0.2 million (58.2 percent), due largely to the timing of various material requirements.

Year-to-date, expenses were below forecast by $7.1 million (16.3 percent), including underruns in labor expenses of $2.2 million (6.8 percent), which were driven by several account underruns. Non-labor expenses were also below forecast by $4.8 million (44.6 percent), due primarily to favorable results in maintenance contact expenses of $2.7 million (84.3 percent) and other business expenses of $0.8 million (94.6 percent), both resulting from the timing of expenses.

Depreciation expenses of $7.9 million year-to-date were essentially on forecast. GASB 75 OPEB Expense Adjustments were favorable by $2.2 million (81.2 percent). GASB 68 Pension Adjustment expenses were insignificant through August, resulting in a favorable variance to forecast of $0.3 million (100.0 percent).

The **operating cash deficit** (excluding subsidies) reported through August year-to-date was $28.1 million, $5.3 million (15.9 percent) favorable to forecast.

MTA STATEN ISLAND RAILWAY
Aug - 2019 Mid_Year
Accrual Statement of Operations By Category
Month - Aug 2019
($ in Millions)

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	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)	Var Percent			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Forecast Mid_Year	Actual	Variance	Percent	Forecast Mid_Year	Actual	Variance	Percent	Forecast Mid_Year	Actual	Variance	Percent
Revenue												
Farebox Revenue:												
Farebox Revenue	$0.599	$0.570	(0.029)	(4.8)	$0.000	$0.000	-	-	$0.599	$0.570	(0.029)	(4.8)
Other Revenue	$0.187	$0.084	(0.103)	(55.0)	$0.000	$0.000	-	-	$0.187	$0.084	(0.103)	(55.0)
Capital and Other Reimbursements	$0.000	$0.000	-	-	$0.392	$0.589	$0.197	50.1	$0.392	$0.589	$0.197	50.1
Total Revenue	**$0.785**	**$0.654**	**(0.132)**	**(16.8)**	**$0.392**	**$0.589**	**$0.197**	**50.1**	**$1.178**	**$1.242**	**$0.065**	5.5
Expenses												
Labor :												
Payroll	$2.116	$1.842	$0.274	12.9	$0.151	$0.134	$0.017	11.0	$2.266	$1.976	$0.290	12.8
Overtime	$0.211	$0.182	$0.029	13.7	$0.084	$0.140	(0.056)	(66.3)	$0.295	$0.321	(0.027)	(9.1)
Total Salaries & Wages	**$2.326**	**$2.024**	**$0.303**	**13.0**	**$0.235**	**$0.274**	**(0.039)**	**(16.7)**	**$2.561**	**$2.298**	**$0.264**	10.3
Health and Welfare	$0.533	$0.370	$0.163	30.5	$0.023	$0.000	$0.023	-	$0.557	$0.370	$0.186	33.4
OPEB Current Payment	$0.215	$0.165	$0.050	23.2	$0.000	$0.000	$0.000	-	$0.215	$0.166	$0.050	23.0
Pensions	$0.610	$0.604	$0.006	0.9	$0.010	$0.000	$0.010	-	$0.620	$0.604	$0.016	2.6
Other Fringe Benefits	$0.443	$0.323	$0.120	27.2	$0.050	$0.000	$0.050	-	$0.493	$0.323	$0.170	34.5
Total Fringe Benefits	**$1.802**	**$1.463**	**$0.339**	**18.8**	**$0.083**	**$0.000**	**$0.083**	**-**	**$1.885**	**$1.463**	**$0.422**	22.4
Contribution to GASB Fund	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Reimbursable Overhead	(0.074)	(0.255)	$0.181	-	$0.074	$0.255	(0.181)	-	$0.000	$0.001	(0.001)	-
Labor	**$4.054**	**$3.232**	**$0.822**	**20.3**	**$0.392**	**$0.530**	**(0.138)**	**(35.1)**	**$4.446**	**$3.761**	**$0.685**	15.4
Non-Labor :												
Electric Power	$0.367	$0.318	$0.049	13.3	$0.000	$0.006	(0.006)	-	$0.367	$0.324	$0.043	11.8
Fuel	$0.013	$0.006	$0.007	51.7	$0.000	$0.000	-	-	$0.013	$0.006	$0.007	51.7
Insurance	$0.103	$0.093	$0.010	9.8	$0.000	$0.000	-	-	$0.103	$0.093	$0.010	9.8
Claims	$0.007	$0.041	(0.034)	-	$0.000	$0.000	-	-	$0.007	$0.041	(0.034)	-
Paratransit Service Contracts	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Maintenance and Other Operating Contracts	$0.392	$0.044	$0.348	88.8	$0.000	$0.000	-	-	$0.392	$0.044	$0.348	88.8
Professional Service Contracts	$0.087	$0.013	$0.074	85.1	$0.000	$0.003	(0.003)	-	$0.087	$0.016	$0.071	82.1
Materials & Supplies	$0.306	$0.128	$0.178	58.2	$0.000	$0.051	(0.051)	-	$0.306	$0.179	$0.127	41.6
Other Business Expenses	$0.147	$0.007	$0.140	95.4	$0.000	$0.000	-	-	$0.147	$0.007	$0.140	95.4
Non-Labor	**$1.421**	**$0.650**	**$0.771**	**54.3**	**$0.000**	**$0.059**	**(0.059)**	**-**	**$1.421**	**$0.709**	**$0.712**	50.1
Other Expense Adjustments:												
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	-
Total Expenses before Depreciation and OPEB	**$5.475**	**$3.882**	**$1.593**	**29.1**	**$0.392**	**$0.589**	**(0.197)**	**(50.1)**	**$5.867**	**$4.470**	**$1.397**	23.8
Depreciation	$1.000	$0.894	$0.106	10.6	$0.000	$0.000	-	-	$1.000	$0.894	$0.106	10.6
GASB 75 OPEB Expense Adjustment	$0.000	$0.000	$0.000	-	$0.000	$0.000	-	-	$0.000	$0.000	$0.000	-
GASB 68 Pension Adjustment	$0.000	$0.000	$0.000	-	$0.000	$0.000	-	-	$0.000	$0.000	$0.000	-
Environmental Remediation	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Total Expenses	**$6.475**	**$4.775**	**$1.699**	**26.2**	**$0.392**	**$0.589**	**(0.197)**	**(50.1)**	**$6.867**	**$5.364**	**$1.503**	21.9
OPERATING SURPLUS/DEFICIT	**(5.689)**	**(4.122)**	**$1.568**	**27.6**	**$0.000**	**$0.000**	**$0.000**	**-**	**(5.689)**	**(4.122)**	**$1.568**	27.6

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 STATEN ISLAND RAILWAY
Aug - 2019 Mid_Year
Accrual Statement of Operations By Category
Year-To-Date - Aug 2019
($ in Millions)

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	Nonreimbursable			Var Percent	Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue:												
Farebox Revenue	$4.559	$4.514	(0.045)	(1.0)	$0.000	$0.000	-	-	$4.559	$4.514	(0.045)	(1.0)
Other Revenue	$1.792	$1.636	(0.156)	(8.7)	$0.000	$0.000	-	-	$1.792	$1.636	(0.156)	(8.7)
Capital and Other Reimbursements	$0.000	$0.000	-	-	$3.072	$3.246	$0.174	5.7	$3.072	$3.246	$0.174	5.7
Total Revenue	**$6.350**	**$6.150**	**(0.201)**	**(3.2)**	**$3.072**	**$3.246**	**$0.174**	**5.7**	**$9.422**	**$9.396**	**(0.027)**	(0.3)
Expenses												
Labor :												
Payroll	$16.719	$16.147	$0.572	3.4	$1.154	$0.558	$0.596	51.7	$17.873	$16.705	$1.168	6.5
Overtime	$1.944	$2.051	(0.107)	(5.5)	$0.704	$0.805	(0.101)	(14.3)	$2.648	$2.856	(0.208)	(7.9)
Total Salaries & Wages	**$18.663**	**$18.198**	**$0.465**	**2.5**	**$1.858**	**$1.363**	**$0.496**	**26.7**	**$20.521**	**$19.561**	**$0.960**	4.7
Health and Welfare	$4.266	$3.873	$0.394	9.2	$0.186	$0.000	$0.186	-	$4.452	$3.873	$0.580	13.0
OPEB Current Payment	$1.723	$1.394	$0.329	19.1	$0.000	$0.003	(0.003)	-	$1.723	$1.397	$0.327	19.0
Pensions	$4.877	$4.714	$0.163	3.3	$0.081	$0.000	$0.081	-	$4.959	$4.714	$0.245	4.9
Other Fringe Benefits	$3.597	$3.422	$0.176	4.9	$0.374	$0.000	$0.374	-	$3.971	$3.422	$0.549	13.8
Total Fringe Benefits	**$14.464**	**$13.402**	**$1.062**	**7.3**	**$0.641**	**$0.003**	**$0.638**	**-**	**$15.105**	**$13.405**	**$1.700**	11.3
Contribution to GASB Fund	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Reimbursable Overhead	(0.573)	(1.270)	$0.697	-	$0.573	$1.272	(0.699)	-	$0.000	$0.002	(0.002)	-
Labor	**$32.554**	**$30.330**	**$2.224**	**6.8**	**$3.072**	**$2.637**	**$0.434**	**14.1**	**$35.626**	**$32.968**	**$2.658**	7.5
Non-Labor :												
Electric Power	$2.936	$2.468	$0.468	15.9	$0.000	$0.016	(0.016)	-	$2.936	$2.484	$0.452	15.4
Fuel	$0.157	$0.174	(0.017)	(11.0)	$0.000	$0.000	-	-	$0.157	$0.174	(0.017)	(11.0)
Insurance	$0.821	$0.738	$0.083	10.1	$0.000	$0.000	-	-	$0.821	$0.738	$0.083	10.1
Claims	$0.179	$0.286	(0.107)	(60.1)	$0.000	$0.000	-	-	$0.179	$0.286	(0.107)	(60.1)
Paratransit Service Contracts	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Maintenance and Other Operating Contracts	$3.202	$0.502	$2.700	84.3	$0.000	$0.000	-	-	$3.202	$0.502	$2.700	84.3
Professional Service Contracts	$0.694	$0.387	$0.307	44.2	$0.000	$0.016	(0.016)	-	$0.694	$0.403	$0.291	41.9
Materials & Supplies	$2.030	$1.396	$0.634	31.2	$0.000	$0.576	(0.576)	-	$2.030	$1.972	$0.058	2.9
Other Business Expenses	$0.803	$0.044	$0.760	94.6	$0.000	$0.000	-	-	$0.803	$0.044	$0.760	94.6
Non-Labor	**$10.822**	**$5.996**	**$4.827**	**44.6**	**$0.000**	**$0.608**	**(0.608)**	**-**	**$10.822**	**$6.604**	**$4.218**	39.0
Other Expense Adjustments:												
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	-
Total Expenses before Depreciation and OPEB	**$43.376**	**$36.326**	**$7.050**	**16.3**	**$3.072**	**$3.246**	**(0.174)**	**(5.7)**	**$46.448**	**$39.572**	**$6.876**	14.8
Depreciation	$8.000	$7.921	$0.079	1.0	$0.000	$0.000	-	-	$8.000	$7.921	$0.079	1.0
GASB 75 OPEB Expense Adjustment	$2.669	$0.501	$2.168	81.2	$0.000	$0.000	-	-	$2.669	$0.501	$2.168	81.2
GASB 68 Pension Adjustment	$0.250	(0.014)	$0.264	-	$0.000	$0.000	-	-	$0.250	(0.014)	$0.264	-
Environmental Remediation	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Total Expenses	**$54.295**	**$44.734**	**$9.562**	**17.6**	**$3.072**	**$3.246**	**(0.174)**	**(5.7)**	**$57.367**	**$47.980**	**$9.388**	16.4
OPERATING SURPLUS/DEFICIT	**(47.945)**	**(38.584)**	**$9.361**	**19.5**	**$0.000**	**$0.000**	**$0.000**	**-**	**(47.945)**	**(38.584)**	**$9.361**	19.5

Note: Totals may not add due to rounding

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

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2019 Mid_Year
Cash Receipts and Expenditures
Aug FY19
($ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Favorable (Unfavorable) Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Favorable (Unfavorable) Percent
Receipts								
Farebox Revenue	**$0.599**	**$0.614**	**$0.015**	**2.5**	**$4.432**	**$4.450**	**$0.018**	**0.4**
Other Revenue	**$0.092**	**$0.805**	**$0.712**	**-**	**$3.875**	**$4.289**	**$0.414**	**10.7**
Capital and Other Reimbursements	$0.392	$0.139	(0.254)	(64.7)	$2.721	$2.281	(0.440)	(16.2)
Total Revenue	**$1.083**	**$1.557**	**$0.474**	**43.7**	**$11.028**	**$11.020**	**(0.008)**	**(0.1)**
Expenditures								
Labor :								
Payroll	$1.924	$1.847	$0.077	4.0	$16.969	$15.844	$1.125	6.6
Overtime	$0.295	$0.394	(0.100)	(33.9)	$2.453	$2.635	(0.182)	(7.4)
Total Salaries & Wages	**$2.219**	**$2.241**	**(0.022)**	**(1.0)**	**$19.422**	**$18.479**	**$0.943**	**4.9**
Health and Welfare	$0.557	$0.565	(0.008)	(1.5)	$5.612	$6.343	(0.731)	(13.0)
OPEB Current Payment	$0.215	$0.159	$0.057	26.3	$1.213	$0.680	$0.533	43.9
Pensions	$0.620	$0.604	$0.016	2.6	$4.959	$4.714	$0.245	4.9
Other Fringe Benefits	$0.257	$0.412	(0.154)	(59.9)	$2.914	$2.798	$0.116	4.0
Total Fringe Benefits	**$1.649**	**$1.739**	**(0.090)**	**(5.4)**	**$14.698**	**$14.535**	**$0.162**	**1.1**
Contribution to GASB Fund	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Reimbursable Overhead	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Labor	**$3.868**	**$3.980**	**(0.112)**	**(2.9)**	**$34.119**	**$33.014**	**$1.105**	**3.2**
Non-Labor :								
Electric Power	$0.367	$0.282	$0.085	23.2	$2.884	$2.463	$0.421	14.6
Fuel	$0.013	$0.009	$0.004	29.6	$0.174	$0.191	(0.017)	(10.1)
Insurance	$0.103	$0.155	(0.052)	(50.5)	$0.471	$0.587	(0.116)	(24.6)
Claims	(0.013)	$0.000	(0.013)	-	(0.041)	$0.003	(0.043)	-
Paratransit Service Contracts	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Maintenance and Other Operating Contracts	$0.392	$0.020	$0.372	94.9	$3.206	$0.477	$2.729	85.1
Professional Service Contracts	$0.087	$0.024	$0.063	72.6	$0.702	$0.403	$0.299	42.6
Materials & Supplies	$0.306	$0.092	$0.214	70.0	$2.106	$1.928	$0.178	8.4
Other Business Expenses	$0.147	$0.007	$0.140	95.3	$0.864	$0.102	$0.762	88.2
Non-Labor	**$1.401**	**$0.587**	**$0.814**	**58.1**	**$10.367**	**$6.154**	**$4.212**	**40.6**
Other Expense Adjustments:								
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**
Total Expenditures before Depreciation and OPEB	**$5.269**	**$4.568**	**$0.701**	**13.3**	**$44.486**	**$39.169**	**$5.317**	**12.0**
Depreciation	$0.000	$0.000	$0.000	-	$0.001	$0.000	$0.001	-
GASB 75 OPEB Expense Adjustment	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
GASB 68 Pension Adjustment	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Environmental Remediation	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Total Expenditures	**$5.269**	**$4.568**	**$0.701**	**13.3**	**$44.487**	**$39.169**	**$5.318**	**12.0**
Net Surplus/(Deficit)	**(4.186)**	**(3.011)**	**$1.175**	**28.1**	**(33.459)**	**(28.149)**	**$5.310**	**15.9**

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2019 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Aug FY19
($ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent
Revenue								
Farebox Revenue	**$0.000**	**$0.044**	**$0.044**	**-**	**(0.126)**	**(0.064)**	**$0.062**	**49.3**
Other Revenue	**(0.094)**	**$0.721**	**$0.815**	**-**	**$2.083**	**$2.653**	**$0.570**	**27.4**
Capital and Other Reimbursements	$0.000	(0.450)	(0.450)	-	(0.351)	(0.965)	(0.614)	-
Total Revenue	**(0.094)**	**$0.315**	**$0.409**	**-**	**$1.606**	**$1.624**	**$0.018**	**1.2**
Expenses								
Labor :								
Payroll	$0.342	$0.129	(0.213)	(62.3)	$0.904	$0.860	(0.044)	(4.8)
Overtime	$0.000	(0.073)	(0.073)	-	$0.195	$0.221	$0.026	13.4
Total Salaries & Wages	**$0.342**	**$0.056**	**(0.286)**	**(83.6)**	**$1.099**	**$1.082**	**(0.017)**	**(1.6)**
Health and Welfare	$0.000	(0.194)	(0.194)	-	(1.159)	(2.470)	(1.310)	-
OPEB Current Payment	$0.000	$0.007	$0.007	-	$0.510	$0.716	$0.206	40.4
Pensions	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Other Fringe Benefits	$0.236	(0.089)	(0.324)	-	$1.057	$0.624	(0.433)	(41.0)
Total Fringe Benefits	**$0.236**	**(0.276)**	**(0.511)**	**-**	**$0.408**	**(1.130)**	**(1.538)**	**-**
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	-
Labor	**$0.578**	**(0.219)**	**(0.797)**	**-**	**$1.507**	**(0.046)**	**(1.553)**	**-**
Non-Labor :								
Electric Power	$0.000	$0.042	$0.042	-	$0.052	$0.021	(0.031)	(59.5)
Fuel	$0.000	(0.003)	(0.003)	-	(0.017)	(0.017)	$0.000	(1.3)
Insurance	$0.000	(0.062)	(0.062)	-	$0.350	$0.151	(0.199)	(56.8)
Claims	$0.020	$0.041	$0.021	-	$0.219	$0.284	$0.064	29.2
Paratransit Service Contracts	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Maintenance and Other Operating Contracts	$0.000	$0.024	$0.024	-	(0.004)	$0.025	$0.029	-
Professional Service Contracts	$0.000	(0.008)	(0.008)	-	(0.008)	$0.000	$0.008	-
Materials & Supplies	$0.000	$0.087	$0.087	-	(0.076)	$0.043	$0.120	-
Other Business Expenses	$0.000	$0.000	$0.000	-	(0.060)	(0.058)	$0.002	3.7
Non-Labor	**$0.020**	**$0.122**	**$0.102**	**-**	**$0.455**	**$0.450**	**(0.006)**	**(1.3)**
Other Expense Adjustments:								
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**
Total Expenses before Depreciation and OPEB	**$0.598**	**(0.097)**	**(0.695)**	**-**	**$1.962**	**$0.403**	**(1.559)**	**(79.4)**
Depreciation	$1.000	$0.894	(0.106)	(10.6)	$7.999	$7.921	(0.078)	(1.0)
GASB 75 OPEB Expense Adjustment	$0.000	$0.000	$0.000	-	$2.669	$0.501	(2.168)	(81.2)
GASB 68 Pension Adjustment	$0.000	$0.000	$0.000	-	$0.250	(0.014)	(0.264)	-
Environmental Remediation	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Total Expenditures	**$1.598**	**$0.797**	**(0.801)**	**(50.2)**	**$12.880**	**$8.811**	**(4.069)**	**(31.6)**
Total Cash Conversion Adjustments	**$1.504**	**$1.111**	**(0.392)**	**(26.1)**	**$14.486**	**$10.435**	**(4.051)**	**(28.0)**

Note: Totals may not add due to rounding

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

Preliminary August 2019 Report:
Bus Company

The purpose of this report is to provide the preliminary August 2019 financial results on an accrual basis. The accrual basis is presented on both a non-reimbursable and reimbursable account basis. These results are compared to the Mid-Year Forecast (forecast).

Summary of Preliminary Financial Results

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

- August 2019 Bus Company ridership of 9.5 million was 0.1 million (0.9 percent) above forecast.
- Farebox revenue in August of $17.9 million was $1.3 million (6.9 percent) below forecast.
- Operating expenses of $68.3 million were $3.5 million (4.8) percent) under forecast.
    - Labor expenses exceeded forecast by a net $5.6 million (12.1 percent), including overruns mainly in payroll expenses of $3.2 million (13.8 percent). and overtime expenses of $2.3 million (51.4 percent)
    - Non-labor expenses underran by $9.1 million (35.7 percent), including primarily favorable results in professional service contract expenses of $3.8 million (65.3 percent) and maintenance contract expenses of $2.9 million (53.9 percent).

MTA BUS FINANCIAL AND RIDERSHIP REPORT
August 2019

(All data are preliminary and subject to audit)

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

Total MTA Bus **ridership** in August 2019 was 9.5 million, 0.9 percent (0.1 million riders) above forecast. Year-to-date, Bus Ridership was 78.4 million, 0.1 percent (0.1 million riders) below forecast. Average weekday ridership for the twelve months ending August 2019 was 388,127, a decrease of 1.4 percent (5,508 riders) from the twelve months ending August 2018.

Operating revenue in July underran forecast by $2.5 million (11.9 percent) due largely to lower farebox revenue of $1.3 million (6.9 percent) and lower Other Operating Revenue of $1.2 million (67.2 percent) due lower student reimbursements and insurance recoveries (Workers Comp.). Year-to-date, operating revenue was unfavorable by $2.3 million (1.4 percent), including lower Other Operating Revenue of $2.5 million (16.6 percent) and partially offset by higher farebox revenue of $0.2 million (0.1 percent).

Nonreimbursable expenses, before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were $68.3 million in August, $3.5 million (4.8 percent) under forecast.

- Labor expenses overran forecast by $5.6 million (12.1 percent), including higher Payroll expenses of $3.2 million (13.8 percent), due to higher interagency billings and rate variances. Higher overtime expenses of $2.3 million (51.4 percent), mainly from running time/traffic and maintenance/campaign work. Health & welfare/OPEB current expenses were more than forecast by $1.3 million (16.1 percent), due to a higher level of expenses than anticipated.

- Non-labor expenses were below forecast by $9.1 million (35.7 percent). Professional service contract expenses underran by $3.8 million (65.3 percent), due mainly to the timing of interagency billing, and maintenance contract expenses also were below forecast by $2.9 million (53.9 percent), driven by the timing of the Shop Program and Bus Technology requirements.

Year-to-date, expenses were less than forecast by a net $14.6 million (2.7 percent), including favorable non-labor expenses of $25.8 million (16.6 percent), partially offset by an overrun in labor expenses of $11.3 million (2.8 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 $29.1 million, favorable to forecast by $4.9 million (14.4 percent).

Neither Other Post-Employment Benefit accrued expenses, nor GASB #68 Pension Expense Adjustments were recorded year-to-date.

Environmental remediation expenses of $1.7 million were recorded year-to-date, resulting in an overrun to forecast of $0.9 million (over 100.0 percent).

The **operating cash deficit** (excluding subsidies) was $391.5 million year-to-date, unfavorable to the forecast by $8.2 million (2.1 percent).

MTA BUS COMPANY
JULY FINANCIAL PLAN 2019 MID YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
August 2019
($ in millions)

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	$19.206	$17.886	($1.320)	(6.9)	$0.000	$0.000	$0.000	-	$19.206	$17.886	($1.320)	(6.9)
Other Operating Income	1.748	0.574	(1.174)	(67.2)	-	-	-	-	1.748	0.574	(1.174)	(67.2)
Capital and Other Reimbursements	-	-	-	-	0.579	1.173	0.594	*	0.579	1.173	0.594	*
Total Revenue	**$20.954**	**$18.459**	**($2.495)**	**(11.9)**	**$0.579**	**$1.173**	**$0.594**	*	**$21.533**	**$19.632**	**($1.901)**	**(8.8)**
Labor:												
Payroll	$22.815	$25.972	($3.157)	(13.8)	$0.208	$0.633	($0.425)	*	$23.023	$26.605	($3.582)	(15.6)
Overtime	4.440	6.721	(2.281)	(51.4)	-	0.029	(0.029)	-	4.440	6.750	(2.310)	(52.0)
Health and Welfare	5.539	7.141	(1.602)	(28.9)	0.177	-	0.177	100.0	5.716	7.141	(1.425)	(24.9)
OPEB Current Payment	2.232	1.883	0.349	15.6	-	-	-	-	2.232	1.883	0.349	15.6
Pensions	5.095	4.879	0.216	4.2	-	-	-	-	5.095	4.879	0.216	4.2
Other Fringe Benefits	6.208	5.784	0.424	6.8	-	0.038	(0.038)	-	6.208	5.822	0.386	6.2
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.038)	(0.473)	0.435	*	0.035	0.473	(0.438)	*	(0.003)	-	(0.003)	(100.0)
Total Labor Expenses	**$46.291**	**$51.907**	**($5.616)**	**(12.1)**	**$0.420**	**$1.173**	**($0.753)**	*	**$46.711**	**$53.080**	**($6.369)**	**(13.6)**
Non-Labor:												
Electric Power	$0.156	$0.194	($0.038)	(24.4)	$0.000	$0.000	$0.000	-	$0.156	$0.194	($0.038)	(24.4)
Fuel	2.276	2.084	0.192	8.4	-	-	-	-	2.276	2.084	0.192	8.4
Insurance	0.641	0.387	0.254	39.6	-	-	-	-	0.641	0.387	0.254	39.6
Claims	5.448	5.000	0.448	8.2	-	-	-	-	5.448	5.000	0.448	8.2
Maintenance and Other Operating Contracts	5.318	2.453	2.865	53.9	0.035	-	0.035	100.0	5.353	2.453	2.900	54.2
Professional Service Contracts	5.784	2.005	3.779	65.3	-		-	-	5.784	2.005	3.779	65.3
Materials & Supplies	5.305	3.974	1.331	25.1	0.128	-	0.128	100.0	5.433	3.974	1.459	26.9
Other Business Expense	0.524	0.269	0.255	48.7	-	-	-	-	0.524	0.269	0.255	48.7
Total Non-Labor Expenses	**$25.451**	**$16.366**	**$9.085**	**35.7**	**$0.163**	**$0.000**	**$0.163**	**100.0**	**$25.614**	**$16.366**	**$9.248**	**36.1**
Total Expenses before Non-Cash Liability Adjs.	**$71.742**	**$68.273**	**$3.469**	**4.8**	**$0.583**	**$1.173**	**($0.590)**	*	**$72.325**	**$69.446**	**$2.879**	**4.0**
Depreciation	$5.182	$3.240	$1.942	37.5	$0.000	$0.000	$0.000	-	$5.182	$3.240	$1.942	37.5
GASB 75 OPEB Expense Adjustment	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
GASB 68 Pension Adjustment		-	-	-	-	-	-	-	-	-	-	-
Environmental Remediation			-	-			-	-	-	-	-	-
Total Expenses	**$76.924**	**$71.513**	**$5.411**	**7.0**	**$0.583**	**$1.173**	**($0.590)**	*	**$77.507**	**$72.686**	**$4.821**	**6.2**
Net Surplus/(Deficit)	**($55.970)**	**($53.054)**	**$2.916**	**5.2**	**($0.004)**	**$0.000**	**$0.004**	**100.0**	**($55.974)**	**($53.054)**	**$2.920**	**5.2**

NOTE: Totals may not add due to rounding

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

MTA BUS COMPANY
JULY FINANCIAL PLAN 2019 MID YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
August 2019 Year-To-Date
($ in millions)

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	$146.075	$146.268	$0.194	0.1	$0.000	$0.000	$0.000	-	$146.075	$146.268	$0.194	0.1
Other Operating Income	13.501	10.993	(2.507)	(18.6)	-	-	-	-	13.501	10.993	(2.507)	(18.6)
Capital and Other Reimbursements	-	-	-	-	3.655	4.237	0.582	15.9	3.655	4.237	0.582	15.9
Total Revenue	**$159.575**	**$157.262**	**($2.313)**	**(1.4)**	**$3.655**	**$4.237**	**$0.582**	**15.9**	**$163.230**	**$161.499**	**($1.731)**	**(1.1)**
Expenses												
Labor:												
Payroll	$194.401	$199.863	($5.461)	(2.8)	$1.772	$2.449	($0.677)	(38.2)	$196.173	$202.312	($6.138)	(3.1)
Overtime	45.314	51.104	(5.790)	(12.8)	0.025	0.040	(0.015)	(60.0)	45.339	51.144	(5.805)	(12.8)
Health and Welfare	52.476	56.920	(4.444)	(8.5)	0.521	-	0.521	100.0	52.997	56.920	(3.923)	(7.4)
OPEB Current Payment	17.133	16.352	0.781	4.6	-	-	-	-	17.133	16.352	0.781	4.6
Pensions	39.219	38.818	0.401	1.0	-	-	-	-	39.219	38.818	0.401	1.0
Other Fringe Benefits	47.010	44.341	2.670	5.7	0.014	0.052	(0.038)	*	47.024	44.393	2.632	5.6
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(1.018)	(1.636)	0.618	60.7	0.853	1.636	(0.783)	(91.8)	(0.165)	-	(0.165)	(100.0)
Total Labor Expenses	**$394.536**	**$405.761**	**($11.225)**	**(2.8)**	**$3.185**	**$4.177**	**($0.992)**	**(31.1)**	**$397.721**	**$409.938**	**($12.217)**	**(3.1)**
Non-Labor:												
Electric Power	$1.235	$1.191	$0.044	3.6	$0.000	$0.000	$0.000	-	$1.235	$1.191	$0.044	3.6
Fuel	16.909	16.452	0.457	2.7	-	-	-	-	16.909	16.452	0.457	2.7
Insurance	3.797	3.093	0.704	18.5	-	-	-	-	3.797	3.093	0.704	18.5
Claims	39.975	38.900	1.075	2.7	-	-	-	-	39.975	38.900	1.075	2.7
Maintenance and Other Operating Contracts	28.126	19.770	8.356	29.7	0.104	-	0.104	100.0	28.230	19.770	8.460	30.0
Professional Service Contracts	28.304	18.204	10.100	35.7	-	-	-	-	28.304	18.204	10.100	35.7
Materials & Supplies	34.309	29.839	4.470	13.0	0.378	-	0.378	100.0	34.687	29.839	4.848	14.0
Other Business Expense	3.132	2.503	0.629	20.1	-	-	-	-	3.132	2.503	0.629	20.1
Total Non-Labor Expenses	**$155.788**	**$129.951**	**$25.837**	**16.6**	**$0.482**	**$0.000**	**$0.482**	**100.0**	**$156.270**	**$129.951**	**$26.319**	**16.8**
Total Expenses before Non-Cash Liability Adjs.	**$550.324**	**$535.712**	**$14.612**	**2.7**	**$3.667**	**$4.177**	**($0.510)**	**(13.9)**	**$553.991**	**$539.889**	**$14.102**	**2.5**
Depreciation	$34.019	$29.112	$4.907	14.4	$0.000	$0.000	$0.000	-	$34.019	$29.112	$4.907	14.4
GASB 75 OPEB Expense Adjustment	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
GASB 68 Pension Adjustment	0.001	-	0.001	100.0	-	-	-	-	0.001	-	0.001	100.0
Environmental Remediation	0.749	1.661	(0.912)	*	-	-	-	-	0.749	1.661	(0.912)	*
Total Expenses	**$585.093**	**$566.485**	**$18.608**	**3.2**	**$3.667**	**$4.177**	**($0.510)**	**(13.9)**	**$588.760**	**$570.662**	**$18.098**	**3.1**
Net Surplus/(Deficit)	**($425.517)**	**($409.223)**	**$16.294**	**3.8**	**($0.012)**	**$0.060**	**$0.072**	*	**($425.529)**	**($409.163)**	**$16.366**	**3.8**

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

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MTA BUS COMPANY
JULY FINANCIAL PLAN 2019 MID YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
($ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	August 2019 Favorable (Unfavorable) Variance $	August 2019 Favorable (Unfavorable) Variance %	August 2019 Reason for Variance	Year-To-Date Favorable (Unfavorable) Variance $	Year-To-Date Favorable (Unfavorable) Variance %	Year-To-Date Reason for Variance
Farebox Revenue	NR	$ (1.320)	(6.9)	Lower average rate offset by higher ridership	$ 0.194	0.1	Higher average fare offset by lower ridership
Other Operating Revenue	NR	$ (1.174)	(67.2)	Lower Student fare and recovery from other insurance (Workers' Comp reimbursement)	$ (2.507)	(18.6)	Lower Student fare and recovery from other insurance (Workers' Comp reimbursement)
Capital and Other Reimbursements	R	$ 0.594	*	Higher Capital Reimbursements than planned	$ 0.582	15.9	Higher Capital Reimbursements than planned
Total Revenue Variance		**$ (1.901)**	**(8.8)**		**$ (1.731)**	**(1.1)**	
Payroll	NR	$ (3.157)	(13.8)	Higher interagency billings, rate variance, retro payments, and lower attrition than anticipated	$ (5.461)	(2.8)	Payment of interagency billings from a prior period, higher cash out of banked holiday, sick and personal time than budgeted as well as rate variances and lower attrition
Overtime	NR	$ (2.281)	(51.4)	Mainly due to running time/traffic, and maintenance/campaign work	$ (5.790)	(12.8)	Mainly due to running time/traffic, inclement winter weather, maintenance/campaign work
Health and Welfare (including OPEB)	NR	$ (1.253)	(16.1)	Higher expenses	$ (3.663)	(5.3)	Higher expenses
Pension	NR	$ 0.216	4.2	Lower expenses	$ 0.401	1.0	Lower expenses
Other Fringe Benefits	NR	$ 0.424	6.8	Lower Workers Compensation expenses	$ 2.670	5.7	Lower Workers Compensation expenses and timing of interagency billings
Reimbursable Overhead	NR	$ 0.435	*	Higher reimbursable expenses	$ 0.618	60.7	Higher reimbursable expenses
Electric Power	NR	$ (0.038)	(24.4)	(a)	$ 0.044	(24.4)	(a)
Fuel	NR	$ 0.192	8.4	Lower rates	$ 0.457	2.7	Lower rates
Insurance	NR	$ 0.254	39.6	Timing of expenses	$ 0.704	18.5	Timing of expenses
Claims	NR	$ 0.448	8.2	Timing of expenses	$ 1.075	2.7	Timing of expenses
Maintenance and Other Operating Contracts	NR	$ 2.865	53.9	Timing of Shop Program, and Bus Technology	$ 8.356	29.7	Timing of Shop program, and Bus Technology
Professional Service Contracts	NR	$ 3.779	65.3	Timing of interagency billing, New Fare System/OMNY and Bus Technology	$ 10.100	35.7	Timing of interagency billing, New Fare System/OMNY and Bus Technology
Materials & Supplies	NR	$ 1.331	25.1	Timing of SBS rollout, radio equipment and lower general maintenance expenses	$ 4.470	13.0	Timing of New Fare System (NFS)/One Metro NY (OMNY), Select Bus Service (SBS) rollout and lower general maintenance expenses
Other Business Expense	NR	$ 0.255	48.7	Timing of Automatic Fare Collection (AFC) fees and other Misc. expenses	$ 0.629	20.1	Timing of Automatic Fare Collection (AFC) fees and other Misc. expenses
Depreciation	NR	$ 1.942	37.5	Timing of asset replacement	$ 4.907	14.4	Timing of asset replacement
Other Post Employment Benefits	NR	$ -	-	(a)	$ -	-	(a)
GASB 68 Pension Adjustment	NR	$ -	-	(a)	$ 0.001	100.0	(a)
Environmental Remediation	NR	$ -	-	Non cash item	$ (0.912)	*	Non cash item
Payroll	R	$ (0.425)	*	(a)	$ (0.677)	(38.2)	(a)
Overtime	R	$ (0.029)	*	(a)	$ (0.015)	*	(a)
Health and Welfare	R	$ 0.177	100.0	Timing of charges	$ 0.521	100.0	Timing of charges
Pension	R	$ -	*		$ -	*	
Other Fringe Benefits	R	$ (0.038)	*		$ (0.038)	*	
Professional Service Contracts	R	$ -	-	(a)	$ -	-	(a)
Maintenance and Other Operating Contracts	R	$ 0.035	*	Timing of charges	$ 0.104	*	Timing of charges
Materials & Supplies	R	$ 0.128	*	Timing of charges	$ 0.378	*	Timing of charges
Total Expense Variance		**$ 4.821**	**6.2**		**$ 18.098**	**3.1**	
Net Variance		**$ 2.920**	**5.2**		**$ 16.366**	**3.8**	

(a) - Variance less than 5%

MTA BUS COMPANY
JULY FINANCIAL PLAN 2019 MID YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES

($ in millions)

	August 2019				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	$19.206	$17.388	($1.818)	(9.5)	$148.444	$149.226	$0.782	0.5
Other Operating Revenue	2.578	0.277	(2.301)	(89.3)	10.042	12.987	2.945	29.3
Capital and Other Reimbursements	1.325	0.599	(0.726)	(54.8)	6.006	3.599	(2.407)	(40.1)
Total Receipts	**$23.109**	**$18.264**	**($4.845)**	**(21.0)**	**$164.492**	**$165.811**	**$1.319**	**0.8**
Expenditures								
Labor:								
Payroll	$20.362	$26.878	($6.516)	(32.0)	$204.387	$211.752	($7.365)	(3.6)
Overtime	4.440	6.750	(2.310)	(52.0)	45.341	51.145	(5.804)	(12.8)
Health and Welfare	6.209	10.838	(4.629)	(74.5)	55.062	64.020	(8.957)	(16.3)
OPEB Current Payment	2.191	1.883	0.309	14.1	15.639	15.322	0.317	2.0
Pensions	4.978	4.879	0.099	2.0	39.116	38.819	0.297	0.8
Other Fringe Benefits	4.352	5.926	(1.574)	(36.2)	38.778	40.498	(1.720)	(4.4)
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	**$42.532**	**$57.153**	**($14.621)**	**(34.4)**	**$398.322**	**$421.555**	**($23.232)**	**(5.8)**
Non-Labor:								
Electric Power	$0.156	$0.194	($0.038)	(24.4)	$1.236	$1.190	$0.046	3.7
Fuel	2.021	2.416	(0.395)	(19.5)	16.482	16.400	0.082	0.5
Insurance	1.776	4.548	(2.772)	*	5.242	10.209	(4.967)	(94.8)
Claims	2.101	10.709	(8.608)	*	18.364	31.196	(12.832)	(69.9)
Maintenance and Other Operating Contracts	6.573	3.644	2.930	44.6	37.156	27.100	10.055	27.1
Professional Service Contracts	7.291	1.467	5.824	79.9	29.292	15.576	13.716	46.8
Materials & Supplies	6.401	4.354	2.047	32.0	38.589	31.636	6.953	18.0
Other Business Expenses	0.510	0.227	0.283	55.5	3.188	2.489	0.699	21.9
Total Non-Labor Expenditures	**$26.830**	**$27.558**	**($0.728)**	**(2.7)**	**$149.549**	**$135.796**	**$13.753**	**9.2**
Other Expenditure Adjustments **:**								
Other	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Total Other Expenditure Adjustments	**$0.000**	**$0.000**	**$0.000**	**-**	**$0.000**	**$0.000**	**$0.000**	**-**
Total Expenditures	**$69.362**	**$84.711**	**($15.350)**	**(22.1)**	**$547.872**	**$557.351**	**($9.479)**	**(1.7)**
Operating Cash Surplus/(Deficit)	**($46.252)**	**($66.447)**	**($20.195)**	**(43.7)**	**($383.380)**	**($391.540)**	**($8.160)**	**(2.1)**

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN 2019 MID YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS

($ in millions)

	August 2019			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
Operating Receipts or Disbursements	$	%		$	%	
Farebox Revenue	$ (1.818)	(9.5)	Delay in receipts and lower average fare	$ 0.782	0.5	Receipt of prior period fares, higher avereage fares, offset by lower ridership.
Other Operating Revenue	(2.301)	(89.3)	LowersStudent fare and recoveries from other insurance (Workers' Comp reimbursement)	2.945	29.3	Receipt of Student's reimbursements
Capital and Other Reimbursements	(0.726)	(54.8)	Timing of reimbursement receipts	(2.407)	(40.1)	Timing of reimbursement receipts
Total Receipts	**$ (4.845)**	**(21.0)**		**$ 1.319**	**0.8**	
Payroll	$ (6.516)	(32.0)	Higher interagency billings, rate variance, retro payments, and lower attrition than anticipated	$ (7.365)	(3.6)	Higher interagency billings, rate variance, retro payments, and lower attrition than anticipated
Overtime	(2.310)	(52.0)	Mainly due to running time/traffic, and maintenance/campaign work	(5.804)	(12.8)	Mainly due to running time/traffic, inclement winter weather, maintenance/campaign work
Health and Welfare (including OPEB)	(4.320)	(51.4)	Higher expenses	(8.640)	(12.2)	Higher expenses
Pension	0.099	2.0	(a)	0.297	0.8	Lower expenses
Other Fringe Benefits	(1.574)	(36.2)	Timing of payments	(1.720)	(4.4)	Timing of payments
GASB	-	-	(a)	-	-	(a)
Electric Power	(0.038)	(24.4)	(a)	0.046	3.7	(a)
Fuel	(0.395)	(19.5)	Primarily lower diesel rates	0.082	0.5	Primarily lower diesel rates
Insurance	(2.772)	*	Payments for prior periods	(4.967)	(94.8)	Payments for prior periods
Claims	(8.608)	*	Higher claim payments	(12.832)	(69.9)	Higher claim payments
Maintenance and Other Operating Contracts	2.930	44.6	Timing of Shop Program, and Bus Technology	10.055	27.1	Timing of Shop program, and Bus Technology
Professional Service Contracts	5.824	79.9	Timing of interagency billing, New Fare System/OMNY and Bus Technology	13.716	46.8	Timing of interagency billing, New Fare System/OMNY and Bus Technology
Materials & Supplies	2.047	32.0	Timing of SBS rollout, radio equipment and lower general maintenance expenses	6.953	18.0	Timing of SBS rollout, radio equipment and lower general maintenance expenses
Other Business Expenditure	0.283	55.5	Timing of Automatic Fare Collection (AFC) fees and other Misc.	0.699	21.9	Timing of Automatic Fare Collection (AFC) fees and other Misc.
Total Expenditures	**$ (15.350)**	**(22.1)**		**$ (9.479)**	**(1.7)**	
Net Cash Variance	**$ (20.195)**	**(43.7)**		**$ (8.160)**	**(2.1)**	

(a) - Variance less than 5%

MTA BUS COMPANY
JULY FINANCIAL PLAN 2019 MID YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)

($ in millions)

	August 2019				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	($0.000)	($0.498)	($0.498)	*	$2.369	$2.958	$0.588	24.8
Other Operating Revenue	0.830	(0.297)	(1.127)	*	(3.459)	1.993	5.452	*
Capital and Other Reimbursements	0.746	(0.574)	(1.320)	*	2.351	(0.638)	(2.989)	*
Total Receipts	**$1.576**	**($1.368)**	**($2.945)**	*	**$1.262**	**$4.313**	**$3.051**	*
Expenditures								
Labor:								
Payroll	$2.662	($0.273)	($2.935)	*	($8.214)	($9.440)	($1.227)	(14.9)
Overtime	-	-	-	-	(0.002)	(0.001)	0.001	52.6
Health and Welfare	(0.493)	(3.697)	(3.203)	*	(2.065)	(7.100)	(5.034)	*
OPEB Current Payment	0.041	0.000	(0.040)	(99.3)	1.494	1.030	(0.464)	(31.1)
Pensions	0.117	-	(0.117)	(100.0)	0.103	(0.001)	(0.104)	*
Other Fringe Benefits	1.856	(0.104)	(1.960)	*	8.246	3.895	(4.351)	(52.8)
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.003)	-	0.003	100.0	(0.165)	-	0.165	100.0
Total Labor Expenditures	**$4.179**	**($4.073)**	**($8.252)**	*	**($0.602)**	**($11.617)**	**($11.015)**	*
Non-Labor:								
Electric Power	$0.000	$0.000	$0.000	-	($0.001)	$0.001	$0.002	*
Fuel	0.255	(0.332)	(0.587)	*	0.427	0.052	(0.375)	(87.7)
Insurance	(1.135)	(4.161)	(3.026)	*	(1.445)	(7.116)	(5.671)	*
Claims	3.347	(5.709)	(9.055)	*	21.611	7.704	(13.907)	(64.4)
Maintenance and Other Operating Contracts	(1.221)	(1.191)	0.030	2.5	(8.925)	(7.330)	1.595	17.9
Professional Service Contracts	(1.508)	0.538	2.045	*	(0.988)	2.628	3.616	*
Materials & Supplies	(0.968)	(0.380)	0.588	60.8	(3.902)	(1.798)	2.105	53.9
Other Business Expenditures	0.014	0.042	0.028	*	(0.056)	0.014	0.070	*
Total Non-Labor Expenditures	**($1.216)**	**($11.192)**	**($9.976)**	*	**$6.720**	**($5.845)**	**($12.565)**	*
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	**$4.539**	**($16.633)**	**($21.173)**	*	**$7.381**	**($13.149)**	**($20.530)**	*
Depreciation Adjustment	5.182	3.240	(1.942)	(37.5)	34.019	29.112	(4.907)	(14.4)
GASB 75 OPEB Expense Adjustment	-	-	-	-	-	-	-	-
GASB 68 Pension Adjustment	-	-	-	-	0.001	-	(0.001)	(100.0)
Environmental Remediation	-	-	-		0.749	1.661	0.912	
Total Cash Conversion Adjustments	**$9.721**	**($13.393)**	**($23.115)**	*	**$42.150**	**$17.624**	**($24.526)**	**(58.2)**

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN 2019 MID YEAR FORECAST
Utilization
(In millions)

	August 2019			Year-to-date as of August 2019		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
Farebox Revenue						
Fixed Route	$19.206	$17.886	($1.320)	$146.075	$146.268	$0.194
Total Farebox Revenue	**$19.206**	**$17.886**	**($1.320)**	**$146.075**	**$146.268**	**$0.194**
Ridership						
Fixed Route	9.372	9.457	0.085	78.451	78.358	(0.093)
Total Ridership	**9.372**	**9.457**	**0.085**	**78.451**	**78.358**	**(0.093)**

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2019 MID - YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE / REIMBURSABLE AND FULL-TIME EQUIVALENTS
AUGUST 2019

FUNCTION/DEPARTMENT	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	3	-	
Human Resources	22	19	3	
Office of Management and Budget	16	13	3	
Technology & Information Services	-	-	-	
Material	17	15	2	
Controller	19	19	-	
Office of the President	4	5	(1)	
System Safety Administration	5	1	4	
Law	25	21	4	
Corporate Communications	-	-	-	
Labor Relations	-	-	-	
Strategic Office	30	22	8	
Non-Departmental	3	-	3	
Total Administration	**144**	**118**	**26**	Vacancies
Operations				
Buses	2,338	2,365	(27)	Excess Bus Operators
Office of the Executive VP	4	4	-	
Safety & Training	64	36	29	Students in traning
Road Operations	141	138	3	
Transportation Support	22	23	(1)	
Operations Planning	34	32	2	
Revenue Control	7	6	1	
Total Operations	**2,610**	**2,603**	**7**	
Maintenance				
Buses	731	727	4	
Maintenance Support/CMF	236	236	-	
Facilities	80	73	7	
Supply Logistics	104	101	3	
Total Maintenance	**1,151**	**1,137**	**14**	Vacancies to be filled
Capital Program Management	37	26	11	
Total Engineering/Capital	**37**	**26**	**11**	Vacancies to be filled
Security	15	13	2	
Total Public Safety	**15**	**13**	**2**	Vacancies to be filled
Total Positions	**3,957**	**3,897**	**60**	
Non-Reimbursable	3,917	3,860	57	
Reimbursable	40	37	3	
Total Full-Time	**3,939**	**3,886**	**53**	
Total Full-Time Equivalents	18	11	7	

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2019 MID - YEAR FORECAST
TOTAL FULL - TIME POSITIONS AND FTE's BY FUNCTION AND OCCUPATION
AUGUST 2019

FUNCTION/OCCUPATIONAL GROUP		Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration					
Managers/Supervisors		64	53	11	
Professional, Technical, Clerical		78	65	13	
Operational Hourlies		2	-	2	
	Total Administration	**144**	**118**	**26**	Vacancies to be filled
Operations					
Managers/Supervisors		315	314	1	
Professional, Technical, Clerical		44	46	(2)	
Operational Hourlies		2,251	2,243	8	
	Total Operations	**2,610**	**2,603**	**7**	Excess Bus Operators/offset by Students in training
Maintenance					
Managers/Supervisors		243	232	11	
Professional, Technical, Clerical		33	36	(3)	
Operational Hourlies		875	869	6	
	Total Maintenance	**1,151**	**1,137**	**14**	Change in Shop Program
Engineering/Capital					
Managers/Supervisors		21	14	7	
Professional, Technical, Clerical		16	12	4	
Operational Hourlies		-	-	-	
	Total Engineering/Capital	**37**	**26**	**11**	Vacancies to be filled
Public Safety					
Managers/Supervisors		9	7	2	
Professional, Technical, Clerical		6	6	-	
Operational Hourlies		-	-	-	
	Total Public Safety	**15**	**13**	**2**	Vacancies to be filled
Total Baseline Positions					
Managers/Supervisors		652	620	32	
Professional, Technical, Clerical		177	165	12	
Operational Hourlies		3,128	3,112	16	
	Total Baseline Positions	**3,957**	**3,897**	**60**	

MTA Bus Company
JULY FINANCIAL PLAN 2019 MID-YEAR FORECAST
Non-Reimbursable/Reimbursable Overtime
($ in millions)

	August						August Year- To - Date					
	Mid-Year Budget		Actuals		Var. - Fav./(Unfav)		Mid-Year Budget		Actuals		Var. - Fav./(Unfav)	
NON-REIMBURSABLE OVERTIME	Hours	$	Hours	$	Hours	$	Hours	$	Hours	$	Hours	$
Scheduled Service	58,642	$1.933	52,406	$2.742	6,236	($0.809)	428,477	$18.770	409,732	$20.566	18,745	($1.796)
					10.6%	-41.8%					4.4%	-9.6%
Unscheduled Service	11,745	$0.478	8,803	$0.412	2,942	$0.066	87,496	$3.975	83,306	$3.980	4,190	($0.005)
					25.0%	13.8%					4.8%	-0.1%
Programmatic/Routine Maintenance	16,275	$0.489	35,856	$1.795	(19,580)	($1.305)	209,021	$9.508	261,848	$13.023	(52,827)	($3.515)
					-120.3%	-266.7%					-25.3%	-37.0%
Unscheduled Maintenance	0	$0.000	0	$0.000	0	-	0	$0.000	0	$0.000	0	$0.000
					0.0%	0.0%					0.0%	0.0%
Vacancy/Absentee Coverage	23,034	$1.379	37,433	$1.747	(14,399)	($0.368)	217,735	$11.194	255,155	$12.024	(37,420)	($0.830)
					-62.5%	-26.7%					-17.2%	-7.4%
Weather Emergencies	4,041	$0.125	13	$0.001	4,028	$0.124	36,274	$1.559	24,785	$1.211	11,489	$0.348
					99.7%	99.4%					*	*
Safety/Security/Law Enforcement	351	$0.015	86	$0.008	265	$0.008	1,749	$0.106	1,112	$0.096	636	$0.010
					75.5%	50.1%					36.4%	9.6%
Other	267	$0.020	157	$0.016	110	$0.004	2,269	$0.202	2,138	$0.205	131	($0.003)
Subtotal	114,356	$4.440	134,754	$6.721	(20,398)	($2.281)	983,021	$45.314	1,038,077	$51.105	(55,056)	($5.791)
					-17.8%	-51.4%					-5.6%	-12.8%
REIMBURSABLE OVERTIME	0	$0.000	850	$0.029	(850)	($0.029)	757	$0.026	1,170	$0.040	(413)	($0.014)
TOTAL OVERTIME	**114,356**	**$4.440**	**135,604**	**$6.750**	**(21,248)**	**($2.310)**	**983,778**	**$45.340**	**1,039,247**	**$51.145**	**(55,469)**	**($5.805)**
					-18.6%	-52.0%					-5.6%	-12.8%

Totals may not add due to rounding.
NOTE: Percentages are based on each type of Overtime and not on Total Overtime.
* Exceeds 100%

MTA Bus Company
JULY FINANCIAL PLAN 2019 MID-YEAR FORECAST
Non-Reimbursable/Reimbursable Overtime
($ in millions)

	August			August Year- To - Date		
	Var. - Fav./(Unfav)			Var. - Fav./(Unfav)		
	Hours	$	Explanations	Hours	$	Explanations
NON-REIMBURSABLE OVERTIME						
Scheduled Service	6,236	($0.809)	More scheduled service operated than budgeted	18,745	($1.796)	Running Time/Traffic and more scheduled service operated than budgeted
	10.6%	-41.8%		4.4%	-9.6%	
Unscheduled Service	2,942	$0.066		4,190	($0.005)	
	25.0%	13.8%		4.8%	-0.1%	
Programmatic/Routine Maintenance	(19,580)	($1.305)	Maintenance Programs and Campaign work	(52,827)	($3.515)	Maintenance Programs, Campaign work and weather backfill
	-120.3%	-266.7%		-25.3%	-37.0%	
Unscheduled Maintenance	-	$0.000		-	$0.000	
	0.0%	0.0%		0.0%	0.0%	
Vacancy/Absentee Coverage	(14,399)	($0.368)	Higher coverage requirement due to poor availability	(37,420)	($0.830)	Higher coverage requirement due to poor availability
	-62.5%	-26.7%		-17.2%	-7.4%	
Weather Emergencies	4,028	$0.124	Fewer weather events than forecasted	11,489	$0.348	Fewer weather events than forecasted
	99.7%	99.4%		*	*	
Safety/Security/Law Enforcement	265	$0.008		636	$0.010	
	75.5%	50.1%		36.4%	9.6%	
Other	110	$0.004		131	($0.003)	
	0.0%	0.0%		0.0%	0.0%	
Subtotal	**(20,398)**	**($2.281)**		**(55,056)**	**($5.791)**	
	-17.8%	-51.4%		-5.6%	-12.8%	
REIMBURSABLE OVERTIME	(850)	($0.029)		(413)	($0.014)	
	0.0%	0.0%		0.0%	0.0%	
TOTAL OVERTIME	**(21,248)**	**($2.310)**		**(55,469)**	**($5.805)**	

NOTE: Percentages are based on each type of Overtime and not on Total Overtime.
* Exceeds 100%

MTA Bus Company
2019 Overtime Reporting
Overtime legend

Type	**Definition**
Scheduled Service	Crew book/Regular Run/Shift hours (above 8 hours) required by train crews, bus/tower/block operators, transportation supervisors/dispatchers, fare sales and collection, Train & Engineers, as well as non-transportation workers whose work is directly related to providing service (includes coverage for holidays).
Unscheduled Service	Service coverage resulting from extraordinary events not related to weather, such as injuries, mechanical breakdowns, unusual traffic, tour length, late tour relief, and other requirements that arise that are non-absence related.
Programmatic/Routine Maintenance	*Program Maintenance work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes Routine Maintenance work for which OT has been planned, as well as all other maintenance not resulting from extraordinary events , including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.*
Unscheduled Maintenance	Resulting from an extraordinary event (not weather-related) requiring the use of unplanned maintenance to perform repairs on trains, buses, subway and bus stations, depots, tracks and administrative and other facilities, including derailments, tour length and weekend coerage.
Vacancy/Absentee Coverage	Provides coverage for an absent employee or a vacant position.
Weather Emergencies	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
Safety/Security/Law Enforcement	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
Other	Includes overtime coverage for clerical, administrative positions that are eligible for overtime.

Reimbursable Overtime	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.

Preliminary July 2019 Monthly Report: New York City Transit

The purpose of this report is to provide the preliminary July 2019 financial results, on an accrual basis. The accrual basis is presented on a non-reimbursable and reimbursable account basis. These results reflect the new accelerated accounting close and are compared to the Mid-Year Forecast (forecast).

Summary of Preliminary Financial Results

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

- July 2019 New York City Transit ridership of 186.4 million was 3.2 million (1.7 percent) above forecast, of which subway ridership of 139.3 million was 1.5 million (1.1 percent) above forecast, and bus ridership of 46.2 million was 1.7 million (3.9 percent) above forecast.
- July 2019 farebox revenue of $396.9 million was $6.5 million (1.7 percent) above forecast.
- Operating expenses of $785.7 million exceeded forecast in July by $40.7 million (5.5 percent).
- Labor expenses were higher by $34.2 million (6.0 percent), including mostly unfavorable results in health & welfare/OPEB current expenses of $19.6 million (16.3 percent) and payroll expenses of $6.0 million (2.0 percent).
- Non-labor expenses also overran forecast by $6.5 million (3.7 percent), due primarily to higher maintenance contract expenses of $6.8 million (26.7 percent).

Preliminary financial results for July 2019 are presented in the table below and compared to the forecast.

Preliminary Financial Results Compared to Forecast						
	July Results			July Year-to-Date Results		
Category	Variance Fav(UnFav)		MYF	Prelim Actual	Variance Fav(UnFav)	
($ in millions)	$	%	$	$	$	%
Total Farebox Revenue	6.5	1.7	2,621.1	2,639.1	18.0	0.7
Nonreimb. Exp. before Dep./OPEB	(40.7)	(5.5)	(5,154.4)	(5,215.7)	(61.3)	(1.2)
Net Cash Deficit*	23.1	10.9	(2,156.2)	(2,127.2)	29.0	1.3

*Excludes Subsidies and Debt Service

July 2019 farebox revenue of $396.9 million was $6.5 million (1.7 percent) above forecast. Subway revenue was $3.3 million (1.1 percent) above forecast, bus revenue was $3.1 million (3.9 percent) above forecast, and Paratransit revenue was less than $0.1 million (1.8 percent) above forecast. Accrued fare media liability was equal to forecast. The July 2019 non-student average fare of $2.12 increased 9.4¢ from July 2018; subway fare increased 10.0¢; local bus fare increased 6.2¢; express bus fare increased 44.6¢.

Total ridership in July 2019 of 186.4 million was 3.2 million (1.7 percent) above forecast. Average weekday ridership in July 2019 was 7 million, 0.2 percent above July 2018. Average weekday ridership for the twelve months ending July 2019 was 7.3 million, 1.6 percent lower than the twelve months ending July 2018.

Nonreimbursable expenses, before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment, were above forecast in July by $40.7 million (5.5 percent).

Labor expenses were over forecast by $34.2 million (6.0 percent), including overruns in health & welfare/OPEB current expenses of $19.6 million (16.3 percent), payroll expenses of $6.0 million (2.0 percent), other fringe benefit expenses of $4.0 million (10.1 percent) and overtime expenses of $3.5 million (8.1 percent).

Non-labor expenses were higher than forecast by $6.5 million (3.7 percent), in large part due to higher maintenance contract expenses of $6.8 million (26.7 percent), caused primarily by the unfavorable timing of facility maintenance and repair expenses.

Year-to-date, nonreimbursable expenses were in excess of forecast by $61.3 million (1.2 percent), of which labor expenses exceeded forecast by $67.3 million (1.7 percent), including higher overtime expenses of $25.5 million (7.6 percent), an overrun in health & welfare/OPEB current expenses of $21.9 million (2.7 percent), and higher other fringe benefit expenses of $14.8 million (5.4 percent). Non-labor expenses were favorable by $6.1 million (0.5 percent), due in large part to the favorable timing of maintenance contract expenses.

The **net cash deficit** for July year-to-date was $2,127.2 million, favorable to forecast by $29.0 million (1.3 percent).

Financial Results

Farebox Revenue

July 2019 Farebox Revenue - (millions)									
	July					July Year-to-Date			
			Favorable(Unfavorable)					Favorable(Unfavorable)	
	Forecast	Prelim Actual	Amount	Percent		Forecast	Prelim Actual	Amount	Percent
Subway	302.3	305.6	3.3	1.1%		2,028.0	2,040.1	12.1	0.6%
NYCT Bus	79.7	82.8	3.1	3.9%		533.8	539.7	5.9	1.1%
Paratransit	1.9	1.9	0.0	1.8%		13.4	13.4	0.0	0.2%
Subtotal	383.9	390.4	6.5	1.7%		2,575.3	2,593.3	18.0	0.7%
Fare Media Liability	6.5	6.5	0.0	0.0%		45.8	45.8	0.0	0.0%
Total - NYCT	**390.4**	**396.9**	**6.5**	**1.7%**		**2,621.1**	**2,639.1**	**18.0**	**0.7%**

Note: Total may not add due to rounding

The positive revenue variance is mainly due to favorable subway ridership which exceeded forecast by 1.1 percent in the month. Subway revenue was $3.3 million above forecast, with favorable ridership accounting for the majority of the variance. Bus revenue also exceeded forecast in July by $3.1 million, mostly due to favorable total bus ridership. For July year-to-date, total revenue was $18.0 million favorable, due mainly to favorable subway ridership in the past three months and a higher average fare.

Average Fare

July Non-Student Average Fare - (in $)				
	NYC Transit			
			Change	
	2018	Prelim 2019	Amount	Percent
Subway	2.118	2.217	0.100	4.7%
Local Bus	1.681	1.744	0.062	3.7%
Subway & Local Bus	2.010	2.102	0.092	4.6%
Express Bus	5.330	5.776	0.446	8.4%
Total	**2.026**	**2.120**	**0.094**	**4.6%**

The increase in the non-student average fare from the prior year is largely due to the April 21st fare increase.

Other Operating Revenue

In the month, other operating revenue was below forecast by $2.5 million (6.6 percent) and $1.6 million (0.6 percent) year-to-date, due largely to the unfavorable timing of fare reimbursements.

Nonreimbursable Expenses

Nonreimbursable expenses, before depreciation, GASB 75 OPEB and GASB 68 Pension Adjustment, were over forecast in the month of July by $40.7 million (5.5 percent).

Labor expenses exceeded forecast by $34.2 million (6.0 percent):

- Health & welfare (including OPEB current expenses) were unfavorable by $19.6 million (16.3 percent). These preliminary results remain under review.
- Payroll expenses were over by $6.0 million (2.0 percent), due to a delay in reimbursable charge-outs.
- Overtime expenses were higher than forecast by $3.5 million (8.1 percent), due largely to SAP job overruns related to train operator support and bus shuttles, intensified station deep cleaning efforts, as well as vacancy/absentee coverage requirements.
- Other Fringe Benefit expenses were over by $4.0 million (10.1 percent), mainly from lower reimbursable labor requirements, resulting in unfavorable non-reimbursable overhead results.
- Reimbursable overhead credits were unfavorable by $2.2 million (10.1 percent), caused largely by lower reimbursable overhead requirements.
- Pension expenses were favorable by $1.1 million (1.3 percent), due primarily to the favorable timing of NYCERS expenses.

Non-labor expenses were higher than forecast by $6.5 million (3.7 percent):

- Maintenance contract expenses were higher by $6.8 million (26.7 percent), largely involving the unfavorable timing of facility maintenance and repair expenses.
- Professional service contract expenses were lower by $1.4 million (7.2 percent), due mostly to the favorable timing of bond service expenses and various office-related expenses, mostly offset by the unfavorable timing of various Information Technology-related requirements.
- Materials & supplies expenses were below forecast by $1.4 million (4.8 percent), due largely to the favorable timing of maintenance material requirements.

Year-to-date, nonreimbursable expenses were in excess of forecast by $61.3 million (1.2 percent).

Labor expenses exceeded forecast by $67.3 million (1.7 percent):

- Overtime expenses were higher than forecast by $25.5 million (7.6 percent), due largely to SAP job overruns related to intensified station deep cleaning efforts, track & signal defects and emergency response efforts, as well as vacancy/absentee coverage requirements.
- Health & welfare (including OPEB current expenses) were unfavorable by $21.9 million (2.7 percent). These preliminary results remain under review.

- Other Fringe Benefit expenses were over by $14.8 million (5.4 percent), mainly from lower reimbursable labor requirements, resulting in unfavorable non-reimbursable overhead results.
- Payroll expenses were over by $4.7 million (0.2 percent), due to a delay in reimbursable charge-outs.
- Reimbursable overhead credits were favorable by $3.6 million (2.1 percent), caused largely by higher reimbursable overhead results.
- Pension expenses were unfavorable by $3.9 million (0.6 percent), due primarily to the unfavorable timing of NYCERS expenses.

Non-labor expenses underran forecast by $6.1 million (0.5 percent):

- Maintenance contract expenses were lower by $7.4 million (4.1 percent), largely involving the favorable timing of hazardous waste disposal, partly offset by the unfavorable timing of facility maintenance and repair expenses.
- Professional service contract expenses were lower by $2.3 million (2.0 percent), due mostly to the favorable timing of bond service expenses and various office-related expenses, mostly offset by the unfavorable timing of various Information Technology-related requirements.
- Materials & supplies expenses were below forecast by $1.1 million (0.6 percent), due largely to the favorable timing of maintenance material requirements.
- Paratransit Service Contract expenses were unfavorable by $5.4 million (1.9 percent), due principally to enhanced broker service.

Depreciation expenses year-to-date were higher than forecast by $38.3 million (3.5 percent).

GASB #75 OPEB Expense Adjustment reported a credit of $6.8 million year-to-date, resulting in a favorable variance to forecast of $8.7 million.

GASB #68 Pension Adjustment reported a credit of $82.7 million year-to-date, resulting in a favorable variance to forecast of $84.1 million.

Net Cash Deficit

The net cash deficit for July year-to-date was $2,127.2 million, favorable to forecast by $29.0 million (1.3 percent).

Incumbents

There were 49,227 full-time paid incumbents at the end of July, a net decrease of 56 incumbents from June 2019.

Ridership Results

July 2019 Ridership vs. Forecast - (millions)								
	July				July Year-to-Date			
			More(Less)				More(Less)	
	MYF	Prelim Actual	Amount	Percent	MYF	Prelim Actual	Amount	Percent
Subway	137.8	139.3	1.5	1.1%	976.6	981.1	4.6	0.5%
NYCT Bus	44.5	46.2	1.7	3.9%	320.7	324.1	3.4	1.1%
Paratransit	0.9	0.9	0.0	(2.7%)	6.4	6.3	0.0	(0.4%)
Total - NYCT	**183.2**	**186.4**	**3.2**	**1.7%**	**1,303.6**	**1,311.6**	**8.0**	**0.6%**

Note: Total may not add due to rounding

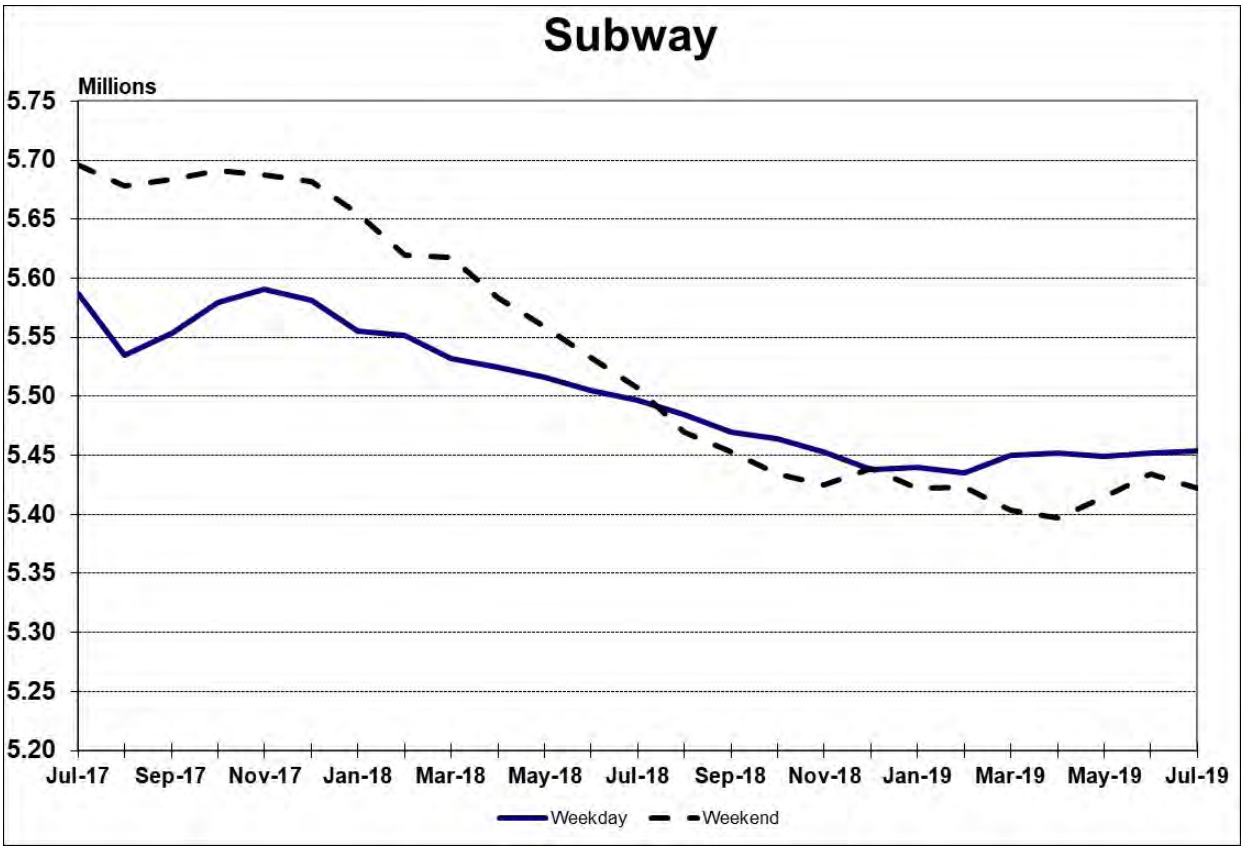
July Average Weekday and Weekend Ridership vs. Prior Year								
	Average Weekday - (thousands)				Average Weekend - (thousands)			
		Preliminary	Change			Preliminary	Change	
Month	2018	2019	Amount	Percent	2018	2019	Amount	Percent
Subway	5,232	5,268	35	+0.7%	5,335	5,164	(171)	-3.2%
NYCT Local Bus	1,678	1,653	(25)	-1.5%	2,029	2,016	(13)	-0.6%
NYCT Express Bus	39	38	(0)	-0.8%	13	12	(0)	-3.8%
Paratransit	30	32	2	+7.7%	38	38	(0)	-0.0%
TOTAL - NYCT	**6,979**	**6,991**	**12**	**+0.2%**	**7,415**	**7,231**	**(184)**	**-2.5%**
12-Month Rolling Average								
Subway	5,496	5,454	(42)	-0.8%	5,507	5,422	(85)	-1.5%
Local Bus	1,820	1,740	(79)	-4.3%	2,011	1,945	(66)	-3.3%
Express Bus	40	39	(1)	-1.4%	13	13	(0)	-1.4%
Paratransit	29	33	5	+16.9%	35	41	6	+15.7%
TOTAL - NYCT	**7,384**	**7,267**	**(117)**	**-1.6%**	**7,566**	**7,420**	**(146)**	**-1.9%**

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

July 2019 subway ridership was 1.1 percent favorable to forecast, due in part to employment growth in NYC and the reduction of service interruptions and delays as major Subway Action Plan initiatives were completed in the last year.

Average Weekday and Weekend Ridership

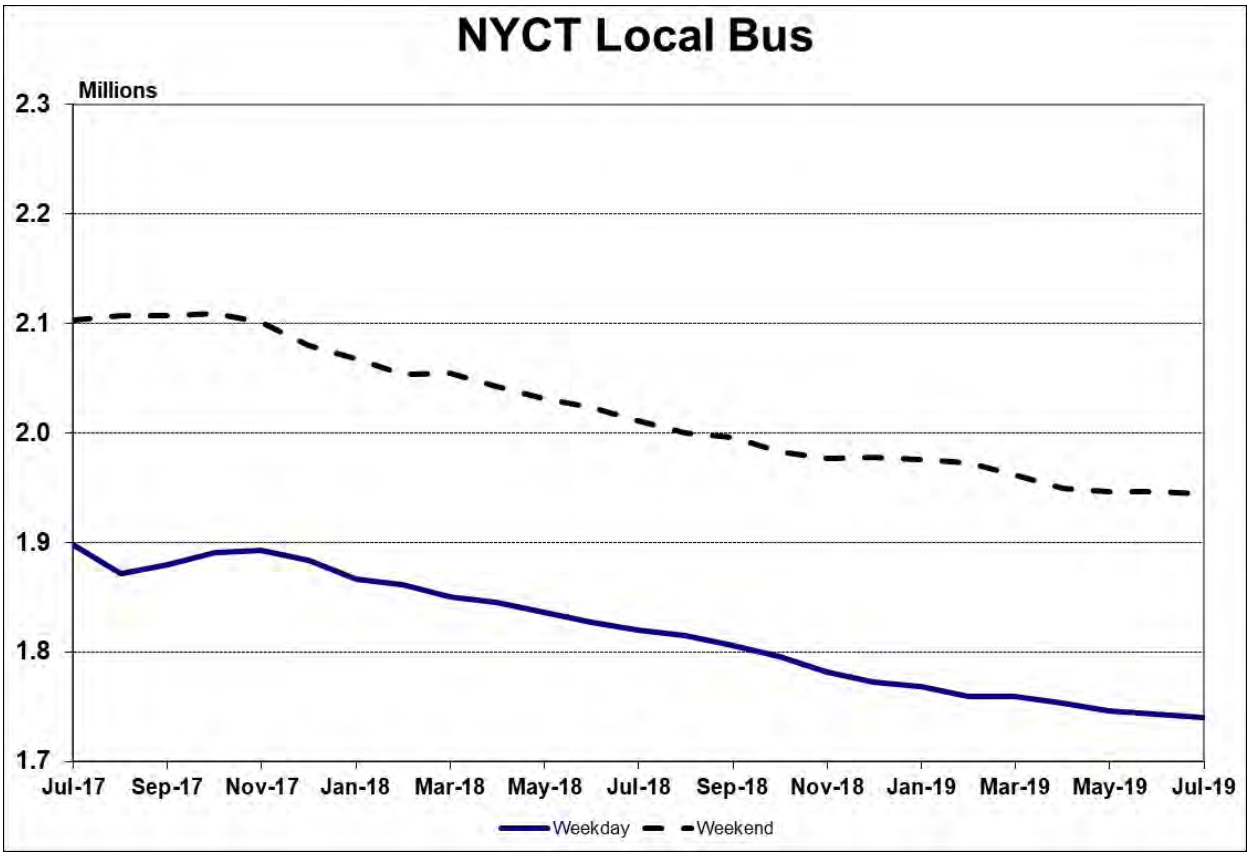
12-Month Rolling Averages



- Average weekday subway ridership was flat in 2016 and began to decline in 2017. July 2019 average weekday subway ridership was 0.7 percent higher than the prior year. Average weekday ridership has increased over the previous year for five out of seven months of 2019.

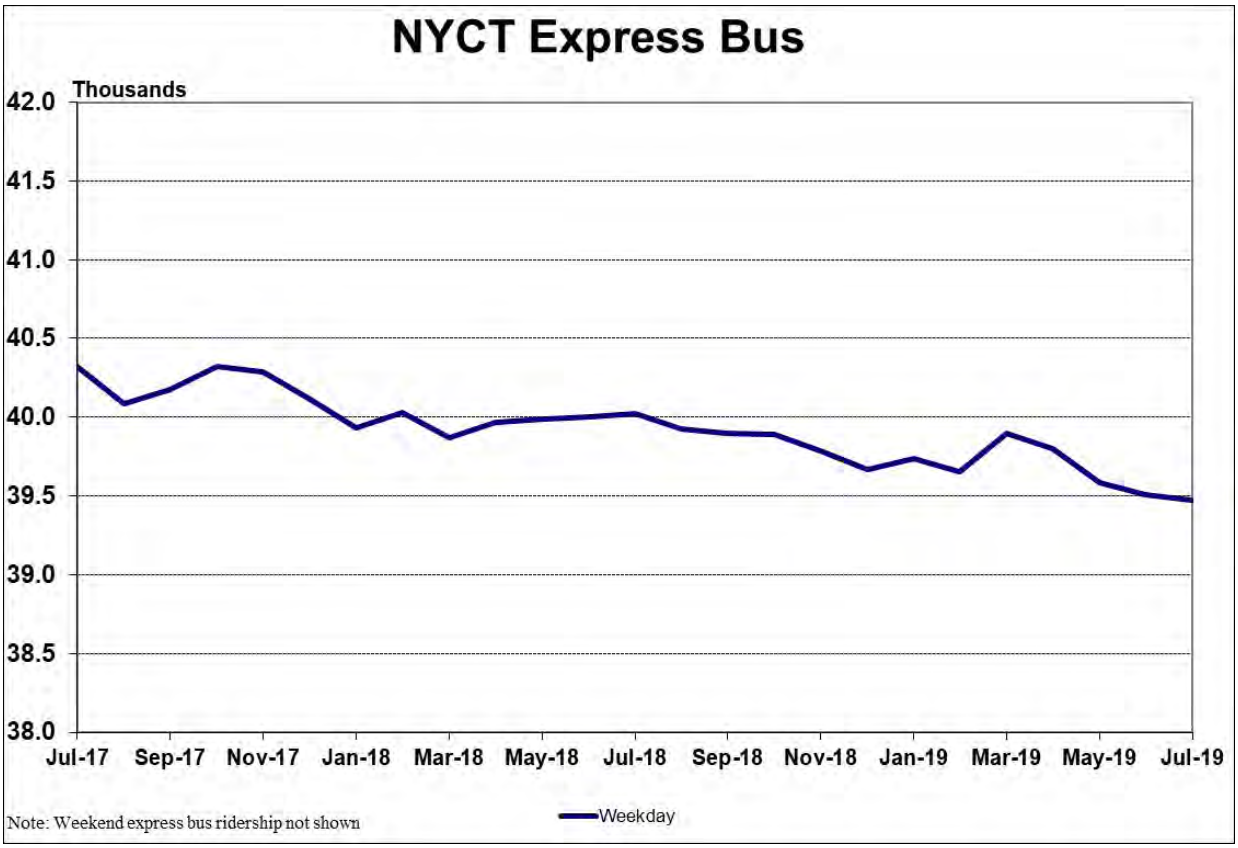
- Average weekend ridership decreased from 2015 to 2016, and from 2016 to 2017. Average weekend subway ridership in July 2019 was 3.2 percent lower than July 2018. However, the July 2019 year-to-date average weekend ridership is just 0.5 percent lower than July 2018.

12-Month Rolling Averages



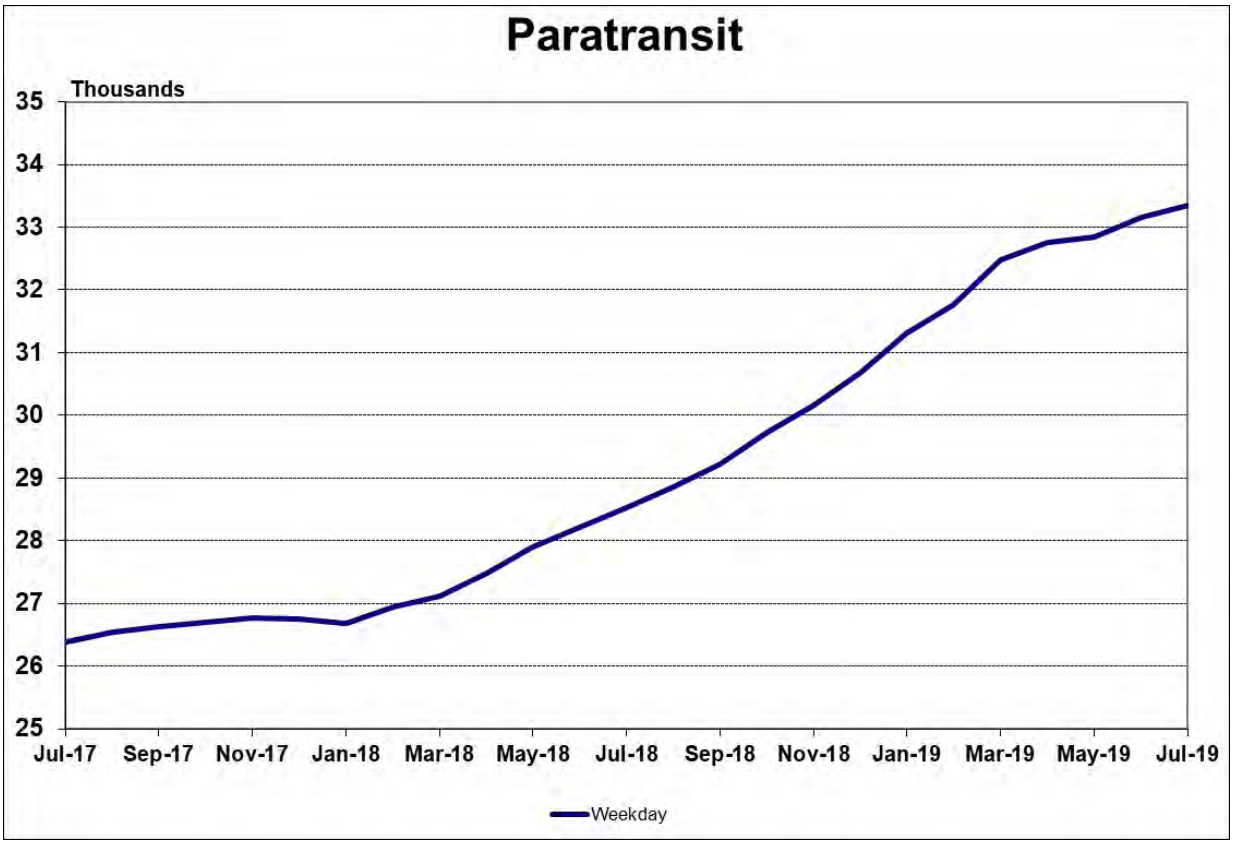
- The long-term downward trend in bus ridership accelerated in March 2017 and has continued in 2019. The average weekday bus ridership in July 2019 was 1.5 percent lower than July 2018.

12-Month Rolling Averages



- After a period of stable ridership, express bus ridership has been declining since the March 2017 fare increase. Though ridership increased year-over-year from April 2018 to July 2018, returning to the 2016 ridership levels, ridership began to decline again in August of 2018. The average weekday ridership in July 2019 was 0.8 percent below July 2018

12-Month Rolling Averages



- The increase in Paratransit ridership is driven by a growth in Enhanced Broker service trips. The average weekday trips in July 2019 was 7.7 percent above July 2018.

Ridership on New York Area Transit Services

From July 2018 to July 2019, average weekday ridership was down across area services. MTA Express Bus (down 12.2 percent) and MTA Local Bus (down 9.3 percent) declined the most year over year. Weekend ridership was down, with Staten Island Railway (down 30 percent) posting the largest loss due to planned service suspension on the weekend of July 13-14, 2019.

Bridges and Tunnels traffic increased on weekdays and weekends.

Ridership on Transit Services in the New York Area (thousands)						
Transit Service	Jul-18	Prelim Jul-19	Percent Change	Rolling Avg Prior Year	Rolling Avg Current Year	12-Month Rolling Average Percent Change
Average Weekday						
NYCT Subway	5,232	5,268	+0.7%	5,496	5,454	-0.8%
NYCT Local Bus	1,678	1,653	-1.5%	1,820	1,740	-4.3%
NYCT Express Bus	39	38	-0.8%	40	39	-1.4%
NYCT Paratransit	30	32	+7.7%	29	33	+16.9%
Staten Island Railway	14	14	-0.4%	16	16	-3.2%
MTA Local Bus	348	315	-9.3%	364	360	-1.1%
MTA Express Bus	29	26	-12.2%	30	28	-5.7%
Long Island Rail Road	319	317	-0.8%	310	316	+1.9%
Metro-North Railroad	288	285	-1.4%	285	285	+0.0%
PATH	282	288	+2.3%	284	283	-0.2%
Average Weekend						
NYCT Subway	5,335	5,164	-3.2%	5,507	5,422	-1.5%
NYCT Local Bus	2,029	2,016	-0.6%	2,011	1,945	-3.3%
NYCT Express Bus	13	12	-3.8%	13	13	-1.4%
NYCT Paratransit	38	38	-0.0%	35	41	+15.7%
Staten Island Railway	9	6	-30.0%	8	7	-16.0%
MTA Local Bus	408	365	-10.4%	380	384	+1.1%
MTA Express Bus	12	12	+0.6%	12	12	+0.4%
Long Island Rail Road	232	232	+0.3%	205	210	+2.6%
Metro-North Railroad	248	251	+1.2%	236	239	+1.6%
PATH	187	180	-3.4%	203	187	-7.8%

MTA Bridges and Tunnels (thousands)						
Average Weekday	942	947	+0.5%	896	921	+2.8%
Average Weekend	1,803	1,814	+0.6%	1,627	1,715	+5.4%

Note: Percentages are based on unrounded data.

MTA NEW YORK CITY TRANSIT
Jul - 2019 Mid_Year
Accrual Statement of Operations By Category
Month - Jul 2019
($ in Millions)

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	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)	Var Percent			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Forecast Mid_Year	Actual	Variance	Percent	Forecast Mid_Year	Actual	Variance	Percent	Forecast Mid_Year	Actual	Variance	Percent
Revenue												
Farebox Revenue:												
Subway	$302.301	$305.628	$3.327	1.1	$0.000	$0.000	-	-	$302.301	$305.628	$3.327	1.1
Bus	$79.712	$82.849	$3.137	3.9	$0.000	$0.000	-	-	$79.712	$82.849	$3.137	3.9
Paratransit	$1.890	$1.924	$0.034	1.8	$0.000	$0.000	-	-	$1.890	$1.924	$0.034	1.8
Fare Liability	$6.542	$6.542	$0.000	0.0	$0.000	$0.000	-	-	$6.542	$6.542	$0.000	0.0
Farebox Revenue	**$390.445**	**$396.944**	**$6.498**	**1.7**	**$0.000**	**$0.000**	**-**	**-**	**$390.445**	**$396.944**	**$6.498**	1.7
Fare Reimbursment	$5.990	$2.551	(3.440)	(57.4)	$0.000	$0.000	-	-	$5.990	$2.551	(3.440)	(57.4)
Paratransit Reimbursment	$18.327	$19.038	$0.712	3.9	$0.000	$0.000	-	-	$18.327	$19.038	$0.712	3.9
Other Operating Revenue	$14.293	$14.482	$0.189	1.3	$0.000	$0.000	-	-	$14.293	$14.482	$0.189	1.3
Other Revenue	**$38.610**	**$36.071**	**(2.540)**	**(6.6)**	**$0.000**	**$0.000**	**-**	**-**	**$38.610**	**$36.071**	**(2.540)**	(6.6)
Capital and Other Reimbursements	$0.000	$0.000	-	-	$113.480	$97.820	(15.660)	(13.8)	$113.480	$97.820	(15.660)	(13.8)
Total Revenue	**$429.055**	**$433.014**	**$3.959**	**0.9**	**$113.480**	**$97.820**	**(15.660)**	**(13.8)**	**$542.535**	**$530.834**	**(11.702)**	(2.2)
Expenses												
Labor :												
Payroll	$299.926	$305.944	(6.018)	(2.0)	$45.686	$33.538	$12.149	26.6	$345.612	$339.482	$6.130	1.8
Overtime	$43.121	$46.596	(3.475)	(8.1)	$10.155	$12.619	(2.465)	(24.3)	$53.276	$59.215	(5.939)	(11.1)
Total Salaries & Wages	**$343.047**	**$352.540**	**(9.493)**	**(2.8)**	**$55.841**	**$46.157**	**$9.684**	**17.3**	**$398.888**	**$398.697**	**$0.191**	0.0
Health and Welfare	$79.156	$98.749	(19.593)	(24.8)	$2.231	$2.843	(0.613)	(27.5)	$81.387	$101.592	(20.206)	(24.8)
OPEB Current Payment	$41.331	$41.350	(0.018)	0.0	$0.891	$0.839	$0.052	5.8	$42.222	$42.188	$0.034	0.1
Pensions	$86.878	$85.745	$1.134	1.3	$4.735	$3.492	$1.243	26.2	$91.614	$89.237	$2.377	2.6
Other Fringe Benefits	$40.060	$44.107	(4.047)	(10.1)	$17.988	$13.751	$4.237	23.6	$58.048	$57.858	$0.190	0.3
Total Fringe Benefits	**$247.425**	**$269.950**	**(22.524)**	**(9.1)**	**$25.845**	**$20.925**	**$4.919**	**19.0**	**$273.270**	**$290.875**	**(17.605)**	(6.4)
Contribution to GASB Fund	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Reimbursable Overhead	(21.912)	(19.709)	(2.203)	(10.1)	$21.912	$19.709	$2.203	10.1	$0.000	$0.000	$0.000	-
Labor	**$568.560**	**$602.781**	**(34.220)**	**(6.0)**	**$103.598**	**$86.791**	**$16.806**	**16.2**	**$672.158**	**$689.572**	**(17.414)**	(2.6)
Non-Labor :												
Electric Power	$22.942	$24.794	(1.852)	(8.1)	$0.020	$0.012	$0.008	39.9	$22.962	$24.806	(1.844)	(8.0)
Fuel	$8.953	$9.130	(0.177)	(2.0)	(0.003)	$0.000	(0.003)	-	$8.950	$9.130	(0.180)	(2.0)
Insurance	$5.759	$5.773	(0.014)	(0.2)	$0.000	$0.000	$0.000	-	$5.759	$5.773	(0.014)	(0.2)
Claims	$17.409	$17.409	$0.000	0.0	$0.000	$0.000	$0.000	-	$17.409	$17.409	$0.000	0.0
Paratransit Service Contracts	$40.959	$40.738	$0.221	0.5	$0.000	$0.000	$0.000	-	$40.959	$40.738	$0.221	0.5
Maintenance and Other Operating Contracts	$25.434	$32.234	(6.800)	(26.7)	$3.538	$3.900	(0.363)	(10.2)	$28.972	$36.135	(7.163)	(24.7)
Professional Service Contracts	$19.048	$17.675	$1.373	7.2	$0.700	$0.658	$0.042	6.0	$19.747	$18.333	$1.415	7.2
Materials & Supplies	$28.790	$27.421	$1.369	4.8	$5.469	$5.824	(0.355)	(6.5)	$34.258	$33.244	$1.014	3.0
Other Business Expenses	$7.120	$7.695	(0.576)	(8.1)	$0.159	$0.635	(0.476)	-	$7.279	$8.330	(1.051)	(14.4)
Non-Labor	**$176.413**	**$182.871**	**(6.458)**	**(3.7)**	**$9.882**	**$11.029**	**(1.146)**	**(11.6)**	**$186.295**	**$193.899**	**(7.604)**	(4.1)
Other Expense Adjustments:												
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	-
Total Expenses before Depreciation and OPEB	**$744.973**	**$785.651**	**(40.678)**	**(5.5)**	**$113.480**	**$97.820**	**$15.660**	**13.8**	**$858.453**	**$883.471**	**(25.018)**	(2.9)
Depreciation	$156.505	$163.695	(7.189)	(4.6)	$0.000	$0.000	-	-	$156.505	$163.695	(7.189)	(4.6)
GASB 75 OPEB Expense Adjustment	$0.000	$0.000	$0.000	-	$0.000	$0.000	-	-	$0.000	$0.000	$0.000	-
GASB 68 Pension Adjustment	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Environmental Remediation	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Total Expenses	**$901.478**	**$949.346**	**(47.867)**	**(5.3)**	**$113.480**	**$97.820**	**$15.660**	**13.8**	**$1,014.959**	**$1,047.166**	**(32.207)**	(3.2)
OPERATING SURPLUS/DEFICIT	**(472.423)**	**(516.332)**	**(43.909)**	**(9.3)**	**$0.000**	**$0.000**	**$0.000**	**-**	**(472.423)**	**(516.332)**	**(43.909)**	(9.3)

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
Jul - 2019 Mid_Year
Accrual Statement of Operations By Category
Year-To-Date - Jul 2019
($ in Millions)

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	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)	Var Percent			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Forecast Mid_Year	Actual	Variance	Percent	Forecast Mid_Year	Actual	Variance	Percent	Forecast Mid_Year	Actual	Variance	Percent
Revenue												
Farebox Revenue:												
Subway	$2,028.023	$2,040.076	$12.053	0.6	$0.000	$0.000	-	-	$2,028.023	$2,040.076	$12.053	0.6
Bus	$533.824	$539.740	$5.916	1.1	$0.000	$0.000	-	-	$533.824	$539.740	$5.916	1.1
Paratransit	$13.419	$13.444	$0.025	0.2	$0.000	$0.000	-	-	$13.419	$13.444	$0.025	0.2
Fare Liability	$45.794	$45.794	$0.000	0.0	$0.000	$0.000	-	-	$45.794	$45.794	$0.000	0.0
Farebox Revenue	**$2,621.060**	**$2,639.055**	**$17.995**	**0.7**	**$0.000**	**$0.000**	**-**	**-**	**$2,621.060**	**$2,639.055**	**$17.995**	0.7
Fare Reimbursment	$54.064	$51.059	(3.005)	(5.6)	$0.000	$0.000	-	-	$54.064	$51.059	(3.005)	(5.6)
Paratransit Reimbursment	$127.413	$128.836	$1.423	1.1	$0.000	$0.000	-	-	$127.413	$128.836	$1.423	1.1
Other Operating Revenue	$101.251	$101.269	$0.017	0.0	$0.000	$0.000	-	-	$101.251	$101.269	$0.017	0.0
Other Revenue	**$282.729**	**$281.164**	**(1.565)**	**(0.6)**	**$0.000**	**$0.000**	**-**	**-**	**$282.729**	**$281.164**	**(1.565)**	(0.6)
Capital and Other Reimbursements	$0.000	$0.000	-	-	$820.055	$798.387	(21.667)	(2.6)	$820.055	$798.387	(21.667)	(2.6)
Total Revenue	**$2,903.788**	**$2,920.219**	**$16.430**	**0.6**	**$820.055**	**$798.387**	**(21.667)**	**(2.6)**	**$3,723.843**	**$3,718.606**	**(5.237)**	(0.1)
Expenses												
Labor :												
Payroll	$2,037.271	$2,042.012	(4.741)	(0.2)	$321.271	$270.588	$50.683	15.8	$2,358.542	$2,312.600	$45.942	1.9
Overtime	$336.347	$361.851	(25.503)	(7.6)	$83.327	$116.954	(33.627)	(40.4)	$419.674	$478.804	(59.130)	(14.1)
Total Salaries & Wages	**$2,373.618**	**$2,403.863**	**(30.244)**	**(1.3)**	**$404.598**	**$387.542**	**$17.056**	**4.2**	**$2,778.217**	**$2,791.405**	**(13.188)**	(0.5)
Health and Welfare	$541.894	$556.195	(14.301)	(2.6)	$15.199	$15.285	(0.085)	(0.6)	$557.094	$571.480	(14.386)	(2.6)
OPEB Current Payment	$280.327	$287.893	(7.566)	(2.7)	$6.131	$5.822	$0.309	5.0	$286.458	$293.715	(7.257)	(2.5)
Pensions	$633.673	$637.592	(3.919)	(0.6)	$24.912	$25.564	(0.652)	(2.6)	$658.585	$663.156	(4.571)	(0.7)
Other Fringe Benefits	$272.986	$287.834	(14.848)	(5.4)	$129.771	$118.635	$11.136	8.6	$402.757	$406.469	(3.711)	(0.9)
Total Fringe Benefits	**$1,728.881**	**$1,769.514**	**(40.633)**	**(2.4)**	**$176.014**	**$165.306**	**$10.708**	**6.1**	**$1,904.894**	**$1,934.819**	**(29.925)**	(1.6)
Contribution to GASB Fund	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Reimbursable Overhead	(170.250)	(173.801)	$3.551	2.1	$170.250	$173.801	(3.551)	(2.1)	$0.000	$0.000	$0.000	-
Labor	**$3,932.249**	**$3,999.575**	**(67.326)**	**(1.7)**	**$750.862**	**$726.649**	**$24.213**	**3.2**	**$4,683.111**	**$4,726.224**	**(43.113)**	(0.9)
Non-Labor :												
Electric Power	$166.515	$164.861	$1.654	1.0	$0.147	$0.178	(0.031)	(20.7)	$166.662	$165.039	$1.623	1.0
Fuel	$68.344	$68.002	$0.342	0.5	$0.037	$0.000	$0.037	-	$68.381	$68.002	$0.379	0.6
Insurance	$39.952	$39.965	(0.013)	0.0	$0.000	$0.000	$0.000	-	$39.952	$39.965	(0.013)	0.0
Claims	$121.864	$121.884	(0.020)	0.0	$0.000	$0.000	$0.000	-	$121.864	$121.884	(0.020)	0.0
Paratransit Service Contracts	$281.066	$286.440	(5.374)	(1.9)	$0.000	$0.000	$0.000	-	$281.066	$286.440	(5.374)	(1.9)
Maintenance and Other Operating Contracts	$182.401	$174.973	$7.428	4.1	$24.986	$26.105	(1.119)	(4.5)	$207.388	$201.078	$6.309	3.0
Professional Service Contracts	$113.062	$110.784	$2.278	2.0	$4.875	$11.187	(6.313)	-	$117.936	$121.971	(4.035)	(3.4)
Materials & Supplies	$199.988	$198.868	$1.120	0.6	$40.411	$30.765	$9.645	23.9	$240.399	$229.634	$10.765	4.5
Other Business Expenses	$48.985	$50.333	(1.348)	(2.8)	(1.263)	$3.502	(4.766)	-	$47.722	$53.835	(6.113)	(12.8)
Non-Labor	**$1,222.177**	**$1,216.110**	**$6.067**	**0.5**	**$69.193**	**$71.738**	**(2.545)**	**(3.7)**	**$1,291.370**	**$1,287.848**	**$3.522**	0.3
Other Expense Adjustments:												
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	-
Total Expenses before Depreciation and OPEB	**$5,154.426**	**$5,215.685**	**(61.259)**	**(1.2)**	**$820.055**	**$798.387**	**$21.667**	**2.6**	**$5,974.480**	**$6,014.072**	**(39.592)**	(0.7)
Depreciation	$1,095.536	$1,133.841	(38.305)	(3.5)	$0.000	$0.000	-	-	$1,095.536	$1,133.841	(38.305)	(3.5)
GASB 75 OPEB Expense Adjustment	$1.866	(6.840)	$8.706	-	$0.000	$0.000	-	-	$1.866	(6.840)	$8.706	-
GASB 68 Pension Adjustment	$1.464	(82.678)	$84.142	-	$0.000	$0.000	-	-	$1.464	(82.678)	$84.142	-
Environmental Remediation	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Total Expenses	**$6,253.292**	**$6,260.007**	**(6.715)**	**(0.1)**	**$820.055**	**$798.387**	**$21.667**	**2.6**	**$7,073.347**	**$7,058.395**	**$14.952**	0.2
OPERATING SURPLUS/DEFICIT	**(3,349.504)**	**(3,339.789)**	**$9.715**	**0.3**	**$0.000**	**$0.000**	**$0.000**	**-**	**(3,349.504)**	**(3,339.789)**	**$9.715**	0.3

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
July 2019
($ in millions)

		MONTH			YEAR TO DATE		
Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable) Variance $	Favorable (Unfavorable) Variance %	Reason for Variance	Favorable (Unfavorable) Variance $	Favorable (Unfavorable) Variance %	Reason for Variance
Farebox Revenue	NR	6.5	1.7	Due mostly to higher subway revenue of $3.3 million (1.1 percent) and bus revenue of $3.1 million (3.9 percent), due primarily to higher ridership	18.0	0.7	Due mostly to higher subway revenue of $12.1 million (0.6 percent) and bus revenue of $5.9 million (1.1 percent), due primarily to higher ridership
Payroll	NR	(6.0)	(2.0)	A delay in reimbursable charge-outs	(4.7)	(0.2)	A delay in reimbursable charge-outs
Overtime	NR	(3.5)	(8.1)	Due largely to SAP job overruns related to train operator support and bus shuttles, intensified station deep cleaning efforts, as well as vacancy/absentee coverage requirements	(25.5)	(7.6)	Due largely to SAP job overruns related to intensified station deep cleaning efforts, track & signal defects and emergency response efforts, as well as vacancy/absentee coverage requirements
Health & Welfare (including OPEB current payment)	NR	(19.6)	(16.3)	These preliminary results remain under review	(21.9)	(2.7)	These preliminary results remain under review
Pension	NR	1.1	1.3	Primarily the favorable timing of NYCERS expenses	(3.9)	(0.6)	Primarily the unfavorable timing of NYCERS expenses
Other Fringe Benefits	NR	(4.0)	(10.1)	Due mostly to lower reimbursable labor requirements, resulting in unfavorable non-reimbursable overhead results	(14.8)	(5.4)	Due mostly to lower reimbursable labor requirements, resulting in unfavorable non-reimbursable overhead results
Reimbursable Overhead	NR	(2.2)	(10.1)	Caused largely by lower reimbursable overhead requirements	3.6	2.1	Caused largely by higher reimbursable overhead results
Paratransit Service Contracts	NR				(5.4)	(1.9)	Due principally to enhanced broker service
Maintenance and Other Operating Contracts	NR	(6.8)	(26.7)	Largely involving the unfavorable timing of facility maintenance & repair expenses	7.4	4.1	Largely involving the favorable timing of Hazardous Waste disposal, partly offset by the unfavorable timing of facility maintenance & repair expenses
Professional Service Contracts	NR	1.4	7.2	Mainly the favorable timing of bond service expenses and various office-related expenses, mostly offset by the unfavorable timing of various Information Technology-related requirements	2.3	2.0	Mainly the favorable timing of bond service expenses and various office-related expenses, mostly offset by the unfavorable timing of various Information Technology-related requirements

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
July 2019
($ in millions)

		MONTH			YEAR TO DATE		
Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable) Variance $	Favorable (Unfavorable) Variance %	Reason for Variance	Favorable (Unfavorable) Variance $	Favorable (Unfavorable) Variance %	Reason for Variance
Materials & Supplies	NR	1.4	4.8	Principally the favorable timing of maintenance material requirements	1.1	0.6	Principally the favorable timing of maintenance material requirements
Capital and Other Reimbursements	R	(15.7)	(13.8)	Decreased reimbursements consistent with a decrease in reimbursable expenses.	(21.7)	(2.6)	Decreased reimbursements consistent with a decrease in reimbursable expenses.
Payroll	R	12.1	26.6	Mainly vacancies/absentees not available for Capital Support/project requirements	50.7	15.8	Mainly vacancies/absentees not available for Capital Support/project requirements
Overtime	R	(2.5)	(24.3)	Due mainly to vacancy/absentee coverage requirements and additional Capital support	(33.6)	(40.4)	Due mainly to vacancy/absentee coverage requirements and additional Capital support
Professional Service Contracts	R				(6.3)	over (100.0)	Primarily the unfavorable timing of Information Tecnology-related expenses and various professional service contract requirements
Materials & Supplies	R				9.6	23.9	Mainly the favorable timing of mostly non-vehicle maintenance material requirements
Other Business Expenses	R				(4.8)	over (100.0)	Principally the unfavorable timing of reimbursable job closing adjustments and other purchases/requirements

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2019 Mid_Year
Cash Receipts and Expenditures
Jul FY19
($ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	**$390.445**	**$408.237**	**$17.792**	**4.6**	**$2,644.797**	**$2,664.622**	**$19.825**	**0.7**
Fare Reimbursment	$0.000	$75.000	$75.000	-	$35.079	$110.113	$75.034	-
Paratransit Reimbursment	$48.721	$47.745	(0.976)	(2.0)	$159.015	$158.340	(0.675)	(0.4)
Other Operating Revenue	$5.450	$3.836	(1.614)	(29.6)	$28.033	$25.334	(2.699)	(9.6)
Other Revenue	**$54.171**	**$126.581**	**$72.410**	**-**	**$222.126**	**$293.787**	**$71.661**	**32.3**
Capital and Other Reimbursements	$123.480	$81.325	(42.155)	(34.1)	$780.597	$727.772	(52.825)	(6.8)
Total Revenue	**$568.096**	**$616.143**	**$48.047**	**8.5**	**$3,647.520**	**$3,686.181**	**$38.661**	**1.1**
Expenditures								
Labor :								
Payroll	$297.633	$290.583	$7.050	2.4	$2,298.512	$2,258.252	$40.260	1.8
Overtime	$53.276	$59.215	(5.939)	(11.1)	$419.674	$478.804	(59.130)	(14.1)
Total Salaries & Wages	**$350.909**	**$349.798**	**$1.111**	**0.3**	**$2,718.186**	**$2,737.056**	**(18.870)**	**(0.7)**
Health and Welfare	$81.387	$73.540	$7.847	9.6	$568.095	$528.692	$39.403	6.9
OPEB Current Payment	$42.222	$42.188	$0.034	0.1	$286.458	$293.715	(7.257)	(2.5)
Pensions	$91.614	$89.226	$2.388	2.6	$658.437	$662.981	(4.544)	(0.7)
Other Fringe Benefits	$40.246	$40.300	(0.054)	(0.1)	$306.767	$300.392	$6.375	2.1
Total Fringe Benefits	**$255.468**	**$245.254**	**$10.214**	**4.0**	**$1,819.757**	**$1,785.780**	**$33.977**	**1.9**
Contribution to GASB Fund	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Reimbursable Overhead	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Labor	**$606.377**	**$595.052**	**$11.325**	**1.9**	**$4,537.943**	**$4,522.836**	**$15.107**	**0.3**
Non-Labor :								
Electric Power	$22.962	$22.973	(0.011)	0.0	$176.835	$175.040	$1.795	1.0
Fuel	$8.950	$8.741	$0.209	2.3	$72.823	$65.954	$6.869	9.4
Insurance	$2.251	$13.287	(11.036)	-	$39.084	$50.244	(11.160)	(28.6)
Claims	$10.303	$11.851	(1.548)	(15.0)	$91.913	$95.977	(4.064)	(4.4)
Paratransit Service Contracts	$42.959	$43.691	(0.732)	(1.7)	$271.829	$278.591	(6.762)	(2.5)
Maintenance and Other Operating Contracts	$28.972	$31.977	(3.005)	(10.4)	$196.340	$189.749	$6.591	3.4
Professional Service Contracts	$16.747	$26.813	(10.066)	(60.1)	$110.066	$123.804	(13.738)	(12.5)
Materials & Supplies	$33.716	$41.739	(8.023)	(23.8)	$258.006	$255.382	$2.624	1.0
Other Business Expenses	$7.279	$9.333	(2.054)	(28.2)	$48.879	$55.844	(6.965)	(14.3)
Non-Labor	**$174.139**	**$210.405**	**(36.266)**	**(20.8)**	**$1,265.775**	**$1,290.585**	**(24.810)**	**(2.0)**
Other Expense Adjustments:								
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**
Total Expenditures before Depreciation and OPEB	**$780.516**	**$805.457**	**(24.941)**	**(3.2)**	**$5,803.718**	**$5,813.421**	**(9.703)**	**(0.2)**
Depreciation	$0.000	$0.000	$0.000	-	(0.002)	$0.000	(0.002)	-
GASB 75 OPEB Expense Adjustment	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
GASB 68 Pension Adjustment	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Environmental Remediation	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Total Expenditures	**$780.516**	**$805.457**	**(24.941)**	**(3.2)**	**$5,803.716**	**$5,813.421**	**(9.705)**	**(0.2)**
Net Surplus/(Deficit)	**(212.420)**	**(189.314)**	**$23.106**	**10.9**	**(2,156.196)**	**(2,127.240)**	**$28.956**	**1.3**

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN THE MID-YEAR FORECAST AND ACTUAL CASH BASIS
July 2019
($ in millions)

	MONTH			YEAR TO DATE		
Operating Receipts or Disbursements	Favorable (Unfavorable) Variance $	Favorable (Unfavorable) Variance %	Reason for Variance	Favorable (Unfavorable) Variance $	Favorable (Unfavorable) Variance %	Reason for Variance
Farebox Receipts	17.8	4.6	Primarily the favorable timing of receipts	19.8	0.7	Primarily the favorable timing of receipts
Other Operating Revenue	72.4	over 100.0	The favorable timing of fare reimbursements	71.7	32.3	The favorable timing of fare reimbursements
Capital and Other Reimbursements	(42.2)	(34.1)	Largely the unfavorable timing of capital reimbursements	(52.8)	(6.8)	Largely the unfavorable timing of capital reimbursements
Salaries & Wages				(18.9)	(0.7)	Primarily higher overtime requirements covering vacancies
Health & Welfare (including OPEB current payment)	7.9	6.4	Principally the favorable timing of payments	32.1	3.8	Principally the favorable timing of payments
Insurance	(11.0)	over (100.0)	The unfavorable timing of payments	(11.2)	(28.6)	The unfavorable timing of payments
Maintenance Contracts	(3.0)	(10.4)	The unfavorable timing of payments	6.6	3.4	The favorable timing of payments
Professional Service Contracts	(10.1)	(60.1)	Mainly the unfavorable timing of payments	(13.7)	(12.5)	Mainly the unfavorable timing of payments
Materials & Supplies	(8.0)	(23.8)	Mainly the unfavorable timing of payments			

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MTA NEW YORK CITY TRANSIT
July Financial Plan - 2019 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Jul FY19
($ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Favorable (Unfavorable) Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Favorable (Unfavorable) Percent
Revenue								
Farebox Revenue	**$0.000**	**$11.293**	**$11.293**	**-**	**$23.737**	**$25.567**	**$1.830**	**7.7**
Fare Reimbursment	(5.990)	$72.449	$78.440	-	(18.985)	$59.054	$78.039	-
Paratransit Reimbursment	$30.395	$28.707	(1.688)	(5.6)	$31.601	$29.504	(2.098)	(6.6)
Other Operating Revenue	(8.843)	(10.646)	(1.802)	(20.4)	(73.218)	(75.935)	(2.716)	(3.7)
Other Revenue	**$15.561**	**$90.510**	**$74.950**	**-**	**(60.602)**	**$12.623**	**$73.225**	**-**
Capital and Other Reimbursements	$10.000	(16.495)	(26.495)	-	(39.458)	(70.615)	(31.157)	(79.0)
Total Revenue	**$25.561**	**$85.309**	**$59.748**	**-**	**(76.323)**	**(32.425)**	**$43.898**	**57.5**
Expenses								
Labor :								
Payroll	$47.979	$48.899	$0.920	1.9	$60.031	$54.349	(5.682)	(9.5)
Overtime	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Total Salaries & Wages	**$47.979**	**$48.899**	**$0.920**	**1.9**	**$60.031**	**$54.349**	**(5.682)**	**(9.5)**
Health and Welfare	$0.000	$28.052	$28.052	-	(11.001)	$42.788	$53.789	-
OPEB Current Payment	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Pensions	$0.000	$0.011	$0.011	-	$0.148	$0.175	$0.027	18.1
Other Fringe Benefits	$17.802	$17.558	(0.244)	(1.4)	$95.990	$106.077	$10.086	10.5
Total Fringe Benefits	**$17.802**	**$45.621**	**$27.819**	**-**	**$85.137**	**$149.039**	**$63.902**	**75.1**
Contribution to GASB Fund	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Reimbursable Overhead	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Labor	**$65.781**	**$94.520**	**$28.739**	**43.7**	**$145.168**	**$203.388**	**$58.220**	**40.1**
Non-Labor :								
Electric Power	$0.000	$1.833	$1.833	-	(10.173)	(10.001)	$0.172	1.7
Fuel	$0.000	$0.389	$0.389	-	(4.442)	$2.048	$6.490	-
Insurance	$3.508	(7.514)	(11.022)	-	$0.868	(10.279)	(11.147)	-
Claims	$7.106	$5.558	(1.548)	(21.8)	$29.951	$25.907	(4.044)	(13.5)
Paratransit Service Contracts	(2.000)	(2.953)	(0.953)	(47.6)	$9.237	$7.849	(1.388)	(15.0)
Maintenance and Other Operating Contracts	$0.000	$4.158	$4.158	-	$11.048	$11.329	$0.281	2.5
Professional Service Contracts	$3.000	(8.480)	(11.480)	-	$7.870	(1.833)	(9.703)	-
Materials & Supplies	$0.542	(8.495)	(9.037)	-	(17.607)	(25.748)	(8.141)	(46.2)
Other Business Expenses	$0.000	(1.003)	(1.003)	-	(1.157)	(2.009)	(0.852)	(73.6)
Non-Labor	**$12.156**	**(16.506)**	**(28.662)**	**-**	**$25.595**	**(2.737)**	**(28.332)**	**-**
Other Expense Adjustments:								
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**
Total Expenses before Depreciation and OPEB	**$77.937**	**$78.014**	**$0.077**	**0.1**	**$170.763**	**$200.651**	**$29.888**	**17.5**
Depreciation	$156.505	$163.695	$7.190	4.6	$1,095.538	$1,133.841	$38.303	3.5
GASB 75 OPEB Expense Adjustment	$0.000	$0.000	$0.000	-	$1.866	(6.840)	(8.706)	-
GASB 68 Pension Adjustment	$0.000	$0.000	$0.000	-	$1.464	(82.678)	(84.142)	-
Environmental Remediation	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Total Expenditures	**$234.442**	**$241.709**	**$7.267**	**3.1**	**$1,269.631**	**$1,244.974**	**(24.657)**	**(1.9)**
Total Cash Conversion Adjustments	**$260.003**	**$327.018**	**$67.015**	**25.8**	**$1,193.308**	**$1,212.549**	**$19.241**	**1.6**

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 NEW YORK CITY TRANSIT

JULY FINANCIAL PLAN - 2019

TOTAL POSITIONS BY FUNCTION AND DEPARTMENT

NON-REIMBURSABLE AND FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS

July. 2019

	Mid_Year	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Office of the President	32	25	7	
Law	301	278	23	
Office of the EVP	18	12	6	
Human Resources	247	226	21	
Office of Management and Budget	41	37	4	
Capital Planning and Budget	37	29	8	
Strategy & Customer Experience	207	188	19	
Non-Departmental	9	0	9	
Labor Relations	97	82	15	
Office of People & Business Transformation	22	20	2	
Materiel	261	230	31	
Controller	122	110	12	
Total Administration	**1,394**	**1,237**	**157**	
Operations:				
Subways Service Delivery	8,621	8,594	27	
Subways Operations Support/Admin	434	440	(6)	
Subways Stations	2,767	2,609	158	Vacancies mainly due to Station Agents.
Subtotal Subways	**11,822**	**11,643**	**179**	
Buses	11,207	11,155	52	Vacancies mainly due to Superintendents.
Paratransit	209	191	18	
Operations Planning	393	357	36	
Revenue Control	642	610	32	
Non-Departmental	-	-	0	
Total Operations	**24,273**	**23,956**	**317**	
Maintenance:				
Subways Operations Support/Admin	95	104	(9)	
Subways Engineering	391	338	53	Vacancies mainly due to PTEs
Subways Car Equipment	4,929	4,943	(14)	
Subways Infrastructure	1,962	1,921	41	
Subways Elevators & Escalators	465	462	3	
Subways Stations	3,475	3,252	223	Vacancies mainly due to Cleaners
Subways Track	3,118	3,128	(10)	
Subways Power	665	685	(20)	
Subways Signals	1,637	1,649	(12)	
Subways Electronic Maintenance	1,614	1,571	43	
Subtotal Subways	**18,351**	**18,053**	**298**	
Buses	3,567	3,545	22	
Supply Logistics	565	572	(7)	
System Safety	92	86	6	
Non-Departmental	(123)	28	(151)	
Total Maintenance	**22,452**	**22,284**	**168**	
Engineering:				
Capital Program Management	1,471	1,297	174	Vacancies mainly due to Mgrs and PTEs
Total Engineering/Capital	**1,471**	**1,297**	**174**	
Public Safety:				
Security	664	649	15	
Total Public Safety	**664**	**649**	**15**	
Total Positions	**50,254**	**49,423**	**831**	
Non-Reimbursable	44,295	44,592	(296)	
Reimbursable	5,959	4,831	1,128	
Total Full-Time	49,999	49,227	772	
Total Full-Time Equivalents	255	196	59	

MTA NEW YORK TRANSIT
JULY FINANCIAL PLAN - 2019
TOTAL POSITIONS by FUNCTION and OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
July. 2019

FUNCTION/OCCUPATION	Mid_Year	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	488	410	78	
Professional,Technical,Clerical	870	800	70	
Operational Hourlies	36	27	9	
Total Administration	**1,394**	**1,237**	**157**	
Operations:				
Managers/Supervisors	2,883	2,762	121	
Professional,Technical,Clerical	586	530	56	
Operational Hourlies	20,804	20,664	140	
Total Operations	**24,273**	**23,956**	**317**	
Maintenance:				
Managers/Supervisors	3,977	3,973	4	
Professional,Technical,Clerical	1,120	964	156	
Operational Hourlies	17,355	17,347	8	
Total Maintenance	**22,452**	**22,284**	**168**	
Engineering/Capital:				
Managers/Supervisors	379	310	69	
Professional,Technical,Clerical	1,090	985	105	
Operational Hourlies	2	2	0	
Total Engineering/Capital	**1,471**	**1,297**	**174**	
Public Safety:				
Managers/Supervisors	270	259	11	
Professional,Technical,Clerical	40	36	4	
Operational Hourlies	354	354	0	
Total Public Safety	**664**	**649**	**15**	
Total Positions:				
Managers/Supervisors	7,997	7,714	283	
Professional,Technical,Clerical	3,706	3,315	391	
Operational Hourlies	38,551	38,394	157	
Total Positions	**50,254**	**49,423**	**831**	

	Jul						Jul Year-to-Date					
	Forecast		Actuals		Var. - Fav./(Unfav)		Forecast		Actuals		Var. - Fav./(Unfav)	
NON-REIMBURSABLE OVERTIME	**Hours**	**$**	**Hours**	**$**	**Hours**	**$**	**Hours**	**$**	**Hours**	**$**	**Hours**	**$**
Scheduled Service	377,207	$12.724	374,824	$12.404	2,383	$0.319 2.5%	2,645,984	$88.171	2,584,401	$85.818	61,584	$2.354 2.7%
Unscheduled Service	282,312	$9.916	370,086	$12.475	(87,773)	($2.559) -25.8%	2,495,429	$83.784	2,630,348	$88.822	(134,919)	($5.037) -6.0%
Programmatic/Routine Maintenance	405,910	$14.343	423,232	$15.052	(17,322)	($0.709) -4.9%	3,478,176	$120.545	3,913,536	$139.566	(435,360)	($19.021) -15.8%
Vacancy/Absentee Coverage	105,369	$3.441	172,769	$5.700	(67,401)	($2.259) -65.7%	596,687	$19.381	789,059	$25.980	(192,372)	($6.599) -34.1%
Weather Emergencies	21,964	$0.659	5,808	$0.204	16,156	$0.456 69.1%	517,910	$17.401	486,118	$16.548	31,792	$0.853 4.9%
Safety/Security/Law Enforcement	7,978	$0.239	8,137	$0.232	(159)	$0.007 2.9%	55,876	$1.652	55,874	$1.612	2	$0.041 2.5%
Other[1]	13,389	$1.800	24,228	$0.528	(10,839)	$1.271 70.6%	95,252	$5.413	91,672	$3.506	3,580	$1.908 35.2%
Subtotal	1,214,130	$43.121	1,379,084	$46.596	(164,954)	($3.475) -8.1%	9,885,314	$336.347	10,551,008	$361.851	(665,694)	($25.503) -7.6%
REIMBURSABLE OVERTIME	321,044	$10.155	354,521	$12.619	(33,477)	($2.465) -24.3%	2,459,460	$83.327	3,280,096	$116.954	(820,636)	($33.627) -40.4%
TOTAL OVERTIME	**1,535,174**	**$53.276**	**1,733,605**	**$59.215**	**(198,431)**	**($5.939)** -11.1%	**12,344,773**	**$419.674**	**13,831,103**	**$478.804**	**(1,486,330)**	**($59.130)** -14.1%

Totals may not add due to rounding
NOTE: Percentages are based on each type of overtime and not on total overtime.
* Exceeds 100%

MTA New York City Transit
2019 February Financial Plan
Non-Reimbursable/Reimbursable Overtime
($ in millions)

	Jul			Jul Year-to-Date		
	Var. - Fav./(Unfav)			Var. - Fav./(Unfav)		
NON-REIMBURSABLE OVERTIME	**Hours**	**$**	**Explanations**	**Hours**	**$**	**Explanations**
Scheduled Service	2,383	$0.3		61,584	$2.4	Favorable variance is related to Vacancy in Train Operators and Bus Operators
		(9.2%)			(9.2%)	
Unscheduled Service	(87,773)	($2.6)	Unfavorable variance due to SAP job overruns related to train operator support and bus shuttles Subways and Buses unscheduled service support	(134,919)	($5.0)	Unfavorable variance due to SAP job overruns related to train operator support and bus shuttles Subways and Buses unscheduled service support
		73.7%			19.8%	
Programmatic/Routine Maintenance	(17,322)	($0.7)	Unfavorable variance mainly due to SAP job overruns related to intensified station deep cleaning efforts, track and signal defects and emergency response efforts, sealing leaks and clearing track drains and SMS car equipment work	(435,360)	($19.0)	Unfavorable variance mainly due to SAP job overruns related to intensified station deep cleaning efforts, track and signal defects and emergency response efforts, sealing leaks and clearing track drains and SMS car equipment work
		20.4%			74.6%	
Vacancy/Absentee Coverage	(67,401)	($2.3)	Unfavorable variance mainly due to vacancy/absentee coverage for Station Agents, Station cleaners and Bus operators	(192,372)	($6.6)	Unfavorable variance mainly due to vacancy/absentee coverage for Station Agents, Station cleaner and Bus operators
		65.0%			25.9%	
Weather Emergencies	16,156	$0.5		31,792	$0.9	
		(13.1%)			(3.3%)	
Safety/Security/Law Enforcement	(159)	$0.0		2	$0.0	
		(0.2%)			(0.2%)	
Other	(10,839)	$1.3	Favorable variance is related to timing of reimbursable expenses	3,580	$1.9	Favorable variance is related to timing of reimbursable expenses
		(36.6%)			(7.5%)	
Subtotal	(164,954)	($3.5)		(665,694)	($25.5)	
		58.5%			43.1%	
REIMBURSABLE OVERTIME	(33,477)	($2.5)	Unfavorable variance mainly due to vacancy/absentee Coverage, SAP Job overrun in Signal and Power initiatives and SAP CWR IHC Initiative, and additional Capital support	(820,636)	($33.6)	Unfavorable variance mainly due to vacancy/absentee Coverage, SAP Job overrun in Signal and Power initiatives and SAP CWR IHC Initiative, and additional Capital support
		41.5%			56.9%	
TOTAL OVERTIME	**(198,431)**	**($5.9)**		**(1,486,330)**	**($59.1)**	

Totals may not add due to rounding.
NOTE: Percentages are based on each type of overtime and not on total overtime.
* Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY
2019 Overtime Reporting
Overtime Legend

Type	**Definition**
Scheduled Service	Crew book/Regular Run/Shift hours (above 8 hours) required by train crews, bus/tower/block operators, transportation supervisors/dispatchers, fare sales and collection, Train & Engineers, as well as non-transportation workers whose work is directly related to providing service (includes coverage for holidays).
Unscheduled Service	Service coverage resulting from extraordinary events not related to weather, such as injuries, mechanical breakdowns, unusual traffic, tour length, late tour relief, and other requirements that arise that are non-absence related.
Programmatic/Routine Maintenance	*Program Maintenance* work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes *Routine Maintenance* work for which OT has been planned, as well as all other maintenance not resulting from extraordinary events, including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.
Unscheduled Maintenance	Resulting from an extraordinary event (not weather-related) requiring the use of unplanned maintenance to perform repairs on trains, buses, subway and bus stations, depots, tracks and administrative and other facilities, including derailments, tour length and weekend coverage.
Vacancy/Absentee Coverage	Provides coverage for an absent employee or a vacant position.
Weather Emergencies	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
Safety/Security/Law Enforcement	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
Other	Includes overtime coverage for clerical, administrative positions that are eligible for overtime, and miscellaneous overtime.

Reimbursable Overtime	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.

Preliminary July 2019 Report: Staten Island Railway

The purpose of this report is to provide the preliminary July 2019 financial results on an accrual basis. The accrual basis is presented on both a non-reimbursable and reimbursable account basis. These results are compared to the Mid-Year Forecast (forecast).

Summary of Preliminary Financial Results

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

- 2019 Staten Island Railway ridership of 331,576 was 4,346 rides (1.3 percent) below forecast. Average weekday ridership of 13,758 was 28 rides (0.2 percent) below July 2018.
- Farebox revenue of $0.6 million was slightly below forecast by less than $0.1 million (0.4 percent).
- Operating expenses of $4.4 million in July were below forecast by $1.2 million (21.3 percent).
    - Labor expenses were under forecast by $0.4 million (10.2 percent).
    - Non-labor expenses were also under forecast by $0.8 million (51.2 percent).

STATEN ISLAND RAILWAY FINANCIAL AND RIDERSHIP REPORT

July 2019

(All data are preliminary and subject to audit)

Total **ridership** in July 2019 was 331,576, 1.3 percent (4,346 rides) below the Mid-Year Forecast (forecast). July 2019 average weekday ridership was 13,758, 28 rides (0.2 percent) lower than July 2018. Average weekday ridership for the twelve months ending July 2019 was 15,922, 478 rides (2.9 percent) below the previous twelve-month period.

Operating revenue of $0.7 million in July was $0.1 million (9.3 percent) under forecast. Year-to-date, operating revenue of $5.5 million was $0.1 million (1.2 percent) below forecast.

Nonreimbursable expenses in July, before depreciation, GASB 75 OPEB Expense Adjustment and GASB 68 Pension Adjustment, were lower than forecast by $1.2 million (21.3 percent).

- Labor expenses underran forecast by $0.4 million (10.2 percent), of which payroll expenses were lower by $0.2 million (8.8 percent), due primarily to vacancies. Health & welfare/OPEB current expenses were below forecast by $0.1 million (9.9 percent) due to the timing of expenses. Other fringe benefit expenses were favorable by $0.1 million (24.3 percent), due mainly to the favorable timing of billing regarding interagency personnel.

- Non-labor expenses were also below forecast by $0.8 million (51.2 percent), including an underrun in maintenance contract expenses of $0.4 million (89.7 percent), primarily from the favorable timing of various maintenance requirements. Electric power expenses were favorable by $0.2 million (41.8 percent), due mostly to the favorable timing of expenses and lower prices.

Year-to-date, expenses were below forecast by $5.5 million (14.4 percent), including underruns in labor expenses of $1.4 million (4.9 percent), which were driven by several account underruns. Non-labor expenses were also below forecast by $4.1 million (43.1 percent), due primarily to favorable results in maintenance contact expenses of $2.4 million (83.7 percent) and other business expenses of $0.6 million (94.4 percent), both resulting from the timing of expenses.

Depreciation expenses of $7.0 million year-to-date were essentially on forecast. GASB 75 OPEB Expense Adjustments were favorable by $2.2 million (81.2 percent). GASB 68 Pension Adjustment expenses were insignificant through July, resulting in a favorable variance to forecast of $0.3 million (100.0 percent).

The **operating cash deficit** (excluding subsidies) reported through July year-to-date was $25.1 million, $4.1 million (14.1 percent) favorable to forecast.

MTA STATEN ISLAND RAILWAY
Jul - 2019 Mid_Year
Accrual Statement of Operations By Category
Month - Jul 2019
($ in Millions)

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	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)	Var Percent			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Forecast Mid_Year	Actual	Variance	Percent	Forecast Mid_Year	Actual	Variance	Percent	Forecast Mid_Year	Actual	Variance	Percent
Revenue												
Farebox Revenue:												
Farebox Revenue	$0.604	$0.602	(0.002)	(0.4)	$0.000	$0.000	-	-	$0.604	$0.602	(0.002)	(0.4)
Other Revenue	$0.187	$0.115	(0.072)	(38.3)	$0.000	$0.000	-	-	$0.187	$0.115	(0.072)	(38.3)
Capital and Other Reimbursements	$0.000	$0.000	-	-	$0.387	$0.312	(0.075)	(19.4)	$0.387	$0.312	(0.075)	(19.4)
Total Revenue	**$0.791**	**$0.717**	**(0.074)**	**(9.3)**	**$0.387**	**$0.312**	**(0.075)**	**(19.4)**	**$1.178**	**$1.029**	**(0.149)**	(12.6)
Expenses												
Labor :												
Payroll	$2.182	$1.990	$0.192	8.8	$0.148	$0.055	$0.093	63.0	$2.330	$2.044	$0.286	12.3
Overtime	$0.201	$0.235	(0.034)	(17.1)	$0.084	$0.104	(0.020)	(23.9)	$0.285	$0.339	(0.054)	(19.1)
Total Salaries & Wages	**$2.383**	**$2.225**	**$0.158**	**6.6**	**$0.232**	**$0.159**	**$0.073**	**31.6**	**$2.615**	**$2.383**	**$0.231**	8.8
Health and Welfare	$0.533	$0.523	$0.010	1.9	$0.023	$0.000	$0.023	-	$0.557	$0.523	$0.033	6.0
OPEB Current Payment	$0.215	$0.152	$0.064	29.5	$0.000	$0.000	$0.000	-	$0.215	$0.152	$0.063	29.3
Pensions	$0.610	$0.604	$0.006	0.9	$0.010	$0.000	$0.010	-	$0.620	$0.604	$0.016	2.6
Other Fringe Benefits	$0.448	$0.339	$0.109	24.3	$0.049	$0.000	$0.049	-	$0.496	$0.339	$0.158	31.7
Total Fringe Benefits	**$1.806**	**$1.618**	**$0.188**	**10.4**	**$0.082**	**$0.000**	**$0.082**	**-**	**$1.888**	**$1.618**	**$0.270**	14.3
Contribution to GASB Fund	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Reimbursable Overhead	(0.073)	(0.149)	$0.076	-	$0.073	$0.149	(0.076)	-	$0.000	$0.000	$0.000	-
Labor	**$4.116**	**$3.694**	**$0.422**	**10.2**	**$0.387**	**$0.308**	**$0.079**	**20.5**	**$4.503**	**$4.002**	**$0.501**	11.1
Non-Labor :												
Electric Power	$0.367	$0.213	$0.154	41.8	$0.000	$0.000	$0.000	-	$0.367	$0.213	$0.154	41.8
Fuel	$0.003	$0.013	(0.011)	-	$0.000	$0.000	-	-	$0.003	$0.013	(0.011)	-
Insurance	$0.103	$0.031	$0.072	70.2	$0.000	$0.000	-	-	$0.103	$0.031	$0.072	70.2
Claims	$0.007	$0.041	(0.034)	-	$0.000	$0.000	-	-	$0.007	$0.041	(0.034)	-
Paratransit Service Contracts	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Maintenance and Other Operating Contracts	$0.500	$0.051	$0.449	89.7	$0.000	$0.000	-	-	$0.500	$0.051	$0.449	89.7
Professional Service Contracts	$0.087	$0.013	$0.074	85.0	$0.000	$0.004	(0.004)	-	$0.087	$0.017	$0.070	80.3
Materials & Supplies	$0.306	$0.369	(0.062)	(20.4)	$0.000	$0.000	$0.000	-	$0.306	$0.369	(0.062)	(20.4)
Other Business Expenses	$0.147	$0.010	$0.137	93.3	$0.000	$0.000	-	-	$0.147	$0.010	$0.137	93.3
Non-Labor	**$1.519**	**$0.741**	**$0.778**	**51.2**	**$0.000**	**$0.004**	**(0.004)**	**-**	**$1.519**	**$0.745**	**$0.774**	50.9
Other Expense Adjustments:												
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	-
Total Expenses before Depreciation and OPEB	**$5.635**	**$4.435**	**$1.200**	**21.3**	**$0.387**	**$0.312**	**$0.075**	**19.4**	**$6.022**	**$4.747**	**$1.275**	21.2
Depreciation	$1.000	$0.894	$0.106	10.6	$0.000	$0.000	-	-	$1.000	$0.894	$0.106	10.6
GASB 75 OPEB Expense Adjustment	$0.000	$0.000	$0.000	-	$0.000	$0.000	-	-	$0.000	$0.000	$0.000	-
GASB 68 Pension Adjustment	$0.000	$0.000	$0.000	-	$0.000	$0.000	-	-	$0.000	$0.000	$0.000	-
Environmental Remediation	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Total Expenses	**$6.635**	**$5.330**	**$1.305**	**19.7**	**$0.387**	**$0.312**	**$0.075**	**19.4**	**$7.022**	**$5.642**	**$1.381**	19.7
OPERATING SURPLUS/DEFICIT	**(5.844)**	**(4.613)**	**$1.232**	**21.1**	**$0.000**	**$0.000**	**$0.000**	**-**	**(5.844)**	**(4.613)**	**$1.232**	21.1

Note: Totals may not add due to rounding

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

MTA STATEN ISLAND RAILWAY
Jul - 2019 Mid_Year
Accrual Statement of Operations By Category
Year-To-Date - Jul 2019
($ in Millions)

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	Nonreimbursable		Var Percent		Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue:												
Farebox Revenue	$3.960	$3.944	(0.016)	(0.4)	$0.000	$0.000	-	-	$3.960	$3.944	(0.016)	(0.4)
Other Revenue	$1.605	$1.552	(0.053)	(3.3)	$0.000	$0.000	-	-	$1.605	$1.552	(0.053)	(3.3)
Capital and Other Reimbursements	$0.000	$0.000	-	-	$2.680	$2.657	(0.023)	(0.8)	$2.680	$2.657	(0.023)	(0.8)
Total Revenue	**$5.565**	**$5.496**	**(0.069)**	**(1.2)**	**$2.680**	**$2.657**	**(0.023)**	**(0.8)**	**$8.245**	**$8.153**	**(0.091)**	(1.1)
Expenses												
Labor :												
Payroll	$14.603	$14.305	$0.298	2.0	$1.003	$0.424	$0.580	57.8	$15.607	$14.729	$0.878	5.6
Overtime	$1.733	$1.869	(0.136)	(7.9)	$0.620	$0.665	(0.045)	(7.3)	$2.353	$2.535	(0.181)	(7.7)
Total Salaries & Wages	**$16.336**	**$16.175**	**$0.162**	**1.0**	**$1.623**	**$1.089**	**$0.535**	**32.9**	**$17.960**	**$17.263**	**$0.697**	3.9
Health and Welfare	$3.733	$3.502	$0.231	6.2	$0.163	$0.000	$0.163	-	$3.896	$3.502	$0.394	10.1
OPEB Current Payment	$1.508	$1.228	$0.280	18.5	$0.000	$0.002	(0.002)	-	$1.508	$1.231	$0.277	18.4
Pensions	$4.268	$4.110	$0.157	3.7	$0.071	$0.000	$0.071	-	$4.339	$4.110	$0.229	5.3
Other Fringe Benefits	$3.154	$3.099	$0.055	1.7	$0.324	$0.000	$0.324	-	$3.478	$3.099	$0.379	10.9
Total Fringe Benefits	**$12.662**	**$11.939**	**$0.723**	**5.7**	**$0.558**	**$0.002**	**$0.555**	**-**	**$13.220**	**$11.942**	**$1.278**	9.7
Contribution to GASB Fund	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Reimbursable Overhead	(0.498)	(1.015)	$0.517	-	$0.498	$1.017	(0.518)	-	$0.000	$0.001	(0.001)	-
Labor	**$28.501**	**$27.099**	**$1.402**	**4.9**	**$2.680**	**$2.108**	**$0.572**	**21.3**	**$31.180**	**$29.207**	**$1.974**	6.3
Non-Labor :												
Electric Power	$2.569	$2.150	$0.419	16.3	$0.000	$0.011	(0.011)	-	$2.569	$2.161	$0.408	15.9
Fuel	$0.144	$0.168	(0.024)	(16.5)	$0.000	$0.000	-	-	$0.144	$0.168	(0.024)	(16.5)
Insurance	$0.719	$0.646	$0.073	10.1	$0.000	$0.000	-	-	$0.719	$0.646	$0.073	10.1
Claims	$0.171	$0.245	(0.073)	(42.8)	$0.000	$0.000	-	-	$0.171	$0.245	(0.073)	(42.8)
Paratransit Service Contracts	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Maintenance and Other Operating Contracts	$2.810	$0.458	$2.352	83.7	$0.000	$0.000	-	-	$2.810	$0.458	$2.352	83.7
Professional Service Contracts	$0.607	$0.374	$0.233	38.4	$0.000	$0.013	(0.013)	-	$0.607	$0.387	$0.220	36.2
Materials & Supplies	$1.724	$1.268	$0.456	26.5	$0.000	$0.525	(0.525)	-	$1.724	$1.793	(0.069)	(4.0)
Other Business Expenses	$0.656	$0.037	$0.619	94.4	$0.000	$0.000	-	-	$0.656	$0.037	$0.619	94.4
Non-Labor	**$9.401**	**$5.346**	**$4.055**	**43.1**	**$0.000**	**$0.549**	**(0.549)**	**-**	**$9.401**	**$5.895**	**$3.506**	37.3
Other Expense Adjustments:												
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	-
Total Expenses before Depreciation and OPEB	**$37.902**	**$32.444**	**$5.457**	**14.4**	**$2.680**	**$2.657**	**$0.023**	**0.8**	**$40.581**	**$35.102**	**$5.480**	13.5
Depreciation	$7.000	$7.027	(0.027)	(0.4)	$0.000	$0.000	-	-	$7.000	$7.027	(0.027)	(0.4)
GASB 75 OPEB Expense Adjustment	$2.669	$0.501	$2.168	81.2	$0.000	$0.000	-	-	$2.669	$0.501	$2.168	81.2
GASB 68 Pension Adjustment	$0.250	(0.014)	$0.264	-	$0.000	$0.000	-	-	$0.250	(0.014)	$0.264	-
Environmental Remediation	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Total Expenses	**$47.821**	**$39.958**	**$7.862**	**16.4**	**$2.680**	**$2.657**	**$0.023**	**0.8**	**$50.500**	**$42.615**	**$7.885**	15.6
OPERATING SURPLUS/DEFICIT	**(42.256)**	**(34.462)**	**$7.793**	**18.4**	**$0.000**	**$0.000**	**$0.000**	**-**	**(42.256)**	**(34.462)**	**$7.793**	18.4

Note: Totals may not add due to rounding

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

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
JULY 2019
($ in millions)

		MONTH			YEAR-TO-DATE		
Generic Revenue or Expense Category	Non Reimb. or Reimb.	Favorable/ $	Favorable/ %	Reason for Variance	Favorable/ $	Favorable/ %	Reason for Variance
Farebox Revenue	Non Reimb.				(0.016)	(0.4)	Lower ridership due to no service on two weekends on two stations
Other Operating Revenue	Non Reimb.	(0.072)	(38.3)	Mainly the unfavorable timing of reimbursements	(0.053)	(3.3)	Mainly the unfavorable timing of reimbursements
Payroll	Non Reimb.	0.192	8.8	Primarily vacancies	0.298	2.0	Primarily vacancies
Overtime	Non Reimb.	(0.034)	(17.1)	Largely vacancy coverage requirements	(0.136)	(7.9)	Largely vacancy coverage requirements
Health and Welfare (including OPEB current payment)	Non Reimb.	0.074	9.9	Primarily the favorable timing of expenses	0.511	9.8	Primarily the favorable timing of expenses
Other Fringe Benefits	Non Reimb.	0.109	24.3	Mostly the favorable timing of billing regarding interagency personnel	0.055	1.7	Mostly the favorable timing of billing regarding interagency personnel
Electric Power	Non Reimb.	0.154	41.8	Mostly the timing of expenses and lower prices	0.419	16.3	Mostly the timing of expenses and lower prices
Maintenance & Other Operating Contracts	Non Reimb.	0.449	89.7	Mainly the favorable timing of various maintenance work requirements	2.352	83.7	Mainly the favorable timing of various maintenance work requirements
Professional Service Contracts	Non Reimb.	0.074	85.0	Largely the favorable timing of bridge inspections and other professional service expenses	0.233	38.4	Largely the favorable timing of bridge inspections and other professional service expenses
Materials and Supplies	Non Reimb.	(0.062)	(20.4)	Largely the timing of various material requirements, including track ties	0.456	26.5	Largely the favorable timing of various material requirements, including track ties
Other Business Expenses	Non Reimb.	0.137	93.3	Mainly the timing of several needs	0.619	94.4	Mainly the timing of several needs
Capital and Other Reimbursements	Reimb.	(0.075)	(19.4)	Timing of contractor requirements	(0.023)	(0.8)	Timing of contractor requirements
Payroll	Reimb.	0.093	63.0	Timing of contractor requirements	0.580	57.8	Timing of contractor requirements
Overtime	Reimb.	(0.020)	(23.9)	Timing of contractor requirements	(0.045)	(7.3)	Timing of contractor requirements

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2019 Mid_Year
Cash Receipts and Expenditures
Jul FY19
($ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Favorable (Unfavorable) Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Favorable (Unfavorable) Percent
Receipts								
Farebox Revenue	**$0.604**	**$0.547**	**(0.057)**	**(9.5)**	**$3.834**	**$3.836**	**$0.003**	**0.1**
Other Revenue	**$0.670**	**$0.156**	**(0.513)**	**(76.7)**	**$3.782**	**$3.484**	**(0.298)**	**(7.9)**
Capital and Other Reimbursements	$0.387	$0.408	$0.021	5.5	$2.329	$2.142	(0.186)	(8.0)
Total Revenue	**$1.661**	**$1.111**	**(0.550)**	**(33.1)**	**$9.945**	**$9.463**	**(0.482)**	**(4.8)**
Expenditures								
Labor :								
Payroll	$1.988	$1.715	$0.273	13.7	$15.045	$13.997	$1.047	7.0
Overtime	$0.285	$0.271	$0.014	4.9	$2.158	$2.240	(0.082)	(3.8)
Total Salaries & Wages	**$2.273**	**$1.986**	**$0.287**	**12.6**	**$17.203**	**$16.238**	**$0.965**	**5.6**
Health and Welfare	$0.557	$1.697	(1.140)	-	$5.055	$5.778	(0.723)	(14.3)
OPEB Current Payment	$0.215	$0.110	$0.105	48.7	$0.998	$0.522	$0.476	47.7
Pensions	$0.620	$0.604	$0.016	2.6	$4.339	$4.110	$0.229	5.3
Other Fringe Benefits	$0.261	$0.247	$0.013	5.1	$2.657	$2.386	$0.270	10.2
Total Fringe Benefits	**$1.652**	**$2.659**	**(1.006)**	**(60.9)**	**$13.048**	**$12.796**	**$0.252**	**1.9**
Contribution to GASB Fund	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Reimbursable Overhead	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Labor	**$3.925**	**$4.644**	**(0.719)**	**(18.3)**	**$30.251**	**$29.034**	**$1.217**	**4.0**
Non-Labor :								
Electric Power	$0.367	$0.240	$0.127	34.6	$2.517	$2.182	$0.335	13.3
Fuel	$0.003	$0.010	(0.008)	-	$0.161	$0.182	(0.021)	(13.2)
Insurance	$0.103	$0.220	(0.118)	-	$0.369	$0.433	(0.064)	(17.3)
Claims	(0.013)	$0.000	(0.013)	-	(0.028)	$0.003	(0.031)	-
Paratransit Service Contracts	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Maintenance and Other Operating Contracts	$0.500	$0.022	$0.478	95.6	$2.814	$0.457	$2.357	83.8
Professional Service Contracts	$0.087	$0.061	$0.026	29.7	$0.616	$0.379	$0.236	38.4
Materials & Supplies	$0.306	$0.415	(0.109)	(35.6)	$1.800	$1.837	(0.036)	(2.0)
Other Business Expenses	$0.147	$0.010	$0.137	93.0	$0.717	$0.095	$0.622	86.8
Non-Labor	**$1.499**	**$0.979**	**$0.520**	**34.7**	**$8.966**	**$5.567**	**$3.399**	**37.9**
Other Expense Adjustments:								
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**
Total Expenditures before Depreciation and OPEB	**$5.424**	**$5.623**	**(0.199)**	**(3.7)**	**$39.217**	**$34.601**	**$4.616**	**11.8**
Depreciation	$0.000	$0.000	$0.000	-	$0.001	$0.000	$0.001	-
GASB 75 OPEB Expense Adjustment	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
GASB 68 Pension Adjustment	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Environmental Remediation	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Total Expenditures	**$5.424**	**$5.623**	**(0.199)**	**(3.7)**	**$39.218**	**$34.601**	**$4.617**	**11.8**
Net Surplus/(Deficit)	**(3.764)**	**(4.512)**	**(0.749)**	**(19.9)**	**(29.273)**	**(25.138)**	**$4.135**	**14.1**

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS
JULY 2019
($ in millions)

Operating Receipts or Disbursements	MONTH Favorable/ (Unfavorable) Variance $	MONTH Favorable/ (Unfavorable) Variance %	MONTH Reason for Variance	YEAR TO DATE Favorable/ (Unfavorable) Variance $	YEAR TO DATE Favorable/ (Unfavorable) Variance %	YEAR TO DATE Reason for Variance
Farebox Receipts	(0.057)	(9.5%)	The unfavorable timing of cash settlements with New York City Transit			
Other Operating Revenue	(0.513)	(76.7%)	Mostly the unfavorable timing of reimbursements	(0.298)	(7.9%)	Mostly the unfavorable timing of reimbursements
Capital and Other Reimbursements				(0.186)	(8.0%)	The unfavorable timing of reimbursements
Salaries & Wages	0.287	12.6%	Mostly vacancies	0.965	5.6%	Mostly vacancies
Health and Welfare (including OPEB current payment)	(1.035)	over (100.0	Primarily the unfavorable timing of expenses	(0.247)	(4.1%)	Primarily the unfavorable timing of expenses
Other Fringe Benefits				0.270	10.2%	Largely the favorable timing of billing regarding inter-agency personnel
Electric Power	0.127	34.6%	Mostly the timing of expenses and lower prices	0.335	13.3%	Mostly the timing of expenses and lower prices
Maintenance Contracts	0.478	.95.6	Mainly the favorable timing of various maintenance work requirements	2.357	83.8%	Mainly the favorable timing of various maintenance work requirements
Professional Service Contracts				0.236	38.4%	Mostly the favorable timing of bridge inspections and other professional service expenses
Materials & Supplies	(0.109)	(35.6%)	Largely the timing of various material requirements, including track ties			

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2019 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Jul FY19
($ in Millions)

8/09/2019 10:33 AM

	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent
Revenue								
Farebox Revenue	**$0.000**	**(0.055)**	**(0.055)**	**-**	**(0.126)**	**(0.108)**	**$0.018**	**14.5**
Other Revenue	**$0.483**	**$0.041**	**(0.442)**	**(91.5)**	**$2.177**	**$1.932**	**(0.245)**	**(11.3)**
Capital and Other Reimbursements	$0.000	$0.096	$0.096	-	(0.351)	(0.515)	(0.164)	(46.7)
Total Revenue	**$0.483**	**$0.082**	**(0.401)**	**(83.0)**	**$1.700**	**$1.309**	**(0.390)**	**(23.0)**
Expenses								
Labor :								
Payroll	$0.342	$0.330	(0.013)	(3.7)	$0.562	$0.731	$0.170	30.2
Overtime	$0.000	$0.068	$0.068	-	$0.195	$0.294	$0.099	50.8
Total Salaries & Wages	**$0.342**	**$0.398**	**$0.056**	**16.3**	**$0.757**	**$1.026**	**$0.269**	**35.5**
Health and Welfare	$0.000	(1.173)	(1.173)	-	(1.159)	(2.276)	(1.116)	(96.3)
OPEB Current Payment	$0.000	$0.042	$0.042	-	$0.510	$0.709	$0.199	39.0
Pensions	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Other Fringe Benefits	$0.236	$0.091	(0.144)	(61.2)	$0.821	$0.712	(0.109)	(13.3)
Total Fringe Benefits	**$0.236**	**(1.040)**	**(1.276)**	**-**	**$0.172**	**(0.854)**	**(1.026)**	**-**
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	$0.001	$0.001	-
Labor	**$0.578**	**(0.642)**	**(1.220)**	**-**	**$0.929**	**$0.172**	**(0.756)**	**(81.4)**
Non-Labor :								
Electric Power	$0.000	(0.027)	(0.027)	-	$0.052	(0.021)	(0.073)	-
Fuel	$0.000	$0.003	$0.003	-	(0.017)	(0.014)	$0.003	15.7
Insurance	$0.000	(0.190)	(0.190)	-	$0.350	$0.213	(0.137)	(39.1)
Claims	$0.020	$0.041	$0.021	-	$0.199	$0.242	$0.043	21.4
Paratransit Service Contracts	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Maintenance and Other Operating Contracts	$0.000	$0.029	$0.029	-	(0.004)	$0.001	$0.005	-
Professional Service Contracts	$0.000	(0.044)	(0.044)	-	(0.008)	$0.008	$0.017	-
Materials & Supplies	$0.000	(0.047)	(0.047)	-	(0.076)	(0.044)	$0.033	43.0
Other Business Expenses	$0.000	$0.000	$0.000	-	(0.060)	(0.058)	$0.002	4.0
Non-Labor	**$0.020**	**(0.234)**	**(0.254)**	**-**	**$0.435**	**$0.328**	**(0.107)**	**(24.7)**
Other Expense Adjustments:								
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**
Total Expenses before Depreciation and OPEB	**$0.598**	**(0.876)**	**(1.474)**	**-**	**$1.364**	**$0.501**	**(0.864)**	**(63.3)**
Depreciation	$1.000	$0.894	(0.106)	(10.6)	$6.999	$7.027	$0.028	0.4
GASB 75 OPEB Expense Adjustment	$0.000	$0.000	$0.000	-	$2.669	$0.501	(2.168)	(81.2)
GASB 68 Pension Adjustment	$0.000	$0.000	$0.000	-	$0.250	(0.014)	(0.264)	-
Environmental Remediation	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Total Expenditures	**$1.598**	**$0.018**	**(1.580)**	**(98.8)**	**$11.282**	**$8.014**	**(3.268)**	**(29.0)**
Total Cash Conversion Adjustments	**$2.081**	**$0.101**	**(1.980)**	**(95.2)**	**$12.982**	**$9.324**	**(3.658)**	**(28.2)**

Note: Totals may not add due to rounding

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

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
JULY 2019

Function/Departments	Forecast	Actual	Favorable (Unfavorable) Variance
Administration			
Executive	13	6	7
General Office	9	14	(5)
Purchasing/Stores	6	4	2
Total Administration	**28**	**24**	**4**
Operations			
Transportation	119	121	(2)
Total Operations	**119**	**121**	**(2)**
Maintenance			
Mechanical	53	49	4
Electronics/Electrical	15	14	1
Power/Signals	29	30	(1)
Maintenance of Way	70	61	9
Infrastructure	26	31	(5)
Total Maintenance	**193**	**185**	**8**
Engineering/Capital			
Capital Project Support	16	9	7
Total Engineering Capital	**16**	**9**	**7**
Total Positions	**356**	**339**	**17**
Non-Reimbursable	328	314	14
Reimbursable	28	25	3
Total Full-Time	356	339	17
Total Full-Time-Equivalents	0	0	0

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
JULY 2019

	Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	16	11	5	
Professional, Technical, Clerical	12	13	(1)	
Operational Hourlies	0	0	0	
Total Administration	**28**	**24**	**4**	
Operations				
Managers/Supervisors	11	7	4	
Professional, Technical, Clerical	3	1	2	
Operational Hourlies	105	113	(8)	
Total Operations	**119**	**121**	**(2)**	
Maintenance				
Managers/Supervisors	16	23	(7)	
Professional, Technical, Clerical	6	5	1	
Operational Hourlies	171	157	14	
Total Maintenance	**193**	**185**	**8**	
Engineering/Capital				
Managers/Supervisors	3	3	0	
Professional, Technical, Clerical	4	0	4	
Operational Hourlies	9	6	3	
Total Engineering/Capital	**16**	**9**	**7**	
Total Positions				
Managers/Supervisors	46	44	2	
Professional, Technical, Clerical	25	19	6	
Operational Hourlies	285	276	9	
Total Positions	**356**	**339**	**17**	

Preliminary July 2019 Report:
Bus Company

The purpose of this report is to provide the preliminary July 2019 financial results on an accrual basis. The accrual basis is presented on both a non-reimbursable and reimbursable account basis. These results are compared to the Mid-Year Forecast (forecast).

Summary of Preliminary Financial Results

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

- July 2019 Bus Company ridership of 9.2 million was 0.3 million (3.2 percent) below forecast.
- Farebox revenue in July of $19.3 million was $0.2 million (0.9 percent) below forecast.
- Operating expenses of $67.9 million were $5.2 million (7.1 percent) under forecast.
    - Labor expenses exceeded forecast by a net $3.8 million (8.0 percent), including overruns mainly in overtime expenses of $2.2 million (48.8 percent) and payroll expenses of $2.2 million (9.4 percent).
    - Non-labor expenses underran by $9.0 million (34.6 percent), including primarily favorable results in professional service contract expenses of $3.3 million (55.7 percent) and maintenance contract expenses of $2.9 million (53.1 percent).

MTA BUS FINANCIAL AND RIDERSHIP REPORT
July 2019

(All data are preliminary and subject to audit)

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

Total MTA Bus **ridership** in July 2019 was 9.2 million, 3.2 percent (0.3 million riders) below forecast. Year-to-date, Bus Ridership was 68.9 million, 0.3 percent (0.2 million riders) below forecast. Average weekday ridership for the twelve months ending July 2019 was 341,162, a decrease of 9.5 percent (35,898 riders) from the twelve months ending July 2018.

Operating revenue in July underran forecast by $1.2 million (5.4 percent), due largely to lower Student fares and recovery from Other Insurance/Workers' Comp reimbursement. Year-to-date, Operating Revenue was favorable by $0.2 million (0.1 percent), including higher farebox revenue of $1.5 million (1.2 percent), mostly offset by lower miscellaneous income of $1.3 million (11.3 percent).

Nonreimbursable expenses, before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were $67.9 million in July, $5.2 million (7.1 percent) under forecast.

- Labor expenses overran forecast by $3.8 million (8.0 percent), including higher overtime expenses of $2.2 million (48.8 percent), mainly from running time/traffic and maintenance/campaign work. Payroll expenses were also higher by $2.2 million (9.4 percent), due to leave balance cash-outs and rate variances. Health & Welfare/OPEB Current expenses were more than forecast by $1.1 million (13.9 percent), due to a higher level of expenses than anticipated.
- Non-labor expenses were below forecast by $9.0 million (34.6 percent). Professional Service Contract expenses underran by $3.3 million (55.7 percent), due mainly to the timing of interagency billing. Maintenance & Other Operating contract expenses were also below forecast by $2.9 million (53.1 percent), driven by the timing of the Shop Program and Bus Technology requirements.

Year-to-date, expenses were less than forecast by a net $11.1 million (2.3 percent), including an overrun in labor expenses of $5.6 million (1.6 percent), offset by favorable non-labor expenses of $16.8 million (12.9 percent). The major drivers of these year-to-date results were consistent with the factors affecting the month's result described above.

Depreciation expenses year-to-date were $25.9 million, favorable to forecast by $3.0 million (10.3 percent).

No Other Post-Employment Benefit accrued expenses nor GASB #68 Pension Expense Adjustments were recorded year-to-date.

Environmental Remediation expenses of $1.7 million were recorded year-to-date, resulting in an overrun to forecast of $0.9 million (over 100.0 percent).

The **operating cash deficit** (excluding subsidies) was $325.1 million year-to-date, favorable to forecast by $12.0 million (3.6 percent).

MTA BUS COMPANY
JULY FINANCIAL PLAN 2019 MID YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
July 2019
($ in millions)

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	$19.468	$19.298	($0.170)	(0.9)	$0.000	$0.000	$0.000	-	$19.468	$19.298	($0.170)	(0.9)
Other Operating Income	1.782	0.797	(0.985)	(55.3)	-	-	-	-	1.782	0.797	(0.985)	(55.3)
Capital and Other Reimbursements	-	-	-	-	0.590	0.644	0.054	9.2	0.590	0.644	0.054	9.2
Total Revenue	**$21.250**	**$20.095**	**($1.155)**	**(5.4)**	**$0.590**	**$0.644**	**$0.054**	**9.2**	**$21.840**	**$20.739**	**($1.101)**	**(5.0)**
Labor:												
Payroll	$23.262	$25.444	($2.181)	(9.4)	$0.212	$0.368	($0.156)	(73.6)	$23.474	$25.812	($2.337)	(10.0)
Overtime	4.527	6.738	(2.211)	(48.8)	-	(0.015)	0.015	-	4.527	6.723	(2.196)	(48.5)
Health and Welfare	5.648	7.211	(1.563)	(27.7)	0.180	-	0.180	100.0	5.828	7.211	(1.383)	(23.7)
OPEB Current Payment	2.276	1.814	0.462	20.3	-	-	-	-	2.276	1.814	0.462	20.3
Pensions	5.195	4.879	0.316	6.1	-	-	-	-	5.195	4.879	0.316	6.1
Other Fringe Benefits	6.328	5.114	1.214	19.2	-		-	-	6.328	5.114	1.214	19.2
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.038)	(0.231)	0.193	*	0.036	0.231	(0.195)	*	(0.002)	-	(0.002)	(100.0)
Total Labor Expenses	**$47.199**	**$50.968**	**($3.770)**	**(8.0)**	**$0.428**	**$0.584**	**($0.156)**	**(36.4)**	**$47.627**	**$51.552**	**($3.926)**	**(8.2)**
Non-Labor:												
Electric Power	$0.159	$0.079	$0.080	50.3	$0.000	$0.000	$0.000	-	$0.159	$0.079	$0.080	50.3
Fuel	2.320	2.231	0.089	3.8	-	-	-	-	2.320	2.231	0.089	3.8
Insurance	0.653	0.438	0.215	33.0	-	-	-	-	0.653	0.438	0.215	33.0
Claims	5.554	5.000	0.554	10.0	-	-	-	-	5.554	5.000	0.554	10.0
Maintenance and Other Operating Contracts	5.422	2.543	2.879	53.1	0.036	-	0.036	100.0	5.458	2.543	2.915	53.4
Professional Service Contracts	5.897	2.615	3.282	55.7	-	0.060	(0.060)	-	5.897	2.675	3.222	54.6
Materials & Supplies	5.409	3.788	1.621	30.0	0.130	-	0.130	100.0	5.539	3.788	1.751	31.6
Other Business Expense	0.534	0.285	0.249	46.7	-	-	-	-	0.534	0.285	0.249	46.7
Total Non-Labor Expenses	**$25.949**	**$16.978**	**$8.971**	**34.6**	**$0.166**	**$0.060**	**$0.106**	**63.9**	**$26.115**	**$17.038**	**$9.077**	**34.8**
Total Expenses before Non-Cash Liability Adjs.	**$73.148**	**$67.946**	**$5.202**	**7.1**	**$0.594**	**$0.644**	**($0.050)**	**(8.4)**	**$73.742**	**$68.590**	**$5.152**	**7.0**
Depreciation	$5.284	$3.503	$1.781	33.7	$0.000	$0.000	$0.000	-	$5.284	$3.503	$1.781	33.7
GASB 75 OPEB Expense Adjustment	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
GASB 68 Pension Adjustment		-	-	-	-	-	-	-	-	-	-	-
Environmental Remediation			-	-			-	-	-	-	-	-
Total Expenses	**$78.433**	**$71.449**	**$6.983**	**8.9**	**$0.594**	**$0.644**	**($0.050)**	**(8.4)**	**$79.027**	**$72.093**	**$6.933**	**8.8**
Net Surplus/(Deficit)	**($57.183)**	**($51.354)**	**$5.828**	**10.2**	**($0.004)**	**$0.000**	**$0.004**	*****	**($57.187)**	**($51.354)**	**$5.832**	**10.2**

NOTE: Totals may not add due to rounding

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

MTA BUS COMPANY
JULY FINANCIAL PLAN 2019 MID YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
July 2019 Year-To-Date
($ in millions)

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	$126.869	$128.383	$1.514	1.2	$0.000	$0.000	$0.000	-	$126.869	$128.383	$1.514	1.2
Other Operating Income	11.753	10.420	(1.333)	(11.3)	-	-	-	-	11.753	10.420	(1.333)	(11.3)
Capital and Other Reimbursements	-	-	-	-	3.076	3.064	(0.012)	(0.4)	3.076	3.064	(0.012)	(0.4)
Total Revenue	**$138.622**	**$138.803**	**$0.181**	**0.1**	**$3.076**	**$3.064**	**($0.012)**	**(0.4)**	**$141.698**	**$141.867**	**$0.169**	**0.1**
Expenses												
Labor:												
Payroll	$171.586	$173.891	($2.305)	(1.3)	$1.564	$1.815	($0.251)	(16.1)	$173.150	$175.706	($2.556)	(1.5)
Overtime	40.874	44.383	(3.509)	(8.6)	0.025	0.011	0.014	56.0	40.899	44.394	(3.495)	(8.5)
Health and Welfare	46.937	49.930	(2.993)	(6.4)	0.345	-	0.345	100.0	47.282	49.930	(2.648)	(5.6)
OPEB Current Payment	14.901	14.318	0.583	3.9	-	-	-	-	14.901	14.318	0.583	3.9
Pensions	34.124	33.939	0.185	0.5	-	-	-	-	34.124	33.939	0.185	0.5
Other Fringe Benefits	40.804	38.557	2.247	5.5	0.014	0.015	(0.001)	(7.1)	40.818	38.572	2.246	5.5
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.981)	(1.163)	0.182	18.6	0.818	1.163	(0.345)	(42.2)	(0.163)	-	(0.163)	(100.0)
Total Labor Expenses	**$348.245**	**$353.854**	**($5.609)**	**(1.6)**	**$2.766**	**$3.004**	**($0.238)**	**(8.6)**	**$351.011**	**$356.858**	**($5.848)**	**(1.7)**
Non-Labor:												
Electric Power	$1.080	$0.997	$0.083	7.7	$0.000	$0.000	$0.000	-	$1.080	$0.997	$0.083	7.7
Fuel	14.633	14.368	0.265	1.8	-	-	-	-	14.633	14.368	0.265	1.8
Insurance	3.156	2.707	0.449	14.2	-	-	-	-	3.156	2.707	0.449	14.2
Claims	34.527	33.900	0.627	1.8	-	-	-	-	34.527	33.900	0.627	1.8
Maintenance and Other Operating Contracts	22.809	17.317	5.492	24.1	0.069	-	0.069	100.0	22.878	17.317	5.561	24.3
Professional Service Contracts	22.520	16.199	6.321	28.1	-	0.060	(0.060)	-	22.520	16.259	6.261	27.8
Materials & Supplies	29.004	25.865	3.139	10.8	0.250	-	0.250	100.0	29.254	25.865	3.389	11.6
Other Business Expense	2.608	2.233	0.375	14.4	-	-	-	-	2.608	2.233	0.375	14.4
Total Non-Labor Expenses	**$130.337**	**$113.585**	**$16.752**	**12.9**	**$0.319**	**$0.060**	**$0.259**	**81.2**	**$130.656**	**$113.645**	**$17.010**	**13.0**
Total Expenses before Non-Cash Liability Adjs.	**$478.582**	**$467.439**	**$11.143**	**2.3**	**$3.084**	**$3.064**	**$0.020**	**0.7**	**$481.666**	**$470.503**	**$11.163**	**2.3**
Depreciation	$28.837	$25.872	$2.965	10.3	$0.000	$0.000	$0.000	-	$28.837	$25.872	$2.965	10.3
GASB 75 OPEB Expense Adjustment	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
GASB 68 Pension Adjustment	0.001	-	0.001	100.0	-	-	-	-	0.001	-	0.001	100.0
Environmental Remediation	0.749	1.661	(0.912)	*	-	-	-	-	0.749	1.661	(0.912)	*
Total Expenses	**$508.169**	**$494.972**	**$13.197**	**2.6**	**$3.084**	**$3.064**	**$0.020**	**0.7**	**$511.253**	**$498.036**	**$13.217**	**2.6**
Net Surplus/(Deficit)	**($369.547)**	**($356.169)**	**$13.378**	**3.6**	**($0.008)**	**$0.000**	**$0.008**	*****	**($369.555)**	**($356.169)**	**$13.386**	**3.6**

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
JULY FINANCIAL PLAN 2019 MID YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
($ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	July 2019 Favorable (Unfavorable) Variance $	July 2019 Favorable (Unfavorable) Variance %	July 2019 Reason for Variance	Year-To-Date Favorable (Unfavorable) Variance $	Year-To-Date Favorable (Unfavorable) Variance %	Year-To-Date Reason for Variance
Farebox Revenue	NR	$ (0.170)	(0.9)	Lower ridership	$ 1.514	1.2	Higher average fare offset by lower ridership
Other Operating Revenue	NR	$ (0.985)	(55.3)	Lower Student fare and recovery from other insurance (Workers' Comp reimbursement)	$ (1.333)	(11.3)	Lower Student fare and recovery from other insurance (Workers' Comp reimbursement)
Capital and Other Reimbursements	R	$ 0.054	9.2	(a)	$ (0.012)	(0.4)	(a)
Total Revenue Variance		**$ (1.101)**	**(5.0)**		**$ 0.169**	**0.1**	
Payroll	NR	$ (2.181)	(9.4)	Leave balance cash out and rate variance	$ (2.305)	(1.3)	Payment of interagency billings from a prior period, higher cash out of banked holiday, sick and personal time than budgeted as well as excess headcount
Overtime	NR	$ (2.211)	(48.8)	Mainly due to running time/traffic, and maintenance/campaign work	$ (3.509)	(8.6)	Mainly due to running time/traffic, inclement winter weather, maintenance/campaign work
Health and Welfare (including OPEB)	NR	$ (1.101)	(13.9)	Higher expenses	$ (2.410)	(3.9)	Higher expenses
Pension	NR	$ 0.316	6.1	Lower expenses	$ 0.185	0.5	Lower expenses
Other Fringe Benefits	NR	$ 1.214	19.2	Timing of interagency billings	$ 2.247	5.5	Timing of interagency billings
Reimbursable Overhead	NR	$ 0.193	-	(a)	$ 0.182	-	(a)
Electric Power	NR	$ 0.080	50.3	(a)	$ 0.083	50.3	(a)
Fuel	NR	$ 0.089	3.8	(a)	$ 0.265	1.8	(a)
Insurance	NR	$ 0.215	33.0	Timing of expenses	$ 0.449	14.2	Timing of expenses
Claims	NR	$ 0.554	10.0	Timing of expenses	$ 0.627	1.8	Timing of expenses
Maintenance and Other Operating Contracts	NR	$ 2.879	53.1	Timing of Shop Program, and Bus Technology	$ 5.492	24.1	Timing of Shop program, and Bus Technology
Professional Service Contracts	NR	$ 3.282	55.7	Timing of interagency billing	$ 6.321	28.1	Timing of interagency billing
Materials & Supplies	NR	$ 1.621	30.0	Timing of SBS rollout, radio equipment and lower general maintenance expenses	$ 3.139	10.8	Timing of New Fare System (NFS), SBS rollout and lower general maintenance expenses
Other Business Expense	NR	$ 0.249	46.7	Timing of Automatic Fare Collection fees and other Misc. expenses	$ 0.375	14.4	Timing of Automatic Fare Collection fees and other Misc. expenses
Depreciation	NR	$ 1.781	33.7	Timing of asset replacement	$ 2.965	10.3	Timing of asset replacement
Other Post Employment Benefits	NR	$ -	-	(a)	$ -	-	(a)
GASB 68 Pension Adjustment	NR	$ -	-	(a)	$ 0.001	100.0	(a)
Environmental Remediation	NR	$ -	-	Non cash item	$ (0.912)	*	Non cash item
Payroll	R	$ (0.156)	(73.6)	(a)	$ (0.251)	(16.1)	(a)
Overtime	R	$ 0.015	*	(a)	$ 0.014	*	(a)
Health and Welfare	R	$ 0.180	100.0	Timing of charges	$ 0.345	100.0	Timing of charges
Pension	R	$ -			$ -		
Other Fringe Benefits	R	$ -			$ (0.001)	(7.1)	
Professional Service Contracts	R	$ (0.060)		(a)	$ (0.060)		(a)
Maintenance and Other Operating Contracts	R	$ 0.036	*	Timing of charges	$ 0.069	*	Timing of charges
Materials & Supplies	R	$ 0.130	*	Timing of charges	$ 0.250	*	Timing of charges
Total Expense Variance		**$ 6.933**	**8.8**		**$ 13.217**	**2.6**	
Net Variance		**$ 5.832**	**10.2**		**$ 13.386**	**3.6**	

(a) - Variance less than 5%

MTA BUS COMPANY
JULY FINANCIAL PLAN 2019 MID YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES

($ in millions)

	July 2019				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	$19.468	$23.284	$3.816	19.6	$129.238	$131.838	$2.600	2.0
Other Operating Revenue	2.578	8.436	5.858	*	7.464	12.710	5.246	70.3
Capital and Other Reimbursements	1.325	0.503	(0.823)	(62.1)	4.681	3.000	(1.681)	(35.9)
Total Receipts	**$23.371**	**$32.222**	**$8.851**	**37.9**	**$141.383**	**$147.547**	**$6.165**	**4.4**
Expenditures								
Labor:								
Payroll	$29.044	$29.003	$0.040	0.1	$184.025	$184.874	($0.849)	(0.5)
Overtime	4.527	6.723	(2.196)	(48.5)	40.901	44.395	(3.494)	(8.5)
Health and Welfare	6.209	8.994	(2.785)	(44.9)	48.853	53.182	(4.329)	(8.9)
OPEB Current Payment	2.191	1.814	0.377	17.2	13.448	13.439	0.009	0.1
Pensions	4.978	4.879	0.099	2.0	34.138	33.940	0.198	0.6
Other Fringe Benefits	4.352	4.478	(0.126)	(2.9)	34.426	34.572	(0.146)	(0.4)
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	**$51.301**	**$55.891**	**($4.590)**	**(8.9)**	**$355.791**	**$364.401**	**($8.611)**	**(2.4)**
Non-Labor:								
Electric Power	$0.159	$0.079	$0.080	50.2	$1.080	$0.996	$0.084	7.8
Fuel	2.061	1.998	0.063	3.1	14.461	13.984	0.477	3.3
Insurance	1.811	5.661	(3.850)	*	3.466	5.661	(2.195)	(63.3)
Claims	2.142	6.758	(4.616)	*	16.263	20.487	(4.224)	(26.0)
Maintenance and Other Operating Contracts	6.702	2.310	4.392	65.5	30.582	23.457	7.126	23.3
Professional Service Contracts	7.434	4.578	2.856	38.4	22.001	14.109	7.892	35.9
Materials & Supplies	6.527	3.913	2.614	40.0	32.188	27.283	4.906	15.2
Other Business Expenses	0.520	0.282	0.238	45.8	2.678	2.262	0.416	15.5
Total Non-Labor Expenditures	**$27.356**	**$25.579**	**$1.777**	**6.5**	**$122.720**	**$108.238**	**$14.481**	**11.8**
***Other Expenditure Adjustments*:**								
Other	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Total Other Expenditure Adjustments	**$0.000**	**$0.000**	**$0.000**	**-**	**$0.000**	**$0.000**	**$0.000**	**-**
Total Expenditures	**$78.657**	**$81.470**	**($2.813)**	**(3.6)**	**$478.510**	**$472.640**	**$5.871**	**1.2**
Operating Cash Surplus/(Deficit)	**($55.285)**	**($49.248)**	**$6.038**	**10.9**	**($337.128)**	**($325.092)**	**$12.035**	**3.6**

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN 2019 MID YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS

($ in millions)

	July 2019			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
Operating Receipts or Disbursements	$	%		$	%	
Farebox Revenue	$ 3.816	19.6	Receipt of prior period fares	$ 2.600	2.0	Receipt of prior period fares, higher average fares, offset by lower ridership.
Other Operating Revenue	5.858	*	Receipt of Student's reimbursements	5.246	70.3	Receipt of Student's reimbursements
Capital and Other Reimbursements	(0.823)	(62.1)	Timing of reimbursement receipts	(1.681)	(35.9)	Timing of reimbursement receipts
Total Receipts	**$ 8.851**	**37.9**		**$ 6.165**	**4.4**	
Payroll	$ 0.040	0.1	(a)	$ (0.849)	(0.5)	Timing of payroll funding, higher interagency billings and RWA Payout
Overtime	(2.196)	(48.5)	Mainly due to running time/traffic, and maintenance/campaign work	(3.494)	(8.5)	Mainly due to running time/traffic, inclement winter weather, maintenance/campaign work
Health and Welfare (including OPEB)	(2.408)	(28.7)	Higher expenses	(4.320)	(6.9)	Higher expenses
Pension	0.099	2.0	(a)	0.198	0.6	Lower expenses
Other Fringe Benefits	(0.126)	(2.9)	Timing of payments	(0.146)	(0.4)	Timing of payments
GASB	-	-	(a)	-	-	(a)
Electric Power	0.080	50.2	(a)	0.084	7.8	(a)
Fuel	0.063	3.1	Primarily lower diesel rates	0.477	3.3	Primarily lower diesel rates
Insurance	(3.850)	*	Favorable timing of payments	(2.195)	(63.3)	Favorable timing of payments
Claims	(4.616)	*	Higher claim payments	(4.224)	(26.0)	Higher claim payments
Maintenance and Other Operating Contracts	4.392	65.5	Timing of Shop Program, and Bus Technology	7.126	23.3	Timing of Shop program, and Bus Technology
Professional Service Contracts	2.856	38.4	Timing of interagency billing	7.892	35.9	Timing of interagency billing
Materials & Supplies	2.614	40.0	Timing of SBS rollout, radio equipment and lower general maintenance expenses	4.906	15.2	Timing of SBS rollout, radio equipment and lower general maintenance expenses
Other Business Expenditure	0.238	45.8	Timing of Automatic Fare Collection fees and other Misc. expenses	0.416	15.5	Timing of Automatic Fare Collection fees and other Misc. expenses
Total Expenditures	**$ (2.813)**	**(3.6)**		**$ 5.871**	**1.2**	
Net Cash Variance	**$ 6.038**	**10.9**		**$ 12.035**	**3.6**	

(a) - Variance less than 5%

$	**6.038**
$	-

$	**12.035**
$	-

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MTA BUS COMPANY
JULY FINANCIAL PLAN 2019 MID YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)

($ in millions)

	July 2019				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	($0.000)	$3.986	$3.986	*	$2.369	$3.455	$1.086	45.8
Other Operating Revenue	0.796	7.639	6.843	*	(4.289)	2.290	6.579	*
Capital and Other Reimbursements	0.735	(0.141)	(0.877)	*	1.605	(0.064)	(1.669)	*
Total Receipts	**$1.531**	**$11.483**	**$9.952**	*	**($0.315)**	**$5.680**	**$5.996**	*
Expenditures								
Labor:								
Payroll	($5.568)	($3.191)	$2.377	42.7	($10.876)	($9.168)	$1.707	15.7
Overtime	-	(0.000)	(0.000)	-	(0.002)	(0.001)	0.000	27.0
Health and Welfare	(0.381)	(1.783)	(1.402)	*	(1.571)	(3.252)	(1.681)	*
OPEB Current Payment	0.085	-	(0.085)	(100.0)	1.453	0.879	(0.574)	(39.5)
Pensions	0.217	-	(0.217)	(100.0)	(0.014)	(0.001)	0.013	95.6
Other Fringe Benefits	1.976	0.636	(1.340)	(67.8)	6.392	4.000	(2.392)	(37.4)
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.002)	-	0.002	100.0	(0.163)	-	0.163	100.0
Total Labor Expenditures	**($3.674)**	**($4.339)**	**($0.665)**	**(18.1)**	**($4.780)**	**($7.543)**	**($2.763)**	**(57.8)**
Non-Labor:								
Traction and Propulsion Power	$0.000	$0.000	($0.000)	(100.0)	$0.000	$0.001	$0.001	*
Fuel for Buses and Trains	0.259	0.233	(0.026)	(10.0)	0.172	0.384	0.212	*
Insurance	(1.158)	(5.223)	(4.065)	*	(0.310)	(2.954)	(2.644)	*
Claims	3.412	(1.758)	(5.170)	*	18.264	13.413	(4.851)	(26.6)
Maintenance and Other Operating Contracts	(1.244)	0.233	1.477	*	(7.705)	(6.140)	1.565	20.3
Professional Service Contracts	(1.537)	(1.903)	(0.366)	(23.8)	0.519	2.150	1.631	*
Materials & Supplies	(0.988)	(0.125)	0.862	87.3	(2.934)	(1.418)	1.516	51.7
Other Business Expenditures	0.015	0.003	(0.012)	(79.3)	(0.070)	(0.029)	0.041	58.6
Total Non-Labor Expenditures	**($1.241)**	**($8.541)**	**($7.300)**	*	**$7.936**	**$5.407**	**($2.529)**	**(31.9)**
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	**($3.384)**	**($1.396)**	**$1.987**	**58.7**	**$2.841**	**$3.544**	**$0.704**	**24.8**
Depreciation Adjustment	5.284	3.503	(1.781)	(33.7)	28.837	25.872	(2.965)	(10.3)
Other Post Employment Benefits	-	-	-	-	-	-	-	-
GASB 68 Pension Adjustment	-	-	-	-	0.001	-	(0.001)	(100.0)
Environmental Remediation	-	-	-		0.749	1.661	0.912	
Total Cash Conversion Adjustments	**$1.901**	**$2.107**	**$0.206**	**10.8**	**$32.428**	**$31.077**	**($1.350)**	**(4.2)**

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN 2019 MID YEAR FORECAST
Utilization
(In millions)

	July 2019			Year-to-date as of July 2019		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
Farebox Revenue						
Fixed Route	$19.468	$19.298	($0.170)	$126.869	$128.383	$1.514
Total Farebox Revenue	**$19.468**	**$19.298**	**($0.170)**	**$126.869**	**$128.383**	**$1.514**
Ridership						
Fixed Route	9.500	9.193	(0.307)	69.079	68.901	(0.178)
Total Ridership	**9.500**	**9.193**	**(0.307)**	**69.079**	**68.901**	**(0.178)**

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2019 MID - YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE / REIMBURSABLE AND FULL-TIME EQUIVALENTS
JULY 2019

FUNCTION/DEPARTMENT	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	3	-	
Human Resources	22	18	4	
Office of Management and Budget	16	13	3	
Technology & Information Services	-	-	-	
Material	17	16	1	
Controller	19	19	-	
Office of the President	4	5	(1)	
System Safety Administration	5	1	4	
Law	25	21	4	
Corporate Communications	-	-	-	
Labor Relations	-	-	-	
Strategic Office	30	23	7	
Non-Departmental	3	-	3	
Total Administration	**144**	**119**	**25**	Vacancies to be filled
Operations				
Buses	2,338	2,374	(36)	Excess Bus Operators
Office of the Executive VP	4	4	-	
Safety & Training	64	44	20	Students in training
Road Operations	141	138	3	
Transportation Support	22	23	(1)	
Operations Planning	34	32	2	
Revenue Control	7	6	1	
Total Operations	**2,610**	**2,621**	**(11)**	
Maintenance				
Buses	731	728	3	
Maintenance Support/CMF	236	237	(1)	
Facilities	80	74	6	
Supply Logistics	104	102	2	
Total Maintenance	**1,151**	**1,141**	**10**	Change in Shop Program
Capital Program Management	37	28	9	
Total Engineering/Capital	**37**	**28**	**9**	Vacancies to be filled
Security	15	13	2	
Total Public Safety	**15**	**13**	**2**	Vacancies to be filled
Total Positions	**3,957**	**3,922**	**35**	
Non-Reimbursable	3,917	3,885	32	
Reimbursable	40	37	3	
Total Full-Time	**3,939**	**3,911**	**28**	
Total Full-Time Equivalents	18	11	7	

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2019 MID - YEAR FORECAST
TOTAL FULL - TIME POSITIONS AND FTE's BY FUNCTION AND OCCUPATION
JULY 2019

FUNCTION/OCCUPATIONAL GROUP		Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration					
Managers/Supervisors		64	53	11	
Professional, Technical, Clerical		78	66	12	
Operational Hourlies		2	-	2	
	Total Administration	**144**	**119**	**25**	Vacancies to be filled
Operations					
Managers/Supervisors		315	314	1	
Professional, Technical, Clerical		44	48	(4)	
Operational Hourlies		2,251	2,259	(8)	
	Total Operations	**2,610**	**2,621**	**(11)**	Excess Bus Operators/offset by Students in training
Maintenance					
Managers/Supervisors		243	235	8	
Professional, Technical, Clerical		33	36	(3)	
Operational Hourlies		875	870	5	
	Total Maintenance	**1,151**	**1,141**	**10**	Change in Shop Program
Engineering/Capital					
Managers/Supervisors		21	15	6	
Professional, Technical, Clerical		16	13	3	
Operational Hourlies		-	-	-	
	Total Engineering/Capital	**37**	**28**	**9**	Vacancies to be filled
Public Safety					
Managers/Supervisors		9	7	2	
Professional, Technical, Clerical		6	6	-	
Operational Hourlies		-	-	-	
	Total Public Safety	**15**	**13**	**2**	Vacancies to be filled
Total Baseline Positions					
Managers/Supervisors		652	624	28	
Professional, Technical, Clerical		177	169	8	
Operational Hourlies		3,128	3,129	(1)	
	Total Baseline Positions	**3,957**	**3,922**	**35**	

MTA Bus Company
JULY FINANCIAL PLAN 2019 MID-YEAR FORECAST
Non-Reimbursable/Reimbursable Overtime
($ in millions)

	July						July Year- To - Date					
	Mid-Year Budget		Actuals		Var. - Fav./(Unfav)		Mid-Year Budget		Actuals		Var. - Fav./(Unfav)	
NON-REIMBURSABLE OVERTIME	Hours	$	Hours	$	Hours	$	Hours	$	Hours	$	Hours	$
Scheduled Service	59,791	$1.971	53,876	$2.755	5,915	($0.784)	369,836	$16.837	357,327	$17.823	12,509	($0.986)
					9.9%	-39.8%					3.4%	-5.9%
Unscheduled Service	11,975	$0.488	9,755	$0.463	2,221	$0.024	75,751	$3.497	74,502	$3.566	1,248	($0.070)
					18.5%	5.0%					1.6%	-2.0%
Programmatic/Routine Maintenance	16,594	$0.499	34,385	$1.720	(17,790)	($1.221)	192,745	$9.018	225,992	$11.228	(33,247)	($2.210)
					-107.2%	-244.7%					-17.2%	-24.5%
Unscheduled Maintenance	0	$0.000	0	$0.000	0	-	0	$0.000	0	$0.000	0	$0.000
					0.0%	0.0%					0.0%	0.0%
Vacancy/Absentee Coverage	23,486	$1.406	37,273	$1.749	(13,787)	($0.343)	194,701	$9.814	217,722	$10.277	(23,021)	($0.462)
					-58.7%	-24.4%					-11.8%	-4.7%
Weather Emergencies	4,120	$0.127	406	$0.018	3,714	$0.109	32,233	$1.434	24,772	$1.210	7,461	$0.224
					90.1%	85.7%					*	*
Safety/Security/Law Enforcement	358	$0.016	137	$0.012	221	$0.003	1,397	$0.091	1,026	$0.088	371	$0.003
					61.8%	22.2%					26.5%	2.8%
Other	272	$0.020	207	$0.020	65	$0.000	2,003	$0.182	1,981	$0.190	22	($0.008)
Subtotal	116,598	$4.527	136,038	$6.738	(19,440)	($2.211)	868,665	$40.874	903,323	$44.383	(34,658)	($3.509)
					-16.7%	-48.8%					-4.0%	-8.6%
REIMBURSABLE OVERTIME	0	$0.000	(437)	($0.015)	437	$0.015	757	$0.025	320	$0.011	437	$0.014
TOTAL OVERTIME	**116,598**	**$4.527**	**135,601**	**$6.723**	**(19,003)**	**($2.196)**	**869,422**	**$40.899**	**903,643**	**$44.394**	**(34,221)**	**($3.494)**
					-16.3%	-48.5%					-3.9%	-8.5%

Totals may not add due to rounding.
NOTE: Percentages are based on each type of Overtime and not on Total Overtime.
* Exceeds 100%

MTA Bus Company
JULY FINANCIAL PLAN 2019 MID-YEAR FORECAST
Non-Reimbursable/Reimbursable Overtime
($ in millions)

	July			July Year- To - Date		
	Var. - Fav./(Unfav)			Var. - Fav./(Unfav)		
	Hours	$	Explanations	Hours	$	Explanations
NON-REIMBURSABLE OVERTIME						
Scheduled Service	5,915	($0.784)	Scheduled service operated	12,509	($0.986)	Running Time/Traffic and scheduled service operated
	9.9%	-39.8%		3.4%	-5.9%	
Unscheduled Service	2,221	$0.024		1,248	($0.070)	
	18.5%	5.0%		1.6%	-2.0%	
Programmatic/Routine Maintenance	(17,790)	($1.221)	Program and Campaign work	(33,247)	($2.210)	Program, Campaign work and weather backfill
	-107.2%	-244.7%		-17.2%	-24.5%	
Unscheduled Maintenance	-	$0.000		-	$0.000	
	0.0%	0.0%		0.0%	0.0%	
Vacancy/Absentee Coverage	(13,787)	($0.343)	Vacancy and absentee coverage	(23,021)	($0.462)	Vacancy and absentee coverage
	-58.7%	-24.4%		-11.8%	-4.7%	
Weather Emergencies	3,714	$0.109	Inclement Weather	7,461	$0.224	Inclement Weather
	90.1%	85.7%		*	*	
Safety/Security/Law Enforcement	221	$0.003		371	$0.003	
	61.8%	22.2%		26.5%	2.8%	
Other	65	$0.000		22	($0.008)	
	0.0%	0.0%		0.0%	0.0%	
Subtotal	**(19,440)**	**($2.211)**		**(34,658)**	**($3.509)**	
	-16.7%	-48.8%		-4.0%	-8.6%	
REIMBURSABLE OVERTIME	437	$0.015		437	$0.014	
	0.0%	0.0%		0.0%	0.0%	
TOTAL OVERTIME	**(19,003)**	**($2.196)**		**(34,221)**	**($3.494)**	

NOTE: Percentages are based on each type of Overtime and not on Total Overtime.
* Exceeds 100%

MTA Bus Company
2019 Overtime Reporting
Overtime legend

Type	**Definition**
Scheduled Service	Crew book/Regular Run/Shift hours (above 8 hours) required by train crews, bus/tower/block operators, transportation supervisors/dispatchers, fare sales and collection, Train & Engineers, as well as non-transportation workers whose work is directly related to providing service (includes coverage for holidays).
Unscheduled Service	Service coverage resulting from extraordinary events not related to weather, such as injuries, mechanical breakdowns, unusual traffic, tour length, late tour relief, and other requirements that arise that are non-absence related.
Programmatic/Routine Maintenance	*Program Maintenance work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes Routine Maintenance work for which OT has been planned, as well as all other maintenance not resulting from extraordinary events, including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.*
Unscheduled Maintenance	Resulting from an extraordinary event (not weather-related) requiring the use of unplanned maintenance to perform repairs on trains, buses, subway and bus stations, depots, tracks and administrative and other facilities, including derailments, tour length and weekend coverage.
Vacancy/Absentee Coverage	Provides coverage for an absent employee or a vacant position.
Weather Emergencies	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
Safety/Security/Law Enforcement	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
Other	Includes overtime coverage for clerical, administrative positions that are eligible for overtime.

Reimbursable Overtime	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.

Preliminary June 2019 Monthly Report: New York City Transit

The purpose of this report is to provide the preliminary June 2019 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 Mid-Year Forecast (forecast).

Summary of Preliminary Financial Results

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

- June 2019 New York City Transit ridership of 188.2 million was 4.8 million (2.6 percent) above forecast, of which subway ridership of 141.4 million was 3.1 million (2.2 percent) above forecast, and bus ridership of 45.8 million was 1.7 million (3.8 percent) above forecast.

- June 2019 farebox revenue of $387.2 million was $11.5 million (3.1 percent) above forecast.

- Operating expenses of $813.2 million exceeded forecast in June by $20.6 million (2.6 percent).

- Labor expenses were higher by $33.1 million (5.5 percent), including unfavorable results in overtime expenses of $22.0 million (84.4 percent) and other fringe benefits of $10.8 million (35.5 percent).

- Non-labor expenses were below forecast by $12.5 million (6.6 percent), due primarily to the favorable timing of maintenance contract expenses of $14.2 million (34.6 percent).

Preliminary financial results for June 2019 are presented in the table below and compared to the budget.

Preliminary Financial Results Compared to Budget						
	Jun Results			Jun Year-to-Date Results		
Category	Variance Fav(UnFav)		MYF	Prelim Actual	Variance Fav(UnFav)	
($ in millions)	$	%	$	$	$	%
Total Farebox Revenue	11.5	3.1	2,230.6	2,242.1	11.5	0.5
Nonreimb. Exp. before Dep./OPEB	(20.6)	(2.6)	(4,409.5)	(4,430.0)	(20.6)	(0.5)
Net Cash Deficit*	5.8	1.7	(1,943.8)	(1,937.9)	5.8	0.3

*Excludes Subsidies and Debt Service

June 2019 farebox revenue of $387.2 million was $11.5 million (3.1 percent) above forecast. Subway revenue was $8.7 million (3.0 percent) above forecast, bus revenue was $2.8 million (3.7 percent) above forecast, and Paratransit revenue was less than $0.1 million (0.5 percent) below forecast. Accrued fare media liability was equal to forecast. The June 2019 non-student average fare of $2.1 increased 0.09¢ from June 2018; subway fare increased 0.10¢; local bus fare increased 0.06¢; and express bus fare increased 0.42¢.

Total ridership in June 2019 of 188.2 million was 4.8 million (2.6 percent) above forecast. Average weekday ridership in June 2019 was 7.4 million, essentially flat to June 2018. Average weekday ridership for the twelve months ending June 2019 was 7.3 million, 1.8 percent lower than the twelve months ending June 2018.

Nonreimbursable expenses, before depreciation, GASB 75 OPEB Expense Adjustment and GASB 68 Pension Adjustment, were above forecast in June by $20.6 million (2.6 percent).

Labor expenses were over forecast by $33.1 million (5.5 percent), including an overrun in overtime expenses of $22.0 million (84.4 percent, due largely to various unfavorable SAP (Subways Action Plan) job requirements, related to intensified station deep cleaning efforts, track and signal defects and emergency response efforts. Other fringe benefits were also higher by $10.8 million (35.5 percent), mostly from unfavorable overhead results and higher FICA expenses.

Non-labor expenses were favorable by $12.5 million (6.6 percent), in large part due to the favorable timing of maintenance contract expenses, specifically related to the disposal of Hazardous Waste.

Year-to-date, since the Mid-Year forecast incudes actual results through May, the June Year-to-date dollar variances are the same as the month dollar variances.

The **net cash deficit** for June year-to-date was $1,937.9 million, favorable to forecast by $5.9 million (0.3 percent).

Financial Results

Farebox Revenue

Jun 2019 Farebox Revenue - ($ in millions)								
	Jun				Jun Year-to-Date			
			Favorable(Unfavorable)				Favorable(Unfavorable)	
	MYF	Prelim Actual	Amount	Percent	MYF	Prelim Actual	Amount	Percent
Subway	292.6	301.3	8.7	3.0%	1,725.7	1,734.4	8.7	0.5%
NYCT Bus	74.6	77.4	2.8	3.7%	454.1	456.9	2.8	0.6%
Paratransit	1.9	1.9	0.0	(0.5%)	11.5	11.5	0.0	(0.1%)
Subtotal	369.1	380.6	11.5	3.1%	2,191.4	2,202.9	11.5	0.5%
Fare Media Liability	6.5	6.5	0.0	0.0%	39.3	39.3	0.0	0.0%
Total - NYCT	**375.7**	**387.2**	**11.5**	**3.1%**	**2,230.6**	**2,242.1**	**11.5**	**0.5%**

Note: Total may not add due to rounding

The positive revenue variance is mainly due to favorable subway ridership which exceeded forecast by 3.0 percent in the month. Subway revenue was $8.7 million above budget, with favorable ridership accounting for around $7.7 million, and a higher average fare contributing $1.3 million. Bus revenue also exceeded budget in June by $2.8 million, entirely due to favorable total bus ridership. For June year-to-date, total revenue was $11.5 million favorable, due mainly to favorable subway ridership in the past three months, a mild winter, and a higher average fare.

Average Fare

June Non-Student Average Fare - (in $)				
	NYC Transit			
			Change	
	2018	Prelim 2019	Amount	Percent
Subway	2.095	2.195	0.100	4.8%
Local Bus	1.659	1.719	0.060	3.6%
Subway & Local Bus	1.990	2.083	0.093	4.7%
Express Bus	5.271	5.692	0.421	8.0%
Total	**2.007**	**2.100**	**0.094**	**4.7%**

The increase in the non-student average fare from the prior year is due to the April 21st fare increase. Trips per pass have had an increasingly smaller effect on average fare as the trips per pass on the various 7-day passes have slowed in their decline and 30-day passes have seen increases in trips per pass. Additionally, there was a slight shift in market share from unlimited ride passes to pay-per-ride products which has contributed to a slightly higher average fare.

Other Operating Revenue

In the month, other operating revenue exceeded forecast by a net $1.0 million (2.5 percent).

Nonreimbursable Expenses

Nonreimbursable expenses, before depreciation, GASB 75 OPEB Expense Adjustment and GASB 68 Pension Adjustment, were over forecast in the month by $20.6 million (2.6 percent).

Labor expenses in the month of June were higher than the forecast by $33.1 million (5.5 percent):

- Overtime expenses were higher than forecast by $22.0 million (84.4 percent), due largely to SAP job overruns related to intensified station deep cleaning efforts, track & signal defects and emergency response efforts, as well as vacancy/absentee coverage requirements.
- Other Fringe Benefit expenses were over by $10.8 million (35.5 percent), due mainly to lower reimbursable labor requirements and higher FICA expenses than projected.
- Pension expenses were higher by $5.1 million (3.3 percent), largely from the unfavorable timing of NYCERS expenses.
- Health & welfare (including OPEB current expenses) were unfavorable by $2.2 million (1.8 percent), due largely to the unfavorable timing of expenses.
- Reimbursable overhead credits were favorable by $5.8 million (36.1 percent), caused largely by higher reimbursable overtime requirements.
- Payroll expenses were under by $1.3 million (0.4 percent), due mostly to vacancies, partly offset by the unfavorable timing of expenses.

Non-labor expenses were less than forecast by $12.5 million (6.6 percent):

- Maintenance contract expenses underran forecast by $14.2 million (34.6 percent), resulting mostly from the favorable timing of the disposal of hazardous waste material.
- Paratransit service contracts were unfavorable to forecast by $5.6 million (16.0 percent), due principally to enhanced broker service.

Depreciation expenses year-to-date were higher than forecast by $31.1 million (3.3 percent).

GASB #75 OPEB Expense Adjustment reported a credit of $6.8 million year-to-date, resulting in a favorable variance to forecast of $8.7 million.

Net Cash Deficit

The net cash deficit for June year-to-date was $1,937.9 million, favorable to forecast by $5.9 million (0.3 percent).

Incumbents

There were 49,283 full-time paid incumbents at the end of June, a net decrease of 315 incumbents from May.

Ridership Results

Jun 2019 Ridership vs. Forecast - ($ in millions)									
	Jun					Jun Year-to-Date			
			More(Less)					More(Less)	
	MYF	Prelim Actual	Amount	Percent		MYF	Prelim Actual	Amount	Percent
Subway	138.4	141.4	3.1	2.2%		838.8	841.8	3.1	0.4%
NYCT Bus	44.1	45.8	1.7	3.8%		276.2	277.9	1.7	0.6%
Paratransit	0.9	0.9	0.0	0.1%		5.5	5.5	0.0	0.0%
Total - NYCT	**183.4**	**188.2**	**4.8**	**2.6%**		**1,120.4**	**1,125.2**	**4.8**	**0.4%**

Note: Total may not add due to rounding

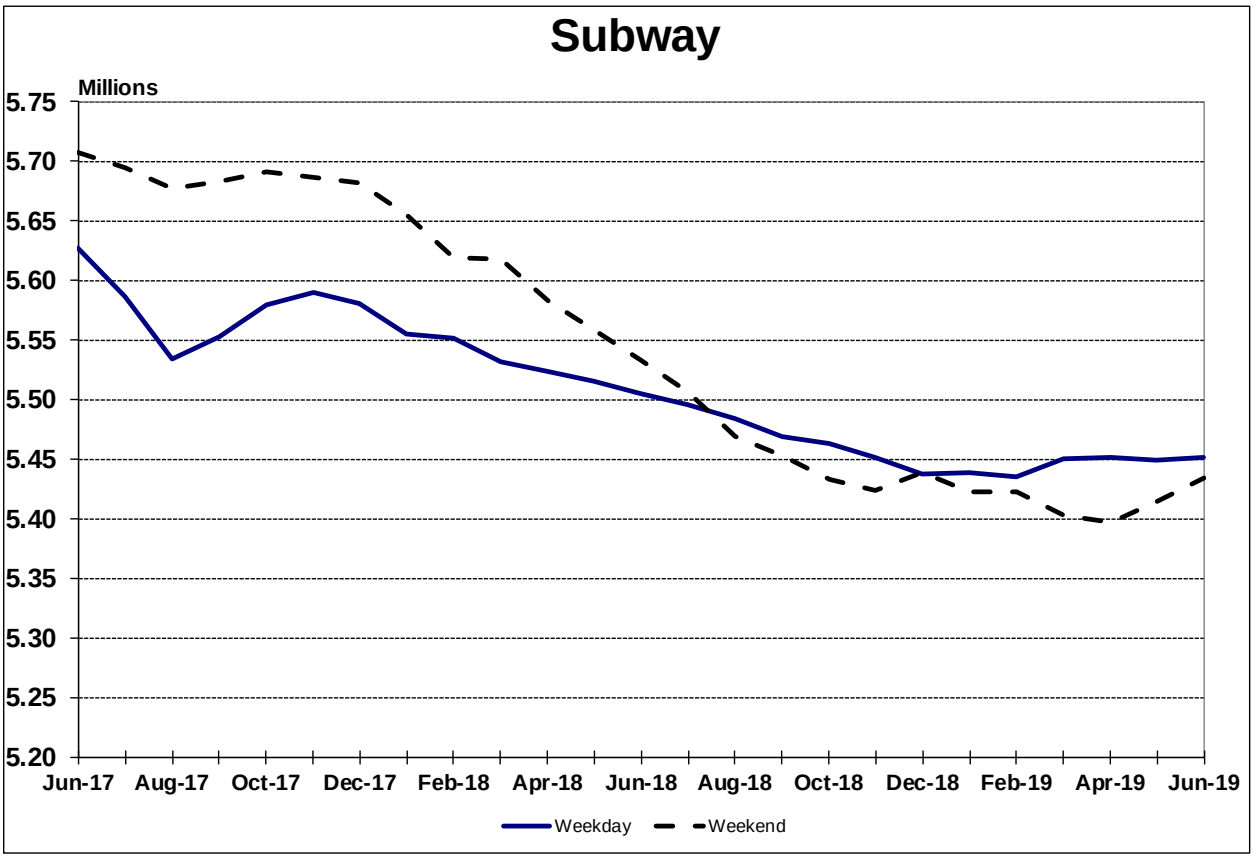
June Average Weekday and Weekend Ridership vs. Prior Year									
	Average Weekday - (thousands)					Average Weekend - (thousands)			
		Preliminary	Change				Preliminary	Change	
Month	2018	2019	Amount	Percent		2018	2019	Amount	Percent
Subway	5,569	5,608	39	+0.7%		5,665	5,838	173	+3.1%
NYCT Local Bus	1,778	1,736	(41)	-2.3%		2,056	2,043	(13)	-0.7%
NYCT Express Bus	41	40	(1)	-2.2%		14	14	(0)	-0.1%
Paratransit	31	36	5	+14.5%		40	45	5	+13.4%
TOTAL - NYCT	**7,419**	**7,420**	**1**	**+0.0%**		**7,775**	**7,940**	**165**	**+2.1%**
12-Month Rolling Average									
Subway	5,505	5,452	(53)	-1.0%		5,533	5,435	(99)	-1.8%
Local Bus	1,827	1,743	(84)	-4.6%		2,023	1,947	(77)	-3.8%
Express Bus	40	40	(0)	-1.2%		13	13	(0)	-1.2%
Paratransit	28	33	5	+17.7%		35	41	6	+17.3%
TOTAL - NYCT	**7,400**	**7,268**	**(132)**	**-1.8%**		**7,604**	**7,435**	**(170)**	**-2.2%**

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

June 2019 subway ridership was 2.6 percent favorable to forecast, due in part to employment growth in NYC and the reduction of service interruptions and delays as major Subway Action Plan initiatives were completed in the last year.

Average Weekday and Weekend Ridership

12-Month Rolling Averages

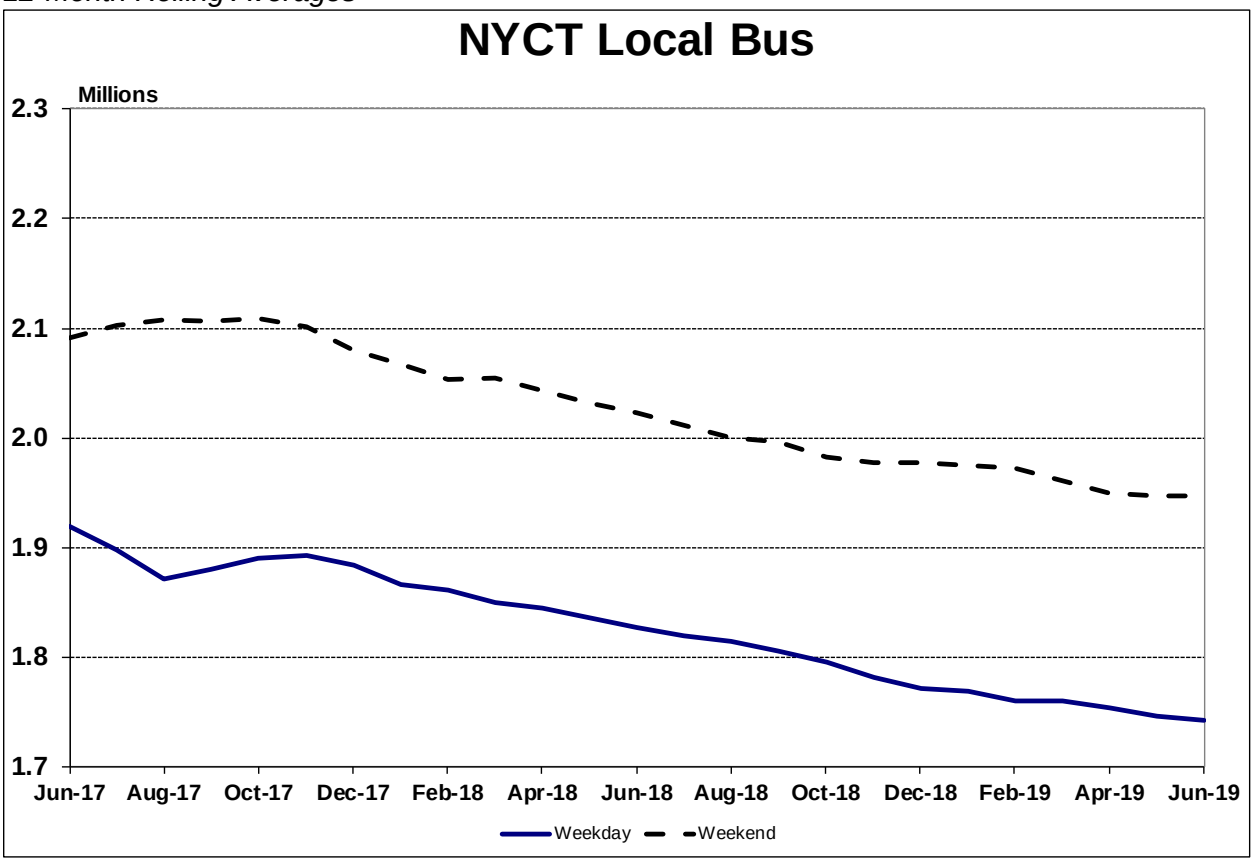


- Average weekday subway ridership was flat in 2016 and began to decline in 2017. June 2019 average weekday subway ridership was 0.7 percent higher than the prior year.

- Average weekend ridership decreased from 2015 to 2016, and from 2016 to 2017. Average weekend subway ridership in June 2019 was 3.1 percent higher than June 2018.

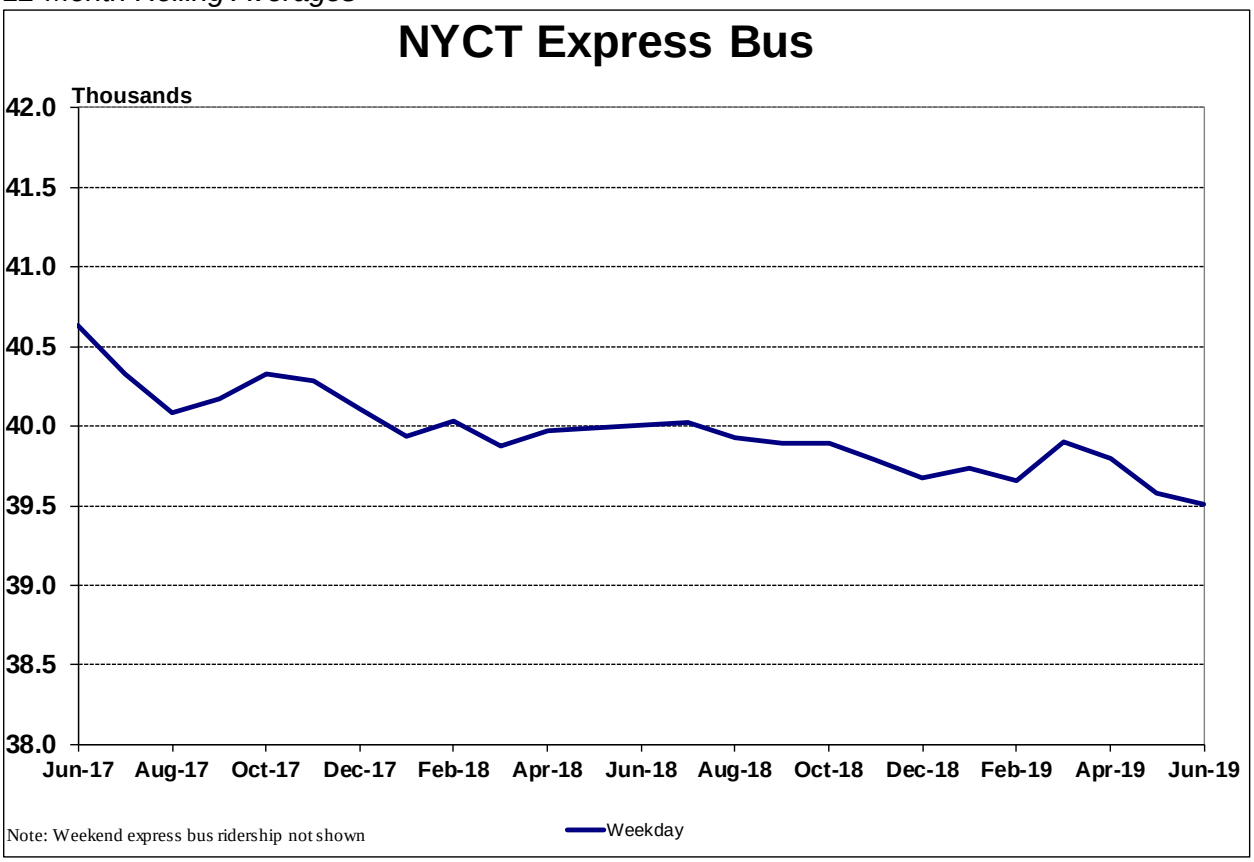
- Sunday, June 30, 2019, Pride Sunday, saw a subway ridership of 3,018,136 – the second highest ridership on a Sunday since at least 1984, and likely since WWII.

12-Month Rolling Averages



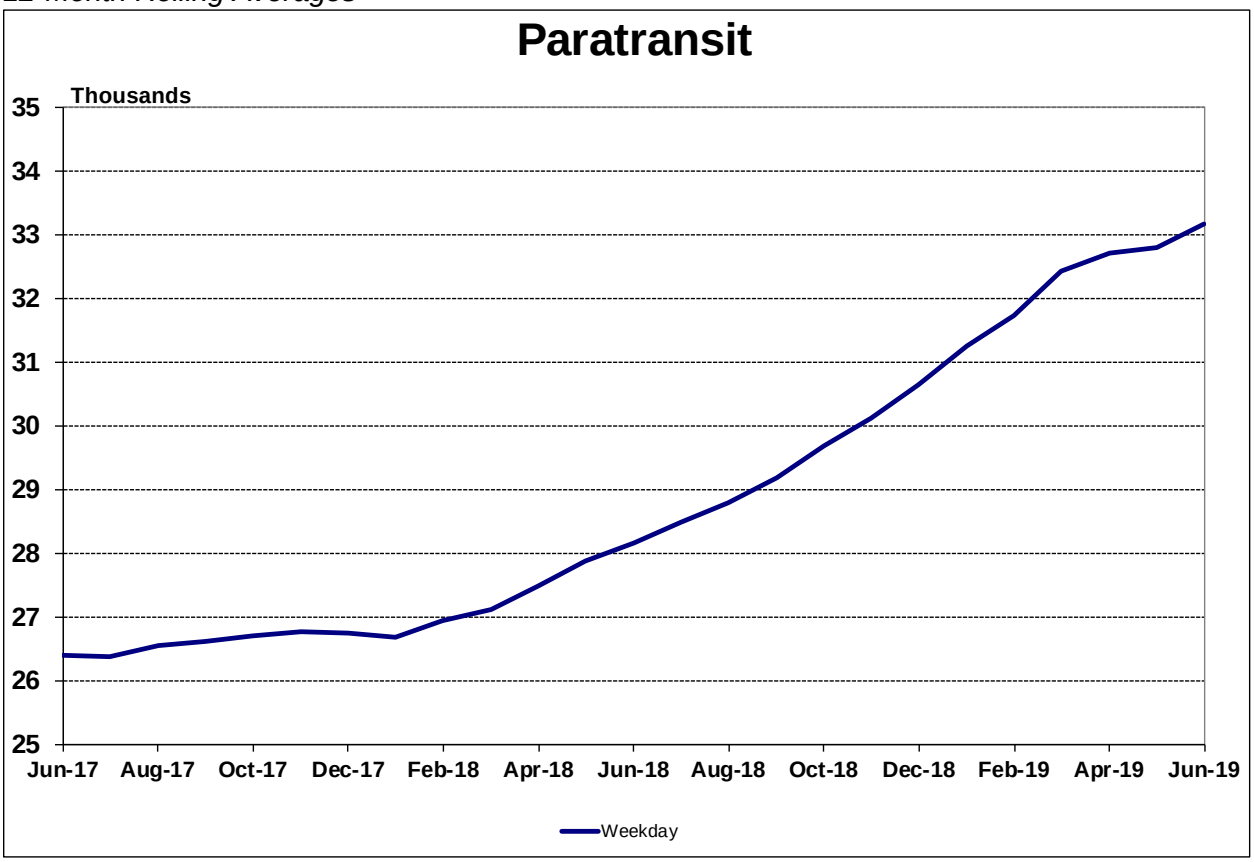
- The long-term downward trend in bus ridership accelerated in March 2017 and has continued in 2019.

12-Month Rolling Averages



- After a period of stable ridership, express bus ridership has been declining since the March 2017 fare increase. Though ridership increased year-over-year from April 2018 to July 2018, returning to the 2016 ridership levels, ridership began to decline again in August of 2018.

12-Month Rolling Averages



- The increase in Paratransit ridership is driven by a surge in Enhanced Broker service trips.

Ridership on New York Area Transit Services

From June 2018 to June 2019, average weekday ridership was mixed across area services. NYCT Paratransit (up 14.5 percent) saw the largest increase, while MTA Express Bus (down 14.2 percent) saw the largest decrease. Weekend ridership was also mixed, with NYCT Paratransit (up 13.4 percent) posting the largest increase, while Staten Island Railway (down 33.9 percent) posted the largest loss.

Bridges and Tunnels traffic increased on weekdays and weekends.

Ridership on Transit Services in the New York Area (thousands)						
Transit Service	Jun-18	Prelim Jun-19	Percent Change	Rolling Avg Prior Year	Rolling Avg Current Year	12-Month Rolling Average Percent Change
Average Weekday						
NYCT Subway	5,569	5,608	+0.7%	5,505	5,452	-1.0%
NYCT Local Bus	1,778	1,736	-2.3%	1,827	1,743	-4.6%
NYCT Express Bus	41	40	-2.2%	40	40	-1.2%
NYCT Paratransit	31	36	+14.5%	28	33	+17.7%
Staten Island Railway	16	16	-1.8%	16	16	-3.1%
MTA Local Bus	363	347	-4.3%	364	362	-0.4%
MTA Express Bus	30	26	-14.2%	30	28	-4.4%
Long Island Rail Road	329	333	+1.2%	310	316	+2.0%
Metro-North Railroad	300	298	-0.7%	285	285	+0.1%
PATH	291	292	+0.4%	285	283	-0.8%
Average Weekend						
NYCT Subway	5,665	5,838	+3.1%	5,533	5,435	-1.8%
NYCT Local Bus	2,056	2,043	-0.7%	2,023	1,947	-3.8%
NYCT Express Bus	14	14	-0.1%	13	13	-1.2%
NYCT Paratransit	40	45	+13.4%	35	41	+17.3%
Staten Island Railway	9	6	-33.9%	8	7	-14.0%
MTA Local Bus	402	420	+4.6%	380	387	+1.9%
MTA Express Bus	13	12	-4.2%	12	12	+0.4%
Long Island Rail Road	229	221	-3.2%	205	210	+2.5%
Metro-North Railroad	253	260	+2.5%	236	239	+1.5%
PATH	218	203	-6.8%	205	187	-8.6%

MTA Bridges and Tunnels (thousands)						
Average Weekday	966	969	+0.3%	893	920	+3.0%
Average Weekend	1,832	1,883	+2.7%	1,622	1,715	+5.8%

Note: Percentages are based on unrounded data.

Economy

From June 2018 to June 2019, New York City employment increased 2.2 percent (102,400 jobs). Total private sector employment increased 2.4 percent (94,400 jobs) and government employment increased 1.4 percent (8,000 jobs). Private employment sectors largely increased over the prior year, apart from manufacturing, down 2.9 percent (2,100 jobs) and financial activities, down 0.8 percent (3,900 jobs). The sector with the largest absolute and percentage increase was educational and health services, up 64,900 jobs (6.6 percent).

NYC Employment by Sector - (thousands)					
			Change		
Employment Sector	Jun-18	Jun-19	Amount	%	% YTD
Construction	160.3	160.9	0.6	0.4%	2.3%
Manufacturing	71.4	69.3	-2.1	-2.9%	-2.9%
Trade & Transportation	632.3	641.3	9.0	1.4%	1.1%
Leisure & Hospitality	475.2	477.2	2.0	0.4%	0.2%
Financial Activities	480.5	476.6	-3.9	-0.8%	0.1%
Information	206.4	212.3	5.9	2.9%	2.9%
Professional & Business Services	768.9	784.2	15.3	2.0%	2.0%
Educational & Health Services	989.4	1,054.3	64.9	6.6%	5.1%
Other Services	195.3	198.0	2.7	1.4%	2.2%
Total Private	**3,979.7**	**4,074.1**	**94.4**	**2.4%**	**2.2%**
Government	581.8	589.8	8.0	1.4%	1.4%
Total NYC Employment	***4,561.5***	***4,663.9***	***102.4***	***2.2%***	***2.1%***

MTA NEW YORK CITY TRANSIT
Jun - 2019 Mid_Year
Accrual Statement of Operations By Category
Month - Jun 2019
($ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Var Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Var Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Var Percent
Revenue												
Farebox Revenue:												
Subway	$292.580	$301.306	$8.726	3.0	$0.000	$0.000	-	-	$292.580	$301.306	$8.726	3.0
Bus	$74.620	$77.400	$2.780	3.7	$0.000	$0.000	-	-	$74.620	$77.400	$2.780	3.7
Paratransit	$1.935	$1.926	(0.009)	(0.5)	$0.000	$0.000	-	-	$1.935	$1.926	(0.009)	(0.5)
Fare Liability	$6.542	$6.542	$0.000	0.0	$0.000	$0.000	-	-	$6.542	$6.542	$0.000	0.0
Farebox Revenue	**$375.677**	**$387.174**	**$11.496**	**3.1**	**$0.000**	**$0.000**	**-**	**-**	**$375.677**	**$387.174**	**$11.496**	3.1
Fare Reimbursment	$5.990	$6.425	$0.434	7.3	$0.000	$0.000	-	-	$5.990	$6.425	$0.434	7.3
Paratransit Reimbursment	$18.327	$19.038	$0.712	3.9	$0.000	$0.000	-	-	$18.327	$19.038	$0.712	3.9
Other Operating Revenue	$14.293	$14.122	(0.171)	(1.2)	$0.000	$0.000	-	-	$14.293	$14.122	(0.171)	(1.2)
Other Revenue	**$38.610**	**$39.585**	**$0.975**	**2.5**	**$0.000**	**$0.000**	**-**	**-**	**$38.610**	**$39.585**	**$0.975**	2.5
Capital and Other Reimbursements	$0.000	$0.000	-	-	$114.756	$108.752	(6.003)	(5.2)	$114.756	$108.752	(6.003)	(5.2)
Total Revenue	**$414.287**	**$426.759**	**$12.471**	**3.0**	**$114.756**	**$108.752**	**(6.003)**	**(5.2)**	**$529.043**	**$535.511**	**$6.468**	1.2
Expenses												
Labor :												
Payroll	$289.421	$288.144	$1.276	0.4	$75.833	$37.299	$38.534	50.8	$365.253	$325.443	$39.810	10.9
Overtime	$26.101	$48.130	(22.029)	(84.4)	(16.893)	$14.268	(31.161)	-	$9.208	$62.398	(53.190)	-
Total Salaries & Wages	**$315.521**	**$336.274**	**(20.753)**	**(6.6)**	**$58.940**	**$51.567**	**$7.373**	**12.5**	**$374.461**	**$387.841**	**(13.380)**	(3.6)
Health and Welfare	$81.472	$76.180	$5.291	6.5	$2.567	$2.040	$0.527	20.5	$84.039	$78.221	$5.818	6.9
OPEB Current Payment	$38.249	$45.796	(7.547)	(19.7)	$1.073	$0.817	$0.256	23.8	$39.322	$46.614	(7.292)	(18.5)
Pensions	$153.809	$158.860	(5.052)	(3.3)	$4.203	$6.100	(1.896)	(45.1)	$158.012	$164.960	(6.948)	(4.4)
Other Fringe Benefits	$30.421	$41.222	(10.801)	(35.5)	$22.761	$15.863	$6.899	30.3	$53.183	$57.085	(3.902)	(7.3)
Total Fringe Benefits	**$303.950**	**$322.059**	**(18.109)**	**(6.0)**	**$30.605**	**$24.820**	**$5.785**	**18.9**	**$334.555**	**$346.879**	**(12.323)**	(3.7)
Contribution to GASB Fund	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Reimbursable Overhead	(15.937)	(21.692)	$5.755	36.1	$15.937	$21.692	(5.755)	(36.1)	$0.000	$0.000	$0.000	-
Labor	**$603.534**	**$636.641**	**(33.107)**	**(5.5)**	**$105.483**	**$98.079**	**$7.404**	**7.0**	**$709.017**	**$734.720**	**(25.703)**	(3.6)
Non-Labor :												
Electric Power	$24.718	$21.211	$3.506	14.2	(0.014)	$0.025	(0.039)	-	$24.704	$21.237	$3.467	14.0
Fuel	$14.320	$13.801	$0.518	3.6	$0.040	$0.000	$0.040	-	$14.360	$13.801	$0.559	3.9
Insurance	$5.765	$5.765	$0.000	0.0	$0.000	$0.000	-	-	$5.765	$5.765	$0.000	0.0
Claims	$17.409	$17.429	(0.020)	(0.1)	$0.000	$0.000	-	-	$17.409	$17.429	(0.020)	(0.1)
Paratransit Service Contracts	$34.904	$40.499	(5.595)	(16.0)	$0.000	$0.000	-	-	$34.904	$40.499	(5.595)	(16.0)
Maintenance and Other Operating Contracts	$41.127	$26.898	$14.228	34.6	$2.476	$3.233	(0.757)	(30.6)	$43.603	$30.131	$13.472	30.9
Professional Service Contracts	$14.849	$13.944	$0.905	6.1	(1.982)	$4.373	(6.355)	-	$12.868	$18.317	(5.450)	(42.4)
Materials & Supplies	$29.792	$30.041	(0.249)	(0.8)	$12.194	$2.193	$10.001	82.0	$41.986	$32.234	$9.752	23.2
Other Business Expenses	$6.158	$6.930	(0.772)	(12.5)	(3.442)	$0.849	(4.291)	-	$2.716	$7.779	(5.062)	-
Non-Labor	**$189.042**	**$176.519**	**$12.523**	**6.6**	**$9.273**	**$10.673**	**(1.400)**	**(15.1)**	**$198.315**	**$187.192**	**$11.122**	5.6
Other Expense Adjustments:												
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	-
Total Expenses before Depreciation and OPEB	**$792.576**	**$813.160**	**(20.584)**	**(2.6)**	**$114.756**	**$108.752**	**$6.003**	**5.2**	**$907.332**	**$921.912**	**(14.581)**	(1.6)
Depreciation	$133.111	$164.225	(31.114)	(23.4)	$0.000	$0.000	-	-	$133.111	$164.225	(31.114)	(23.4)
GASB 75 OPEB Expense Adjustment	$20.000	$11.294	$8.706	43.5	$0.000	$0.000	-	-	$20.000	$11.294	$8.706	43.5
GASB 68 Pension Adjustment	$0.000	(84.142)	$84.142	-	$0.000	$0.000	-	-	$0.000	(84.142)	$84.142	-
Environmental Remediation	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Total Expenses	**$945.687**	**$904.537**	**$41.150**	**4.4**	**$114.756**	**$108.752**	**$6.003**	**5.2**	**$1,060.443**	**$1,013.290**	**$47.153**	4.4
OPERATING SURPLUS/DEFICIT	**(531.400)**	**(477.779)**	**$53.621**	**10.1**	**$0.000**	**$0.000**	**$0.000**	**-**	**(531.400)**	**(477.779)**	**$53.621**	10.1

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
Jun - 2019 Mid_Year
Accrual Statement of Operations By Category
Year-To-Date - Jun 2019
($ in Millions)

8/13/2019 12:24 PM

	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Var Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Var Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Var Percent
Revenue												
Farebox Revenue:												
Subway	$1,725.722	$1,734.448	$8.726	0.5	$0.000	$0.000	-	-	$1,725.722	$1,734.448	$8.726	0.5
Bus	$454.111	$456.891	$2.780	0.6	$0.000	$0.000	-	-	$454.111	$456.891	$2.780	0.6
Paratransit	$11.529	$11.520	(0.009)	(0.1)	$0.000	$0.000	-	-	$11.529	$11.520	(0.009)	(0.1)
Fare Liability	$39.252	$39.252	$0.000	0.0	$0.000	$0.000	-	-	$39.252	$39.252	$0.000	0.0
Farebox Revenue	**$2,230.615**	**$2,242.111**	**$11.496**	**0.5**	**$0.000**	**$0.000**	**-**	**-**	**$2,230.615**	**$2,242.111**	**$11.496**	0.5
Fare Reimbursment	$48.074	$48.508	$0.434	0.9	$0.000	$0.000	-	-	$48.074	$48.508	$0.434	0.9
Paratransit Reimbursment	$109.087	$109.798	$0.712	0.7	$0.000	$0.000	-	-	$109.087	$109.798	$0.712	0.7
Other Operating Revenue	$86.958	$86.787	(0.171)	(0.2)	$0.000	$0.000	-	-	$86.958	$86.787	(0.171)	(0.2)
Other Revenue	**$244.118**	**$245.093**	**$0.975**	**0.4**	**$0.000**	**$0.000**	**-**	**-**	**$244.118**	**$245.093**	**$0.975**	0.4
Capital and Other Reimbursements	$0.000	$0.000	-	-	$706.575	$700.568	(6.007)	(0.9)	$706.575	$700.568	(6.007)	(0.9)
Total Revenue	**$2,474.733**	**$2,487.204**	**$12.471**	**0.5**	**$706.575**	**$700.568**	**(6.007)**	**(0.9)**	**$3,181.308**	**$3,187.772**	**$6.464**	0.2
Expenses												
Labor :												
Payroll	$1,737.346	$1,736.068	$1.277	0.1	$275.585	$237.050	$38.534	14.0	$2,012.930	$1,973.118	$39.812	2.0
Overtime	$293.226	$315.255	(22.029)	(7.5)	$73.173	$104.335	(31.162)	(42.6)	$366.399	$419.589	(53.191)	(14.5)
Total Salaries & Wages	**$2,030.572**	**$2,051.323**	**(20.751)**	**(1.0)**	**$348.757**	**$341.385**	**$7.372**	**2.1**	**$2,379.329**	**$2,392.708**	**(13.379)**	(0.6)
Health and Welfare	$462.738	$457.446	$5.292	1.1	$12.969	$12.442	$0.527	4.1	$475.707	$469.888	$5.819	1.2
OPEB Current Payment	$238.996	$246.543	(7.548)	(3.2)	$5.240	$4.983	$0.257	4.9	$244.236	$251.527	(7.291)	(3.0)
Pensions	$546.795	$551.847	(5.052)	(0.9)	$20.176	$22.072	(1.895)	(9.4)	$566.971	$573.919	(6.947)	(1.2)
Other Fringe Benefits	$232.926	$243.727	(10.801)	(4.6)	$111.783	$104.884	$6.899	6.2	$344.709	$348.611	(3.902)	(1.1)
Total Fringe Benefits	**$1,481.455**	**$1,499.564**	**(18.109)**	**(1.2)**	**$150.169**	**$144.381**	**$5.788**	**3.9**	**$1,631.624**	**$1,643.944**	**(12.320)**	(0.8)
Contribution to GASB Fund	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Reimbursable Overhead	(148.338)	(154.092)	$5.755	3.9	$148.338	$154.092	(5.755)	(3.9)	$0.000	$0.000	$0.000	-
Labor	**$3,363.689**	**$3,396.794**	**(33.105)**	**(1.0)**	**$647.264**	**$639.858**	**$7.406**	**1.1**	**$4,010.953**	**$4,036.652**	**(25.699)**	(0.6)
Non-Labor :												
Electric Power	$143.573	$140.067	$3.506	2.4	$0.127	$0.166	(0.039)	(30.4)	$143.700	$140.233	$3.468	2.4
Fuel	$59.391	$58.872	$0.519	0.9	$0.040	$0.000	$0.040	-	$59.431	$58.872	$0.560	0.9
Insurance	$34.193	$34.192	$0.001	0.0	$0.000	$0.000	-	-	$34.193	$34.192	$0.001	0.0
Claims	$104.455	$104.475	(0.020)	0.0	$0.000	$0.000	-	-	$104.455	$104.475	(0.020)	0.0
Paratransit Service Contracts	$240.107	$245.702	(5.595)	(2.3)	$0.000	$0.000	-	-	$240.107	$245.702	(5.595)	(2.3)
Maintenance and Other Operating Contracts	$156.967	$142.739	$14.229	9.1	$21.449	$22.205	(0.756)	(3.5)	$178.416	$164.944	$13.472	7.6
Professional Service Contracts	$94.014	$93.109	$0.905	1.0	$4.175	$10.530	(6.355)	-	$98.189	$103.638	(5.450)	(5.6)
Materials & Supplies	$171.199	$171.448	(0.249)	(0.1)	$34.942	$24.942	$10.001	28.6	$206.141	$196.389	$9.752	4.7
Other Business Expenses	$41.865	$42.637	(0.772)	(1.8)	(1.422)	$2.868	(4.290)	-	$40.443	$45.505	(5.062)	(12.5)
Non-Labor	**$1,045.764**	**$1,033.239**	**$12.524**	**1.2**	**$59.311**	**$60.710**	**(1.399)**	**(2.4)**	**$1,105.074**	**$1,093.949**	**$11.125**	1.0
Other Expense Adjustments:												
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	-
Total Expenses before Depreciation and OPEB	**$4,409.452**	**$4,430.033**	**(20.581)**	**(0.5)**	**$706.575**	**$700.568**	**$6.007**	**0.9**	**$5,116.027**	**$5,130.601**	**(14.574)**	(0.3)
Depreciation	$939.031	$970.146	(31.115)	(3.3)	$0.000	$0.000	-	-	$939.031	$970.146	(31.115)	(3.3)
GASB 75 OPEB Expense Adjustment	$1.866	(6.840)	$8.706	-	$0.000	$0.000	-	-	$1.866	(6.840)	$8.706	-
GASB 68 Pension Adjustment	$1.464	(82.678)	$84.142	-	$0.000	$0.000	-	-	$1.464	(82.678)	$84.142	-
Environmental Remediation	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Total Expenses	**$5,351.814**	**$5,310.662**	**$41.152**	**0.8**	**$706.575**	**$700.568**	**$6.007**	**0.9**	**$6,058.388**	**$6,011.229**	**$47.159**	0.8
OPERATING SURPLUS/DEFICIT	**(2,877.081)**	**(2,823.457)**	**$53.623**	**1.9**	**$0.000**	**$0.000**	**$0.000**	**-**	**(2,877.081)**	**(2,823.457)**	**$53.623**	1.9

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.

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
June 2019
($ in millions)

		MONTH			YEAR TO DATE		
Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable) Variance $	Favorable (Unfavorable) Variance %	Reason for Variance	Favorable (Unfavorable) Variance $	Favorable (Unfavorable) Variance %	Reason for Variance
Farebox Revenue	NR	11.5	3.1	Due mostly to higher subway revenue of $8.7 million (3.0 percent) and bus revenue of $2.8 million (3.7 percent), due primarily to higher ridership			SINCE THE MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE JUNE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH DOLLAR VARIANCES
Payroll	NR	1.3	0.4	Mainly vacancies, party offset by the unfavorable timing of expenses			
Overtime	NR	(22.0)	(84.4)	Due largely to SAP job overruns related to intensified station deep cleaning efforts, track & signal defects and emergency response efforts, as well as vacancy/absentee coverage requirements			
Health & Welfare (including OPEB current payment)	NR	(2.2)	(1.8)	Mainly the unfavorable timing of expenses			
Pension	NR	(5.1)	(3.3)	Primarily the unfavorable timing of NYCERS expenses			
Other Fringe Benefits	NR	(10.8)	(35.5)	Due mostly to lower reimbursable labor requirements impacting overhead credits and higher FICA expenses than projected			
Reimbursable Overhead	NR	5.8	36.1	Caused largely by higher reimbursable overtime requirements			
Paratransit Service Contracts	NR	(5.6)	(16.0)	Due principally to enhanced broker service			
Maintenance and Other Operating Contracts	NR	14.2	34.6	Largely involving the favorable timing of Hazardous Waste disposal			
Capital and Other Reimbursements	R	(6.0)	(5.2)	Decreased reimbursements consistent with a decrease in reimbursable expenses.			

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
June 2019
($ in millions)

		MONTH			YEAR TO DATE		
Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable) Variance $	Favorable (Unfavorable) Variance %	Reason for Variance	Favorable (Unfavorable) Variance $	Favorable (Unfavorable) Variance %	Reason for Variance
Payroll	R	38.5	50.8	Mainly vacancies/absentees not available for Capital Support/project requirements			
Overtime	R	(31.2)	over (100.0)	Due mainly to vacancy/absentee coverage requirements and additional Capital support			
Professional Service Contracts	R	(6.4)	over (100.0)	Primarily the unfavorable timing of various professional service contract requirements and IT-related expenses			
Materials & Supplies	R	10.0	82.0	Mainly the favorable timing of mostly non-vehicle maintenance material requirements			
Other Business Expenses	R	(4.3)	over (100.0)	Principally the unfavorable timing of job close and other miscellaneous expenses			

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2019 Mid_Year
Cash Receipts and Expenditures
Jun FY19
($ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Favorable (Unfavorable) Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Favorable (Unfavorable) Percent
Receipts								
Farebox Revenue	**$375.677**	**$377.711**	**$2.034**	**0.5**	**$2,254.352**	**$2,256.385**	**$2.033**	**0.1**
Fare Reimbursment	$13.766	$13.800	$0.034	0.2	$35.079	$35.113	$0.034	0.1
Paratransit Reimbursment	$3.418	$3.719	$0.301	8.8	$110.294	$110.595	$0.301	0.3
Other Operating Revenue	$5.450	$4.365	(1.085)	(19.9)	$22.583	$21.498	(1.085)	(4.8)
Other Revenue	**$22.633**	**$21.884**	**(0.749)**	**(3.3)**	**$167.955**	**$167.206**	**(0.749)**	**(0.4)**
Capital and Other Reimbursements	$114.756	$104.090	(10.666)	(9.3)	$657.117	$646.447	(10.670)	(1.6)
Total Revenue	**$513.066**	**$503.685**	**(9.381)**	**(1.8)**	**$3,079.423**	**$3,070.038**	**(9.385)**	**(0.3)**
Expenditures								
Labor :								
Payroll	$327.747	$294.539	$33.208	10.1	$2,000.879	$1,967.669	$33.210	1.7
Overtime	$9.208	$62.398	(53.190)	-	$366.399	$419.589	(53.191)	(14.5)
Total Salaries & Wages	**$336.955**	**$356.937**	**(19.982)**	**(5.9)**	**$2,367.277**	**$2,387.258**	**(19.981)**	**(0.8)**
Health and Welfare	$84.039	$52.483	$31.555	37.5	$486.708	$455.152	$31.556	6.5
OPEB Current Payment	$39.322	$46.614	(7.292)	(18.5)	$244.236	$251.527	(7.291)	(3.0)
Pensions	$158.012	$164.943	(6.931)	(4.4)	$566.823	$573.755	(6.932)	(1.2)
Other Fringe Benefits	$47.328	$40.900	$6.428	13.6	$266.521	$260.092	$6.429	2.4
Total Fringe Benefits	**$328.701**	**$304.940**	**$23.761**	**7.2**	**$1,564.289**	**$1,540.526**	**$23.763**	**1.5**
Contribution to GASB Fund	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Reimbursable Overhead	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Labor	**$665.656**	**$661.877**	**$3.779**	**0.6**	**$3,931.566**	**$3,927.784**	**$3.782**	**0.1**
Non-Labor :								
Electric Power	$24.704	$22.898	$1.806	7.3	$153.873	$152.067	$1.806	1.2
Fuel	$14.360	$7.702	$6.658	46.4	$63.873	$57.213	$6.660	10.4
Insurance	$0.000	$0.126	(0.126)	-	$36.833	$36.957	(0.124)	(0.3)
Claims	$10.303	$12.820	(2.517)	(24.4)	$81.610	$84.126	(2.516)	(3.1)
Paratransit Service Contracts	$36.404	$42.435	(6.031)	(16.6)	$228.870	$234.900	(6.030)	(2.6)
Maintenance and Other Operating Contracts	$43.603	$34.007	$9.596	22.0	$167.368	$157.772	$9.596	5.7
Professional Service Contracts	$12.868	$16.540	(3.672)	(28.5)	$93.319	$96.991	(3.672)	(3.9)
Materials & Supplies	$41.444	$30.797	$10.647	25.7	$224.290	$213.643	$10.647	4.7
Other Business Expenses	$2.716	$7.629	(4.913)	-	$41.600	$46.511	(4.911)	(11.8)
Non-Labor	**$186.402**	**$174.954**	**$11.448**	**6.1**	**$1,091.635**	**$1,080.180**	**$11.455**	**1.0**
Other Expense Adjustments:								
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**
Total Expenditures before Depreciation and OPEB	**$852.058**	**$836.831**	**$15.227**	**1.8**	**$5,023.201**	**$5,007.964**	**$15.237**	**0.3**
Depreciation	$0.000	$0.000	$0.000	-	(0.002)	$0.000	(0.002)	-
GASB 75 OPEB Expense Adjustment	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
GASB 68 Pension Adjustment	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Environmental Remediation	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Total Expenditures	**$852.058**	**$836.831**	**$15.227**	**1.8**	**$5,023.199**	**$5,007.964**	**$15.235**	**0.3**
Net Surplus/(Deficit)	**(338.992)**	**(333.146)**	**$5.846**	**1.7**	**(1,943.776)**	**(1,937.926)**	**$5.850**	**0.3**

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN THE MID-YEAR FORECAST AND ACTUAL CASH BASIS
June 2019
($ in millions)

	MONTH			YEAR TO DATE		
Operating Receipts or Disbursements	Favorable (Unfavorable) Variance $	Favorable (Unfavorable) Variance %	Reason for Variance	Favorable (Unfavorable) Variance $	Favorable (Unfavorable) Variance %	Reason for Variance
Farebox Receipts	2.0	0.5	Primarily the favorable timing of receipts			SINCE THE MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE JUNE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH DOLLAR VARIANCES
Capital and Other Reimbursements	(10.7)	(9.3)	Largely the unfavorable timing of capital reimbursements and reimbursement underruns			
Salaries & Wages	(20.0)	(5.9)	Primarily higher overtime requirements including vacancy coverage			
Health & Welfare (including OPEB current payment)	24.3	19.8	Principally the favorable timing of payments			
Paratransit Service Contracts	(6.0)	(16.6)	Due principally to enhanced broker service			
Maintenance Contracts	9.6	22.0	Mainly the favorable timing of expenses, partly offset by higher payments			
Materials & Supplies	10.6	25.7	The favorable timing of expenses			

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2019 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Jun FY19
($ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Favorable (Unfavorable) Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Favorable (Unfavorable) Percent
Revenue								
Farebox Revenue	**$0.000**	**(9.463)**	**(9.463)**	**-**	**$23.737**	**$14.274**	**(9.463)**	**(39.9)**
Fare Reimbursment	$7.776	$7.375	(0.400)	(5.1)	(12.995)	(13.395)	(0.400)	(3.1)
Paratransit Reimbursment	(14.909)	(15.319)	(0.410)	(2.8)	$1.207	$0.797	(0.410)	(34.0)
Other Operating Revenue	(8.843)	(9.757)	(0.914)	(10.3)	(64.375)	(65.289)	(0.914)	(1.4)
Other Revenue	**(15.977)**	**(17.701)**	**(1.724)**	**(10.8)**	**(76.163)**	**(77.887)**	**(1.724)**	**(2.3)**
Capital and Other Reimbursements	$0.000	(4.662)	(4.662)	-	(49.458)	(54.121)	(4.663)	(9.4)
Total Revenue	**(15.977)**	**(31.826)**	**(15.849)**	**-**	**(101.884)**	**(117.734)**	**(15.850)**	**(15.6)**
Expenses								
Labor :								
Payroll	$37.506	$30.904	(6.602)	(17.6)	$12.051	$5.450	(6.602)	(54.8)
Overtime	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Total Salaries & Wages	**$37.506**	**$30.904**	**(6.602)**	**(17.6)**	**$12.051**	**$5.450**	**(6.602)**	**(54.8)**
Health and Welfare	$0.000	$25.737	$25.737	-	(11.001)	$14.736	$25.737	-
OPEB Current Payment	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Pensions	$0.000	$0.017	$0.017	-	$0.148	$0.164	$0.016	10.7
Other Fringe Benefits	$5.854	$16.185	$10.330	-	$78.188	$88.519	$10.331	13.2
Total Fringe Benefits	**$5.854**	**$41.939**	**$36.084**	**-**	**$67.335**	**$103.418**	**$36.083**	**53.6**
Contribution to GASB Fund	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Reimbursable Overhead	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Labor	**$43.361**	**$72.843**	**$29.482**	**68.0**	**$79.387**	**$108.868**	**$29.481**	**37.1**
Non-Labor :								
Electric Power	$0.000	(1.661)	(1.661)	-	(10.173)	(11.834)	(1.661)	(16.3)
Fuel	$0.000	$6.099	$6.099	-	(4.442)	$1.659	$6.101	-
Insurance	$5.765	$5.639	(0.126)	(2.2)	(2.640)	(2.765)	(0.125)	(4.7)
Claims	$7.106	$4.609	(2.497)	(35.1)	$22.845	$20.349	(2.496)	(10.9)
Paratransit Service Contracts	(1.500)	(1.936)	(0.436)	(29.0)	$11.237	$10.802	(0.435)	(3.9)
Maintenance and Other Operating Contracts	$0.000	(3.876)	(3.876)	-	$11.048	$7.172	(3.876)	(35.1)
Professional Service Contracts	$0.000	$1.777	$1.777	-	$4.870	$6.647	$1.777	36.5
Materials & Supplies	$0.542	$1.437	$0.895	-	(18.149)	(17.254)	$0.895	4.9
Other Business Expenses	$0.000	$0.150	$0.150	-	(1.157)	(1.006)	$0.151	13.0
Non-Labor	**$11.913**	**$12.238**	**$0.325**	**2.7**	**$13.439**	**$13.769**	**$0.330**	**2.5**
Other Expense Adjustments:								
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**
Total Expenses before Depreciation and OPEB	**$55.274**	**$85.081**	**$29.808**	**53.9**	**$92.826**	**$122.637**	**$29.811**	**32.1**
Depreciation	$133.111	$164.225	$31.114	23.4	$939.033	$970.146	$31.113	3.3
GASB 75 OPEB Expense Adjustment	$20.000	$11.294	(8.706)	(43.5)	$1.866	(6.840)	(8.706)	-
GASB 68 Pension Adjustment	$0.000	(84.142)	(84.142)	-	$1.464	(82.678)	(84.142)	-
Environmental Remediation	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Total Expenditures	**$208.385**	**$176.459**	**(31.926)**	**(15.3)**	**$1,035.189**	**$1,003.265**	**(31.924)**	**(3.1)**
Total Cash Conversion Adjustments	**$192.408**	**$144.633**	**(47.775)**	**(24.8)**	**$933.305**	**$885.531**	**(47.774)**	**(5.1)**

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT

JULY FINANCIAL PLAN - 2019

TOTAL POSITIONS BY FUNCTION AND DEPARTMENT

NON-REIMBURSABLE AND FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS

June. 2019

	Mid_Year	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Office of the President	32	25	7	
Law	301	275	26	
Office of the EVP	18	12	6	
Human Resources	248	228	20	
Office of Management and Budget	41	38	3	
Capital Planning and Budget	37	29	8	
Strategy & Customer Experience	207	189	18	
Non-Departmental	9	0	9	
Labor Relations	97	83	14	
Office of People & Business Transformation	22	20	2	
Materiel	266	231	35	
Controller	122	113	9	
Total Administration	**1,400**	**1,243**	**157**	
Operations:				
Subways Service Delivery	8,754	8,570	184	Vacancies mainly due to TW, Train Operators & Conductors.
Subways Operations Support/Admin	444	444	(0)	
Subways Stations	2,765	2,618	147	Vacancies mainly due to Station Agents.
Subtotal Subways	**11,963**	**11,632**	**331**	
Buses	11,209	11,190	19	
Paratransit	209	193	16	
Operations Planning	399	368	31	
Revenue Control	642	606	36	
Non-Departmental	-	-	0	
Total Operations	**24,422**	**23,989**	**433**	
Maintenance:				
Subways Operations Support/Admin	95	117	(22)	
Subways Engineering	392	335	57	Vacancies mainly due to PTEs
Subways Car Equipment	5,008	4,974	34	
Subways Infrastructure	1,962	1,914	48	
Subways Elevators & Escalators	462	460	2	
Subways Stations	3,555	3,270	285	Vacancies mainly due to Cleaners
Subways Track	3,194	3,140	54	Vacancies mainly due to MS I Track & Track Equipment Mtr.
Subways Power	665	665	0	
Subways Signals	1,646	1,626	20	
Subways Electronic Maintenance	1,674	1,561	113	Vacancies mainly due to Maintainers & PTEs
Subtotal Subways	**18,653**	**18,062**	**591**	
Buses	3,567	3,539	28	
Supply Logistics	578	572	6	
System Safety	92	87	5	
Non-Departmental	(123)	28	(151)	
Total Maintenance	**22,767**	**22,288**	**479**	
Engineering:				
Capital Program Management	1,471	1,311	160	Vacancies mainly due to Mgrs and PTEs
Total Engineering/Capital	**1,471**	**1,311**	**160**	
Public Safety:				
Security	664	650	14	
Total Public Safety	**664**	**650**	**14**	
Total Positions	**50,724**	**49,481**	**1,243**	
Non-Reimbursable	44,740	44,586	154	
Reimbursable	5,984	4,895	1,089	
Total Full-Time	50,469	49,283	1,186	
Total Full-Time Equivalents	255	198	57	

MTA NEW YORK TRANSIT
JULY FINANCIAL PLAN - 2019
TOTAL POSITIONS by FUNCTION and OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
June. 2019

FUNCTION/OCCUPATION	Mid_Year	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	489	411	78	
Professional,Technical,Clerical	875	805	70	
Operational Hourlies	36	27	9	
Total Administration	**1,400**	**1,243**	**157**	
Operations:				
Managers/Supervisors	2,894	2,771	123	
Professional,Technical,Clerical	588	533	55	
Operational Hourlies	20,940	20,685	255	
Total Operations	**24,422**	**23,989**	**433**	
Maintenance:				
Managers/Supervisors	4,065	3,987	78	
Professional,Technical,Clerical	1,122	980	142	
Operational Hourlies	17,580	17,321	259	
Total Maintenance	**22,767**	**22,288**	**479**	
Engineering/Capital:				
Managers/Supervisors	379	317	62	
Professional,Technical,Clerical	1,090	992	98	
Operational Hourlies	2	2	0	
Total Engineering/Capital	**1,471**	**1,311**	**160**	
Public Safety:				
Managers/Supervisors	270	261	9	
Professional,Technical,Clerical	40	36	4	
Operational Hourlies	354	353	1	
Total Public Safety	**664**	**650**	**14**	
Total Positions:				
Managers/Supervisors	8,097	7,747	350	
Professional,Technical,Clerical	3,715	3,346	369	
Operational Hourlies	38,912	38,388	524	
Total Positions	**50,724**	**49,481**	**1243**	

	Jun						Jun Year-to-Date					
	Forecast		Actuals		Var. - Fav./(Unfav)		Forecast		Actuals		Var. - Fav./(Unfav)	
NON-REIMBURSABLE OVERTIME	**Hours**	**$**	**Hours**	**$**	**Hours**	**$**	**Hours**	**$**	**Hours**	**$**	**Hours**	**$**
Scheduled Service	412,365	$13.763	353,164	$11.729	59,201	$2.034 14.8%	2,268,777	$75.447	2,209,577	$73.413	59,201	$2.034 2.7%
Unscheduled Service	54,671	$10.177	104,096	$12.655	(49,425)	($2.478) -24.3%	2,213,117	$73.868	2,260,263	$76.346	(47,146)	($2.478) -3.4%
Programmatic/Routine Maintenance	68,265	$5.591	671,587	$23.903	(603,322)	($18.312) *	3,072,265	$106.202	3,490,304	$124.514	(418,039)	($18.312) -17.2%
Vacancy/Absentee Coverage	(140,616)	($5.306)	(15,613)	($0.966)	(125,003)	($4.340) 81.8%	491,318	$15.940	616,290	$20.280	(124,972)	($4.340) -27.2%
Weather Emergencies	(9,459)	$0.555	4,642	$0.158	(14,101)	$0.397 71.5%	495,945	$16.741	480,310	$16.344	15,636	$0.397 2.4%
Safety/Security/Law Enforcement	7,682	$0.257	8,012	$0.223	(331)	$0.034 13.1%	47,898	$1.414	47,737	$1.380	161	$0.034 2.4%
Other[1]	15,097	$1.065	816	$0.428	14,281	$0.636 59.8%	81,863	$3.614	67,444	$2.977	14,419	$0.636 17.6%
Subtotal	408,004	$26.101	1,126,704	$48.130	(718,700)	($22.029) -84.4%	8,671,183	$293.226	9,171,923	$315.255	(500,740)	($22.029) -7.5%
REIMBURSABLE OVERTIME	(384,681)	($16.894)	402,478	$14.268	(787,159)	($31.162) *	2,138,416	$73.173	2,925,575	$104.335	(787,159)	($31.162) -42.6%
TOTAL OVERTIME	**23,324**	**$9.208**	**1,529,182**	**$62.398**	**(1,505,858)**	**($53.191)** *	**10,809,599**	**$366.399**	**12,097,498**	**$419.589**	**(1,287,899)**	**($53.191)** -14.5%

Totals may not add due to rounding
NOTE: Percentages are based on each type of overtime and not on total overtime.
* Exceeds 100%

MTA New York City Transit
2019 February Financial Plan
Non-Reimbursable/Reimbursable Overtime
($ in millions)

	Jun			Jun Year-to-Date		
	Var. - Fav./(Unfav)			Var. - Fav./(Unfav)		
NON-REIMBURSABLE OVERTIME	**Hours**	**$**	**Explanations**	**Hours**	**$**	**Explanations**
Scheduled Service	59,201	$2.0	Favorable variance is related to Vacancy in Train Operators and Bus Operators	59,201	$2.0	Favorable variance is related to Vacancy in Train Operators and Bus Operators
		(9.2%)			(9.2%)	
Unscheduled Service	(49,425)	($2.5)	Unfavorable variance due to SAP job overruns related to train operator support and bus shuttles	(47,146)	($2.5)	Unfavorable variance due to SAP job overruns related to train operator support and bus shuttles
		11.2%			11.2%	
Programmatic/Routine Maintenance	(603,322)	($18.3)	Unfavorable variance mainly due to SAP job overruns related to intensified station deep cleaning efforts, track and signal defects and emergency response efforts, sealing leaks and clearing track drains and SMS car equipment work	(418,039)	($18.3)	Unfavorable variance mainly due to SAP job overruns related to intensified station deep cleaning efforts, track and signal defects and emergency response efforts, sealing leaks and clearing track drains and SMS car equipment work
		83.1%			83.1%	
Vacancy/Absentee Coverage	(125,003)	($4.3)	Unfavorable variance mainly due to vacancy/absentee coverage for Station Agents, Station cleaners and Bus operators	(124,972)	($4.3)	Unfavorable variance mainly due to vacancy/absentee coverage for Station Agents, Station cleaner and Bus operators
		19.7%			19.7%	
Weather Emergencies	(14,101)	$0.4		15,636	$0.4	
		(1.8%)			(1.8%)	
Safety/Security/Law Enforcement	(331)	$0.0		161	$0.0	
		(0.2%)			(0.2%)	
Other	14,281	$0.6		14,419	$0.6	
		(2.9%)			(2.9%)	
Subtotal	(718,700)	($22.0)		(500,740)	($22.0)	
		41.4%			41.4%	
REIMBURSABLE OVERTIME	(787,159)	($31.2)	Unfavorable variance mainly due to vacancy/absentee Coverage, SAP Job overrun in Signal and Power initiatives and SAP CWR IHC Initiative, and additional Capital support	(787,159)	($31.2)	Unfavorable variance mainly due to vacancy/absentee Coverage, SAP Job overrun in Signal and Power initiatives and SAP CWR IHC Initiative, and additional Capital support
		58.6%			58.6%	
TOTAL OVERTIME	**(1,505,858)**	**($53.2)**		**(1,287,899)**	**($53.2)**	

Totals may not add due to rounding.
NOTE: Percentages are based on each type of overtime and not on total overtime.
* Exceeds 100%

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METROPOLITAN TRANSPORTATION AUTHORITY
2019 Overtime Reporting
Overtime Legend

Type	**Definition**
Scheduled Service	Crew book/Regular Run/Shift hours (above 8 hours) required by train crews, bus/tower/block operators, transportation supervisors/dispatchers, fare sales and collection, Train & Engineers, as well as non-transportation workers whose work is directly related to providing service (includes coverage for holidays).
Unscheduled Service	Service coverage resulting from extraordinary events not related to weather, such as injuries, mechanical breakdowns, unusual traffic, tour length, late tour relief, and other requirements that arise that are non-absence related.
Programmatic/Routine Maintenance	*Program Maintenance* work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes *Routine Maintenance* work for which OT has been planned, as well as all other maintenance not resulting from extraordinary events, including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.
Unscheduled Maintenance	Resulting from an extraordinary event (not weather-related) requiring the use of unplanned maintenance to perform repairs on trains, buses, subway and bus stations, depots, tracks and administrative and other facilities, including derailments, tour length and weekend coverage.
Vacancy/Absentee Coverage	Provides coverage for an absent employee or a vacant position.
Weather Emergencies	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
Safety/Security/Law Enforcement	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
Other	Includes overtime coverage for clerical, administrative positions that are eligible for overtime, and miscellaneous overtime.

Reimbursable Overtime	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.

Preliminary June 2019 Report:
Staten Island Railway

The purpose of this report is to provide the preliminary June 2019 financial results on an accrual basis. The accrual basis is presented on both a non-reimbursable and reimbursable account basis. These results are compared to the Mid-Year Forecast (forecast).

Summary of Preliminary Financial Results

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

- June 2019 Staten Island Railway ridership of 348,056 riders was 10,761 riders (3.0 percent) below forecast. Average weekday ridership of 15,919 riders was 294 riders (1.8 percent) below prior year.
- Farebox revenue of $0.6 million was slightly below forecast.
- Operating expenses of $5.0 million were below forecast by $4.3 million (45.8 percent).
    - Labor expenses were less than forecast by $1.0 million (17.9 percent).
    - Non-labor expenses underran forecast by $3.3 million (86.1 percent).

STATEN ISLAND RAILWAY FINANCIAL AND RIDERSHIP REPORT

June 2019

(All data are preliminary and subject to audit)

Total **ridership** in June 2019 was 348,056 riders, 3.0 percent (10,761 riders) below forecast. Year-to-date, ridership was 2,213,891 riders, 0.5 percent (10,761 riders) lower than forecast. June 2019 average weekday ridership was 15,919 riders, 1.8 percent (294 riders) lower than June 2018. Average weekday ridership for the twelve months ending June 2019 was 16,087 riders, 2.4 percent (395 riders) below the previous twelve-month period.

Operating revenue of $0.8 million in June was slightly above the forecast. Inasmuch as the forecast includes actual results through May, the June year-to-date results represent the same dollar variances from the forecast as in the month.

Nonreimbursable expenses, before depreciation, GASB 75 OPEB Expense Adjustment and GASB 68 Pension Adjustment, were lower than forecast in June by $4.3 million (45.8 percent).

- Labor expenses were favorable by $1.0 million (17.9 percent), including underruns in health & welfare/OPEB current expenses of $0.4 million (36.8 percent), due largely to the timing of expenses. Payroll expenses underran by $0.1 million (4.2 percent), due primarily to vacancies.

- Non-labor expenses were under forecast by a net $3.3 million (86.1 percent), due mainly to an underrun in maintenance contract expenses of $1.9 million (93.0 percent), primarily from the favorable timing of various maintenance work requirements. Materials & supplies expenses were less than forecast by $0.5 million (over 100.0 percent), due largely to the favorable timing of various material requirements, including track ties. Other business expenses also underran by $0.5 million (97.6 percent), due the timing of various business purchases.

Again, as noted above in the Operating Revenue section, the year-to-date expense results are the same as the month results, inasmuch as the forecast includes actual results through May.

Depreciation expenses of $6.1 million year-to-date were above forecast by $0.1 million (2.2 percent). GASB 75 OPEB Expense Adjustments of $0.5 million were favorable by $2.2 million (81.2 percent). GASB #68 Pension Adjustment reported a small credit, resulting in a favorable variance to forecast of $0.3 million.

The **operating cash deficit** (excluding subsidies) was $20.6 million year-to-date, $4.9 million (19.1 percent) favorable to forecast.

MTA STATEN ISLAND RAILWAY
Jun - 2019 Mid_Year
Accrual Statement of Operations By Category
Month - Jun 2019
($ in Millions)

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	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Forecast Mid_Year	Actual	Variance	Percent	Forecast Mid_Year	Actual	Variance	Percent	Forecast Mid_Year	Actual	Variance	Percent
Revenue												
Farebox Revenue:												
Farebox Revenue	$0.579	$0.566	(0.014)	(2.3)	$0.000	$0.000	-	-	$0.579	$0.566	(0.014)	(2.3)
Other Revenue	$0.187	$0.205	$0.019	9.9	$0.000	$0.000	-	-	$0.187	$0.205	$0.019	9.9
Capital and Other Reimbursements	$0.000	$0.000	-	-	$0.452	$0.504	$0.053	11.6	$0.452	$0.504	$0.053	11.6
Total Revenue	**$0.766**	**$0.771**	**$0.005**	**0.7**	**$0.452**	**$0.504**	**$0.053**	**11.6**	**$1.218**	**$1.275**	**$0.058**	4.7
Expenses												
Labor :												
Payroll	$2.494	$2.388	$0.106	4.2	$0.531	$0.044	$0.487	91.7	$3.024	$2.432	$0.592	19.6
Overtime	$0.100	$0.201	(0.102)	-	$0.029	$0.054	(0.025)	(86.5)	$0.129	$0.256	(0.127)	(98.6)
Total Salaries & Wages	**$2.593**	**$2.590**	**$0.004**	**0.1**	**$0.560**	**$0.098**	**$0.461**	**82.4**	**$3.153**	**$2.688**	**$0.465**	14.8
Health and Welfare	$0.752	$0.531	$0.221	29.4	$0.140	$0.000	$0.140	-	$0.891	$0.531	$0.360	40.4
OPEB Current Payment	$0.440	$0.224	$0.216	49.1	(0.002)	$0.000	(0.002)	-	$0.438	$0.225	$0.214	48.8
Pensions	$0.756	$0.604	$0.152	20.1	$0.061	$0.000	$0.061	-	$0.817	$0.604	$0.213	26.1
Other Fringe Benefits	$0.595	$0.649	(0.054)	(9.0)	$0.275	$0.000	$0.275	-	$0.871	$0.649	$0.222	25.5
Total Fringe Benefits	**$2.543**	**$2.008**	**$0.535**	**21.0**	**$0.474**	**$0.000**	**$0.474**	**-**	**$3.017**	**$2.008**	**$1.009**	33.4
Contribution to GASB Fund	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Reimbursable Overhead	$0.351	(0.091)	$0.441	-	(0.352)	$0.091	(0.442)	-	(0.001)	$0.000	(0.001)	-
Labor	**$5.487**	**$4.507**	**$0.980**	**17.9**	**$0.682**	**$0.189**	**$0.493**	**72.2**	**$6.169**	**$4.696**	**$1.473**	23.9
Non-Labor :												
Electric Power	$0.480	$0.214	$0.266	55.3	(0.006)	$0.005	(0.011)	-	$0.474	$0.219	$0.255	53.8
Fuel	$0.004	$0.017	(0.013)	-	$0.000	$0.000	-	-	$0.004	$0.017	(0.013)	-
Insurance	$0.070	$0.070	$0.001	1.1	$0.000	$0.000	-	-	$0.070	$0.070	$0.001	1.1
Claims	$0.002	$0.041	(0.039)	-	$0.000	$0.000	-	-	$0.002	$0.041	(0.039)	-
Paratransit Service Contracts	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Maintenance and Other Operating Contracts	$2.046	$0.142	$1.904	93.0	$0.000	$0.000	-	-	$2.046	$0.142	$1.904	93.0
Professional Service Contracts	$0.284	$0.125	$0.159	56.0	(0.009)	$0.000	(0.009)	-	$0.275	$0.125	$0.150	54.6
Materials & Supplies	$0.426	(0.093)	$0.519	-	(0.215)	$0.310	(0.525)	-	$0.211	$0.217	(0.007)	(3.3)
Other Business Expenses	$0.494	$0.012	$0.482	97.6	$0.000	$0.000	-	-	$0.494	$0.012	$0.482	97.6
Non-Labor	**$3.806**	**$0.529**	**$3.277**	**86.1**	**(0.230)**	**$0.315**	**(0.545)**	**-**	**$3.576**	**$0.844**	**$2.732**	76.4
Other Expense Adjustments:												
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	-
Total Expenses before Depreciation and OPEB	**$9.293**	**$5.036**	**$4.257**	**45.8**	**$0.452**	**$0.504**	**(0.053)**	**(11.6)**	**$9.745**	**$5.540**	**$4.205**	43.1
Depreciation	$0.889	$1.022	(0.132)	(14.9)	$0.000	$0.000	-	-	$0.889	$1.022	(0.132)	(14.9)
GASB 75 OPEB Expense Adjustment	$2.416	$0.248	$2.168	89.7	$0.000	$0.000	-	-	$2.416	$0.248	$2.168	89.7
GASB 68 Pension Adjustment	$0.198	(0.066)	$0.264	-	$0.000	$0.000	-	-	$0.198	(0.066)	$0.264	-
Environmental Remediation	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Total Expenses	**$12.796**	**$6.240**	**$6.557**	**51.2**	**$0.452**	**$0.504**	**(0.053)**	**(11.6)**	**$13.248**	**$6.744**	**$6.504**	49.1
OPERATING SURPLUS/DEFICIT	**(12.031)**	**(5.469)**	**$6.562**	**54.5**	**$0.000**	**$0.000**	**$0.000**	**-**	**(12.031)**	**(5.469)**	**$6.562**	54.5

Note: Totals may not add due to rounding

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

MTA STATEN ISLAND RAILWAY
Jun - 2019 Mid_Year
Accrual Statement of Operations By Category
Year-To-Date - Jun 2019
($ in Millions)

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	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)	Var Percent			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Forecast Mid_Year	Actual	Variance	Percent	Forecast Mid_Year	Actual	Variance	Percent	Forecast Mid_Year	Actual	Variance	Percent
Revenue												
Farebox Revenue:												
Farebox Revenue	$3.356	$3.343	(0.014)	(0.4)	$0.000	$0.000	-	-	$3.356	$3.343	(0.014)	(0.4)
Other Revenue	$1.418	$1.436	$0.019	1.3	$0.000	$0.000	-	-	$1.418	$1.436	$0.019	1.3
Capital and Other Reimbursements	$0.000	$0.000	-	-	$2.293	$2.345	$0.053	2.3	$2.293	$2.345	$0.053	2.3
Total Revenue	**$4.774**	**$4.779**	**$0.005**	**0.1**	**$2.293**	**$2.345**	**$0.053**	**2.3**	**$7.067**	**$7.124**	**$0.058**	0.8
Expenses												
Labor :												
Payroll	$12.421	$12.315	$0.106	0.9	$0.855	$0.369	$0.487	56.9	$13.276	$12.684	$0.592	4.5
Overtime	$1.533	$1.635	(0.102)	(6.6)	$0.536	$0.561	(0.025)	(4.7)	$2.069	$2.196	(0.127)	(6.1)
Total Salaries & Wages	**$13.954**	**$13.950**	**$0.004**	**0.0**	**$1.391**	**$0.930**	**$0.461**	**33.2**	**$15.345**	**$14.880**	**$0.465**	3.0
Health and Welfare	$3.200	$2.979	$0.221	6.9	$0.140	$0.000	$0.140	-	$3.339	$2.979	$0.360	10.8
OPEB Current Payment	$1.292	$1.077	$0.216	16.7	$0.000	$0.002	(0.002)	-	$1.292	$1.079	$0.214	16.5
Pensions	$3.658	$3.506	$0.152	4.1	$0.061	$0.000	$0.061	-	$3.719	$3.506	$0.213	5.7
Other Fringe Benefits	$2.706	$2.760	(0.054)	(2.0)	$0.275	$0.000	$0.275	-	$2.981	$2.760	$0.222	7.4
Total Fringe Benefits	**$10.856**	**$10.321**	**$0.535**	**4.9**	**$0.476**	**$0.002**	**$0.474**	**-**	**$11.332**	**$10.323**	**$1.009**	8.9
Contribution to GASB Fund	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Reimbursable Overhead	(0.425)	(0.867)	$0.441	-	$0.425	$0.868	(0.442)	-	$0.000	$0.001	(0.001)	-
Labor	**$24.385**	**$23.405**	**$0.980**	**4.0**	**$2.293**	**$1.800**	**$0.493**	**21.5**	**$26.677**	**$25.205**	**$1.473**	5.5
Non-Labor :												
Electric Power	$2.202	$1.936	$0.266	12.1	$0.000	$0.011	(0.011)	-	$2.202	$1.947	$0.255	11.6
Fuel	$0.142	$0.155	(0.013)	(9.3)	$0.000	$0.000	-	-	$0.142	$0.155	(0.013)	(9.3)
Insurance	$0.616	$0.615	$0.001	0.1	$0.000	$0.000	-	-	$0.616	$0.615	$0.001	0.1
Claims	$0.164	$0.203	(0.039)	(23.9)	$0.000	$0.000	-	-	$0.164	$0.203	(0.039)	(23.9)
Paratransit Service Contracts	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Maintenance and Other Operating Contracts	$2.311	$0.407	$1.904	82.4	$0.000	$0.000	-	-	$2.311	$0.407	$1.904	82.4
Professional Service Contracts	$0.521	$0.361	$0.159	30.6	$0.000	$0.009	(0.009)	-	$0.521	$0.370	$0.150	28.8
Materials & Supplies	$1.418	$0.899	$0.519	36.6	$0.000	$0.525	(0.525)	-	$1.418	$1.425	(0.007)	(0.5)
Other Business Expenses	$0.509	$0.027	$0.482	94.7	$0.000	$0.000	-	-	$0.509	$0.027	$0.482	94.7
Non-Labor	**$7.882**	**$4.604**	**$3.277**	**41.6**	**$0.000**	**$0.545**	**(0.545)**	**-**	**$7.882**	**$5.150**	**$2.732**	34.7
Other Expense Adjustments:												
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	-
Total Expenses before Depreciation and OPEB	**$32.267**	**$28.009**	**$4.257**	**13.2**	**$2.293**	**$2.345**	**(0.053)**	**(2.3)**	**$34.559**	**$30.354**	**$4.205**	12.2
Depreciation	$6.000	$6.132	(0.132)	(2.2)	$0.000	$0.000	-	-	$6.000	$6.132	(0.132)	(2.2)
GASB 75 OPEB Expense Adjustment	$2.669	$0.501	$2.168	81.2	$0.000	$0.000	-	-	$2.669	$0.501	$2.168	81.2
GASB 68 Pension Adjustment	$0.250	(0.014)	$0.264	-	$0.000	$0.000	-	-	$0.250	(0.014)	$0.264	-
Environmental Remediation	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Total Expenses	**$41.185**	**$34.629**	**$6.557**	**15.9**	**$2.293**	**$2.345**	**(0.053)**	**(2.3)**	**$43.478**	**$36.974**	**$6.504**	15.0
OPERATING SURPLUS/DEFICIT	**(36.411)**	**(29.849)**	**$6.562**	**18.0**	**$0.000**	**$0.000**	**$0.000**	**-**	**(36.411)**	**(29.849)**	**$6.562**	18.0

Note: Totals may not add due to rounding

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

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
JUNE 2019
($ in millions)

Generic Revenue or Expense Category	MONTH Non Reimb. or Reimb.	MONTH Favorable/ $	MONTH Favorable/ %	MONTH Reason for Variance	YEAR-TO-DATE Favorable/ $	YEAR-TO-DATE Favorable/ %	YEAR-TO-DATE Reason for Variance
Farebox Revenue	Non Reimb.	(0.014)	(2.3)	Lower ridership due to no service on two weekends on two stations	SINCE THE MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE JUNE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH DOLLAR VARIANCES		
Other Operating Revenue	Non Reimb.	0.019	9.9	Mainly the favorable timing of reimbursements			
Payroll	Non Reimb.	0.106	4.2	Primarily vacancies			
Overtime	Non Reimb.	(0.102)	over (100.0)	Largely vacancy coverage requirements			
Health and Welfare (including OPEB current payment)	Non Reimb.	0.439	36.8	Primarily the favorable timing of expenses			
Other Fringe Benefits	Non Reimb.	(0.054)	(9.0)	Mostly the unfavorable timing of billing regarding interagency personnel			
Electric Power	Non Reimb.	0.266	55.3	Mostly the timing of expenses and lower prices			
Maintenance & Other Operating Contracts	Non Reimb.	1.904	93.0	Mainly the favorable timing of various maintenance work requirements			
Professional Service Contracts	Non Reimb.	0.159	56.0	Mostly the favorable timing of bridge inspections and other professional service expenses			
Materials and Supplies	Non Reimb.	0.519	over 100.0	Largely the favorable timing of various material requirements, including track ties			
Other Business Expenses	Non Reimb.	0.482	97.6	Mainly the timing of several needs			
Capital and Other Reimbursements	Reimb.	0.053	11.6	Timing of contractor requirements			
Payroll	Reimb.	0.487	91.7	Timing of contractor requirements			
Overtime	Reimb.	(0.025)	(86.5)	Timing of contractor requirements			

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2019 Mid_Year
Cash Receipts and Expenditures
Jun FY19
($ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Favorable (Unfavorable) Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Favorable (Unfavorable) Percent
Receipts								
Farebox Revenue	**$0.579**	**$0.639**	**$0.060**	**10.4**	**$3.230**	**$3.290**	**$0.060**	**1.9**
Other Revenue	**$0.207**	**$0.422**	**$0.215**	**-**	**$3.113**	**$3.328**	**$0.215**	**6.9**
Capital and Other Reimbursements	$0.452	$0.244	(0.208)	(46.0)	$1.941	$1.734	(0.208)	(10.7)
Total Revenue	**$1.237**	**$1.305**	**$0.068**	**5.5**	**$8.284**	**$8.351**	**$0.068**	**0.8**
Expenditures								
Labor :								
Payroll	$2.772	$1.997	$0.774	27.9	$13.057	$12.283	$0.774	5.9
Overtime	$0.129	$0.225	(0.096)	(74.8)	$1.873	$1.970	(0.096)	(5.1)
Total Salaries & Wages	**$2.900**	**$2.222**	**$0.678**	**23.4**	**$14.930**	**$14.252**	**$0.678**	**4.5**
Health and Welfare	$0.891	$0.474	$0.417	46.8	$4.499	$4.081	$0.417	9.3
OPEB Current Payment	$0.438	$0.067	$0.371	84.7	$0.782	$0.411	$0.371	47.4
Pensions	$0.817	$0.604	$0.213	26.1	$3.719	$3.506	$0.213	5.7
Other Fringe Benefits	$0.641	$0.384	$0.257	40.1	$2.396	$2.139	$0.257	10.7
Total Fringe Benefits	**$2.788**	**$1.529**	**$1.258**	**45.1**	**$11.396**	**$10.138**	**$1.258**	**11.0**
Contribution to GASB Fund	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Reimbursable Overhead	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Labor	**$5.688**	**$3.752**	**$1.936**	**34.0**	**$26.326**	**$24.390**	**$1.936**	**7.4**
Non-Labor :								
Electric Power	$0.474	$0.266	$0.208	43.9	$2.150	$1.942	$0.208	9.7
Fuel	$0.004	$0.017	(0.013)	-	$0.158	$0.172	(0.013)	(8.5)
Insurance	$0.070	$0.017	$0.054	76.1	$0.266	$0.212	$0.054	20.1
Claims	(0.018)	$0.000	(0.018)	-	(0.015)	$0.003	(0.018)	-
Paratransit Service Contracts	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Maintenance and Other Operating Contracts	$2.046	$0.166	$1.880	91.9	$2.315	$0.435	$1.880	81.2
Professional Service Contracts	$0.275	$0.064	$0.211	76.6	$0.529	$0.318	$0.211	39.8
Materials & Supplies	$0.211	$0.138	$0.073	34.5	$1.494	$1.422	$0.073	4.9
Other Business Expenses	$0.494	$0.009	$0.485	98.2	$0.570	$0.085	$0.485	85.2
Non-Labor	**$3.556**	**$0.677**	**$2.879**	**81.0**	**$7.466**	**$4.588**	**$2.879**	**38.6**
Other Expense Adjustments:								
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**
Total Expenditures before Depreciation and OPEB	**$9.244**	**$4.429**	**$4.815**	**52.1**	**$33.793**	**$28.978**	**$4.815**	**14.2**
Depreciation	$0.000	$0.000	$0.000	-	$0.001	$0.000	$0.001	-
GASB 75 OPEB Expense Adjustment	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
GASB 68 Pension Adjustment	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Environmental Remediation	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Total Expenditures	**$9.244**	**$4.429**	**$4.815**	**52.1**	**$33.794**	**$28.978**	**$4.816**	**14.3**
Net Surplus/(Deficit)	**(8.007)**	**(3.124)**	**$4.883**	**61.0**	**(25.510)**	**(20.626)**	**$4.884**	**19.1**

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS
JUNE 2019
($ in millions)

Operating Receipts or Disbursements	MONTH Favorable/ (Unfavorable) Variance $	%	Reason for Variance	YEAR TO DATE Favorable/ (Unfavorable) Variance $	%	Reason for Variance
Farebox Receipts	0.060	10.4%	The favorable timing of cash settlements with New York City Transit	SINCE THE MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE JUNE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH DOLLAR VARIANCES		
Other Operating Revenue	0.215	over 100.0	Mostly the favorable timing of reimbursements			
Capital and Other Reimbursements	(0.208)	(46.0%)	The unfavorable timing of reimbursements			
Salaries & Wages	0.678	23.4%	Mostly vacancies			
Health and Welfare (including OPEB current payment)	0.789	55.6%	Primarily the favorable timing of expenses			
Other Fringe Benefits	0.257	40.1%	Largely the favorable timing of payments			
Maintenance Contracts	1.880	91.9%	Mainly the favorable timing of various maintenance work requirements			
Professional Service Contracts	0.211	76.6%	Mostly the favorable timing of bridge inspections and other professional service expenses			
Other Business Expenses	0.485	98.2%	Mainly the timing of several needs			

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2019 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Jun FY19
($ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent
Revenue								
Farebox Revenue	**$0.000**	**$0.074**	**$0.074**	**-**	**(0.126)**	**(0.053)**	**$0.074**	**58.2**
Other Revenue	**$0.020**	**$0.217**	**$0.197**	**-**	**$1.695**	**$1.891**	**$0.197**	**11.6**
Capital and Other Reimbursements	$0.000	(0.260)	(0.260)	-	(0.351)	(0.611)	(0.260)	(74.1)
Total Revenue	**$0.020**	**$0.030**	**$0.010**	**51.0**	**$1.217**	**$1.227**	**$0.010**	**0.8**
Expenses								
Labor :								
Payroll	$0.253	$0.435	$0.182	72.1	$0.220	$0.402	$0.182	82.9
Overtime	$0.000	$0.031	$0.031	-	$0.195	$0.226	$0.031	15.7
Total Salaries & Wages	**$0.253**	**$0.465**	**$0.213**	**84.2**	**$0.415**	**$0.628**	**$0.213**	**51.3**
Health and Welfare	$0.000	$0.057	$0.057	-	(1.159)	(1.102)	$0.057	4.9
OPEB Current Payment	$0.000	$0.157	$0.157	-	$0.510	$0.667	$0.157	30.8
Pensions	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Other Fringe Benefits	$0.229	$0.264	$0.035	15.5	$0.585	$0.621	$0.035	6.1
Total Fringe Benefits	**$0.229**	**$0.479**	**$0.250**	**-**	**(0.064)**	**$0.186**	**$0.250**	**-**
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	$0.001	$0.001	-
Labor	**$0.482**	**$0.944**	**$0.463**	**96.0**	**$0.351**	**$0.815**	**$0.464**	**-**
Non-Labor :								
Electric Power	$0.000	(0.047)	(0.047)	-	$0.052	$0.006	(0.047)	(89.4)
Fuel	$0.000	$0.000	$0.000	-	(0.017)	(0.017)	$0.000	(1.3)
Insurance	$0.000	$0.053	$0.053	-	$0.350	$0.403	$0.053	15.1
Claims	$0.020	$0.041	$0.021	-	$0.179	$0.201	$0.021	11.9
Paratransit Service Contracts	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Maintenance and Other Operating Contracts	$0.000	(0.024)	(0.024)	-	(0.004)	(0.028)	(0.024)	-
Professional Service Contracts	$0.000	$0.060	$0.060	-	(0.008)	$0.052	$0.060	-
Materials & Supplies	$0.000	$0.079	$0.079	-	(0.076)	$0.003	$0.079	-
Other Business Expenses	$0.000	$0.003	$0.003	-	(0.060)	(0.057)	$0.003	4.8
Non-Labor	**$0.020**	**$0.166**	**$0.146**	**-**	**$0.415**	**$0.562**	**$0.146**	**35.3**
Other Expense Adjustments:								
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**
Total Expenses before Depreciation and OPEB	**$0.502**	**$1.111**	**$0.609**	**-**	**$0.766**	**$1.376**	**$0.610**	**79.6**
Depreciation	$0.889	$1.022	$0.133	14.9	$5.999	$6.132	$0.133	2.2
GASB 75 OPEB Expense Adjustment	$2.416	$0.248	(2.168)	(89.7)	$2.669	$0.501	(2.168)	(81.2)
GASB 68 Pension Adjustment	$0.198	(0.066)	(0.264)	-	$0.250	(0.014)	(0.264)	-
Environmental Remediation	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Total Expenditures	**$4.005**	**$2.315**	**(1.690)**	**(42.2)**	**$9.684**	**$7.996**	**(1.688)**	**(17.4)**
Total Cash Conversion Adjustments	**$4.025**	**$2.344**	**(1.680)**	**(41.7)**	**$10.902**	**$9.223**	**(1.678)**	**(15.4)**

Note: Totals may not add due to rounding

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

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
JUNE 2019

Function/Departments	Forecast	Actual	Favorable (Unfavorable) Variance
Administration			
Executive	13	7	6
General Office	9	14	(5)
Purchasing/Stores	6	4	2
Total Administration	**28**	**25**	**3**
Operations			
Transportation	119	116	3
Total Operations	**119**	**116**	**3**
Maintenance			
Mechanical	53	49	4
Electronics/Electrical	15	14	1
Power/Signals	29	30	(1)
Maintenance of Way	70	62	8
Infrastructure	26	31	(5)
Total Maintenance	**193**	**186**	**7**
Engineering/Capital			
Capital Project Support	16	9	7
Total Engineering Capital	**16**	**9**	**7**
Total Positions	**356**	**336**	**20**
Non-Reimbursable	328	311	17
Reimbursable	28	25	3
Total Full-Time	356	336	20
Total Full-Time-Equivalents	0	0	0

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2019 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
JUNE 2019

	Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	16	12	4	
Professional, Technical, Clerical	12	13	(1)	
Operational Hourlies	0	0	0	
Total Administration	**28**	**25**	**3**	
Operations				
Managers/Supervisors	11	7	4	
Professional, Technical, Clerical	3	1	2	
Operational Hourlies	105	108	(3)	
Total Operations	**119**	**116**	**3**	
Maintenance				
Managers/Supervisors	16	23	(7)	
Professional, Technical, Clerical	6	5	1	
Operational Hourlies	171	158	13	
Total Maintenance	**193**	**186**	**7**	
Engineering/Capital				
Managers/Supervisors	3	3	0	
Professional, Technical, Clerical	4	0	4	
Operational Hourlies	9	6	3	
Total Engineering/Capital	**16**	**9**	**7**	
Total Positions				
Managers/Supervisors	46	45	1	
Professional, Technical, Clerical	25	19	6	
Operational Hourlies	285	272	13	
Total Positions	**356**	**336**	**20**	

MTA STATEN ISLAND RAILWAY
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
2019 FORECAST VERSUS 2019 PRELIMINARY ACTUAL
(in millions)

Month of June

Forecast	Actual	Variance Amount	Variance Percent	Explanation
0.359	0.348	(0.011)	(3.0%)	Driven primarily by no service between St. George and Jefferson Ave on two weekends (6/22-23 and 6/29-30)

Year-to-Date

2.225	2.214	(0.011)	(0.5%)	

Note: SIR ridership includes estimated non-turnstile student riders.

MTA STATEN ISLAND RAILWAY
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
2018 ACTUAL VERSUS 2019 PRELIMINARY ACTUAL
(in millions)

	Month of June				
			Variance		
	2018	2019	Amount	Percent	Explanation
Average Weekday	0.016	0.016	(0.000)	(1.8%)	
Average Weekend	0.009	0.006	(0.003)	(33.9%)	No service between St. George and Jefferson Ave on two weekends (6/22-23 and 6/29-30)
	12-Month Rolling Average				
Average Weekday	0.016	0.016	(0.000)	(2.4%)	
Average Weekend	0.008	0.007	(0.001)	(11.8%)	More weekends with service changes in the current 12-month period than in the prior 12-month period.

Note: SIR ridership includes estimated non-turnstile student riders.

Preliminary June 2019 Report:
Bus Company

The purpose of this report is to provide the preliminary June 2019 financial results on an accrual basis. The accrual basis is presented on both a non-reimbursable and reimbursable account basis. These results are compared to the Mid-Year Forecast (forecast).

Summary of Preliminary Financial Results

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

- June 2019 Bus Company ridership of 9.6 million was 0.1 million (1.4 percent) above forecast.
- Farebox revenue of $19.9 million was $1.7 million (9.3 percent) over forecast.
- Operating expenses of $65.3 million were $5.9 million (8.3 percent) above forecast.
    - Labor expenses exceeded forecast by a net $1.8 million (3.9 percent), including overruns in health & welfare/OPEB current expenses of $1.3 million (13.3 percent) and higher overtime expenses of $1.3 million (31.4 percent), partly offset by an underrun in other fringe benefits of $1.0 million (17.9 percent).
    - Non-labor expenses underran by $7.8 million (32.8 percent), including primarily favorable results in professional service contract expenses of $3.0 million (56.4 percent) and maintenance contract expenses of $2.6 million (52.7 percent).

MTA BUS FINANCIAL AND RIDERSHIP REPORT
June 2019

(All data are preliminary and subject to audit)

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

Total MTA Bus **ridership** in June 2019 was 9.6 million, 1.4 percent (more than 0.1 million riders) above forecast. Since the forecast includes the first five months of actual results, the year-to-date June dollar variances are therefore the same as the June month dollar variances. Average weekday ridership for the twelve months ending June 2019 was 390,671, a decrease of 0.6 percent (2,522 riders) from the twelve months ending June 2018.

Operating revenue in June exceeded forecast by $1.3 million (6.7 percent), due largely to higher farebox revenue, driven by increased ridership.

Nonreimbursable expenses, before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were $65.3 million in June, $5.9 million (8.3 percent) under forecast.

- Labor expenses overran forecast by $1.8 million (3.9 percent), including higher health & welfare/OPEB current expenses of $1.3 million (13.3 percent), mainly from a higher level of expenses than anticipated. Overtime expenses also exceeded forecast by $1.3 million (31.4 percent), due largely to running time/traffic and maintenance/campaign work. These overruns were partly offset by lower other fringe benefit expenses of $1.0 million (17.9 percent), resulting mostly from the timing of interagency billings.
- Non-labor expenses were below forecast by $7.8 million (32.8 percent). Professional service contract expenses underran by $3.0 million (56.4 percent), due mainly to the timing of interagency billing, and maintenance contract expenses also were below forecast by $2.6 million (52.7 percent), driven by the timing of the Shop Program and Bus Technology requirements.
- Again, regarding year-to-date results, since the forecast includes the first five months of actual results, the year-to-date June dollar variances are therefore the same as the June month dollar variances.

Depreciation expenses year-to-date were $22.4 million, favorable to forecast by $1.2 million (5.0 percent).

No Other Post-Employment Benefit accrued expenses nor GASB #68 Pension Expense Adjustments were recorded year-to-date.

Environmental remediation expenses of $1.7 million were recorded year-to-date, resulting in an overrun to forecast of $0.9 million (over 100.0 percent).

The **operating cash deficit** (excluding subsidies) was $275.8 million year-to-date, favorable to forecast by $6.0 million (2.1 percent).

MTA BUS COMPANY
JULY FINANCIAL PLAN 2019 MID YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
June 2019
($ in millions)

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	$ 18.172	$ 19.857	$ 1.685	9.3	$ -	$ -	$ -	-	$ 18.172	$ 19.857	$ 1.685	9.3
Other Operating Income	1.628	1.279	(0.349)	(21.4)	-	-	-	-	1.628	1.279	(0.349)	(21.4)
Capital and Other Reimbursements	-	-	-	-	$ 0.539	$ 0.474	(0.065)	(12.1)	0.539	0.474	(0.065)	(12.1)
Total Revenue	**$ 19.800**	**$ 21.136**	**$ 1.336**	**6.7**	0.539	0.474	**$ (0.065)**	**(12.1)**	**$ 20.339**	**$ 21.610**	**$ 1.271**	**6.3**
												6.3%
Labor:												
Payroll	$ 23.249	$ 23.373	$ (0.124)	(0.5)	$0.193	$0.289	$ (0.096)	(49.4)	$ 23.443	$ 23.662	$ (0.219)	(0.9)
Overtime	4.135	5.432	(1.297)	(31.4)	0.000	0.001	(0.001)	-	4.135	5.433	(1.298)	(31.4)
Health and Welfare	7.159	8.588	(1.429)	(20.0)	$ 0.165	$ -	0.165	100.0	7.324	8.588	(1.265)	(17.3)
OPEB Current Payment	2.679	2.560	0.119	4.4	-	-	-	-	2.679	2.560	0.119	4.4
Pensions	4.746	4.879	(0.133)	(2.8)	-	-	-	-	4.746	4.879	(0.133)	(2.8)
Other Fringe Benefits	5.780	4.747	1.033	17.9	-	0.001	(0.001)	-	5.780	4.748	1.032	17.9
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.194)	(0.183)	(0.011)	(5.9)	0.033	0.183	(0.150)	*	(0.162)	-	(0.162)	(100.0)
Total Labor Expenses	**$ 47.554**	**$ 49.396**	**$ (1.842)**	**(3.9)**	0.390	0.474	**$ (0.084)**	**(21.4)**	**$ 47.945**	**$ 49.870**	**$ (1.925)**	**(4.0)**
Non-Labor:												
Electric Power	$ 0.145	$ 0.141	$ 0.004	2.5	$0.000	$0.000	$ -	-	$ 0.145	$ 0.141	$ 0.004	2.5
Fuel	2.120	1.944	0.175	8.3	$0.000	$0.000	-	-	2.120	1.944	0.175	8.3
Insurance	0.596	0.363	0.233	39.1	$ -	$ -	-	-	0.596	0.363	0.233	39.1
Claims	5.073	5.000	0.073	1.4	-	-	-	-	5.073	5.000	0.073	1.4
Maintenance and Other Operating Contracts	4.953	2.341	2.612	52.7	0.033	-	0.033	100.0	4.986	2.341	2.644	53.0
Professional Service Contracts	5.387	2.346	3.041	56.4	-	-	-	-	5.387	2.346	3.041	56.4
Materials & Supplies	4.941	3.422	1.518	30.7	0.119	-	0.119	100.0	5.060	3.422	1.638	32.4
Other Business Expense	0.488	0.363	0.125	25.7	-	-	-	-	0.488	0.363	0.125	25.7
Total Non-Labor Expenses	**$ 23.703**	**$ 15.922**	**$ 7.781**	**32.8**	0.152	-	**$ 0.152**	**100.0**	**$ 23.855**	**$ 15.922**	**$ 7.933**	**33.3**
Total Expenses before Non-Cash Liability Adjs.	**$ 71.258**	**$ 65.318**	**$ 5.939**	**8.3**	**$0.543**	**$0.474**	**$ 0.069**	**12.6**	**$ 71.800**	**$ 65.792**	**$ 6.008**	**8.4**
Depreciation	4.827	3.643	1.184	24.5	**$ -**	**$ -**	-	-	4.827	3.643	1.184	24.5
OPEB Obligation	-	-	-	-	$0.000	$0.000	-	-	-	-	-	-
GASB 68 Pension Adjustment	-	-	-	-	-	-	-	-	-	-	-	-
Environmental Remediation	-	0.912	(0.912)	-			-	-	-	0.912	(0.912)	-
Total Expenses	**$ 76.084**	**$ 69.873**	**$ 6.211**	**8.2**	0.543	0.474	**$ 0.069**	**12.6**	**$ 76.627**	**$ 70.347**	**$ 6.280**	**8.2**
Net Surplus/(Deficit)	**$ (56.284)**	**$ (48.737)**	**$ 7.548**	**13.4**	**$ (0.003)**	**$ -**	**$ 0.003**	**100.0**	**$ (56.288)**	**$ (48.737)**	**$ 7.551**	**13.4**

NOTE: Totals may not add due to rounding

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MTA BUS COMPANY
JULY FINANCIAL PLAN 2019 MID YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
June 2019 Year-To-Date
($ in millions)

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	$ 107.401	$ 109.085	$ 1.684	1.6	$ -	$ -	$ -	-	$ 107.401	$ 109.085	$ 1.684	1.6
Other Operating Income	$ 9.971	9.622	(0.349)	(3.5)	$ -	-	-	-	9.971	9.622	(0.349)	(3.5)
Capital and Other Reimbursements	-	-	-	-	$ 2.486	2.420	(0.066)	(2.7)	2.486	2.420	(0.066)	(2.7)
Total Revenue	**$ 117.372**	**$ 118.708**	**$ 1.336**	**1.1**	**$ 2.486**	**$ 2.420**	**$ (0.066)**	**(2.7)** -2.7%	**$ 119.858**	**$ 121.128**	**$ 1.270**	**1.1**
Expenses												
Labor:												
Payroll	$ 148.324	$ 148.447	$ (0.123)	(0.1)	$ 1.352	$ 1.447	$ (0.095)	(7.0)	$ 149.676	$ 149.894	$ (0.218)	(0.1)
Overtime	36.348	37.645	(1.297)	(3.6)	0.025	0.026	(0.001)	(4.6)	36.373	37.671	(1.298)	(3.6)
Health and Welfare	41.290	42.719	(1.429)	(3.5)	0.165	-	0.165	100.0	41.455	42.719	(1.264)	(3.0)
OPEB Current Payment	12.623	12.504	0.119	0.9	-	-	-	-	12.623	12.504	0.119	0.9
Pensions	28.928	29.061	(0.133)	(0.5)	-	-	-	-	28.928	29.061	(0.133)	(0.5)
Other Fringe Benefits	34.476	33.443	1.033	3.0	0.014	0.014	-	0.0	34.490	33.457	1.033	3.0
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.943)	(0.932)	(0.011)	(1.2)	0.782	0.932	(0.150)	(19.2)	(0.161)	-	(0.161)	(100.0)
Total Labor Expenses	**$ 301.046**	**$ 302.887**	**$ (1.841)**	**(0.6)**	**$ 2.338**	**$ 2.420**	**$ (0.082)**	**(3.5)**	**$ 303.384**	**$ 305.306**	**$ (1.923)**	**(0.6)**
Non-Labor:												
Electric Power	$ 0.922	$ 0.918	$ 0.004	0.4	$ -	$ -	$ -	-	$ 0.922	$ 0.918	$ 0.004	0.4
Fuel	12.313	12.137	0.176	1.4	-	-	-	-	12.313	12.137	0.176	1.4
Insurance	2.501	2.268	0.233	9.3	-	-	-	-	2.501	2.268	0.233	9.3
Claims	28.973	28.900	0.073	0.3	-	-	-	-	28.973	28.900	0.073	0.3
Maintenance and Other Operating Contracts	17.385	14.774	2.612	15.0	0.033	-	0.033	100.0	17.418	14.774	2.645	15.2
Professional Service Contracts	16.625	13.584	3.041	18.3	-	-	-	-	16.625	13.584	3.041	18.3
Materials & Supplies	23.596	22.077	1.518	6.4	0.119	-	0.119	100.0	23.715	22.077	1.637	6.9
Other Business Expense	2.073	1.948	0.125	6.0	-	-	-	-	2.073	1.948	0.125	6.0
Total Non-Labor Expenses	**$ 104.388**	**$ 96.607**	**$ 7.781**	**7.5**	**$ 0.152**	**$ -**	**$ 0.152**	**100.0**	**$ 104.540**	**$ 96.607**	**$ 7.933**	**7.6**
Total Expenses before Non-Cash Liability Adjs.	**$ 405.434**	**$ 399.493**	**$ 5.940**	**1.5**	**$ 2.490**	**$ 2.420**	**$ 0.070**	**2.8**	**$ 407.924**	**$ 401.913**	**$ 6.011**	**1.5**
Depreciation	23.553	22.369	1.184	5.0	-	-	-	-	23.553	22.369	1.184	5.0
OPEB Obligation	-	-	-	-	-	-	-	-	-	-	-	-
GASB 68 Pension Adjustment	-	-	-	-	-	-	-	-	-	-	-	-
Environmental Remediation	0.749	1.661	(0.912)	*	-	-	-	-	0.749	1.661	(0.912)	*
Total Expenses	**$ 429.736**	**$ 423.523**	**$ 6.213**	**1.4**	**$ 2.490**	**$ 2.420**	**$ 0.070**	**2.8**	**$ 432.226**	**$ 425.943**	**$ 6.283**	**1.5**
Net Surplus/(Deficit)	**$ (312.364)**	**$ (304.815)**	**$ 7.549**	**2.4**	**$ (0.004)**	**$ 0.000**	**$ 0.004**	*****	**$ (312.368)**	**$ (304.815)**	**$ 7.553**	**2.4**

NOTE: Totals may not add due to rounding

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MTA BUS COMPANY
JULY FINANCIAL PLAN 2019 MID YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
($ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	June 2019 Favorable (Unfavorable) Variance $	June 2019 Favorable (Unfavorable) Variance %	June 2019 Reason for Variance	Year-To-Date Favorable (Unfavorable) Variance $	Year-To-Date Favorable (Unfavorable) Variance %	Year-To-Date Reason for Variance
Farebox Revenue	NR	$ 1.685	9.3	Higher ridership	$ 1.684	1.6	Higher ridership
Other Operating Revenue	NR	$ (0.349)	(21.4)	Lower miscellaneous income	$ (0.349)	(3.5)	Lower miscellaneous income
Capital and Other Reimbursements	R	$ (0.065)	(12.1)	(a)	$ (0.066)	(2.7)	(a)
Total Revenue Variance		**$ 1.271**	**6.3**		**$ 1.270**	**1.1**	
Payroll	NR	$ (0.124)	(0.5)	(a)	$ (0.123)	(0.1)	(a)
Overtime	NR	$ (1.297)	(31.4)	Mainly due to running time/traffic, and maintenance/campaign work	$ (1.297)	(3.6)	Mainly due to running time/traffic, inclement winter weather, maintenance/campaign work
Health and Welfare (including OPEB)	NR	$ (1.310)	(13.3)	Higher expenses	$ (1.310)	(2.4)	Higher expenses
Pension	NR	$ (0.133)	(2.8)	Higher expenses	$ (0.133)	(0.5)	Higher expenses
Other Fringe Benefits	NR	$ 1.033	17.9	Timing of interagency billings	$ 1.033	3.0	Timing of interagency billings
Reimbursable Overhead	NR	$ (0.011)	-	(a)	$ (0.011)	-	(a)
Electric Power	NR	$ 0.004	2.5	(a)	$ 0.004	2.5	(a)
Fuel	NR	$ 0.175	8.3	(a)	$ 0.176	1.4	(a)
Insurance	NR	$ 0.233	39.1	Timing of expenses	$ 0.233	9.3	Timing of expenses
Claims	NR	$ 0.073	1.4	Timing of expenses	$ 0.073	0.3	Timing of expenses
Maintenance and Other Operating Contracts	NR	$ 2.612	52.7	Timing of Shop Program, and Bus Technology	$ 2.612	15.0	Timing of Shop program, and Bus Technology
Professional Service Contracts	NR	$ 3.041	56.4	Timing of interagency billing	$ 3.041	18.3	Timing of interagency billing
Materials & Supplies	NR	$ 1.518	30.7	Timing of SBS rollout, radio equipment and lower general maintenance expenses	$ 1.518	6.4	Timing of New Fare System (NFS), SBS rollout and lower general maintenance expenses
Other Business Expense	NR	$ 0.125	25.7	Timing of AFC fees and other Misc. expenses	$ 0.125	6.0	Timing of AFC fees and other Misc. expenses
Depreciation	NR	$ 1.184	24.5	Timing of asset replacement	$ 1.184	5.0	Timing of asset replacement
Other Post Employment Benefits	NR	$ -	-	(a)	$ -	-	(a)
GASB 68 Pension Adjustment	NR	$ -	-	(a)	$ -	-	(a)
Environmental Remediation	NR	$ (0.912)	-	Non cash item	$ (0.912)	*	Non cash item
Payroll	R	$ (0.096)	(49.4)	(a)	$ (0.095)	(7.0)	(a)
Overtime	R	$ (0.001)	*	(a)	$ (0.001)	*	(a)
Health and Welfare	R	$ 0.165	100.0	Timing of charges	$ 0.165	100.0	Timing of charges
Pension	R	$ -	-		$ -	-	
Other Fringe Benefits	R	$ (0.001)	-		$ -	-	
Maintenance and Other Operating Contracts	R	$ 0.033	*	Timing of charges	$ 0.033	*	Timing of charges
Materials & Supplies	R	$ 0.119	*	Timing of charges	$ 0.119	*	Timing of charges
Total Expense Variance		**$ 6.280**	**8.2**		**$ 6.283**	**1.5**	
Net Variance		**$ 7.551**	**13.4**		**$ 7.553**	**2.4**	

(a) - Variance less than 5%

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MTA BUS COMPANY
JULY FINANCIAL PLAN 2019 MID YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES

($ in millions)

	June 2019				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	$ 18.172	$ 16.956	$ (1.216)	(6.7)	$ 109.770	$ 108.554	$ (1.216)	(1.1)
Other Operating Revenue	2.578	1.967	(0.611)	(23.7)	$ 4.886	4.274	(0.612)	(12.5)
Capital and Other Reimbursements	1.325	0.467	(0.858)	(64.8)	$ 3.355	2.497	(0.858)	(25.6)
Total Receipts	**$ 22.075**	**$ 19.390**	**$ (2.685)**	**(12.2)**	**$ 118.011**	**$ 115.325**	**$ (2.686)**	**(2.3)**
Expenditures								
Labor:								
Payroll	$ 21.862	$ 22.751	$ (0.889)	(4.1)	$ 154.982	$ 155.871	$ (0.889)	(0.6)
Overtime	4.135	5.433	(1.298)	(31.4)	36.374	37.672	(1.298)	(3.6)
Health and Welfare	6.209	7.752	(1.544)	(24.9)	42.645	44.188	(1.543)	(3.6)
OPEB Current Payment	2.191	2.560	(0.369)	(16.8)	11.256	11.625	(0.369)	(3.3)
Pensions	4.978	4.879	0.099	2.0	29.160	29.061	0.099	0.3
Other Fringe Benefits	4.352	4.386	(0.034)	(0.8)	30.074	30.094	(0.020)	(0.1)
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	**$ 43.727**	**$ 47.761**	**$ (4.034)**	**(9.2)**	**$ 304.490**	**$ 308.510**	**$ (4.020)**	**(1.3)**
Non-Labor:								
Electric Power	$ 0.145	$ 0.141	$ 0.004	2.6	$ 0.921	$ 0.917	$ 0.004	0.4
Fuel	1.883	1.769	0.114	6.1	12.400	11.986	0.414	3.3
Insurance	1.654	-	1.654	100.0	1.655	-	1.655	100.0
Claims	1.957	1.566	0.391	20.0	14.121	13.729	0.392	2.8
Maintenance and Other Operating Contracts	6.122	3.390	2.733	44.6	23.880	21.147	2.733	11.4
Professional Service Contracts	6.791	1.756	5.035	74.1	14.567	9.531	5.036	34.6
Materials & Supplies	5.962	3.670	2.292	38.4	25.661	23.370	2.291	8.9
Other Business Expenses	0.475	0.297	0.178	37.4	2.158	1.980	0.178	8.2
Total Non-Labor Expenditures	**$ 24.989**	**$ 12.590**	**$ 12.399**	**49.6**	**$ 95.363**	**$ 82.660**	**$ 12.703**	**13.3**
***Other Expenditure Adjustments*:**								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	**$ -**	**$ -**	**$ -**	**-**	**$ -**	**$ -**	**$ -**	**-**
Total Expenditures	**$ 68.716**	**$ 60.351**	**$ 8.366**	**12.2**	**$ 399.853**	**$ 391.170**	**$ 8.683**	**2.2**
Operating Cash Surplus/(Deficit)	**$ (46.641)**	**$ (40.961)**	**$ 5.680**	**12.2**	**$ (281.842)**	**$ (275.845)**	**$ 5.997**	**2.1**

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN 2019 MID YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS

($ in millions)

	June 2019			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
Operating Receipts or Disbursements	$	%		$	%	
Farebox Revenue	$ (1.216)	(6.7)	Higher ridership	$ (1.216)	(1.1)	Higher ridership
Other Operating Revenue	(0.611)	(23.7)	Timing of Student's and Senior Citizen's reimbursements	(0.612)	(12.5)	Timing of Student's and Senior Citizen's reimbursements
Capital and Other Reimbursements	(0.858)	(64.8)	Timing of reimbursement receipts	(0.858)	(25.6)	Timing of reimbursement receipts
Total Receipts	**$ (2.685)**	**(12.2)**		**$ (2.686)**	**(2.3)**	
Payroll	$ (0.889)	(4.1)	Timing of payroll funding, and higher interagency billings	$ (0.889)	(0.6)	Timing of payroll funding, higher interagency billings and RWA Payout
Overtime	(1.298)	(31.4)	Mainly due to running time/traffic, and maintenance/campaign work	(1.298)	(3.6)	Mainly due to running time/traffic, inclement winter weather, maintenance/campaign work
Health and Welfare (including OPEB)	(1.912)	(22.8)	Higher expenses	(1.912)	(3.5)	Higher expenses
Pension	0.099	2.0	Higher expenses	0.099	0.3	Higher expenses
Other Fringe Benefits	(0.034)	(0.8)	(a)	(0.020)	(0.1)	(a)
GASB	-	-	(a)	-	-	(a)
Electric Power	0.004	2.6	(a)	0.004	0.4	(a)
Fuel	0.114	6.1	Primarily lower diesel rates	0.414	3.3	Primarily lower diesel rates
Insurance	1.654	100.0	Favorable timing of payments	1.655	100.0	Favorable timing of payments
Claims	0.391	20.0	Lower claim payments	0.392	2.8	Lower claim payments
Maintenance and Other Operating Contracts	2.733	44.6	Timing of Shop Program, and Bus Technology	2.733	11.4	Timing of Shop program, and Bus Technology
Professional Service Contracts	5.035	74.1	Timing of interagency billing	5.036	34.6	Timing of interagency billing
Materials & Supplies	2.292	38.4	Timing of SBS rollout, radio equipment and lower general maintenance expenses	2.291	8.9	Timing of SBS rollout, radio equipment and lower general maintenance expenses
Other Business Expenditure	0.178	37.4	(a)	0.178	8.2	Timing of AFC fees and other Misc. expenses
Total Expenditures	**$ 8.366**	**12.2**		**$ 8.683**	**2.2**	
Net Cash Variance	**$ 5.680**	**12.2**		**$ 5.997**	**2.1**	

(a) - Variance less than 5%

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MTA BUS COMPANY
JULY FINANCIAL PLAN 2019 MID YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)

($ in millions)

	June 2019				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	$ -	$ (2.901)	$ (2.901)	-	$ 2.369	$ (0.531)	$ (2.900)	*
Other Operating Revenue	0.950	0.688	(0.263)	(27.6)	(5.085)	(5.349)	(0.264)	(5.2)
Capital and Other Reimbursements	0.786	(0.007)	(0.793)	*	0.869	0.077	(0.792)	(91.1)
Total Receipts	**$ 1.737**	**$ (2.220)**	**$ (3.957)**	*****	**$ (1.847)**	**$ (5.803)**	**$ (3.956)**	*****
Expenditures								
Labor:								
Payroll	$ 1.581	$ 0.911	$ (0.670)	(42.4)	$ (5.306)	$ (5.977)	$ (0.671)	(12.6)
Overtime	-	0.000	0.000	-	(0.000)	(0.000)	(0.000)	*
Health and Welfare	1.115	0.836	(0.279)	(25.0)	(1.190)	(1.469)	(0.279)	(23.5)
OPEB Current Payment	0.488	-	(0.488)	(100.0)	1.367	0.879	(0.488)	(35.7)
Pensions	(0.233)	-	0.233	100.0	(0.232)	-	0.232	100.0
Other Fringe Benefits	1.428	0.362	(1.066)	(74.7)	4.416	3.363	(1.053)	(23.8)
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.162)	-	0.162	100.0	(0.161)	-	0.161	100.0
Total Labor Expenditures	**$ 4.217**	**$ 2.109**	**$ (2.108)**	**(50.0)**	**$ (1.106)**	**$ (3.204)**	**$ (2.097)**	*****
Non-Labor:								
Traction and Propulsion Power	$ -	$ 0.000	0.000	-	$ 0.001	$ 0.001	0.000	40.0
Fuel for Buses and Trains	0.237	0.176	(0.061)	(25.8)	(0.087)	0.151	0.239	*
Insurance	(1.058)	0.363	1.421	*	0.846	2.268	1.422	*
Claims	3.116	3.434	0.317	10.2	14.852	15.171	0.318	2.1
Maintenance and Other Operating Contracts	(1.137)	(1.048)	0.088	7.8	(6.462)	(6.373)	0.089	1.4
Professional Service Contracts	(1.404)	0.590	1.995	*	2.059	4.053	1.994	96.9
Materials & Supplies	(0.902)	(0.248)	0.654	72.5	(1.947)	(1.293)	0.654	33.6
Other Business Expenditures	0.013	0.066	0.053	*	(0.086)	(0.032)	0.053	62.4
Total Non-Labor Expenditures	**$ (1.134)**	**$ 3.333**	**$ 4.467**	*****	**$ 9.177**	**$ 13.947**	**$ 4.770**	**52.0**
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	**$ 4.820**	**$ 3.222**	**$ (1.598)**	**(33.2)**	**$ 6.224**	**$ 4.940**	**$ (1.284)**	**(20.6)**
Depreciation Adjustment	4.827	3.643	(1.184)	(24.5)	23.553	22.369	(1.184)	(5.0)
Other Post Employment Benefits	-	-	-	-	-	-	-	-
GASB 68 Pension Adjustment	-	-	-	-	-	-	-	-
Environmental Remediation	-	0.912	0.912		0.749	1.661	0.912	
Total Cash Conversion Adjustments	**$ 9.647**	**$ 7.776**	**$ (1.870)**	**(19.4)**	**$ 30.526**	**$ 28.970**	**$ (1.556)**	**(5.1)**

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN 2019 MID YEAR FORECAST
Utilization
(In millions)

	June 2019			Year-to-date as of June 2019		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
Farebox Revenue						
Fixed Route	$ 18.172	$ 19.857	$ 1.685	$ 107.401	$ 109.085	$ 1.684
Total Farebox Revenue	**$ 18.172**	**$ 19.857**	**$ 1.685**	**$ 107.401**	**$ 109.085**	**$ 1.684**
Ridership						
Fixed Route	9.496	9.626	0.130	59.578	59.708	0.130
Total Ridership	**9.496**	**9.626**	**0.130**	**59.578**	**59.708**	**0.130**

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2019 MID - YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE / REIMBURSABLE AND FULL-TIME EQUIVALENTS
JUNE 2019

FUNCTION/DEPARTMENT	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	3	-	
Human Resources	22	18	4	
Office of Management and Budget	16	14	2	
Technology & Information Services	-	-	-	
Material	17	16	1	
Controller	19	19	-	
Office of the President	4	5	(1)	
System Safety Administration	5	1	4	
Law	25	21	4	
Corporate Communications	-	-	-	
Labor Relations	-	-	-	
Strategic Office	30	23	7	
Non-Departmental	3	-	3	
Total Administration	**144**	**120**	**24**	Vacancies to be filled
Operations				
Buses	2,338	2,381	(43)	Excess Bus Operators
Office of the Executive VP	4	4	-	
Safety & Training	64	48	16	Students in training
Road Operations	141	139	2	
Transportation Support	22	23	(1)	
Operations Planning	34	32	2	
Revenue Control	7	6	1	
Total Operations	**2,610**	**2,633**	**(23)**	
Maintenance				
Buses	731	725	6	
Maintenance Support/CMF	236	234	2	
Facilities	80	73	7	
Supply Logistics	103	102	1	
Total Maintenance	**1,150**	**1,134**	**16**	Change in Shop Program
Capital Program Management	37	28	9	
Total Engineering/Capital	**37**	**28**	**9**	Vacancies to be filled
Security	15	13	2	
Total Public Safety	**15**	**13**	**2**	Vacancies to be filled
Total Positions	**3,956**	**3,928**	**29**	
Non-Reimbursable	3,916	3,891	26	
Reimbursable	40	37	3	
Total Full-Time	**3,938**	**3,917**	**22**	
Total Full-Time Equivalents	18	11	7	

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2019 MID - YEAR FORECAST
TOTAL FULL - TIME POSITIONS AND FTE's BY FUNCTION AND OCCUPATION
JUNE 2019

FUNCTION/OCCUPATIONAL GROUP		Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration					
Managers/Supervisors		64	53	11	
Professional, Technical, Clerical		78	67	11	
Operational Hourlies		2	-	2	
	Total Administration	**144**	**120**	**24**	Vacancies to be filled
Operations					
Managers/Supervisors		315	313	2	
Professional, Technical, Clerical		44	48	(4)	
Operational Hourlies		2,251	2,272	(21)	
	Total Operations	**2,610**	**2,633**	**(23)**	Excess Bus Operators/offset by Students in training
Maintenance					
Managers/Supervisors		242	232	10	
Professional, Technical, Clerical		33	36	(3)	
Operational Hourlies		875	866	9	
	Total Maintenance	**1,150**	**1,134**	**16**	Change in Shop Program
Engineering/Capital					
Managers/Supervisors		21	15	6	
Professional, Technical, Clerical		16	13	3	
Operational Hourlies		-	-	-	
	Total Engineering/Capital	**37**	**28**	**9**	Vacancies to be filled
Public Safety					
Managers/Supervisors		9	7	2	
Professional, Technical, Clerical		6	6	-	
Operational Hourlies		-	-	-	
	Total Public Safety	**15**	**13**	**2**	Vacancies to be filled
Total Baseline Positions					
Managers/Supervisors		651	620	31	
Professional, Technical, Clerical		177	170	7	
Operational Hourlies		3,128	3,138	(10)	
	Total Baseline Positions	**3,956**	**3,928**	**29**	

MTA Bus Company
JULY FINANCIAL PLAN
2019 MID-YEAR FORECAST
Non-Reimbursable/Reimbursable Overtime
($, in Millions)

	June						June Year- To - Date					
	Mid-Year Budget		Actuals		Var. - Fav./(Unfav)		Mid-Year Budget		Actuals		Var. - Fav./(Unfav)	
NON-REIMBURSABLE OVERTIME	**Hours**	**$**	**Hours**	**$**	**Hours**	**$**	**Hours**	**$**	**Hours**	**$**	**Hours**	**$**
Scheduled Service	54,617	$1.801	48,023	$2.001	6,594	($0.201)	310,044	$14.866	303,451	$15.068	6,594	($0.202)
					12.1%	-11.1%					2.1%	-1.4%
Unscheduled Service	10,939	$0.445	11,911	$0.538	(972)	($0.093)	63,775	$3.009	64,748	$3.103	(972)	($0.094)
					-8.9%	-20.9%					-1.5%	-3.1%
Programmatic/Routine Maintenance	15,158	$0.456	30,615	$1.443	(15,457)	($0.987)	176,151	$8.519	191,608	$9.508	(15,457)	($0.989)
					-102.0%	-216.6%					-8.8%	-11.6%
Unscheduled Maintenance	0	$0.000	0	$0.000	0	-	0	$0.000	0	$0.000	0	$0.000
					0.0%	0.0%					0.0%	0.0%
Vacancy/Absentee Coverage	21,453	$1.285	30,688	$1.403	(9,235)	($0.119)	171,215	$8.408	180,449	$8.527	(9,235)	($0.119)
					-43.0%	-9.2%					-5.4%	-1.4%
Weather Emergencies	3,764	$0.116	17	$0.001	3,746	$0.116	28,113	$1.307	24,366	$1.192	3,746	$0.116
					99.5%	99.6%					*	*
Safety/Security/Law Enforcement	327	$0.014	178	$0.015	149	($0.001)	1,039	$0.075	889	$0.076	149	($0.001)
					45.6%	-6.3%					14.4%	-1.2%
Other	249	$0.018	292	$0.029	(43)	($0.011)	1,731	$0.162	1,774	$0.172	(43)	($0.009)
Subtotal	106,508	$4.135	121,725	$5.431	(15,218)	($1.296)	752,067	$36.347	767,285	$37.645	(15,218)	($1.297)
					-14.3%	-31.3%					-2.0%	-3.6%
REIMBURSABLE OVERTIME	0	$0.000	0	$0.001	0	($0.001)	0	$0.000	757	$0.026	(757)	($0.026)
TOTAL OVERTIME	**106,508**	**$4.135**	**121,725**	**$5.432**	**(15,218)**	**($1.297)**	**752,067**	**$36.347**	**768,042**	**$37.671**	**(15,975)**	**($1.323)**
					-14.3%	-31.4%					-2.1%	-3.6%

Totals may not add due to rounding.
NOTE: Percentages are based on each type of Overtime and not on Total Overtime.
* Exceeds 100%

MTA Bus Company
JULY FINANCIAL PLAN
2019 MID-YEAR FORECAST
Non-Reimbursable/Reimbursable Overtime
($, in millions)

	June			June Year- To - Date		
	Var. - Fav./(Unfav)			Var. - Fav./(Unfav)		
	Hours	$	Explanations	Hours	$	Explanations
NON-REIMBURSABLE OVERTIME						
Scheduled Service	6,594	($0.201)	Scheduled service operated	6,594	($0.202)	Running Time/Traffic and scheduled service operated
	12.1%	-11.1%		2.1%	-1.4%	
Unscheduled Service	(972)	($0.093)		(972)	($0.094)	
	-8.9%	-20.9%		-1.5%	-3.1%	
Programmatic/Routine Maintenance	(15,457)	($0.987)	Program and Campaign work	(15,457)	($0.989)	Program, Campaign work and weather backfill
	-102.0%	-216.6%		-8.8%	-11.6%	
Unscheduled Maintenance	-	$0.000		-	$0.000	
	0.0%	0.0%		0.0%	0.0%	
Vacancy/Absentee Coverage	(9,235)	($0.119)	Vacancy and absentee coverage	(9,235)	($0.119)	Vacancy and absentee coverage
	-43.0%	-9.2%		-5.4%	-1.4%	
Weather Emergencies	3,746	$0.116	Inclement Weather	3,746	$0.116	Inclement Weather
	99.5%	99.6%		*	*	
Safety/Security/Law Enforcement	149	($0.001)		149	($0.001)	
	45.6%	-6.3%		14.4%	-1.2%	
Other	(43)	($0.011)		(43)	($0.009)	
	0.0%	0.0%		0.0%	0.0%	
Subtotal	**(15,218)**	**($1.296)**		**(15,218)**	**($1.297)**	
	-14.3%	-31.3%		-2.0%	-3.6%	
REIMBURSABLE OVERTIME	0	($0.001)		(757)	($0.026)	
	0.0%	0.0%		0.0%	0.0%	
TOTAL OVERTIME	**(15,218)**	**($1.297)**		**(15,975)**	**($1.323)**	

NOTE: Percentages are based on each type of Overtime and not on Total Overtime.
* Exceeds 100%

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MTA Bus Company
2019 Overtime Reporting
Overtime legend

Type	**Definition**
Scheduled Service	Crew book/Regular Run/Shift hours (above 8 hours) required by train crews, bus/tower/block operators, transportation supervisors/dispatchers, fare sales and collection, Train & Engineers, as well as non-transportation workers whose work is directly related to providing service (includes coverage for holidays).
Unscheduled Service	Service coverage resulting from extraordinary events not related to weather, such as injuries, mechanical breakdowns, unusual traffic, tour length, late tour relief, and other requirements that arise that are non-absence related.
Programmatic/Routine Maintenance	*Program Maintenance work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes Routine Maintenance work for which OT has been planned, as well as all other maintenance not resulting from extraordinary events, including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.*
Unscheduled Maintenance	Resulting from an extraordinary event (not weather-related) requiring the use of unplanned maintenance to perform repairs on trains, buses, subway and bus stations, depots, tracks and administrative and other facilities, including derailments, tour length and weekend coverage.
Vacancy/Absentee Coverage	Provides coverage for an absent employee or a vacant position.
Weather Emergencies	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
Safety/Security/Law Enforcement	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
Other	Includes overtime coverage for clerical, administrative positions that are eligible for overtime.

Reimbursable Overtime	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.

Capital Program

Alok Saha, Acting Senior Vice President
Capital Program Management



Improvements to the Astoria-Ditmars Boulevard station on the N and W lines was completed this summer and includes the repair of concrete and steel structures as well as the platform and station mezzanine. The station also features new entrances, staircases, railings, canopies, and an upgraded communications system that includes Help Point intercoms.

September 2019 Highlights: Capital Program Status

The Capital Program Status Report provides a monthly and year-to-date overview of the progress of NYCT's Capital Program including a brief discussion of the reporting month's highlights. The report focuses primarily on providing a summary of achievements regarding project awards, project completions and project closeouts for the period ending one month prior to the presentation of the report; the September 2019 report covers July and August. In addition, year-to-date performance for all five major capital program milestones, as well as a quarterly report on fan plant status are presented.

Through August 31, 2019, NYCT's performance against its 2019 Capital Project Milestones was:

($ in Millions)

	Planned	**Achieved**	**%**
Design Starts	$37.8	$66.1	175
Design Completions	$127.7	$89.1	70
Construction Awards	$2,308.8	$1,545.8	67
Substantial Completions	$3,208.4	$2,944.3	92
Closeouts	$8,844.0	$1,337.5	15

In July and August 2019, NYCT awarded projects totaling $121.7 million, including fire alarm system replacement at nine subway stations for $17.5 million, flood resiliency projects at the Steinway Tube between Manhattan and Queens for $13.4 million, reconstruction of circuit breaker house (CBH) #392 at the Flushing River Bridge for $14.0 million and track and switch replacement projects for $50.3 million.

Also in July and August, NYCT completed projects totaling $662.3 million, including bus purchases for $395.8 million, component replacement at four stations on the Jamaica line for $104.7 million and the acceptance of 20 R179 cars for the B Division for $49.5 million.

Capital Program Status
July & August 2019

NYCT awarded projects in July and August totaling $121.7 million, including fire alarm system replacement at nine subway stations for $17.5 million. Fire alarms will be replaced at the following stations: 14th Street-Union Square on the Broadway Line, Canarsie Line and Lexington Line, Whitehall Street on the Broadway Line, 42nd Street and 168th Street on the 8th Avenue Line, Hoyt-Schermerhorn on the Fulton Line, 21 St-Queensbridge on the East 63rd St Line, Briarwood and 5th Avenue on the Queens Boulevard Line, and 59th Street on the Lexington Line.

NYCT also awarded a flood resiliency project at the Steinway Tube for $13.4 million. The Steinway Tube was damaged during Superstorm Sandy, requiring extensive repairs and continued flood mitigation efforts. Fan Plant #7204, which provides ventilation for the tunnel near 2nd Street and 50th Avenue in Queens, will be made more resilient to future flooding through the installation of flood walls and doors, the enclosure of transformers, and the relocation of critical equipment above the design flood elevation. Work will also include the construction of a new backup generator platform and auxiliary pump control room to support the future hardening of the under-river pump rooms in the Steinway Tube.

Furthermore, NYCT awarded the reconstruction of circuit breaker house (CBH) # 392 at Flushing River Bridge for $14.0 million. This contract consists of rebuilding the CBH and converting it from a series to an equalizer CBH to provide voltage equalization of the adjacent three tracks.

Lastly, NYCT awarded track and switch replacement projects for $50.3 million. The lines that will receive mainline switches are the Queens Boulevard and the Flushing Lines. Work will include, as required, replacement of existing turnouts, track switches, switch valves, connecting rails, contact rails, ties, ballast, signal cables including positive and negative connection, and any associated signal cables. Additionally, track and switches will be replaced on various yards systemwide based on the latest condition surveys.

NYCT completed projects in July and August totaling $662.3 million, including bus purchases for $395.8 million. The purchase includes 618 standard diesel buses and 10 hybrid-electric buses. These buses will replace older buses in the city-wide fleet while providing new and improved safety and customer service technologies. The buses will be equipped with USB chargers, Wi-Fi and digital information screens with route and next stop information for improved customer service. Furthermore, all buses will come equipped with pedestrian turn warning (PTW) technology, additional on-bus cameras and exterior cameras, hi-vis windows and traffic signal priority (TSP) hardware technology.

NYCT also completed component replacement at four stations on the Jamaica Line for $104.7 million. Deficient components such as platform floors, columns, edges, girders and stairs have been repaired at Myrtle Avenue, 104th Street, 111th Street, and 121 Street stations. Painting was also completed at 104th Street, 111th Street, and 121 Street stations.

Lastly, NYCT completed the acceptance of 20 R179 cars for the B Division for $49.5 million. The procurement of these cars will allow for the retirement of 272 R32 and R42 cars, and provide a modern fleet with improved customer amenities and operational and performance efficiencies to the B Division.

In addition, NYCT started 21 design projects for $8.3 million, completed 12 design projects for $16.0 million, and closed out 12 projects for $383.9 million including the purchase of 328 articulated buses for $244M.

The following table presents the base and current budget, closeout target date, and schedule variance for the projects that NYCT closed out in July and August.

Projects Closed in July & August 2019
($ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
Purchase 328 Articulated Buses	$251.93	$244.20	Apr-14	64
Continuous Welded Rail 2016 / 8th Ave	$61.47	$44.65	Jan-19	6
Replace Vent Controls: 22 Locations	$16.54	$15.67	May-19	2
Enhanced Stations: (Pkg #9) Richmond Valley [SBMP Tier2]	$7.88	$7.77	Jun-19	1
Sandy Mitigation: Critical Room Resiliency	$22.47	$22.65	Jul-19	1
1 Stair: 14 St / BW7 (S8) [SBMP]	$0.84	$0.87	Aug-19	0
Mainline Track Replacement 2016 / Jerome	$17.89	$24.66	Jul-19	0
Portable Bus Lift Replacement	$5.36	$5.36	Jul-19	0
Subway Street Stairs: 50 St / 8 Ave [SBMP]	$1.58	$1.58	Sep-19	(1)
Articulated Chassis Wash: Jackie Gleason Depot [SBMP]	$1.24	$1.04	Sep-19	(2)
Office: Zerega Maintenance Facility [SBMP Tier2]	$3.70	$3.51	Sep-19	(2)
Fiber Optic Cable Replacement: Phase 1	$8.01	$11.99	Nov-19	(4)

Capital Project Milestone Summary
2019
(Through August 31, 2019)

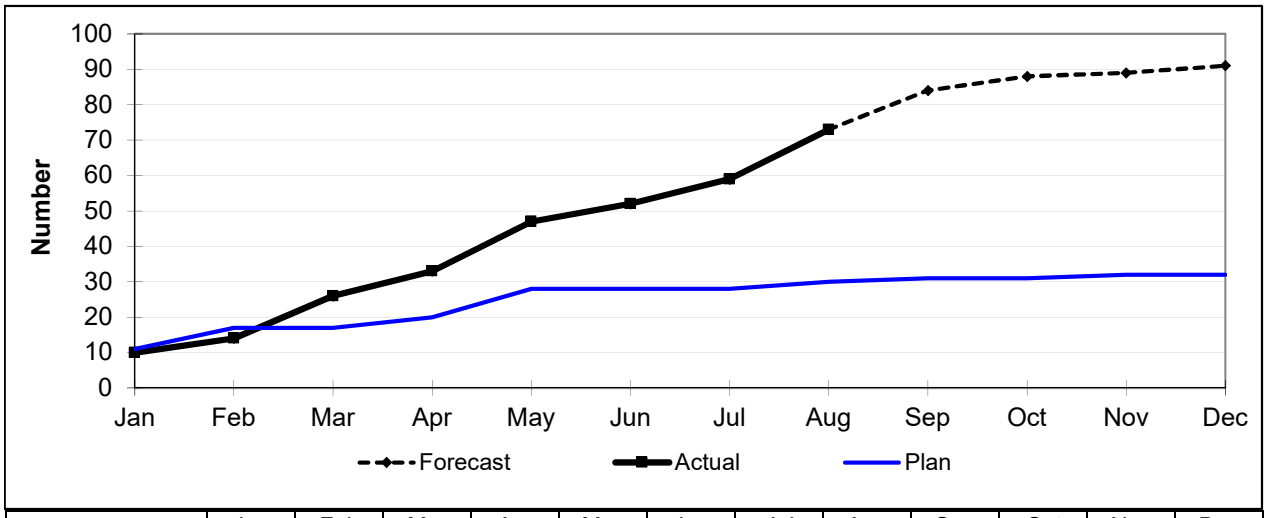
	Milestones Planned		Milestones Accomplished		Percent Performance	
	$M	#	$M	#	%($)	%(#)
August						
Design Starts	$2.3	2	$2.9	14	125.1	700.0
Design Completions	7.1	7	4.9	10	68.8	142.9
Construction Awards	116.3	12	46.1	5	39.6	41.7
Substantial Completions	116.4	13	309.8	8	266.2	61.5
Closeouts	1,004.2	20	269.3	4	26.8	20.0
2019 Year-To-Date						
Design Starts	$37.8	30	$66.1	73	174.9	243.3
Design Completions	127.7	105	89.1	73	69.8	69.5
Construction Awards	2,308.8	100	1,545.8	62	67.0	62.0
Substantial Completions	3,208.4	149	2,944.3	111	91.8	74.5
Closeouts	8,844.0	184	1,337.5	65	15.1	35.3

2019 Projected To-Year-End	Initial Plan		Current Forecast		%($)	%(#)
Design Starts	$39.8	32	$89.4	91	224.8	284.4
Design Completions	155.0	127	145.7	132	94.0	103.9
Construction Awards	3,719.5	144	3,984.0	152	107.1	105.6
Substantial Completions	4,176.7	207	4,293.9	203	102.8	98.1
Closeouts	10,213.7	264	8,677.6	246	85.0	93.2

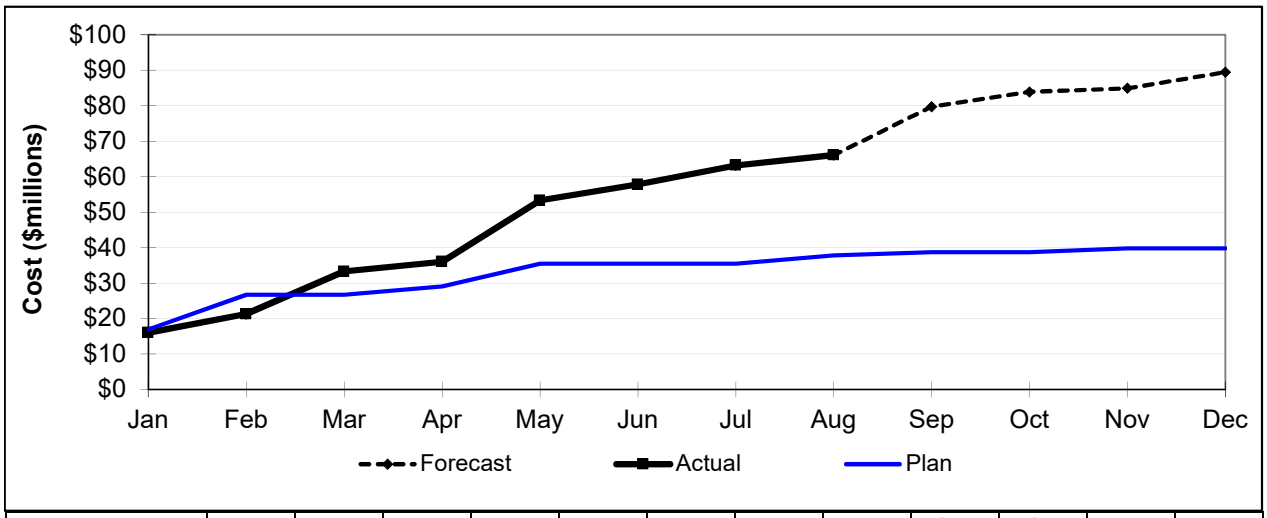
Totals do not include contingency, emergency funds and miscellaneous reserves;
performance percentages include early accomplishments.

2019 Design Starts Charts

As of August 2019



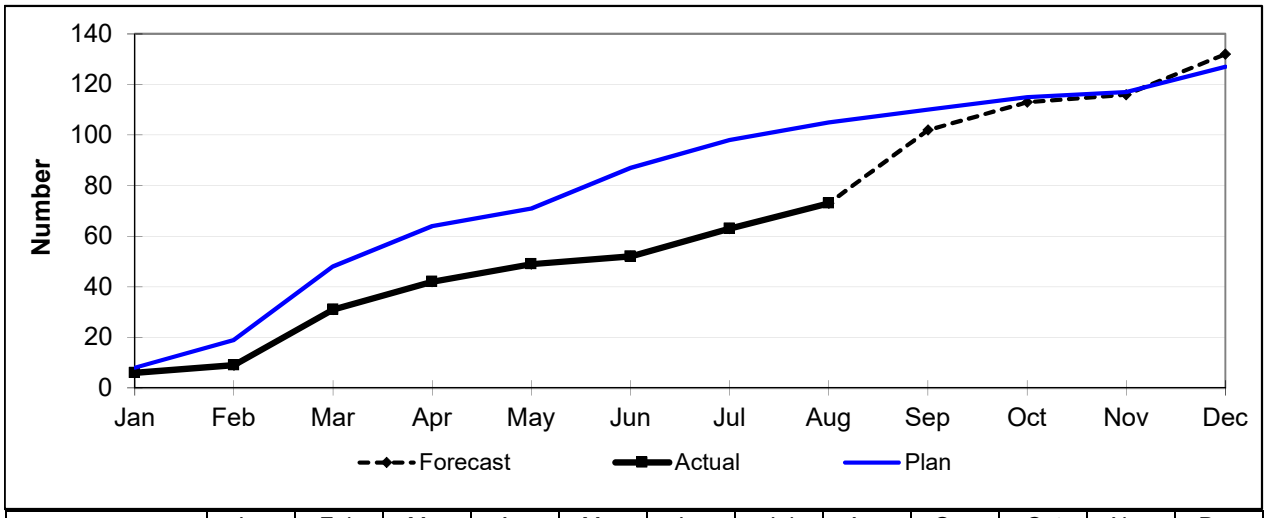
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast									11	4	1	2
Actual	10	4	12	7	14	5	7	14				
Plan	11	6	0	3	8	0	0	2	1	0	1	0
Cummulative												
Forecast									84	88	89	91
Actual	10	14	26	33	47	52	59	73				
Plan	11	17	17	20	28	28	28	30	31	31	32	32



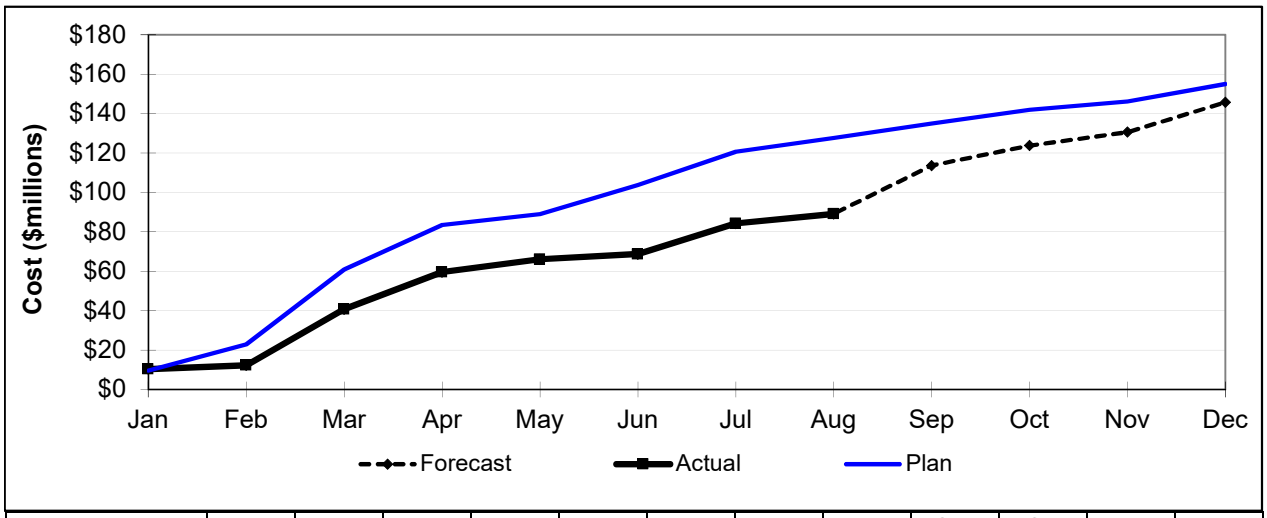
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast									13.7	4.1	1.0	4.5
Actual	16.0	5.3	12.0	2.7	17.3	4.5	5.4	2.9				
Plan	16.9	9.8	0.0	2.3	6.4	0.0	0.0	2.3	1.0	0.0	1.0	0.0
Cummulative												
Forecast									79.7	83.9	84.9	89.4
Actual	16.0	21.3	33.3	36.0	53.3	57.8	63.2	66.1				
Plan	16.9	26.8	26.8	29.0	35.5	35.5	35.5	37.8	38.7	38.7	39.8	39.8

2019 Design Completions Charts

As of August 2019



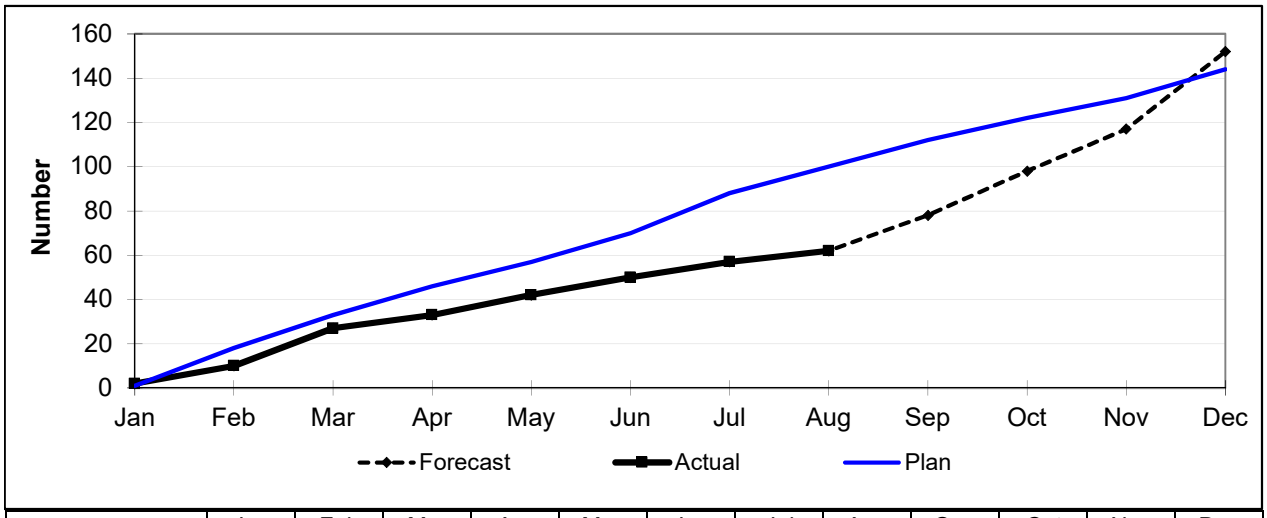
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast									29	11	3	16
Actual	6	3	22	11	7	3	11	10				
Plan	8	11	29	16	7	16	11	7	5	5	2	10
Cummulative												
Forecast									102	113	116	132
Actual	6	9	31	42	49	52	63	73				
Plan	8	19	48	64	71	87	98	105	110	115	117	127



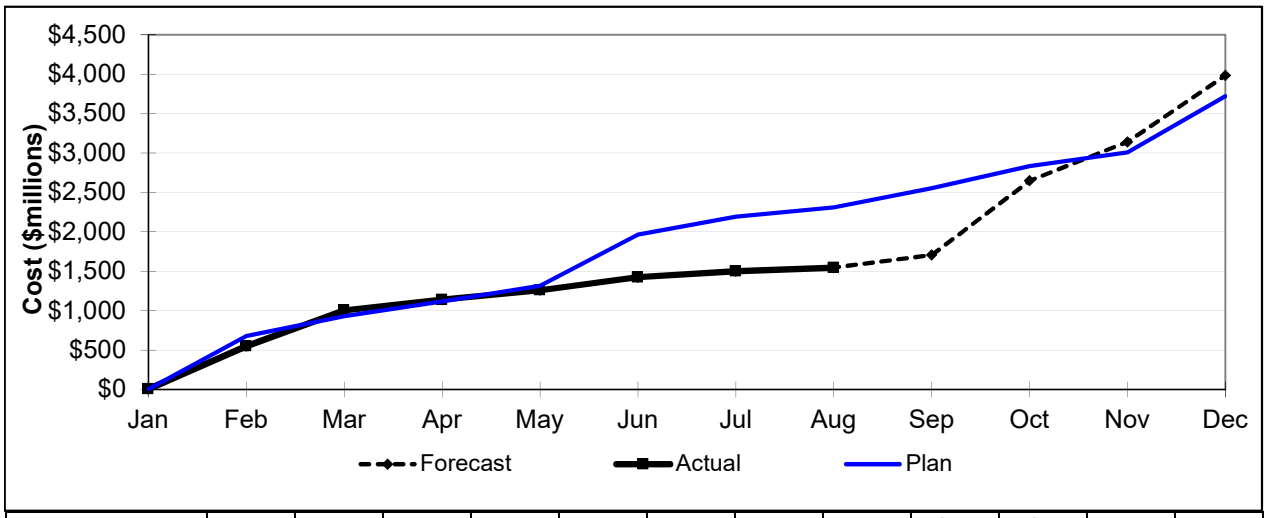
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast									24.5	10.2	6.8	15.1
Actual	10.3	2.0	28.5	18.8	6.5	2.6	15.5	4.9				
Plan	9.5	13.4	38.0	22.4	5.6	14.7	16.8	7.1	7.2	7.0	4.3	8.9
Cummulative												
Forecast									113.6	123.8	130.6	145.7
Actual	10.3	12.3	40.8	59.6	66.1	68.7	84.2	89.1				
Plan	9.5	23.0	61.0	83.4	89.0	103.8	120.6	127.7	134.9	141.9	146.1	155.0

2019 Awards Charts

As of August 2019



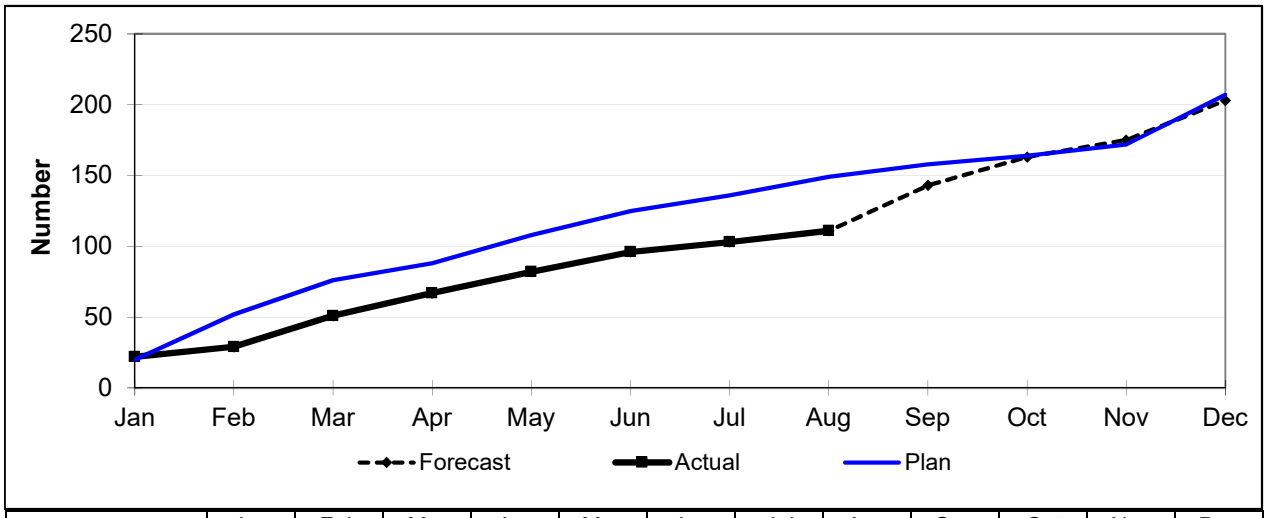
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast									16	20	19	35
Actual	2	8	17	6	9	8	7	5				
Plan	1	17	15	13	11	13	18	12	12	10	9	13
Cummulative												
Forecast									78	98	117	152
Actual	2	10	27	33	42	50	57	62				
Plan	1	18	33	46	57	70	88	100	112	122	131	144



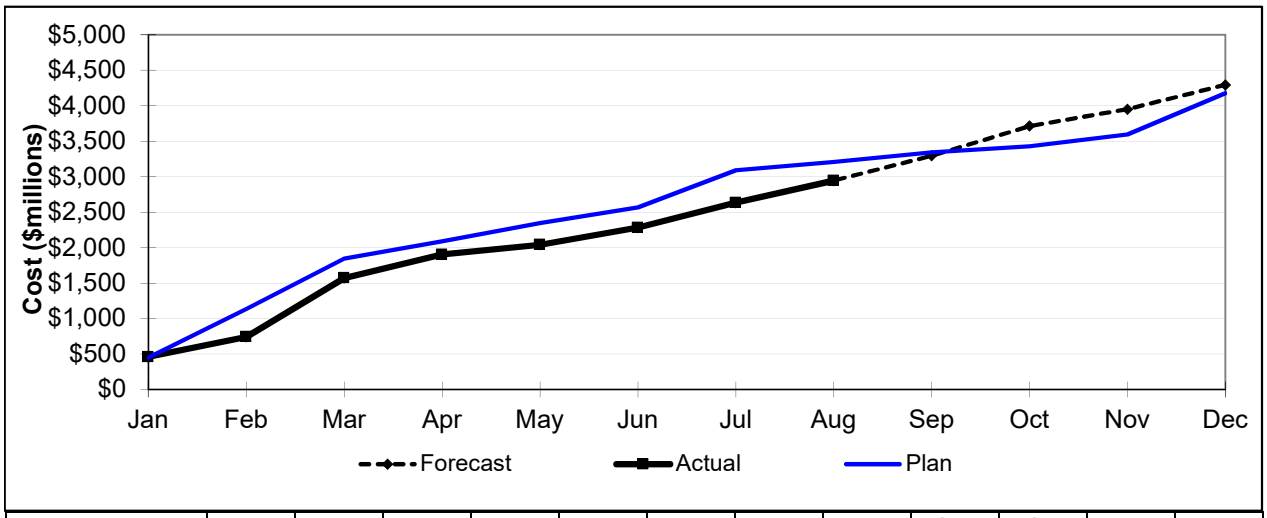
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast									160.7	941.9	492.6	843.1
Actual	4.7	544.6	455.8	135.0	120.5	163.6	75.7	46.1				
Plan	3.2	675.6	249.5	187.8	198.9	651.6	226.0	116.3	245.3	279.6	174.9	710.9
Cummulative												
Forecast									1,706.5	2,648.4	3,141.0	3,984.1
Actual	4.7	549.3	1,005.1	1,140.0	1,260.5	1,424.1	1,499.8	1,545.9				
Plan	3.2	678.8	928.2	1,116.0	1,314.9	1,966.5	2,192.5	2,308.8	2,554.1	2,833.7	3,008.6	3,719.5

2019 Substantial Completions Charts

As of August 2019



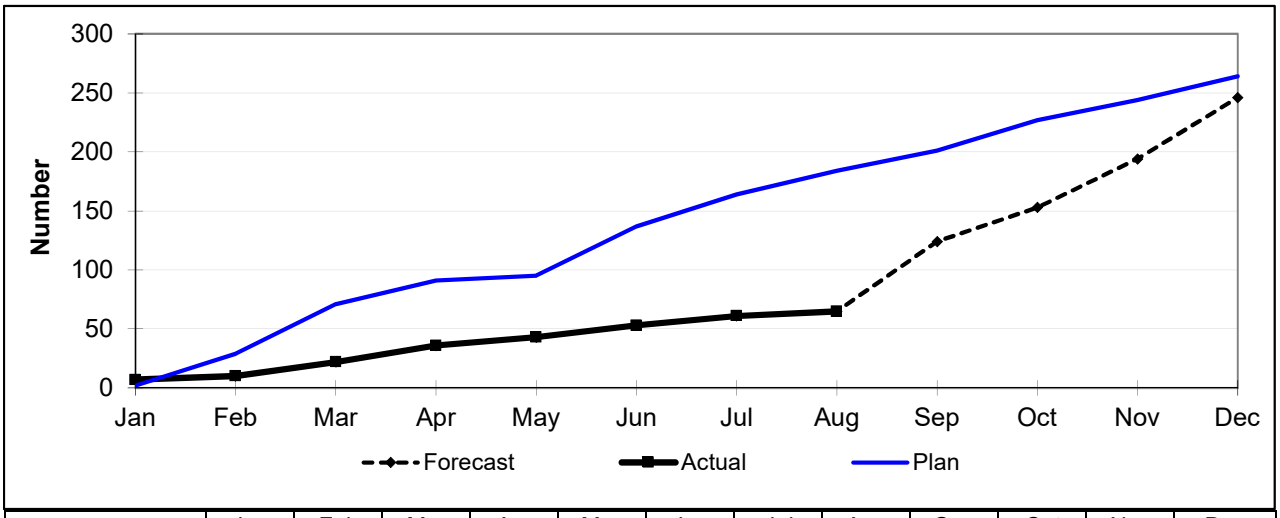
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast									32	20	12	28
Actual	22	7	22	16	15	14	7	8				
Plan	20	32	24	12	20	17	11	13	9	6	8	35
Cummulative												
Forecast									143	163	175	203
Actual	22	29	51	67	82	96	103	111				
Plan	20	52	76	88	108	125	136	149	158	164	172	207



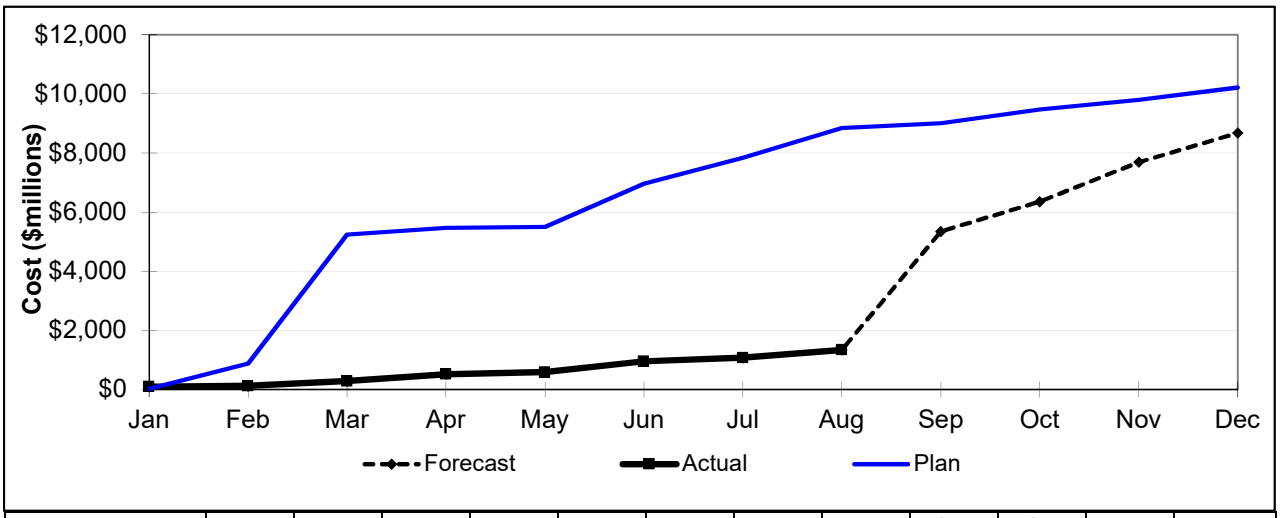
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast									349.8	420.2	236.7	343.0
Actual	460.5	281.3	829.4	331.6	136.8	242.3	352.6	309.8				
Plan	448.9	684.7	710.1	244.6	255.6	224.6	523.6	116.4	135.4	83.9	169.5	579.5
Cummulative												
Forecast									3,294.1	3,714.3	3,951.0	4,293.9
Actual	460.5	741.8	1,571.2	1,902.8	2,039.6	2,281.9	2,634.5	2,944.3				
Plan	448.9	1,133.5	1,843.7	2,088.2	2,343.9	2,568.5	3,092.1	3,208.4	3,343.9	3,427.8	3,597.3	4,176.7

2019 Closeouts Charts

As of August 2019



	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast									59	29	41	52
Actual	7	3	12	14	7	10	8	4				
Plan	2	27	42	20	4	42	27	20	17	26	17	20
Cummulative												
Forecast									124	153	194	246
Actual	7	10	22	36	43	53	61	65				
Plan	2	29	71	91	95	137	164	184	201	227	244	264

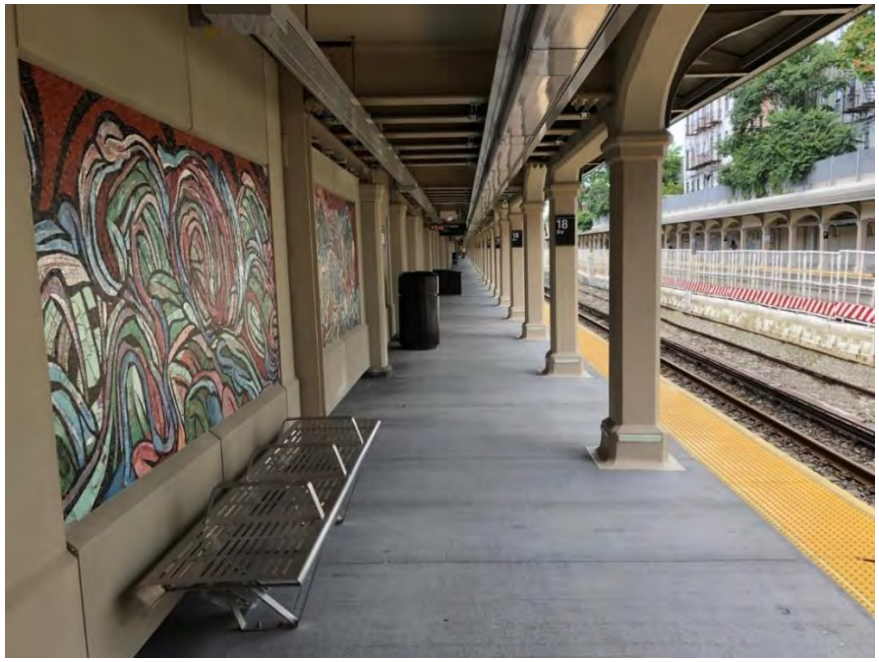


	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Forecast									4,006.8	1,008.0	1,336.4	989.0
Actual	90.9	24.3	163.2	235.2	67.4	372.6	114.7	269.3				
Plan	22.4	852.5	4,367.1	230.4	30.8	1,460.3	876.4	1,004.2	159.5	470.9	323.8	415.6
Cummulative												
Forecast									5,344.3	6,352.3	7,688.6	8,677.6
Actual	90.9	115.2	278.3	513.5	581.0	953.6	1,068.2	1,337.5				
Plan	22.4	874.9	5,242.0	5,472.4	5,503.1	6,963.5	7,839.8	8,844.0	9,003.5	9,474.4	9,798.1	10,213.7

Procurement

Steve Plochochi, Senior Vice President
Procurement and Supply Chain





The 18 Av station is one of six stations on the Sea Beach N line in Brooklyn receiving improvements and structural upgrades. The above before and after pictures depict a reconstructed platform including a new tactile warning strip, architectural wall panels, new lighting and wireway, and a permanent artwork installation by artist Emilio Perez featuring glass mosaics. This station also received water leak remediation with polymer positive-side grouting. Other station improvements included an upgraded communications system, countdown clocks, Help Point intercoms, and security cameras.

PROCUREMENTS

The Procurement Agenda this month includes 15 actions for a proposed expenditure of $94.4M.

Subject	Request for Authorization to Award Various Procurements
Department	Procurement & Supply Chain – NYCT
Department Head Name	Stephen M. Plochochi
Department Head Signature	
Project Manager Name	Rose Davis

September 16, 2019	
Department	Law and Procurement - MTACC
Department Head Name	Evan Eisland
Department Head Signature	

Internal Approvals

	Approval		Approval
	President NYCT		President, MTACC
	SVP Operations Support	X	Pres. MTA Bus/SVP DOB
X	Capital Prog. Management	X	Subways
	Law	X	Diversity/Civil Rights

Board Action

Order	To	Date	Approval	Info	Other
1	Committee	9/23/19			
2	Board	9/25/19			

Internal Approvals (cont.)

Order	Approval	Order	Approval	Order	Approval	Order	Approval

PURPOSE

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

DISCUSSION

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

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

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

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

Procurements Requiring Two-Thirds Vote:		# of Actions	$ Amount
Schedule B:	Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	3	$ TBD M
Schedules Requiring Majority Vote:			
Schedule H:	Modifications to Personal/Miscellaneous Service Contracts	6	$ 4.3 M
	SUBTOTAL	9	$ 4.3 M

MTA Capital Construction proposes to award Competitive procurements in the following categories:

Schedules Requiring Majority Vote:			
Schedule H:	Modifications to Personal/Miscellaneous Service Contracts	1	$ 60.2 M
	SUBTOTAL	1	$ 60.2 M

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

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

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

NYC Transit proposes to award Ratifications in the following categories:

Schedules Requiring Majority Vote:			
Schedule K:	Ratification of Completed Procurement Actions	5	$ 29.9 M
	SUBTOTAL	5	$ 29.9 M
	TOTAL	15	$ 94.4 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 certain budget adjustments to estimated quantity 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.

New York City Transit

SEPTEMBER 2019

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

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

	Contractor To Be Determined	**Cost To Be Determined**	***Staff Summary Attached***
	Three years with two 1-year options		
1.	**Contract #s C-31389 (State)**		↓
2.	**Contract #s C-31391 (Federal)**		↓

RFP Authorizing Resolution for contractor services for miscellaneous structural repairs and debris protection installation on an as-needed basis.

	Contractor To Be Determined	**Cost To Be Determined**	***Staff Summary Attached***
	Contract Term To Be Determined		
3	**Contract #s C-30844–TBD**		↓

RFP Authorizing Resolution for Infinite Quantity Asbestos Abatement and other environmental remediation services.

Procurements Requiring Majority Vote:

H. Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services
(Staff Summaries required for items estimated to be greater than $1,000,000.)

	Horizon Healthcare Staffing, Corp.	**$4,348,640 (Aggregate Est.)**	***Staff Summary Attached***
	Metro Urgent Medical Care of Brooklyn, PLLC		
	NY Doctors Urgent Care, PLLC		
4-9.	**Contract #s 06%9659.2, 06%9663.2, 06%9664.2**	**$1,382,888 (Est.)**	↓
	Contract #s 6%17418.1, 6%17310.1,	**$1,387,151 (Est.)**	↓
	Contract #s 6%18386.1	**$1,578,601 (Est.)**	↓

Modification to the contracts for assessment services for Paratransit and Reduced-Fare MetroCard Eligibility, in order to exercise the contract options and extend the contract term of six estimated quantity contracts for an additional two years.

Staff Summary

MTA New York City Transit

Item Number 1–2			
Department, Department Head Name **SVP Procurement & Supply Chain, Stephen M. Plochochi**			
Internal Approvals			
Order	**Approval**	**Order**	**Approval**
1	Materiel 9/11/19	6	OPS 9/13/19
2 X	Law	7	President 9/13/19.
3 X	CFO		
4 X	CPM		
5 X	Subways		

SUMMARY INFORMATION	
Vendor Name RFP Authorizing Resolution	**Contract Nos.** C-31389 (State) C-31391 (Federal)
Descriptions Contractor Services for Miscellaneous Structural Repairs and Debris Protection Installation on an As-Needed Basis	
Total Amount Not to Exceed $500 Million	
Contract Term (including Options, if any) Three years with two 1-year Options	
Option(s) included in Total Amt? ☐ Yes ☒ No	
Renewal? ☐ Yes ☒ No	
Procurement Type ☒ Competitive ☐ Noncompetitive	
Solicitation Type ☒ RFP ☐ Bid ☐ Other:	
Funding Source ☐ Operating ☒ Capital ☒ Federal ☐ Other:	

Purpose

To request that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate, and that pursuant to subdivision 9(f) of Section 1209 of the Public Authorities Law, it is in the public interest to utilize a competitive Request for Proposal ("RFP") process to select multiple contractors to become signatories to Call Agreement contracts for Miscellaneous Structural Repairs and Debris Protection Installation on an as-needed basis at various locations throughout the New York City Transit System, for a period of three years, with two 1-year options.

Discussion

Work to be performed under these contracts will occur on subway, elevated, and viaduct structures at various NYC Transit and Staten Island Railway locations within the five boroughs and will consist of structural repairs of steel, concrete, masonry, and wood elements, including work along the right-of-way. Repairs to be performed under these contracts include (1) steel repair of beams, columns, girders, trusses, bridge girder bearings, struts, and bracings; (2) concrete repairs for spalls and cracks; replacement of deteriorated concrete areas and surfaces, encasements; and modifications to restore structural integrity of concrete elements; (3) repair of wood elements including canopy timber boards and rafters and mezzanine floorboards; and (4) repairs of cement block and solid masonry walls. These contracts will also address installation of debris protection, including netting systems under elevated structures.

Considering the scope of these as-needed construction projects cannot be readily determined at this time, the Call Agreement approach is best suited to address time-sensitive and safety-sensitive projects while maintaining competition.

During the contract term, selected contractors will be invited to participate on multiple specific construction work orders including the work described above, up to the aggregate amount of $500 million. Separate funding will be obtained for each work order and awards will be made on a competitive basis. The duration for these contracts will be three years with two 1-year options.

NYC Transit seeks to utilize the RFP process for the qualification of signatory firms. Respondents to the Request for Qualifications will be assessed in accordance with evaluation criteria for relevant experience and general responsibility, including record of integrity and business ethics, requisite financial resources and safety record.

This competitive RFP method of selection and resulting Call Agreement contracts is in the public's interest and provides the Authority with the following benefits: (1) Immediate response and resolution to potential emergencies and other unforeseen situations utilizing pre-qualified contractors; (2) Price competition between selected contractors for each work order; and (3) Provides an alternative to issuing contract modifications to existing contracts.

Alternative

Use a standard competitive bidding process to award each as-needed construction project. This is not recommended as the proposed approach will facilitate a streamlined procurement process enabling the Authority to more quickly and efficiently react to program needs as they arise.

Impact on Funding

The aggregate budget for these contracts is $500 million. Funding will be determined upon development of each work order.

Recommendation

It is recommended that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate, and that, pursuant to subdivision 9(f) of Section 1209 of the Public Authorities Law, it is in the public interest to utilize a competitive RFP process to select multiple contractors to become signatories to Call Agreement contracts for Miscellaneous Structural Repairs and Debris Protection Installation on an as-needed basis at various locations throughout the New York City Transit System, for a period of three years with two 1-year options.

Staff Summary

Item Number 3			
Division, Division Head Name: SVP Procurement & Supply Chain, Stephen M. Plochochi			
Internal Approvals			
Order	**Approval**	**Order**	**Approval**
1	**Materiel** 9/11/19	6	**President** 13/9/19.
2 X	**Law**	7	
3 X	**CFO**		
4 X	**CPM**		
5	**OPS** 9/16/19		

SUMMARY INFORMATION	
RFP Authorizing Resolution	**Contract Nos.** C-30844–TBD
Description IQ Asbestos Abatement and Other Environmental Remediation Services	
Total Amount $50,000,000 (aggregate est. pool)	
Contract Term (including Options, if any) Four years	
Option(s) included in Total Amount? ☐ Yes ☒ No	
Renewal? ☒ Yes ☐ No	
Procurement Type ☒ Competitive ☐ Noncompetitive	
Solicitation Type ☒ RFP ☐ Bid ☐ Other:	
Funding Source ☐ Operating ☒ Capital ☒ Federal ☐ Other:	

Purpose

To request that the Board determine that competitive bidding is impractical or inappropriate and that it is in the public interest to issue a competitive Request for Proposals ("RFP"), pursuant to subdivision 9(f) of Section 1209 of the Public Authorities Law, for procurement of multiple contractors to perform Indefinite Quantity ("IQ") Asbestos Abatement and Other Environmental Remediation Services at various NYC Transit facilities. Each selected contractor will be awarded two contracts, one federal and one state, with a portion of an estimated aggregate value of $50 million and a four-year duration. These will be zero-dollar based contracts with no minimum guarantee of any assignments.

Discussion

Asbestos, lead, polychlorinated biphenyls (PCBs), mercury and other substances that pose environmental hazards can result in lengthy project delays if they are discovered after construction contract award. To prevent such delays, Capital Program Management is seeking to award multiple contracts for on-call asbestos abatement and environmental remediation services. These contracts will replace six previous contracts that will expire in August 2020. A market survey revealed that there are a sufficient number of firms with the capacity to meet all of NYC Transit's requirements.

Past experience has shown that it takes significantly longer to find qualified asbestos and environmental contractors through the bidding process, due to the number of firms that fail to meet NYC Transit's unique requirements. To avoid this delay, the Board has approved award of these contracts through the competitive RFP process for many years.

To provide an efficient best-value award, a one-step RFP is recommended. Firms will be notified by advertisement and can obtain the RFP package, which contains specifications, terms and conditions, evaluation criteria, and price proposal format.

Selection criteria will be based on qualifications, overall asbestos abatement and environmental remediation experience, business experience and stability, past performance on NYC Transit projects, availability of personnel and equipment to perform the work and unit prices.

The contracts to be awarded will be for four years with an estimated aggregate total of $50 million. This will provide NYC Transit flexibility in assigning work based upon price, contractor staff availability at the time of assignment, and performance on current and prior assignments under these contracts. The intent is to ensure that NYC Transit will be able to respond rapidly and effectively to asbestos abatement and environmental remediation requirements while prudently managing these contracts.

Work orders will be issued to the contractor with the overall lowest price, unless NYC Transit determines that another contractor is better positioned or is uniquely qualified to perform a specific project. Since selected contractors will already be qualified, and unit prices established, the work order award process will be shortened considerably. A similar procedure was used for the previous contracts providing these services and has proven to be successful in issuing work orders in an expeditious manner.

Impact on Funding

The total estimated funding required for these contracts is $50 million. Funding for these contracts is presently not in place but will be made available by WAR Certificate chargeable to the specific capital project for which the asbestos abatement and environmental remediation will be done. A WAR Certificate will be received prior to the award of any work order.

Alternatives

To solicit firms on a project-by-project basis to provide asbestos removal and other environmental remediation services using the formal competitive bidding process. Not recommended, as the process would cause significant delays in addressing environmental remediation work, as well as cause significant delays in Capital Construction and Sandy Repair and Resiliency projects, thus increasing the cost of construction.

Recommendation

That the Board determine that competitive bidding is impractical or inappropriate and that it is in the public interest to issue a competitive RFP, pursuant to subdivision 9(f) of Section 1209 of the Public Authorities Law, for procurement of multiple contractors to perform IQ Asbestos Abatement and Other Environmental Remediation Services at various NYC Transit facilities. Each selected contractor will be awarded two contracts, one federal and one state, with a portion of an estimated aggregate value of $50 million and a duration of four years.

Schedule H: Modifications to Personal Service & Miscellaneous Service Contracts

New York City Transit

Item Number: 4–9

Vendor Names (Locations) Horizon Healthcare Staffing Corp. (Hicksville, New York) Metro Urgent Medical Care of Brooklyn, PLLC (New Windsor, New York) NY Doctor's Urgent Care, PLLC (New Windsor, New York)	**Contract Number** / **Mod. #** 06%9659, 06%9663, 06%9664 (Horizon) — 2 6%17418, 6%17310 (Metro) — 1 6%18386 (NY Doctors) — 1
Description Assessment Services for Paratransit and Reduced-Fare MetroCard Eligibility	**Original Amount:** $18,592,288 06%9659 - $3,388,483 (Horizon - Brooklyn) 06%9663 - $3,702,253 (Horizon - Bronx) 06%9664 - $1,613,501 (Horizon – Staten Island) 6%17418 - $4,495,373 (Metro - Queens) 6%17310 - $2,989,078 (Metro - Brooklyn) 6%18386 - $2,403,600 (NY Doctors - Manhattan)
Contract Terms (including Options, if any) January 7, 2015–January 6, 2020 (Horizon) February 1, 2017–January 6, 2020 (Metro) June 30, 2017–January 6, 2020 (NY Doctors)	**Prior Modifications:** $0
	Prior Budgetary Increases: $7,163
Option(s) included in Total Amount? ☒ Yes ☐ No ☐ n/a	**Current Amount**: $18,599,451
Procurement Type ☒ Competitive ☐ Noncompetitive	**This Request:** $4,348,640 06%9659 - $ 848,117 (Horizon – Brooklyn) 06%9663 - $ 462,129 (Horizon – Bronx) 06%9664 - $ 72,642 (Horizon – Staten Island) 6%17418 - $ 754,544 (Metro – Queens) 6%17310 - $ 632,607 (Metro – Brooklyn) 6%18386 - $1,578,601 (NY Doctors – Manhattan)
Solicitation Type ☐ RFP ☐ Bid ☒ Other: Modification	**% of This Request to Current Amount:** 23.4%
Funding Source ☒ Operating ☐ Capital ☐ Federal ☐ Other:	**% of Modifications (including This Request) to Original Amount:** 23.4%
Requesting Dept./Div., Dept./Div. Head Name: Department of Buses, Craig Cipriano	

Discussion:

These modifications are to exercise the contract options to extend the term of six estimated quantity, miscellaneous service contracts for an additional two years, for the period of January 7, 2020 to January 6, 2022, for provision of eligibility assessment services for the Department of Buses, Paratransit Division ("Paratransit") and for Revenue Control, Division of Reduced-Fare MetroCard ("Reduced-Fare"), for an additional total estimated amount of $4,348,640.

Federal statutes and regulations require all public transit agencies that provide paratransit transportation services in accordance with the Americans with Disabilities Act ("ADA") to establish a process for assessing applicant eligibility for the program. NYC Transit complies with these regulations by utilizing the services of assessment centers. There are six assessment center facilities, one in each of the five boroughs, with Brooklyn hosting two locations as it receives the highest number of applicants. The incumbent contractors perform these eligibility assessments in their own facilities utilizing medical professionals who conduct in-person evaluations to assess how an applicant's disability may or may not prevent them from using fixed-route bus and subway transportation. The assessment centers' findings are provided in a report format to Paratransit's Eligibility Determination Unit, which then makes the determination regarding eligibility, based on all information provided, including the assessment center report and the initial application form complete with doctor's notes or other information applicants may provide in substantiation of their claim for program eligibility. The assessment centers are also utilized for individuals appealing a prior determination of non-eligibility for Reduced-Fare MetroCard privileges.

A competitive Request for Proposal ("RFP") conducted in 2014 resulted in awards to: (1) Horizon Healthcare Staffing Corp. ("Horizon") to operate in Brooklyn, Bronx, and Staten Island; (2) Go Medical Services PLLC. ("Go Medical") to operate in Brooklyn and Queens; and (3) AHRC Healthcare Inc. d/b/a Access Community Health Center ("Access") to operate in Manhattan.

Subsequent to award, the contracts with Go Medical and Access were replaced, as both contractors had become increasingly deficient in their work performance. Go Medical's contracts for Brooklyn and Queens were assigned effective February 1, 2017, to Metro Urgent Medical Care of Brooklyn, PLLC ("Metro"), as Metro served as a performance and completion guarantor of the contract. Access's contract for Manhattan was replaced by NY Doctors Urgent Care, PLLC ("NY Doctors") effective June 30, 2017, by way of an Immediate Operating Need ("ION"). Eventually both Go Medical and Access went out of business.

Option year pricing for Horizon and Metro was predicated on the original competitively solicited and negotiated RFP, which was found to be fair and reasonable. Similarly, the ION was also competitively negotiated, and included pricing for the two option years which were found to be fair and reasonable.

Although there was price competition and these awards were found to be fair and reasonable, Procurement requested further price reductions, which were offered by Horizon and NY Doctors. Metro examined its prices and concluded that they could not be further reduced.

Collectively, the total estimated expenditure for exercising the option for all six contracts is approximately $8,458,889. Approximately $4,110,249 will remain in the contracts at the end of the base-term in January 2020. Therefore only $4,348,640 is required to cover costs for the option period.

NYC Transit's Office of the Controller performed a financial review of each firm and found that there is reasonable assurance that Horizon, Metro, and NY Doctors are financially qualified to perform these contract modifications.

SEPTEMBER 2019

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote cont'd:

H. Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services
(Staff Summaries required for items estimated to be greater than $1,000,000.)

1. Phase 2 Partnership, Joint Venture of of WSP USA and STV Inc. Contract # CM-1190 — **$60,152,169** — ***Staff Summary Attached***

Exercise Option 4 under the contract for (i) the preparation of contract documents for (a) as many as three Design Build packages for the construction of the ancillary structures and fit out of the stations and ancillary structures; and (b) one Design Build package for the installation of track, traction power, signal, and communication systems in the stations and tunnels and commissioning of the systems; and (ii) providing construction phase services with respect to each such design package.

Schedule H: Modifications to Personal Service & Miscellaneous Service Contracts

MTA Capital Construction

Item Number: 1

Vendor Name (Location) Phase 2 Partnership, Joint Venture of WSP USA and STV Inc. (New York, New York)	
Description Consultant Design Services for Phase 2 of Second Avenue Subway – Exercise of Option	
Contract Terms (including Options, if any) December 30, 2016 – June 29, 2024	
Option(s) included in Total Amount? ☐ Yes ☒ No ☐ n/a	
Procurement Type ☒ Competitive ☐ Noncompetitive	
Solicitation Type ☐ RFP ☐ Bid ☒ Other: Exercise Option	
Funding Source ☐ Operating ☒ Capital ☒ Federal ☐ Other:	
Requesting Dept./Div., Dept./Div. Head Name: Tim Gianfrancesco, Second Avenue Subway Phase 2	

Contract Number CM-1190	**AWO/Mod. #** Option No. 4
Original Amount:	$120,453,095
Prior Modifications:	$0
Prior Budgetary Increases:	$0
Current Amount:	$120,453,095
This Request:	$60,152,169 (Option)
% of This Option to Current Amount:	N/A
% of This Option to Original Amount:	N/A

Discussion:

This contract is for consultant design services for the Second Avenue Subway ("SAS") Phase 2 Project. MTA Capital Construction ("MTACC") requests Board authorization to exercise Option No. 4 under the contract for (i) the preparation of contract documents for (a) as many as three Design Build packages for the construction of the ancillary structures and fit out of the stations and ancillary structures; and (b) one Design Build package for the installation of track, traction power, signal, and communication systems in the stations and tunnels, and commissioning of the systems; and (ii) providing construction phase services with respect to each such design package. The price for Option 4 is $60,152,169.

On November 16, 2016, the Board approved the competitively-solicited Contract CM-1190, which was awarded to the Phase 2 Partnership ("P2P"), a joint venture of WSP USA and STV Inc., to provide consultant design services for Phase 2 of the SAS Project. The base contract is for a not-to-exceed cost of $120,453,095 and a duration of 90 months. The base contract includes five tasks: (1) Update the existing Preliminary Engineering Design to Extended Preliminary Engineering; (2) Support the Supplemental Environmental Review process and prepare FTA New Starts applications; (3) Recommend a contract packaging structure and documents; (4) Prepare a design package for a Design Bid Build utility relocation and site preparation contract and provide related construction phase services; and (5) Prepare design packages for one or more Design Build packages for tunnel construction and the civil work and structural shell construction of the three stations and provide related construction phase services.

The contract also provides for four options to be exercised within 24 months of the award of the contract, each providing for P2P to prepare as many as three design packages (one for each station) for the construction of ancillary structures and the fit-out of the stations and ancillary structures with architectural finishes and mechanical, electrical, plumbing, and conveyance systems and one design package for the installation of track, traction power, signal, and communication systems in the stations and tunnels and the commissioning of the systems (the Track/Traction Work).

Each option contains a different combination of Design Bid Build packages and Design Build packages so that the MTA, with the assistance of P2P, could evaluate each scenario before selecting one. Each option also includes construction phase services for the associated construction packages. At the time the Board approved the base contract, the Board was advised that at the appropriate time, and based upon the evaluations performed, MTACC would return to the Board for approval to exercise the appropriate option.

Option No. 4, which provides for the preparation of only Design Build packages, has been determined to be the appropriate option because the Design Build method is the most efficient and cost-effective way to proceed and this method complies with NY State's recently enacted legislation requiring that all contracts above $25 million use the Design Build delivery method. The other three options will not be exercised. The price of Option 4, as negotiated and specified in the contract, is $60,152,169.

A careful review of the Extended Preliminary Engineering design upon its completion in December 2018 identified opportunities for reducing the cost of the project. Accordingly, the scope of the base contract was amended to include advancing seven cost savings concepts to Extended Preliminary Engineering design. This exercise pushed the completion of Extended Preliminary Engineering design to June 2019, resulting in the expiration of the twenty-four-month period for the exercise of the contract options. P2P has agreed, however, to extend the time period to exercise the options to December 30, 2019 without change to the option prices negotiated and specified in the contract, which for Option 4 is $60,152,169. MTACC's updated estimate establishes that this price remains fair and reasonable.

In connection with a previous contract awarded to The Louis Berger Group, Inc. ("LBG")[1], LBG was found to be responsible notwithstanding significant adverse information ("SAI") pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by MTA Chairman and Chief Executive Officer in consultation with the MTA General Counsel in November 2015. No new SAI has been found relating to LBG or WSP. WSP has no SAI except that stemming from its acquisition of LBG. WSP has been found to be responsible.

Impact on Funding
Funding is available in the 2015–2019 Capital Program

Recommendation
It is recommended that the Board authorize the exercise of Option No. 4 for the amount of $60,152,169.

[1] LBG was acquired by WSP in December 2018 and that acquisition carries with it LBG's SAI.

New York City Transit

SEPTEMBER 2019

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

K. Ratification of Completed Procurement Actions (Involving Schedule E-J)
(Staff Summaries required for items estimated to be greater than $1,000,000.)

	John P. Picone, Inc.	**$4,280,000 (Aggregate)**	***Staff Summary Attached***
1.	**Contract# A-36090.292**	**$1,280,000**	↓
2.	**Contract# A-36090.304**	**$3,000,000**	↓

Modification to the contract for the renewal of six stations and line structure repair on the Sea Beach line; in order to perform repair/replacement of structural steel at the Fort Hamilton Parkway Station Control House and water leak remediation with polymer positive-side grouting at the Bay Parkway, 20th Avenue, 18th Avenue and New Utrecht Avenue stations' northbound and southbound platforms.

3. L. K. Comstock & Company **$18,650,000** ***Staff Summary Attached***
Contract# S-32176.19

Modification to the contract for the modernization of the Kings Highway Interlocking - Culver Line/ 6th Avenue Line; in order to furnish and install two double crossovers and two single crossovers.

4. New Flyer of America, Inc. **$3,374,124** ***Staff Summary Attached***
Contract# B-40671.1

Modification to the contract to furnish and deliver 110 low-floor 60-foot articulated Compressed Natural Gas ("CNG") buses; in order to incorporate a series of technical changes on 110 low-floor 60-foot articulated CNG buses.

5. Turtle & Hughes, Inc. **$3,577,121** ***Staff Summary Attached***
Contract# 6%24218
Five-year contract with two, five-year options

Sag Corrector Service agreement.

Schedule K: Ratification of Completed Procurement Actions

New York City Transit

Item Number: 1–2

Vendor Name (Location) John P. Picone, Inc. (Lawrence, New York)	
Description Renewal of Six Stations and Line Structure Repair on the Sea Beach Line, Borough of Brooklyn	
Contract Term (including Options, if any) December 30, 2014–October 31, 2019	
Option(s) included in Total Amt? ☐ Yes ☐ No ☒ n/a	
Procurement Type ☒ Competitive ☐ Noncompetitive	
Solicitation Type ☐ RFP ☐ Bid ☒ Other: Modification	
Funding Source ☐ Operating ☒ Capital ☐ Federal ☐ Other:	
Requesting Dept./Div., Dept./Div. Head Name: Capital Program Management, Alok Saha	

Contract Number	**AWO/Mod. #s**
A-36090	292, 304
Original Amount:	$ 188,761,000
Prior Modifications:	$ 19,155,008
Prior Budgetary Increases:	$ 0
Current Amount:	$ 207,916,008
This Request: Mod. 292: $1,280,000 Mod. 304: $3,000,000	$ 4,280,000
% of This Request to Current Amt.:	2.1%
% of Modifications (including This Request) to Original Amount:	12.4%

Discussion:

These retroactive modifications are for repair/replacement of structural steel at the Fort Hamilton Parkway Station Control House D-3; and water leak remediation with polymer positive-side grouting at the Bay Parkway, 20th Avenue, 18th Avenue, and New Utrecht Avenue stations' northbound and southbound platforms.

The base contract provides for the renewal of six stations along the Sea Beach line in Brooklyn: 8th Avenue, Fort Hamilton Parkway, New Utrecht Avenue, 18th Avenue, 20th Avenue, and Bay Parkway. The work includes concrete repairs; repair of steel structural members; replacement of all interior/exterior stairs, windows, and doors; replacement/upgrade of existing electrical, security, and signal systems; demolition and replacement of platform columns, tunnel arches, parapets, canopies, and concrete platform slabs; construction of four new Americans with Disabilities Act ("ADA")–compliant elevators at New Utrecht Station; and construction of an ADA-compliant ramp at the 8th Avenue station's northbound platform. (This has since changed to an elevator.)

Fort Hamilton Parkway Control House D-3 Steel Repair/Replacement

Modification 292: The base contract requires demolition and replacement of the top layer of the concrete floor ("topping slab") in Fort Hamilton Parkway Station Control House D-3, with the existing concrete structural slab and steel framing beneath to remain. During removal of the topping slab, it was discovered that several support girders and secondary beams were severely deteriorated and exhibited section loss in the exposed top flanges of the girders. Prior modifications were issued for the demolition of the structural slab and concrete encasement surrounding the steel to determine the full extent and severity of the deterioration as well as facilitate the repair design. This modification provides for the repair/replacement of deteriorated steel girders, columns, filler beams, and associated steel members beneath the structural slab of Control House D-3. Subsequent modifications will address the replacement of the concrete structural slab and removal of the protective demolition shield below the Control House and above the tracks. The contractor submitted its proposal in the amount of $1,522,887. The revised in-house estimate is $1,216,742. Negotiations resulted in the agreed-upon lump-sum price of $1,280,000. Savings of $242,887 were achieved.

Water Leak Remediation with Polymer Positive-Side Grouting

Modification 304: The Sea Beach line was constructed in 1914, and thereby lacks modern waterproofing behind the retaining walls and platform walls and above the platform canopies. Due to access issues with private property owners at these stations, it was not feasible to include typical membrane waterproofing which would require excavation to expose the station structures. The base contract requires localized repair of active water leaks at the Bay Parkway, 20th Avenue, 18th Avenue, and New Utrecht Avenue stations. These localized repairs were attempted on the northbound platforms but were ineffective due to the age and porosity of the existing concrete. Given the recent success of utilizing polymer positive-side grouting at other locations within the NYC Transit system, this alternative waterproofing approach was tested at several locations on the Sea Beach line. Based on the successful test results, it was determined that polymer positive-side grouting was the best option to mitigate water intrusion. This modification provides for polymer positive-side grouting at the Bay Parkway, 20th Avenue, 18th Avenue, and New Utrecht Avenue stations on the northbound and southbound platforms. The contractor submitted its proposal in the amount of $4,029,010. The revised in-house estimate is $2,960,330. Negotiations resulted in the agreed-upon lump-sum price of $3,000,000 and no impact to the project schedule. Savings of $1,029,010 were achieved.

Procurement finds all agreed-upon pricing to be fair and reasonable.

Pursuant to the approval of retroactive waivers by the SVP, Capital Program Management, work under both modifications commenced immediately to maintain the stations' reopening dates. The VP, Materiel, authorized payments up to the negotiated amounts for work completed prior to the approval of these modifications.

In connection with a previous contract awarded to Picone, Picone was found to be responsible notwithstanding significant adverse information ("SAI") pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman and Chief Executive Officer in consultation with the MTA General Counsel in December 2014. No new SAI has been found relating to Picone, and Picone has been found to be responsible.

Schedule K: Ratification of Completed Procurement Actions

New York City Transit

Item Number: 3

Vendor Name (Location) L.K. Comstock & Company (East Farmingdale, New York)	**Contract Number** S-32176 / **AWO/Mod. #** 19
Description Signal System Modernization of Kings Highway Interlocking, Culver Line / IND 6th Avenue Line, Brooklyn	**Original Amount:** $ 98,443,000
Contract Term (including Options, if any) October 17, 2016–May 16, 2021	**Prior Modifications:** $ 290,783 **Prior Budgetary Increases:** $ 0
Option(s) included in Total Amount? ☐ Yes ☐ No ☒ n/a	**Current Amount:** $ 98,733,783
Procurement Type ☒ Competitive ☐ Noncompetitive	
Solicitation Type ☐ RFP ☐ Bid ☒ Other: Modification	**This Request:** $ 18,650,000
Funding Source ☐ Operating ☒ Capital ☒ Federal ☐ Other:	**% of This Request to Current Amount:** 18.9%
Requesting Dept./Div., Dept./Div. Head Name: Capital Program Management, Alok Saha	**% of Modifications (including This Request) to Total Amount:** 19.2%

Discussion:

This retroactive modification is for the replacement of two double crossovers and two single crossovers within the Kings Highway Interlocking along the Culver line in Brooklyn, including replacement of existing wood ties with fiber-reinforced foam urethane ties, new rails and associated track work.

The base contract provides for the signal system modernization of the Kings Highway Interlocking on the 6th Avenue line (IND) in Brooklyn, and the upgrade of the train tracking system for Staten Island Railway ("SIR"). Work consists of (1) the removal of existing equipment; (2) furnishing and installing new signal equipment, signal heads, automatic stop machines, switch machines, indication and interlocking control panels, track circuits, code systems, Computer-Based Train Control ("CBTC")–ready solid-state interlocking, new switch configuration, fiber-optic communication; (3) track and DC work; and for SIR (4) furnishing of a new train-tracking software system.

Subsequent to contract award, Maintenance of Way Track Engineering reassessed the condition of the four crossovers within the Kings Highway Interlocking in part to determine whether contractually required spot repairs of the track would be sufficient to enable the installation of 12 new switch machines required by contract, and whether additional repairs within the crossovers would be necessary. The inspection found numerous track ties throughout the crossovers to be in poor condition (heavily weathered, split and/or hollowed) and not suitable for the installation/mounting of new equipment required by the contract. This modification is for the full replacement of these four crossovers including replacement of existing wood ties with fiber-reinforced foam urethane ties, new rails and associated track work.

The NYC Transit President notified the MTA Board of this modification by email in November 2018, explaining that this additional work was initially planned to be performed after the interlocking modernization and after CBTC installation. This approach was based on previous condition assessments indicating that replacement of the crossovers was not immediately necessary. However, as indicated above, the current conditions necessitated more near-term replacement. By upgrading the crossovers in conjunction with the ongoing Kings Highway project, NYC Transit will achieve efficiencies by utilizing the existing contractor, taking advantage of existing service outages, and mitigating customer impact. In contrast, issuing a new contract to address this additional work would not be practical, as (1) award would not be made in time to take advantage of currently planned service outages, and (2) performing the crossover work after the CBTC installation would require the removal and reinstallation of newly installed signal equipment, which would add complexity, be less cost effective, and impact customers twice.

In order to mitigate the 12-month lead time associated with the fabrication of track materials required for the new crossovers, it was necessary to direct the contractor to proceed with material procurement. Approval to direct the contractor and process this modification on a retroactive basis was obtained from the SVP, Capital Program Management. Installation is currently scheduled for March 2020.

L.K. Comstock & Company ("Comstock") submitted its proposal in the amount of $22,093,980. The in-house estimate was $17,361,000. Negotiations resulted in the agreed-upon lump-sum price of $18,650,000 and no impact to the project schedule. Savings of $3,443,980 were achieved. Capital Program Management and Procurement found this price to be fair and reasonable.

In connection with a previous contract awarded to Comstock, Comstock was found to be responsible notwithstanding significant adverse information ("SAI") pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman and Chief Executive Officer in consultation with the MTA General Counsel in February 2016. No new SAI has been found relating to Comstock and Comstock has been found to be responsible.

Schedule K: Ratification of Completed Procurement Actions

New York City Transit

Item Number: 4

Vendor Name (Location) New Flyer of America, Inc. (St. Cloud, Minnesota)	**Contract Number** B-40671 / **AWO/Mod. #** 1
Description Furnish and Deliver 110 Low-Floor 60-foot Articulated Compressed Natural Gas (CNG) buses	**Original Amount:** $ 95,039,286
Contract Term (including Options, if any) May 31, 2017–December 31, 2023	**Prior Modifications:** $ 0
Option(s) included in Total Amt? ☐ Yes ☐ No ☒ n/a	**Prior Budgetary Increases:** $ 0
Procurement Type ☐ Competitive ☒ Noncompetitive	**Current Amount:** $ 95,039,286
Solicitation Type ☐ RFP ☐ Bid ☒ Other: Modification	**This Request:** $ 3,374,124
Funding Source ☐ Operating ☒ Capital ☐ Federal ☐ Other:	**% of This Request to Current Amt.:** 3.6%
Requesting Dept./Div., Dept./Div. Head Name: Department of Buses, Craig Cipriano	**% of Modifications (including This Request) to Original Amount:** 3.6%

Discussion:

This retroactive modification is to incorporate a series of technical changes on 110 low-floor 60-foot articulated Compressed Natural Gas ("CNG") buses from New Flyer of America, Inc. ("New Flyer").

The base contract is a sole-source negotiated contract which was approved by the Board in January 2017 and awarded to New Flyer in April 2017 for the estimated total of $95,039,286; New Flyer is the only manufacturer of articulated CNG buses in North America. Delivery of these buses began in June 2018 and was completed in February 2019.

This modification will memorialize these technical changes requested by NYC Transit's Department of Buses ("DOB") that enhanced the bus's emissions profile and customer amenities, as well as optimize performance and improve the reliability and maintainability of various mechanical and electrical systems. It should be noted that the majority of these changes were incorporated on the production line. However, a few of the changes were incorporated after the manufacture of the five pilot buses resulting in the need to retrofit these buses at the production facility. The three most significant changes which accounted for over 80 percent of total modification price include the upgrade of the bus engine, the installation of Digital Information Screens ("DIS") to enhance the customer communication experience by providing audio/visual route and stop information as well as service advisories and the enhancement of the Bus Camera Security System ("BCSS").

The upgrade of the bus engines to the 2018 EPA-compliant Cummins L9N ISL-G NZ was required because the engine manufacturer did not receive final approval of its 2018 EPA-compliant CNG engine until December 2017 which was subsequent to award of this contract. As a result, a number of enhancements and modifications were made to the engines. The installation of the Vianova DIS system was not included at time of award because DOB was in the process of conducting a test and evaluation of the DIS systems, which began in 2016 and concluded in late 2017. Upon completion of the test and evaluation, Vianova and two other vendors were qualified. The Vianova DIS was subsequently incorporated into these buses. The BCSS was enhanced with five additional cameras (four exterior and one interior driver facing camera) as part of an ongoing effort to improve the security for passengers and employees.

Through negotiations that focused on technical changes as well as pricing mark-ups and overhead rates for each of these changes, Procurement obtained a final price of $3,374,124. The final pricing for this modification has been found to be fair and reasonable.

Schedule K: Ratification of Completed Procurement Actions

New York City Transit

Item Number: 5

Vendor Name (Location) Turtle & Hughes, Inc. (Linden, New Jersey)	**Contract Number** 6%24218 / **Renewal?** ☐ Yes ☒ No
Description Sag Corrector Service Agreement	**Total Amount:** $3,577,121
Contract Term (including Options, if any) Five Years (with two additional five-year options)	**Funding Source** ☒ Operating ☐ Capital ☐ Federal ☐ Other:
Option(s) included in Total amount? ☐ Yes ☒ No ☐ n/a	**Requesting Dept./Div., Dept./Div. Head Name:** Department of Subways, Sally Librera
Procurement Type ☐ Competitive ☒ Noncompetitive	
Solicitation Type ☐ RFP ☒ Bid ☐ Other:	

Discussion:

It is requested that the Board ratify a contract award made pursuant to the declaration of an Immediate Operating Need ("ION") requested by the Department of Subways and approved by the Vice President Materiel, for a Sag Corrector Service Agreement in the total estimated amount of $3,577,121 to Turtle & Hughes, Inc. ("T&H").

This procurement addresses the need to ensure a reliable and consistent supply of power to the signal system. Disruptions in power can result in shutdowns, and surges in power can destroy signal equipment. Specialty electrical equipment, designed to eliminate disruptions (sags) in the electric power provided to the signal system, were furnished and installed in approximately 384 locations throughout NYC Transit's subway system by Con Edison, pursuant to a 2017 directive from the New York State Public Service Commission. These "sag correctors" are manufactured by Rockwell Automation ("Rockwell"), and were supplied by T&H.

T&H is Rockwell's sole distributor and authorized service contractor in the New York and mid-Atlantic region. Since the firmware and software installed in the sag correctors is proprietary to Rockwell, and it does not have any other authorized distributors or technical support providers in the area, the contract was negotiated as a sole-source procurement with T&H. Under the terms of the contract, T&H will provide (1) onsite scheduled and emergency technical support; (2) remote technical support; (3) inventory management to ensure delivery of needed parts within 24 hours; (4) warranty and repair services; (5) obsolescence management; and (6) training of in-house forces on basic maintenance and troubleshooting. The contract also contains two options, exercisable at the discretion of NYC Transit, for two additional five-year terms, thereby providing available support for a period of 15 years, commensurate with the sag correctors' current estimated total lifespan. Board approval will be sought prior to exercising either of these five-year options.

Following extensive negotiations, T&H submitted its final proposal in the amount of $3,577,121. The in-house estimate was $3,599,981. Procurement, together with the Cost/Price Analysis group, concluded that the pricing was fair and reasonable.

In connection with a previous contract awarded to T&H, T&H was found to be responsible notwithstanding significant adverse information ("SAI") pursuant to the All-Agency Responsibility Guidelines, and such responsibility finding was approved by the MTA Chairman & CEO in consultation with the MTA General Counsel in March 2019. No new SAI has been found relating to T&H and T&H has been found to be responsible.

Service Changes: Bus Schedule Changes Effective January 2020

Judy McClain, Chief, Operations Planning

Service Issue

Regularly assessing bus schedules is one of our agency's routine business practices. It is an effort to ensure that we are adequately meeting current ridership demand on each route by time of day, consistent with MTA bus loading guidelines. It also allows us to deploy available bus resources where they are most needed to provide our customers with the most efficient and effective bus service that is possible.

The January 2020 schedule revisions, which are detailed in Attachment 1, include the following changes:

- One route (B46 SBS) is being converted to articulated bus service, which will significantly increase seat capacity on this route.
- Four routes (S53, S93, Q55 and Q28) are getting more service to ensure that adequate bus capacity is available to meet customer demand.

We will closely monitor the service to ensure that the new schedules provide sufficient service to meet customer demand.

Recommendation

Implement seven bus schedule changes across five bus routes in January 2020, as part of its ongoing bus schedule review and evaluation process.

Budget Impact

A net annual savings of approximately $2.1 million is expected with the implementation of the January 2020 schedule changes. The articulated bus conversion will save $2.4 million annually, and the annual net cost of the service adjustments will cost approximately $0.3 million.

Proposed Implementation Date

January 2020

Staff Summary

New York City Transit

Subject	Bus Schedule Changes Effective January 2020	**Date**	September 17, 2019
Department	Operations Planning	**Vendor Name**	N/A
Department Head Name	Judy McClain	**Contract Number**	N/A
Department Head Signature		**Contract Manager Name**	N/A
Project Manager Name	Sarah Wyss	**Table of Contents Ref #**	N/A

Board Action					
Order	**To**	**Date**	**Approval**	**Info**	**Other**
1	President		X		
2	NYCT Comm			X	
3	Board			X	

Internal Approvals			
Order	**Approval**	**Order**	**Approval**
8	President	4	VP General Counsel
7	SVP OS	3	Director OMB
6	SVP Buses	2	Acting VP GCR
5	Chief Cust. Officer	1	Chief OP

Purpose

To obtain presidential approval for and to inform the New York City Transit and MTA Bus Committee of bus schedule adjustments in response to changes in ridership as well as the conversion of the B46 SBS to an articulated bus route. This will reallocate resources to where they are most needed throughout New York City.

Discussion

To ensure that bus schedules accurately match current rider demand as well as to ensure that NYCT has resources available where they are most needed, schedules are regularly reviewed, evaluated and revised to provide passengers with the most efficient and effective service possible. NYCT routinely adjusts service to reflect changes in demand consistent with MTA Board-adopted bus loading guidelines.

Under the NYCT bus schedule review program, we evaluate weekday local bus schedules every two years, weekend local bus schedules every four years, and weekday express bus schedules every year. We further review any bus schedules shown to have significant changes in ridership or running time that may necessitate service adjustments. Where feasible, these routes are modified to reflect changes in ridership demand consistent with MTA Board-adopted loading guidelines. In addition, schedules on routes where destinations have changed, vehicle types have changed, or route paths have been significantly modified are reviewed as soon as practicable, to determine whether follow-up adjustments are warranted.

Seven bus schedule changes (on five routes) have been identified for proposed changes in service levels in January 2020. *(See Attachment I for details.)*

- One route (B46 SBS) is being converted to articulated bus service, which will significantly increase seat capacity on this route.
- Four routes (S53, S93, Q55 and Q28) are getting more service to ensure that adequate bus capacity is available to meet customer demand.

We will closely monitor the service to ensure that the new schedules provide sufficient service to meet customer demand.

Recommendation

Implement seven bus schedule changes across five bus routes in January 2020, as part of its ongoing bus schedule review and evaluation process.

Alternatives

Do nothing. NYCT would not make service level adjustments to better meet customer demand.

Budget Impact

A net annual savings of approximately $2.1 million is expected with the implementation of the January 2020 schedule changes. The articulated bus conversion will save $2.4 million annually, and the annual net cost of the service adjustments will cost approximately $0.3 million.

Implementation Date

January 2020

Attachment 1

Winter 2020 - Page 1 of 2

The table below shows the headways and percent of guideline capacity at the maximum load point for four selected one hour time periods during the service day. It does not necessarily reflect all changes in the schedules, some of which take place during time periods not shown in the table.

Weekday	AM Peak				Midday				PM Peak				Evening				
	Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Revenue Seat Miles
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
S53	6	6	95%	95%	12	12	96%	96%	9	8	101%	89%	10	10	95%	95%	+3.2%
S93	9	8	69%	60%	12	12	73%	73%	9	9	61%	61%	12	12	67%	67%	+4.0%
B46SBS*	3	3	108%	88%	6	9	87%	88%	3	5	83%	82%	5	7	85%	87%	+13.7%

Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods and on weekends. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday, evening, and weekend headways and percent of guideline capacity based on a representative hour during the time periods described in the headings.
(*) Articulated Bus Conversion, "Current" represents Standard Bus service, "Proposed" represents Articulated Bus Service.

Service Increase	Artic Conversion	No Change

Attachment 1
Winter 2020 - Page 2 of 2

The table below shows the headways and percent of guideline capacity at the maximum load point for four selected one hour time periods during the service day. It does not necessarily reflect all changes in the schedules, some of which take place during time periods not shown in the table.

Saturday	Morning				Midday				Afternoon				Evening				
	Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Revenue Seat Miles
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
Q55	15	12	126%	96%	15	15	74%	74%	12	12	56%	56%	15	15	40%	40%	+5.0%
B46SBS*	7	8	102%	82%	9	10	121%	91%	6	8	91%	81%	7	10	68%	73%	+17.9%

Sunday	Morning				Midday				Afternoon				Evening				
	Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Schedule Headway in Minutes		Percent of Guideline Capacity		Revenue Seat Miles
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
Q28	15	12	114%	86%	12	12	67%	67%	12	12	59%	59%	20	20	72%	72%	+1.2%
B46SBS*	12	12	104%	67%	8	10	74%	65%	8	10	89%	79%	10	10	87%	56%	+32.3%

Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods and on weekends. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday, evening, and weekend headways and percent of guideline capacity based on a representative hour during the time periods described in the headings.
(*) Articulated Bus Conversion, "Current" represents Standard Bus service, "Proposed" represents Articulated Bus Service.

Service Increase	Artic Conversion	No Change

Standard Follow-Up Reports:
September 2019 MetroCard Report

This report was created to document monthly trends of Automated Fare Collection (AFC) payments from various sources offering internal or external MetroCard sales. Sales data shown is from the month ending two months prior to the report. Payment mechanisms are reported for revenue received from debit/credit, electronic settlements and cash transactions from automated sales.

Alan F. Putre
New Fare Payment Program Executive Director (MTA)
and VP & Chief Revenue Officer (NYCT)

MetroCard Market Share

Actual July 2019 fare media market share of non-student passenger trips compared to the previous year are summarized below:

Fare Media	July 2018	July 2019*	Difference
Cash	2.1%	2.0%	(0.1%)
Single-Ride Ticket	0.9%	0.9%	0.0%
Bonus Pay-Per-Ride	41.4%	0.0%	(41.4%)
Non-Bonus Pay-Per-Ride	4.7%	46.9%	42.2%
MetroCard Non-Bonus Pay-Per_Ride	*4.7%*	*46.6%*	*42.0%*
OMNY	*0.0%*	*0.3%*	*0.3%*
7-Day Farecard	22.4%	22.1%	(0.3%)
30-Day Farecard	28.6%	28.2%	(0.4%)
Total	100.0%	100.0%	

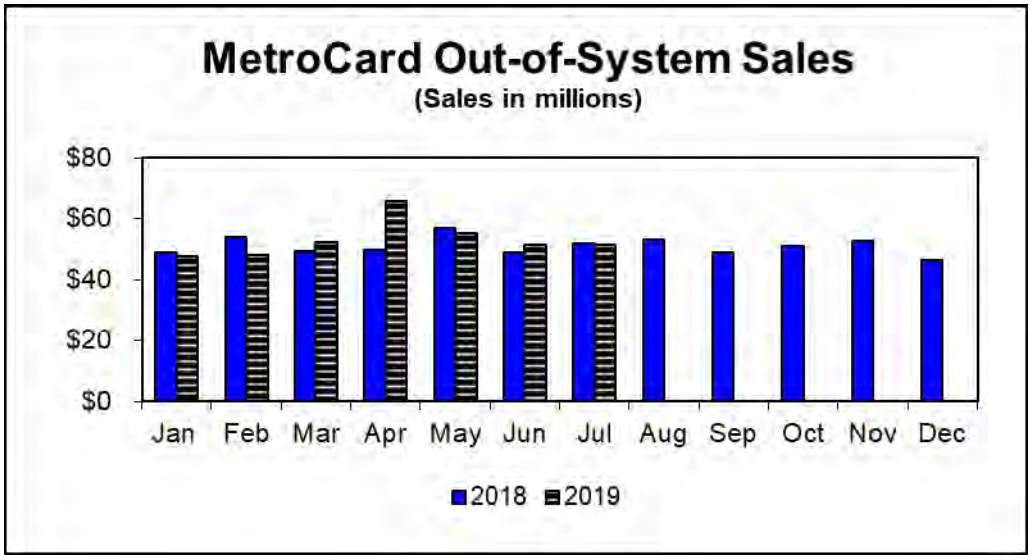
* Preliminary
Note: Percentages may not add due to rounding.

Balance-Protection Program

MetroCard customers who purchase a 30-day Unlimited MetroCard or a 7-day Unlimited Express Bus Plus MetroCard using a debit or credit card at either a MetroCard Vending Machine or MetroCard Express Machine are protected from the loss or theft of their farecard. This program provides customers with a refund, on a pro-rated basis, for the unused value on their farecard. The number of validated balance-protection claims in July 2019 was 3,798 a 4.23 percent increase from the same period last year. The average value of a credit issued was $78.11.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were $51.3 million in July 2019, a 0.8 percent decrease compared to July of 2018. Year to date sales totaled $371.4 million, a 3.3 percent increase compared to the same period last year.



Retail Sales

There were 3,911 active out-of-system sales and distribution locations for MetroCards, generating $22.4 million in sales revenue during July 2019.

Employer-based Sales of Pre-tax Transportation Benefits

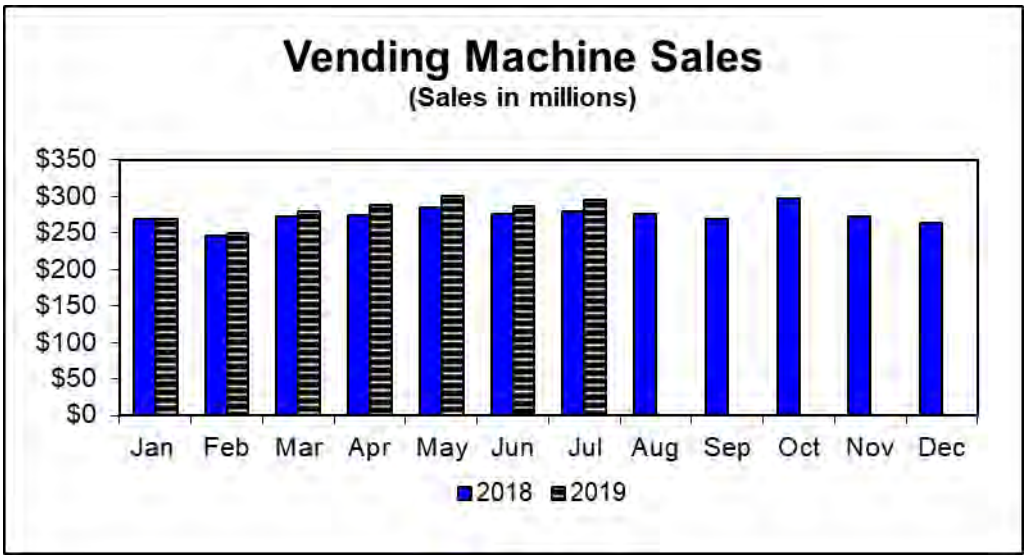
Sales of 117,075 MetroCards valued at approximately $11.4 million were made in July 2019 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was $97.51. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 121,984 for July 2019, generating an additional $15.5 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled $197 million, a 4 percent increase when compared to last year.

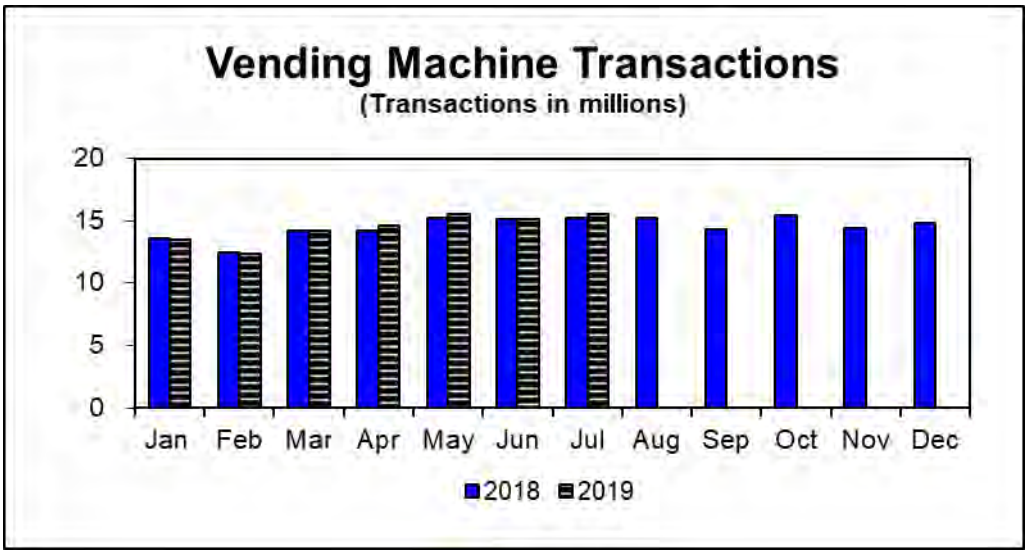
Mobile Sales Program

In July 2019, the Mobile Sales unit completed 197 site visits, of which 124 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of $103,824 in revenue was generated. In July 2019, the Mobile Sales unit assisted and enabled 2,636 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and local events such as support at the Disability Pride Parade at Madison Square Park (NY, NY).

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines and MetroCard Express Machines) during July 2019 totaled $295.8 million, on a base of 15.5 million customer transactions. This represents 3.5 percent increase in vending machine transactions compared to the same period last year. During July 2019, MEMs accounted for 2,601,246 transactions resulting in $68,957,077.95 in sales. Debit/credit card purchases accounted for 83.2 percent of total vending machine revenue, while cash purchases accounted for 16.8 percent. Debit/credit card transactions account for 63.7 percent of total vending machine transactions, while cash transactions account for 36.4 percent. The average credit sale was $28.66, more than three times the average cash sale of $8.87. The average debit sale was $19.60.





Reduced-Fare Program

During July 2019, enrollment in the Reduced-Fare Program increased by 6,201 new customers. The total number of customers in the program is 1,220,882. Seniors account for 1,021,993 or 84 percent of the total Reduced-Fare customer base. Persons with disabilities comprise the remaining 16 percent or 198,889 customers. Of those, a total of 41,235 customers were enrolled in the program under the criterion of persons diagnosed with serious mental illness who receive Supplemental Security Income (SSI) benefits. Active Reduced-Fare customers added approximately $9.1 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In July 2019, the EasyPay Reduced Fare program enrollment totaled 187,998 accounts. During the month, active EasyPay customers accounted for approximately 2.3 million subway and bus rides with $2.6 million charged to their accounts. Each active account averaged 29 trips per month, with an average monthly bill of $14.

EasyPay Xpress Pay-Per-Ride Program

In July 2019, enrollment in the EasyPay Xpress PPR program totaled 129,017 accounts. During that month, active Xpress PPR customers accounted for approximately 2.1 million subway, express bus and local bus rides with $5.7 million charged to their accounts. Each active account averaged 21 trips per month, with an average monthly bill of $59.

EasyPay Xpress Unlimited Program

In July 2019, enrollment in the EasyPay Xpress Unlimited program totaled 26,266 accounts. During that month, active Xpress Unlimited customers accounted for approximately 1.1 million subway and local bus rides with $2.7 million charged to their accounts. Each active account averaged 48 trips per month with a fixed monthly bill of $127.00.

Standard Follow-up Report:
Elevator & Escalator Quarterly Report, 2nd Quarter 2019

This report provides information on the availability and performance of elevators and escalators at NYCT. NYCT is fully committed to maintaining clean, functioning elevators and escalators.

Highlight of Activities

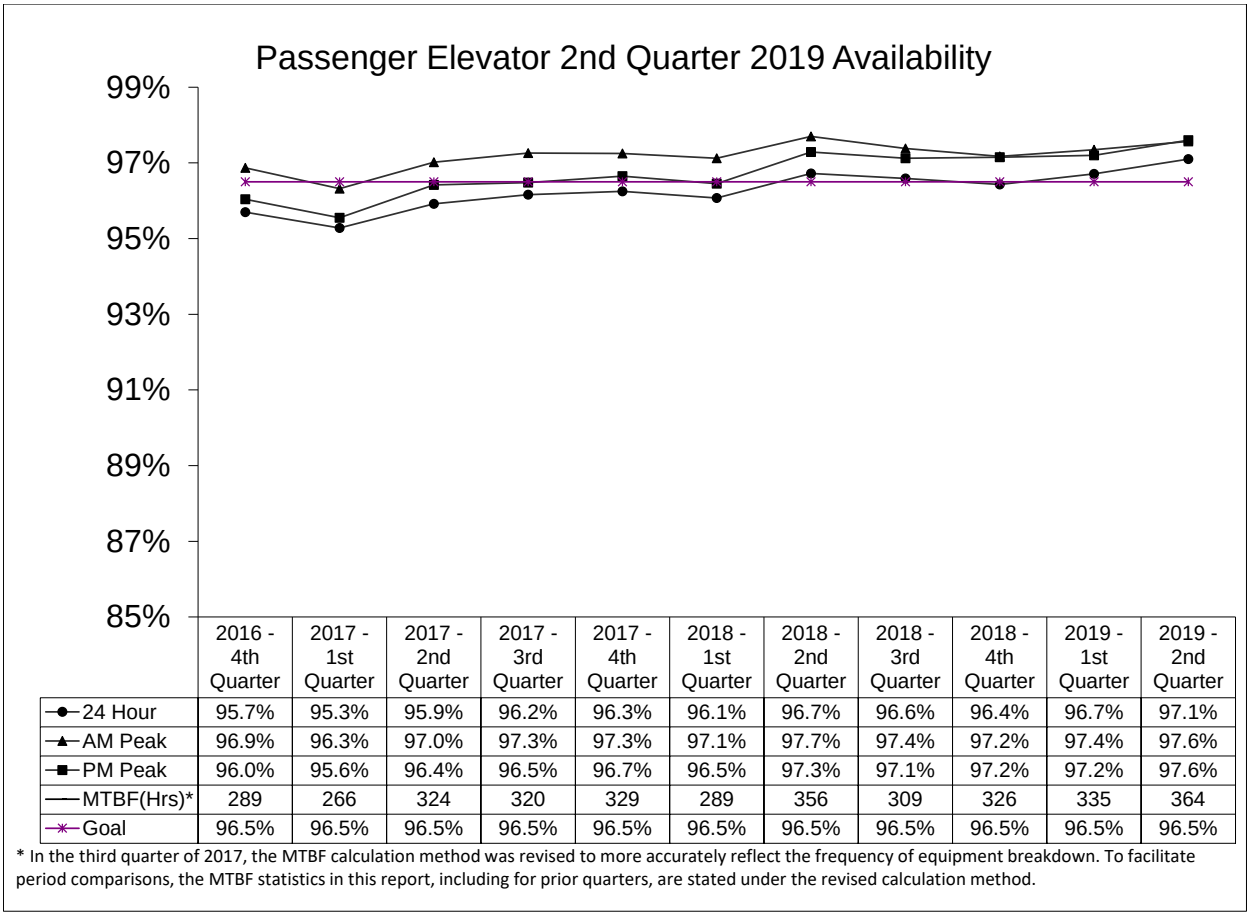
- NYCT continues to take action to improve poorly performing elevators, targeting those with repeated outages and using contractor resources to supplement in-house efforts.
- NYCT continues to pilot a modified maintenance plan to increase the frequency of Elevator maintenance. This plan began in October of 2018 and rolled out to all elevators. The results are encouraging. NYCT rolled out a similar plan for all escalators in July 2019.
- A two-year contract was awarded in December 2017 for the maintenance of 18 traction elevators at 5 stations in Washington Heights: 168 St, 181 St and 191 St on the 1 line, and 181 and 190 St on the A line. Performance on these elevators in Q2 2019 was slightly lower than Q2 of 2018. Q2 2019 availability was 96.1% compared to 97.1%.in Q2 2018. However, performance remains significantly above Q4 2017 availability of 89.8% before the contract began. Four Elevators at 168 St are currently being replaced and are expected to return to customer's service in January 2020. Three elevators at 181 St are currently being replaced and are expected to return to customer service in August 2020.
- Recruitment efforts continue for Elevator and Escalator mechanics and specialist positions. Two job fairs are scheduled for October 15th and 17th, 2019. In addition, 40 Transit Electrical Helpers were hired in July 2019 to provide support to the E&E team. An additional 20 Transit Electrical Helpers are expected to be hired in Q3 2019.
- NYCT's Elevator & Escalator team includes 24 apprentices working through a three-year labor-management apprenticeship program. Twelve (12) apprentices from the first group of 15 apprentices have graduated and were appointed as provisional Elevator and Escalator maintainer; those who pass the NYCT Elevator and Escalator promotional exam will be eligible for permanent positions. NYCT is continuing this program with additional candidates to start in Q3 2019.
- The MTA is continuing its outreach to the parties responsible for third-party elevators to improve monitoring of performance and to expedite repairs.

Elevator and Escalator Performance in Q2 2019

- Overall elevator performance improved slightly in Q2 2019 compared to Q2 2018, and again surpassed the 96.5% quarterly goal, while escalator availability experienced a decline.
- Elevator availability increased to 97.1% compared to 96.7% in Q2 2018.
- Elevator AM peak availability did not change significantly in this quarter, 97.6% compared to 97.7% in Q2 2018. Elevator PM peak availability increased slightly to 97.6% compared to 97.3% in Q2 2018.

- Escalator availability decreased to 87.4% in Q2 2019 compared to 94.4% during the same period last year, primarily due to increased major campaigns, safety checks and repairs that took several escalators out of service for extended periods of time.
- Escalator AM peak availability decreased to 89.4% in Q2 2019 compared to 96.0% in Q2 2018. Escalator PM peak availability decreased to 86.8% in Q2 2019 compared to 94.7% in Q2 2018.

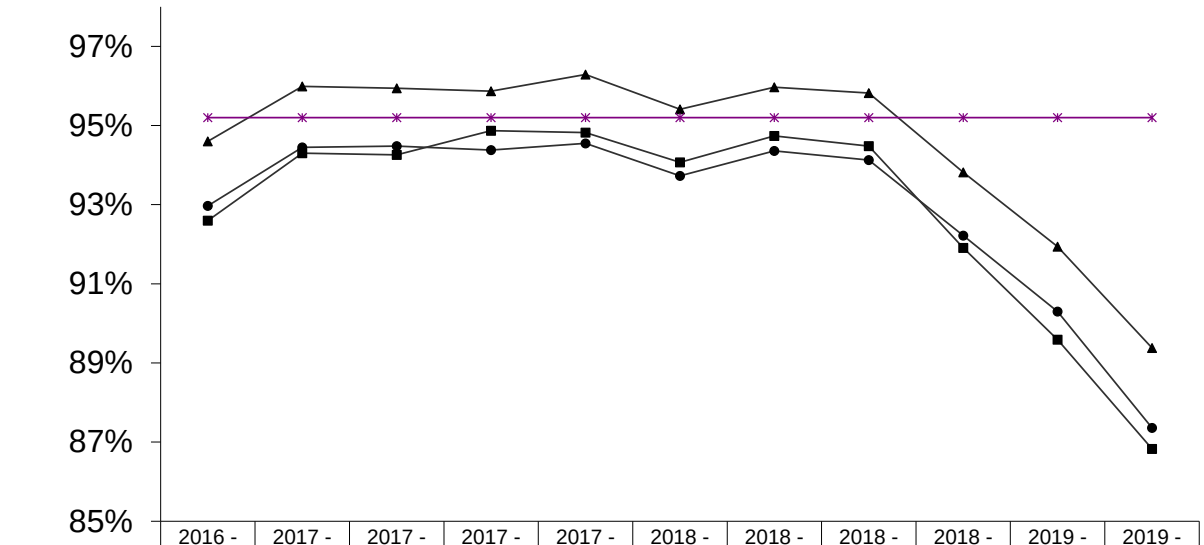
Sally Librera
Senior Vice President, Department of Subways



	2016 - 4th Quarter	2017 - 1st Quarter	2017 - 2nd Quarter	2017 - 3rd Quarter	2017 - 4th Quarter	2018 - 1st Quarter	2018 - 2nd Quarter	2018 - 3rd Quarter	2018 - 4th Quarter	2019 - 1st Quarter	2019 - 2nd Quarter
24 Hour	95.7%	95.3%	95.9%	96.2%	96.3%	96.1%	96.7%	96.6%	96.4%	96.7%	97.1%
AM Peak	96.9%	96.3%	97.0%	97.3%	97.3%	97.1%	97.7%	97.4%	97.2%	97.4%	97.6%
PM Peak	96.0%	95.6%	96.4%	96.5%	96.7%	96.5%	97.3%	97.1%	97.2%	97.2%	97.6%
MTBF(Hrs)*	289	266	324	320	329	289	356	309	326	335	364
Goal	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%

* In the third quarter of 2017, the MTBF calculation method was revised to more accurately reflect the frequency of equipment breakdown. To facilitate period comparisons, the MTBF statistics in this report, including for prior quarters, are stated under the revised calculation method.

***Definitions** : 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)*



	2016 - 4th Quarter	2017 - 1st Quarter	2017 - 2nd Quarter	2017 - 3rd Quarter	2017 - 4th Quarter	2018 - 1st Quarter	2018 - 2nd Quarter	2018 - 3rd Quarter	2018 - 4th Quarter	2019 - 1st Quarter	2019 - 2nd Quarter
24 Hour	93.0%	94.5%	94.5%	94.4%	94.6%	93.7%	94.4%	94.1%	92.2%	90.3%	87.4%
AM Peak	94.6%	96.0%	95.9%	95.9%	96.3%	95.4%	96.0%	95.8%	93.8%	91.9%	89.4%
PM Peak	92.6%	94.3%	94.3%	94.9%	94.8%	94.1%	94.7%	94.5%	91.9%	89.6%	86.8%
MTBF(Hrs)*	147	185	215	195	199	199	206	174	115	111	88
Goal	95.2%	95.2%	95.2%	95.2%	95.2%	95.2%	95.2%	95.2%	95.2%	95.2%	95.2%

* In the third quarter of 2017, the MTBF calculation method was revised to more accurately reflect the frequency of equipment breakdown. To facilitate period comparisons, the MTBF statistics in this report, including for prior quarters, are stated under the revised calculation method.

***Definitions** : 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)*

Elevator and Escalator
Quarterly Performance Summary
2nd Quarter 2019

Elevator Performance

Borough	No. Units	Avg Age	2nd Quarter 2019 Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	32	10.5	96.8%	97.4%	97.5%	363	214	149	28
Brooklyn	54	13.6	97.7%	98.4%	98.1%	649	369	280	35
Manhattan	131	11.5	96.8%	97.2%	97.2%	1842	1138	704	106
Queens	35	10.4	97.8%	97.8%	98.3%	404	192	212	17
System	**252**	**11.5**	**97.1%**	**97.6%**	**97.6%**	**3258**	**1913**	**1345**	**186**

Escalator Performance

Borough	No. Units	Avg Age	2nd Quarter 2019 Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	12	20.1	69.9%	72.5%	68.4%	631	531	100	0
Brooklyn	32	18.2	84.8%	86.6%	83.2%	1494	1251	243	0
Manhattan	154	11.6	89.1%	91.4%	88.8%	7488	5042	2446	0
Queens	34	17.5	88.0%	88.9%	88.0%	1158	947	211	0
System	**232**	**16.8**	**87.4%**	**89.4%**	**86.8%**	**10771**	**7771**	**3000**	**0**

***Definitions** : 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)*

AM Peak: *6 AM - 10 AM*
PM Peak: *3 PM - 7 PM*

Elevator and Escalator

Quarterly Performance By Borough

2nd Quarter 2019

	Borough:		Bronx								
	Unit ID	Age	Station	2nd Quarter 2019 Availability			2nd Quarter 2018 Availability	Outages			Entrapments
		(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Non * Scheduled	Scheduled	
1	EL131	17	161 St-Yankee Stadium 4BD	89.75%	90.56%	90.01%	99.15%	16	8	8	0
2	EL130	22	3 Av-149 St 25	90.48%	87.81%	92.15%	99.42%	34	13	21	3
3	EL136	11	Pelham Pkwy 25	91.56%	89.99%	92.63%	93.10%	15	6	9	1
4	EL188	13	Fordham Rd 4	92.78%	94.51%	91.83%	93.64%	15	10	5	4
5	EL133	17	161 St-Yankee Stadium 4	93.47%	92.68%	96.02%	89.28%	14	3	11	0
6	EL189	4	Kingsbridge Rd BD	94.38%	96.74%	95.94%	97.35%	16	14	2	1
7	EL135	17	161 St-Yankee Stadium BD	94.61%	94.50%	98.18%	99.31%	26	20	6	0
8	EL197	4	Hunts Point Av 6	95.26%	96.63%	95.18%	99.00%	18	14	4	1
9	EL195	4	Hunts Point Av 6	95.74%	96.94%	97.06%	96.90%	19	13	6	4
10	EL192	12	233 St 25	96.17%	98.28%	95.55%	92.86%	13	11	2	2
11	EL129	22	3 Av-149 St 25	96.29%	95.83%	96.96%	90.77%	12	7	5	2
12	EL183	12	Gun Hill Rd 25	96.81%	95.97%	97.69%	97.88%	12	8	4	2
13	EL128	3	Simpson St 25	96.88%	98.76%	97.56%	96.74%	17	14	3	1
14	EL194	12	233 St 25	97.37%	95.38%	99.72%	97.91%	9	1	8	0
15	EL132	17	161 St-Yankee Stadium 4	97.74%	98.90%	95.71%	98.07%	10	6	4	1
16	EL127	3	Simpson St 25	97.87%	98.90%	97.46%	98.57%	11	10	1	2
17	EL134	17	161 St-Yankee Stadium BD	98.02%	99.48%	98.14%	98.44%	8	3	5	0
18	EL121	3	Pelham Bay Park 6	98.15%	99.06%	99.69%	98.96%	12	7	5	1
19	EL191	4	Kingsbridge Rd BD	98.31%	99.40%	98.69%	97.75%	6	3	3	0
20	EL186	13	Fordham Rd 4	98.36%	98.90%	100%	97.69%	7	3	4	0
21	EL184	12	231 St 1	98.40%	98.85%	99.15%	98.62%	8	4	4	0
22	EL182	12	Gun Hill Rd 25	98.59%	99.54%	98.76%	96.66%	10	6	4	0
23	EL187	13	Fordham Rd 4	98.77%	98.18%	100%	93.57%	8	5	3	0
24	EL122	3	Pelham Bay Park 6	98.79%	99.88%	98.43%	98.64%	8	4	4	2
25	EL193	12	233 St 25	99.01%	100%	99.31%	98.47%	5	3	2	1
26	EL137	11	Pelham Pkwy 25	99.02%	100%	98.90%	97.64%	3	1	2	0
27	EL160	7	180 St 25	99.03%	100%	98.90%	97.33%	6	4	2	0
28	EL159	7	180 St 25	99.18%	100%	99.91%	98.34%	6	4	2	0
29	EL185	12	231 St 1	99.21%	100%	98.92%	97.35%	4	2	2	0
30	EL190	4	Kingsbridge Rd BD	99.37%	99.46%	100%	98.92%	5	2	3	0
31	EL196	4	Hunts Point Av 6	99.47%	100%	99.93%	98.78%	6	3	3	0
32	EL138	11	Pelham Pkwy 25	99.55%	100%	100%	99.16%	4	2	2	0
	32	**10.5**	**Elevator Subtotal:**	**96.8%**	**97.4%**	**97.5%**	**97.1%**	**363**	**214**	**149**	**28**
1	ES108	26	Intervale Av 25	34.94%	37.59%	33.78%	88.80%	26	15	11	0
2	ES114	20	161 St-Yankee Stadium 4	48.10%	49.65%	47.47%	86.43%	59	51	8	0
3	ES112	17	Norwood-205 St D	66.57%	66.81%	65.96%	97.85%	15	9	6	0
4	ES106	14	West Farms Sq-E Tremont Av 25	68.09%	71.51%	63.67%	86.03%	73	67	6	0
5	ES123	22	Pelham Pkwy 25	68.58%	71.71%	66.98%	96.33%	45	37	8	0
6	ES113	17	161 St-Yankee Stadium 4	73.03%	77.62%	73.01%	95.15%	57	50	7	0
7	ES104	13	Gun Hill Rd 25	74.40%	77.83%	71.71%	53.05%	76	70	6	0
8	ES122	23	Pelham Pkwy 25	74.90%	73.34%	74.22%	96.25%	74	63	11	0
9	ES121	29	Pelham Bay Park 6	77.01%	81.66%	72.69%	97.92%	40	35	5	0
10	ES105	13	Gun Hill Rd 25	79.55%	86.67%	76.68%	96.48%	79	72	7	0
11	ES111	18	Parkchester 6	85.90%	87.40%	87.56%	94.41%	45	30	15	0
12	ES120	29	Pelham Bay Park 6	87.51%	88.53%	86.50%	78.68%	42	32	10	0
	12	**20.1**	**Escalator Subtotal:**	**69.9%**	**72.5%**	**68.4%**	**89.0%**	**631**	**531**	**100**	**0**

***Note the number of entrapments are included in the non scheduled outages count.**

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	Unit ID	Age (Yrs)	Station	2nd Quarter 2019 Availability			2nd Quarter 2018 Availability	Outages			Entrapments
				24 Hr	AM Peak	PM Peak	24 Hr	Total	Non * Scheduled	Scheduled	
1	EL204	28	Grand Central-42 St 4 5 6 7 S	72.36%	79.12%	70.80%	95.57%	48	23	25	0
2	EL119	33	181 St A	81.16%	83.15%	83.16%	91.53%	44	34	10	2
3	EL224	16	8 Av L	83.42%	83.85%	83.84%	92.12%	31	26	5	6
4	EL262	2	72 St Q	87.16%	87.78%	87.91%	86.24%	7	2	5	0
5	EL334	14	West 4 St A B C D E F M	89.18%	90.88%	89.38%	97.17%	30	21	9	4
6	EL108	19	181 St 1	89.20%	91.36%	89.71%	92.32%	98	86	12	3
7	EL123	29	175 St A	90.08%	85.45%	94.00%	98.08%	27	9	18	1
8	EL601	3	34 St-Hudson Yards 7	90.64%	90.03%	89.08%	99.42%	36	34	2	1
9	EL225	17	34 St-Penn Station C E	91.82%	92.85%	91.69%	98.53%	13	7	6	1
10	EL205	28	Grand Central-42 St 4 5 6	92.20%	89.12%	94.48%	98.16%	30	17	13	1
11	EL206	28	Grand Central-42 St 4 5 6	92.44%	93.65%	91.74%	97.85%	10	4	6	2
12	EL602	3	34 St-Hudson Yards 7	92.56%	92.90%	91.24%	99.41%	37	32	5	1
13	EL209	25	34 St-Herald Sq B D F M	92.88%	92.40%	95.03%	99.31%	13	5	8	2
14	EL277	9	59 St-Columbus Circle A B C D 1	93.27%	91.24%	93.50%	85.59%	31	20	11	2
15	EL221	16	14 St/8 Av A C E L	93.33%	94.61%	91.62%	90.83%	18	14	4	3
16	EL710	12	Bowling Green 4 5	93.42%	96.29%	91.32%	94.01%	42	28	14	3
17	EL232	12	Times Sq-42 St 1 2 3 7	93.44%	95.50%	93.96%	91.55%	11	8	3	1
18	EL215	19	34 St-Penn Station 2 3	93.53%	91.81%	95.47%	96.57%	23	6	17	0
19	EL264	2	72 St Q	93.77%	93.13%	95.60%	99.28%	15	8	7	1
20	EL721	5	Fulton St A C J Z 2 3 4 5	93.96%	93.74%	96.50%	94.67%	31	15	16	0
21	EL229	16	Times Sq-42 St N Q R W	94.29%	96.71%	93.41%	93.00%	13	8	5	1
22	EL403	29	Roosevelt Island F	94.37%	94.02%	94.70%	98.66%	14	8	6	1
23	EL126	2	125 St 4 5 6	94.65%	93.74%	97.80%	98.57%	13	5	8	0
24	EL325	18	Canal St 6	95.12%	96.33%	95.57%	94.69%	13	6	7	1
25	EL244	17	Grand Central-42 St 7	95.15%	95.74%	96.05%	91.38%	9	7	2	0
26	EL719	5	Fulton St A C J Z 2 3 4 5	95.26%	96.84%	95.37%	97.10%	20	13	7	2
27	EL146	8	96 St 2 3 1	95.35%	95.68%	98.44%	94.57%	29	19	10	1
28	EL265	2	72 St Q	95.48%	96.84%	96.70%	98.78%	10	3	7	2
29	EL731	2	South Ferry 1	95.58%	94.97%	96.27%	86.99%	31	26	5	4
30	EL326	0	World Trade Center E	95.61%	97.16%	94.02%	N/A	29	26	3	1
31	EL228	17	34 St-Penn Station C E	95.62%	98.33%	96.04%	98.55%	23	12	11	1
32	EL104	15	191 St 1	95.86%	94.52%	97.43%	97.96%	23	17	6	4
33	EL402	29	Lexington Av-63 St F Q	95.90%	95.98%	96.41%	85.73%	9	7	2	1
34	EL233	12	Times Sq-42 St 1 2 3	95.97%	96.83%	98.90%	99.39%	17	5	12	1
35	EL214	15	34 St-Penn Station 1	96.10%	96.10%	96.63%	99.66%	6	3	3	1
36	EL124	29	175 St A	96.19%	95.49%	98.26%	98.36%	14	2	12	2
37	EL720	4	Fulton St A C J Z 2 3 4 5	96.47%	96.17%	97.10%	96.67%	17	11	6	1
38	EL216	15	34 St-Penn Station 1	96.59%	94.41%	98.86%	98.33%	13	2	11	0
39	EL144	13	125 St A B C D	96.64%	97.14%	98.31%	92.14%	10	8	2	0
40	EL280	9	59 St-Columbus Circle A B C D 1	96.64%	97.99%	97.80%	98.03%	18	14	4	0
41	EL125	2	125 St 4 5 6	96.65%	100%	95.62%	97.63%	17	15	2	2
42	EL278	9	59 St-Columbus Circle A B C D 1	96.67%	95.54%	99.22%	98.14%	14	4	10	1
43	EL219	19	14 St-Union Sq N Q R W	96.75%	96.74%	96.91%	96.66%	12	11	1	2
44	EL237	19	66 St-Lincoln Center 1	96.75%	97.26%	97.23%	91.78%	16	6	10	0

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	Unit ID	Age (Yrs)	Station	2nd Quarter 2019 Availability			2nd Quarter 2018 Availability	Outages			Entrapments
				24 Hr	AM Peak	PM Peak	24 Hr	Total	Non * Scheduled	Scheduled	
45	EL442	2	Lexington Av-63 St FQ	96.89%	98.63%	95.68%	94.40%	26	16	10	1
46	EL235	10	47-50 Sts-Rockefeller Center BDFM	96.97%	97.77%	97.80%	97.23%	7	2	5	0
47	EL145	8	96 St 231	97.03%	97.90%	98.10%	94.58%	17	12	5	0
48	EL107	19	181 St 1	97.04%	97.41%	97.80%	95.46%	11	3	8	0
49	EL328	6	Bleecker St DFBM6	97.10%	98.05%	97.81%	93.19%	25	17	8	0
50	EL250	2	86 St Q	97.18%	97.79%	98.52%	97.38%	9	4	5	0
51	EL115	18	190 St A	97.22%	96.41%	96.85%	97.97%	21	17	4	2
52	EL118	14	181 St A	97.37%	98.85%	96.18%	97.90%	34	23	11	0
53	EL245	14	Lexington Av-53 St EM	97.42%	97.39%	97.09%	90.16%	11	10	1	3
54	EL148	19	Inwood-207 St A	97.43%	98.90%	96.87%	97.75%	11	5	6	0
55	EL404	29	Roosevelt Island F	97.59%	97.87%	98.81%	98.88%	13	4	9	1
56	EL330	6	Bleecker St DFBM6	97.74%	97.82%	98.90%	98.66%	11	4	7	0
57	EL332	6	Bleecker St DFBM6	97.83%	98.05%	98.21%	98.32%	12	1	11	0
58	EL333	14	West 4 St ABCDEFM	97.90%	97.00%	98.58%	93.01%	20	15	5	0
59	EL116	14	190 St A	97.91%	97.37%	97.39%	98.55%	26	23	3	6
60	EL441	2	Lexington Av-63 St FQ	97.93%	98.53%	99.55%	97.20%	20	13	7	1
61	EL213	3	34 St-Herald Sq BDFMNQRW	98.00%	98.46%	99.59%	93.80%	9	4	5	0
62	EL603	3	34 St-Hudson Yards 7	98.03%	98.04%	97.73%	97.82%	19	11	8	1
63	EL335	14	West 4 St ABCDEFM	98.11%	97.82%	98.61%	98.94%	12	7	5	0
64	EL440	2	Lexington Av-63 St FQ	98.18%	96.99%	99.19%	93.55%	23	19	4	0
65	EL210	25	34 St-Herald Sq BDFM	98.19%	99.51%	98.90%	98.51%	8	4	4	1
66	EL109	19	181 St 1	98.24%	99.25%	99.57%	96.38%	11	7	4	0
67	EL227	17	34 St-Penn Station A	98.29%	99.90%	97.34%	97.28%	9	5	4	1
68	EL226	17	34 St-Penn Station CE	98.30%	97.85%	99.96%	97.81%	11	9	2	1
69	EL331	6	Bleecker St DFBM6	98.31%	99.20%	97.06%	97.29%	13	11	2	1
70	EL105	16	191 St 1	98.34%	99.47%	98.63%	98.77%	13	9	4	1
71	EL248	2	96 St Q	98.35%	98.86%	98.37%	97.48%	8	5	3	0
72	EL401	3	Lexington Av-63 St FQ	98.40%	97.80%	98.06%	99.10%	6	4	2	0
73	EL281	10	57 St-7 Av NQRW	98.41%	99.55%	99.83%	98.58%	13	11	2	0
74	EL443	2	Lexington Av-63 St FQ	98.44%	99.64%	99.18%	97.03%	12	4	8	0
75	EL234	10	47-50 Sts-Rockefeller Center BDFM	98.51%	98.11%	98.76%	94.22%	10	8	2	0
76	EL178	5	Dyckman St 1	98.52%	98.36%	98.24%	98.51%	9	7	2	1
77	EL444	2	Lexington Av-63 St FQ	98.55%	99.47%	97.48%	97.84%	9	4	5	0
78	EL716	4	Fulton St ACJZ2345	98.58%	100%	98.52%	97.42%	9	4	5	0
79	EL299	2	23 St 6	98.59%	99.04%	100%	98.50%	8	4	4	1
80	EL117	16	181 St A	98.59%	99.96%	97.99%	99.14%	19	7	12	0
81	EL106	16	191 St 1	98.60%	99.73%	99.04%	98.25%	19	16	3	0
82	EL103	15	191 St 1	98.65%	98.07%	98.82%	98.62%	17	10	7	0
83	EL723	5	Fulton St 23	98.67%	99.25%	98.89%	99.02%	9	2	7	0
84	EL711	12	Bowling Green 45	98.68%	100%	99.26%	97.75%	13	7	6	0
85	EL120	33	190 St A	98.69%	99.49%	99.18%	97.73%	22	16	6	2
86	EL110	19	181 St 1	98.70%	98.54%	98.47%	99.13%	13	10	3	1
87	EL143	13	125 St ABCD	98.71%	97.93%	100%	98.30%	7	3	4	0

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	Unit ID	Age	Station	2nd Quarter 2019 Availability			2nd Quarter 2018 Availability	Outages			Entrapments
		(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Non * Scheduled	Scheduled	
88	EL202	1	51 St 6	98.71%	99.34%	98.90%	98.70%	8	5	3	0
89	EL338	10	Chambers St 1 2 3	98.73%	100%	98.47%	97.85%	5	2	3	0
90	EL713	0	Cortlandt St 1	98.74%	99.11%	99.66%	N/A	9	5	4	0
91	EL329	6	Bleecker St D F B M 6	98.74%	99.29%	99.68%	84.45%	12	5	7	0
92	EL139	12	168 St 1 A C	98.77%	99.11%	99.46%	98.74%	8	4	4	0
93	EL266	2	72 St Q	98.82%	99.81%	98.58%	96.88%	7	2	5	0
94	EL230	16	Times Sq-42 St N Q R W	98.83%	100%	99.18%	99.20%	5	2	3	0
95	EL600	3	34 St-Hudson Yards 7	98.85%	98.47%	100%	98.59%	7	4	3	2
96	EL238	19	66 St-Lincoln Center 1	98.86%	99.43%	99.62%	96.28%	9	5	4	0
97	EL267	2	72 St Q	98.91%	100%	99.05%	98.54%	8	3	5	0
98	EL140	12	168 St A C	98.93%	100%	100%	98.19%	6	1	5	0
99	EL296**	0	Grand Central-42 St 4 5 6 7 S	98.94%	96.30%	100%	N/A	1	1	0	1
100	EL298	2	23 St 6	98.94%	100%	99.79%	97.83%	6	2	4	1
101	EL180	11	135 St 2 3	98.95%	97.66%	99.55%	93.29%	6	5	1	3
102	EL259	2	72 St Q	98.95%	100%	99.84%	99.42%	8	4	4	0
103	EL279	9	59 St-Columbus Circle A B C D 1	99.02%	100%	98.90%	98.17%	5	1	4	1
104	EL220	19	14 St-Union Sq N Q R W	99.03%	100%	99.31%	98.55%	4	2	2	0
105	EL201	1	51 St 6	99.05%	99.61%	98.54%	99.03%	7	5	2	0
106	EL315	2	Brooklyn Bridge 4 5 6	99.06%	100%	100%	98.74%	5	2	3	0
107	EL316	2	Brooklyn Bridge 4 5 6	99.08%	99.03%	100%	98.88%	6	2	4	0
108	EL223	16	14 St A C E	99.09%	100%	99.04%	85.19%	8	5	3	1
109	EL732	11	Fulton St 2 3	99.12%	98.38%	99.85%	97.68%	7	5	2	0
110	EL324	18	Canal St 6	99.13%	100%	99.94%	99.65%	5	0	5	0
111	EL249	2	86 St Q	99.14%	99.41%	100%	99.79%	4	1	3	0
112	EL236	10	47-50 Sts-Rockefeller Center B D F M	99.16%	100%	99.18%	98.59%	5	1	4	0
113	EL212	25	34 St-Herald Sq N Q R W	99.22%	98.90%	99.31%	94.08%	6	5	1	2
114	EL337	10	Chambers St 1 2 3	99.23%	99.43%	100%	99.61%	5	2	3	0
115	EL722	5	Fulton St J Z	99.24%	99.56%	99.59%	96.71%	10	8	2	1
116	EL181	11	135 St 2 3	99.24%	100%	99.03%	99.01%	6	4	2	0
117	EL247	2	96 St Q	99.25%	99.59%	99.79%	95.90%	3	1	2	0
118	EL730	2	South Ferry 1	99.25%	99.68%	99.52%	97.44%	5	2	3	0
119	EL336	10	Chambers St 1 2 3	99.30%	100%	98.77%	99.46%	8	5	3	0
120	EL142	13	125 St A B C D	99.37%	99.37%	100%	90.53%	5	3	2	1
121	EL314	2	Brooklyn Bridge 4 5 6	99.43%	100%	99.52%	99.08%	4	1	3	1
122	EL222	16	14 St A C E	99.46%	100%	99.24%	89.30%	8	6	2	2
123	EL712	0	Cortlandt St 1	99.46%	100%	100%	N/A	5	1	4	0
124	EL239	15	72 St 1 2 3	99.51%	100%	98.99%	98.09%	6	4	2	0
125	EL211	25	34 St-Herald Sq N Q R W	99.52%	99.77%	99.95%	98.75%	6	2	4	1
126	EL141	12	168 St A C	99.58%	100%	100%	98.23%	2		2	0
127	EL217	19	14 St-Union Sq L N Q R W	99.64%	100%	99.30%	99.13%	2	1	1	1
128	EL149	19	Inwood-207 St A	99.64%	100%	100%	97.76%	4	1	3	0
129	EL218	19	14 St-Union Sq L	99.66%	100%	100%	91.04%	2	1	1	0
130	EL240	15	72 St 1 2 3	99.82%	100%	99.18%	99.45%	3	2	1	0
131	EL273**	0	86 St 4 5 6	100%	100%	100%	N/A	1	1	0	0
	131	**11.5**	**Elevator Subtotal:**	**96.8%**	**97.2%**	**97.2%**	**96.5%**	**1842**	**1138**	**704**	**106**

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	Unit ID	Age (Yrs)	Station	2nd Quarter 2019 Availability			2nd Quarter 2018 Availability	Outages			Entrapments
				24 Hr	AM Peak	PM Peak	24 Hr	Total	Non * Scheduled	Scheduled	
1	ES211	21	59 St 4 5 6	34.58%	38.03%	35.99%	98.19%	49	34	15	0
2	ES413	22	Roosevelt Island F	35.72%	35.34%	37.81%	96.17%	13	7	6	0
3	ES117	22	181 St A	51.13%	52.28%	50.29%	95.10%	28	25	3	0
4	ES217	12	Times Sq-42 St 7	61.98%	66.68%	60.12%	92.42%	87	79	8	0
5	ES116	17	145 St B D	62.51%	69.41%	52.66%	93.21%	63	55	8	0
6	ES285	2	72 St Q	65.94%	65.59%	67.51%	97.26%	44	24	20	0
7	ES209	17	Grand Central-42 St 7	66.95%	70.41%	65.25%	79.34%	67	51	16	0
8	ES622	3	34 St-Hudson Yards 7	68.64%	75.08%	65.33%	98.67%	66	48	18	0
9	ES236	11	34 St-Herald Sq B D F M	69.47%	71.48%	69.74%	97.08%	14	11	3	0
10	ES256	30	Grand Central-42 St 4 5 6 7 S	70.21%	78.15%	73.36%	96.99%	116	99	17	0
11	ES210	17	Grand Central-42 St 7	70.77%	73.30%	70.85%	92.66%	49	36	13	0
12	ES102	17	125 St 1	73.00%	76.70%	66.84%	90.80%	66	60	6	0
13	ES628	3	34 St-Hudson Yards 7	74.12%	75.73%	74.29%	95.89%	16	8	8	0
14	ES232	12	34 St-Herald Sq B D F M	77.19%	81.05%	74.28%	97.03%	62	52	10	0
15	ES327	20	Delancey St F	77.26%	79.39%	76.12%	97.05%	44	37	7	0
16	ES218	13	Times Sq-42 St 7	78.24%	79.65%	77.73%	95.60%	73	71	2	0
17	ES411	11	Roosevelt Island F	78.63%	82.50%	72.97%	96.86%	114	106	8	0
18	ES246	22	Lexington Av-53 St E M	79.00%	84.49%	76.22%	95.31%	129	98	31	0
19	ES101	17	125 St 1	79.64%	79.81%	78.01%	84.24%	40	33	7	0
20	ES295	2	72 St Q	81.02%	81.45%	84.53%	93.00%	69	30	39	0
21	ES249	16	Lexington Av-59 St N R W	81.31%	90.98%	70.43%	97.54%	110	99	11	0
22	ES351	19	Whitehall St R W	81.51%	83.58%	78.65%	96.17%	53	48	5	0
23	ES229	12	34 St-Herald Sq B D F M	81.69%	87.45%	80.16%	95.03%	74	66	8	0
24	ES364	4	Fulton St 4 5	81.95%	84.07%	75.34%	86.19%	80	73	7	0
25	ES215	22	Lexington Av-59 St N Q R W	82.14%	83.03%	82.90%	92.49%	21	11	10	0
26	ES231	12	34 St-Herald Sq B D F M	82.26%	87.96%	78.14%	95.63%	61	54	7	0
27	ES623	3	34 St-Hudson Yards 7	83.18%	85.03%	79.47%	99.05%	58	37	21	0
28	ES242	21	5 Av-53 St E M	83.33%	86.80%	82.56%	98.86%	54	38	16	0
29	ES115	18	145 St B D	83.58%	91.59%	76.70%	95.48%	54	50	4	0
30	ES403	29	Lexington Av-63 St F Q	84.64%	89.29%	84.80%	89.20%	109	82	27	0
31	ES269	15	Lexington Av-53 St E M	84.75%	90.69%	83.91%	92.73%	62	46	16	0
32	ES216	12	Times Sq-42 St 7	85.13%	87.24%	83.79%	61.09%	45	37	8	0
33	ES338	15	Bowling Green 4 5	85.87%	85.75%	84.41%	96.73%	70	63	7	0
34	ES208	18	Grand Central-42 St 7	86.10%	91.43%	85.61%	91.46%	101	56	45	0
35	ES339	15	Bowling Green 4 5	86.18%	85.88%	85.64%	97.55%	29	20	9	0
36	ES118	22	181 St A	86.19%	88.28%	87.06%	96.05%	69	53	16	0
37	ES221	12	34 St-Herald Sq B D F M N Q R W	86.21%	86.80%	85.18%	93.10%	80	71	9	0
38	ES207	18	Grand Central-42 St 7	86.31%	85.85%	88.07%	94.75%	121	67	54	0
39	ES103	23	125 St 1	86.36%	89.21%	87.18%	93.49%	37	30	7	0
40	ES635	0	34 St-Hudson Yards 7	86.49%	90.36%	86.58%	N/A	72	53	19	0
41	ES340	14	Bowling Green 4 5	86.95%	88.11%	86.60%	97.95%	36	26	10	0
42	ES222	12	34 St-Herald Sq B D F M N Q R W	87.53%	86.98%	86.04%	95.71%	46	40	6	0
43	ES367	5	Fulton St A C J Z 2 3 4 5	87.67%	88.55%	84.31%	88.33%	53	50	3	0
44	ES631	0	34 St-Hudson Yards 7	87.81%	87.32%	86.88%	N/A	66	46	20	0

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	Unit ID	Age (Yrs)	Station	2nd Quarter 2019 Availability			2nd Quarter 2018 Availability	Outages			Entrapments
				24 Hr	AM Peak	PM Peak	24 Hr	Total	Non * Scheduled	Scheduled	
45	ES300	6	Bleecker St D F B M 6	87.92%	89.79%	86.47%	97.55%	30	26	4	0
46	ES239	20	5 Av-53 St E M	88.20%	89.17%	90.79%	96.26%	18	10	8	0
47	ES119	22	181 St A	88.61%	92.33%	90.51%	95.46%	54	37	17	0
48	ES240	20	5 Av-53 St E M	88.81%	94.51%	80.83%	98.46%	91	66	25	0
49	ES204	19	Grand Central-42 St 7	88.91%	91.21%	88.65%	87.43%	67	27	40	0
50	ES214	21	59 St 4 5 6	89.06%	90.12%	92.19%	94.12%	50	37	13	0
51	ES206	18	Grand Central-42 St 7	89.32%	89.52%	94.68%	97.91%	123	79	44	0
52	ES401	29	Lexington Av-63 St F Q	89.34%	91.13%	87.68%	97.03%	34	12	22	0
53	ES294	2	72 St Q	89.63%	89.33%	89.74%	95.44%	71	53	18	0
54	ES328	20	Delancey St F	89.68%	94.07%	89.62%	96.36%	37	26	11	0
55	ES341	15	Bowling Green 4 5	89.78%	90.29%	88.61%	98.06%	52	46	6	0
56	ES370	2	South Ferry 1	89.90%	93.40%	88.52%	96.83%	58	52	6	0
57	ES632	0	34 St-Hudson Yards 7	89.92%	95.14%	85.63%	N/A	70	54	16	0
58	ES270	2	96 St Q	89.98%	96.01%	91.79%	94.84%	59	16	43	0
59	ES296	2	72 St Q	90.30%	91.45%	89.60%	97.41%	25	17	8	0
60	ES624	3	34 St-Hudson Yards 7	90.30%	92.17%	90.93%	98.66%	41	20	21	0
61	ES634	0	34 St-Hudson Yards 7	90.32%	91.72%	91.70%	N/A	49	32	17	0
62	ES205	18	Grand Central-42 St 7	90.55%	94.76%	90.59%	96.80%	82	61	21	0
63	ES336	16	Bowling Green 4 5	90.56%	96.63%	79.55%	98.00%	83	76	7	0
64	ES629	3	34 St-Hudson Yards 7	90.88%	93.26%	92.60%	97.61%	30	11	19	0
65	ES212	20	59 St 4 5 6	91.24%	96.43%	94.68%	95.25%	50	29	21	0
66	ES627	3	34 St-Hudson Yards 7	91.26%	95.29%	89.13%	93.13%	30	21	9	0
67	ES259	2	96 St Q	91.49%	93.85%	95.19%	91.43%	56	17	39	0
68	ES223	12	34 St-Herald Sq B D F M N Q R W	91.58%	95.32%	87.89%	97.20%	49	44	5	0
69	ES374	2	South Ferry 1	91.62%	94.93%	92.73%	97.78%	66	53	13	0
70	ES260	2	96 St Q	91.74%	96.36%	95.37%	97.14%	59	20	39	0
71	ES297	2	86 St Q	91.92%	96.62%	91.59%	98.29%	73	42	31	0
72	ES235	11	34 St-Herald Sq B D F M	92.00%	94.49%	91.32%	87.14%	26	16	10	0
73	ES230	12	34 St-Herald Sq B D F M	92.05%	92.72%	91.54%	95.98%	48	44	4	0
74	ES213	20	59 St 4 5 6	92.21%	98.63%	96.58%	80.35%	79	65	14	0
75	ES248	16	Lexington Av-59 St N R W	92.27%	91.96%	91.96%	97.38%	52	44	8	0
76	ES636	0	34 St-Hudson Yards 7	92.29%	93.41%	92.48%	N/A	24	15	9	0
77	ES414	11	Roosevelt Island F	92.29%	96.17%	90.84%	95.75%	55	45	10	0
78	ES255	30	Grand Central-42 St 4 5 6 7 S	92.36%	97.13%	94.85%	55.49%	83	56	27	0
79	ES302	19	Park Pl 2 3	92.39%	96.33%	87.31%	97.59%	50	38	12	0
80	ES368	5	Fulton St A C J Z 2 3 4 5	92.48%	92.95%	93.12%	96.63%	19	16	3	0
81	ES273	2	86 St Q	92.60%	94.58%	93.46%	98.36%	39	9	30	0
82	ES301	19	Park Pl 2 3	92.65%	92.43%	92.23%	98.35%	53	41	12	0
83	ES369	2	South Ferry 1	92.81%	95.43%	90.24%	94.54%	77	72	5	0
84	ES325	20	West 4 St A B C D E F M	92.88%	92.66%	93.05%	98.86%	41	28	13	0
85	ES276	2	86 St Q	93.15%	95.84%	96.41%	96.37%	57	27	30	0
86	ES334	5	Bowery J Z	93.20%	93.53%	92.54%	95.23%	56	51	5	0
87	ES311	17	Whitehall St R W	93.24%	96.10%	90.54%	97.48%	32	26	6	0
88	ES279	2	86 St Q	93.26%	96.23%	92.82%	98.35%	46	20	26	0

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	Unit ID	Age (Yrs)	Station	2nd Quarter 2019 Availability			2nd Quarter 2018 Availability	Outages			Entrapments
				24 Hr	AM Peak	PM Peak	24 Hr	Total	Non * Scheduled	Scheduled	
89	ES280	2	86 St Q	93.28%	96.66%	94.13%	97.18%	85	13	72	0
90	ES224	12	34 St-Herald Sq B D F M N Q R W	93.36%	93.61%	92.19%	95.32%	25	24	1	0
91	ES286	2	72 St Q	93.50%	96.45%	91.73%	97.87%	93	60	33	0
92	ES203	19	Grand Central-42 St 7	93.52%	96.67%	95.67%	95.19%	35	17	18	0
93	ES417	10	Roosevelt Island F	93.53%	95.96%	91.79%	99.06%	32	24	8	0
94	ES345	23	Bowling Green 4 5	93.58%	92.57%	92.87%	98.35%	31	25	6	0
95	ES630	0	34 St-Hudson Yards 7	93.59%	91.75%	96.91%	N/A	49	33	16	0
96	ES290	2	72 St Q	93.64%	96.53%	93.65%	95.92%	49	35	14	0
97	ES407	29	Lexington Av-63 St F Q	93.65%	97.67%	92.23%	96.43%	72	46	26	0
98	ES271	2	96 St Q	93.86%	96.87%	95.54%	93.84%	51	7	44	0
99	ES234	11	34 St-Herald Sq B D F M	93.99%	95.92%	93.39%	97.92%	44	41	3	0
100	ES243	22	Lexington Av-53 St E M	94.03%	95.88%	95.89%	88.26%	63	38	25	0
101	ES233	11	34 St-Herald Sq B D F M	94.03%	97.03%	92.13%	90.63%	37	27	10	0
102	ES274	2	86 St Q	94.18%	95.84%	96.86%	95.21%	45	19	26	0
103	ES626	3	34 St-Hudson Yards 7	94.24%	97.54%	94.51%	91.14%	48	26	22	0
104	ES633	0	34 St-Hudson Yards 7	94.27%	94.98%	94.03%	N/A	32	29	3	0
105	ES272	2	96 St Q	94.30%	97.80%	96.42%	96.39%	34	7	27	0
106	ES237	20	7 Av B D E	94.42%	97.02%	92.52%	96.75%	37	33	4	0
107	ES343	16	Bowling Green 4 5	94.50%	97.11%	92.13%	96.72%	58	52	6	0
108	ES375	2	South Ferry 1	94.66%	97.20%	98.55%	98.58%	36	19	17	0
109	ES282	2	86 St Q	94.95%	96.71%	96.45%	97.72%	65	19	46	0
110	ES245	22	Lexington Av-53 St E M	95.03%	98.38%	96.80%	87.47%	53	40	13	0
111	ES281	2	86 St Q	95.06%	98.97%	92.66%	97.43%	52	28	24	0
112	ES326	20	West 4 St A B C D E F M	95.09%	94.06%	94.98%	95.83%	29	24	5	0
113	ES329	5	East Broadway F	95.14%	96.21%	94.26%	94.82%	27	24	3	0
114	ES409	29	Lexington Av-63 St F Q	95.26%	97.18%	97.60%	96.67%	41	9	32	0
115	ES252	30	51 St 6	95.28%	96.81%	94.90%	85.42%	19	16	3	0
116	ES277	2	86 St Q	95.37%	97.16%	97.78%	73.52%	93	20	73	0
117	ES289	2	72 St Q	95.47%	95.60%	96.96%	94.06%	65	31	34	0
118	ES247	2	96 St Q	95.51%	97.12%	96.16%	95.18%	36	9	27	0
119	ES458	2	Lexington Av-63 St F Q	95.55%	97.36%	93.04%	95.80%	18	14	4	0
120	ES412	10	Roosevelt Island F	95.63%	97.18%	94.01%	95.49%	23	16	7	0
121	ES284	2	86 St Q	95.64%	98.94%	96.68%	98.70%	41	13	28	0
122	ES202	2	96 St Q	95.68%	97.46%	98.26%	94.04%	39	9	30	0
123	ES200	2	96 St Q	95.84%	96.96%	97.26%	93.84%	27	8	19	0
124	ES410	29	Lexington Av-63 St F Q	96.08%	96.15%	97.34%	95.53%	10	4	6	0
125	ES342	14	Bowling Green 4 5	96.14%	98.20%	96.43%	97.22%	45	40	5	0
126	ES238	20	7 Av B D E	96.16%	94.59%	96.38%	94.51%	23	23	0	0
127	ES287	2	72 St Q	96.26%	97.30%	98.70%	96.54%	53	22	31	0
128	ES418	11	Roosevelt Island F	96.28%	98.91%	95.24%	98.47%	24	16	8	0
129	ES241	21	5 Av-53 St E M	96.33%	96.45%	94.68%	99.34%	31	24	7	0
130	ES415	10	Roosevelt Island F	96.38%	96.02%	95.90%	98.38%	26	24	2	0
131	ES288	2	72 St Q	96.40%	96.52%	97.21%	94.55%	45	24	21	0
132	ES312	5	Whitehall St R W	96.53%	97.24%	97.38%	96.57%	28	15	13	0

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	Borough:		Manhattan								
	Unit ID	Age	Station	2nd Quarter 2019 Availability			2nd Quarter 2018 Availability	Outages			Entrapments
		(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Non * Scheduled	Scheduled	
133	ES244	22	Lexington Av-53 St E M	96.58%	99.38%	97.37%	94.30%	53	31	22	0
134	ES404	29	Lexington Av-63 St F Q	96.77%	97.81%	96.82%	98.16%	45	21	24	0
135	ES283	2	86 St Q	96.83%	100%	99.16%	98.38%	28	2	26	0
136	ES371	2	South Ferry 1	96.95%	99.91%	97.03%	90.64%	14	11	3	0
137	ES416	22	Roosevelt Island F	96.96%	98.90%	98.27%	97.72%	12	2	10	0
138	ES275	2	86 St Q	96.97%	98.90%	97.80%	97.53%	29	1	28	0
139	ES621	3	34 St-Hudson Yards 7	97.01%	98.08%	96.67%	97.78%	31	21	10	0
140	ES625	3	34 St-Hudson Yards 7	97.04%	97.05%	96.23%	97.58%	25	22	3	0
141	ES220	2	96 St Q	97.12%	98.90%	97.71%	94.42%	17	1	16	0
142	ES372	2	South Ferry 1	97.30%	97.93%	96.62%	89.75%	12	11	1	0
143	ES278	2	86 St Q	97.37%	98.61%	98.83%	98.12%	25	9	16	0
144	ES402	29	Lexington Av-63 St F Q	97.57%	99.94%	98.26%	98.33%	48	17	31	0
145	ES405	29	Lexington Av-63 St F Q	97.63%	100%	99.12%	96.27%	33	3	30	0
146	ES337	16	Bowling Green 4 5	97.85%	96.83%	99.23%	96.40%	23	17	6	0
147	ES419	11	Roosevelt Island F	97.91%	99.75%	98.16%	98.47%	10	7	3	0
148	ES406	29	Lexington Av-63 St F Q	97.95%	99.43%	97.18%	95.93%	20	12	8	0
149	ES291	2	72 St Q	98.16%	100%	99.29%	94.71%	17	8	9	0
150	ES373	2	South Ferry 1	98.21%	98.35%	99.61%	97.07%	22	5	17	0
151	ES353	0	Cortlandt St 1	98.32%	99.31%	98.90%	N/A	16	2	14	0
152	ES459	2	Lexington Av-63 St F Q	98.61%	100%	98.52%	98.08%	7	6	1	0
153	ES408	29	Lexington Av-63 St F Q	98.65%	99.63%	98.50%	97.04%	12	7	5	0
154	ES420	10	Roosevelt Island F	98.97%	100%	99.71%	98.62%	6	2	4	0
	154	**11.6**	**Escalator Subtotal:**	**89.1%**	**91.4%**	**88.8%**	**94.7%**	**7488**	**5042**	**2446**	**0**

***Note the number of entrapments are included in the non scheduled outage count.**

**** Placed into service during second quarter of 2019**

Elevator and Escalator
Quarterly Performance By Borough
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Borough: Brooklyn

	Unit ID	Age (Yrs)	Station	2nd Quarter 2019 Availability			2nd Quarter 2018 Availability	Outages			Entrapments
				24 Hr	AM Peak	PM Peak	24 Hr	Total	Non * Scheduled	Scheduled	
1	EL309	18	Court St R	90.39%	91.79%	90.49%	96.74%	15	7	8	2
2	EL339	19	Franklin Av C S	90.42%	92.70%	89.17%	97.60%	24	13	11	2
3	EL341	13	Euclid Av A C	91.27%	95.36%	89.95%	94.55%	28	22	6	4
4	EL307	15	Atlantic Av B Q	92.31%	88.92%	95.68%	98.91%	23	8	15	1
5	EL312	18	Clark St 2 3	92.61%	95.18%	91.88%	90.29%	21	13	8	0
6	EL311	18	Clark St 2 3	95.62%	99.28%	95.57%	88.22%	43	34	9	0
7	EL345	5	Utica Av A C	95.92%	96.70%	96.13%	98.73%	9	6	3	0
8	EL310	18	Clark St 2 3	96.48%	97.94%	95.54%	97.37%	16	14	2	1
9	EL319	21	Brooklyn College-Flatbush Av 2 5	96.80%	98.98%	99.16%	96.60%	18	14	4	0
10	EL308	18	Court St R	96.98%	96.99%	97.65%	98.56%	12	6	6	0
11	EL760	7	Kings Highway B Q	97.33%	96.93%	97.57%	94.50%	19	12	7	0
12	EL344	5	Utica Av A C	97.71%	98.74%	96.70%	97.66%	16	13	3	2
13	EL320	20	Church Av 2 5	97.74%	98.08%	99.12%	93.96%	13	8	5	1
14	EL322	14	Crown Hts-Utica Av 3 4	97.74%	99.82%	96.77%	98.95%	15	9	6	3
15	EL707	9	Jay St A C F R	97.77%	99.66%	97.16%	98.84%	18	10	8	3
16	EL370	14	DeKalb Av B Q R	97.93%	99.50%	98.48%	98.57%	13	7	6	0
17	EL374	11	Church Av F G	97.94%	98.22%	97.76%	94.57%	13	7	6	0
18	EL393	16	Flushing Av J M	97.98%	99.45%	99.62%	97.92%	10	7	3	1
19	EL394	16	Flushing Av J M	97.99%	99.23%	96.38%	98.29%	20	18	2	0
20	EL701	13	Coney Island-Stillwell Av D F N Q	98.02%	98.08%	98.90%	97.66%	5	1	4	0
21	EL376	6	Bay Parkway D	98.07%	98.23%	97.86%	95.55%	11	7	4	1
22	EL306	15	Atlantic Av 2 3	98.10%	99.11%	99.22%	97.34%	9	2	7	0
23	EL302	15	Pacific St-Atlantic Av D N R	98.14%	98.01%	98.43%	98.58%	12	5	7	0
24	EL342	13	Euclid Av A C	98.16%	97.28%	98.90%	97.26%	8	3	5	0
25	EL375	11	Church Av F G	98.23%	98.12%	99.88%	98.79%	10	3	7	1
26	EL391	14	Marcy Av J M Z	98.27%	98.92%	98.90%	96.94%	9	2	7	0
27	EL761	7	Kings Highway B Q	98.36%	99.27%	98.72%	96.07%	8	3	5	0
28	EL397	11	Myrtle-Wyckoff Avs L	98.37%	98.66%	99.82%	91.96%	11	5	6	2
29	EL301	15	Pacific St-Atlantic Av D N R	98.41%	98.06%	98.74%	98.62%	8	3	5	0
30	EL323	14	Crown Hts-Utica Av 3 4	98.47%	98.44%	98.50%	97.75%	11	8	3	2
31	EL382	16	Prospect Park B Q S	98.50%	98.99%	99.80%	98.01%	12	7	5	1
32	EL392	14	Marcy Av J M Z	98.53%	98.90%	99.97%	89.95%	7	3	4	0
33	EL398	11	Myrtle-Wyckoff Avs M	98.54%	98.85%	99.45%	95.21%	9	3	6	0
34	EL708	9	Jay St A C F R	98.60%	98.54%	99.29%	98.11%	20	13	7	0
35	EL395	16	Flushing Av J M	98.66%	100%	98.31%	94.85%	9	5	4	1
36	EL373	11	Church Av F G	98.68%	99.24%	99.77%	99.05%	7	0	7	0
37	EL321	20	Church Av 2 5	98.69%	97.61%	100%	96.69%	9	6	3	0
38	EL303	15	Pacific St-Atlantic Av D N R	98.79%	99.79%	99.04%	96.49%	7	2	5	2
39	EL702	13	Coney Island-Stillwell Av D F N Q	98.83%	100%	99.12%	98.46%	7	3	4	1
40	EL709	8	Jay St A C F R	98.84%	100%	99.36%	98.04%	8	3	5	0
41	EL371	14	DeKalb Av B Q R	98.85%	99.95%	99.83%	93.74%	8	3	5	0
42	EL340	19	Franklin Av C S	98.94%	100%	99.79%	96.82%	9	5	4	0
43	EL343	13	Euclid Av A C	98.98%	100%	100%	98.44%	7	2	5	0
44	EL346	5	Utica Av A C	99.03%	100%	100%	96.78%	9	6	3	1
45	EL383	16	Prospect Park B Q S	99.08%	99.64%	100%	97.18%	7	4	3	1
46	EL305	15	Atlantic Av 4 5	99.10%	99.35%	99.24%	98.40%	6	1	5	0

Elevator and Escalator
Quarterly Performance By Borough
2nd Quarter 2019

Borough: Brooklyn

	Unit ID	Age (Yrs)	Station	2nd Quarter 2019 Availability			2nd Quarter 2018 Availability	Outages			Entrapments
				24 Hr	AM Peak	PM Peak	24 Hr	Total	Non * Scheduled	Scheduled	
47	EL318	24	Borough Hall 2 3 4 5	99.10%	100%	99.62%	98.87%	11	9	2	0
48	EL706	9	Jay St A C F R	99.18%	100%	99.10%	97.55%	19	14	5	0
49	EL396	11	Myrtle-Wyckoff Avs L M	99.20%	100%	99%	93.62%	5	2	3	0
50	EL317	24	Borough Hall 2 3 4 5	99.25%	100%	100%	89.97%	6	4	2	1
51	EL378	6	Bay Parkway D	99.28%	99.66%	100%	98.36%	6	2	4	0
52	EL372	14	DeKalb Av B Q R	99.28%	100%	100%	97.33%	5	1	4	0
53	EL304	15	Atlantic Av 2 3	99.35%	98.80%	99.68%	98.22%	5	1	4	1
54	EL377	6	Bay Parkway D	99.53%	100%	100%	99.24%	3	0	3	0
	54	**13.6**	**Elevator Subtotal:**	**97.7%**	**98.4%**	**98.1%**	**96.6%**	**649**	**369**	**280**	**35**
1	ES349	20	Smith 9 St F G	0.00%	0.00%	0.00%	96.25%				0
2	ES333	16	Myrtle-Wyckoff Avs L M	55.24%	57.05%	51.32%	90.73%	56	51	5	0
3	ES321	21	High St A C	56.04%	56.57%	54.83%	89.36%	42	39	3	0
4	ES335	15	West 8 St-NY Aquarium F Q	76.23%	85.27%	66.49%	81.18%	89	63	26	0
5	ES346	16	Brighton Beach B Q	77.56%	83.57%	70.70%	89.68%	76	62	14	0
6	ES310	17	Atlantic Av B Q	80.64%	79.85%	79.76%	95.95%	43	35	8	0
7	ES308	19	DeKalb Av B Q R	81.49%	83.03%	80.30%	99.24%	72	67	5	0
8	ES332	16	Myrtle-Wyckoff Avs L M	82.56%	84.63%	78.64%	81.14%	87	81	6	0
9	ES306	15	Court St R	83.70%	88.96%	82.63%	97.20%	64	59	5	0
10	ES320**	21	Jay St A C F	84.11%	84.32%	84.19%	97.39%	9	7	2	0
11	ES352	19	Franklin Av S	87.26%	92.18%	84.28%	98.36%	46	35	11	0
12	ES348	20	Smith 9 St F G	88.12%	87.23%	86.41%	96.53%	29	25	4	0
13	ES350	22	High St A C	88.36%	89.61%	86.68%	97.62%	8	5	3	0
14	ES357	8	Jay St A C F R	88.88%	89.75%	89.34%	98.21%	33	25	8	0
15	ES305	15	Court St R	89.02%	90.98%	89.17%	96.41%	38	32	6	0
16	ES304	17	President St 2 5	90.48%	93.54%	88.37%	92.02%	55	49	6	0
17	ES314	19	Smith 9 St F G	90.73%	93.20%	87.59%	97.89%	57	50	7	0
18	ES331	23	Broadway Junction A C J L Z	91.66%	93.80%	90.95%	95.08%	58	51	7	0
19	ES318	19	Jay St A C F	91.92%	94.54%	89.13%	98.31%	38	30	8	0
20	ES324	19	High St A C	92.08%	95.90%	90.59%	84.58%	66	56	10	0
21	ES316	19	Smith 9 St F G	92.20%	93.50%	93.52%	96.95%	52	49	3	0
22	ES309	19	DeKalb Av B Q R	92.96%	93.45%	93.93%	95.97%	40	36	4	0
23	ES303	15	Borough Hall 2 3 4 5	93.08%	93.73%	91.85%	97.56%	55	50	5	0
24	ES315	19	Smith 9 St F G	93.32%	94.95%	91.51%	95.35%	36	30	6	0
25	ES317	19	Jay St A C F	94.43%	94.81%	93.95%	98.71%	59	49	10	0
26	ES313	19	Smith 9 St F G	94.59%	96.74%	92.36%	98.14%	33	28	5	0
27	ES330	22	Broadway Junction A C J L Z	95.02%	97.82%	94.74%	66.85%	53	51	2	0
28	ES356	8	Jay St A C F R	96.22%	93.90%	95.91%	97.10%	122	77	45	0
29	ES347	22	Broadway Junction A C J L Z	97.74%	97.94%	98.21%	89.66%	26	23	3	0
30	ES322	21	High St A C	98.09%	97.43%	98.13%	98.38%	18	10	8	0
31	ES323	20	High St A C	98.10%	98.16%	96.11%	94.14%	27	21	6	0
32	ES319**	21	Jay St A C F	99.34%	100%	98.19%	97.64%	7	5	2	0
	32	**18.2**	**Escalator Subtotal:**	**84.8%**	**86.6%**	**83.2%**	**93.7%**	**1494**	**1251**	**243**	**0**

***Note the number of entrapments are included in the non scheduled outage count.**

**** Removed from service during second quarter of 2019**

Elevator and Escalator
Quarterly Performance By Borough
2nd Quarter 2019

Borough: Queens

	Unit ID	Age (Yrs)	Station	2nd Quarter 2019 Availability			2nd Quarter 2018 Availability	Outages			Entrapments
				24 Hr	AM Peak	PM Peak	24 Hr	Total	Non * Scheduled	Scheduled	
1	EL411	30	Sutphin Blvd-Archer Av-JFK E J Z	91.12%	91.10%	91.30%	95.45%	12	4	8	0
2	EL429	13	Queens Plaza E M R	94.30%	91.29%	95.57%	98.88%	21	2	19	0
3	EL498	7	Mott Av A	95.49%	95.16%	94.88%	95.03%	20	9	11	1
4	EL462	1	Ozone Park-Lefferts Boulevard A	95.76%	91.69%	97.52%	95.43%	17	11	6	6
5	EL428	13	Queens Plaza E M R	96.15%	95.24%	97.64%	97.79%	19	10	9	0
6	EL405	2	21 St-Queensbridge F	96.28%	95.57%	96.76%	98.81%	21	11	10	3
7	EL437	5	Forest Hills E F M R	96.57%	96.00%	98.18%	96.15%	15	7	8	1
8	EL424	2	Briarwood E F	96.67%	98.90%	96.27%	98.89%	15	9	6	0
9	EL425	12	Junction Blvd 7	96.97%	98.55%	97.42%	91.18%	14	8	6	0
10	EL412	30	Jamaica Center E J Z	97.06%	96.14%	96.74%	95.71%	11	7	4	1
11	EL447	8	CitiCorp/Court Square 7 E G	97.30%	95.46%	99.95%	98.96%	12	2	10	0
12	EL430	13	Queens Plaza E M R	97.36%	97.29%	97.85%	99.46%	14	4	10	0
13	EL413	30	Jamaica Center E J Z	97.42%	96.65%	98.34%	96.91%	16	10	6	0
14	EL420	13	74 St-Broadway 7	97.70%	97.45%	98.31%	93.85%	15	10	5	2
15	EL446	8	CitiCorp/Court Square 7 E G	98.09%	97.67%	99.15%	96.26%	12	4	8	0
16	EL421	13	Jackson Hts-Roosevelt Av E F M R	98.11%	98.05%	98.66%	98.54%	12	9	3	0
17	EL434	10	Kew Gardens-Union Tpke E F	98.34%	99.02%	98.48%	98.46%	20	16	4	0
18	EL422	13	Jackson Hts-Roosevelt Av E F M R	98.40%	97.88%	99.15%	99.46%	8	2	6	1
19	EL426	12	Junction Blvd 7	98.44%	97.79%	99.63%	98.30%	9	4	5	0
20	EL414	19	Flushing-Main St 7	98.58%	100%	98.25%	98.34%	8	3	5	0
21	EL423	13	74 St-Broadway 7	98.64%	99.59%	98.52%	98.95%	7	3	4	0
22	EL463	1	Ozone Park-Lefferts Boulevard A	98.67%	99.97%	97.51%	95.78%	7	4	3	0
23	EL438	5	Forest Hills E F M R	98.72%	98.56%	99.80%	98.68%	9	4	5	0
24	EL407	2	21 St-Queensbridge F	98.81%	98.88%	99.13%	99.33%	10	4	6	0
25	EL435	10	Kew Gardens-Union Tpke E F	98.83%	99.86%	100%	98.03%	8	2	6	0
26	EL431	13	Jamaica-179 St F	98.84%	100%	98.91%	97.33%	10	6	4	1
27	EL439	5	Forest Hills E F M R	99.01%	99.33%	97.87%	95.89%	10	7	3	1
28	EL497	7	Mott Av A	99.23%	99.98%	100%	99.22%	9	2	7	0
29	EL432	13	Jamaica-179 St F	99.26%	99.60%	99.52%	96.89%	7	3	4	0
30	EL436	10	Kew Gardens-Union Tpke E F	99.27%	99.79%	100%	97.96%	5	2	3	0
31	EL427	12	Junction Blvd 7	99.29%	100%	99.66%	99.38%	7	4	3	0
32	EL433	14	Jamaica-179 St F	99.30%	100%	99.92%	97.58%	5	0	5	0
33	EL408	2	Jamaica-Van Wyck E	99.31%	100%	98.74%	99.30%	8	5	3	0
34	EL406	2	21 St-Queensbridge F	99.35%	99.93%	100%	99.10%	7	4	3	0
35	EL409	2	Jamaica-Van Wyck E	99.39%	99.40%	100%	99.19%	4	0	4	0
	35	**10.4**	**Elevator Subtotal:**	**97.8%**	**97.8%**	**98.3%**	**97.6%**	**404**	**192**	**212**	**17**

Elevator and Escalator
Quarterly Performance By Borough
2nd Quarter 2019

Borough: Queens

	Unit ID	Age (Yrs)	Station	2nd Quarter 2019 Availability			2nd Quarter 2018 Availability	Outages			Entrapments
				24 Hr	AM Peak	PM Peak	24 Hr	Total	Non * Scheduled	Scheduled	
1	ES457	20	Flushing-Main St 7	19.92%	21.98%	18.32%	95.88%	14	11	3	0
2	ES439	11	Jamaica Center E J Z	54.14%	55.70%	53.15%	95.35%	32	26	6	0
3	ES456	20	Flushing-Main St 7	57.43%	55.95%	57.59%	92.18%	46	37	9	0
4	ES448	19	Woodside-61 St 7	60.91%	61.24%	58.92%	96.18%	74	61	13	0
5	ES455	20	Flushing-Main St 7	79.72%	84.54%	77.62%	91.58%	86	73	13	0
6	ES437	30	Sutphin Blvd-Archer Av-JFK E J Z	81.65%	79.67%	81.57%	97.82%	81	75	6	0
7	ES449	19	74 St-Broadway 7	82.51%	84.83%	80.50%	96.90%	50	41	9	0
8	ES450	19	74 St-Broadway 7	82.55%	84.54%	82.63%	91.04%	85	75	10	0
9	ES434	30	Sutphin Blvd-Archer Av-JFK E J Z	88.08%	86.79%	89.83%	94.89%	54	48	6	0
10	ES444	10	Jamaica Center E J Z	89.33%	90.01%	87.42%	97.01%	66	56	10	0
11	ES423	29	21 St-Queensbridge F	91.04%	93.00%	90.50%	99.15%	22	13	9	0
12	ES446	10	Jamaica Center E J Z	91.27%	90.57%	93.04%	96.11%	48	43	5	0
13	ES428	10	Jamaica-Van Wyck E	91.45%	87.77%	90.09%	97.86%	41	37	4	0
14	ES435	30	Sutphin Blvd-Archer Av-JFK E J Z	92.31%	93.34%	92.24%	98.32%	36	30	6	0
15	ES451	21	74 St-Broadway 7	92.44%	94.30%	92.40%	96.80%	17	13	4	0
16	ES452	4	74 St-Broadway 7	93.42%	90.78%	96.70%	96.92%	20	12	8	0
17	ES422	29	21 St-Queensbridge F	94.24%	96.14%	97.04%	97.63%	43	35	8	0
18	ES445	10	Jamaica Center E J Z	95.11%	97.38%	92.43%	97.15%	36	32	4	0
19	ES424	29	21 St-Queensbridge F	95.19%	96.13%	97.38%	99.51%	24	16	8	0
20	ES421	29	21 St-Queensbridge F	95.45%	97.11%	95.92%	98.61%	27	21	6	0
21	ES447	11	Jamaica Center E J Z	95.59%	99.01%	93.98%	98.40%	36	28	8	0
22	ES453	4	74 St-Broadway 7	95.80%	96.19%	94.73%	55.76%	27	21	6	0
23	ES440	10	Jamaica Center E J Z	95.96%	95.38%	97.72%	94.78%	17	12	5	0
24	ES431	11	Jamaica-Van Wyck E	96.17%	97.48%	96.30%	86.81%	25	21	4	0
25	ES442	11	Jamaica Center E J Z	96.74%	99.35%	99.06%	97.47%	20	8	12	0
26	ES438	10	Jamaica Center E J Z	96.99%	99.19%	95.85%	96.61%	23	20	3	0
27	ES427	10	Jamaica-Van Wyck E	97.20%	98.52%	97.90%	96.26%	21	17	4	0
28	ES426	29	21 St-Queensbridge F	97.33%	99.40%	96.77%	98.25%	19	15	4	0
29	ES436	30	Sutphin Blvd-Archer Av-JFK E J Z	97.88%	98.23%	97.91%	99.32%	19	17	2	0
30	ES441	11	Jamaica Center E J Z	98.12%	98.77%	98.65%	95.95%	11	8	3	0
31	ES425	29	21 St-Queensbridge F	98.22%	99.70%	98.65%	98.95%	16	11	5	0
32	ES443	10	Jamaica Center E J Z	98.99%	99.69%	99.54%	98.10%	8	5	3	0
33	ES429	10	Jamaica-Van Wyck E	99.00%	99.33%	98.00%	98.50%	8	5	3	0
34	ES430	11	Jamaica-Van Wyck E	99.34%	99.24%	99.94%	98.78%	6	4	2	0
	34	**17.5**	**Escalator Subtotal:**	**88.0%**	**88.9%**	**88.0%**	**95.3%**	**1158**	**947**	**211**	**0**

***Note the number of entrapments are included in the non scheduled outage count.**

Quarterly Performance of Elevators and Escalators Maintained By Third Parties

2nd Quarter 2019

	Unit ID	Station	Owner	2nd Quarter 2019 Availability			2nd Quarter 2018 Availability
				24 Hr	AM Peak	PM Peak	24 Hr
1	EL700X	Atlantic Av-Barclays Ctr 2 3 4 5 B Q	Atlantic Rail Yards, LLC c/o Forest City Ratner Co	83.26%	86.84%	81.41%	46.82%
2	EL279X	28 St 6	Park and 28th Street Condominium	83.28%	82.60%	83.04%	84.65%
3	EL268X	49 St N Q R W	Barclays	91.94%	93.55%	89.74%	100%
4	EL449X	Sutphin Blvd - Archer Av - JFK Airport E J Z	Port Authority	92.08%	90.73%	92.13%	89.90%
5	EL445X	Court Square G 7	Perenially Green c/o Citicorp	93.20%	93.16%	92.83%	82.96%
6	EL747X	Hoyt Street-Schermerhorn Street A C G	Hoyt & Horn, 210 Livingston Street	93.79%	93.52%	94.06%	N/A
7	EL18X	Cortlandt St R W	Port Authority	94.37%	94.47%	95.67%	N/A
8	EL493X	Howard Beach A	Port Authority	94.57%	95.05%	94.51%	97.20%
9	EL289X	42 St - Port Authority Bus Terminal A C E	Port Authority	94.62%	94.32%	95.35%	98.91%
10	EL208X	50 St C E	WWP Office, LLC c/o RXR Realty	95.66%	94.69%	95.86%	100%
11	EL290X	42 St - Port Authority Bus Terminal A C E	Tishman Asset Corporation c/o the Intercontinental Hotel	95.72%	94.69%	97.41%	79.53%
12	EL448X	Sutphin Blvd - Archer Av - JFK Airport E J Z	Port Authority	95.95%	94.45%	96.59%	89.55%
13	EL489X	Aqueduct Racetrack A	Genting New York LLC	96.13%	95.83%	95.42%	90.77%
14	EL11X	WTC Cortlandt St 1	Port Authority	96.50%	96.70%	98.13%	N/A
15	EL450X	Sutphin Blvd - Archer Av - JFK Airport E J Z	Port Authority	96.61%	93.88%	96.48%	90.18%
16	EL295X	42 St - Bryant Park B D F M	Hines Incorporated/Bank of China	96.79%	97.17%	96.76%	84.09%
17	EL492X	Howard Beach A	Port Authority	97.17%	96.70%	96.70%	96.22%
18	EL288X	42 St - Port Authority Bus Terminal A C E	Port Authority	97.17%	96.67%	99.52%	99.55%
19	EL207X	50 St C E	WWP Office, LLC c/o RXR Realty	97.45%	97.18%	97.60%	97.32%
20	EL291X	42 St - Port Authority Bus Terminal A C E	Tishman Asset Corporation c/o the Intercontinental Hotel	97.95%	97.62%	97.80%	92.35%
21	EL729X	Fulton St 4 5	Westfield Management	98.01%	98.70%	96.84%	99.00%
22	EL14X	Cortlandt St R W	Port Authority	98.11%	97.43%	98.30%	N/A
23	EL294X	42 St - Bryant Park B D F M	3 BP Property Owner LLC	98.58%	98.37%	97.80%	96.61%
24	EL13X	WTC Cortlandt St 1	Port Authority	98.62%	99.08%	99.67%	N/A
25	EL22X	Cortlandt St R W	Port Authority	98.77%	99.45%	99.39%	N/A
26	EL23X	World Trade Center E	Port Authority	98.99%	98.86%	98.89%	N/A
27	EL287X	42 St - Bryant Park B D F M	The Durst Organization	99.03%	99.10%	98.76%	97.46%
28	EL490X	Howard Beach A	Port Authority	99.10%	98.90%	98.90%	99.95%
29	EL728X	Fulton St 4 5	Westfield Management	99.10%	98.53%	99.70%	97.60%
30	EL17X	Cortlandt St R W	Port Authority	99.12%	98.56%	97.98%	N/A
31	EL416X	61 St - Woodside 7	LIRR	99.28%	99.82%	98.90%	99.61%
32	EL495X	Howard Beach A	Port Authority	99.46%	99.38%	98.90%	95.47%
33	EL417X	61 St - Woodside 7	LIRR	99.46%	99.03%	100%	99.33%
34	EL491X	Howard Beach A	Port Authority	99.49%	99.69%	98.90%	99.73%
35	EL12X	WTC Cortlandt St 1	Port Authority	99.61%	100%	100%	N/A
36	EL231X	Times Sq - 42 St N Q R S W 1 2 3 7	Boston Properties	99.73%	100%	98.90%	98.95%
37	EL717X	Fulton St A C J Z 2 3 4 5	Westfield Management	99.76%	100%	98.97%	100%
38	EL200X	34 St - Herald Sq B D F M N Q R W	PATH	99.79%	99.70%	99.54%	99.69%
39	EL718X	Fulton St A C J Z 2 3 4 5	Westfield Management	99.79%	100%	99.11%	100%
40	EL737X	Atlantic Av-Barclays Ctr 2 3 4 5 B Q	LIRR	99.81%	99.60%	100%	98.64%
41	EL419X	61 St - Woodside 7	LIRR	99.83%	100%	100%	99.56%
42	EL16X	Cortlandt St R W	Port Authority	99.84%	100%	100%	N/A
43	EL726X	Cortlandt St R W	Westfield Management	99.95%	100%	99.91%	100%
44	EL203X	Lexington Av / 53 St E M	BP 599 Lexington Avenue LLC, c/o Boston Properties	99.96%	100%	99.77%	100%
45	EL276X	59 St - Columbus Cir 1 A B C D	Columbus Centre LLC, c/o The Related Companies	100%	100%	100%	98.88%
46	EL300X	Atlantic Av-Barclays Ctr 2 3 4 5 B Q	LIRR	100%	100%	100%	99.59%
47	EL327X	Jay St - MetroTech A C F R	Avalon Willoughby West LLC	100%	100%	100%	91.54%
48	EL34X	34 St - Penn 1 2 3	LIRR	100%	100%	100%	99.55%
49	EL415X	61 St - Woodside 7	LIRR	100%	100%	100%	98.30%
50	EL418X	61 St - Woodside 7	LIRR	100%	100%	100%	99.43%
51	EL494X	Howard Beach A	Port Authority	100%	100%	100%	94.79%
52	EL727X	Cortlandt St R W	Westfield Management	100%	100%	100%	100%
53	EL733X	Fulton St A C J Z 2 3 4 5	Westfield Management	100%	100%	100%	100%
	53						

Quarterly Performance of Elevators and Escalators Maintained By Third Parties

2nd Quarter 2019

	Unit ID	Station	Owner	2nd Quarter 2019 Availability			2nd Quarter 2018 Availability
				24 Hr	AM Peak	PM Peak	24 Hr
	* Data provided by LIRR						
1	ES254X	Lexington Av / 53 St E M	885 Third Holding LLC	0.00%	0.00%	0.00%	30.36%
2	ES261X	Times Sq - 42 St N Q R S W 1 2 3 7	RXR Realty	54.85%	56.87%	50.46%	89.89%
3	ES258X	14 St - Union Sq L N Q R W	Zeckendorf Towers	62.26%	63.98%	60.57%	80.10%
4	ES257X	14 St - Union Sq L N Q R W	Zeckendorf Towers	72.04%	70.50%	73.38%	61.63%
5	ES607X	42 St - Port Authority Bus Terminal A C E	SJP Properties	72.48%	65.84%	77.66%	73.92%
6	ES499X	Howard Beach A	Port Authority	74.59%	74.40%	74.60%	98.58%
7	ES265X	Court Square G 7	Perenially Green c/o Citicorp	75.65%	77.07%	68.70%	88.15%
8	ES363X	Fulton St A C J Z 2 3 4 5	Westfield Management	79.40%	80.96%	78.23%	94.76%
9	ES498X	Howard Beach A	Port Authority	82.06%	84.51%	79.36%	97.63%
10	ES262X	Times Sq - 42 St N Q R S W 1 2 3 7	RXR Realty	84.03%	84.75%	82.07%	92.96%
11	ES606X	42 St - Port Authority Bus Terminal A C E	SJP Properties	87.18%	83.49%	92.77%	94.69%
12	ES461X	Court Square G 7	Perenially Green c/o Citicorp	90.41%	89.70%	89.99%	87.29%
13	ES264X	50 St C E	WWP Office, LLC c/o RXR Realty	90.73%	89.57%	90.54%	54.17%
14	ES462X	Court Square G 7	Perenially Green c/o Citicorp	93.28%	92.43%	91.93%	91.12%
15	ES266X	Court Square G 7	Perenially Green c/o Citicorp	93.83%	93.61%	92.55%	93.24%
16	ES250X	Columbus Circle 1 A B	Columbus Centre LLC, c/o The Related Companies	93.96%	93.35%	91.21%	91.42%
17	ES610X	42 St - Grand Central 4 5 6 7 S	SL Green	94.21%	98.56%	87.21%	100%
18	ES432X	Sutphin Blvd - Archer Av - JFK Airport E J Z	Port Authority	94.71%	93.02%	95.48%	95.30%
19	ES433X	Sutphin Blvd - Archer Av - JFK Airport E J Z	Port Authority	94.96%	91.58%	96.05%	95.22%
20	ES358X	Atlantic Av-Barclays Ctr 2 3 4 5 B Q	Atlantic Rail Yards, LLC c/o Forest City Ratner Co	94.99%	96.74%	93.67%	68.26%
21	ES600X	Lexington Av / 53 St E M	875 Third Avenue LLC., c/o Eastgate Realty	95.41%	97.71%	92.42%	96.85%
22	ES359X	Atlantic Av-Barclays Ctr 2 3 4 5 B Q	Atlantic Rail Yards, LLC c/o Forest City Ratner Co	96.42%	94.39%	98.26%	94.67%
23	ES253X	599 Lexington Av E M	BP 599 Lexington Avenue LLC, c/o Boston Properties	98.33%	98.90%	96.70%	97.97%
24	ES263X	50 St C E	WWP Office, LLC c/o RXR Realty	98.77%	99.11%	97.80%	92.21%
25	ES268X	Times Sq - 42 St N Q R S W 1 2 3 7	Boston Properties	99.09%	98.90%	98.90%	85.46%
26	ES360X	Fulton St A C J Z 2 3 4 5	Westfield Management	99.41%	100%	99.28%	98.66%
27	ES365X	Fulton St A C J Z 2 3 4 5	Westfield Management	99.57%	100%	98.90%	97.68%
28	ES383X	Fulton St A C J Z 2 3 4 5	Westfield Management	99.58%	100%	98.90%	99.62%
29	ES267X	Times Sq - 42 St N Q R S W 1 2 3 7	Boston Properties	100%	100%	100%	87.05%
30	ES361X	Fulton St A C J Z 2 3 4 5	Westfield Management	100%	100%	100%	98.58%
31	ES362X	Fulton St A C J Z 2 3 4 5	Westfield Management	100%	100%	100%	63.76%
32	ES366X	Fulton St A C J Z 2 3 4 5	Westfield Management	100%	100%	100%	95.77%
33	ES376X	Fulton St J Z	BBV US Real Estate Fund	100%	100%	100%	99.58%
34	ES377X	Fulton St J Z	BBV US Real Estate Fund	100%	100%	100%	99.58%
35	ES378X	Wall St 2 3	Deutsche Bank	100%	100%	100%	99.58%
36	ES379X	Wall St 2 3	Deutsche Bank	100%	100%	100%	97.14%
37	ES380X	Cortlandt St 1	Brookfield Property Partners	100%	100%	100%	100%
38	ES496X	Howard Beach A	Port Authority	100%	100%	100%	100%
39	ES497X	Howard Beach A	Port Authority	100%	100%	100%	100%
40	ES608X	42 St - Grand Central 4 5 6 7 S	120 Park Ave Associates LLC	100%	100%	100%	100%
41	ES609X	42 St - Grand Central 4 5 6 7 S	120 Park Ave Associates LLC	100%	100%	100%	100%
42							
	42						

2ND QUARTER 2019 ELEVATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	**Location**	**24 Hr Availability**	**Comments**
BROOKLYN			
EL204	Grand Central-42 St 4 5 6 7 S	72.36%	This elevator was out of service on multiple days in April due to planned maintenance repairs. The elevator was out of service from 5/6/19 to 5/8/19 due to the hydraulic jack leaking. The hydraulic jack seals were replaced and the piston was filed; the elevator was tested and returned to service. The elevator was out of service from 5/13/19 to 5/15/19 due to an entrapment investigation. Repairs and adjustments were made to the car and hoistway doors and interlocks, rail guide clamps in the shaftway were secured and the elevator cab was squared and secured; the elevator was tested and returned to service. The elevator is scheduled for replacement in the 2015-2019 Capital Replacement Program; the replacement work is expected to start later this year.
EL119	181 St A	81.16%	This elevator was out of service from 6/3/19 to 6/13/19 due to defective elevator brakes. The elevator brakes were repaired; the elevator was tested and returned to service. he elevator is scheduled for replacement in the 2015-2019 Capital Replacement Program; the replacement work is expected to start later this year.
EL224	8 Av L	83.42%	This elevator was out of service on multiple occasions due to entrapments. The entrapment that occurred on 4/7/19 was the result of the controller microprocessor board malfunctioning. The microprocessor was replaced and parameters were programmed; the elevator was tested and returned to service. The entrapment that occurred on 5/13/19 was the result of the valve body not operating correctly. The valve body was replaced and adjusted; the elevator was inspected, tested and returned to service. The entrapment that occurred on 5/18/19 was the result of the elevator not making the top landing. Leaks on the oil pipes were repaired and hydraulic fluid was added to the oil reservoir. The damaged interlocks at the upper landing hoistway doors were replaced and adjusted; the elevator was inspected, tested and returned to service. The entrapment that occurred on 5/22/19 was the result of the pump motor belt slipping due to oil. The pump motor belt was cleaned and adjusted; the elevator was inspected, tested and returned to service.

2ND QUARTER 2019 ESCALATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	**Location**	**24 Hr Availability**	**Comments**
BRONX			
ES104	Gun Hill Rd 2 5	74.40%	This escalator had multiple outages for lower combstop safety device activations and step-up thrust safety device activations. The escalator was out of service from 6/13/19 to 6/18/19 in order to investigate and correct repeated outages for the lower combstop. The lower landing tracks, combstop and step indexing were adjusted; the escalator was tested and returned to service.
ES105	Gun Hill Rd 2 5	79.55%	This escalator was out of service multiple times for various activations of the escalator safety devices. The upper and lower emergency stop buttons were activated due to vandalism. The upper comb impact, lower combstop safety devices were activated. Each time the fault was reset, and the escalator was returned to service. Further work is required to inspect, test and adjust upper and lower landing comb impact and combstop safety devices in order to improve escalator reliability and availability.
ES106	West Farms Sq-E Tremont Av 2 5	68.09%	This escalator was out of service multiple times due to vandalism. The emergency stop buttons were being activated. The escalator was out of service form 4/17/19 to 5/1/19 for a safety check and related work. The safety check and related work was completed; the escalator was tested and returned to service. The escalator was out of service from 5/25/19 to 5/28/19 due to repairs at the lower landing plate support members. The step chain tension device and switches were adjusted; the escalator was tested and returned to service.
ES108	Intervale Av 2 5	34.94%	This escalator was out of service from 4/23/19 to 6/14/19 due to a step wreck. Various step chains and step tracks were repaired and adjusted, step bushings were replaced, broken steps were replaced, the step chain was shortened, combstop and comb impact safety devices were repaired and adjusted; the escalator was tested and returned to service.
ES112	Norwood-205 St D	66.57%	This escalator was out of service from 4/19/19 to 5/17/19 due to a safety check and related work. The comb carrier was sent to a vendor for repairs. The tangential guides were replaced and adjusted, step index guides were replaced and adjusted, top and bottom combstop and impact safety devices were adjusted; the escalator was tested and returned to service.
ES113	161 St-Yankee Stadium 4	73.03%	This escalator had repeated outages for combstop and comb impact safety activations. The escalator was out of service from 5/11/19 to 5/13/19 due to defective steps. The steps were replaced; the escalator was tested and returned to service. The escalator was out of service from 6/18/19 to 6/28/19 for repairs due to repeated failures. Defective steps were replaced, comb carriers were adjusted at both landings and a defective pit switch was replaced. The escalator was tested and returned to service.
ES114	161 St-Yankee Stadium 4	48.10%	This escalator was out of service from 4/11/19 to 5/17/19 due to a safety check and related repair work. Both comb carriers were removed and sent to the vendor for repairs. The repairs were completed; the escalator was tested and returned to service. There were multiple outages for brake release safety activations. The brake release sensor has been replaced. There are multiple outages for handrail sensors and combstop safety activations. These faults require further investigating to mitigate the repeated failures in order to improve reliability and availability of the escalator.
ES121	Pelham Bay Park 6	77.01%	This escalator was out of service from 4/16/19 to 4/23/19 for a safety check and related work. The skirts, combstops and impact switches were adjusted; the escalator was tested and returned to service. The escalator was out of service from 4/23/19 to 4/25/19 to investigate repeat failures. The lower combstop was too sensitive. It was adjusted; the escalator was tested and returned to service. Further work is required to correct repeated failures on the right handrail speed monitor safety device in order to improve the escalator reliability and availability.
ES122	Pelham Pkwy 2 5	74.90%	This escalator had various multiple outages for phase reversal, combstop safety devices activating and emergency stop button activations due to vandalism. The phase reversal safety device was replaced; the escalator was tested and returned to service. The escalator was out of service from 5/13/19 to 5/17/19 due to a safety check and related work. The combstop assembly switch, lower landing combstop switch and actuator were replaced; the elevator was tested and returned to service. The escalator requires additional work in order to mitigate repeated outages due to combstop and comb impact safety device activations. Once work is completed it is expected to improve the escalator reliability and availability.
ES123	Pelham Pkwy 2 5	68.58%	This escalator was out of service from 4/13/19 to 4/16/19 to investigate and correct repeated activations of the combstop and comb impact safety devices. The work was completed; the escalator was tested and returned to service. The escalator was out of service from 4/16/19 to 5/5/19 for a safety check and related work. The brake pads were replaced, seals on the gear case were replaced, step bushings were cleaned and lubricated; the escalator was tested and returned to service. Further work will be required to correct the combstop safety device action. Once the work is completed it is expected to improve the escalator reliability and availability.
BROOKLYN			
ES306	Court St R	83.70%	This escalator was out of service multiple times due to "Lower Comb Stop" fault. On 6/27/19, it was discovered that the step chain link was hitting the upthrust tracks on both sides causing noise as the machine moved. To resolve this issue, the carriage was adjusted to get clearance. On 7/1/19, it was discovered that there was excessive vibration causing the steps to bang into the comb segments at both the upper and lower landings. This vibration was due to an excessively worn main drive chain, which was replaced and properly tensioned on 7/4/19.
ES308	DeKalb Av B Q R	81.49%	This escalator was out of service multiple times due to speed deviation/underspeed fault. The smart brake was replaced on 6/7/19 which corrected the problem; the escalator was tested and returned to service.
ES310	Atlantic Av B Q	80.64%	This escalator was out of service from 5/2/19 to 5/14/19 due to a broken main drive chain arm. The replacement part had to be fabricated by a Machine Shop. The main drive chain arm was replaced; the escalator was tested and returned to service.
ES320	Jay St A C F	84.11%	This escalator was out of service from 5/6/19 to 5/9/19 to replace the missing step switch and right-side handrail. This escalator was out of service again from 5/10/19 to 5/14/19 to troubleshoot excessive stopping distance; the escalator was repaired, tested and returned to service.
ES321	High St A C	56.04%	This escalator was out of service from 3/4/19 to 5/6/19 for escalator rehabilitation. The top left and bottom right handrail inlet switches were repaired, the truss was cleaned, the step chain was replaced, the main drive chain was replaced, the brake disc was repaired and replaced, and the lower comb carrier was adjusted; the escalator was tested and returned to service.
ES332	Myrtle-Wyckoff Avs L M	82.56%	This escalator was out of service multiple times due to "Upper Comb Impact" fault. On 6/19/19, the top left horizontal springs were found to be completely loose and the top left side skirt was preventing the top comb carrier from returning to its normal position. The horizontal and vertical springs were adjusted and the skirt was adjusted, allowing for normal operation of the comb carrier; the escalator was tested and returned to service.
ES333	Myrtle-Wyckoff Avs L M	55.24%	This escalator was out of service from 5/16/19 to 6/18/19 for rehabilitation. The following items were replaced - counter shaft chain tension sprocket, right and left handrail chains, and the upper step demarcation light. In addition, to this the upper and lower comb carriers were adjusted; the escalator was tested and returned to service.

2ND QUARTER 2019 ESCALATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	**Location**	**24 Hr Availability**	**Comments**
ES335	West 8 St-NY Aquarium (F)(Q)	76.23%	This escalator was out of service from 4/22/19 to 4/27/19 due to defective handrail speed sensor. The left handrail speed sensor was replaced and the left handrail tension was adjusted; the escalator was tested and returned to service. The escalator was also out of service from 5/10/19 to 5/12/19 to troubleshoot excessive motor noise. The matrix brake was determined to be the cause of the noise and replaced; the escalator was tested and returned to service.
ES346	Brighton Beach (B)(Q)	77.56%	This escalator was out of service from 4/12/19 to 4/18/19 due to not being able to be moved on inspection. The escalator speed sensor assembly was replaced and the step chain locking device switch conduit was repaired. The cooler inside of the inspection inverter device was found to be rusted and stuck because of the humidity. The inverter cooling fan was replaced, and brackets were fabricated for the installation of a secondary inverter cooling fan. Finally, the gear case oil sensor wiring conduit was repaired; the escalator was tested and returned to service.
ES349	Smith 9 St (F)(G)	0.00%	This escalator is out of service from 3/3/19 due to rehabilitation. The top landing bull gear was removed and repaired, the lower landing step chain tension device was removed and repaired, the step chain was replaced, the steps and axles are being replaced. The escalator currently remains out of service.
MANHATTAN			
ES101	125 St (1)	79.64%	This escalator had various outages due to activation on the lower comb impact safety device. The lower comb impact safety device was inspected, tested and the escalator was returned to service. The escalator was out of service from 6/13/19 to 6/17/19 due to a safety check and related work. The escalator safety check and related work were completed; the escalator was tested and returned to service. The escalator was out of service from 6/19/19 to 6/24/19 due to a defective main line breaker. The main line breaker was replaced; the escalator was tested and returned to service.
ES102	125 St (1)	73.00%	This escalator was out of service from 4/15/19 to 4/20/19 for a safety check and related work. The safety check and related work were completed; the escalator was tested and returned to service. The escalator has had multiple outages for comb impact, skirt switch and up thrust safety devices being activated. Each time these faults were reset, and the escalator was returned to service. Further work is required and will be planned to mitigate these repeated failures and improve the reliability and availability of this escalator.
ES115	145 St (B)(D)	83.58%	This escalator was out of service from 5/30/19 to 6/3/19 for a safety check and related repair work. The escalator has had repeated outages for handrail speed sensor faults and the activation of the emergency stop buttons due to vandalism. Additional work is required to correct the handrail speed sensor faults in order to mitigate the repeated failures and improve the escalator reliability and availability.
ES116	145 St (B)(D)	62.51%	This escalator had various outages for combstop safety device activations and activation of the emergency stop button due to vandalism and break release safety device failures. The escalator was out of service from 4/18/19 to 5/1/19 due to a safety check and related work. The combstop and comb impact safety devices were adjusted, a gear case seal was replaced; the escalator was tested and returned to service. The escalator was out of service from 5/15/19 to 5/19/19 for the replacement of the brake coil and sensors. The brake coil and sensors were replaced and adjusted; the escalator was tested and returned to service.
ES117	181 St (A)	51.13%	This escalator was out of service from 3/28/19 to 5/10/19 due to various repair work. The lower step chain assembly was removed and sent to the vendor for repairs, Support members for tracks were repaired, tracks were adjusted, combstops and comb impacts safety devices were adjusted, the controller was repaired; the escalator was tested and returned to service.
ES209	Grand Central-42 St (7)	66.95%	This escalator was out of service from 4/8/19 to 5/1/19 due rehabilitation. The top landing bull gear was removed and repaired, the lower landing step chain tension device was removed and repaired, the step chain was replaced, the steps were replaced, tracks were inspected and adjusted; the escalator was tested and returned to service.
ES210	Grand Central-42 St (7)	70.77%	This escalator was out of service from 4/8/19 to 5/1/19 due to rehabilitation on ES209. this escalator operates in tandem with ES209. During the rehab of ES209 the tracks were inspected and adjusted as needed, the upper landing combstop and impact safety devices were inspected and adjusted; the escalator was tested and returned to service.
ES211	59 St (4)(5)(6)	34.58%	This escalator was out of service from 4/12/19 to 6/1/19 due to rehabilitation. The top landing bull gear was removed and repaired, the lower landing step chain tension device was removed and repaired, the step chain was replaced, the steps were replaced, tracks were inspected and adjusted; the escalator was tested and returned to service.
ES215	Lexington Av-59 St (N)(Q)(R)(W)	82.14%	This escalator was out of service from 5/21/19 to 6/4/19 for a safety check and related repairs. The lower landing step load and return extension tracks were replaced and adjusted, the upper and lower landing combstop and impact safety device were adjusted; the escalator was tested and returned to service.
ES217	Times Sq-42 St (7)	61.98%	This escalator was out of service from 4/11/19 to 4/17/19 due to a safety check and related work. The skirt switch was adjusted, the combstops and impact safety devices were adjusted; the escalator was tested and returned to service. The escalator has had multiple repeated failures for combstop activations at the lower landing. The escalator was removed from service between 6/10/19 to 6/13/19 for the repeated failures of the combstop safety device. The step chain tension and spring tension rod was damaged which caused the comb carrier to lift at the lower landing activating the combstop safety device. The step chain tension rod was replaced and adjusted; the escalator was tested and returned to service.
ES218	Times Sq-42 St (7)	78.24%	This escalator was out of service from 6/6/19 to 6/14/19 due to the replacement of the left handrail. The escalator has had multiple outages due to the activation of the motor under speed fault. Further work is required to correct repeated failures to the motor under speed safety device in order to improve the escalator reliability and availability.
ES229	34 St-Herald Sq (B)(D)(F)(M)	81.69%	This escalator was out numerous times for the activation of the comb impact safety device at the lower landing. The escalator was out of service but not limited to the following dates: 4/14/19 to 4/15/19, 5/16/19-5/19/19. The escalator was also out from 6/6/19 to 6/10/19 due to an escalator safety check and related work. The combstops and impact safety devices were adjusted; the escalator was tested and returned to service. The escalator continues to have repeated failures due to the lower comb impact safety device activations. Further work is required to correct repeated failures to the lower landing comb impact safety devices in order to improve the escalator reliability and availability.
ES231	34 St-Herald Sq (B)(D)(F)(M)	82.26%	This escalator was out of service from 4/7/19 to 4/10/19 for the replacement of the brake pads and repairs to a controller module. The repairs were completed; the escalator was tested and returned to service. The escalator was out of service from 4/22/19 to 4/26/19 due to the replacement of the countershaft handrail chain. The countershaft chain was replaced and adjusted; the escalator was tested and returned to service. The escalator continues to have lower step up thrust safety device activations. The step up thrust safety device requires further investigating to mitigate the repeated failures in order to improve reliability and availability of the escalator.

2ND QUARTER 2019 ESCALATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	**Location**	**24 Hr Availability**	**Comments**
ES232	34 St-Herald Sq B D F M	77.19%	This escalator was out of service from 4/10/19 to 4/11/19 due to the replacement of the countershaft handrail chain. The countershaft chain was replaced and adjusted; the escalator was tested and returned to service. The escalator was out of service from 5/7/19 to 5/9/19 for an escalator safety check and related work. The main drive chain switch was replaced, and the combstops and impact safety devices were adjusted; the escalator was tested and returned to service. The escalator was out of service from 5/25/19 to 6/3/19 due to a customer accident. During the accident investigation the left handrail was observed to be damaged. The left handrail was replaced; the escalator was tested and returned to service.
ES236	34 St-Herald Sq B D F M	69.47%	This escalator was out of service from 4/1/19 to 4/25/19 due to the replacement of the escalator gear case. The gear case was removed and sent to the vendor for repairs. The gear case was repaired, installed and adjusted; the escalator was tested and returned to service.
ES242	5 Av-53 St E M	83.33%	This escalator was out of service from 5/25/19 to 6/4/19 due to a safety check and related repair work. The escalator inverter was replaced, the escalator tracks were adjusted, the combstop and comb impact safety devices were adjusted, the step chain tension device was adjusted; the escalator was tested and returned to service.
ES246	Lexington Av-53 St E M	79.00%	This escalator was out of service from 4/30/19 to 5/3/19 for repairs. The right handrail pressure roller was replaced and adjusted, the handrail speed sensor safety devices were repaired, the combstop and comb impact safety devices were adjusted; the escalator was tested and adjusted. The escalator was removed from service various times for maintenance repairs to the gear case seals, combstop and comb impact safety device adjustments; the escalator was tested and returned to service. There are still repeated outages to the combstop and comb impact safety devices. Further work is required in order to mitigate the failures and improve the escalator reliability and availability.
ES249	Lexington Av-59 St N R W	81.31%	This escalator has had excessive outages due to the activation of the combstop, comb impact, skirt switches and step up thrust safety devices. The steps will need to be shimmed to minimized step shifting which causes all these failures.
ES256	Grand Central-42 St 4 5 6 7 S	70.21%	This escalator has had excessive outages due to activations of the brake safety device. Repair work was done to the brake lines, but it continues to fail. The whole brake system will need to be replaced. Further work is required in order to mitigate the failures and improve the escalator reliability and availability. This escalator is in the 2015-2019 Capital Program for replacement and will be replaced this year.
ES269	Lexington Av-53 St E M	84.75%	This escalator was removed from service between 5/13/19 to 5/14/19 and 5/17/19 to 5/23/19 in order to replaced damaged step chain wheels, adjust tracks and replace defective steps; the escalator was tested, monitored and returned to service on each outage. The escalator was removed from service between 6/18/19 to 6/19/19 in order to adjust the main drive chain. The escalator has had various outages due to the activation of the emergency stop button, combstop safety device and step up thrust safety device; the escalator was tested, monitored and returned to service.
ES285	72 St Q	65.94%	This escalator was out of service from 4/1/19 to 4/29/19 due to a wreck. The tracks at the upper landing were replaced and the broken steps were repaired. The combstop and comb impact safety devices were also adjusted; the escalator was tested and returned to service.
ES295	72 St Q	81.02%	This escalator was out of service between 4/11/19 to 4/18/19 due to an escalator safety check and related repair work. The combstop and comb impact safety devices were adjusted as well as the top skirt switch safety devices; the escalator was tested and returned to service. The escalator had repeated outages for the right handrail speed failure. On 6/10/19 the right handrail chain was adjusted; the escalator was tested and returned to service. The escalator was out of service from 6/12/19 to 6/17/19 for a planned annual cleaning.
ES327	Delancey St F	77.26%	This escalator was out of service from 4/19/19 to 5/5/19 due to handrail on the left side was cracked and five broken step threads. The handrail and steps were replaced; the escalator was tested and returned to service.
ES351	Whitehall St R W	81.51%	This escalator was out of service from 5/10/19 to 5/20/19 due to a defective soft starter and defective VSC card. The Soft Starter was replaced along with VSC card; the escalator was tested and returned to service.
ES364	Fulton St 4 5	81.95%	This escalator was out of service from 4/16/19 to 4/20/19 for handrail replacement; the escalator was tested and returned to service. This escalator was out of service multiple times due to "Upper Comb Impact" fault. On 6/20/19 the top right horizontal comb impact switch was found loose. The switch was adjusted and secured. The horizontal and vertical springs were adjusted and the skirt was adjusted, allowing for normal operation of the comb carrier; the escalator was tested and returned to service.
ES403	Lexington Av-63 St F Q	84.64%	This escalator was out of service from 5/6/19 to 5/11/19 for handrail replacement. The handrail was replaced; the escalator was tested and returned to service.
ES411	Roosevelt Island F	78.63%	This escalator was out of service from 4/20/19 to 4/22/19 due to missing step chain rollers. The step chain rollers were replaced; the escalator was tested and returned to service. The escalator was out of service from 6/18/19 to 6/19/19 because of defective step chain wheels. The step chain wheels were replaced; the escalator was tested and returned to service.
ES413	Roosevelt Island F	35.72%	The escalator is currently out of service from 6/2/19 due to a escalator rehabilitation. The step chain is currently being replaced and the carriage needs to be repaired. The escalator remains out of service.
ES622	34 St-Hudson Yards 7	68.64%	The escalator was out of service from 4/15/19 to 4/24/19 to repair and adjust the combstop and impact safety devices. The controller was also repaired due to a loose wire. The sprinkler system failed and caused a flood. The water was pumped out and the sprinkler system was repaired; the escalator was tested and returned to service. The escalator was out of service between 5/17/19 to 5/23/19 due to a safety check and related repair work. The combstop safety device was adjusted, the left handrail chain was replaced and adjusted; the escalator was tested and returned to service.
ES623	34 St-Hudson Yards 7	83.18%	The escalator was out of service numerous times for various reasons. The left handrail chain was replaced and adjusted, the combstop and comb impact safety devices had repeated activations. The upper landing comb impact safety device continues to be a problem. Further work is required at the top landing comb impact safety device in order to mitigate the repeated failures and improve the reliability and availability of the escalator.
ES628	34 St-Hudson Yards 7	74.12%	The escalator was out of service from 4/15/19 to 4/29/19 due to brake failures. The # 2 brake was replaced and adjusted as well as the brake sensors, Steps were inspected due to shifting and worn step spacers were replaced; the escalator was tested and returned to service. The escalator was out of service from 6/11/19 to 6/18/19 due to an escalator safety check and related work. The main drive chain was adjusted, the lower landing combstop safety device was adjusted and tested as well as the step up thrust safety device; the escalator was tested and returned to service.
QUEENS			
ES437	Sutphin Blvd-Archer Av-JFK E J Z	81.65%	This escalator was out of service from 5/4/19 to 5/15/19 because it failed a safety inspection. All defects were corrected; the escalator was tested and returned to service.
ES439	Jamaica Center E J Z	54.14%	The escalator was out of service from 5/7/19 to 6/11/19 due to a escalator rehabilitation. The carriage was removed and repaired, the step chain was replaced, the steps were replaced, tracks were inspected and adjusted; the escalator was tested and returned to service.

2ND QUARTER 2019 ESCALATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	**Location**	**24 Hr Availability**	**Comments**
ES448	Woodside-61 St 7	60.91%	This escalator was out of service from 4/19/19 to 5/3/19 because it failed a safety inspection. The handrail was replaced, the comb impact and comb stop were adjusted and a tripping hazard was corrected; the escalator was tested and returned to service.
ES449	74 St-Broadway 7	82.51%	This escalator was out of service from 4/15/19 to 4/23/19 planned repairs Defects were corrected; the escalator was tested and returned to service. The escalator was out of service from 6/25/19 to 6/27/19 for step tab inspection. Defective axles were replaced; the escalator was tested and returned to service.
ES450	74 St-Broadway 7	82.55%	The escalator was out of service from 3/8/19 to 4/7/19 due to extensive repairs. The carriage was removed and repaired, the step chain was replaced, the steps were replaced, tracks were inspected and adjusted; the escalator was tested and returned to service.
ES455	Flushing-Main St 7	79.72%	This escalator was out of service from 4/13/19 to 4/24/19 because it failed a safety inspection. New steps were installed to correct excessive step gaps; the escalator was tested and returned to service.
ES456	Flushing-Main St 7	57.43%	The escalator was out of service from 2/20/19 to 5/3/19 due to rehabilitation. The head shaft bearings were removed and repaired, the step chain was replaced, the steps were replaced, tracks were inspected and adjusted; the escalator was tested and returned to service.
ES457	Flushing-Main St 7	19.92%	The escalator was out of service from 4/22/19 to 7/2/19 due to extensive escalator repairs. The gearcase were removed and replaced; the escalator was tested and returned to service.

2ND QUARTER 2019 ENTRAPMENT FINDINGS			
Borough/ Unit	**Location**	**# of Entrapments**	**Comments**
BRONX			
EL121	Pelham Bay Park 6	1	The entrapment that occurred on 4/9/19 was the result of the doors not operating correctly. The doors were inspected and tested. The fault could not be duplicated; the elevator was tested and returned to service.
EL122	Pelham Bay Park 6	2	The entrapment that occurred on 4/15/19 was the result of a customer's purse preventing the doors from closing correctly. The purse was removed; the elevator was tested and returned to service. The entrapment that occurred on 6/8/19 was the result of debris in the door sill in the top landing. The debris was removed; the elevator was tested and returned to service.
EL127	Simpson St 2 5	2	The entrapment that occurred on 6/15/19 was the result of a paper cup stuck in the door sill. The paper cup was removed; the elevator was tested and returned to service. The entrapment that occurred on 6/23/19 was the result of debris (cigarette box) in the door sill that prevented the doors from opening. The debris was removed; the elevator was tested and returned to service.
EL128	Simpson St 2 5	1	The entrapment that occurred on 4/16/19 was the result of the doors not opening correctly. The doors were tested, but the fault could not be duplicated. The elevator was tested and returned to service.
EL129	3 Av-149 St 2 5	2	The entrapment that occurred on 4/11/19 was the result of the hoistway doors not operating correctly. The hoistway door tracks were adjusted, the hoistway doors were adjusted. The hoistway door gib were replaced and the interlocks were also replaced; the elevator was tested and returned to service. The entrapment that occurred on 6/14/19 was the result of the valve body screens being clogged. The screens were cleaned; the elevator was tested and returned to service.
EL130	3 Av-149 St 2 5	3	The entrapment that occurred on 4/8/19 was the result of the doors not operating correctly. The car door restrictor was adjusted, and the oil was also allowed to cool off due to overheating. The elevator was tested and returned to service. The entrapment that occurred on 4/17/19 was the result of the controller door relay not operating correctly. The door relay identified as "DRX" was replaced. The elevator was tested and returned to service. The entrapment that occurred on 5/10/19 was the result of the soft starter not operating correctly. The soft starter wiring was checked and secured, the oil was allowed to cool off; the elevator was tested and returned to service.
EL132	161 St-Yankee Stadium 4	1	The entrapment that occurred on 4/2/19 was the result of the doors not operating correctly. The hoistway hanger rollers were adjusted and the door buck was aligned; the elevator was tested and returned to service.
EL136	Pelham Pkwy 2 5	1	The entrapment that occurred on 5/12/19 was the result of water getting on top of the elevator cab. The water was removed from the top of the elevator cab; the elevator was tested and returned to service.
EL183	Gun Hill Rd 2 5	2	The entrapment that occurred on 4/2/19 was the result of the uninterrupted power supply not operating. The uninterrupted power supply was replaced; the elevator was tested and returned to service. The entrapment that occurred on 4/24/19 was the result of the oil cooler not working, allowing the hydraulic fluid to overheat. The oil cooler circuit breaker and wiring were repaired; the elevator was tested and returned to service.
EL188	Fordham Rd 4	4	The entrapment that occurred on 4/29/19 was the result of a loose car door gate switch. The car gate switch was secured, and various defective relays were also replaced on the controller. The elevator was tested and returned to service. The entrapment that occurred on 5/6/19 was the result of a safety circuit opening. The elevator was tested and the fault could not be duplicated; the elevator was tested and returned to service. The entrapment that occurred on 5/6/19 was the result of the valve body not operating correctly. The valve body was adjusted and the uninterrupted power supply back up was replaced; the elevator was tested and returned to service. the entrapment that occurred on 5/18/19 was the result of a glass panel switch relay not operating correctly. The glass panel switch relay was replaced; the elevator was tested and returned to service.
EL189	Kingsbridge Rd B D	1	The entrapment that occurred on 5/24/19 was the result of the release rollers at the upper landing not operating correctly. The upper landing release rollers were adjusted; the elevator was tested and returned to service.
EL192	233 St 2 5	2	The entrapment that occurred on 4/8/19 was the result of the door operator fuse blowing due to a defective hoistway door contact that was bent. The fuse was replaced, the hoistway door contact was replaced and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 4/10/19 was the result of the car doors not closing correctly. The door operator cam was adjusted; the elevator was tested and returned to service.
EL193	233 St 2 5	1	The entrapment that occurred on 4/3/19 was the result of debris (a screw) stuck in the door sill that prevented the doors from operating correctly. The debris was removed; the elevator was tested and returned to service.
EL195	Hunts Point Av 6	4	The cause of two entrapment that occurred on 5/18/19 and 5/19/19 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 5/20/19 was the result of the door zone in the selector unit not operating correctly which did not allow the doors to open. The door zone sensor was cleaned and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 5/28/19 was the result of the doors not opening. The fault could not be duplicated; the elevator was tested and returned to service.
EL197	Hunts Point Av 6	1	The cause of the entrapment that occurred on 6/28/19 could not be determined. The elevator was tested and returned to service.

2ND QUARTER 2019 ENTRAPMENT FINDINGS			
Borough/ Unit	**Location**	**# of Entrapments**	**Comments**
BROOKLYN			
EL303	Pacific St-Atlantic Av ⒹⓃⓇ	2	The entrapment that occurred on 5/10/19 was the result of a broken upper landing door operator stop roller. The aforementioned item was replaced & adjusted. In addition, the door restrictor assembly plate was replaced & adjusted as well as the clutch and restrictor tension; the elevator was tested and returned to service. The entrapment that occurred on 5/27/19 was the result of debris (plastic) stuck in the door track. The debris was removed; the elevator was tested and returned to service.
EL304	Atlantic Av ❷❸	1	The cause of the entrapment that occurred on 4/6/19 could not be determined. The elevator was tested and returned to service.
EL307	Atlantic Av ⒷⓆ	1	The cause of the entrapment that occurred on 4/21/19 could not be determined. The elevator was tested and returned to service.
EL309	Court St Ⓡ	2	The entrapment that occurred on 6/4/19 was the result of a defective Interpol coil as well as a bad 24V DC relay. Both of these items were replaced; the elevator was tested and returned to service. The entrapment that occurred on 6/6/19 was the result of an electrical issue involving the Interpol coil. The coil was resurfaced & restored; the elevator was tested and returned to service.
EL310	Clark St ❷❸	1	The entrapment that occurred on 4/18/19 was the result of the lower landing hatch door not making the proper contact. The lower landing interlock was adjusted; the elevator was tested and returned to service.
EL317	Borough Hall ❷❸❹❺	1	The cause of the entrapment that occurred on 4/27/19 could not be determined; the elevator was tested and returned to service.
EL320	Church Av ❷❺	1	The entrapment that occurred on 5/24/19 was the result of the oil temperature being excessively hot causing the unit to not operate. The oil was allowed to cool; the elevator was tested and returned to service.
EL322	Crown Hts-Utica Av ❸❹	3	The entrapment that occurred on 5/20/19 was the result of debris found at both landings. The debris was cleaned/removed; the elevator was tested and returned to service. The entrapment that occurred on 5/21/19 was the result of the oil temperature being excessively hot causing the unit to not operate. The oil was allowed to cool; the elevator was tested and returned to service. The entrapment that occurred on 6/18/19 was the result of debris (paper cup) found stuck between the gate & hatch doors. The debris was removed; the elevator was tested and returned to service.
EL323	Crown Hts-Utica Av ❸❹	2	The entrapment that occurred on 5/5/19 was the result of debris (pen) found stuck at the middle landing hoist way door saddle. The debris was removed and all of the sills were cleaned; the elevator was tested and returned to service. The cause of the entrapment that occurred on 6/4/19 could not be determined; the elevator was tested and returned to service.
EL339	Franklin Av ⒸⓈ	2	The cause of the entrapment that occurred on 5/20/19 could not be determined; the elevator was tested and returned to service. The entrapment that occurred on 5/25/19 was the result of the lower landing hatch door being found off, of its tracks. The hatch door was adjusted; the elevator was tested and returned to service.
EL341	Euclid Av ⒶⒸ	4	The entrapment that occurred on 5/4/19 was the result of the oil temperature being excessively hot causing the unit to not operate. The oil was allowed to cool down; the elevator was tested and returned to service. The entrapment that occurred on 6/12/19 was the result of a worn guide shoes. The guide shoes were replaced & aligned; the elevator was tested and returned to service. The cause of the entrapment that occurred on 6/26/19 was the result of the bottom normal limit switch being found stuck causing the elevator to not properly level itself. The fault was corrected; the elevator was tested and returned to service. The entrapment that occurred on 6/28/19 was the result of a defective coil circuit as well as loose electrical contacts found on its terminals. In addition, the upper landing hatch door was discovered to have difficulty moving as designed. The circuit was corrected, the contacts were tightened and the hatch door was properly adjusted; the elevator was tested and returned to service.
EL344	Utica Av ⒶⒸ	2	The entrapment that occurred on 5/17/19 was the result of a door open limit failure. The controller was reset. Also, the door sills were cleaned; the elevator was tested and returned to service. The cause of the entrapment that occurred on 5/22/19 could not be determined; the elevator was tested and returned to service.
EL346	Utica Av ⒶⒸ	1	The entrapment that occurred on 4/2/19 was the result of accumulated debris found in the door sills. The debris was cleaned; the elevator was tested and returned to service.
EL375	Church Av ⒻⒼ	1	The entrapment that occurred on 6/21/19 was the result of the lower landing hall door being out of adjustment. The hall door was adjusted properly. In addition, more tension was added to the spirator, all door sills were cleaned and the controller was reset; the elevator was tested and returned to service.
EL376	Bay Parkway Ⓓ	1	The cause of the entrapment that occurred on 5/25/19 could not be determined. The elevator was tested and returned to service.
EL382	Prospect Park ⒷⓆⓈ	1	The cause of the entrapment that occurred on 4/19/19 could not be determined. The elevator was tested and returned to service.
EL383	Prospect Park ⒷⓆⓈ	1	The entrapment that occurred on 4/20/19 was the result of an upper level door contacts fault. The interlock & gate switch contacts were cleaned along with the safety edges & sills; the elevator was tested and returned to service.
EL393	Flushing Av ⒿⓂ	1	The entrapment that occurred on 4/17/19 was the result of a loose upper landing release roller assembly. The assembly was adjusted & secured; the elevator was tested and returned to service.

2ND QUARTER 2019 ENTRAPMENT FINDINGS			
Borough/ Unit	**Location**	**# of Entrapments**	**Comments**
EL395	Flushing Av JM	1	The entrapment that occurred on 4/19/19 was the result of damaged safety edges. The safety edges were replaced. In addition, the inspection switch was also replaced; the elevator was tested and returned to service.
EL397	Myrtle-Wyckoff Avs L	2	The entrapment that occurred on 5/2/19 was the result of a contracted job involving a valve body replacement. Once the passengers were released, the valve body replacement job was completed; the elevator was tested and returned to service. The cause of the entrapment that occurred on 6/16/19 could not be determined; the elevator was tested and returned to service.
EL702	Coney Island-Stillwell Av DFNQ	1	The entrapment that occurred on 4/25/19 was the result of a broken door operator belt. The belt was replaced; the elevator was tested and returned to service.
EL707	Jay St ACFR	3	The entrapment that occurred on 6/13/19 was the result of debris (plastic) found stuck on the lower landing door sill. The debris was removed; the elevator was tested and returned to service. The cause of the entrapment that occurred on 6/15/19 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 6/16/19 was the result of a defective UPS causing a loss of power. A new UPS was installed; the elevator was tested and returned to service.
MANHATTAN			
EL104	191 St 1	4	The entrapment that occurred on 5/17/19 was the result of the elevator overshooting the lower landing and activating the final limit switch. The car was removed from the lower landing limit. The elevator was inspected and the fault could not be duplicated; the elevator was tested and returned to service. The entrapment that occurred on 5/17/19 was the result of the elevator SWEO drive not working correctly. The current limit was adjusted on the elevator SWEO drive; the elevator was tested and returned to service. The entrapment that occurred on 5/18/19 was the result of elevator Sweo drive not operating correctly. The voltage regulator was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 5/20/19 was the result of a broken wire on the tachometer. The wire was repaired; the elevator was tested and returned to service.
EL105	191 St 1	1	The entrapment that occurred on 6/26/19 was the result of a defective leveling relay. The leveling relay was replaced; the elevator was tested and returned to service.
EL108	181 St 1	3	The entrapment that occurred on 4/4/19 was the result of a current overload safety device activating. The current overload safety device was reset and the elevator was inspected; the elevator was tested and returned to service. The entrapment that occurred on 4/6/19 was the result of the hoist motor drive system malfunctioning. The SCR board for the hoist motor drive system was replaced and the elevator was inspected; the elevator was tested and returned to service. The entrapment that occurred on 4/12/19 was the result of the current overload safety device activating. The brake plunger was adjusted and the current overload safety device was reset. The elevator was inspected; the elevator was tested and returned to service.
EL110	181 St 1	1	The cause of the entrapment that occurred on 5/31/19 could not be determined. The elevator was tested and returned to service.
EL115	190 St A	2	The entrapment that occurred on 4/25/19 was the result of the current overload safety device activating. The hoist motor brakes were adjusted and the hoist motor main contactor relay contacts were cleaned. The elevator was inspected; the elevator was tested and returned to service. The entrapment that occurred on 6/6/19 was the result of the overload safety switch activating. The overload safety switch was reset and two relays were replaced on the control board; the elevator was tested and returned to service.
EL116	190 St A	6	The entrapment that occurred on 4/15/19 was the result of the elevator overshooting the top landing. The elevator leveling speed was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 4/23/19 was the result of the elevator brakes not operating correctly. The elevator brakes were adjusted and the elevator was inspected; the elevator was tested and returned to service. The entrapment that occurred on 5/6/19 was the result of the top door lock not working correctly. The top door lock was adjusted; the elevator was tested and returned to service. The cause of the entrapment that occurred on 6/1/19 could not be determined. The elevator was tested and returned to service. The cause of the entrapment that occurred on 6/15/19 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 6/16/19 was the result of a safety circuit switch activating. The fault could not be duplicated; the elevator was tested and returned to service.
EL119	181 St A	2	The entrapment that occurred on 5/11/19 was the result of the selector leveling unit not working correctly. The selector leveling unit was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 6/3/19 was the result of the brakes not operating correctly. The brakes were repaired and adjusted. The selector unit was also adjusted; the elevator was tested and returned to service.
EL120	190 St A	2	The entrapment that occurred on 5/17/19 was the result of an open contact on the emergency door exit in the shaftway. The emergency exit door contact was closed and the door was secured; the elevator was tested and returned to service. The entrapment that occurred on 6/9/19 was the result of the car overshooting the top landing. The elevator was removed from the upper limits; the elevator was tested and returned to service.

2ND QUARTER 2019 ENTRAPMENT FINDINGS			
Borough/ Unit	**Location**	**# of Entrapments**	**Comments**
EL123	175 St A	1	The entrapment that occurred on 4/19/19 was the result of a slow down switch and the car door restrictor not operating correctly. The top landing slow down switch was replaced. The top landing car door restrictor was adjusted and the elevator was inspected; the elevator was tested and returned to service.
EL124	175 St A	2	The entrapment that occurred on 6/4/19 was the result of the doors not operating correctly. The eccentric rollers were adjusted, the door restrictor was adjusted, the stop roller was adjusted as well as the linkages; the elevator was tested and returned to service. The entrapment that occurred on 6/7/19 was the result of the lower landing release rollers breaking. The lower landing release rollers were replaced and adjusted, the doors were also adjusted; the elevator was tested and returned to service.
EL125	125 St 456	2	The entrapment that occurred on 4/14/19 was the result of doors not operating correctly. The hoistway door interlocks were replaced and adjusted. The car door restrictor was also adjusted; the elevator was tested, inspected and returned to service. The entrapment that occurred on 5/8/19 was the result of debris in the upper landing door sill. The debris was removed; the elevator was tested and returned to service.
EL142	125 St ABCD	1	The entrapment that occurred on 4/13/19 was the result of debris (a bone) stuck in the door sill that prevented the doors from operating correctly. The debris was removed; the elevator was tested and returned to service.
EL146	96 St 231	1	The entrapment that occurred on 4/22/19 was the result of debris (chicken bone) stuck in the door sill that prevented the doors from operating correctly. The debris was removed; the elevator was tested and returned to service.
EL178	Dyckman St 1	1	The entrapment that occurred on 6/19/19 was the result of the bottom door lock not closing correctly. The fault could not be duplicated; the elevator was tested and returned to service.
EL180	135 St 23	3	The entrapment that occurred on 5/26/19 was the result of a defective controller relay. The controller relay "DNUP" was replaced; the elevator was tested and returned to service. The entrapment that occurred on 6/24/19 was the result of debris in the oil cooler system and oil overheating. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 6/30/19 was the result of debris (pen) stuck in the door sill which prevented the doors from working correctly. The debris was removed; the elevator was tested and returned to service.
EL205	Grand Central-42 St 456	1	The cause of the entrapment that occurred on 4/25/19 could not be determined. The elevator was tested and returned to service.
EL206	Grand Central-42 St 456	2	The entrapment that occurred on 4/16/19 was the result of the car doors not opening. The hoistway door release roller was loose. It was adjusted and secured; the elevator was tested and returned to service. The entrapment that occurred on 6/25/19 was the result of the doors not operating correctly. The fault could not be duplicated; the elevator was tested and returned to service.
EL209	34 St-Herald Sq BDFM	2	The entrapment that occurred on 5/30/19 was the result of a loose car hanger roller. The car hanger roller was secured and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 6/18/19 was the result of the doors not working correctly. The lower landing mechanical interlocks and linkages were replaced and adjusted. A loose wire was secured on the controller; the elevator was tested and returned to service.
EL210	34 St-Herald Sq BDFM	1	The entrapment that occurred on 4/23/19 was the result of the lower landing interlock not working correctly. It was replaced and adjusted. The car and hoistway sill door gib were also replaced; the elevator was tested and returned to service.
EL211	34 St-Herald Sq NQRW	1	The entrapment that occurred on 4/12/19 was the result of the upper landing release rollers not engaging correctly with the car door clutch. The release rollers were adjusted and the door sills were cleaned; the elevator was tested and returned to service.
EL212	34 St-Herald Sq NQRW	2	The entrapment that occurred on 4/8/19 was the result of the doors not closing correctly causing a close time out fault. The fault could not be duplicated. The elevator was tested and returned to service. The entrapment that occurred on 6/29/19 was the result of debris (chicken bone) stuck in the door sill that prevented the doors from operating correctly. The debris was removed; the elevator was tested, inspected and returned to service.
EL214	34 St-Penn Station 1	1	The entrapment that occurred on 5/12/19 was the result of the doors not operating correctly. The door stop roller was replaced and the door close position was also adjusted; the elevator was tested and returned to service.
EL217	14 St-Union Sq LNQRW	1	The entrapment that occurred on 5/13/19 was the result of the doors not operating correctly. The door release rollers, door operator cams and door operator belt were adjusted; the elevator was tested and returned to service.
EL219	14 St-Union Sq NQRW	2	The entrapment that occurred on 5/23/19 was the result of the car door restrictor not adjusted correctly which did not allow the doors to open. The car door restrictor was adjusted and a car door guide was also replaced; the elevator was tested and returned to service. The entrapment that occurred on 6/29/19 was the result of the doors not operating correctly. The fault could not be duplicated; the elevator was tested and returned to service.

2ND QUARTER 2019 ENTRAPMENT FINDINGS			
Borough/ Unit	**Location**	**# of Entrapments**	**Comments**
EL221	14 St/8 Av (A)(C)(E)(L)	3	The entrapment that occurred on 4/27/19 was the result of the car door restrictor needing adjusting and the oil overheating. The car door restrictor was adjusted. The oil cooler circuit breaker wiring was repaired. The elevator was tested and returned to service. The entrapment the occurred on 5/2/19 was the result of the oil overheating. The oil was allowed to cool off. The oil cooler was replaced. The elevator was tested and returned to service. The entrapment that occurred on 5/18/19 was the result of debris in the upper landing door sill. The debris was removed; the elevator was tested and returned to service.
EL222	14 St (A)(C)(E)	2	The entrapment that occurred on 4/14/19 was the result of the top landing interlocks and release rollers needing adjusting. The top landing interlock and release rollers were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 5/10/19 was the result of the doors not closing correctly due to debris in the door sill. The debris was removed; the elevator was tested and returned to service.
EL223	14 St (A)(C)(E)	1	The entrapment that occurred on 6/30/19 was the result of debris (candy bar) stuck in the door sill. The debris was removed; the elevator was tested and returned to service.
EL224	8 Av (L)	6	The entrapment that occurred on 4/7/19 was the result of the controller microprocessor board malfunctioning. The microprocessor was replaced and parameters were programmed; the elevator was tested and returned to service. The entrapment that occurred on 5/13/19 was the result of the valve body not operating correctly. The valve body was replaced and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 5/18/19 was the result of the elevator not making the top landing. Leaks on the oil pipes were repaired and hydraulic fluid was added to the oil reservoir. The damaged interlocks at the upper landing hoistway doors were replaced and adjusted; the elevator was tested and returned to service. The two entrapments that occurred on 5/22/19 was the result of the pump motor belt slipping to having oil. The pump motor belt was cleaned and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 6/30/19 was the result of debris (bottle cap) stuck in the door sill that prevented the doors from operating correctly. The debris was removed; the elevator was tested and returned to service.
EL225	34 St-Penn Station (C)(E)	1	The cause of the entrapment that occurred on 4/1/19 could not be determined. The elevator was tested and returned to service.
EL226	34 St-Penn Station (C)(E)	1	The entrapment that occurred on 6/1/19 was the result of a defective pit switch safety device. The pit switch safety device was replaced. The elevator was tested and returned to service.
EL227	34 St-Penn Station (A)	1	The entrapment that occurred on 6/26/19 was the result of the hoistway doors at the lower landing not operating correctly. The hanger rollers were adjusted as well as the interlock keeper; the elevator was tested and returned to service.
EL228	34 St-Penn Station (C)(E)	1	The entrapment that occurred on 4/5/19 was the result of a defective car door restrictor that prevented the doors from opening. The car door restrictor was replaced and adjusted; the elevator was tested and returned to service.
EL229	Times Sq-42 St (N)(Q)(R)(W)	1	The entrapment that occurred on 4/22/19 was the result of the car doors not operating correctly due to mechanical issues. The car door relating cable was replaced and adjusted; the elevator was tested and returned to service.
EL232	Times Sq-42 St (1)(2)(3)(7)	1	The entrapment that occurred on 5/19/19 was the result of a defective reverse phase relay. The reverse phase relay was replaced; the elevator was tested and returned to service.
EL233	Times Sq-42 St (1)(2)(3)	1	The cause of the entrapment that occurred on 4/19/19 could not be determined. The elevator was inspected; the elevator was tested and returned to service.
EL245	Lexington Av-53 St (E)(M)	3	The entrapment that occurred on 5/20/19 was the result of the doors not opening. The fault could not be duplicated; the elevator was tested and returned to service. The cause of the entrapment that occurred on 6/10/19 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 6/14/19 was the result of the controller parameters not properly set for car call time out. The parameters were adjusted to the correct settings; the elevator was tested and returned to service.
EL264	72 St (Q)	1	The cause of the entrapment that occurred on 6/22/19 could not be determined. The elevator was tested and returned to service.
EL265	72 St (Q)	2	The entrapment that occurred on 5/23/19 was the result of a door operator transformer fuse blowing. The fuse was replaced and the sensors and switches on top of the elevator were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 5/31/19 was the result of a loose coupling between the hoist motor and encoder. The coupling was secured; the elevator was tested and returned to service.
EL277	59 St-Columbus Circle (A)(B)(C)(D)(1)	2	The entrapment that occurred on 4/28/19 was the result of blown fuses for the hall and car call circuit. The fuses were replaced and no shorts were found; the elevator was tested and returned to service. The entrapment that occurred on 6/6/19 was the result of the intermediate and lower landing door locks needing replacement. The intermediate and lower landing interlocks were replaced and adjusted; the elevator was tested and returned to service.
EL278	59 St-Columbus Circle (A)(B)(C)(D)(1)	1	The entrapment that occurred on 4/20/19 was the result of the car door restrictor not operating correctly due to a defective car door restrictor. The car door restrictor was replaced. The elevator was tested and returned to service.

2ND QUARTER 2019 ENTRAPMENT FINDINGS			
Borough/ Unit	**Location**	**# of Entrapments**	**Comments**
EL279	59 St-Columbus Circle ⒶⒷⒸⒹ❶	1	The entrapment that occurred on 5/9/19 was the result of the leveling relay "LU" not operating correctly. The "LU" relay was replaced ; the elevator was tested and returned to service.
EL296	Grand Central-42 St ❹❺❻❼Ⓢ	1	The entrapment that occurred on 6/27/19 was the result of the doors not opening. The fault was reset; the elevator was tested and returned to service.
EL298	23 St ❻	1	The entrapment that occurred on 5/2/19 was the result of a blown fuse on the inspection circuit that did not allow the doors to open. The ground was cleared on the inspection button and the fuses was replaced; the elevator was tested and returned to service.
EL299	23 St ❻	1	The entrapment that occurred on 4/7/19 was the result of the rear gate switch bypass failure activating. The rear gate switch was inspected and the controller was reset; the elevator was tested and returned to service.
EL314	Brooklyn Bridge ❹❺❻	1	The entrapment that occurred on 6/11/19 was the result of debris found in the lower landing hatch door saddle. The debris was removed; the elevator was tested and returned to service.
EL325	Canal St ❻	1	The entrapment that occurred on 4/26/19 was the result of several issues. Debris (plastic) was found stuck in lower landing doorway, the contact & mounting plate were found broken and the left center guide shoe was in poor condition. The debris was removed, the contact/mounting plate were replaced & a new left center guide shoe was installed; the elevator was tested and returned to service.
EL326	World Trade Center Ⓔ	1	The entrapment that occurred on 6/2/19 was the result of a shopping cart filled with garbage being jammed inside the elevator. Due to this circumstance, the lower landing door was unable to open. The obstruction was cleared; the elevator was tested and returned to service.
EL331	Bleecker St ⒹⒻⒷⓂ❻	1	The cause of the entrapment that occurred on 5/24/19 could not be determined; the elevator was tested and returned to service.
EL334	West 4 St ⒶⒷⒸⒹⒺⒻⓂ	4	The cause of the entrapment that occurred on 6/19/19 could not be determined. The elevator was tested and returned to service. The cause of the entrapment that occurred 6/20/19 could not be determined. The elevator was tested and returned to service. The cause of the entrapment that occurred on 6/23/19 could not be determined; the elevator was tested and returned to service. The cause of the entrapment that occurred on 6/24/19 could not be determined. The elevator was tested and returned to service.
EL402	Lexington Av-63 St ⒻⓆ	1	The entrapment that occurred on 6/19/19 was the result of the hanger rollers on the fast speed door being off the track. In addition, the hoist way door was found misaligned. The hanger rollers were properly put back on the track and the hoist way door was adjusted; the elevator was tested and returned to service.
EL403	Roosevelt Island Ⓕ	1	The entrapment that occurred on 6/19/19 was the result of the hanger rollers on the fast speed door being off the track. In addition, the hoist way door was found misaligned. The hanger rollers were properly put back on the track and the hoist way door was adjusted; the elevator was tested and returned to service.
EL404	Roosevelt Island Ⓕ	1	The entrapment that occurred on 6/10/19 was the result of the upper landing fast speed door panel being found jumped out from the sills. The hanger rollers were adjusted and all of the debris was cleaned from the sills; the elevator was tested and returned to service.
EL441	Lexington Av-63 St ⒻⓆ	1	The cause of the entrapment that occurred on 4/13/19 could not be determined. The elevator was tested and returned to service.
EL442	Lexington Av-63 St ⒻⓆ	1	The cause of the entrapment that occurred on 6/12/19 could not be determined. The elevator was tested and returned to service.
EL600	34 St-Hudson Yards ❼	2	The entrapment that occurred on 4/20/19 was the result of the front gate switch bypass failure activating. The front gate switch was inspected and the controller was reset; the elevator was tested and returned to service. The entrapment that occurred on 6/22/19 was the result of debris in the door sill that did not allow the doors to operate correctly. The debris was removed; the elevator was tested and returned to service.
EL601	34 St-Hudson Yards ❼	1	The entrapment that occurred on 4/29/19 was the result of the gate switch getting stuck not allowing doors to open. The gate switch stop roller was adjusted; the elevator was tested and returned to service.
EL602	34 St-Hudson Yards ❼	1	The entrapment that occurred on 4/5/19 was the result of the governor cable stretching. The governor cable was shortened and adjusted; the elevator was tested and returned to service.
EL603	34 St-Hudson Yards ❼	1	The entrapment that occurred on 5/10/19 was the result of debris (ball of paper) in the door sill that prevented the doors from operating correctly. The debris was removed; the elevator was tested and returned to service.
EL710	Bowling Green ❹❺	3	The entrapment that occurred on 4/30/19 was the result of a damaged contacts on the bottom normal limit; the contacts were replaced; the elevator was tested and returned to service. The entrapment that occurred on 5/6/19 was the result of the valve body being out-of-adjustment. The valve body was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 5/6/19 was the result of bad connections on the main motor wiring. The wires were reconnected; the elevator was tested and returned to service.
EL719	Fulton St ⒶⒸⒿⓏ❷❸❹❺	2	The cause of the entrapment that occurred on 6/25/19 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 6/26/19 was the result of defective top exit switch. The switch was repaired; the elevator was tested and returned to service.

2ND QUARTER 2019 ENTRAPMENT FINDINGS			
Borough/ Unit	**Location**	**# of Entrapments**	**Comments**
EL720	Fulton St A C J Z 2 3 4 5	1	The entrapment that occurred on 4/5/19 was the result of a hung up door restrictor. Door restrictor was adjusted. In addition, the release rollers & door lock keeper were adjusted; the elevator was tested and returned to service.
EL722	Fulton St J Z	1	The entrapment that occurred on 4/29/19 was the result of top landing found interlock hatch door loose and restrictor arm was loose. Secured and adjusted top level interlock hatch door, adjusted and tighten restrictor arm and adjusted car door; the elevator was tested and returned to service.
EL731	South Ferry 1	4	The cause of the entrapment that occurred on 5/23/19 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 6/7/19 was the result of a drive fault and motor overheating; the elevator was allowed to cool down; the elevator was tested and returned to service. The cause of the entrapment that occurred on 6/9/19 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 6/21/19 was the result of a door zone fault. Zone sensors were cleaned; the elevator was tested and returned to service. .
QUEENS			
EL405	21 St-Queensbridge F	3	The cause of the entrapment that occurred on 4/16/19 could not be determined. The elevator was tested and returned to service. The cause of the entrapment that occurred on 4/25/19 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 5/23/19 was the result of a lot of debris found at the upper landing door sill. The debris was removed and the saddles were cleaned; the elevator was tested and returned to service.
EL412	Jamaica Center E J Z	1	The cause of the entrapment that occurred on 6/10/19 could not be determined. The elevator was tested and returned to service.
EL420	74 St-Broadway 7	2	The entrapment that occurred on 4/23/19 was the result of a loose set screw found on the front door restrictor. The screw was secured & adjusted; the elevator was tested and returned to service. The entrapment that occurred on 5/15/19 was the result of debris found stuck between the hoist way door & buck. The debris was removed; the elevator was tested and returned to service.
EL422	Jackson Hts-Roosevelt Av E F M R	1	The entrapment that occurred on 4/14/19 was the result of the door clutch being too close to the upper landing hoist way release rollers. The proper adjustments were made; the elevator was tested and returned to service.
EL431	Jamaica-179 St F	1	The entrapment that occurred on 5/28/19 was the result of debris (box of raisins) found at the lower landing. The debris was removed; the elevator was tested and returned to service.
EL437	Forest Hills E F M R	1	The entrapment that occurred on 5/25/19 was the result of a broken spirator cable as well as a defective hanger roller. Both the spirator & hanger roller were replaced; the elevator was tested and returned to service.
EL439	Forest Hills E F M R	1	The entrapment that occurred on 6/7/19 was the result of excessive gaps found between the eccentric & hanger rollers. The proper adjustments were made to specifications; the elevator was tested and returned to service.
EL462	Ozone Park-Lefferts Boulevard A	6	The entrapment that occurred on 4/4/19 was the result of debris (pebbles) found in the lower landing hoist way door sill. In addition, the eccentric rollers were out of adjustment on the lower landing hoist way door. The debris was removed & the rollers were properly adjusted; the elevator was tested and returned to service. The cause of the entrapment that occurred on 6/18/19 could not be determined. The elevator was tested and returned to service. The cause of the entrapment that occurred on 6/22/19 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 6/26/19 was the result of debris (bottle cap) found in the lower landing sill. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 6/28/19 was the result of the door operators being out of adjustment along with the front release roller assembly. All of the proper adjustments were made; the elevator was tested and returned to service. The cause of the entrapment that occurred on 6/30/19 could not be determined. The elevator was tested and returned to service.
EL498	Mott Av A	1	The entrapment that occurred on 4/25/19 was the result of excessive grease built up on the restrictor assembly causing malfunction. In addition, a defective operator belt was discovered. The clutch & restrictor assembly were cleaned & lubricated. Furthermore, a new door operator belt was installed; the elevator was tested and returned to service.

September 2019 Standard Follow-Up Report: Service Quality Indicators – Subway PES

The purpose of this report is to evaluate the quality of the passenger environment in subway stations and onboard subway cars. The Passenger Environment Survey (PES) was first established in 1983 to provide an overview of the quality of the system through the use of surveyors who had no direct affiliation with the operating departments. Over time, PES expanded its scope of work to include expanded indicators, such as graffiti in 2000, and additional surveying environments, such as express buses in 2007.

NYCT's weekday service quality indicators, the Subway Passenger Environment Survey, has been reported on a semi-annual basis. It includes a summary of all indicators (subway car and Staten Island Railway (SIR) car) that also compares the most recent half-year to the prior three periods.

The PES measures the environment of subway cars from a customer-oriented perspective. It includes 33 indicators: 17 for subway cars and 16 for Staten Island Railway (SIR) cars.

Of the 33 indicators, 24 indicators remained statistically unchanged, five (5) indicators showed an improvement while four (4) declined when comparing First Half 2019 and First Half 2018. For those PES indicators that rate Subway Car environment as "None," "Light," "Moderate" and "Heavy," the indicator changes combine the "None" and "Light" ratings.

The results for all PES indicators for the first half of 2019 and the previous three half-year periods are presented on the following pages, along with graphical results for both the litter and cleanliness indicators for each environment.

Effective June 2019, the PES was discontinued and replaced with the Customer Satisfaction Report. The first half 2019 period in this report includes data collected through May 31, 2019.

Judith McClain
Chief, Operations Planning, NYCT

Significant Indicator Improvements/Declines

Of the 33 PES indicators, 24 indicators remained unchanged, 5 indicators showed an improvement while 4 declined when comparing First Half 2019 and First Half 2018

IMPROVEMENTS	2019 1st Half	2018 1st Half	Net Change
Subway Cars			
Floor and Seat Cleanliness Conditions in Subway Cars In Service (% none and light)	92%	89%	3%
Subway Cars with All System Maps Correct/Legible	99%	92%	7%
SIR Cars			
Litter Conditions in SIR Cars In Service (% none and light)	95%	88%	7%
Floor and Seat Cleanliness Conditions in SIR Cars In Service (% none and light)	95%	88%	7%
SIR Cars with All System Maps Correct/Legible	99%	90%	9%

DECLINES	2019 1st Half	2018 1st Half	Net Change
Subway Cars			
Subway Cars with No Scratchitied Windows	66%	78%	-12%
Subway Cars with No Clouded Windows	66%	92%	-26%
Subway Cars with No Cracked Windows	65%	96%	-31%
SIR Cars			
Climate Conditions in SIR Cars	90%	96%	-6%

Note: The first half 2019 period includes data collected through May 31, 2019.

Passenger Environment Survey

Subway Car Results

The Subway Car PES consists of 17 indicators. Of the 17 indicators, 12 remained statistically unchanged while 2 showed an increase and 3 declined when comparing the First Half 2019 to the First Half 2018. The table below depicts the results for the First Half 2019 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods. Also included are two tables showing the subway car "Litter" and "Cleanliness" results by line.

Cleanliness and Appearance		**2017**		**2018**		**2018**		**2019**	
		2nd Half		**1st Half**		**2nd Half**		**1st Half**	
		at terminal	in service	at terminal	in service	at terminal	in service	at terminal	in service
Litter Conditions in Cars									
Presence of Litter	% None	82	60	85	64	83	57	83	58
See Chart 1	% Light	13	31	10	26	12	33	13	35
	% Moderate	0	0	0	0	0	0	0	0
	% Heavy	5	9	5	10	5	10	4	7
Cleanliness of Car Floors and Seats									
Degree of Dirtiness	% None	91	81	92	84	93	82	91	82
See Chart 2	% Light	4	8	3	5	2	8	5	10
	% Moderate	1	2	0	1	0	0	0	1
	% Heavy	5	10	5	10	5	10	4	7
% Cars with No Interior Graffiti		97		94		92		94	
% Cars with No Exterior Graffiti		98		99		98		99	
% Cars with No Graffitied Windows		99		98		97		99	
% Cars with No Scratchitied Windows		87		78		65		66	
% Cars with No Clouded Windows		97		92		77		66	
% Cars with No Broken or Cracked Windows		100		96		79		65	
Customer Information									
% Cars with All System Maps Correct/Legible		96		92		98		99	
% Cars with All Signage Correct		99		99		99		100	
% Cars with Public Address Announcements		90		93		94		93	
Automated Announcements		*99*		*100*		*99*		*100*	
Conductor Announcements		*80*		*85*		*87*		*85*	
Functioning Equipment									
% Cars with No Broken Door Panels		100		99		99		99	
% Lighting Conditions in Cars [1]		99		99		99		100	
% Climate Control Conditions in Cars [2]		95		96		96		97	
Operation									
% Conductors in Proper Uniform		100		100		100		100	

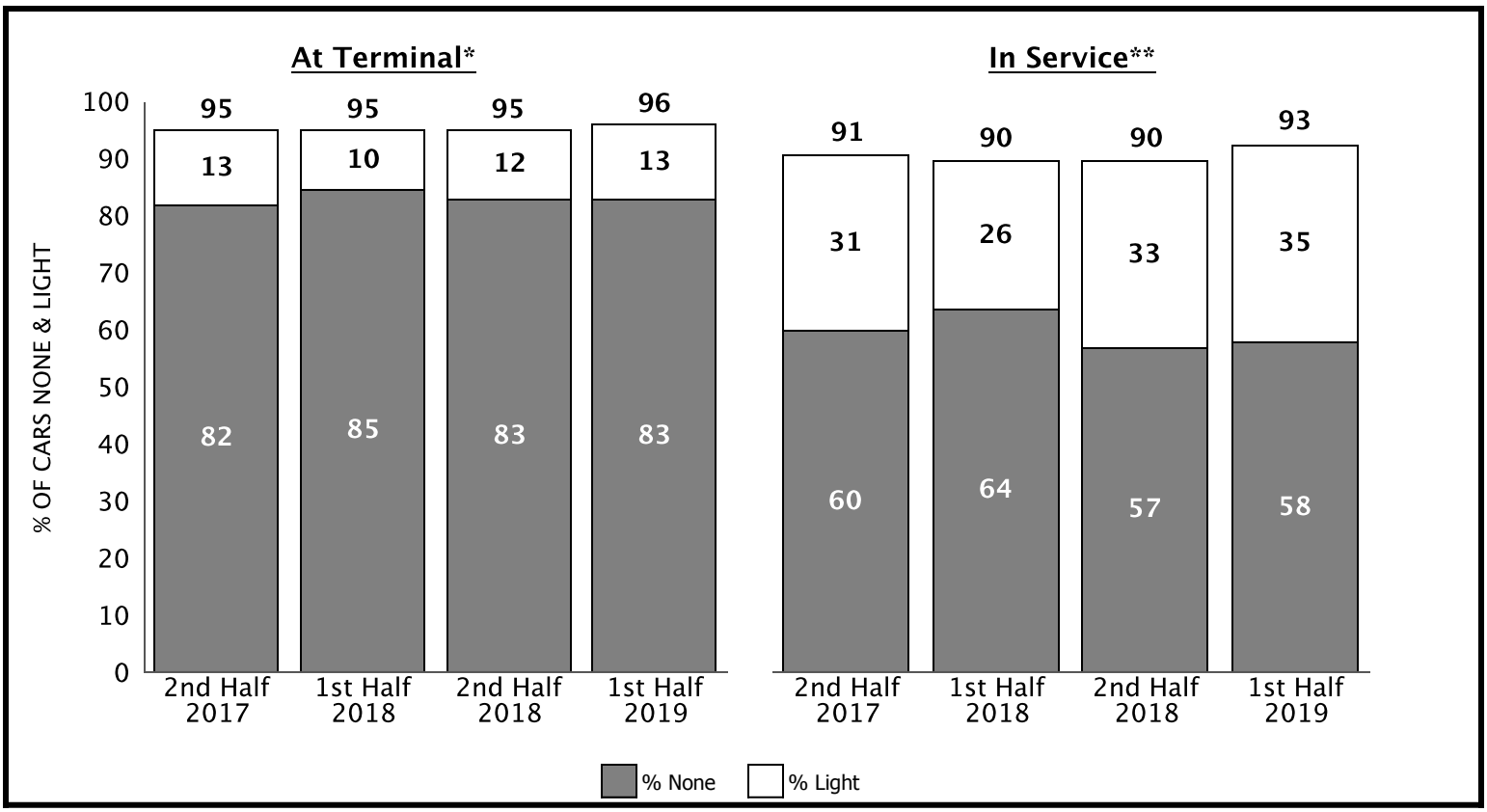
[1] % of cars with at least 90% of lights on.
[2] % of cars with average interior temperature between 58F and 78F.

Note: The first half 2019 period includes data collected through May 31, 2019.

CHART 1

Passenger Environment Survey

Litter Conditions in Subway Cars



* Measured throughout the day at only those terminals that have cleaners.
** Measured throughout the day while in service.

Definition

Litter Conditions in Cars (Presence of Litter)

None - basically litter free;

Light - scattered dry litter;

Moderate - noticeable assortment of dry litter;

Heavy - any opened or spilled food, or hazardous conditions (bottles, cans).

2019 Annual Goals: (% none & light) At Terminal: 98.0% In Service: N/A

Semi-Annual Results

	At Terminal				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2019	83%	13%	0%	4%	58%	35%	0%	7%
2nd Half 2018	83%	12%	0%	5%	57%	33%	0%	10%
1st Half 2018	85%	10%	0%	5%	64%	26%	0%	10%
2nd Half 2017	82%	13%	0%	5%	60%	31%	0%	9%

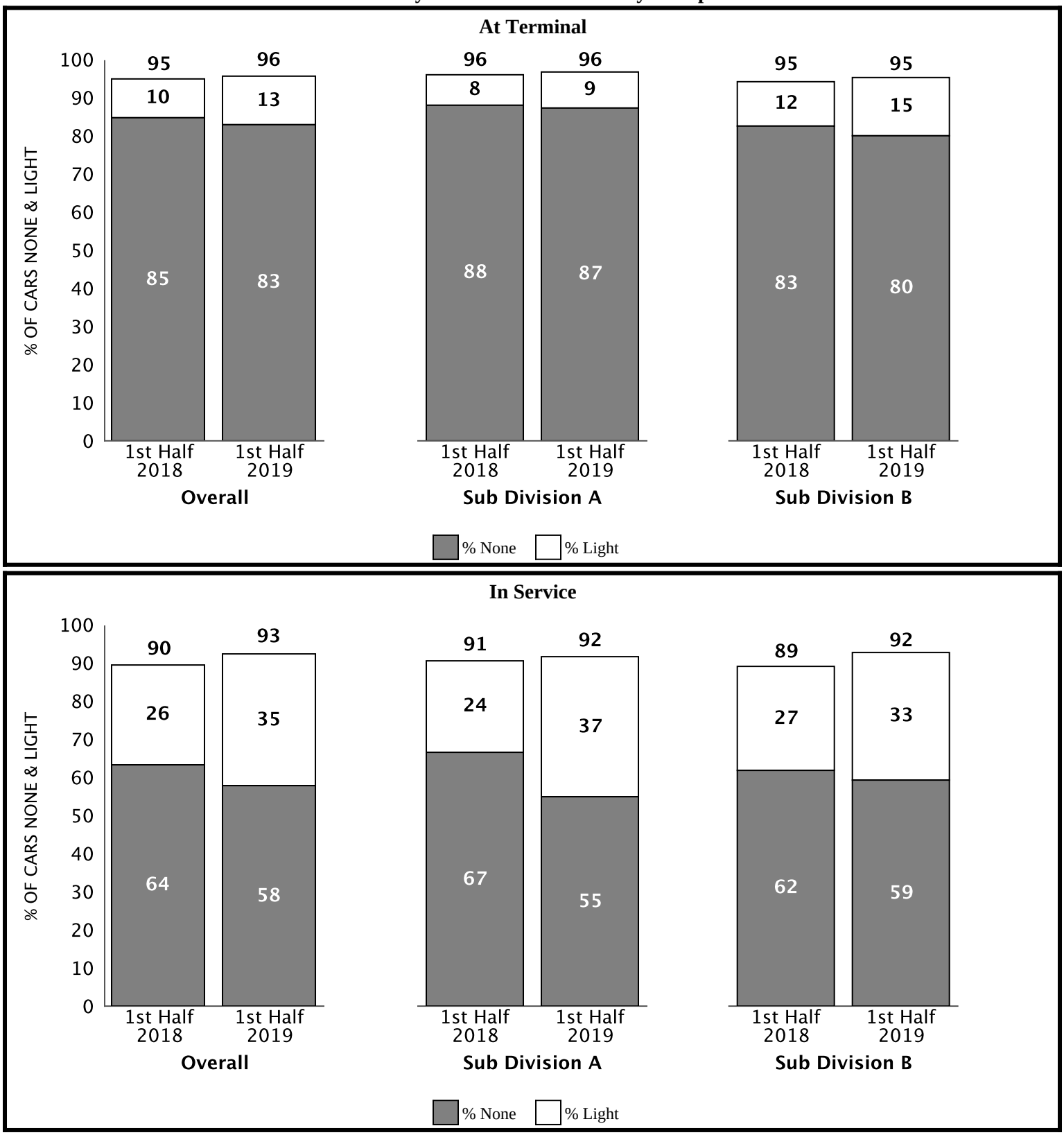
Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

1st Half 2019 vs. 1st Half 2018: Both the "At Terminal" results (1%) and the "In Service" results (2%) were statistically unchanged.

Note: The first half 2019 period includes data collected through May 31, 2019.

CHART 1A

Passenger Environment Survey
Subway Car Litter Conditions by Group



Groups: ❶❷❸❹❺❻❼Ⓢ -42nd Street

-Franklin

Note: The first half 2019 period includes data collected through May 31, 2019.

Passenger Environment Survey
Subway Car Litter Conditions by Line
% None and Light

Line	at terminal* 1st Half 2018	at terminal* 1st Half 2019	in service 1st Half 2018	in service 1st Half 2019
1	98%	99%	94%	93%
2	96%	93%	86%	85%
3	95%	96%	90%	97%
4	96%	97%	92%	91%
5	92%	97%	84%	89%
6	99%	98%	90%	90%
7	97%	98%	94%	99%
S 42nd St.	-	-	98%	94%
Sub Division A	**96%**	**97%**	**91%**	**92%**
A	95%	93%	92%	91%
B	94%	93%	86%	91%
C	95%	96%	86%	91%
D	97%	97%	92%	94%
E	96%	95%	93%	94%
F	94%	94%	89%	94%
S Fkln	-	-	78%	92%
G	98%	96%	94%	94%
J Z	96%	94%	90%	92%
L	92%	96%	93%	90%
M	89%	95%	75%	90%
N	95%	97%	94%	96%
Q	97%	99%	94%	96%
R	96%	97%	89%	94%
W	92%	95%	86%	93%
Sub Division B	**95%**	**95%**	**89%**	**93%**

Note: Changes of 6.0% or more by line are considered statistically significant.

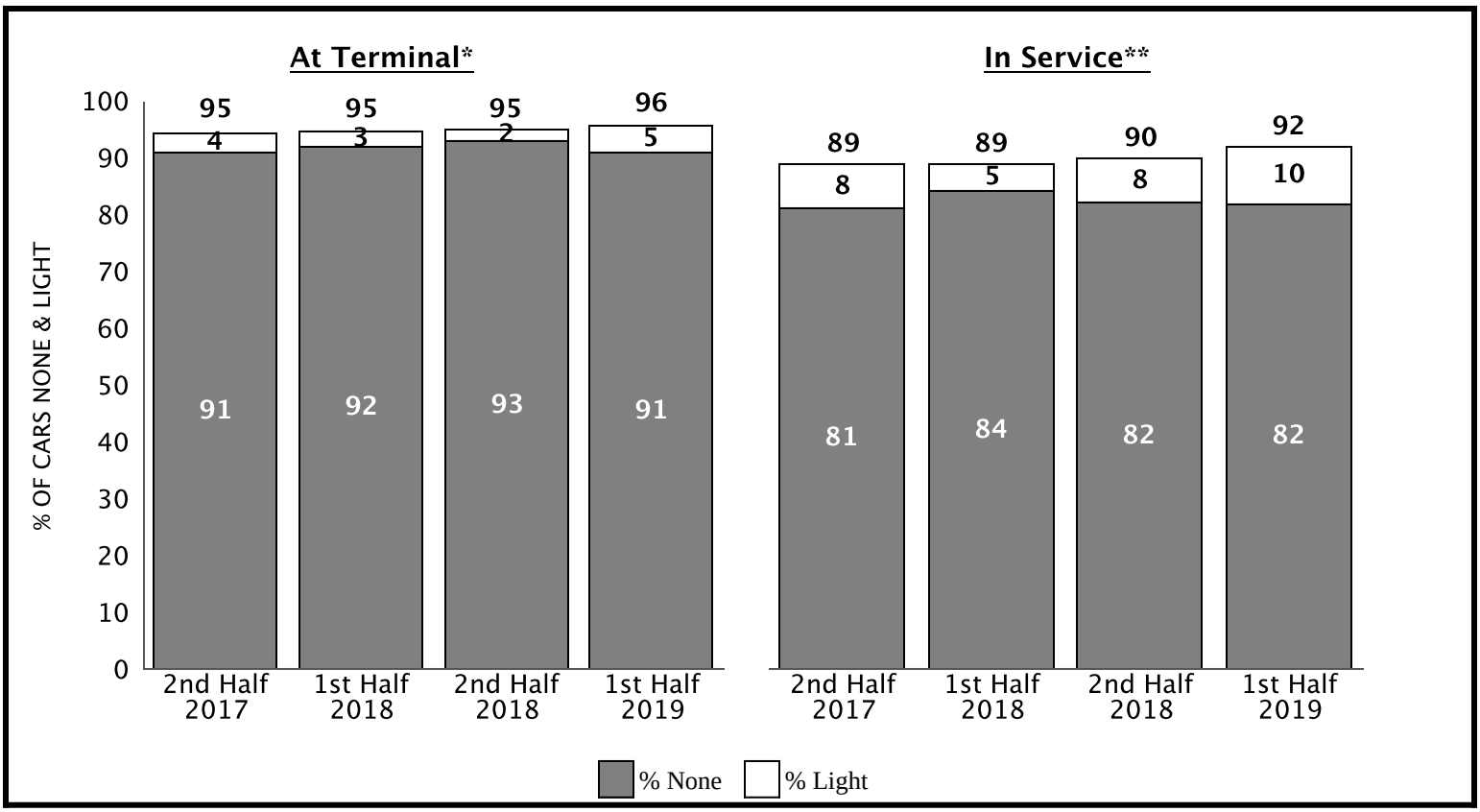
* at terminal - with cleaners present

Note: The first half 2019 period includes data collected through May 31, 2019.

CHART 2

Passenger Environment Survey

Cleanliness Conditions in Subway Cars



* Measured throughout the day at only those terminals that have cleaners.
** Measured throughout the day while in service.

Definition

Cleanliness of Car Floors and Seats (Degree of Dirtiness)

None - basically dirt free;

Light - occasional "ground in"spots, but generally clean;

Moderate - dingy floor, one or two sticky dry spots;

Heavy - heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

2019 Annual Goals: (% none & light) At Terminal: 98.0% In Service: N/A

Semi-Annual Results

	At Terminal				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2019	91%	5%	0%	4%	82%	10%	1%	7%
2nd Half 2018	93%	2%	0%	5%	82%	8%	0%	10%
1st Half 2018	92%	3%	0%	5%	84%	5%	1%	10%
2nd Half 2017	91%	4%	1%	5%	81%	8%	2%	10%

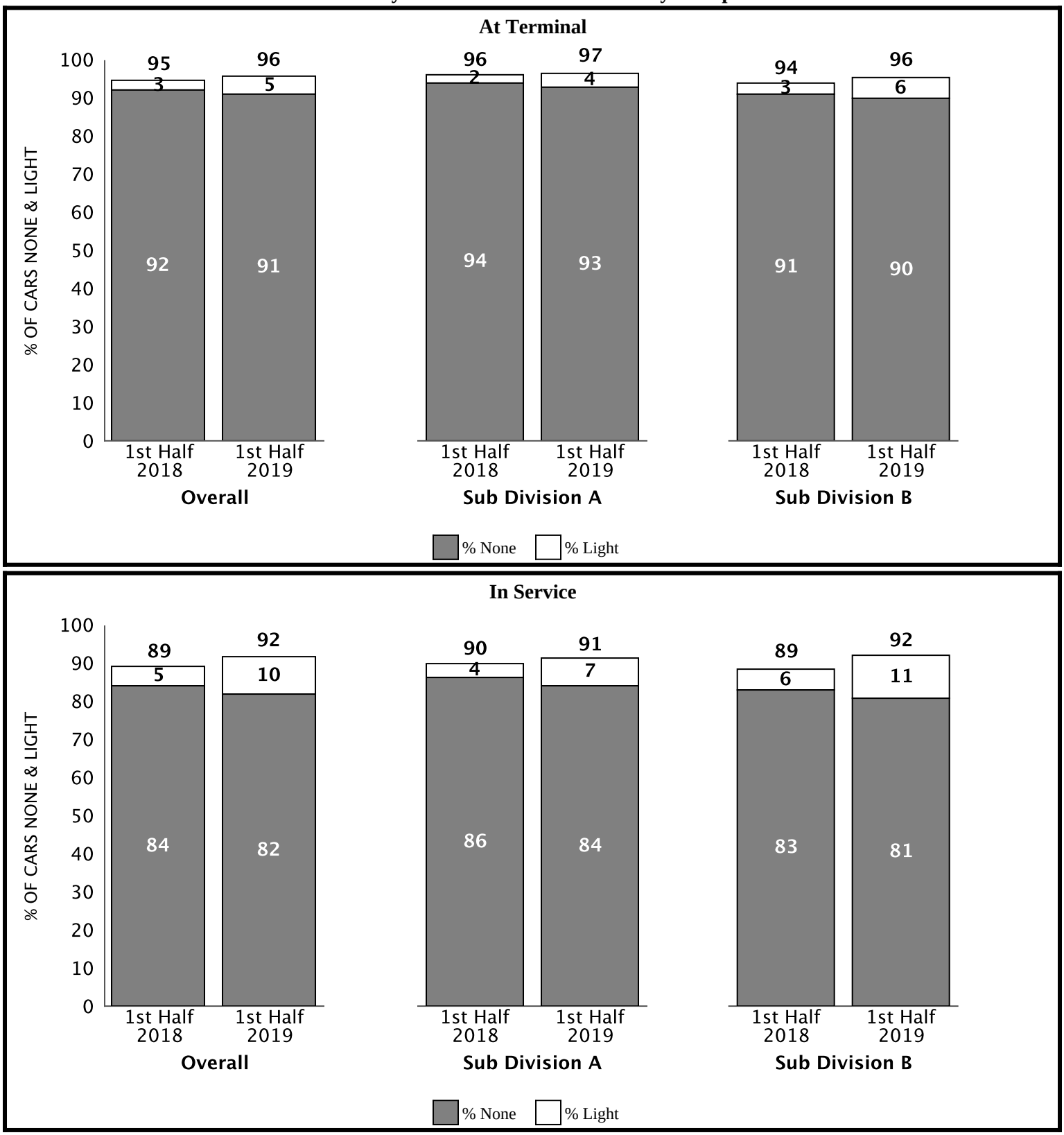
Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

1st Half 2019 vs. 1st Half 2018: Both the "At Terminal" results (1%) and the "In Service" results (3%) were statistically unchanged.

Note: The first half 2019 period includes data collected through May 31, 2019.

CHART 2A

Passenger Environment Survey
Subway Car Cleanliness Conditions by Group



Groups: ❶❷❸❹❺❻❼Ⓢ -42nd Street

-Franklin

Note: The first half 2019 period includes data collected through May 31, 2019.

Passenger Environment Survey
Subway Car Cleanliness Conditions by Line
% None and Light

Line	at terminal*		in service	
	1st Half 2018	1st Half 2019	1st Half 2018	1st Half 2019
1	97%	98%	94%	92%
2	95%	93%	87%	85%
3	95%	95%	90%	96%
4	96%	97%	90%	91%
5	93%	97%	83%	90%
6	99%	98%	89%	90%
7	97%	98%	94%	99%
Ⓢ 42nd St.	-	-	98%	94%
Sub Division A	**96%**	**97%**	**90%**	**91%**
A	95%	91%	92%	90%
B	94%	93%	86%	91%
C	95%	96%	85%	91%
D	96%	97%	90%	94%
E	96%	95%	93%	94%
F	93%	95%	86%	94%
Ⓢ Fkln	-	-	78%	92%
G	98%	96%	94%	94%
J Z	91%	95%	90%	85%
L	92%	97%	94%	89%
M	89%	94%	74%	90%
N	95%	97%	94%	96%
Q	97%	99%	94%	96%
R	95%	97%	88%	92%
W	91%	95%	86%	93%
Sub Division B	**94%**	**95%**	**89%**	**92%**

Note: Changes of 6.0% or more by line are considered statistically significant.

* at terminal - with cleaners present

Note: The first half 2019 period includes data collected through May 31, 2019.

Passenger Environment Survey

Staten Island Railway (SIR) Car Results

The Staten Island Railway Car PES consists of 16 indicators. Of the 16 indicators, 12 remained statistically unchanged while 3 showed an increase and 1 declined when comparing the First Half 2019 to the First Half 2018. The table below depicts the results for the First Half 2019 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2017		2018		2018		2019	
Cleanliness and Appearance		**2nd Half**		**1st Half**		**2nd Half**		**1st Half**	
		at terminal	in service	at terminal	in service	at terminal	in service	at terminal	in service
Litter Conditions in Cars									
Presence of Litter	% None	99	76	100	63	100	74	100	86
See Chart 6	% Light	1	19	0	25	0	17	0	10
	% Moderate	0	0	0	0	0	0	0	0
	% Heavy	0	5	0	12	0	9	0	5
Cleanliness of Car Floors and Seats									
Degree of Dirtiness	% None	100	93	100	87	100	90	100	94
See Chart 7	% Light	0	2	0	1	0	2	0	2
	% Moderate	0	0	0	0	0	0	0	0
	% Heavy	0	5	0	12	0	9	0	5
% Cars with No Interior Graffiti		100		100		100		100	
% Cars with No Exterior Graffiti		100		100		100		100	
% Cars with No Graffitied Windows		100		100		99		100	
% Cars with No Scratchitied Windows		100		100		99		100	
% Cars with No Clouded Windows		100		99		99		98	
% Cars with No Broken or Cracked Windows		100		100		100		100	
Customer Information									
% Cars with All System Maps Correct/Legible		97		90		88		99	
% Cars with Public Address Announcements		82		80		78		79	
Functioning Equipment									
% Cars with No Broken Door Panels		100		100		100		100	
% Lighting Conditions in Cars [1]		100		100		100		99	
% Climate Control Conditions in Cars [2]		97		96		91		90	
Operation									
% Conductors in Proper Uniform		100		100		100		100	

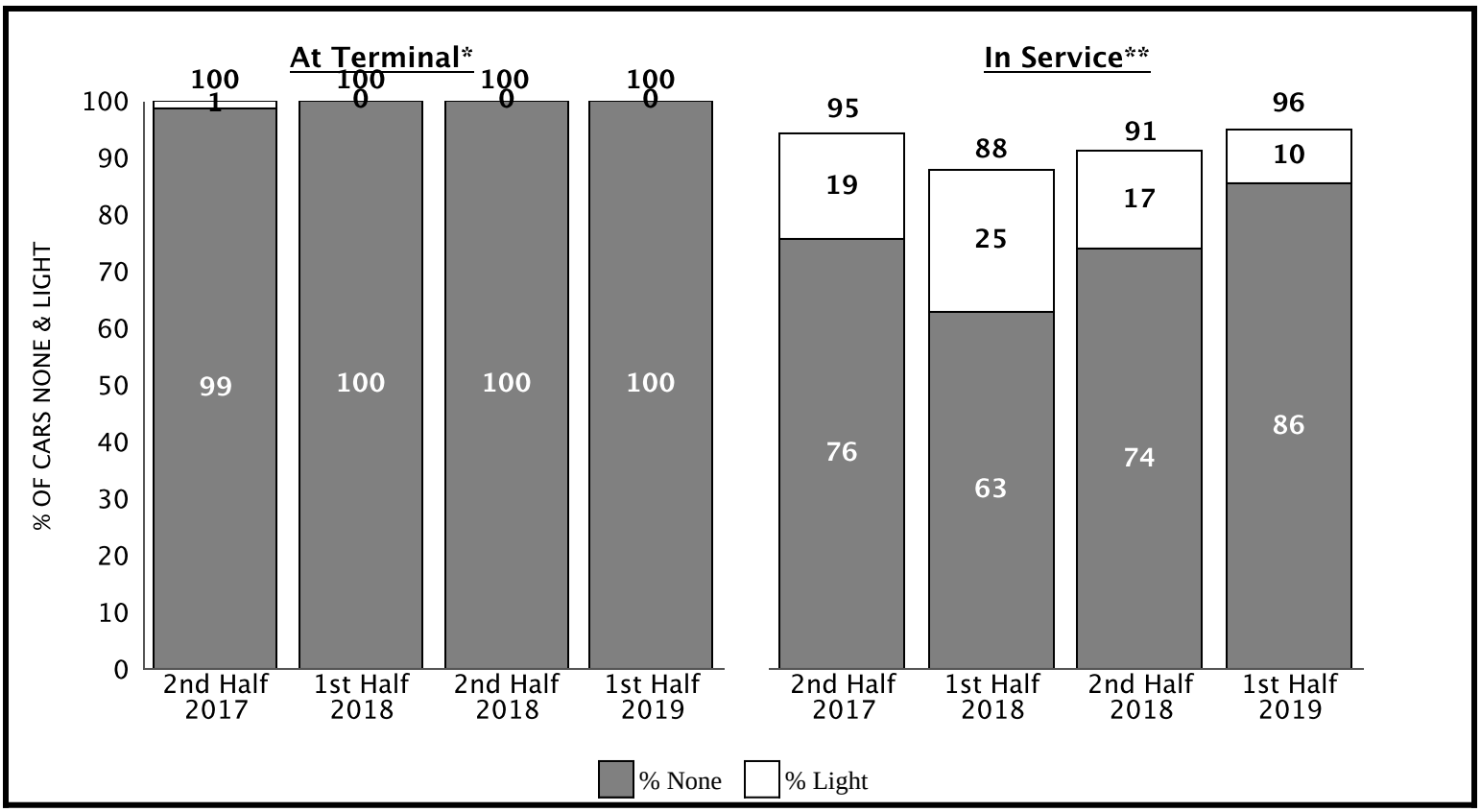
[1] % of cars with at least 90% of lights on.
[2] % of cars with average interior temperature between 58F and 78F.

Note: The first half 2019 period includes data collected through May 31, 2019.

CHART 6

Passenger Environment Survey

Litter Conditions in Staten Island Railway (SIR) Cars



* Measured throughout the day at St. George Ferry Terminal.
** Measured throughout the day while in service.

Definition

Litter Conditions in Cars (Presence of Litter)

None - basically litter free;

Light - scattered dry litter;

Moderate - noticeable assortment of dry litter;

Heavy - any opened or spilled food, or hazardous conditions (bottles, cans).

Semi-Annual Results

	At Terminal				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2019	100%	0%	0%	0%	86%	10%	0%	5%
2nd Half 2018	100%	0%	0%	0%	74%	17%	0%	9%
1st Half 2018	100%	0%	0%	0%	63%	25%	0%	12%
2nd Half 2017	99%	1%	0%	0%	76%	19%	0%	5%

Discussion of Results: an increase/decrease of less than 6% is statistically unchanged.

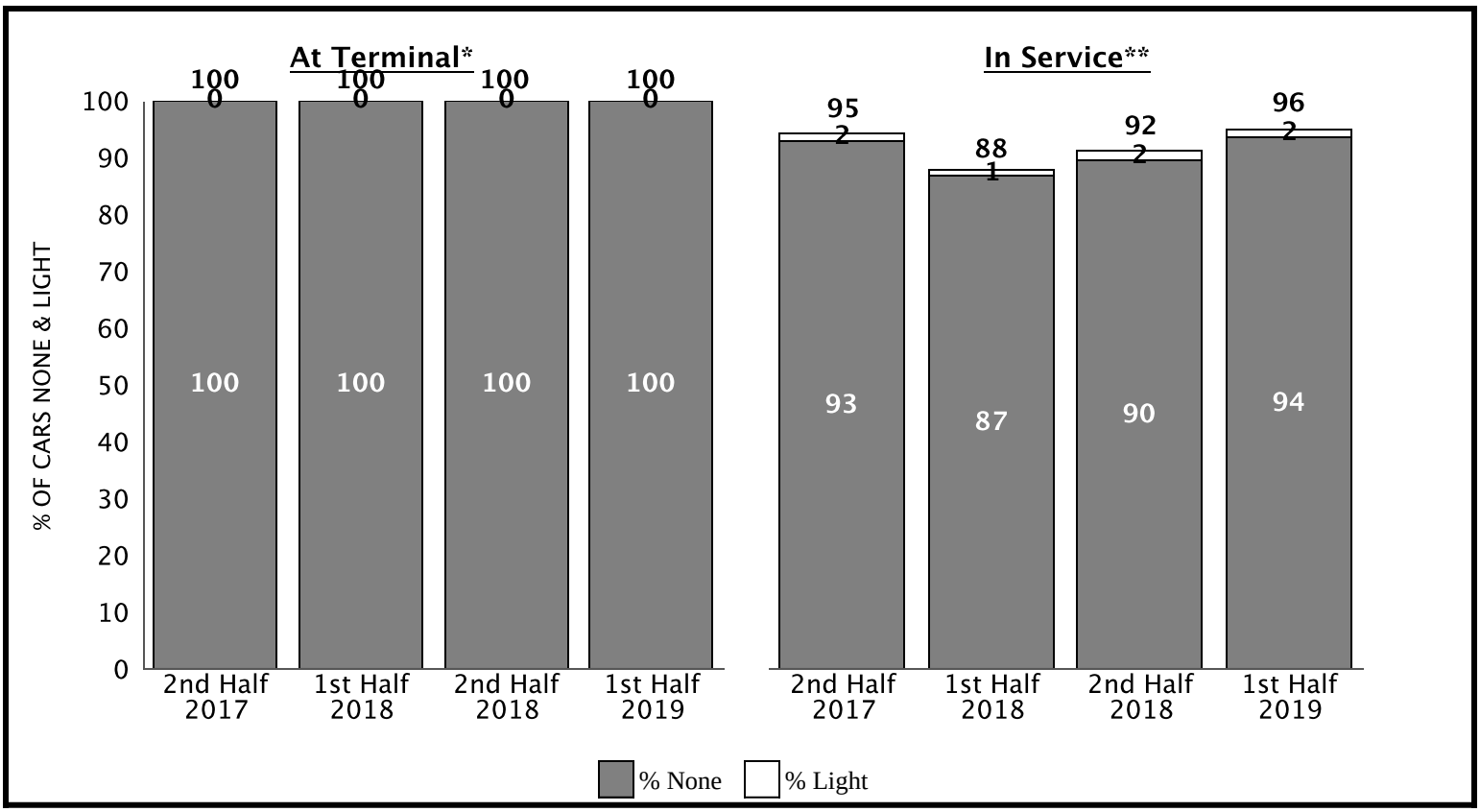
1st Half 2019 vs. 1st Half 2018: The "At Terminal" results (0%) was statistically unchanged while the "In Service" results (7%) showed a statistically significant increase.

Note: The first half 2019 period includes data collected through May 31, 2019.

CHART 7

Passenger Environment Survey

Cleanliness Conditions on Staten Island Railway (SIR) Cars



* Measured throughout the day at only those terminals that have cleaners.
** Measured throughout the day while in service.

Definition

Cleanliness of Car Floors and Seats (Degree of Dirtiness)

None - basically dirt free;

Light - occasional "ground in"spots, but generally clean;

Moderate - dingy floor, one or two sticky dry spots;

Heavy - heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

Semi-Annual Results

	At Terminal				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2019	100%	0%	0%	0%	94%	2%	0%	5%
2nd Half 2018	100%	0%	0%	0%	90%	2%	0%	9%
1st Half 2018	100%	0%	0%	0%	87%	1%	0%	12%
2nd Half 2017	100%	0%	0%	0%	93%	2%	0%	5%

Discussion of Results: an increase/decrease of less than 6% is statistically unchanged.

1st Half 2019 vs. 1st Half 2018: The "At Terminal" results (0%) was statistically unchanged while the "In Service" results (7%) showed a statistically significant increase.

Note: The first half 2019 period includes data collected through May 31, 2019.

September 2019 Standard Follow-Up Report: Service Quality Indicators – Bus PES

The purpose of this report is to evaluate the quality of the passenger environment onboard buses. The Passenger Environment Survey (PES) was first established in 1983 to provide an overview of the quality of the system through the use of surveyors who had no direct affiliation with the operating departments. Over time, PES expanded its scope of work to include expanded indicators, such as graffiti in 2000, and additional surveying environments, such as express buses in 2007.

NYCT's weekday service quality indicators, the Bus Passenger Environment Survey, has been reported on a semi-annual basis. It includes a summary of all indicators (Local bus and Express bus) that also compares the most recent half-year to the prior three periods.

The PES measures the environment of buses from a customer-oriented perspective. It includes 38 indicators: 26 for local buses and 12 for express buses.

Of the 38 indicators, 30 indicators remained statistically unchanged while eight (8) increased when comparing First Half 2019 and First Half 2018. For those PES indicators that rate Bus environments as "None," "Light," "Moderate", and "Heavy," the indicator changes combine the "None" and "Light" ratings.

The results for all PES indicators for the first half of 2019 and the previous three half-year periods are presented on the following pages, along with graphical results for both the litter and cleanliness indicators for each environment.

Effective June 2019, the PES was discontinued and replaced with the Customer Satisfaction Report. The period for the first half of 2019 in this report includes data collected through May 31, 2019.

Judith McClain
Chief, Operations Planning, NYCT

Significant Indicator Improvements/Declines

Of the 38 Local and Express Bus passenger environment indicators, 30 indicators remained unchanged, 8 indicators showed an iprovement while 0 declined when comparing First Half 2019 and First Half 2018

IMPROVEMENTS	2019 1st Half	2018 1st Half	Net Change
Local Buses			
Litter Conditions on Local Buses (In Service)	90%	94%	4%
Cleanliness Conditions on Local Buses (In Service)	90%	93%	3%
Local Buses Displaying a Crrect/Legible Bus Map	80%	94%	14%
Climate Control Conditions in Local Buses	95%	99%	4%
Local Buses with No Scrathitied Windows	94%	97%	3%
Local Buses with no Clouded/Acid Windows	97%	100%	3%
Express Buses			
Litter Conditions on Express Buses (In Service)	94%	99%	5%
Exterior Dirt Conditions on Express Buses (In Service)	94%	99%	5%

Note: The first half 2019 period includes data collected through May 31, 2019.

Passenger Enviornment Survey

Local Bus Results

The Local Bus PES consists of 26 indicators. Of the 26 indicators, 20 remained statistically unchanged while 6 showed an increase and 0 declined when comparing the First Half 2019 to the First Half 2018. The table below depicts the results for the First Half 2019 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2017		2018		2018		2019	
Cleanliness and Appearance		2nd Half		1st Half		2nd Half		1st Half	
		Before Service	In service	Before Service	In Service	Before Service	In Service	Before Service	In Service
Litter Conditions in Buses									
Presence of Litter	% None	90	47	95	53	94	51	92	51
	% Light	8	40	4	36	5	39	7	43
See Chart 1	% Moderate	0	1	0	0	0	0	0	0
	% Heavy	2	13	1	10	1	10	1	5
Exterior Dirt Condition of Buses									
Degree of Dirtiness	% None	100	98	100	98	99	100	100	99
	% Light	0	2	0	1	1	0	0	1
	% Moderate	0	0	0	1	0	0	0	0
	% Heavy	0	0	0	0	0	0	0	0
Cleanliness of Bus Interior									
Degree of Dirtiness	% None	91	81	90	88	83	86	91	79
	% Light	7	6	9	2	15	4	7	14
See Chart 2	% Moderate	1	0	1	0	1	0	1	2
	% Heavy	1	13	1	10	1	10	1	5
% Buses with No Damaged Panels		99		100		100		100	
% Buses with No Cracked Windows		100		100		100		100	
% Buses with No Scratchitied Windows		93		94		96		97	
% Buses with No Clouded Windows		98		97		98		100	
% Buses with No Interior Graffiti		94		94		96		95	
% Buses with No Exterior Graffiti		100		100		100		100	
Customer Information									
% Buses with Readable/Correct Front Sign		100		100		100		100	
% Buses with Correct Electronic Side Sign		100		100		100		100	
% Buses with Correct Rear Sign		99		99		99		99	
% Bus Announcements that are Understandable/Correct		56		55		61		55	
% Buses with Priority Seating Stickers		99		99		100		100	
% Buses Displaying a Correct/Legible Bus Map [1]		96		80		92		94	
Functioning Equipment									
Climate Control Conditions in Buses [1]		94		95		91		99	
% Buses with Operative Kneeling Feature		100		100		100		100	
% Buses with Operative Wheelchair Lift		99		99		99		100	
% Buses with Operating Windows		99		99		100		100	
% Buses with Operative Rear Door		98		99		99		100	
Operations									
% Bus Stops where Buses Board/Discharge Passengers Appropriately		97		97		96		96	
% Bus Operators in Proper Uniform		100		100		100		100	
% Bus Operators Properly Displaying Badges		95		97		97		96	

[1] % of buses with average interior temperature between 50F and 78F, except if ambient tmperature is above 98F, the the climate control must maintain a 20F gradient.

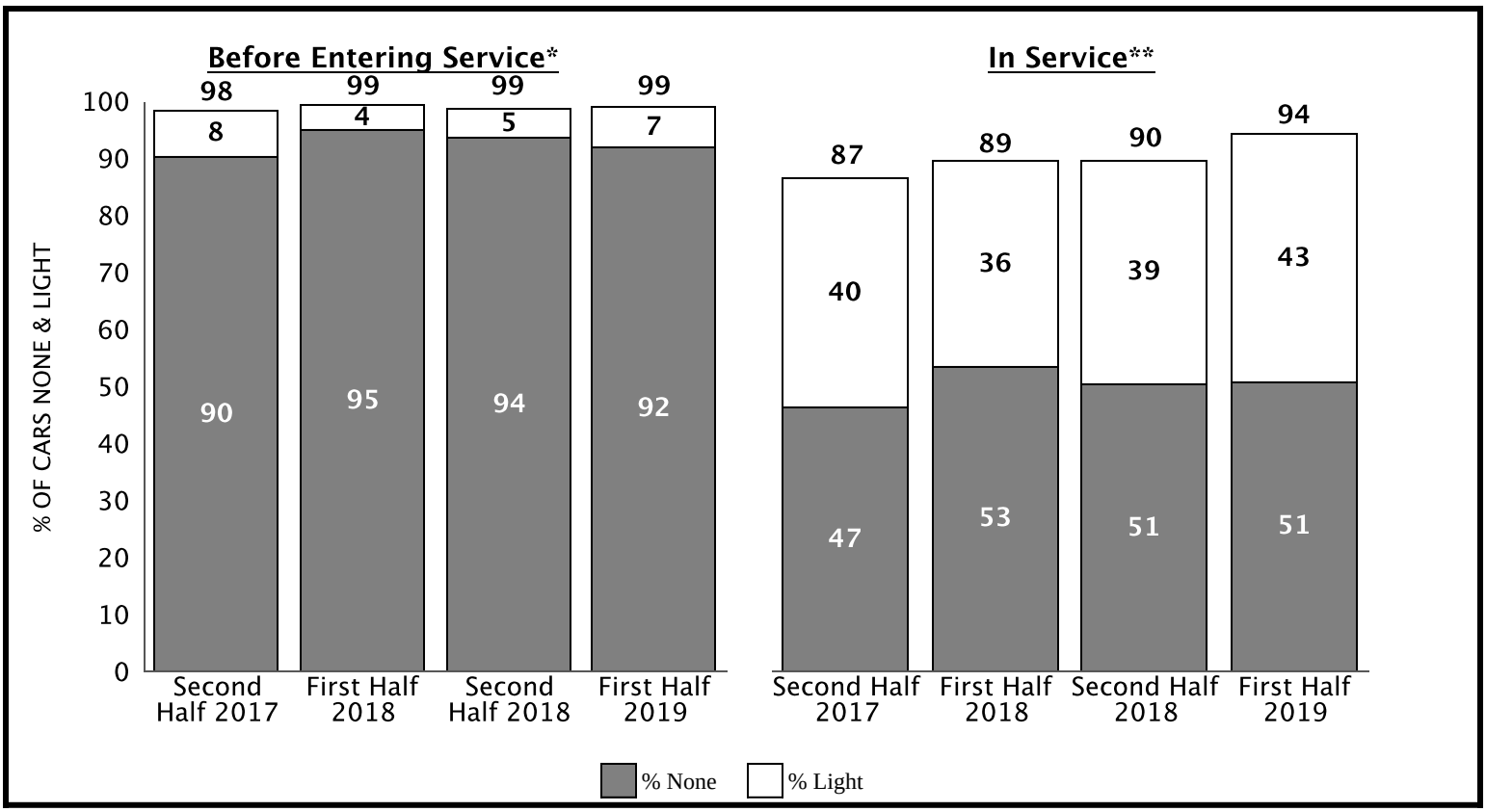
Before Service - Surveyed at the depot before going into service. *In Service - Surveyed at terminals while in service.*

Note: The first half 2019 period includes data collected through May 31, 2019.

CHART 1

Passenger Environment Survey

Litter Conditions on Buses



* Measured at the depot before going into service.
** Measured at terminals while in service.

Definition

Litter Conditions in Cars (Presence of Litter)

None - basically litter free;

Light - scattered dry litter;

Moderate - noticeable assortment of dry litter;

Heavy - any opened or spilled food, or hazardous conditions (bottles, cans).

2019 Annual Goals: (% none & light) At Terminal: 99.9% In Service: N/A

Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
First Half 2019	92%	7%	0%	1%	51%	43%	0%	5%
Second Half 2018	94%	5%	0%	1%	51%	39%	0%	10%
First Half 2018	95%	4%	0%	1%	53%	36%	0%	10%
Second Half 2017	90%	8%	0%	2%	47%	40%	1%	13%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

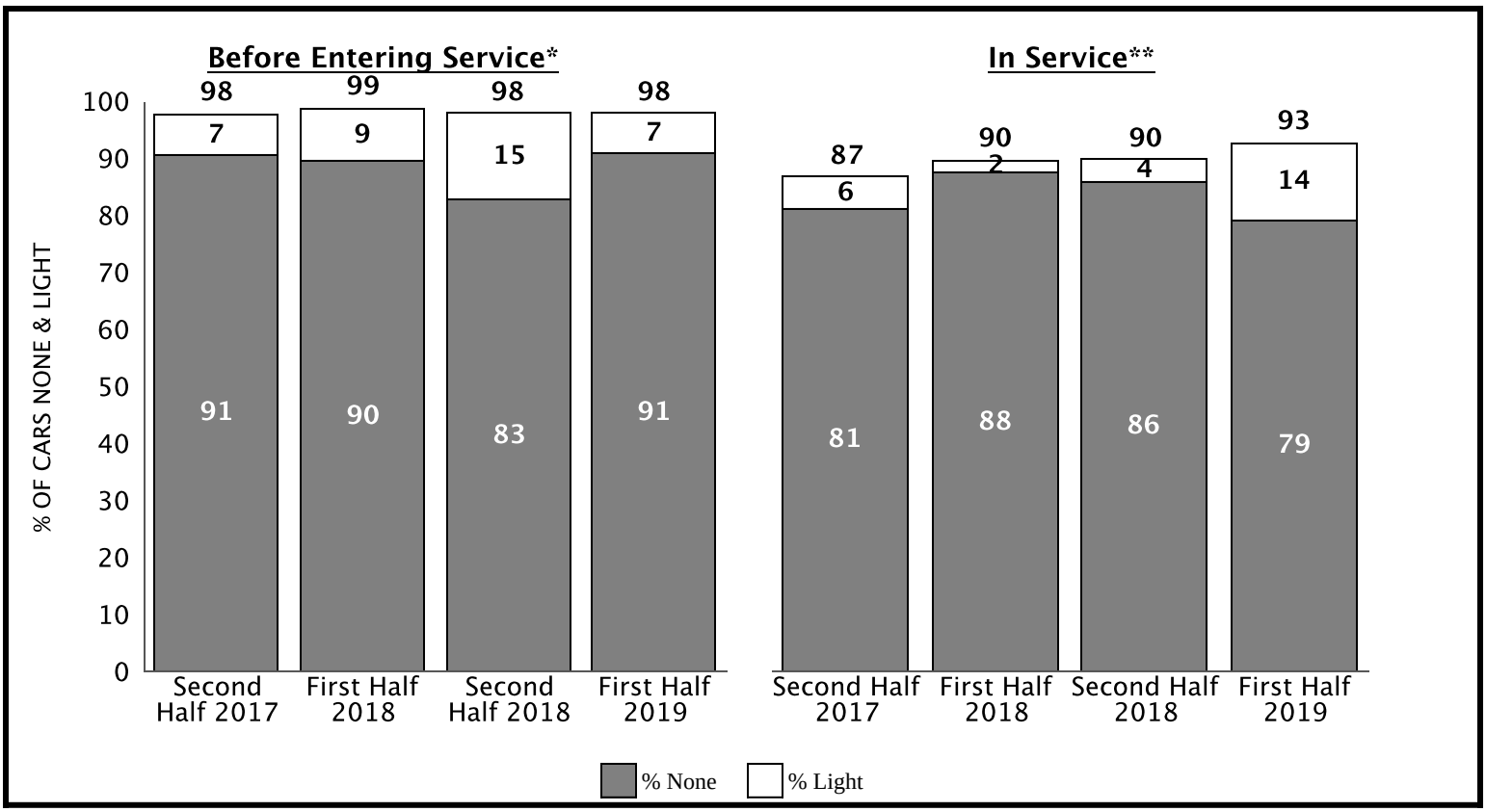
1st Half 2019 vs. 1st Half 2018: Both the "Before Entering Service" results (0%) and the "In Service" results (4%) were statistically unchanged.

Note: The first half 2019 period includes data collected through May 31, 2019.

CHART 2

Passenger Environment Survey

Cleanliness Conditions on Buses



* Measured at the depot before going into service.
** Measured at terminals while in service.

Definition

Cleanliness of Car Floors and Seats (Degree of Dirtiness)

None - basically dirt free;

Light - occasional "ground in" spots, but generally clean;

Moderate - dingy floor, one or two sticky dry spots;

Heavy - heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

2019 Annual Goals: (% none & light) At Terminal: 99.9% In Service: N/A

Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
First Half 2019	91%	7%	1%	1%	79%	14%	2%	5%
Second Half 2018	83%	15%	1%	1%	86%	4%	0%	10%
First Half 2018	90%	9%	1%	1%	88%	2%	0%	10%
Second Half 2017	91%	7%	1%	1%	81%	6%	0%	13%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

1st Half 2019 vs. 1st Half 2018: Both the "Before Entering Service" results (-1%) and the "In Service" results (3%) were statistically unchanged.

Note: The first half 2019 period includes data collected through May 31, 2019.

Passenger Enviornment Survey

Express Bus Results

The Express Bus PES consists of 12 indicators. Of the 12 indicators, 10 remained statistically unchanged while 2 showed an increase and 0 declined when comparing the First Half 2019 to the First Half 2018. The table below depicts the results for the First Half 2019 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

Cleanliness and Appearance		**2017**		**2018**		**2018**		**2019**	
		2nd Half		**1st Half**		**2nd Half**		**1st Half**	
		Before Service	In service	Before Service	In Service	Before Service	In Service	Before Service	In Service
Litter Conditions in Buses									
Presence of Litter	% None	93	85	93	84	92	92	91	93
	% Light	7	10	6	10	7	5	8	6
See Chart 3	% Moderate	0	0	0	0	0	0	0	0
	% Heavy	1	4	1	6	1	3	1	1
Exterior Dirt Condition of Buses									
Degree of Dirtiness	% None	100	100	99	100	98	100	99	100
	% Light	0	0	1	0	2	0	1	0
	% Moderate	0	0	0	0	0	0	0	0
	% Heavy	0	0	0	0	0	0	0	0
Cleanliness of Bus Interior									
Degree of Dirtiness	% None	95	95	92	94	89	97	94	99
	% Light	4	1	6	0	10	0	5	0
See Chart 4	% Moderate	0	0	1	0	0	0	0	0
	% Heavy	1	4	1	6	1	3	1	1
% Buses with No Damaged Panels		99		100		100		100	
% Buses with No Cracked Windows		100		100		100		100	
% Buses with No Interior Graffiti		99		99		99		99	
% Buses with No Exterior Graffiti		100		100		100		100	
Functioning Equipment									
% of Operative Reading Lights on Buses		98		99		99		99	
% of Operative Reclining Seats on Buses		98		98		99		99	

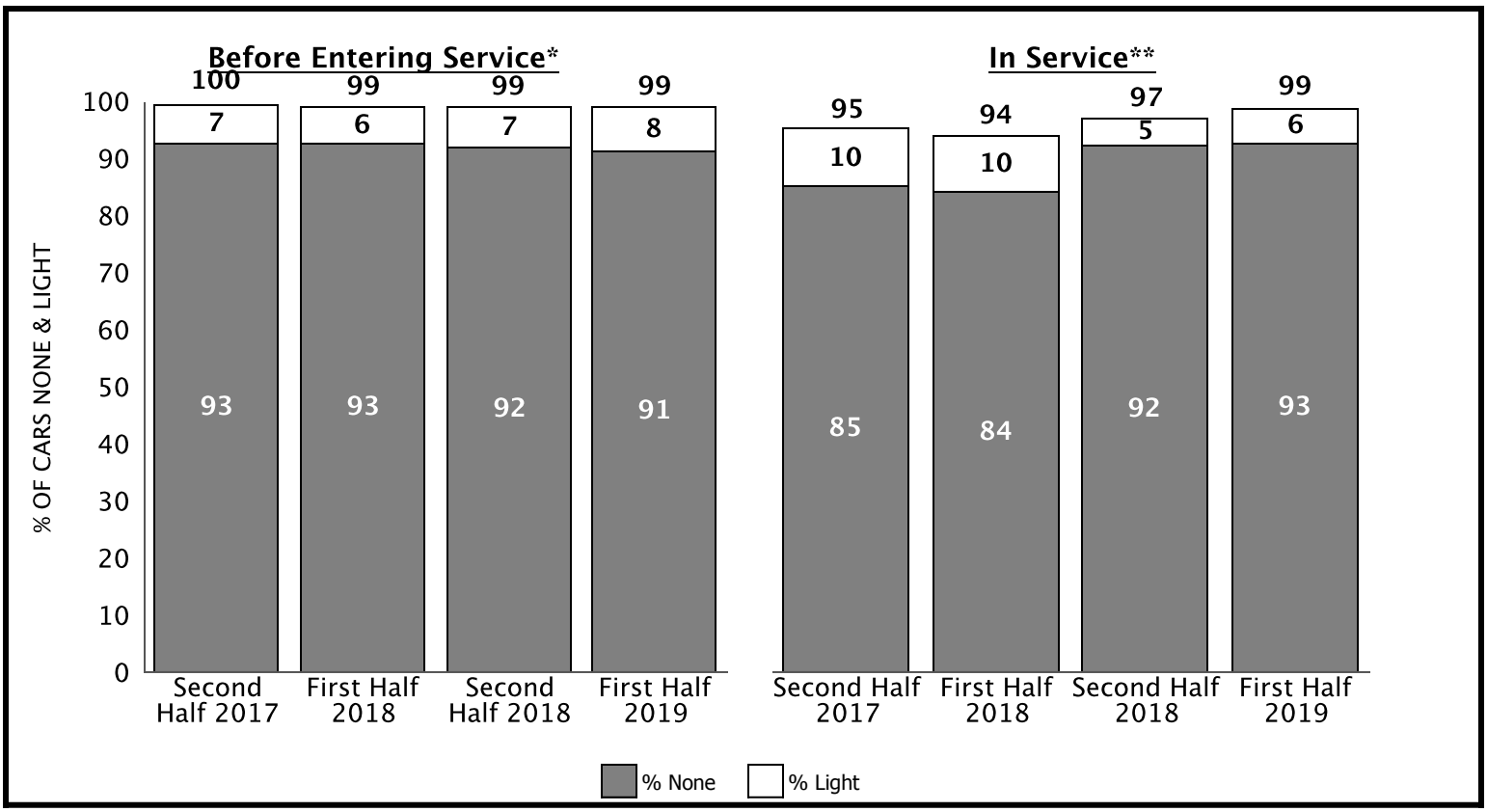
Before Service - Surveyed at the depot before going into service.
In Service - Surveyed at terminals while in service.

Note: The first half 2019 period includes data collected through May 31, 2019.

CHART 3

Passenger Environment Survey

Litter Conditions on Express Buses



* Measured at the depot before going into service.
** Measured at terminals while in service.

Definition

Litter Conditions in Cars (Presence of Litter)

None - basically litter free;

Light - scattered dry litter;

Moderate - noticeable assortment of dry litter;

Heavy - any opened or spilled food, or hazardous conditions (bottles, cans).

2019 Annual Goals: (% none & light) At Terminal: 99.9% In Service: N/A

Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
First Half 2019	91%	8%	0%	1%	93%	6%	0%	1%
Second Half 2018	92%	7%	0%	1%	92%	5%	0%	3%
First Half 2018	93%	6%	0%	1%	84%	10%	0%	6%
Second Half 2017	93%	7%	0%	1%	85%	10%	0%	4%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

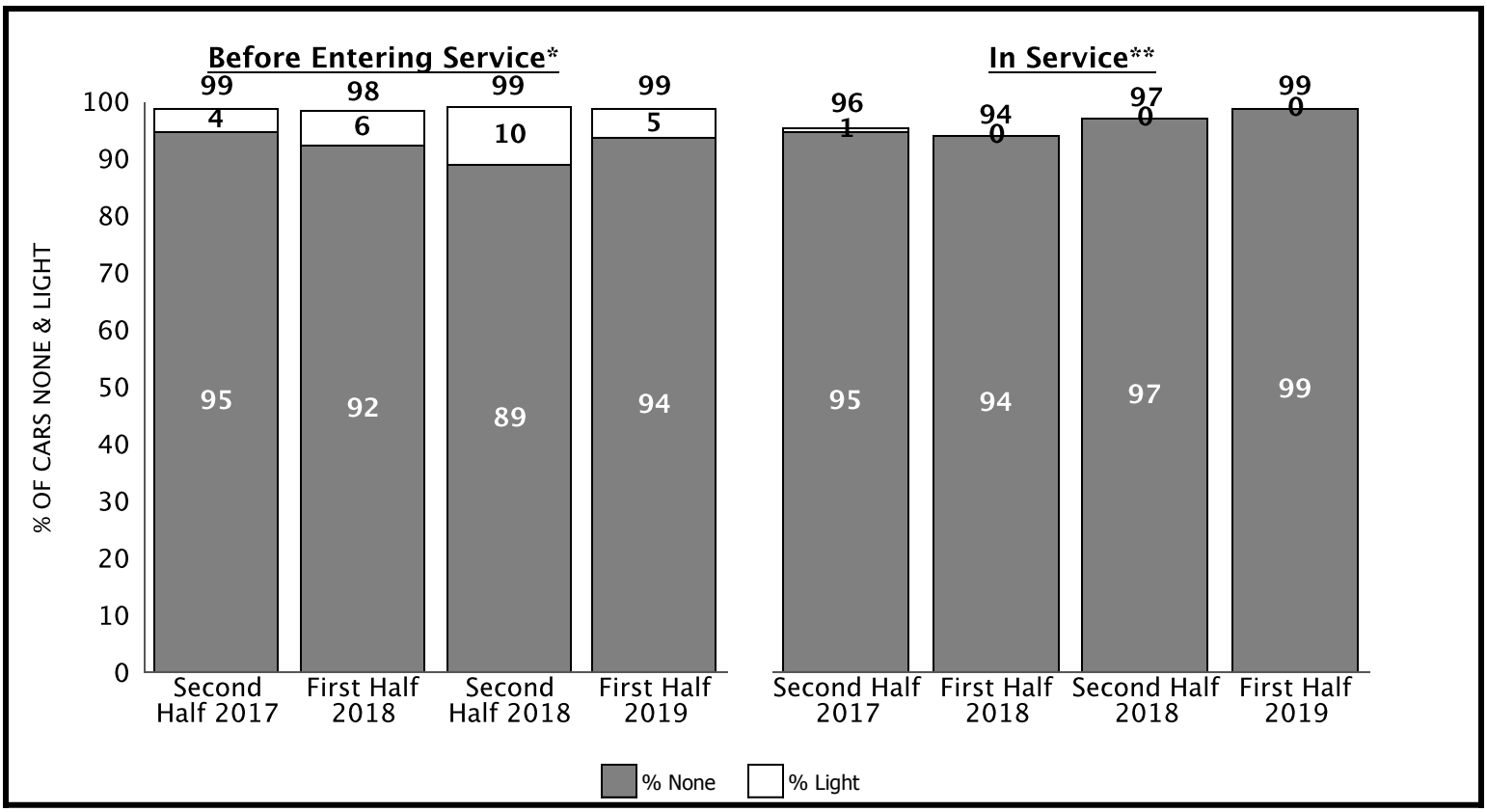
1st Half 2019 vs. 1st Half 2018: Both the "Before Entering Service" results (0%) and the "In Service" results (5%) were statistically unchanged.

Note: The first half 2019 period includes data collected through May 31, 2019.

CHART 4

Passenger Environment Survey

Cleanliness Conditions on Express Buses



* Measured at the depot before going into service.
** Measured at terminals while in service.

Definition

Cleanliness of Car Floors and Seats (Degree of Dirtiness)

None - basically dirt free;

Light - occasional "ground in"spots, but generally clean;

Moderate - dingy floor, one or two sticky dry spots;

Heavy - heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

2019 Annual Goals: (% none & light) At Terminal: 99.9% In Service: N/A

Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
First Half 2019	94%	5%	0%	1%	99%	0%	0%	1%
Second Half 2018	89%	10%	0%	1%	97%	0%	0%	3%
First Half 2018	92%	6%	1%	1%	94%	0%	0%	6%
Second Half 2017	95%	4%	0%	1%	95%	1%	0%	4%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

1st Half 2019 vs. 1st Half 2018: Both the "Before Entering Service" results (1%) and the "In Service" results (5%) were statistically unchanged.

Note: The first half 2019 period includes data collected through May 31, 2019.

September 2019 Standard Follow-up Report: Service Quality Indicators – MTA Bus PES

The purpose of this report is to evaluate the quality of the passenger environment onboard buses. The Passenger Environment Survey (PES) was first established in 1983 to provide an overview of the quality of the system through the use of surveyors who had no direct affiliation with the operating departments. Over time, PES has expanded its scope of work to include expanded indicators, such as graffiti in 2000, and additional surveying environments, such as express buses in 2007.

MTA Bus weekday Passenger Environment Survey (PES) results have been reported on a semi-annual basis. This section includes a summary of all indicators (Local bus and Express bus) that also compares the most recent half-year, January - June 2019, to the prior three periods.

The PES measures the environment of buses from a customer-oriented perspective. It includes 38 indicators: 26 for Local Buses and 12 for Express Buses.

Of the 26 local bus indicators, two (2) improved, three (3) declined and twenty-one (21) remained the same. Of the 12 express bus indicators, one (1) improved and eleven (11) remained statistically the same. For PES indicators that rate bus environments as “None”, “Light”, “Moderate” and “Heavy” evaluations, comparisons were made using the sum of “None” and “Light” with changes of 3% or greater deemed significant. The first half of 2019 has data thru May 31st, there was no PES data collected in June 2019. This is the final MTA Bus PES report.

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

Significant Indicator Improvements/Declines

Of the 38 Local and Express Bus passenger environment indicators, three (3) indicators improved, three (3) indicators declined while thirty-two (32) indicators remained statistically the same, when comparing the First Half 2018 to the First Half 2019.

Improved Performance

Local Buses	1st Half 2018	1st Half 2019	Net Change
Bus Announcements that are Understandable/Correct on Local Buses	46%	57%	11%
Buses Displaying a Correct/Legible Bus Map on Local Buses	87%	94%	7%

Express Buses			
Operative Reclining Seats on Express Buses	88%	91%	3%

Declined Performance

Local Buses			
Litter Conditions on Local Buses (In Service)	95%	92%	-3%
Cleanliness of Bus Interiors on Local Buses (In Service)	96%	93%	-3%
Buses with Priority Seating Stickers on Local Buses	100%	97%	-3%

Passenger Environment Survey

Local Bus Results

The Local Bus PES consists of 26 indicators. Two (2) improved, three (3) declined while twenty-one (21) remained statistically unchanged when comparing the 1st Half 2019 to the 1st Half 2018. The table below shows the results for the 1st Half of 2019 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

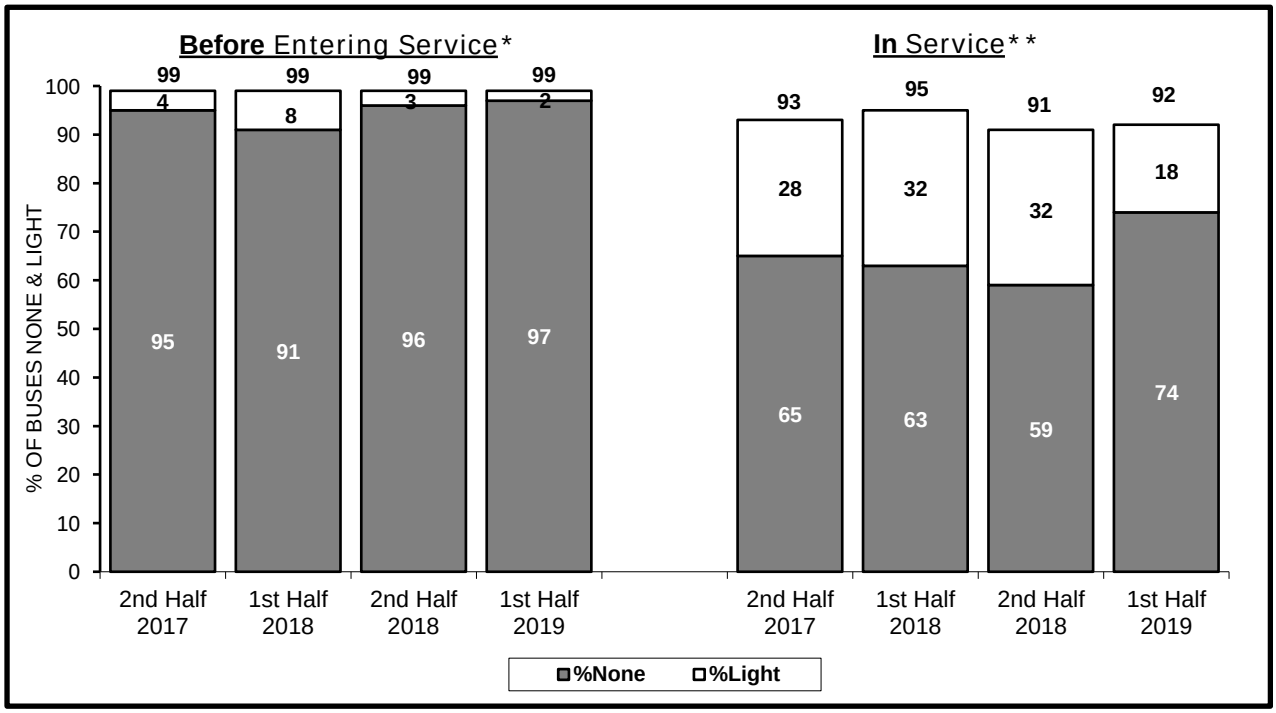
		2017		2018				2019	
		2nd Half		1st Half		2nd Half		1st Half	
		Before Service	in Service	Before Service	in Service	Before Service	in Service	Before Service	in Service
Cleanliness and Appearance									
Litter Conditions in Buses	% None	95	65	91	63	96	59	97	74
Presence of Litter	% Light	4	28	8	32	3	32	2	18
See Chart 1	% Moderate	0	2	0	1	1	3	0	1
	% Heavy	1	5	1	4	0	6	1	7
Exterior Dirt Condition of Buses	% None	93	100	96	94	99	98	99	97
Degree of Dirtiness	% Light	5	0	4	4	1	2	1	2
	% Moderate	1	0	0	1	0	0	0	1
	% Heavy	1	0	0	1	0	0	0	1
Cleanliness of Bus Interior	% None	96	93	93	94	93	91	92	92
Degree of Dirtiness	% Light	3	2	6	2	6	3	7	1
See Chart 2	% Moderate	0	0	0	0	0	0	0	0
	% Heavy	1	5	1	4	1	6	1	7
% Buses with No Damaged Panels		100		100		99		100	
% Buses with No Cracked Windows		100		100		100		100	
% Buses with No Scratchitied Windows		100		100		98		100	
% Buses with No Clouded Windows		100		100		100		100	
% Buses with No Interior Graffiti		98		97		98		99	
% Buses with No Exterior Graffiti		100		100		100		100	
Customer Information									
% Buses with Readable/Correct Front Sign		100		100		100		100	
% Buses with Correct Electronic Side Sign		100		100		100		100	
% Buses with Correct Rear Sign		100		100		100		100	
% Bus Announcements that are Understandable/Correct		39		46		52		57	
% Buses with Priority Seating Stickers		100		100		98		97	
% Buses Displaying a Correct/Legible Bus Map		96		87		81		94	
Functioning Equipment									
Climate Control Conditions in Buses[1]		91		98		97		99	
% Buses with Operative Kneeling Feature		99		100		99		100	
% Buses with Operative Wheelchair Lift		98		99		99		98	
% Buses with Operating Windows		99		100		100		100	
% Buses with Operative Rear Door		99		100		100		100	
Operations									
% Bus Stops where Buses Board/Discharge Passengers Appropriately		100		100		100		99	
% Bus Operators in Proper Uniform		100		100		100		100	
% Bus Operators Properly Displaying Badges		100		100		100		100	

[1] *% of buses with average interior temperature between 50°F and 78°F, except if ambient temperature is above 98°F, then the climate control must maintain a 20°F gradient.*

Before Service - Surveyed at the depot before going into service. *In Service - Surveyed at terminals while in service.*

Passenger Environment Survey

Litter Conditions on Local Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

None- basically litter free;
Light- scattered dry litter;
Moderate- noticeable assortment of dry litter;
Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, car

Semi-Annual Results

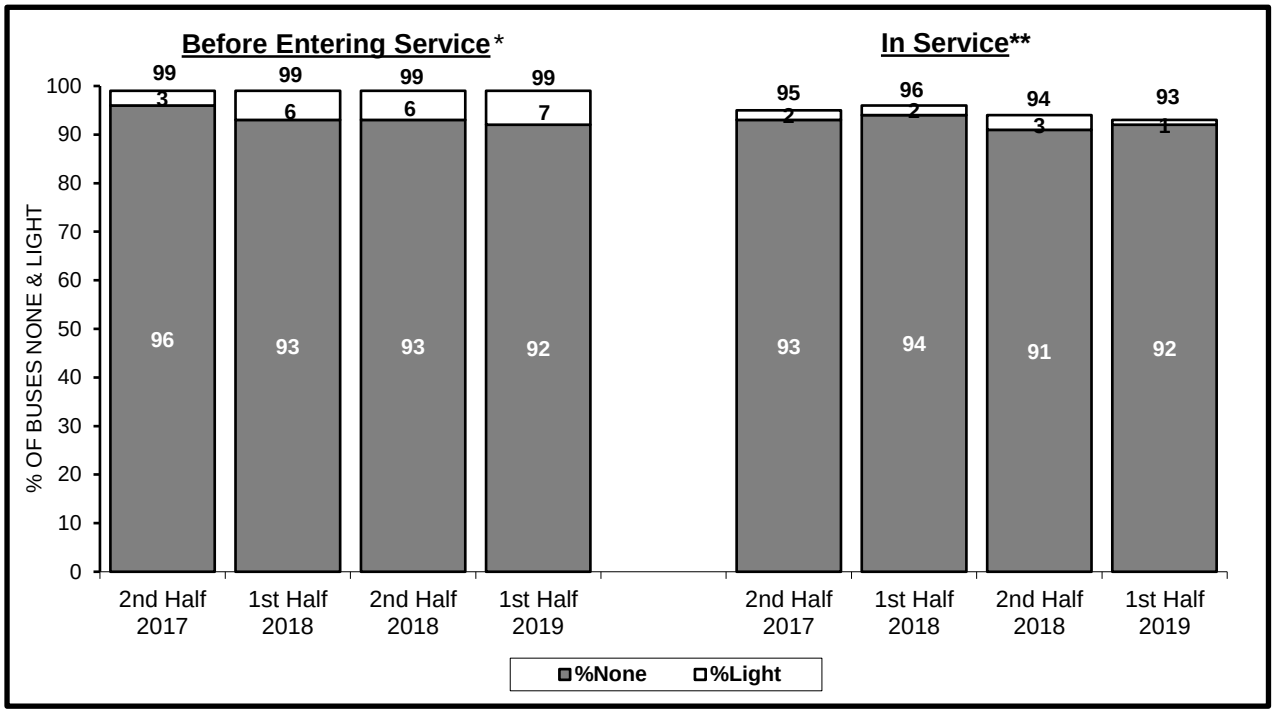
	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2019	97%	2%	0%	1%	74%	18%	1%	7%
2nd Half 2018	96%	3%	1%	0%	59%	32%	3%	6%
1st Half 2018	91%	8%	0%	1%	63%	32%	1%	4%
2nd Half 2017	95%	4%	0%	1%	65%	28%	2%	5%

Discussion of Results: An increase/decrease of less than 3% is statistically unchanged.

1st Half 2019 vs. 1st Half 2018: The "In Service" results declined 3% when comparing the 1st Half 2019 to the 1st Half 2018. The "Before Entering Service" results remained statistically unchanged when comparing 1st Half 2019 to the 1st Half 2018

Passenger Environment Survey

Cleanliness Conditions on Local Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

Light- occasional "ground in" spots, but generally clean;

Moderate- dingy floor, one or two sticky dry spots;

Heavy- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2019	92%	7%	0%	1%	92%	1%	0%	7%
2nd Half 2018	93%	6%	0%	1%	91%	3%	0%	6%
1st Half 2018	93%	6%	0%	1%	94%	2%	0%	4%
2nd Half 2017	96%	3%	0%	1%	93%	2%	0%	5%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

1st Half 2019 vs. 1st Half 2018: The "In Service" results declined 3% when comparing the 1st Half 2019 to the 1st Half 2018. The "Before Entering Service" results remained statistically unchanged when comparing 1st Half 2019 to the 1st Half 2018

Passenger Environment Survey

Express Bus Results

The Express Bus PES consists of 12 indicators, of which one (1) improved and eleven (11) remained statistically unchanged when comparing the 1st Half 2019 to the 1st Half 2018. The table below depicts the results for the 1st Half of 2019 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2017		2018				2019	
		2nd Half		1st Half		2nd Half		1st Half	
Cleanliness and Appearance		Before Service	in Service	Before Service	in Service	Before Service	in Service	Before Service	in Service
Litter Conditions in Buses	% None	93	95	90	88	93	87	93	91
Presence of Litter	% Light	6	5	10	11	7	12	6	8
See Chart 3	% Moderate	0	0	0	0	0	0	0	0
	% Heavy	1	0	0	1	0	1	1	1
Exterior Dirt Condition of Buses	% None	96	100	94	99	100	99	98	100
Degree of Dirtiness	% Light	4	0	6	1	0	1	2	0
	% Moderate	0	0	0	0	0	0	0	0
	% Heavy	0	0	0	0	0	0	0	0
Cleanliness of Bus Interior	% None	97	99	96	98	97	96	96	98
Degree of Dirtiness	% Light	2	1	4	1	3	3	2	1
See Chart 4	% Moderate	0	0	0	0	0	0	1	0
	% Heavy	1	0	0	1	0	1	1	1
% Buses with No Damaged Panels		99		100		100		100	
% Buses with No Cracked Windows		100		100		100		100	
% Buses with No Interior Graffiti		100		100		100		100	
% Buses with No Exterior Graffiti		100		100		100		100	

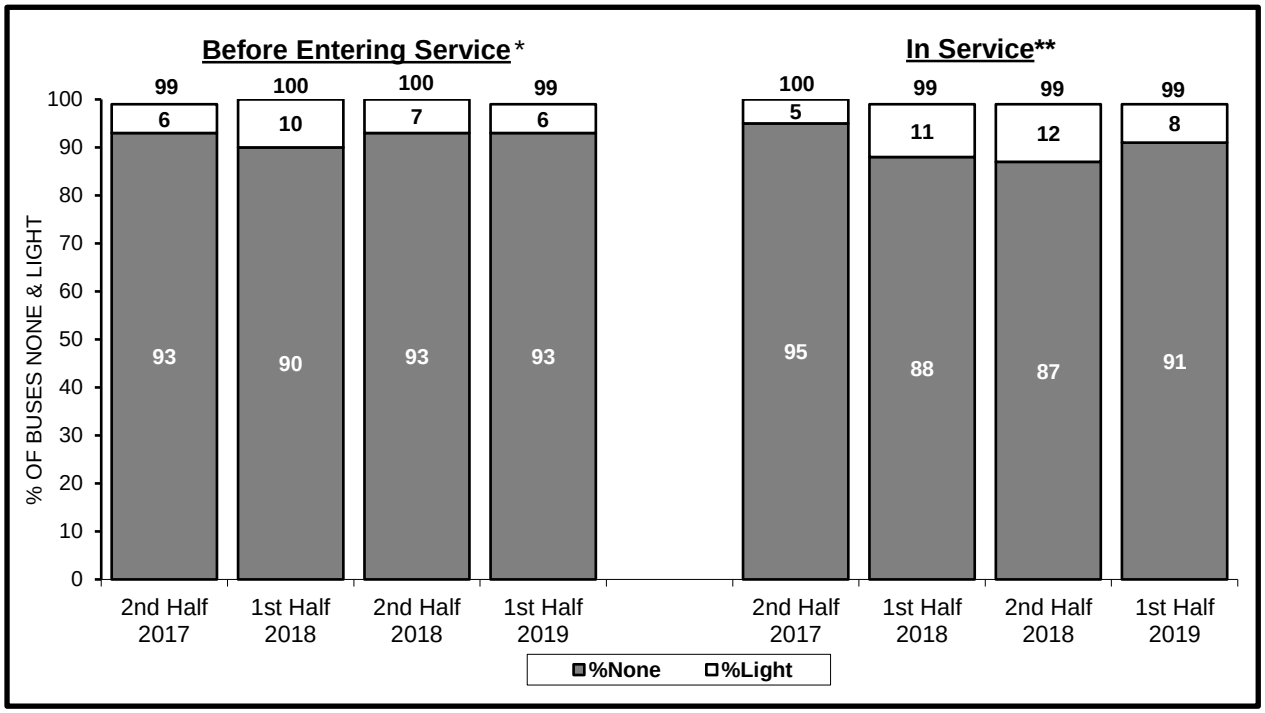
Functioning Equipment				
% of Operative Reading Lights on Buses	91	93	91	94
% of Operative Reclining Seats on Buses	91	88	86	91

Before Service - Surveyed at the depot before going into service.

In Service - Surveyed at terminals while in service.

Passenger Environment Survey

Litter Conditions on Express Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

None- basically litter free;
Light- scattered dry litter;
Moderate- noticeable assortment of dry litter;
Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

Semi-Annual Results

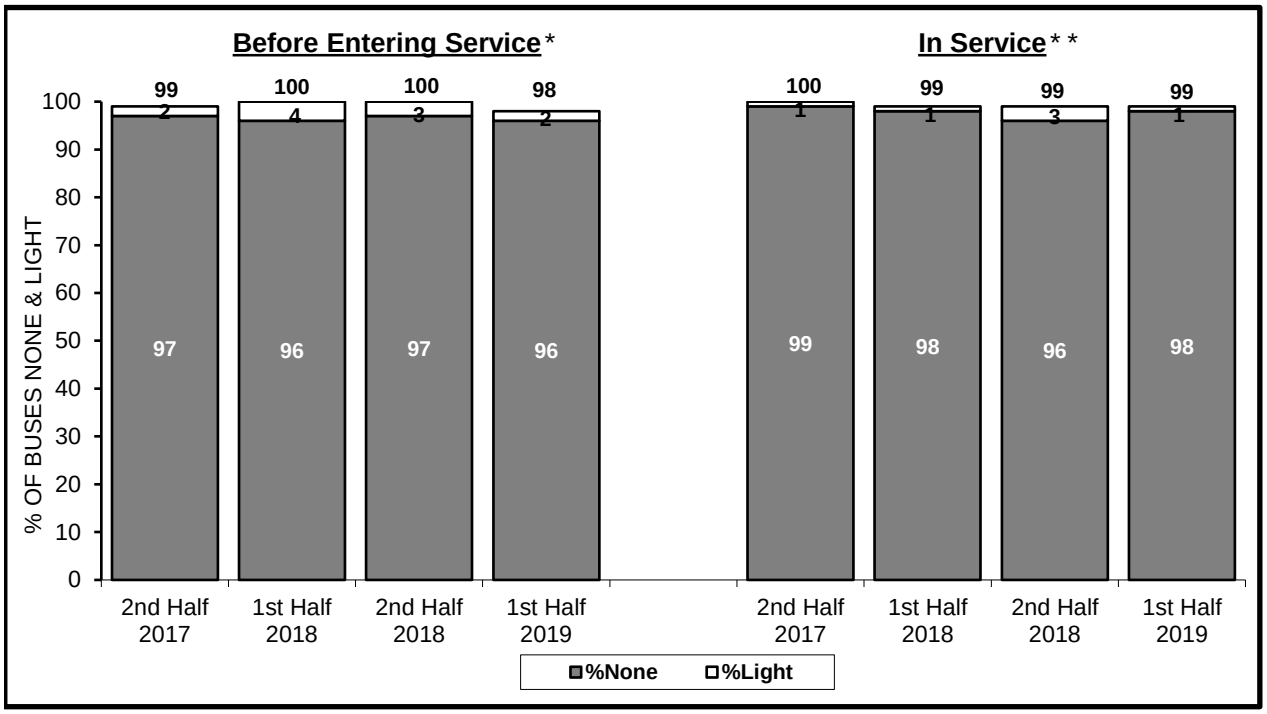
	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2019	93%	6%	0%	1%	91%	8%	0%	1%
2nd Half 2018	93%	7%	0%	0%	87%	12%	0%	1%
1st Half 2018	90%	10%	0%	0%	88%	11%	0%	1%
2nd Half 2017	93%	6%	0%	1%	95%	5%	0%	0%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

1st Half 2019 vs. 1st Half 2018: Both the "Before Entering Service" results and the "In Service" results depict no significant change when comparing the 1st Half 2019 to the 1st Half 2018.

Passenger Environment Survey

Cleanliness Conditions on Express Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

Light- Occasional "ground in" spots, but generally clean;

Moderate- Dingy floor, one or two sticky dry spots;

Heavy- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2019	96%	2%	1%	1%	98%	1%	0%	1%
2nd Half 2018	97%	3%	0%	0%	96%	3%	0%	1%
1st Half 2018	96%	4%	0%	0%	98%	1%	0%	1%
2nd Half 2017	97%	2%	0%	1%	99%	1%	0%	0%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

1st Half 2019 vs. 1st Half 2018: Both the "Before Entering Service" results and the "In Service" results depict no significant change when comparing the 1st Half 2019 to the 1st Half 2018.

Standard Follow-Up Report: Transit Adjudication Bureau, 2nd Quarter 2019

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

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

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

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

David Farber
Acting Vice President and General Counsel
NYC Transit Law Department

Transit Adjudication Bureau, Second Quarter 2019

The following is a comparison of the key indicators for the second quarter of 2019 as compared to the same period in 2018.

- TAB violations issued in the second quarter of 2019 (Q2 2019) increased by 32.5%, from 31,649 in 2018 to 41,940 in 2019, continuing the year-to-date trend (37.3%).

- TAB received 32,421 payments in Q2 2019, a 29.8% increase from the 24,975 received in Q2 2018. Direct payments increased by 29.9% (from 17,790 to 23,114) compared to the second quarter of 2018. The number of second quarter payments received from state tax refunds increased from 7,185 in 2018 to 9,307 in 2019.

- Total revenue for Q2 2019 was 10.4% higher than in 2018 ($3,493,932 versus $3,165,376). Receipts from direct payments in Q2 2019 increased by 31.9% ($2,189,072 compared to $1,659,986 in 2018). Receipts from state tax refunds for Q2 2019 relating to outstanding judgments from prior years totaled $1,460,286 representing a 42.7% increase from Q2 2018 state tax refund receipts of $1,023,476.

- TAB revenue for Q2 2019 exceeded expenses by $2,296,120. This compared to a margin of $1,699,340 for Q2 2018. Second quarter expenses decreased by 18.3% relative to 2018 ($1,197,812 compared to $1,466,036).

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

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

MTA New York City Transit
Transit Adjudication Bureau
Key Indicators
Second Quarter 2019

Indicator	2nd Qtr 2019	2nd Qtr 2018	ANNUAL TOTALS Y-T-D 2019	Y-T-D 2018
Issuance Data				
Violations Issued	41,940	31,649	84,467	61,542
Payment Data				
Number of Payments	32,421	24,975	69,895	52,575
Regular	23,114	17,790	47,105	37,884
State Tax Refund	9,307	7,185	22,790	14,691
Amount Paid	$3,649,357	$2,683,461	$8,204,382	$5,723,432
Regular	$2,189,072	$1,659,986	$4,435,621	$3,566,375
State Tax Refund	$1,460,286	$1,023,476	$3,768,761	$2,157,057
Average Payment	$112.56	$107.45	$117.38	$108.86
Yield per NOV	$87.01	$84.79	$97.13	$93.00
Revenue/Expense Data				
Revenue	$3,493,932	$3,165,376	$8,121,617	$5,632,503
Expenses	$1,197,812	$1,466,036	$2,364,348	$2,741,054
Adjudications				
Total Cases Adjudicated	5,547	4,960	11,408	10,108

Standard Follow-Up Report:
Transit Recidivism Report 2nd Quarter 2019

This quarterly report provides the Transit Committee with information on arrests of persons charged repeatedly with commission of crimes in the subway system. The Transit Recidivist Initiative was commenced in August 2016 to focus attention and law enforcement resources on recidivist subway crime in two primary areas in which it is concentrated: sex offenses and the index felony crimes of grand larceny and robbery.

The following highlights information reported to New York City Transit by the NYPD Transit Bureau concerning arrests in the subway system, made during the 2nd Quarter of 2019, of persons who had arrest records for prior index felony crimes or sex offenses committed in the subway system. For further statistical information, see the Chart on the following page.

- Total transit recidivist arrests for the 2nd Quarter of 2019 totaled 57, an increase as compared to the 1st Quarter of 2019 (44 arrests). The total recidivist arrests for the 2Q 2019 is higher than the average quarterly number of recidivist arrests year to date (which is 51).

- Index felony recidivist arrests for the 2Q 2019 were higher than in 1Q 2019 (57 such arrests compared to 44 in the prior period). Robbery recidivist arrests increased slightly (23 in the 2nd Quarter 2019 compared to 20 in the 1st Quarter). Grand larceny recidivist arrests in the 2nd Quarter also increased (23 arrests in the 2nd Quarter versus 15 in the prior three-month period). Combined, the offenses of grand larceny and robbery in the 2nd Quarter accounted for about 81% (46 out of 57) of the index felony crime recidivist arrests during the period. Eleven assault arrests were made in the 2nd Quarter, accounting for the remainder.

- There were 22 sex offense recidivist arrests for the 2nd Quarter of 2019, compared to 23 such arrests for the prior period. 2Q forcible touch and public lewdness arrests increased slightly (14 in 2Q compared to 13 in 1Q 2019). Arrests of recidivists for persistent sex abuse were slightly higher (from 5 such arrests in the 1st Quarter to 7 in the current period).

- We continue to work with NYPD Transit Bureau leadership toward the shared goal of effective arrest and prosecution of recidivist sex offenses and index felony crimes committed in our subways.

David Farber
Acting General Counsel and Vice President, Law Department

MTA New York City Transit

Transit Recidivism Report

Statistical Summary: 2nd Quarter 2019 Update

	2nd Quarter 2019	1st Quarter 2019	2019 Quarterly Average	Year to Date 2019
Recidivist Arrests				
Index Felony Recidivist Arrests	57	44	51	101
Sex Offense Recidivist Arrests	22	23	43	45
Total Recidivist Arrests	79	67	73	146
Distribution by Offense				
Index Felonies				
Grand Larceny	23	15	19	38
Robbery	23	20	22	43
Assault	11	8	10	19
Other	0	1	1	1
Sex Offenses				
Forcible Touch	9	6	8	15
Public Lewdness	5	7	6	12
Persistent Sex Abuse	7	5	6	12
Other	1	5	3	6
Distribution by County				
New York	30	31	31	61
Kings	23	13	18	36
Bronx	14	15	15	29
Queens	12	8	10	20

Source: NYPD Transit Bureau data reporting individuals arrested in Transit system for index felony crimes or sex offense crimes. For Second Quarter 2019, data includes arrests where arrestee had a prior record of arrest in the Transit system for two or more index felony or sex offense crimes.

Standard Follow-up Report: Fare Evasion, 2nd Quarter 2019

This quarterly report provides fare evasion rates and estimated revenue lost on subways and buses based on staff surveys of stations and routes.

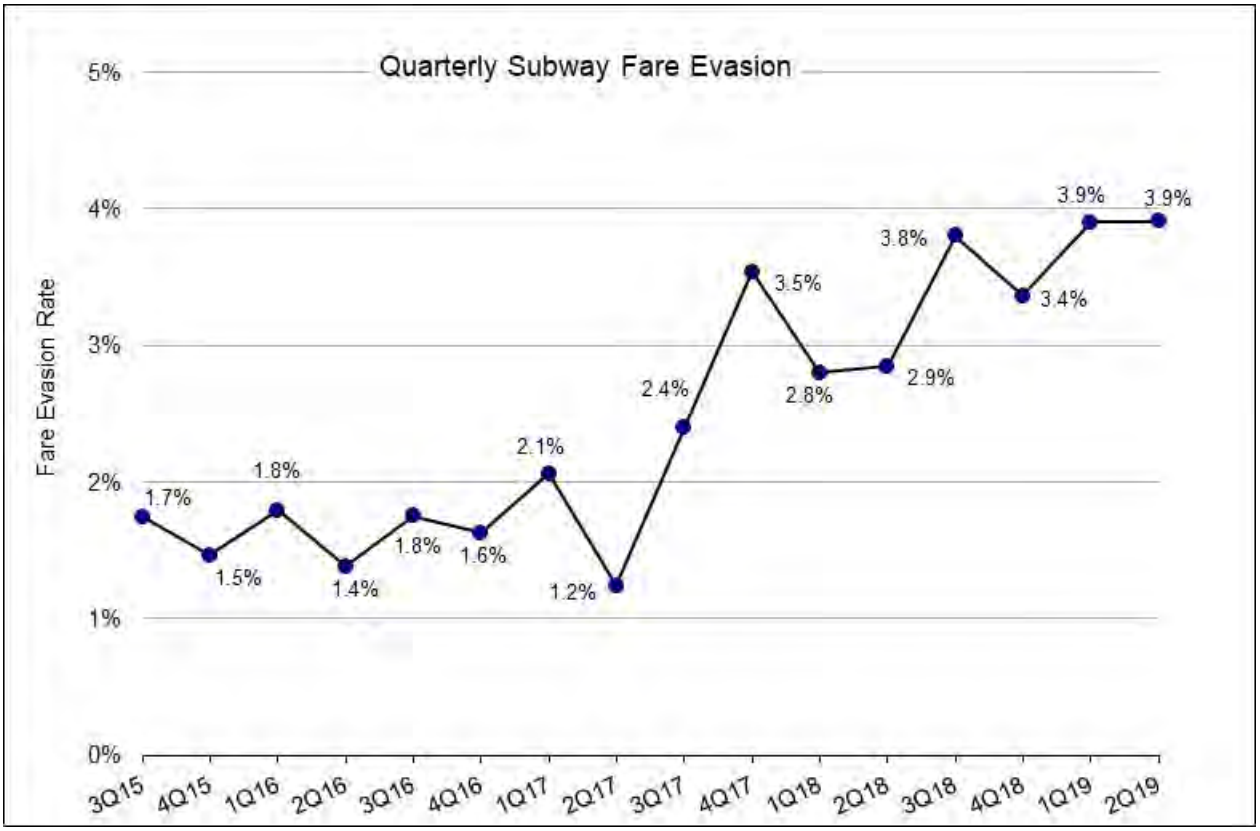
Subway Fare Evasion Results

Subway fare evasion in the second quarter of 2019 (Q2 2019) was 3.9%, which is flat compared to the previous quarter when it was also 3.9%.

Subway Fare Evasion Survey Summary

	Apr-Jun 2019 (2Q19)	Jan-Mar 2019 (1Q19)	Percentage Change (2Q19 vs 1Q19)	Apr-Jun 2018 (2Q18)	Percentage Change (2Q19 vs 1Q18)	12 Mo. Ending Jun 2019	12 Mo. Ending Jun 2018	Percentage Change
Total Subway Fare Evasion	3.9%	3.9%	+0.0%	2.9%	+37.2%	3.8%	2.9%	+31.0%
Estimated Fare Evasion Revenue Loss ($ Millions)	$25	$24	+3.2%	$15	+62.2%	$92	$65	+42.1%

Enforcement Actions								
TOS TABS Summonses	18,227	21,128	-13.7%	10,587	+72.2%	71,384	45,132	+58.2%
TOS C-Summonses	637	756	-15.7%	450	+41.6%			
TOS Arrests	788	1,144	-31.1%	1,220	-35.4%	4,012	11,458	-65.0%
Total Enforcement Actions	**19,652**	**23,028**	**-14.7%**	**12,257**	**+60.3%**	**75,396**	**56,590**	**+33.2%**

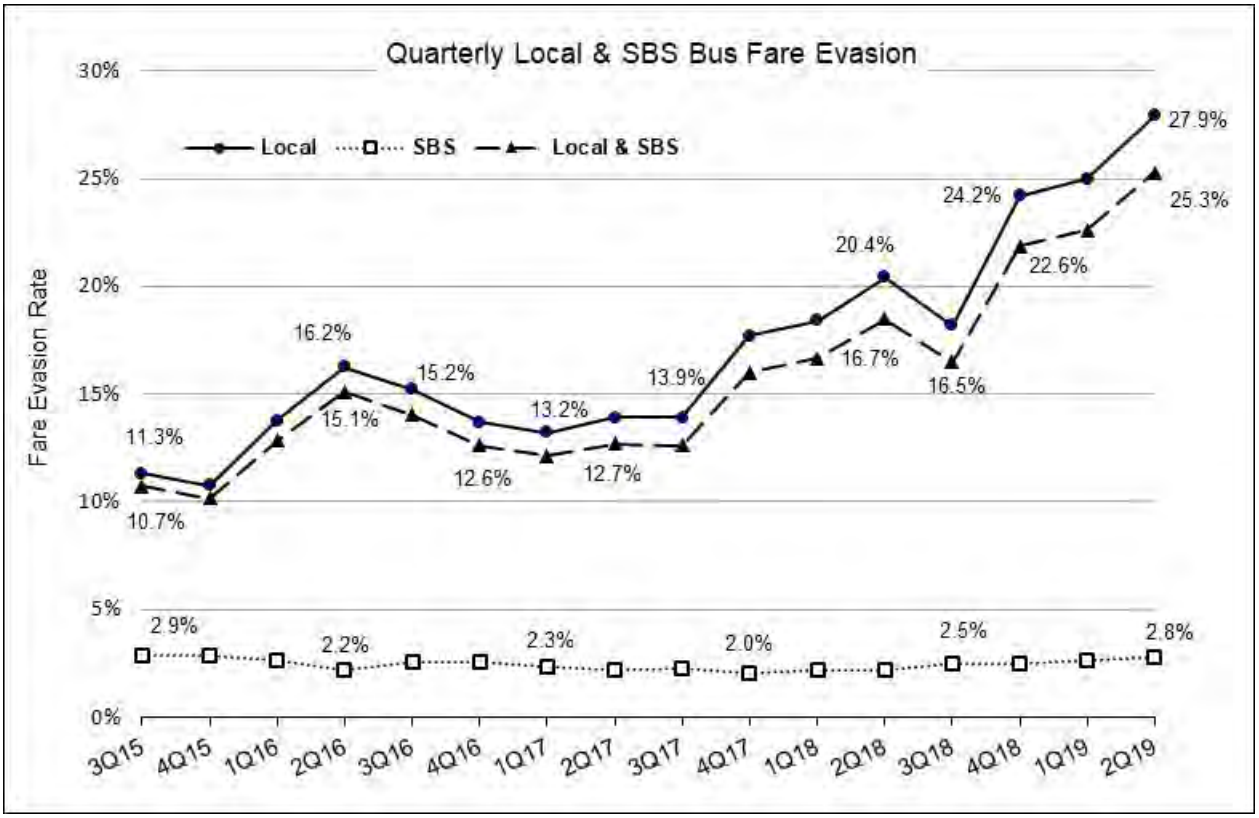


Bus Fare Evasion Results

The Bus fare evasion rate was 25.3% in Q2 2019, up 11.8% compared to the previous quarter when it was 22.6%.

Bus Fare Evasion Survey Summary

Bus Fare Evasion	Apr-Jun 2019 (2Q19)	Jan-Mar 2019 (1Q19)	Percentage Change (2Q19 vs 1Q19)	Apr-Jun 2018 (2Q18)	Percentage Change (2Q19 vs 2Q18)	12 Mo. Ending Jun 2019	12 Mo. Ending Jun 2018	Percentage Change
Local Bus Evasion (Excl SBS)	27.9%	25.0%	+11.6%	20.4%	+36.8%	23.9%	18.0%	+32.8%
Select Bus Service (SBS) Evasion	2.8%	2.6%	+6.7%	2.2%	+25.5%	2.6%	2.2%	+17.6%
Total Local & SBS Bus Evasion	**25.3%**	**22.6%**	**+11.8%**	**18.5%**	**+36.8%**	**21.6%**	**16.3%**	**+32.4%**
Estimated Fare Evasion Revenue Loss ($ Millions)	$60	$45	+31.8%	$36	+65.5%	$182	$124	+47.2%



New York City Transit
NYCT

EEO Report – 2nd Quarter 2019

September 23, 2019

Executive Summary

EEO

As of **June 30, 2019**, NYCT workforce included 51,666 total employees. This represents a 0.42% decrease from the second quarter 2018 (2Q18).

- Females represent 19% (9,583) of our workforce a share that remained constant compared to 2Q18 due to attrition and curtailed recruitment/networking activities related to funding cuts, hiring restrictions.
- Females were hired above their current representation due to continuing targeted outreach efforts.
- Minorities represent 78% (40,501) of our workforce and remained constant compared to 2Q18 partly due to the on-going enterprise-wide funding cuts for recruitment and to the continued hiring restrictions.
- Minorities were hired above their current representation due to participation in 18 career fairs sponsored by government officials representing the NYC Assembly and Congressional districts with significant Asian and Hispanic populations

Executive Summary

NYCT conducted a **utilization analysis*** of females and minorities in its workforce as of June 30, 2019. Based on the analysis, the underrepresentation for females and minorities occurred in the following EEO categories:

Females:

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

Minorities:

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

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

Executive Summary

Diversity Initiatives to increasing representation

- Initiatives to address underrepresentation for females and minorities.
  - **Female** – Broaden the advertisement of employment opportunities by (1) using 8 digital display platforms to promote jobs to NYCT customers and (2) distributing monthly Notice of Examination schedules to over 50 NYC community boards.
  - **Minority** – Utilize the nine Transit Employee Groups (TEGs) to expand outreach efforts and promote job opportunities to underrepresented populations. Launch the "*Meet the TEGs*" video series to encourage all MTA employee participation.
- Initiatives to increase representation of veterans and persons with disabilities
  - **Veteran** – Continue partnership with the MTA Office of Veteran's Recruitment and the NYS Department of Labor. Distribution of job postings to active military and veteran communities.
  - **Persons with Disabilities** - Continue working closely with the Mayor's Office for People with Disabilities. Distribute job postings on the *New York At Work* job board. Participate in quarterly Vocational Rehabilitation Advisory Council meetings sponsored by Rusk Rehabilitation at NYU Langone.

NYCT

Workforce

as of June 30, 2019

Definitions of EEO Job Categories

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

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

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

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

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

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

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

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

NYCT Workforce

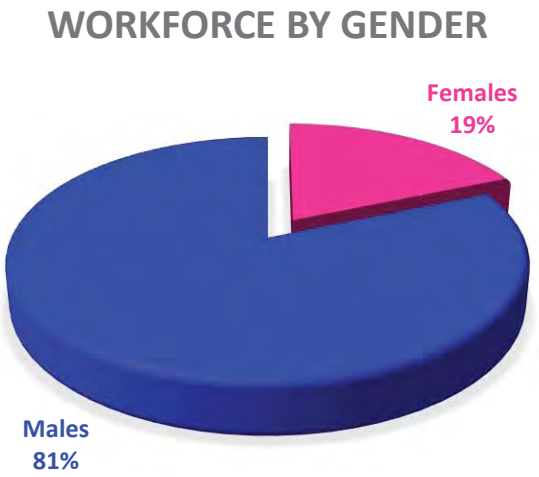
JOB CATEGORY	TOTAL[1]		Minorities		WHITES		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		2+ RACES		VETERANS	
	#	%	#	%	#	#	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	**2,427**		**1473**	61%	**954**	39%	**742**	31%	**282**	12%	**327**	13%	**7**	0%	**2**	0%	**113**	5%	**53**	2%
F	**580**	24%	**435**	18%	**145**	6%	**284**	12%	**57**	2%	**63**	3%	**0**	0%	**0**	0%	**31**	1%	**5**	9%
M	**1,847**	76%	**1038**	43%	**809**	33%	**458**	19%	**225**	9%	**264**	11%	**7**	0%	**2**	0%	**82**	3%	**48**	91%
Professionals	**2,859**		**2062**	72%	**797**	28%	**882**	31%	**290**	10%	**769**	27%	**4**	0%	**0**	0%	**117**	4%	**29**	1%
F	**1,092**	38%	**873**	31%	**219**	8%	**462**	16%	**139**	5%	**213**	7%	**2**	0%	**0**	0%	**57**	2%	**6**	21%
M	**1,767**	62%	**1189**	42%	**578**	20%	**420**	15%	**151**	5%	**556**	19%	**2**	0%	**0**	0%	**60**	2%	**23**	79%
Technicians	**194**		**141**	73%	**53**	27%	**83**	43%	**20**	10%	**29**	15%	**0**	0%	**0**	0%	**9**	5%	**4**	2%
F	**66**	34%	**54**	28%	**12**	6%	**41**	21%	**8**	4%	**3**	2%	**0**	0%	**0**	0%	**2**	1%	**1**	25%
M	**128**	66%	**87**	45%	**41**	21%	**42**	22%	**12**	6%	**26**	13%	**0**	0%	**0**	0%	**7**	4%	**3**	75%
Protective Services	**616**		**490**	80%	**126**	20%	**311**	50%	**124**	20%	**36**	6%	**0**	0%	**0**	0%	**19**	3%	**52**	8%
F	**129**	21%	**119**	19%	**10**	2%	**94**	15%	**18**	3%	**1**	0%	**0**	0%	**0**	0%	**6**	1%	**4**	8%
M	**487**	79%	**371**	60%	**116**	19%	**217**	35%	**106**	17%	**35**	6%	**0**	0%	**0**	0%	**13**	2%	**48**	92%
Paraprofessionals	**59**		**53**	90%	**6**	10%	**30**	51%	**13**	22%	**6**	10%	**0**	0%	**0**	0%	**4**	7%	**0**	0%
F	**37**	63%	**35**	59%	**2**	3%	**18**	31%	**10**	17%	**4**	7%	**0**	0%	**0**	0%	**3**	5%	**0**	0%
M	**22**	37%	**18**	31%	**4**	7%	**12**	20%	**3**	5%	**2**	3%	**0**	0%	**0**	0%	**1**	2%	**0**	0%
Administrative Support	**4,816**		**4343**	90%	**473**	10%	**2614**	54%	**711**	15%	**881**	18%	**12**	0%	**4**	0%	**121**	3%	**43**	1%
F	**2,142**	44%	**2023**	42%	**119**	2%	**1528**	32%	**290**	6%	**136**	3%	**7**	0%	**2**	0%	**60**	1%	**15**	35%
M	**2,674**	56%	**2320**	48%	**354**	7%	**1086**	23%	**421**	9%	**745**	15%	**5**	0%	**2**	0%	**61**	1%	**28**	65%
Skilled Craft	**18,014**		**12301**	68%	**5713**	32%	**6622**	37%	**2295**	13%	**2822**	16%	**49**	0%	**6**	0%	**507**	3%	**264**	1%
F	**986**	5%	**930**	5%	**56**	0%	**744**	4%	**125**	1%	**24**	0%	**4**	0%	**0**	0%	**33**	0%	**13**	5%
M	**17,028**	95%	**11371**	63%	**5657**	31%	**5878**	33%	**2170**	12%	**2798**	16%	**45**	0%	**6**	0%	**474**	3%	**251**	95%
Service Maintenance	**22,681**		**19638**	87%	**3043**	13%	**12712**	56%	**5047**	22%	**1344**	6%	**39**	0%	**8**	0%	**488**	2%	**313**	1%
F	**4,551**	20%	**4366**	19%	**185**	1%	**3360**	15%	**848**	4%	**61**	0%	**6**	0%	**1**	0%	**90**	0%	**22**	7%
M	**18,130**	80%	**15272**	67%	**2858**	13%	**9352**	41%	**4199**	19%	**1283**	6%	**33**	0%	**7**	0%	**398**	2%	**291**	93%
Total	**51,666**		**40,501**	**78%**	**11,165**	**22%**	**23,996**	**46%**	**8,782**	**17%**	**6,214**	**12%**	**111**	**0%**	**20**	**0%**	**1,378**	**3%**	**758**	**1%**

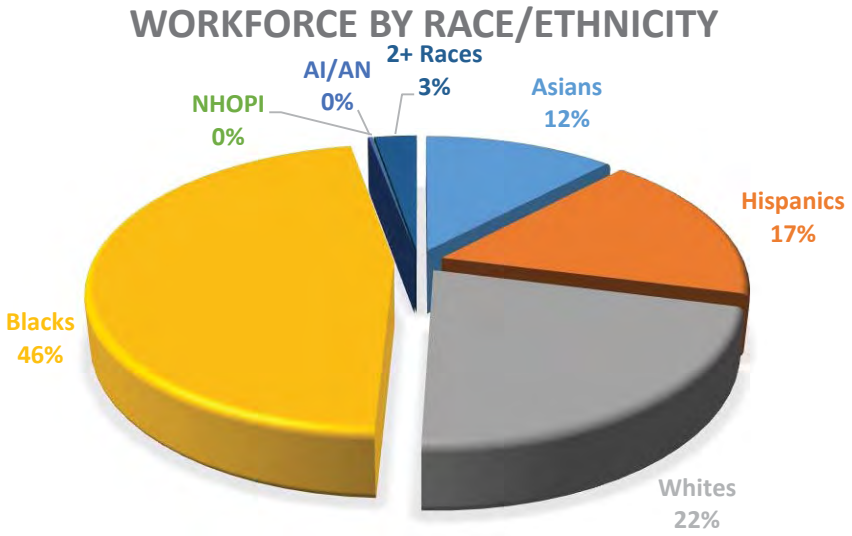
*American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

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

NYCT Workforce





NYCT workforce consists of **51,666** employees

- **19%** females, **78%** minorities, and **1%** veterans
- The percentage of females employed **remains constant** when compared to 2Q18.
- The percentage of minorities **remains constant** as it relates to race and ethnicity when compared to 2Q18.

Underutilization Analysis Overview

A utilization analysis was conducted to determine whether there is underutilization of females and minorities in NYCT's workforce. This analysis compared **June 30, 2019** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market. Underutilization exists if the percentage of females or minorities in a job category is less than 80% of their expected estimated availability.

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

NYCT Underutilization Analysis

JOB CATEGORY	Gender	BLACKS Est Avail	BLACKS Actual %	HISPANIC Est Avail	HISPANIC Actual %	ASIANS Est Avail	ASIANS Actual %	AI/AN* Est Avail	AI/AN* Actual %	NHOPI** Est Avail	NHOPI** Actual %	2+ RACES Est Avail	2+ RACES Actual %	WHITES Est Avail	WHITES Actual %
Officials & Administrators	F	7%	12%	2%	2%	2%	3%	0%	0%	0%	0%	1%	1%	**9%**	**6%**
	M	14%	19%	7%	9%	8%	11%	0%	0%	0%	0%	1%	3%		
Professionals	F	6%	16%	4%	5%	4%	7%	0%	0%	0%	0%	0%	2%	**18%**	**8%**
	M	7%	15%	5%	5%	8%	19%	0%	0%	0%	0%	1%	2%		
Technicians	F	4%	21%	3%	4%	3%	**2%**	0%	0%	0%	0%	0%	1%	**13%**	**6%**
	M	10%	22%	6%	6%	9%	13%	0%	0%	0%	0%	1%	4%		
Protective Services	F	9%	15%	3%	3%	1%	**0%**	0%	0%	0%	0%	0%	1%	**3%**	**2%**
	M	27%	35%	15%	17%	4%	6%	0%	0%	0%	0%	0%	2%		

*American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

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

NYCT Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN*		NHOPI**		2+ RACES		WHITES	
		Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %
Paraprofessionals	F	10%	31%	10%	17%	4%	7%	0%	0%	0%	0%	1%	5%	**31%**	**3%**
	M	4%	20%	3%	5%	2%	3%	0%	0%	0%	0%	0%	2%		
Administrative Support	F	14%	32%	15%	**6%**	6%	**3%**	0%	0%	0%	0%	0%	1%	**17%**	**2%**
	M	7%	23%	9%	9%	4%	15%	0%	0%	0%	0%	0%	1%		
Skilled Craft	F	6%	**4%**	3%	**1%**	2%	**0%**	0%	0%	0%	0%	0%	0%	**8%**	**0%**
	M	16%	33%	12%	12%	7%	16%	0%	0%	0%	0%	1%	3%		
Service Maintenance	F	5%	15%	8%	**4%**	2%	**0%**	0%	0%	0%	0%	0%	0%	**6%**	**1%**
	M	14%	41%	23%	**19%**	4%	6%	0%	0%	0%	0%	0%	2%		

*American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

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

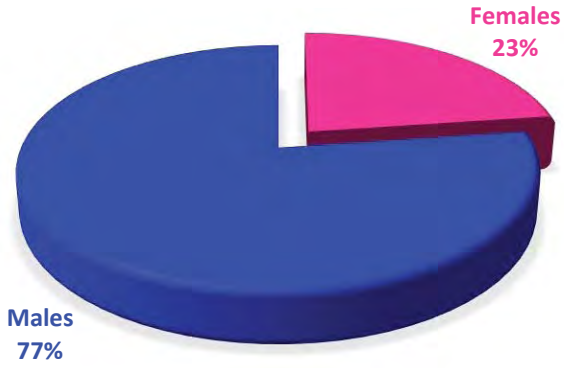
NYCT

New Hires and Veterans

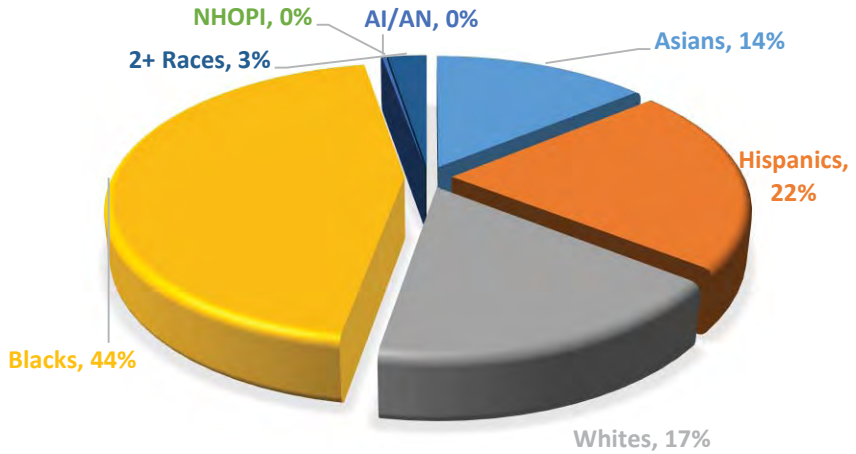
January 1, 2019 – June 30, 2019

NYCT
New Hires and Veterans

NEW HIRE BY GENDER



NEW HIRE BY RACE/ETHNICITY



We added **1,527** employees including **43** veterans

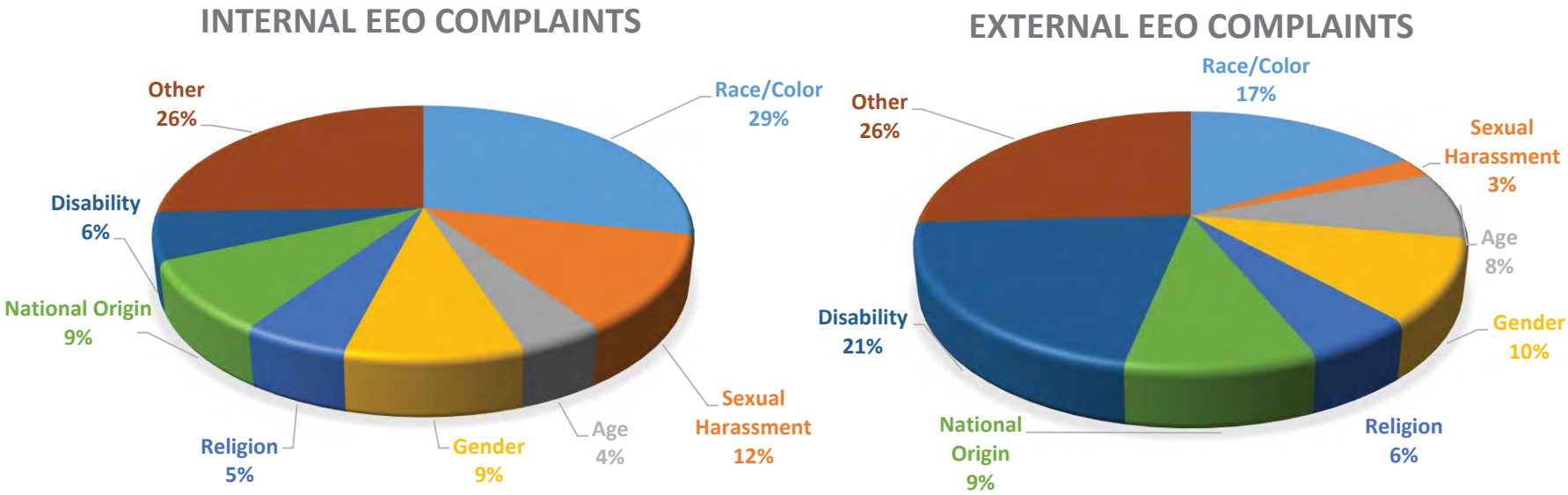
- **23%** females of which **1%** were female veterans
- Female hires were above their current representation in the workforce
- **83%** minorities of which **3%** were minority veterans
- The share of Minority hires was greater than their current representation in the workforce

NYCT

Complaints and Lawsuits

January 1, 2019 – JUNE 30, 2019

NYCT Internal/External EEO Complaints and Lawsuits

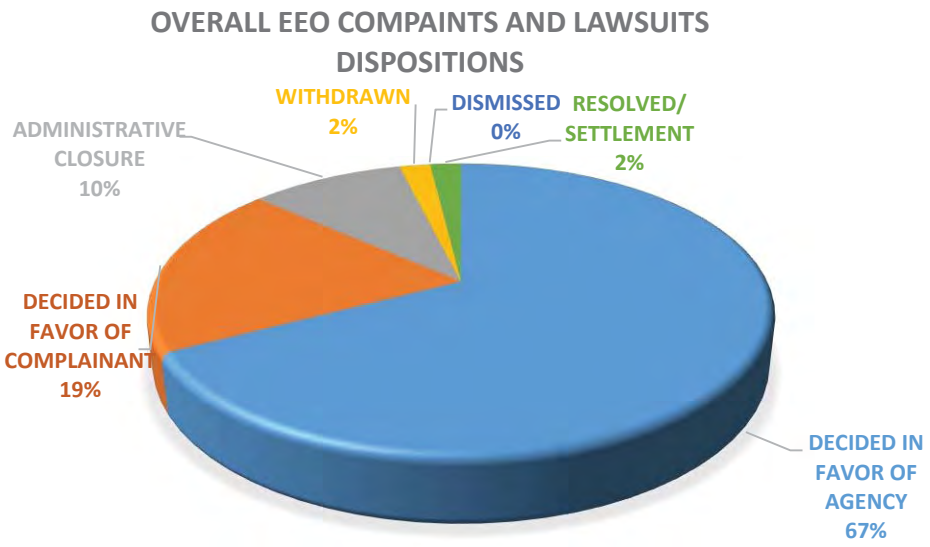


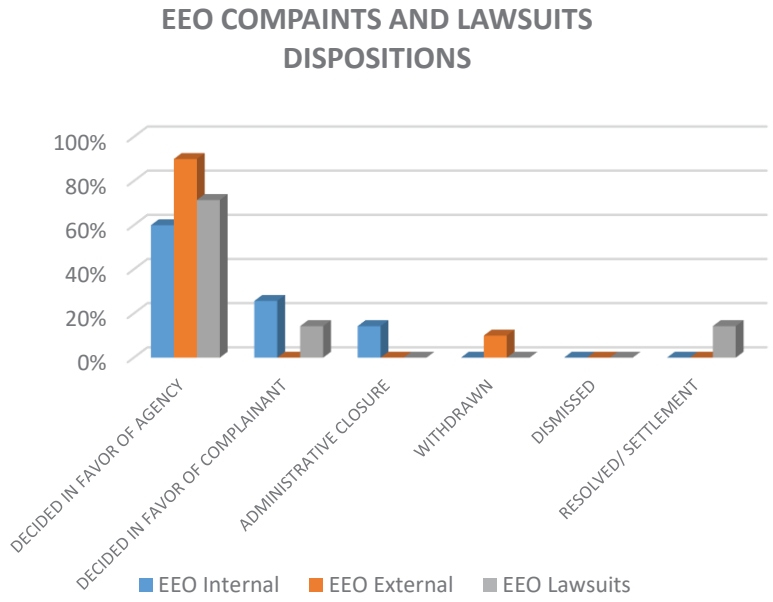
NYCT handled **220** EEO complaints, citing **479** separate allegations, and **67** lawsuits

- **121** handled internal complaints
- **99** handled external complaints
- The most frequently cited basis internally was race/color and externally was disability

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

NYCT
EEO Complaints and Lawsuits Dispositions

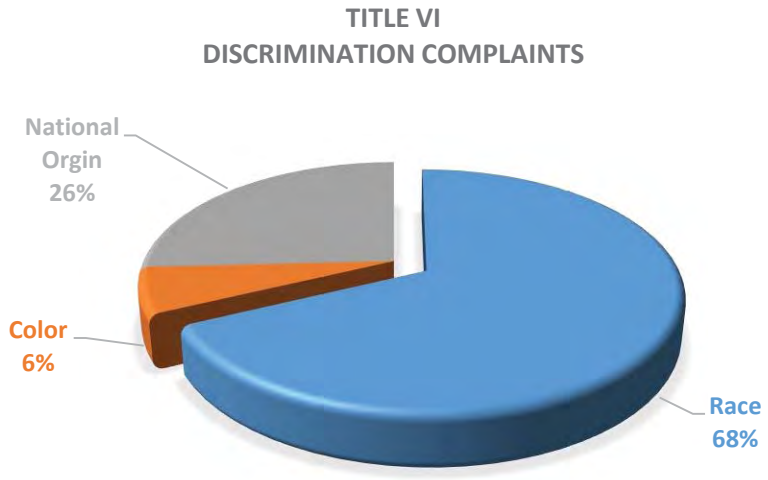


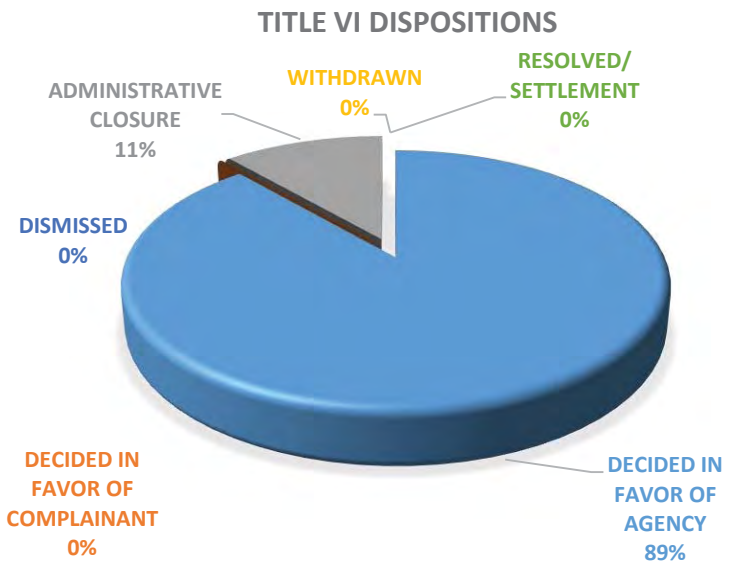


NYCT disposed of **45** EEO complaints and **7** EEO lawsuits

- **67%** complaints/lawsuits decided in favor of the agency
- **19%** complaints/lawsuits decided in favor of the complainant
- **10%** complaints/lawsuits were administrative closures
- **2%** of complaints/lawsuits were resolved/settled
- **0%** of complaints/lawsuits were dismissed

NYCT
Title VI Discrimination Complaints, Lawsuits and Dispositions





NYCT handled **136** Title VI complaints, citing **145** separate allegations and no Title VI lawsuits. Agency disposed of **17** complaints and no lawsuits

- **94%** complaints/lawsuits decided in favor of the agency
- **6%** complaints/lawsuits were administrative closures
- **0%** complaints/lawsuits were resolved/settled
- **0%** complaints/lawsuits decided in favor of the complainant

MTA Bus Company
MTABC

EEO Report – 2nd Quarter 2019

September, 2019

Executive Summary

EEO

As of June 30, 2019, MTA Bus's workforce included 4,175 total employees. This represents a decrease of 12 employees from the second quarter 2018 (2Q18) workforce.

- Females representation of 13% (547) is unchanged when compared to 2Q18.
- Females were hired above their current representation.
- Minorities represent 79% (3,316) of our workforce, an increase of 1% when compared to 2Q18.
- Minorities were hired above their current representation.

Executive Summary

MTA Bus Company conducted a utilization analysis* of females and minorities in its workforce as of June 30, 2019. Based on the analysis, underrepresentation for females and minorities occurred in the following EEO categories:

Females:

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

Minorities:

- Protective Services – Blacks
- Administrative Support – Hispanics and AI/ANs
- Skilled Craft– Blacks and Hispanics
- Service Maintenance – Hispanics

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

Executive Summary

- **Diversity Initiatives to increasing representation**
  - Initiatives to address underrepresentation for females and minorities
    - **Female** – Evaluated bus operator exam requirements to identify areas where we can improve the number of females who take the test
    - **Minority** – Participated in NYC Economic Development Day along with other career fairs
  - Initiatives to increase representation for veterans and persons with disabilities
    - **Veteran** – Participated in Queens and Nassau County career fairs
    - **Persons with disabilities** – Collaborated with MTA IT and Abilities Transit Employee Resource Group ("TEG") to make MTA website accessible for persons with disabilities

MTABC

Workforce

as of June 30, 2019

Definitions of EEO Job Categories

Officials & Administrators

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

Professionals

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

Technicians

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

Protective Services

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

Paraprofessionals

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

Administrative Support

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

Skilled Craft

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

Service Maintenance

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

MTABC Workforce

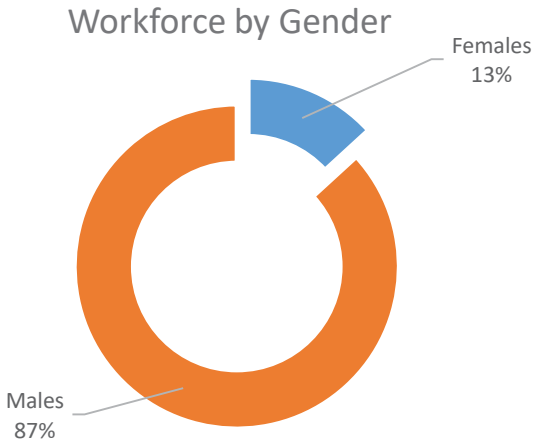
JOB CATEGORY	TOTAL		Minorities		Est	WHITES		Est	BLACKS		Est	HISPANICS		Est	ASIANS		Est	AI/AN*		Est	NHOPI**		Est	2+ RACES		Est	VETERANS		PWD***	
	#	%	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	Avail %	#	%	#	%
Officials & Administrators	**256**		146	57%		110	43%		67	26%		37	14%		30	12%		0	0%		0	0%		12	5%		8	3%	6	2%
F	**59**	23%	46	18%		13	5%	16%	29	11%	5%	7	3%	2%	7	3%	2%	0	0%	0%	0	0%	0%	3	1%	1%	0	0%	0	0%
M	**197**	77%	100	39%		97	38%	38%	38	15%	6%	30	12%	5%	23	9%	5%	0	0%	0%	0	0%	0%	9	4%	1%	8	100%	6	100%
Professionals	**130**		102	78%		28	22%		36	28%		23	18%		33	25%		0	0%		0	0%		10	8%		3	2%	4	3%
F	**59**	45%	51	39%		8	6%	13%	21	16%	10%	15	12%	6%	11	8%	5%	0	0%	0%	0	0%	0%	4	3%	2%	2	67%	2	50%
M	**71**	55%	51	39%		20	15%	26%	15	12%	6%	8	6%	4%	22	17%	8%	0	0%	0%	0	0%	0%	6	5%	1%	1	33%	2	50%
Technicians	**16**		5	31%		11	69%		1	6%		2	13%		1	6%		0	0%		0	0%		1	6%		0	0%	0	0%
F	**10**	63%	3	19%		7	44%	35%	1	6%	5%	2	13%	10%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0	0%
M	**6**	38%	2	13%		4	25%	20%	0	0%	0%	0	0%	0%	1	6%	5%	0	0%	0%	0	0%	0%	1	6%	5%	0	0%	0	0%
Protective Services	**6**		5	83%		1	17%		2	33%		2	33%		0	0%		0	0%		0	0%		1	17%		0	0%	0	0%
F	**2**	33%	1	17%		1	17%	13%	0	0%	0%	1	17%	13%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0	0%
M	**4**	67%	4	67%		0	0%	0%	2	33%	40%	1	17%	0%	0	0%	0%	0	0%	0%	0	0%	0%	1	17%	13%	0	0%	0	0%
Paraprofessionals	**0**		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%		0	0%	0	0%
F	**0**	0%	0	0%		0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0	0%
M	**0**	0%	0	0%		0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0	0%
Administrative Support	**101**		73	72%		28	28%		36	36%		12	12%		14	14%		0	0%		0	0%		11	11%		1	1%	1	1%
F	**36**	36%	31	31%		5	5%	14%	17	17%	13%	9	9%	9%	2	2%	2%	0	0%	0%	0	0%	0%	3	3%	2%	1	100%	0	0%
M	**65**	64%	42	42%		23	23%	15%	19	19%	11%	3	3%	4%	12	12%	6%	0	0%	1%	0	0%	0%	8	8%	5%	0	0%	1	100%
Skilled Craft	**727**		488	67%		239	33%		240	33%		107	15%		84	12%		2	0%		8	1%		47	6%		9	1%	2	0%
F	**3**	0%	2	0%		1	0%	1%	2	0%	1%	0	0%	1%	0	0%	0%	0	0%	0%	0	0%	0%	0	0%	0%	1	11%	0	0%
M	**724**	100%	486	67%		238	33%	28%	238	33%	23%	107	15%	13%	84	12%	9%	2	0%	0%	8	1%	1%	47	6%	4%	8	89%	2	100%
Service Maintenance	**2,939**		2497	85%		442	15%		1,504	51%		688	23%		191	6%		7	0%		4	0%		103	4%		24	1%	0	0%
F	**378**	13%	358	12%		20	1%	6%	246	8%	7%	98	3%	5%	3	0%	0%	1	0%	0%	0	0%	0%	10	0%	0%	0	0%	0	0%
M	**2,561**	87%	2139	73%		422	14%	15%	1,258	43%	26%	590	20%	16%	188	6%	4%	6	0%	0%	4	0%	0%	93	3%	1%	24	100%	0	0%
Total	**4,175**		**3,316**	79%		**859**	21%		**1,886**	45%		**871**	21%		**353**	8%		**9**	0%		**12**	0%		**185**	4%		**45**	1%	**13**	0%

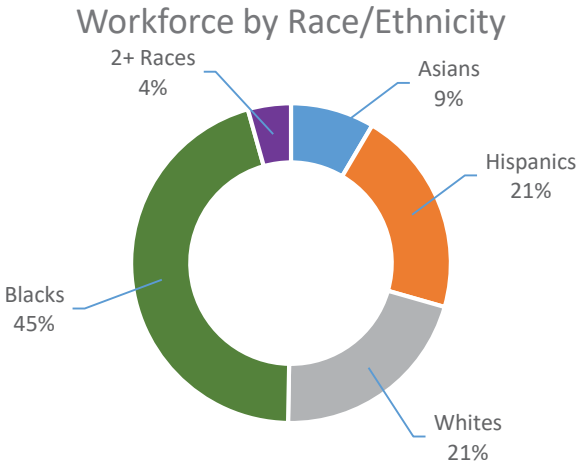
* American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

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

MTABC Workforce





MTABC workforce consists of 4,175 employees

- 13% females, 79% minorities, and 1% veterans.
- The percentage of females employed was unchanged when compared to 2Q18.
- The percentage of minorities has increased by 1% as it relates to race and ethnicity when compared to 2Q18.

Underutilization Analysis Overview

A utilization analysis was conducted to determine whether there is underutilization of females and minorities in its workforce. This analysis consists of comparing **June 30, 2019** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market. Underutilization exists if the percentage of females or minorities in a job category is less than 80 percent of their expected estimated availability.

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

MTABC Underutilization Analysis

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN		NHOPI		2+ RACES		WHITES	
		Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %	Est Avail	Actual %
Officials & Administrators	**F**	5%	11%	2%	3%	2%	3%	0%	0%	0%	0%	1%	1%	**16%**	**5%**
	M	6%	15%	5%	12%	5%	9%	0%	0%	0%	0%	1%	4%		
Professionals	**F**	10%	16%	6%	12%	5%	8%	0%	0%	0%	0%	2%	3%	**13%**	**6%**
	M	6%	12%	4%	6%	8%	17%	0%	0%	0%	0%	1%	5%		
Technicians	**F**	5%	6%	10%	13%	0%	0%	0%	0%	0%	0%	0%	0%	35%	44%
	M	0%	0%	0%	0%	5%	6%	0%	0%	0%	0%	5%	6%		
Protective Services	**F**	0%	0%	13%	17%	0%	0%	0%	0%	0%	0%	0%	0%	13%	17%
	M	**40%**	**33%**	0%	17%	0%	0%	0%	0%	0%	0%	13%	17%		
Paraprofessionals	**F**	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	M	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%		
Administrative Support	**F**	13%	17%	9%	9%	2%	2%	0%	0%	0%	0%	2%	3%	**14%**	**5%**
	M	11%	19%	**4%**	**3%**	6%	12%	**1%**	**0%**	0%	0%	5%	8%		
Skilled Craft	**F**	**1%**	**0%**	**1%**	**0%**	0%	0%	0%	0%	0%	0%	0%	0%	**1%**	**0%**
	M	23%	33%	13%	15%	9%	12%	0%	0%	1%	1%	4%	6%		
Service Maintenance	**F**	7%	8%	**5%**	**3%**	0%	0%	0%	0%	0%	0%	0%	0%	**6%**	**1%**
	M	26%	43%	16%	20%	4%	6%	0%	0%	0%	0%	1%	3%		

*American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

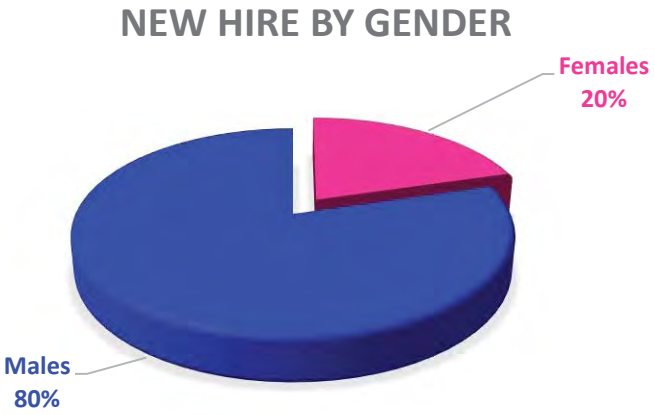
Note: Pursuant to FTA Circular 4704.1A, EEO requirements and guideline, *white males* have been excluded from the underutilization analysis.
The shaded areas represent underutilization.

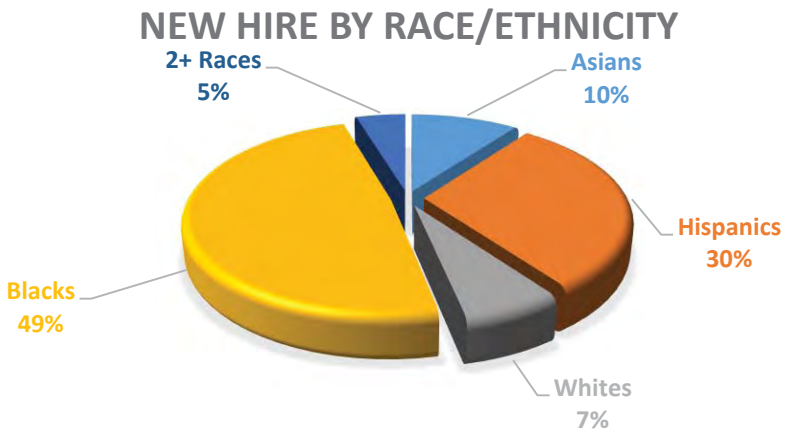
MTABC

New Hires and Veterans

January 1, 2019 – June 30, 2019

MTABC
New Hires and Veterans





We hired 257 employees including 4 veterans

- 20% females of which 0% were female veterans.
- Female hires exceeded their current representation in the workforce.
- 93% minorities of which 2% were minority veterans.
- Minorities hires exceeded their current representation in the workforce.

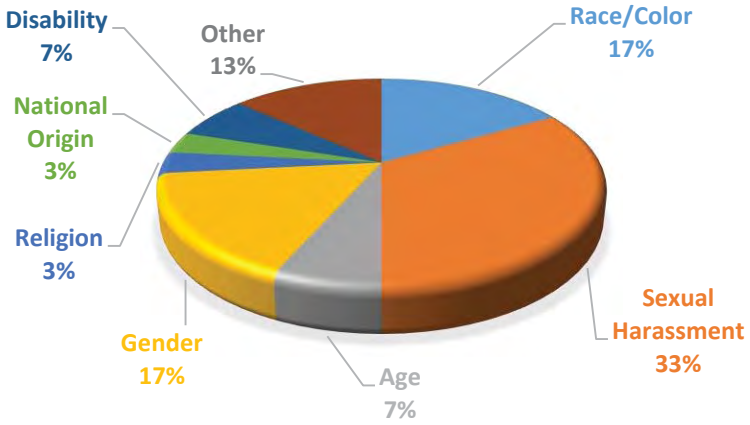
MTABC

Complaints and Lawsuits

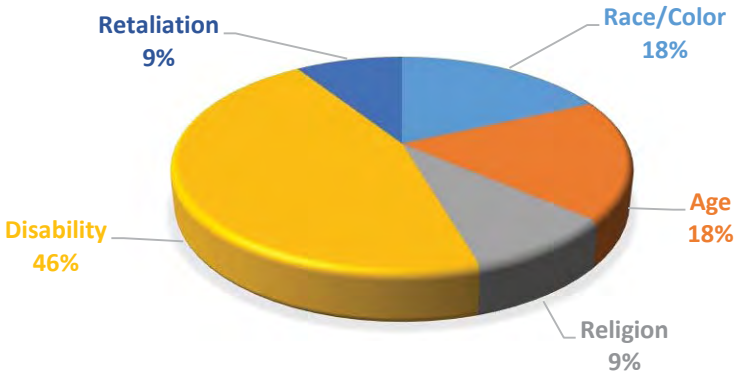
January 1, 2019 – June 30, 2019

MTABC Internal/External EEO Complaints and Lawsuits

INTERNAL EEO COMPLAINTS



EXTERNAL EEO COMPLAINTS

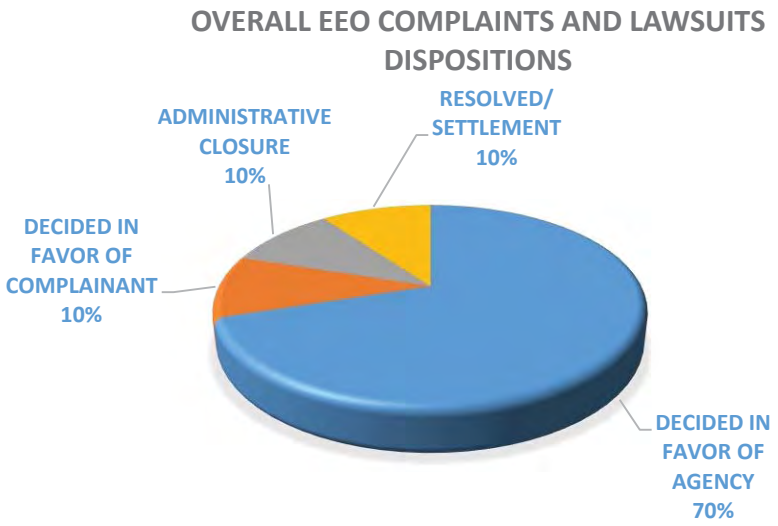


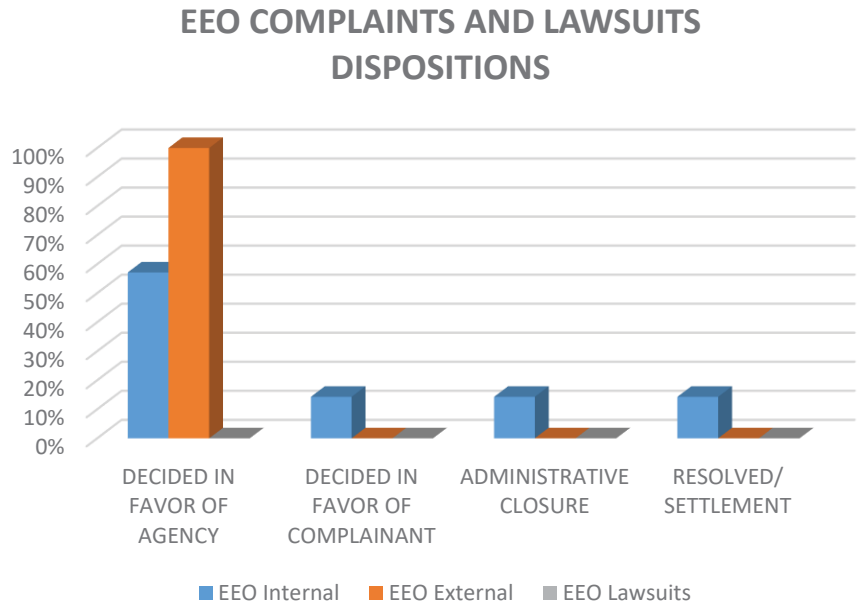
MTABC handled 30 EEO complaints, citing 41 separate allegations, and 4 lawsuits.

- 23 handled internal complaints.
- 7 handled external complaints.
- The most frequently cited basis internally was sexual harassment and externally was disability.

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

MTABC
EEO Complaints and Lawsuits Dispositions

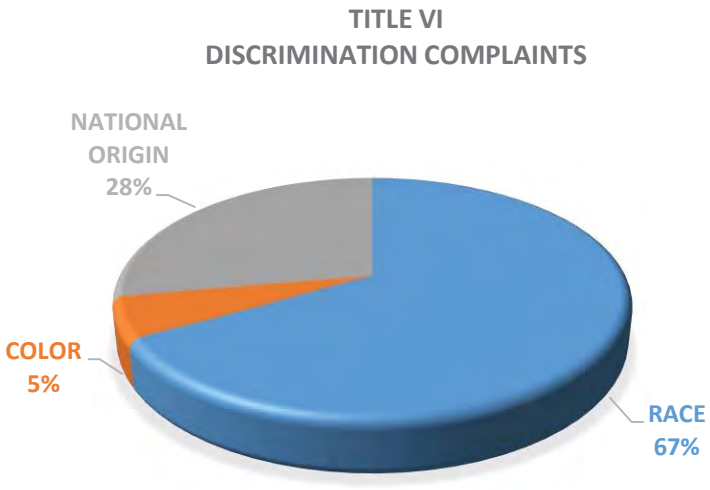


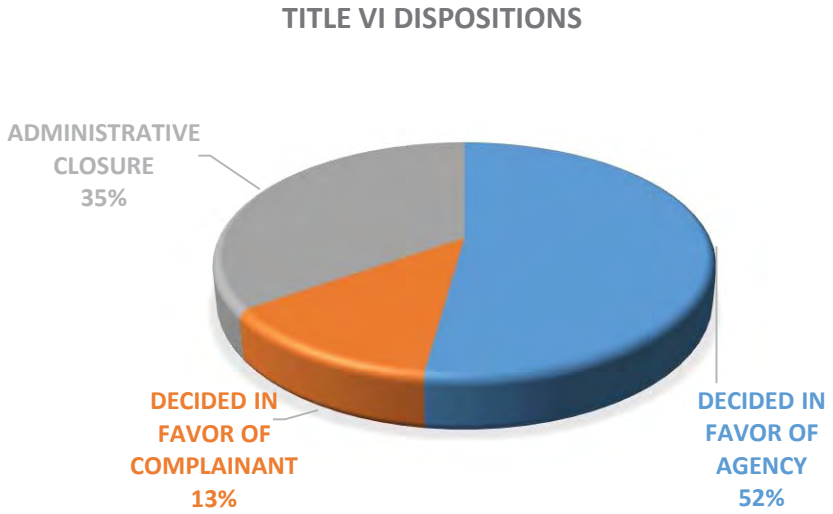


MTABC disposed of 10 EEO complaints and 0 EEO lawsuits.

- 70% complaints/lawsuits decided in favor of the agency.
- 10% complaints/lawsuits were resolved/settled.
- 10% complaints/lawsuits were administratively closed.
- 10% complaints/lawsuits were decided in favor of complainant.

MTABC
Title VI Discrimination Complaints, Lawsuits and Dispositions





MTABC handled 83 Title VI Complaints, citing 90 separate allegations and 0 Title VI lawsuits. MTABC disposed of 23 complaints and 0 lawsuits.

- 52% complaints/lawsuits decided in favor of the agency.
- 13% complaints/lawsuits decided in favor of the complainant.
- 35% complaints/lawsuits were administrative closures.

Standard Follow-Up Report: NYCT 2019 Mid-Year Forecast Monthly Allocation

Monthly allocation of MTA New York City Transit's 2019 Mid-Year Forecast, including revenues/receipts, expenses/expenditures, ridership and positions.

Jaibala Patel
Chief Financial Officer

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2019 Mid-Year
Accrual Statement of Operations By Category

($ in Millions)

NON_REIMB

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue:													
Subway	275.785	258.040	288.773	295.061	315.483	292.580	302.301	294.208	294.488	316.028	295.191	296.103	3,524.040
Bus	73.113	69.120	77.553	77.467	82.238	74.620	79.712	78.981	76.767	80.107	72.658	70.262	912.599
Paratransit	1.870	1.790	1.964	1.945	2.024	1.935	1.890	2.020	1.929	2.106	2.002	1.977	23.453
Fare Media Liability	6.542	6.542	6.542	6.542	6.542	6.542	6.542	6.542	6.541	6.541	6.541	6.541	78.500
Farebox Revenue	**357.311**	**335.492**	**374.833**	**381.014**	**406.287**	**375.677**	**390.445**	**381.751**	**379.725**	**404.782**	**376.392**	**374.882**	**4,538.592**
Vehicle Toll Revenue													
Other Operating Revenue:													
Fare Reimbursment	8.353	7.250	8.924	8.088	9.468	5.990	5.990	5.990	5.990	5.990	5.990	5.990	84.016
Paratransit Reimbursment	21.194	17.192	16.735	17.474	18.165	18.327	18.327	18.327	18.327	18.327	18.327	18.327	219.046
Other	12.026	12.284	18.488	13.766	16.102	14.293	14.293	14.293	14.293	14.293	14.293	14.518	172.942
Other Operating Revenue	**41.573**	**36.726**	**44.146**	**39.329**	**43.735**	**38.610**	**38.610**	**38.610**	**38.610**	**38.610**	**38.610**	**38.835**	**476.004**
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	**398.884**	**372.218**	**418.978**	**420.343**	**450.022**	**414.287**	**429.055**	**420.361**	**418.335**	**443.392**	**415.002**	**413.717**	**5,014.596**
Operating Expenses													
Labor :													
Payroll	302.820	269.359	289.527	284.855	301.364	289.421	299.926	281.139	283.681	292.449	309.114	305.016	3,508.669
Overtime	54.529	54.176	48.297	53.930	56.192	26.101	43.121	38.399	44.183	42.255	43.785	45.902	550.871
Total Salaries & Wages	357.349	323.535	337.824	338.786	357.556	315.521	343.047	319.538	327.864	334.704	352.899	350.918	4,059.541
Health and Welfare	71.093	75.767	77.863	74.358	82.185	81.472	79.156	79.660	79.025	78.899	78.820	91.107	949.406
OPEB Current Payment	13.075	59.169	47.783	33.787	46.935	38.249	41.331	41.331	41.331	41.331	41.331	28.434	474.087
Pensions	78.259	78.182	79.068	78.843	78.634	153.809	86.878	86.107	84.963	86.336	87.718	87.985	1,066.782
Other Fringe Benefits	44.712	39.760	34.580	41.142	42.311	30.421	40.060	33.532	38.584	38.097	40.730	40.241	464.170
Total Fringe Benefits	207.139	252.878	239.294	228.130	250.065	303.950	247.425	240.630	243.904	244.664	248.599	247.767	2,954.445
Reimbursable Overhead	(21.300)	(24.792)	(39.866)	(23.994)	(22.448)	(15.937)	(21.912)	(34.277)	(21.617)	(23.054)	(21.205)	(21.593)	(291.996)
Total Labor Expenses	**543.188**	**551.621**	**537.251**	**542.922**	**585.173**	**603.534**	**568.560**	**525.891**	**550.151**	**556.314**	**580.292**	**577.092**	**6,721.990**
Non-Labor :													
Electric Power	28.802	28.598	17.703	25.095	18.658	24.718	22.942	22.214	23.126	22.220	21.756	23.024	278.854
Fuel	10.199	8.062	11.341	9.977	5.493	14.320	8.953	9.112	5.177	9.424	8.177	8.452	108.687
Insurance	5.593	5.593	6.132	6.130	4.981	5.765	5.759	5.759	5.759	5.759	5.840	5.844	68.914
Claims	16.542	18.276	17.409	17.409	17.409	17.409	17.409	17.409	17.409	17.409	17.409	17.409	208.909
Paratransit Service Contracts	41.057	39.268	41.314	41.360	42.203	34.904	40.959	41.744	42.330	45.615	41.784	42.213	494.751
Contracts	19.432	19.161	20.932	29.032	27.284	41.127	25.434	25.665	22.214	31.691	31.679	29.896	323.546
Professional Service Contracts	12.016	15.268	16.500	17.764	17.617	14.849	19.048	15.884	16.117	19.192	16.175	17.640	198.069
Materials & Supplies	29.482	26.989	27.368	29.796	27.772	29.792	28.790	29.105	28.727	29.387	29.791	31.584	348.584
Other Business Expenses	6.639	7.113	7.399	7.335	7.222	6.158	7.120	7.151	7.478	7.057	7.096	7.249	85.016
Total Non-Labor Expenses	**169.760**	**168.327**	**166.098**	**183.898**	**168.639**	**189.042**	**176.413**	**174.044**	**168.338**	**187.755**	**179.707**	**183.310**	**2,115.329**
Other Expense Adjustments:													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**
Total Expenses before Depreciation and OPEB	**712.948**	**719.948**	**703.349**	**726.820**	**753.812**	**792.576**	**744.973**	**699.935**	**718.488**	**744.069**	**759.999**	**760.402**	**8,837.319**

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2019 Mid-Year
Accrual Statement of Operations By Category

Depreciation	161.224	161.224	158.337	161.581	163.553	133.111	156.505	156.505	156.505	156.505	156.505	156.505	1,878.062
GASB 75 OPEB Expense Adjustment	0.000	0.000	(18.134)	0.000	0.000	20.000	0.000	0.000	20.000	0.000	0.000	1,062.034	1,083.900
GASB 68 Pension Adjustment	0.000	0.000	1.464	0.000	0.000	0.000	0.000	0.000	(6.398)	0.000	0.000	(291.464)	(296.398)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	**874.172**	**881.172**	**845.017**	**888.401**	**917.365**	**945.687**	**901.478**	**856.440**	**888.596**	**900.574**	**916.504**	**1,687.477**	**11,502.883**
OPERATING SURPLUS/DEFICIT	**(475.289)**	**(508.953)**	**(426.038)**	**(468.058)**	**(467.343)**	**(531.400)**	**(472.423)**	**(436.079)**	**(470.260)**	**(457.182)**	**(501.502)**	**(1,273.760)**	**(6,488.287)**

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2019 Mid-Year
Accrual Statement of Operations By Category
($ in Millions)

REIMBURSABLE

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Vehicle Toll Revenue													
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	101.659	108.582	163.345	110.268	107.965	114.756	113.480	149.495	110.964	117.069	109.777	113.271	1,420.629
Total Revenue	**101.659**	**108.582**	**163.345**	**110.268**	**107.965**	**114.756**	**113.480**	**149.495**	**110.964**	**117.069**	**109.777**	**113.271**	**1,420.629**
Expenses													
Labor :													
Payroll	35.863	36.657	51.939	36.967	38.326	75.833	45.686	57.165	44.807	48.245	44.167	45.904	561.558
Overtime	13.436	16.984	27.708	16.337	15.600	(16.893)	10.155	17.369	10.129	10.131	10.089	9.954	140.999
Total Salaries & Wages	49.299	53.641	79.646	53.304	53.927	58.940	55.841	74.534	54.936	58.376	54.255	55.858	702.558
Health and Welfare	2.123	2.203	2.022	1.989	2.064	2.567	2.231	2.231	2.231	2.231	2.231	2.337	26.458
OPEB Current Payment	0.821	0.825	0.855	0.829	0.835	1.073	0.891	0.891	0.891	0.891	0.891	0.891	10.586
Pensions	3.133	3.203	2.325	4.160	3.153	4.203	4.735	3.517	3.517	3.517	3.517	3.517	42.495
Other Fringe Benefits	14.840	16.529	25.356	15.946	16.351	22.761	17.988	23.827	17.732	19.014	17.414	18.153	225.911
Total Fringe Benefits	20.916	22.760	30.558	22.925	22.404	30.605	25.845	30.465	24.370	25.652	24.052	24.897	305.450
Reimbursable Overhead	21.300	24.792	39.866	23.994	22.448	15.937	21.912	34.277	21.617	23.054	21.205	21.593	291.996
Total Labor Expenses	**91.515**	**101.194**	**150.071**	**100.223**	**98.779**	**105.483**	**103.598**	**139.275**	**100.923**	**107.082**	**99.512**	**102.349**	**1,300.003**
Non-Labor :													
Electric Power	0.026	0.032	0.029	0.028	0.024	(0.014)	0.020	0.021	0.020	0.021	0.020	0.021	0.252
Fuel	0.000	0.000	0.000	0.000	0.000	0.040	(0.003)	0.020	0.020	0.020	0.020	0.020	0.138
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	5.476	3.461	3.791	3.417	2.828	2.476	3.538	3.669	3.538	3.538	3.685	3.592	43.008
Professional Service Contracts	0.237	0.872	2.457	1.680	0.911	(1.982)	0.700	0.700	0.931	0.700	0.700	1.401	9.306
Materials & Supplies	4.208	2.790	6.564	4.365	4.821	12.194	5.469	5.650	5.360	5.549	5.680	5.714	68.364
Other Business Expenses	0.197	0.233	0.432	0.556	0.602	(3.442)	0.159	0.159	0.171	0.159	0.159	0.173	(0.442)
Total Non-Labor Expenses	**10.144**	**7.389**	**13.274**	**10.046**	**9.186**	**9.273**	**9.882**	**10.219**	**10.041**	**9.987**	**10.264**	**10.922**	**120.626**
Other Expense Adjustments:													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**
Total Expenses before Depreciation and OPEB	**101.659**	**108.582**	**163.345**	**110.268**	**107.965**	**114.756**	**113.480**	**149.495**	**110.964**	**117.069**	**109.777**	**113.271**	**1,420.629**
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	**101.659**	**108.582**	**163.345**	**110.268**	**107.965**	**114.756**	**113.480**	**149.495**	**110.964**	**117.069**	**109.777**	**113.271**	**1,420.629**
OPERATING SURPLUS/DEFICIT	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2019 Mid-Year
Accrual Statement of Operations By Category
($ in Millions)

Total_Accruals

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue:													
Subway	275.785	258.040	288.773	295.061	315.483	292.580	302.301	294.208	294.488	316.028	295.191	296.103	3,524.040
Bus	73.113	69.120	77.553	77.467	82.238	74.620	79.712	78.981	76.767	80.107	72.658	70.262	912.599
Paratransit	1.870	1.790	1.964	1.945	2.024	1.935	1.890	2.020	1.929	2.106	2.002	1.977	23.453
Fare Media Liability	6.542	6.542	6.542	6.542	6.542	6.542	6.542	6.542	6.541	6.541	6.541	6.541	78.500
Farebox Revenue	**357.311**	**335.492**	**374.833**	**381.014**	**406.287**	**375.677**	**390.445**	**381.751**	**379.725**	**404.782**	**376.392**	**374.882**	**4,538.592**
Vehicle Toll Revenue													
Other Operating Revenue:													
Fare Reimbursment	8.353	7.250	8.924	8.088	9.468	5.990	5.990	5.990	5.990	5.990	5.990	5.990	84.016
Paratransit Reimbursment	21.194	17.192	16.735	17.474	18.165	18.327	18.327	18.327	18.327	18.327	18.327	18.327	219.046
Other	12.026	12.284	18.488	13.766	16.102	14.293	14.293	14.293	14.293	14.293	14.293	14.518	172.942
Other Operating Revenue	**41.573**	**36.726**	**44.146**	**39.329**	**43.735**	**38.610**	**38.610**	**38.610**	**38.610**	**38.610**	**38.610**	**38.835**	**476.004**
Capital and Other Reimbursements	101.659	108.582	163.345	110.268	107.965	114.756	113.480	149.495	110.964	117.069	109.777	113.271	1,420.629
Total Revenue	**500.543**	**480.801**	**582.323**	**530.611**	**557.987**	**529.043**	**542.535**	**569.856**	**529.299**	**560.461**	**524.779**	**526.988**	**6,435.226**
Expenses													
Labor :													
Payroll	338.683	306.016	341.466	321.822	339.691	365.253	345.612	338.304	328.487	340.694	353.280	350.921	4,070.228
Overtime	67.965	71.160	76.005	70.267	71.792	9.208	53.276	55.768	54.313	52.387	53.873	55.856	691.870
Total Salaries & Wages	406.648	377.176	417.471	392.090	411.483	374.461	398.888	394.072	382.800	393.080	407.154	406.776	4,762.098
Health and Welfare	73.216	77.971	79.885	76.347	84.249	84.039	81.387	81.890	81.256	81.130	81.051	93.443	975.864
OPEB Current Payment	13.896	59.994	48.638	34.616	47.770	39.322	42.222	42.222	42.222	42.222	42.222	29.325	484.672
Pensions	81.392	81.385	81.393	83.003	81.787	158.012	91.614	89.624	88.480	89.852	91.234	91.502	1,109.278
Other Fringe Benefits	59.552	56.289	59.936	57.089	58.662	53.183	58.048	57.359	56.316	57.111	58.144	58.394	690.081
Total Fringe Benefits	228.055	275.638	269.852	251.055	272.468	334.555	273.270	271.095	268.274	270.316	272.651	272.664	3,259.894
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	**634.703**	**652.814**	**687.322**	**643.144**	**683.951**	**709.017**	**672.158**	**665.167**	**651.074**	**663.396**	**679.805**	**679.440**	**8,021.993**
Non-Labor :													
Electric Power	28.828	28.631	17.732	25.123	18.683	24.704	22.962	22.235	23.146	22.241	21.776	23.045	279.106
Fuel	10.199	8.062	11.341	9.977	5.494	14.360	8.950	9.132	5.198	9.445	8.197	8.472	108.825
Insurance	5.593	5.593	6.132	6.130	4.981	5.765	5.759	5.759	5.759	5.759	5.840	5.844	68.914
Claims	16.542	18.276	17.409	17.409	17.409	17.409	17.409	17.409	17.409	17.409	17.409	17.409	208.909
Paratransit Service Contracts	41.057	39.268	41.314	41.360	42.203	34.904	40.959	41.744	42.330	45.615	41.784	42.213	494.751
Maintenance and Other Operating Contracts	24.908	22.622	24.723	32.448	30.112	43.603	28.972	29.334	25.752	35.229	35.364	33.487	366.554
Professional Service Contracts	12.252	16.139	18.958	19.444	18.528	12.868	19.747	16.583	17.048	19.892	16.875	19.040	207.375
Materials & Supplies	33.690	29.780	33.933	34.161	32.592	41.986	34.258	34.756	34.087	34.936	35.471	37.299	416.947
Other Business Expenses	6.835	7.346	7.831	7.891	7.824	2.716	7.279	7.310	7.650	7.216	7.255	7.422	84.574
Total Non-Labor Expenses	**179.904**	**175.716**	**179.372**	**193.943**	**177.825**	**198.315**	**186.295**	**184.263**	**178.378**	**197.742**	**189.971**	**194.232**	**2,235.956**
Other Expense Adjustments:													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**
Total Expenses before Depreciation and OPEB	**814.607**	**828.530**	**866.694**	**837.088**	**861.776**	**907.332**	**858.453**	**849.430**	**829.452**	**861.138**	**869.776**	**873.672**	**10,257.948**
Depreciation	161.224	161.224	158.337	161.581	163.553	133.111	156.505	156.505	156.505	156.505	156.505	156.505	1,878.062
GASB 75 OPEB Expense Adjustment	0.000	0.000	(18.134)	0.000	0.000	20.000	0.000	0.000	20.000	0.000	0.000	1,062.034	1,083.900
GASB 68 Pension Adjustment	0.000	0.000	1.464	0.000	0.000	0.000	0.000	0.000	(6.398)	0.000	0.000	(291.464)	(296.398)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	**975.831**	**989.754**	**1,008.361**	**998.669**	**1,025.330**	**1,060.443**	**1,014.959**	**1,005.935**	**999.559**	**1,017.643**	**1,026.281**	**1,800.747**	**12,923.512**
OPERATING SURPLUS/DEFICIT	**(475.289)**	**(508.953)**	**(426.038)**	**(468.058)**	**(467.343)**	**(531.400)**	**(472.423)**	**(436.079)**	**(470.260)**	**(457.182)**	**(501.502)**	**(1,273.760)**	**(6,488.287)**

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2019 Mid-Year
Cash Receipts and Expenditures
($ in Millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	371.601	335.074	372.346	377.160	422.493	375.677	390.445	381.751	379.725	404.782	376.392	351.345	4,538.792
Vehicle Toll Revenue													
Other Operating Revenue:													
Fare Reimbursment	15.000	0.000	0.000	0.000	6.313	13.766	0.000	24.469	0.000	0.000	24.469	0.000	84.016
Paratransit Reimbursment	51.191	6.808	2.686	42.983	3.208	3.418	48.721	3.418	3.418	48.721	3.418	3.418	221.406
Other Operating Revenue	3.314	2.702	3.954	3.001	4.162	5.450	5.450	5.450	5.450	5.450	5.450	15.750	65.582
Other Operating Revenue	**69.505**	**9.510**	**6.640**	**45.984**	**13.683**	**22.633**	**54.171**	**33.336**	**8.867**	**54.171**	**33.336**	**19.167**	**371.004**
Capital and Other Reimbursements	27.452	203.011	81.758	83.728	146.412	114.756	123.480	159.495	130.964	137.069	129.777	116.501	1,454.402
Total Receipts	**468.558**	**547.596**	**460.743**	**506.872**	**582.588**	**513.066**	**568.096**	**574.582**	**519.556**	**596.022**	**539.505**	**487.014**	**6,364.198**
Expenditures													
Labor :													
Payroll	304.587	305.221	311.060	295.232	457.033	327.747	297.633	303.737	293.542	487.084	320.351	346.664	4,049.890
Overtime	67.965	71.160	76.005	70.267	71.792	9.208	53.276	55.768	54.313	52.387	53.873	55.856	691.870
Total Salaries & Wages	372.552	376.381	387.065	365.500	528.825	336.955	350.909	359.505	347.854	539.471	374.224	402.520	4,741.760
Health and Welfare	82.241	61.994	85.442	67.594	105.398	84.039	81.387	81.890	81.256	81.130	81.051	70.236	963.657
OPEB Current Payment	13.896	59.994	48.638	34.616	47.770	39.322	42.222	42.222	42.222	42.222	42.222	29.325	484.672
Pensions	81.328	81.365	81.365	82.985	81.769	158.012	91.614	89.624	88.480	89.852	91.234	88.726	1,106.354
Other Fringe Benefits	40.972	41.675	44.339	39.698	52.510	47.328	40.246	40.569	39.498	52.699	42.764	37.718	520.015
Total Fringe Benefits	218.436	245.027	259.784	224.893	287.447	328.701	255.468	254.306	251.456	265.903	257.271	226.005	3,074.699
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	**590.988**	**621.408**	**646.848**	**590.392**	**816.272**	**665.656**	**606.377**	**613.811**	**599.311**	**805.374**	**631.495**	**628.525**	**7,816.459**
Non-Labor :													
Electric Power	31.068	29.391	22.715	25.972	20.024	24.704	22.962	22.235	23.146	22.241	21.776	12.872	279.106
Fuel	10.031	8.630	11.463	9.327	10.064	14.360	8.950	9.132	5.198	9.445	8.197	4.030	108.825
Insurance	23.563	3.220	0.000	0.000	10.051	0.000	2.251	14.685	0.000	0.000	13.615	(0.005)	67.380
Claims	15.366	8.645	7.367	20.739	19.189	10.303	10.303	10.303	10.303	10.303	10.303	(7.107)	126.018
Paratransit Service Contracts	35.968	43.215	37.504	45.476	30.302	36.404	42.959	43.744	43.830	47.615	42.784	42.950	492.751
Maintenance and Other Operating Contracts	25.471	21.137	22.613	25.898	28.646	43.603	28.972	29.334	25.752	35.229	35.364	52.793	374.812
Professional Service Contracts	6.351	19.078	15.795	16.376	22.851	12.868	16.747	16.583	17.048	16.892	16.875	20.910	198.375
Materials & Supplies	25.059	36.903	45.690	40.036	35.159	41.444	33.716	31.214	30.545	31.394	31.929	32.360	415.447
Other Business Expenses	7.046	7.756	7.909	8.073	8.100	2.716	7.279	7.310	7.650	7.216	7.255	6.265	84.574
Total Non-Labor Expenditures	**179.923**	**177.974**	**171.055**	**191.897**	**184.385**	**186.402**	**174.139**	**184.541**	**163.471**	**180.335**	**188.098**	**165.069**	**2,147.289**
Other Expense Adjustments:													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**
Depreciation	0.000	0.000	(0.001)	(0.001)	(0.001)	0.000	0.000	0.000	0.000	0.000	0.000	0.001	0.000
GASB 75 OPEB Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenditures	**770.911**	**799.382**	**817.902**	**782.289**	**1,000.657**	**852.058**	**780.516**	**798.352**	**762.782**	**985.709**	**819.594**	**793.595**	**9,963.748**
Net Surplus/(Deficit)	**(302.353)**	**(251.786)**	**(357.159)**	**(275.417)**	**(418.069)**	**(338.992)**	**(212.420)**	**(223.771)**	**(243.226)**	**(389.687)**	**(280.089)**	**(306.581)**	**(3,599.549)**

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2019 Mid_Year
Cash Conversion (Cash Flow Adjustments)
($ in Millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	14.290	(0.418)	(2.487)	(3.854)	16.206	0.000	0.000	0.000	0.000	0.000	0.000	(23.537)	0.200
Vehicle Toll Revenue													
Other Operating Revenue													
Fare Reimbursment	6.647	(7.250)	(8.924)	(8.088)	(3.155)	7.776	(5.990)	18.478	(5.990)	(5.990)	18.478	(5.990)	0.000
Paratransit Reimbursment	29.997	(10.384)	(14.049)	25.509	(14.957)	(14.909)	30.395	(14.909)	(14.909)	30.395	(14.909)	(14.909)	2.360
Other	(8.712)	(9.582)	(14.534)	(10.765)	(11.940)	(8.843)	(8.843)	(8.843)	(8.843)	(8.843)	(8.843)	1.232	(107.360)
Other Operating Revenue	**27.932**	**(27.216)**	**(37.506)**	**6.655**	**(30.052)**	**(15.977)**	**15.561**	**(5.274)**	**(29.743)**	**15.561**	**(5.274)**	**(19.668)**	**(105.000)**
Capital and Other Reimbursements	(74.207)	94.429	(81.587)	(26.540)	38.447	0.000	10.000	10.000	20.000	20.000	20.000	3.231	33.773
Total Receipt Adjustments	**(31.985)**	**66.795**	**(121.580)**	**(23.739)**	**24.601**	**(15.977)**	**25.561**	**4.726**	**(9.743)**	**35.561**	**14.726**	**(39.974)**	**(71.027)**
Expenditures													
Labor:													
Payroll	34.096	0.795	30.406	26.590	(117.342)	37.506	47.979	34.567	34.945	(146.390)	32.929	4.256	20.338
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Salaries & Wages	34.096	0.795	30.406	26.590	(117.342)	37.506	47.979	34.567	34.945	(146.390)	32.929	4.256	20.338
Health and Welfare	(9.025)	15.977	(5.557)	8.753	(21.149)	0.000	0.000	0.000	0.000	0.000	0.000	23.207	12.206
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.064	0.020	0.028	0.018	0.018	0.000	0.000	0.000	0.000	0.000	0.000	2.776	2.924
Other Fringe Benefits	18.580	14.614	15.597	17.391	6.152	5.854	17.802	16.789	16.818	4.413	15.380	20.676	170.066
Total Fringe Benefits	9.619	30.611	10.068	26.162	(14.979)	5.854	17.802	16.789	16.818	4.413	15.380	46.659	185.196
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	**43.715**	**31.406**	**40.474**	**52.752**	**(132.321)**	**43.361**	**65.781**	**51.356**	**51.763**	**(141.978)**	**48.310**	**50.915**	**205.534**
Non-Labor :													
Electric Power	(2.240)	(0.760)	(4.983)	(0.849)	(1.341)	0.000	0.000	0.000	0.000	0.000	0.000	10.173	0.000
Fuel	0.168	(0.568)	(0.122)	0.650	(4.570)	0.000	0.000	0.000	0.000	0.000	0.000	4.442	0.000
Insurance	(17.970)	2.373	6.132	6.130	(5.070)	5.765	3.508	(8.926)	5.759	5.759	(7.775)	5.849	1.534
Claims	1.176	9.631	10.042	(3.330)	(1.780)	7.106	7.106	7.106	7.106	7.106	7.106	24.516	82.891
Paratransit Service Contracts	5.089	(3.947)	3.810	(4.116)	11.901	(1.500)	(2.000)	(2.000)	(1.500)	(2.000)	(1.000)	(0.737)	2.000
Maintenance and Other Operating Contracts	(0.563)	1.485	2.110	6.550	1.466	0.000	0.000	0.000	0.000	0.000	0.000	(19.306)	(8.258)
Professional Service Contracts	5.901	(2.939)	3.163	3.068	(4.323)	0.000	3.000	0.000	0.000	3.000	0.000	(1.870)	9.000
Materials & Supplies	8.631	(7.123)	(11.757)	(5.875)	(2.567)	0.542	0.542	3.542	3.542	3.542	3.542	4.939	1.500
Other Business Expenditures	(0.211)	(0.410)	(0.078)	(0.182)	(0.276)	0.000	0.000	0.000	0.000	0.000	0.000	1.157	0.000
Total Non-Labor Expenditures	**(0.019)**	**(2.258)**	**8.317**	**2.046**	**(6.560)**	**11.913**	**12.156**	**(0.278)**	**14.907**	**17.407**	**1.873**	**29.163**	**88.667**
Other Expense Adjustments:													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**	**0.000**
Total Cash Conversion Adj. before Depreciation, OPEB	**43.696**	**29.148**	**48.791**	**54.798**	**(138.881)**	**55.274**	**77.937**	**51.078**	**66.670**	**(124.571)**	**50.183**	**80.078**	**294.201**
Depreciation	161.224	161.224	158.338	161.582	163.554	133.111	156.505	156.505	156.505	156.505	156.505	156.504	1,878.062
GASB 75 OPEB Expense Adjustment	0.000	0.000	(18.134)	0.000	0.000	20.000	0.000	0.000	20.000	0.000	0.000	1,062.034	1,083.900
GASB 68 Pension Adjustment	0.000	0.000	1.464	0.000	0.000	0.000	0.000	0.000	(6.398)	0.000	0.000	(291.464)	(296.398)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	**172.935**	**257.167**	**68.879**	**192.641**	**49.274**	**192.408**	**260.003**	**212.309**	**227.035**	**67.495**	**221.413**	**967.178**	**2,888.738**

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2019 Mid-Year
Ridership (Utilization)
($ in Millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Ridership													
Subway	134.510	126.352	143.729	145.011	150.785	138.386	137.792	134.361	137.991	151.234	137.902	137.354	1,675.405
Bus	44.511	42.164	48.333	47.234	49.822	44.116	44.499	43.977	45.467	48.409	42.622	41.224	542.378
Subtotal	**179.021**	**168.516**	**192.061**	**192.244**	**200.606**	**182.502**	**182.291**	**178.338**	**183.458**	**199.643**	**180.524**	**178.578**	**2,217.783**
Paratransit*	0.880	0.857	0.941	0.932	0.917	0.929	0.907	0.970	0.926	1.011	0.961	0.949	11.181
Total Ridership	**179.901**	**169.373**	**193.003**	**193.176**	**201.523**	**183.432**	**183.198**	**179.308**	**184.384**	**200.653**	**181.485**	**179.527**	**2,228.964**
Farebox Revenue (excluding fare media liability)													
Subway	275.785	258.040	288.773	295.061	315.483	292.580	302.301	294.208	294.488	316.028	295.191	296.103	3,524.040
Bus	73.113	69.120	77.553	77.467	82.238	74.620	79.712	78.981	76.767	80.107	72.658	70.262	912.599
Subtotal	**348.899**	**327.160**	**366.326**	**372.528**	**397.721**	**367.200**	**382.013**	**373.189**	**371.255**	**396.135**	**367.849**	**366.365**	**4,436.639**
Paratransit	1.870	1.790	1.964	1.945	2.024	1.935	1.890	2.020	1.929	2.106	2.002	1.977	23.453
Total Farebox Revenue	**350.769**	**328.950**	**368.291**	**374.472**	**399.745**	**369.135**	**383.903**	**375.209**	**373.184**	**398.241**	**369.851**	**368.341**	**4,460.092**

* Paratransit ridership includes guests and personal care attendants.

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2019 Mid_Year Budget
Overtime - Non-Reimbursable/Reimbursable Basis
($ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
	$	$	$	$	$	$	$	$	$	$	$	$	$
NON-REIMBURSABLE OVERTIME													
Scheduled Service	$12.093	$11.455	$12.598	$12.390	$13.148	$13.763	$12.724	$12.716	$12.146	$13.060	$12.145	$12.467	$150.705
Unscheduled Service	$13.502	$14.467	$11.750	$8.484	$15.489	$10.177	$9.916	$12.690	$12.389	$9.968	$12.437	$9.754	$141.022
Programmatic/Routine Maintenance	$22.733	$15.212	$13.136	$25.644	$23.887	$5.591	$14.343	$14.159	$13.482	$13.075	$13.033	$13.623	$187.917
Vacancy/Absentee Coverage	$3.632	$4.165	$4.165	$6.466	$2.819	($5.306)	$3.441	$3.441	$3.441	$3.441	$3.441	$3.441	$36.586
Weather Emergencies	$1.752	$8.027	$6.073	$0.217	$0.117	$0.555	$0.659	$0.553	$0.680	$0.673	$0.690	$4.432	$24.429
Safety/Security/Law Enforcement	$0.270	$0.318	$0.186	$0.202	$0.181	$0.257	$0.239	$0.239	$0.239	$0.239	$0.239	$0.239	$2.848
Other	$0.547	$0.533	$0.390	$0.527	$0.551	$1.065	$1.800	($5.400)	$1.806	$1.799	$1.800	$1.945	$7.364
Sub-Total	**$54.529**	**$54.177**	**$48.297**	**$53.930**	**$56.192**	**$26.101**	**$43.121**	**$38.399**	**$44.183**	**$42.255**	**$43.785**	**$45.902**	**$550.871**
REIMBURSABLE OVERTIME	$13.436	$16.984	$27.708	$16.337	$15.601	($16.894)	$10.155	$17.369	$10.129	$10.131	$10.089	$9.954	$140.999
TOTAL NR & R OVERTIME	**$67.965**	**$71.161**	**$76.005**	**$70.267**	**$71.793**	**$9.208**	**$53.276**	**$55.768**	**$54.313**	**$52.387**	**$53.873**	**$55.856**	**$691.870**

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2019 Mid-Year Forecast
Non-Reimbursable - Reimbursable Positions By Function and Department
Full-Time Positions and Full-Time Equivalents

Function/Department	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration:												
Office of the President	27	26	26	25	25	32	32	32	32	32	32	30
Law	279	280	280	278	276	301	301	301	301	301	301	315
Office of the EVP	13	13	13	12	12	18	18	18	18	18	18	19
Human Resources	244	239	239	237	233	248	247	247	247	247	247	248
Budget	40	39	38	38	38	41	41	41	41	41	41	43
Capital Planning and Budget	31	31	30	29	29	37	37	37	37	37	37	37
Strategy & Customer Experience	195	193	193	193	192	207	207	207	207	207	207	215
Non-Departmental	-	1	-	-	-	9	9	9	9	9	9	9
Labor Relations	85	88	89	87	84	97	97	97	97	97	97	100
Office of People & Business Transformation	20	20	21	20	20	22	22	22	22	22	22	266
Materiel	244	240	239	239	234	266	261	261	261	261	261	122
Controller	115	115	115	113	113	122	122	122	122	122	122	25
Total Administration	**1,293**	**1,285**	**1,283**	**1,271**	**1,256**	**1,400**	**1,394**	**1,394**	**1,394**	**1,394**	**1,394**	**1,429**
Operations:												
Subways Service Delivery	8,640	8,605	8,590	8,564	8,572	8,754	8,621	8,574	8,574	8,573	8,523	8,733
Subways Operations Support/Admin	442	444	441	449	446	444	434	434	434	434	434	412
Subways Stations	2,572	2,576	2,590	2,615	2,655	2,765	2,767	2,773	2,773	2,755	2,755	2,750
SubTotal Subways	**11,654**	**11,625**	**11,621**	**11,628**	**11,673**	**11,963**	**11,822**	**11,781**	**11,781**	**11,762**	**11,712**	**11,895**
Buses	11,186	11,112	11,079	11,147	11,228	11,209	11,207	11,207	11,167	11,128	11,125	11,143
Paratransit	198	199	198	198	195	209	209	209	209	209	209	214
Operations Planning	381	381	373	371	367	399	393	393	393	393	393	404
Revenue Control	616	622	613	613	608	642	642	642	642	642	642	646
Non-Departmental	-	(1)	-	-	-	-	-	-	-	-	-	-
Total Operations	**24,035**	**23,938**	**23,884**	**23,957**	**24,070**	**24,422**	**24,273**	**24,232**	**24,192**	**24,134**	**24,081**	**24,302**
Maintenance:												
Subways Operations Support/Admin	109	111	118	107	116	95	95	95	95	95	95	89
Subways Engineering	343	339	336	334	335	392	391	391	391	391	391	395
Subways Car Equipment	5,127	5,101	5,067	5,046	5,036	5,008	4,929	4,923	4,923	4,924	4,924	4,920
Subways Infrastructure	1,840	1,902	1,916	1,956	1,934	1,962	1,962	1,962	1,962	1,963	1,964	1,965
Subways Elevators & Escalators	425	420	418	417	422	462	465	455	455	455	455	455
Subways Stations	3,308	3,307	3,281	3,297	3,325	3,555	3,475	3,475	3,475	3,458	3,459	3,473
Subways Track	3,204	3,198	3,175	3,166	3,184	3,194	3,118	3,118	3,118	3,118	3,120	3,129
Subways Power	660	663	659	665	668	665	665	665	665	665	665	670
Subways Signals	1,619	1,618	1,611	1,617	1,616	1,646	1,637	1,637	1,637	1,637	1,638	1,646
Subways Electronic Maintenance	1,605	1,605	1,602	1,592	1,589	1,674	1,614	1,614	1,614	1,615	1,615	1,626
Subtotal Subways	**18,240**	**18,264**	**18,183**	**18,197**	**18,225**	**18,653**	**18,351**	**18,335**	**18,335**	**18,321**	**18,326**	**18,368**
Buses	3,649	3,597	3,567	3,548	3,565	3,567	3,567	3,553	3,553	3,553	3,553	3,558
Supply Logistics	588	581	580	578	576	578	565	565	565	565	565	567
System Safety	88	87	88	88	88	92	92	92	92	92	92	95
Non-Departmental	-	1	28	28	28	(123)	(123)	(93)	(93)	(93)	(93)	(111)
Total Maintenance	**22,565**	**22,530**	**22,446**	**22,439**	**22,482**	**22,767**	**22,452**	**22,452**	**22,452**	**22,438**	**22,443**	**22,477**
Engineering:												
Capital Program Management	1,364	1,361	1,340	1,339	1,325	1,471	1,471	1,471	1,471	1,471	1,471	1,468
Total Engineering/Capital	**1,364**	**1,361**	**1,340**	**1,339**	**1,325**	**1,471**	**1,471**	**1,471**	**1,471**	**1,471**	**1,471**	**1,468**
Public Safety:												
Security	653	666	662	660	660	664	664	664	664	664	664	667
Total Public Safety	**653**	**666**	**662**	**660**	**660**	**664**	**664**	**664**	**664**	**664**	**664**	**667**
Total Positions	**49,910**	**49,780**	**49,615**	**49,666**	**49,794**	**50,724**	**50,254**	**50,213**	**50,173**	**50,101**	**50,053**	**50,343**
Non-Reimbursable	44,937	44,759	44,408	44,879	44,858	44,740	44,295	44,255	44,215	44,144	44,135	44,354
Reimbursable	4,973	5,021	5,207	4,787	4,936	5,984	5,959	5,958	5,958	5,957	5,918	5,989
Total Full-Time	49,720	49,584	49,414	49,469	49,598	50,469	49,999	49,958	49,918	49,846	49,798	50,135
Total Full-Time Equivalents	190	196	201	197	196	255	255	255	255	255	255	208

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2019 Mid-Year Forecast
Total Full-time Positions and Full-time Equivalents by Function and Occupational Group

FUNCTION/OCCUPATIONAL GROUP	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	434	427	426	422	415	489	488	488	488	488	488	540
Professional, Technical, Clerical	833	830	829	822	814	875	870	870	870	870	870	853
Operational Hourlies	26	28	28	27	27	36	36	36	36	36	36	36
Total Administration	**1,293**	**1,285**	**1,283**	**1,271**	**1,256**	**1,400**	**1,394**	**1,394**	**1,394**	**1,394**	**1,394**	**1,429**
Operations												
Managers/Supervisors	2,777	2,758	2,729	2,736	2,771	2,894	2,883	2,883	2,883	2,883	2,880	2,860
Professional, Technical, Clerical	548	553	548	545	539	588	586	586	586	586	586	586
Operational Hourlies	20,710	20,627	20,607	20,676	20,760	20,940	20,804	20,763	20,723	20,665	20,615	20,856
Total Operations	**24,035**	**23,938**	**23,884**	**23,957**	**24,070**	**24,422**	**24,273**	**24,232**	**24,192**	**24,134**	**24,081**	**24,302**
Maintenance												
Managers/Supervisors	4,113	4,092	4,047	4,031	4,037	4,065	3,977	3,977	3,977	3,977	3,978	4,037
Professional, Technical, Clerical	1,003	995	997	990	990	1,122	1,120	1,120	1,120	1,123	1,127	1,123
Operational Hourlies	17,449	17,443	17,402	17,418	17,455	17,580	17,355	17,355	17,355	17,338	17,338	17,317
Total Maintenance	**22,565**	**22,530**	**22,446**	**22,439**	**22,482**	**22,767**	**22,452**	**22,452**	**22,452**	**22,438**	**22,443**	**22,477**
Engineering/Capital												
Managers/Supervisors	332	330	323	322	321	379	379	379	379	379	379	379
Professional, Technical, Clerical	1,030	1,029	1,015	1,015	1,002	1,090	1,090	1,090	1,090	1,090	1,090	1,087
Operational Hourlies	2	2	2	2	2	2	2	2	2	2	2	2
Total Engineering/Capital	**1,364**	**1,361**	**1,340**	**1,339**	**1,325**	**1,471**	**1,471**	**1,471**	**1,471**	**1,471**	**1,471**	**1,468**
Public Safety												
Managers/Supervisors	261	255	260	259	265	270	270	270	270	270	270	272
Professional, Technical, Clerical	38	38	38	37	37	40	40	40	40	40	40	41
Operational Hourlies	354	373	364	364	358	354	354	354	354	354	354	354
Total Public Safety	**653**	**666**	**662**	**660**	**660**	**664**	**664**	**664**	**664**	**664**	**664**	**667**
Total Positions												
Managers/Supervisors	7,917	7,862	7,785	7,770	7,809	8,097	7,997	7,997	7,997	7,997	7,995	8,088
Professional, Technical, Clerical	3,452	3,445	3,427	3,409	3,382	3,715	3,706	3,706	3,706	3,709	3,713	3,690
Operational Hourlies	38,541	38,473	38,403	38,487	38,602	38,912	38,551	38,510	38,470	38,395	38,345	38,565
Total Positions	**49,910**	**49,780**	**49,615**	**49,666**	**49,793**	**50,724**	**50,254**	**50,213**	**50,173**	**50,101**	**50,053**	**50,343**

Standard Follow-Up Report: SIR 2019 Mid-Year Forecast Monthly Allocation

Monthly allocation of MTA Staten Island Railway's 2019 Mid-Year Forecast, including revenues/receipts, expenses/expenditures, ridership and positions.

Jaibala Patel
Chief Financial Officer

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2019 Mid-Year
Accrual Statement of Operations By Category
($ in Millions)

Non-Reimbursable	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	$0.532	$0.480	$0.555	$0.581	$0.629	$0.579	$0.604	$0.599	$0.591	$0.644	$0.567	$0.557	$6.918
Other Operating Revenue	0.353	0.212	0.200	0.120	0.347	0.187	0.187	0.187	0.187	0.187	0.187	0.116	2.468
Total Revenue	**0.885**	**0.692**	**0.755**	**0.701**	**0.976**	**0.766**	**0.791**	**0.785**	**0.777**	**0.831**	**0.754**	**0.673**	**9.386**
Operating Expenses													
Labor :													
Payroll	$2.072	$1.743	$2.330	$1.872	$1.910	$2.494	$2.182	$2.116	$2.073	$2.138	$2.268	$2.023	$25.221
Overtime	0.295	0.440	0.277	0.207	0.213	0.100	0.201	0.211	0.214	0.210	0.182	0.159	2.709
Health and Welfare	0.120	0.494	0.735	0.356	0.743	0.752	0.533	0.533	0.533	0.533	0.533	0.503	6.369
OPEB Current Payment	0.134	0.198	0.198	0.105	0.217	0.440	0.215	0.215	0.215	0.215	0.215	0.215	2.585
Pensions	0.545	0.545	0.604	0.604	0.604	0.756	0.610	0.610	0.610	0.610	0.610	0.610	7.316
Other Fringe Benefits	0.400	0.293	0.770	0.326	0.321	0.595	0.448	0.443	0.445	0.436	0.450	0.436	5.363
Reimbursable Overhead	(0.127)	(0.118)	(0.202)	(0.186)	(0.144)	0.351	(0.073)	(0.074)	(0.071)	(0.077)	(0.071)	(0.069)	(0.861)
Total Labor Expenses	***$3.440***	***$3.596***	***$4.713***	***$3.284***	***$3.865***	***$5.487***	***$4.116***	***$4.054***	***$4.019***	***$4.065***	***$4.188***	***$3.877***	***$48.703***
Non-Labor:													
Electric Power	0.401	0.412	0.245	0.401	0.262	0.480	0.367	0.367	0.367	0.367	0.367	0.367	4.404
Fuel	0.039	(0.007)	0.019	0.064	0.023	0.004	0.003	0.013	0.013	0.013	0.016	0.021	0.220
Insurance	0.185	0.083	0.082	0.077	0.118	0.070	0.103	0.103	0.103	0.103	0.103	0.103	1.232
Claims	0.020	0.063	(0.004)	0.041	0.041	0.002	0.007	0.007	0.007	0.007	0.007	(0.113)	0.088
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.046	0.043	0.029	0.112	0.035	2.046	0.500	0.392	0.507	0.272	0.250	0.352	4.582
Professional Service Contracts	0.131	(0.105)	0.183	0.021	0.006	0.284	0.087	0.087	0.087	0.087	0.087	0.087	1.041
Materials & Supplies	0.352	(0.149)	0.093	0.543	0.153	0.426	0.306	0.306	0.306	0.306	0.306	0.226	3.174
Other Business Expenses	(0.034)	0.012	0.015	0.013	0.010	0.494	0.147	0.147	0.147	0.147	0.097	0.061	1.255
Total Non-Labor Expenses	***1.140***	***0.352***	***0.663***	***1.272***	***0.649***	***3.806***	***1.519***	***1.421***	***1.536***	***1.301***	***1.233***	***1.104***	***15.996***
Other Expense Adjustments:													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	***0.000***	***0.000***	***0.000***	***0.000***	***0.000***	***0.000***	***0.000***	***0.000***	***0.000***	***0.000***	***0.000***	***0.000***	***0.000***
Total Expenses	**$4.580**	**$3.948**	**$5.376**	**$4.556**	**$4.514**	**$9.293**	**$5.635**	**$5.475**	**$5.555**	**$5.366**	**$5.421**	**$4.980**	**$64.699**
Depreciation	$1.004	$1.004	$1.056	$1.023	$1.023	$0.889	$1.000	$1.000	$1.000	$1.000	$1.000	$1.000	$12.000
GASB 75 OPEB Expense Adjustment	$0.000	$0.000	$0.253	$0.000	$0.000	$2.416	$0.000	$0.000	$2.416	$0.000	$0.000	$2.416	$7.500
GASB 68 Pension Adjustment	$0.000	$0.000	$0.052	$0.000	$0.000	$0.198	$0.000	$0.000	$0.125	$0.000	$0.000	$0.125	$0.500
Environmental Remediation	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Total Expenses After Non-Cash Liability Adjs.	**$5.584**	**$4.952**	**$6.737**	**$5.579**	**$5.537**	**$12.796**	**$6.635**	**$6.475**	**$9.095**	**$6.366**	**$6.421**	**$8.521**	**$84.699**
OPERATING SURPLUS/DEFICIT	**$ (4.70)**	**$ (4.26)**	**$ (5.98)**	**$ (4.88)**	**$ (4.56)**	**$ (12.03)**	**$ (5.84)**	**$ (5.69)**	**$ (8.32)**	**$ (5.54)**	**$ (5.67)**	**$ (7.85)**	**$ (75.31)**

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY

July Financial Plan - 2019 Mid-Year

Accrual Statement of Operations By Category

($ in Millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Reimbursable													
Operating Revenue													
Farebox Revenue	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.267	0.251	0.615	0.398	0.309	0.452	0.387	0.392	0.375	0.368	0.374	0.365	4.555
Total Revenue	**0.267**	**0.251**	**0.615**	**0.398**	**0.309**	**0.452**	**0.387**	**0.392**	**0.375**	**0.368**	**0.374**	**0.365**	**4.555**
Operating Expenses													
Labor :													
Payroll	0.053	0.047	0.096	0.088	0.042	0.531	0.148	0.151	0.141	0.160	0.141	0.136	1.732
Overtime	0.084	0.079	0.121	0.111	0.112	0.029	0.084	0.084	0.084	0.044	0.084	0.084	1.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.140	0.023	0.023	0.023	0.023	0.023	0.023	0.279
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	(0.002)	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pension	0.000	0.000	0.000	0.000	0.000	0.061	0.010	0.010	0.010	0.010	0.010	0.010	0.122
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.275	0.049	0.050	0.046	0.054	0.045	0.043	0.561
Reimbursable Overhead	0.128	0.117	0.202	0.186	0.144	(0.352)	0.073	0.074	0.071	0.077	0.071	0.069	0.861
Total Labor Expenses	***0.265***	***0.243***	***0.419***	***0.385***	***0.297***	***0.682***	***0.387***	***0.392***	***0.375***	***0.368***	***0.374***	***0.365***	***4.555***
Non-Labor :													
Electric Power	0.000	0.001	0.002	0.003	0.000	(0.006)	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.002	0.001	0.002	0.002	0.002	(0.009)	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.006	0.192	0.007	0.010	(0.215)	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	***$0.002***	***$0.008***	***$0.196***	***$0.013***	***$0.012***	***-$0.230***	***$0.000***	***$0.000***	***$0.000***	***$0.000***	***$0.000***	***$0.000***	***$0.000***
Other Expense Adjustments:													
Other	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Total Other Expense Adjustments	***$0.000***	***$0.000***	***$0.000***	***$0.000***	***$0.000***	***$0.000***	***$0.000***	***$0.000***	***$0.000***	***$0.000***	***$0.000***	***$0.000***	***$0.000***
Total Expenses	**$0.267**	**$0.251**	**$0.615**	**$0.398**	**$0.309**	**$0.452**	**$0.387**	**$0.392**	**$0.375**	**$0.368**	**$0.374**	**$0.365**	**$4.555**
Net Surplus/(Deficit)	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2019 Mid-Year
Accrual Statement of Operations By Category
($ in Millions)

Non-Reimbursable/Reimbursable:	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	$0.532	$0.480	$0.555	$0.581	$0.629	$0.579	$0.604	$0.599	$0.591	$0.644	$0.567	$0.557	$6.918
Other Operating Revenue	0.353	0.212	0.200	0.120	0.347	0.187	0.187	0.187	0.187	0.187	0.187	0.116	2.468
Capital and Other Reimbursements	0.267	0.251	0.615	0.398	0.309	0.452	0.387	0.392	0.375	0.368	0.374	0.365	4.555
Total Revenue	**1.152**	**0.943**	**1.370**	**1.099**	**1.285**	**1.218**	**1.178**	**1.178**	**1.153**	**1.200**	**1.128**	**1.038**	**13.941**
Operating Expenses													
Labor :													
Payroll	$2.125	$1.790	$2.426	$1.960	$1.951	$3.024	$2.330	$2.266	$2.214	$2.298	$2.409	$2.159	$26.953
Overtime	0.379	0.519	0.398	0.318	0.325	0.129	0.285	0.295	0.298	0.254	0.266	0.243	3.709
Health and Welfare	0.120	0.494	0.735	0.356	0.743	0.891	0.557	0.557	0.557	0.557	0.557	0.526	6.648
OPEB Current Payment	0.134	0.199	0.199	0.105	0.217	0.438	0.215	0.215	0.215	0.215	0.215	0.215	2.585
Pensions	0.545	0.545	0.604	0.604	0.604	0.817	0.620	0.620	0.620	0.620	0.620	0.620	7.438
Other Fringe Benefits	0.400	0.293	0.770	0.326	0.321	0.871	0.496	0.493	0.490	0.490	0.495	0.479	5.925
Reimbursable Overhead	0.001	0.000	0.000	0.000	0.000	(0.001)	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	***3.705***	***3.839***	***5.132***	***3.669***	***4.162***	***6.169***	***4.503***	***4.446***	***4.394***	***4.434***	***4.562***	***4.242***	***53.258***
Non-Labor :													
Electric Power	$0.401	$0.413	$0.247	$0.404	$0.262	$0.474	$0.367	$0.367	$0.367	$0.367	$0.367	$0.367	$4.404
Fuel	0.039	(0.007)	0.019	0.064	0.023	0.004	0.003	0.013	0.013	0.013	0.016	0.021	0.220
Insurance	0.185	0.083	0.082	0.077	0.118	0.070	0.103	0.103	0.103	0.103	0.103	0.103	1.232
Claims	0.020	0.063	(0.004)	0.041	0.041	0.002	0.007	0.007	0.007	0.007	0.007	(0.113)	0.088
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.046	0.043	0.029	0.112	0.035	2.046	0.500	0.392	0.507	0.272	0.250	0.352	4.582
Professional Service Contracts	0.133	(0.104)	0.184	0.023	0.009	0.275	0.087	0.087	0.087	0.087	0.087	0.087	1.041
Materials & Supplies	0.352	(0.143)	0.285	0.550	0.163	0.211	0.306	0.306	0.306	0.306	0.306	0.226	3.174
Other Business Expenses	(0.034)	0.012	0.015	0.013	0.010	0.494	0.147	0.147	0.147	0.147	0.097	0.061	1.255
Total Non-Labor Expenses	***1.142***	***0.360***	***0.859***	***1.285***	***0.661***	***3.576***	***1.519***	***1.421***	***1.536***	***1.301***	***1.233***	***1.104***	***15.996***
Other Expense Adjustments:													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	***0.000***	***0.000***	***0.000***	***0.000***	***0.000***	***0.000***	***0.000***	***0.000***	***0.000***	***0.000***	***0.000***	***0.000***	***0.000***
Total Expenses	**$4.847**	**$4.199**	**$5.991**	**$4.954**	**$4.823**	**$9.745**	**$6.022**	**$5.867**	**$5.930**	**$5.735**	**$5.796**	**$5.346**	**$69.254**
Depreciation	$1.004	$1.004	$1.056	$1.023	$1.023	$0.889	$1.000	$1.000	$1.000	$1.000	$1.000	$1.000	$12.000
GASB 75 OPEB Expense Adjustment	$0.000	$0.000	$0.253	$0.000	$0.000	$2.416	$0.000	$0.000	$2.416	$0.000	$0.000	$2.416	$7.500
GASB 68 Pension Adjustment	$0.000	$0.000	$0.052	$0.000	$0.000	$0.198	$0.000	$0.000	$0.125	$0.000	$0.000	$0.125	$0.500
Environmental Remediation	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Total Expenses	**$5.851**	**$5.203**	**$7.352**	**$5.977**	**$5.846**	**$13.248**	**$7.022**	**$6.867**	**$9.471**	**$6.735**	**$6.796**	**$8.886**	**$89.254**
Net Surplus/(Deficit)	**$ (4.70)**	**$ (4.26)**	**$ (5.98)**	**$ (4.88)**	**$ (4.56)**	**$ (12.03)**	**$ (5.84)**	**$ (5.69)**	**$ (8.32)**	**$ (5.54)**	**$ (5.67)**	**$ (7.85)**	**$ (75.31)**

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2019 Mid-Year
Cash Receipts and Expenditures
($ in Millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	0.546	0.518	0.469	0.546	0.571	0.579	0.604	0.599	0.591	0.644	0.567	0.683	6.918
Fare Reimbursment	0.000	0.000	1.002	0.957	0.000	0.005	0.726	0.005	0.005	0.035	0.005	(1.081)	1.659
Other Operating Revenue	0.286	0.056	0.558	0.038	0.007	0.202	(0.057)	0.088	0.088	0.088	0.088	(0.633)	0.809
Capital and Other Reimbursements	0.000	0.142	0.464	0.590	0.294	0.452	0.387	0.392	0.375	0.368	0.374	0.717	4.556
Total Receipts	**0.833**	**0.717**	**2.493**	**2.132**	**0.872**	**1.237**	**1.661**	**1.083**	**1.059**	**1.135**	**1.034**	**(0.314)**	**13.942**
Expenditures													
Labor :													
Payroll	1.956	2.060	1.820	1.861	2.588	2.772	1.988	1.924	2.063	5.093	2.485	0.344	26.953
Overtime	0.290	0.458	0.458	0.277	0.262	0.129	0.285	0.295	0.298	0.254	0.266	0.438	3.709
Health and Welfare	0.826	0.574	0.601	0.011	1.595	0.891	0.557	0.557	0.557	0.557	0.557	(0.633)	6.648
OPEB Current Payment	0.077	0.101	0.088	0.007	0.072	0.438	0.215	0.215	0.215	0.215	0.215	0.726	2.585
Pensions	0.545	0.545	0.604	0.604	0.604	0.817	0.620	0.620	0.620	0.620	0.620	0.620	7.438
Other Fringe Benefits	0.356	0.437	0.308	0.385	0.269	0.641	0.261	0.257	0.269	0.491	0.291	1.960	5.925
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	**4.050**	**4.174**	**3.879**	**3.146**	**5.389**	**5.688**	**3.925**	**3.868**	**4.021**	**7.229**	**4.434**	**3.454**	**53.258**
Non-Labor :													
Electric Power	0.264	0.407	0.327	0.364	0.314	0.474	0.367	0.367	0.367	0.367	0.367	0.419	4.404
Fuel	0.024	0.022	0.019	0.067	0.023	0.004	0.003	0.013	0.013	0.013	0.016	0.005	0.220
Insurance	0.011	0.156	0.000	0.000	0.028	0.070	0.103	0.103	0.103	0.103	0.103	0.453	1.232
Claims	0.000	0.000	0.003	0.000	0.000	(0.018)	(0.013)	(0.013)	(0.013)	(0.013)	(0.013)	0.167	0.088
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.039	0.035	0.028	0.077	0.090	2.046	0.500	0.392	0.507	0.272	0.250	0.348	4.582
Professional Service Contracts	0.028	0.016	0.074	0.104	0.032	0.275	0.087	0.087	0.087	0.087	0.087	0.078	1.041
Materials & Supplies	0.686	0.116	0.141	0.216	0.124	0.211	0.306	0.306	0.306	0.306	0.306	0.149	3.174
Other Business Expenses	0.012	0.020	0.009	0.009	0.026	0.494	0.147	0.147	0.147	0.147	0.097	0.000	1.255
Total Non-Labor Expenditures	**$1.064**	**$0.773**	**$0.600**	**$0.835**	**$0.638**	**$3.556**	**$1.499**	**$1.401**	**$1.516**	**$1.281**	**$1.213**	**$1.619**	**$15.996**
Other Expense Adjustments:													
Other	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Total Other Expenditure Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Depreciation	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	-$0.001	$0.000
GASB 75 OPEB Expense Adjustment	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.001	$0.000
GASB 68 Pension Adjustment	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Environmental Remediation	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Total Expenditures	**$5.114**	**$4.947**	**$4.480**	**$3.981**	**$6.028**	**$9.244**	**$5.424**	**$5.269**	**$5.537**	**$8.510**	**$5.647**	**$5.073**	**$69.254**
Net Cash Balance	**$ (4.282)**	**$ (4.230)**	**$ (1.987)**	**$ (1.849)**	**$ (5.155)**	**$ (8.007)**	**$ (3.764)**	**$ (4.186)**	**$ (4.478)**	**$ (7.375)**	**$ (4.613)**	**$ (5.387)**	**$ (55.312)**

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2019 Mid-Year Cash
Conversion (Cash Flow Adjustments)
($ in Millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	$0.014	$0.039	-$0.086	-$0.035	-$0.058	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.126	$0.000
Other Operating Revenue	(0.067)	(0.156)	1.361	0.876	(0.339)	0.020	0.483	(0.094)	(0.094)	(0.064)	(0.094)	(1.830)	0.000
Capital and Other Reimbursements	(0.267)	(0.109)	(0.151)	0.192	(0.015)	0.000	0.000	0.000	0.000	0.000	0.000	0.352	0.001
Total Receipts	**$ (0.319)**	**$ (0.226)**	**$ 1.123**	**$ 1.033**	**$ (0.413)**	**$ 0.020**	**$ 0.483**	**$ (0.094)**	**$ (0.094)**	**$ (0.064)**	**$ (0.094)**	**$ (1.351)**	**$ 0.001**
Expenditures													
Labor:													
Payroll	$0.169	-$0.270	$0.605	$0.099	-$0.637	$0.253	$0.342	$0.342	$0.151	-$2.795	-$0.076	$1.815	$0.000
Overtime	0.089	0.062	(0.059)	0.041	0.063	0.000	0.000	0.000	0.000	0.000	0.000	(0.195)	0.000
Health and Welfare	(0.706)	(0.080)	0.134	0.346	(0.852)	0.000	0.000	0.000	0.000	0.000	0.000	1.159	0.000
OPEB Current Payment	0.058	0.098	0.111	0.098	0.146	0.000	0.000	0.000	0.000	0.000	0.000	(0.510)	0.000
Pensions	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.045	(0.144)	0.462	(0.059)	0.053	0.229	0.236	0.236	0.221	(0.001)	0.204	(1.482)	0.000
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	***$ (0.346)***	***$ (0.334)***	***$ 1.253***	***$ 0.524***	***$ (1.227)***	***$ 0.482***	***$ 0.578***	***$ 0.578***	***$ 0.373***	***$ (2.796)***	***$ 0.129***	***$ 0.788***	***$ -***
Non-Labor :													
Electric Power	0.137	0.006	(0.080)	0.040	(0.051)	0.000	0.000	0.000	0.000	0.000	0.000	(0.052)	0.000
Fuel	0.015	(0.029)	0.001	(0.003)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.017	0.000
Insurance	0.175	(0.073)	0.082	0.077	0.090	0.000	0.000	0.000	0.000	0.000	0.000	(0.350)	0.000
Claims	0.020	0.063	(0.006)	0.041	0.041	0.020	0.020	0.020	0.020	0.020	0.020	(0.279)	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.007	0.008	0.001	0.036	(0.056)	0.000	0.000	0.000	0.000	0.000	0.000	0.004	0.000
Professional Service Contracts	0.105	(0.120)	0.110	(0.080)	(0.024)	0.000	0.000	0.000	0.000	0.000	0.000	0.008	0.000
Materials & Supplies	(0.334)	(0.259)	0.144	0.335	0.039	0.000	0.000	0.000	0.000	0.000	0.000	0.076	0.000
Other Business Expenditures	(0.046)	(0.009)	0.007	0.004	(0.016)	0.000	0.000	0.000	0.000	0.000	0.000	0.060	0.000
Total Non-Labor Expenditures	***0.078***	***(0.413)***	***0.258***	***0.449***	***0.023***	***0.020***	***0.020***	***0.020***	***0.020***	***0.020***	***0.020***	***(0.515)***	***0.000***
Other Expenditure Adjustments:													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	***0.000***	***0.000***	***0.000***	***0.000***	***0.000***	***0.000***	***0.000***	***0.000***	***0.000***	***0.000***	***0.000***	***0.000***	***0.000***
Total Cash Conversion before Non-Cash Liability Adjs.	**$ (0.268)**	**$ (0.747)**	**$ 1.511**	**$ 0.973**	**$ (1.205)**	**$ 0.502**	**$ 0.598**	**$ 0.598**	**$ 0.393**	**$ (2.776)**	**$ 0.149**	**$ 0.272**	**$ -**
Depreciation	$1.004	$1.004	$1.056	$1.023	$1.023	$0.889	$1.000	$1.000	$1.000	$1.000	$1.000	$1.001	$12.000
GASB 75 OPEB Expense Adjustment	$0.000	$0.000	$0.253	$0.000	$0.000	$2.416	$0.000	$0.000	$2.416	$0.000	$0.000	$2.415	$7.500
GASB 68 Pension Adjustment	$0.000	$0.000	$0.052	$0.000	$0.000	$0.198	$0.000	$0.000	$0.125	$0.000	$0.000	$0.125	$0.500
Environmental Remediation	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Total Cash Conversion Adjustments	**$ 0.417**	**$ 0.031**	**$ 3.995**	**$ 3.029**	**$ (0.595)**	**$ 4.025**	**$ 2.081**	**$ 1.504**	**$ 3.840**	**$ (1.840)**	**$ 1.054**	**$ 2.462**	**$ 20.001**

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2019 Mid-Year
Ridership (Utilization)
(in Millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Ridership													
Ridership	0.380	0.329	0.380	0.356	0.420	0.359	0.336	0.328	0.379	0.419	0.364	0.361	4.412
Total Ridership	**0.380**	**0.329**	**0.380**	**0.356**	**0.420**	**0.359**	**0.336**	**0.328**	**0.379**	**0.419**	**0.364**	**0.361**	**4.412**
Farebox Revenue													
(excluding fare media liability) Revenue	0.532	0.480	0.555	0.581	0.629	0.579	0.604	0.599	0.591	0.644	0.567	0.557	6.918
Total Farebox Revenue	**0.532**	**0.480**	**0.555**	**0.581**	**0.629**	**0.579**	**0.604**	**0.599**	**0.591**	**0.644**	**0.567**	**0.557**	**6.918**

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2019 Mid Year Forecast
Total Positions by Function and Occupation
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Executive	9	8	8	8	7	13	13	13	13	13	13	13
General Office	15	15	15	15	14	9	9	9	9	9	9	9
Purchasing/Stores	4	4	4	4	4	6	6	6	6	6	6	6
Total Administration	28	27	27	27	25	28	28	28	28	28	28	28
Operations												
Transportation	113	114	113	117	115	119	119	119	119	119	119	119
Maintenance												
Mechanical	50	48	48	48	49	53	53	53	53	53	53	53
Electronics/Electrical	12	13	13	14	14	15	15	15	15	15	15	15
Power/Signals	29	29	30	30	30	29	29	29	29	29	29	29
Maintenance of Way	67	66	66	70	68	70	70	70	70	70	70	50
Infrastructure	31	31	30	30	30	26	26	26	26	26	26	26
Total Maintenance	189	187	187	192	191	193	193	193	193	193	193	173
Engineering/Capital												
Capital Project Support	9	9	9	9	9	16	16	16	16	16	16	16
Public Safety												
Public Safety	0	0	0	0	0	0	0	0	0	0	0	0
Total Baseline Positions	339	337	336	345	340	356	356	356	356	356	356	336
Non-Reimbursable	326	324	323	332	327	328	328	328	328	328	328	308
Reimbursable	13	13	13	13	13	28	28	28	28	28	28	28
Total Full-Time	339	337	326	345	340	342	342	342	342	342	342	342
Total Full-Time-Equivalents	0	0	0	0	0	0	0	0	0	0	0	0
Total Total Full-Time and Total Full-Time-Equivalents	339	337	336	345	340	356	356	356	356	356	356	336

MTA STATEN ISLAND RAILWAY
July Financial Plan 2019 Mid Year Forecast
Total Positions by Function and Occupation

FUNCTION / OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	15	14	14	14	12	16	16	16	16	16	16	16
Professional, Technical, Clerical	13	13	13	13	13	12	12	12	12	12	12	12
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
Total Administration Headcount	**28**	**27**	**27**	**27**	**25**	**28**	**28**	**28**	**28**	**28**	**28**	**28**
Operations												
Managers/Supervisors	5	7	7	7	7	11	11	11	11	11	11	11
Professional, Technical, Clerical	1	1	1	1	1	3	3	3	3	3	3	3
Operational Hourlies	107	106	105	109	107	105	105	105	105	105	105	105
Total Operations Headcount	**113**	**114**	**113**	**117**	**115**	**119**	**119**	**119**	**119**	**119**	**119**	**119**
Maintenance												
Managers/Supervisors	24	23	23	23	23	16	16	16	16	16	16	13
Professional, Technical, Clerical	5	5	5	5	5	6	6	6	6	6	6	6
Operational Hourlies	160	159	159	164	163	171	171	171	171	171	171	154
Total Maintenance Headcount	**189**	**187**	**187**	**192**	**191**	**193**	**193**	**193**	**193**	**193**	**193**	**173**
Engineering/Capital												
Managers/Supervisors	3	3	3	3	3	3	3	3	3	3	3	3
Professional, Technical, Clerical	0	0	0	0	0	4	4	4	4	4	4	4
Operational Hourlies	6	6	6	6	6	9	9	9	9	9	9	9
Total Engineering/Capital Headcount	**9**	**9**	**9**	**9**	**9**	**16**	**16**	**16**	**16**	**16**	**16**	**16**
Public Safety												
Managers/Supervisors	0	0	0	0	0	0	0	0	0	0	0	0
Professional, Technical, Clerical	0	0	0	0	0	0	0	0	0	0	0	0
Operational Hourlies	0	0	0	0	0	0	0	0	0	0	0	0
Total Public Safety Headcount	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
Total Positions												
Managers/Supervisors	47	47	47	47	45	46	46	46	46	46	46	43
Professional, Technical, Clerical	19	19	19	19	19	25	25	25	25	25	25	25
Operational Hourlies	273	271	270	279	276	285	285	285	285	285	285	268
Total Positions	**339**	**337**	**336**	**345**	**340**	**356**	**356**	**356**	**356**	**356**	**356**	**336**
	0	0	0	0	0	0	0	0	0	0	0	0

Standard Follow-Up Report:
MTA Bus Company 2019 Mid-Year Forecast Monthly Allocation

Monthly allocation of MTA Bus Company's 2019 Mid-Year Forecast, including revenues/receipts, expenses/expenditures, ridership and positions.

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

MTA BUS COMPANY
July Financial Plan - 2019 Mid-Year Forecast
Accrual Statement of Operations by Category
($ in millions)

NON-REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	$16.584	$15.821	$19.400	$17.978	$19.446	$18.172	$19.468	$19.206	$18.752	$19.910	$18.047	$17.834	$220.618
Other Operating Revenue	2.176	1.057	1.802	1.395	1.913	1.628	1.782	1.748	1.662	1.782	1.679	1.731	20.354
Total Revenues	**$18.760**	**$16.878**	**$21.202**	**$19.373**	**$21.359**	**$19.800**	**$21.250**	**$20.954**	**$20.414**	**$21.692**	**$19.726**	**$19.565**	**$240.972**
Operating Expenses													
Labor:													
Payroll	$26.460	$ 23.053	$ 26.653	$24.065	$24.844	$23.249	$23.262	$22.815	$21.697	$23.262	$21.920	$20.59	$281.872
Overtime	6.707	6.300	6.498	6.252	6.455	4.135	4.527	4.440	4.222	4.527	4.266	4.074	62.403
Health and Welfare	6.188	6.105	7.911	7.008	6.919	7.159	5.648	5.539	5.268	5.648	5.322	4.368	73.082
OPEB Current Payment	1.789	1.787	2.692	1.856	1.821	2.679	2.276	2.232	2.123	2.276	2.145	0.727	24.404
Pensions	5.009	4.537	4.879	4.879	4.879	4.746	5.195	5.095	4.846	5.195	4.896	5.045	59.201
Other Fringe Benefits	5.405	5.628	6.646	5.459	5.558	5.780	6.328	6.206	5.902	6.328	5.963	6.145	71.349
Reimbursable Overhead	0.000	(0.208)	(0.092)	(0.207)	(0.242)	(0.194)	(0.038)	(0.037)	(0.035)	(0.038)	(0.036)	0.123	(1.003)
Total Labor Expenses	**$51.558**	**$47.201**	**$55.187**	**$49.312**	**$50.234**	**$47.554**	**$47.199**	**$46.291**	**$44.023**	**$47.199**	**$44.476**	**$41.075**	**$571.308**
Non-Labor:													
Electric Power	$0.170	$0.175	$0.138	$0.164	$0.129	$0.145	$0.159	$0.156	$0.148	$0.159	$0.150	$0.154	$1.846
Fuel	1.687	1.934	2.132	2.004	2.436	2.120	2.320	2.276	2.164	2.320	2.186	2.253	25.833
Insurance	0.387	0.387	0.387	0.386	0.359	0.596	0.653	0.640	0.609	0.653	0.615	0.634	6.307
Claims	3.750	5.150	5.000	5.000	5.000	5.073	5.554	5.447	5.180	5.554	5.234	5.394	61.337
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.807	2.970	2.032	2.988	2.635	4.953	5.422	5.318	5.057	5.422	5.109	5.266	48.980
Professional Service Contracts	2.075	1.961	2.568	2.108	2.524	5.387	5.897	5.784	5.500	5.897	5.557	5.727	50.986
Materials & Supplies	3.703	3.468	3.749	3.868	3.867	4.941	5.409	5.305	5.045	5.409	5.097	5.253	55.113
Other Business Expenses	0.276	0.274	0.380	0.308	0.347	0.488	0.534	0.524	0.499	0.534	0.504	0.519	5.188
Total Non-Labor Expenses	**$13.856**	**$16.319**	**$16.386**	**$16.826**	**$17.297**	**$23.703**	**$25.949**	**$25.450**	**$24.202**	**$25.949**	**$24.452**	**$25.202**	**$255.590**
Other Expenses Adjustments:													
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses	**$65.414**	**$63.520**	**$71.573**	**$66.138**	**$67.531**	**$71.257**	**$73.148**	**$71.740**	**$68.225**	**$73.148**	**$68.928**	**$66.276**	**$826.898**
Depreciation	5.337	5.337	0.765	3.643	3.643	4.827	5.284	5.182	4.928	5.284	4.979	5.131	54.341
OPEB Liability Adjustment	5.200	5.200	(10.400)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	100.150	100.150
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	110.700	110.700
Environmental Remediation	0.000	0.000	0.749	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.749)	0.000
Total Expenses After Non-Cash Liability Adjs.	**$75.952**	**$74.057**	**$62.687**	**$69.781**	**$71.174**	**$76.084**	**$78.432**	**$76.923**	**$73.153**	**$78.432**	**$73.907**	**$281.509**	**$1,092.089**
Net Surplus/(Deficit)	**($57.192)**	**($57.179)**	**($41.484)**	**($50.408)**	**($49.815)**	**($56.284)**	**($57.182)**	**($55.969)**	**($52.739)**	**($56.739)**	**($54.180)**	**($261.944)**	**($851.117)**

MTA BUS COMPANY
July Financial Plan - 2019 Mid-Year Forecast
Accrual Statement of Operations by Category
($ in millions)

REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.542	0.238	0.529	0.638	0.539	0.590	0.579	0.550	0.590	0.556	0.573	5.925
Total Revenues	**$0.000**	**$0.542**	**$0.238**	**$0.529**	**$0.638**	**$0.539**	**$0.590**	**$0.579**	**$0.550**	**$0.590**	**$0.556**	**$0.573**	**$5.925**
Operating Expenses													
Labor:													
Payroll	$0.000	$0.334	$0.146	$0.289	$0.389	$0.193	$0.212	$0.208	$0.197	$0.212	$0.200	$0.206	$2.586
Overtime	0.000	0.000	0.000	0.018	0.007	0.000	0.000	0.000	0.000	0.000	0.000	(0.025)	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.165	0.180	0.177	0.168	0.180	0.170	0.175	1.214
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.014	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.014)	0.000
Reimbursable Overhead	0.000	0.208	0.092	0.208	0.242	0.033	0.036	0.035	0.033	0.035	0.034	0.047	1.003
Total Labor Expenses	**$0.000**	**$0.542**	**$0.238**	**$0.530**	**$0.638**	**$0.391**	**$0.428**	**$0.419**	**$0.398**	**$0.427**	**$0.403**	**$0.389**	**$4.803**
Non-Labor:													
Electric Power	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.033	0.036	0.035	0.033	0.036	0.034	0.035	0.242
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000	0.119	0.131	0.128	0.122	0.131	0.123	0.127	0.881
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.152**	**$0.166**	**$0.163**	**$0.155**	**$0.166**	**$0.157**	**$0.162**	**$1.122**
Other Expenses Adjustments:													
Other Expenses Adjustments:	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses	**$0.000**	**$0.542**	**$0.238**	**$0.530**	**$0.638**	**$0.543**	**$0.594**	**$0.583**	**$0.554**	**$0.593**	**$0.560**	**$0.550**	**$5.925**
Net Surplus/(Deficit)	**$0.000**	**$0.000**	**$0.000**	**($0.001)**	**($0.000)**	**($0.004)**	**($0.004)**	**($0.004)**	**($0.003)**	**($0.003)**	**($0.004)**	**$0.023**	**($0.000)**

MTA BUS COMPANY
July Financial Plan - 2019 Mid-Year Forecast
Accrual Statement of Operations by Category
($ in millions)

NON-REIMBURSABLE / REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	$16.584	$15.821	$19.400	$17.978	$19.446	$18.172	$19.468	$19.206	$18.752	$19.910	$18.047	$17.834	$220.618
Other Operating Revenue	2.176	1.057	1.802	1.395	1.913	1.628	1.782	1.748	1.662	1.782	1.679	1.731	20.354
Capital and Other Reimbursements	0.000	0.542	0.238	0.529	0.638	0.539	0.590	0.579	0.550	0.590	0.556	0.573	5.925
Total Revenues	**$18.760**	**$17.420**	**$21.440**	**$19.902**	**$21.997**	**$20.339**	**$21.840**	**$21.532**	**$20.964**	**$22.282**	**$20.283**	**$20.138**	**$246.897**
Operating Expenses													
Labor:													
Payroll	$26.460	$23.387	$26.799	$24.354	$25.233	$23.443	$23.474	$23.023	$21.894	$23.474	$22.120	$20.797	$284.458
Overtime	6.707	6.300	6.498	6.270	6.462	4.135	4.527	4.440	4.222	4.527	4.266	4.049	62.403
Health and Welfare	6.188	6.105	7.911	7.008	6.919	7.324	5.828	5.716	5.436	5.828	5.491	4.543	74.296
OPEB Current Payment	1.789	1.787	2.692	1.856	1.821	2.679	2.276	2.232	2.123	2.276	2.145	0.727	24.404
Pensions	5.009	4.537	4.879	4.879	4.879	4.746	5.195	5.095	4.846	5.195	4.896	5.045	59.201
Other Fringe Benefits	5.405	5.628	6.646	5.473	5.558	5.780	6.328	6.206	5.902	6.328	5.963	6.131	71.349
Reimbursable Overhead	0.000	0.000	0.000	0.001	0.000	(0.161)	(0.002)	(0.002)	(0.002)	(0.003)	(0.002)	0.170	0.000
Total Labor Expenses	**$51.558**	**$47.743**	**$55.425**	**$49.842**	**$50.872**	**$47.945**	**$47.627**	**$46.710**	**$44.421**	**$47.626**	**$44.879**	**$41.463**	**$576.111**
Non-Labor:													
Electric Power	$0.170	$0.175	$0.138	$0.164	$0.129	$0.145	$0.159	$0.156	$0.148	$0.159	$0.150	$0.154	$1.846
Fuel	1.687	1.934	2.132	2.004	2.436	2.120	2.320	2.276	2.164	2.320	2.186	2.253	25.833
Insurance	0.387	0.387	0.387	0.386	0.359	0.596	0.653	0.640	0.609	0.653	0.615	0.634	6.307
Claims	3.750	5.150	5.000	5.000	5.000	5.073	5.554	5.447	5.180	5.554	5.234	5.394	61.337
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.807	2.970	2.032	2.988	2.635	4.986	5.458	5.353	5.091	5.458	5.143	5.301	49.222
Professional Service Contracts	2.075	1.961	2.568	2.108	2.524	5.387	5.897	5.784	5.500	5.897	5.557	5.727	50.986
Materials & Supplies	3.703	3.468	3.749	3.868	3.867	5.060	5.539	5.433	5.167	5.539	5.220	5.380	55.993
Other Business Expenses	0.276	0.274	0.380	0.308	0.347	0.488	0.534	0.524	0.499	0.534	0.504	0.519	5.188
Total Non-Labor Expenses	**$13.856**	**$16.319**	**$16.386**	**$16.826**	**$17.297**	**$23.855**	**$26.115**	**$25.613**	**$24.357**	**$26.115**	**$24.609**	**$25.363**	**$256.712**
Other Expenses Adjustments:													
Other Expenses Adjustments:	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Total Other Expense Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenses	**$65.414**	**$64.062**	**$71.811**	**$66.668**	**$68.169**	**$71.800**	**$73.742**	**$72.323**	**$68.778**	**$73.741**	**$69.488**	**$66.827**	**$832.823**
Depreciation	$5.337	$5.337	$0.765	$3.643	$3.643	$4.827	$5.284	$5.182	$4.928	$5.284	$4.979	$5.131	$54.341
OPEB Obligation	5.200	5.200	(10.400)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	100.150	100.150
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	110.700	110.700
Environmental Remediation	0.000	0.000	0.749	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.749)	0.000
Total Expenses After Non-Cash Liability Adjs.	**$75.952**	**$74.599**	**$62.925**	**$70.311**	**$71.812**	**$76.627**	**$79.026**	**$77.505**	**$73.707**	**$79.025**	**$74.467**	**$282.059**	**$1,098.014**
Net Surplus/(Deficit)	**($57.192)**	**($57.179)**	**($41.484)**	**($50.408)**	**($49.816)**	**($56.288)**	**($57.186)**	**($55.973)**	**($52.742)**	**($56.742)**	**($54.184)**	**($261.921)**	**($851.117)**

MTA BUS COMPANY
July Financial Plan - 2019 Mid-Year Forecast
Cash Receipts & Expenditures
($ in millions)

CASH RECEIPTS AND EXPENDITURES	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	$19.993	$15.665	$16.409	$20.344	$19.187	$18.172	$19.468	$19.206	$18.752	$19.910	$18.047	$15.465	$220.618
Other Operating Revenue	0.946	0.255	0.403	0.169	0.535	2.578	2.578	2.578	2.578	2.578	2.578	2.578	20.354
Capital and Other Reimbursements	0.000	0.783	0.542	0.238	0.467	1.325	1.325	1.325	1.325	1.325	1.325	1.325	11.308
Total Receipts	**$20.939**	**$16.703**	**$17.354**	**$20.751**	**$20.189**	**$22.075**	**$23.371**	**$23.109**	**$22.655**	**$23.814**	**$21.951**	**$19.368**	**$252.280**
Expenditures													
Labor:													
Payroll	$32.879	$24.318	$31.399	$24.710	$19.814	$21.862	$29.044	$20.362	$20.362	$20.362	$20.362	$20.364	$285.837
Overtime	6.707	6.300	6.498	6.271	6.463	4.135	4.527	4.440	4.222	4.527	4.266	4.048	62.403
Health and Welfare	6.268	6.479	7.597	7.690	8.402	6.209	6.209	6.209	6.209	6.209	6.209	6.209	79.896
OPEB Current Payment	1.790	1.788	1.810	1.856	1.821	2.191	2.191	2.191	2.191	2.191	2.191	2.191	24.404
Pensions	4.774	4.772	4.878	4.879	4.879	4.978	4.978	4.978	4.978	4.978	4.978	4.978	59.027
Other Fringe Benefits	5.165	5.967	5.903	5.216	3.471	4.350	4.352	4.352	4.352	4.352	4.352	4.338	56.172
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	**$57.583**	**$49.624**	**$58.085**	**$50.622**	**$44.849**	**$43.725**	**$51.301**	**$42.532**	**$42.314**	**$42.619**	**$42.358**	**$42.128**	**$567.740**
Non-Labor:													
Electric Power	$0.170	$0.175	$0.138	$0.164	$0.129	$0.145	$0.159	$0.156	$0.148	$0.159	$0.150	$0.154	$1.846
Fuel	1.731	1.855	2.324	2.263	2.344	1.883	2.061	2.021	1.922	2.061	1.942	2.002	24.409
Insurance	0.000	0.000	0.000	0.000	0.000	1.654	1.811	1.776	1.689	1.811	1.707	1.761	12.209
Claims	4.821	2.287	2.313	1.690	1.052	1.957	2.142	2.101	1.998	2.142	2.019	2.080	26.604
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	2.801	2.172	5.435	3.759	3.590	6.122	6.702	6.573	6.251	6.702	6.316	6.509	62.933
Professional Service Contracts	1.537	1.797	1.675	1.502	1.264	6.791	7.434	7.291	6.934	7.434	7.005	7.220	57.886
Materials & Supplies	3.174	2.924	6.052	4.161	3.388	5.962	6.527	6.401	6.088	6.527	6.150	6.339	63.693
Other Business Expenses	0.342	0.265	0.356	0.380	0.340	0.475	0.520	0.510	0.485	0.520	0.490	0.505	5.188
Total Non-Labor Expenditures	**$14.577**	**$11.476**	**$18.293**	**$13.920**	**$12.107**	**$24.989**	**$27.357**	**$26.830**	**$25.515**	**$27.357**	**$25.778**	**$26.570**	**$254.769**
Other Expenditure Adjustments:													
Other	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Total Other Expenditure Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenditures	**$72.160**	**$61.100**	**$76.378**	**$64.542**	**$56.956**	**$68.714**	**$78.657**	**$69.362**	**$67.830**	**$69.975**	**$68.136**	**$68.698**	**$822.509**
Net Cash Balance	**($51.221)**	**($44.397)**	**($59.024)**	**($43.791)**	**($36.767)**	**($46.639)**	**($55.286)**	**($46.253)**	**($45.174)**	**($46.162)**	**($46.185)**	**($49.330)**	**($570.228)**

MTA BUS COMPANY
July Financial Plan - 2019 Mid-Year Forecast
Cash Conversion (Cash Flow Adjustments)
Favorable / (Unfavorable)
($ in millions)

CASH FLOW ADJUSTMENTS	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	$3.409	($0.156)	($2.991)	$2.366	($0.259)	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	($2.369)	$0.000
Other Operating Revenue	(1.230)	(0.802)	(1.399)	(1.226)	(1.378)	0.950	0.796	0.830	0.916	0.796	0.899	0.847	(0.000)
Capital and Other Reimbursements	0.000	0.241	0.304	(0.291)	(0.171)	0.786	0.735	0.747	0.775	0.735	0.769	0.752	5.383
Total Receipts	**$2.179**	**($0.717)**	**($4.086)**	**$0.849**	**($1.808)**	**$1.737**	**$1.531**	**$1.577**	**$1.691**	**$1.531**	**$1.668**	**($0.769)**	**$5.383**
Expenditures													
Labor:													
Payroll	($6.419)	($0.931)	($4.600)	($0.356)	$5.420	$1.580	($5.569)	$2.661	$1.532	$3.112	$1.758	$0.433	($1.379)
Overtime	0.000	0.000	0.000	(0.001)	(0.001)	0.000	0.000	0.000	0.000	0.000	0.000	0.001	(0.000)
Health and Welfare OPEB	(0.080)	(0.374)	0.314	(0.682)	(1.483)	1.115	(0.380)	(0.493)	(0.773)	(0.380)	(0.717)	(1.666)	(5.600)
Current Payment Pensions	(0.001)	(0.001)	0.882	0.000	0.000	0.488	0.085	0.041	(0.068)	0.085	(0.046)	(1.464)	(0.000)
Other Fringe Benefits	0.235	(0.235)	0.001	0.000	0.000	(0.232)	0.217	0.117	(0.132)	0.217	(0.082)	0.067	0.174
Contribution to GASB Fund	0.240	(0.339)	0.743	0.257	2.087	1.430	1.976	1.854	1.550	1.976	1.611	1.793	15.177
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
	0.000	0.000	0.000	0.001	0.000	(0.161)	(0.002)	(0.002)	(0.002)	(0.003)	(0.002)	0.170	0.000
Total Labor Expenditures	**($6.025)**	**($1.881)**	**($2.660)**	**($0.780)**	**$6.023**	**$4.220**	**($3.674)**	**$4.178**	**$2.107**	**$5.007**	**$2.522**	**($0.665)**	**$8.372**
Non-Labor:													
Electric Power	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Fuel	(0.044)	0.079	(0.192)	(0.259)	0.092	0.237	0.259	0.254	0.242	0.259	0.244	0.252	1.424
Insurance	0.387	0.387	0.387	0.386	0.359	(1.058)	(1.158)	(1.136)	(1.080)	(1.158)	(1.091)	(1.127)	(5.902)
Claims	(1.071)	2.863	2.687	3.310	3.948	3.116	3.412	3.346	3.182	3.412	3.215	3.314	34.733
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(0.994)	0.798	(3.403)	(0.771)	(0.955)	(1.137)	(1.244)	(1.220)	(1.161)	(1.244)	(1.172)	(1.209)	(13.712)
Professional Service Contracts	0.538	0.164	0.893	0.606	1.260	(1.404)	(1.537)	(1.508)	(1.434)	(1.537)	(1.448)	(1.493)	(6.900)
Materials & Supplies	0.529	0.544	(2.303)	(0.293)	0.479	(0.902)	(0.987)	(0.968)	(0.921)	(0.987)	(0.930)	(0.958)	(7.700)
Other Business Expenditures	(0.066)	0.009	0.024	(0.072)	0.007	0.013	0.015	0.014	0.014	0.015	0.014	0.014	0.000
Total Non-Labor Expenditures	**($0.721)**	**$4.843**	**($1.907)**	**$2.906**	**$5.190**	**($1.134)**	**($1.241)**	**($1.218)**	**($1.158)**	**($1.241)**	**($1.170)**	**($1.207)**	**$1.943**
Other Expenditures Adjustments:													
Other	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000	$0.000
Total Other Expenditures Adjustments	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**	**$0.000**
Total Expenditures	**($6.745)**	**$2.963**	**($4.567)**	**$2.125**	**$11.213**	**$3.086**	**($4.915)**	**$2.961**	**$0.949**	**$3.766**	**$1.352**	**($1.872)**	**$10.314**
Total Cash Conversion Before Non-Cash Liability Adjs.	**($4.566)**	**$2.246**	**($8.654)**	**$2.974**	**$9.405**	**$4.823**	**($3.384)**	**$4.538**	**$2.640**	**$5.297**	**$3.020**	**($2.641)**	**$15.697**
Depreciation	5.337	5.337	0.765	3.643	3.643	4.827	5.284	5.182	4.928	5.284	4.979	5.131	54.341
OPEB Liability Adjustment	5.200	5.200	(10.400)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	100.150	100.150
GASB 68 Pension Expense Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	110.700	110.700
Environmental Remediation	0.000	0.000	0.749	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.749)	0.000
Total Cash Conversion Adjustments	**$5.972**	**$12.783**	**($17.540)**	**$6.617**	**$13.048**	**$9.649**	**$1.900**	**$9.720**	**$7.568**	**$10.581**	**$7.999**	**$212.591**	**$280.889**

MTA BUS COMPANY
July Financial Plan - 2019 Mid-Year Forecast
Ridership/(Utilization)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
RIDERSHIP													
Fixed Route	9.667	9.025	10.350	10.235	10.806	9.496	9.500	9.372	9.769	10.517	9.340	8.841	116.918
Baseline Total Ridership	**9.667**	**9.025**	**10.350**	**10.235**	**10.806**	**9.496**	**9.500**	**9.372**	**9.769**	**10.517**	**9.340**	**8.841**	**116.918**
FAREBOX REVENUE													
Fixed Route	**16.584**	**15.821**	**19.400**	**17.978**	**19.446**	**18.172**	**19.468**	**19.206**	**18.752**	**19.910**	**18.047**	**17.834**	**220.618**
Baseline Total Revenue	**$16.584**	**$15.821**	**$19.400**	**$17.978**	**$19.446**	**$18.172**	**$19.468**	**$19.206**	**$18.752**	**$19.910**	**$18.047**	**$17.834**	**$220.618**

MTA BUS COMPANY
July Financial Plan 2020 - 2023
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Office of the EVP	3	3	3	3	3	3	3	3	3	3	3	3
Human Resources	22	22	22	22	22	22	22	22	22	22	22	22
Office of Management and Budget	16	16	16	16	16	16	16	16	16	16	16	16
Materiel	17	17	17	17	17	17	17	17	17	17	17	17
Controller	19	19	19	19	19	19	19	19	19	19	19	19
Office of the President	4	4	4	4	4	4	4	4	4	4	4	4
System Safety Administration	5	5	5	5	5	5	5	5	5	5	5	5
Law	25	25	25	25	25	25	25	25	25	25	25	25
Strategic Office	30	30	30	30	30	30	30	30	30	30	30	30
Non-Departmental	3	3	3	3	3	3	3	3	3	3	3	3
Labor Relations	0	0	0	0	0	0	0	0	0	0	0	0
Total Administration	**144**	**144**	**144**	**144**	**144**	**144**	**144**	**144**	**144**	**144**	**144**	**144**
Operations												
Buses	2,338	2,338	2,338	2,338	2,338	2,338	2,338	2,338	2,303	2,303	2,303	2,303
Office of the Executive Vice President, Regi	4	4	4	4	4	4	4	4	4	4	4	4
Safety & Training	64	64	64	64	64	64	64	64	64	64	64	64
Road Operations	141	141	141	141	141	141	141	141	141	141	141	141
Transportation Support	22	22	22	22	22	22	22	22	22	22	22	22
Operations Planning	34	34	34	34	34	34	34	34	34	34	34	34
Revenue Control	7	7	7	7	7	7	7	7	7	7	7	7
Total Operations	**2,610**	**2,610**	**2,610**	**2,610**	**2,610**	**2,610**	**2,610**	**2,610**	**2,575**	**2,575**	**2,575**	**2,575**
Maintenance												
Buses	731	731	731	731	731	731	731	731	725	725	725	725
Maintenance Support/CMF	236	236	236	236	236	236	236	236	236	236	236	236
Facilities	80	80	80	80	80	80	80	80	80	80	80	80
Supply Logistics	103	103	103	103	103	103	104	104	104	104	104	104
Total Maintenance	**1,150**	**1,150**	**1,150**	**1,150**	**1,150**	**1,150**	**1,151**	**1,151**	**1,145**	**1,145**	**1,145**	**1,145**
Engineering/Capital												
Capital Program Management	37	37	37	37	37	37	37	37	37	37	37	37
Public Safety												
Office of the Senior Vice President	15	15	15	15	15	15	15	15	15	15	15	15
Total Positions	**3,956**	**3,956**	**3,956**	**3,956**	**3,956**	**3,956**	**3,957**	**3,957**	**3,916**	**3,916**	**3,916**	**3,916**
Non-Reimbursable	3,916	3,916	3,916	3,916	3,916	3,916	3,917	3,917	3,876	3,876	3,876	3,876
Reimbursable	40	40	40	40	40	40	40	40	40	40	40	40
Total Full-Time	3,938	3,938	3,938	3,938	3,938	3,938	3,939	3,939	3,898	3,898	3,898	3,898
Total Full-Time Equivalents	18	18	18	18	18	18	18	18	18	18	18	18

MTA BUS COMPANY
July Financial Plan 2020 - 2023
Total Positions by Function and Occupation

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	64	64	64	64	64	64	64	64	64	64	64	64
Professional, Technical, Clerical	78	78	78	78	78	78	78	78	78	78	78	78
Operational Hourlies	2	2	2	2	2	2	2	2	2	2	2	2
Total Administration	**144**	**144**	**144**	**144**	**144**	**144**	**144**	**144**	**144**	**144**	**144**	**144**
Operations												
Managers/Supervisors	315	315	315	315	315	315	315	315	315	315	315	315
Professional, Technical, Clerical	44	44	44	44	44	44	44	44	44	44	44	44
Operational Hourlies	2,251	2,251	2,251	2,251	2,251	2,251	2,251	2,251	2,216	2,216	2,216	2,216
Total Operations	**2,610**	**2,610**	**2,610**	**2,610**	**2,610**	**2,610**	**2,610**	**2,610**	**2,575**	**2,575**	**2,575**	**2,575**
Maintenance												
Managers/Supervisors	242	242	242	242	242	242	243	243	243	243	243	243
Professional, Technical, Clerical	33	33	33	33	33	33	33	33	33	33	33	33
Operational Hourlies	875	875	875	875	875	875	875	875	869	869	869	869
Total Maintenance	**1,150**	**1,150**	**1,150**	**1,150**	**1,150**	**1,150**	**1,151**	**1,151**	**1,145**	**1,145**	**1,145**	**1,145**
Engineering/Capital												
Managers/Supervisors	21	21	21	21	21	21	21	21	21	21	21	21
Professional, Technical, Clerical	16	16	16	16	16	16	16	16	16	16	16	16
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Engineering/Capital	**37**	**37**	**37**	**37**	**37**	**37**	**37**	**37**	**37**	**37**	**37**	**37**
Public Safety												
Managers/Supervisors	9	9	9	9	9	9	9	9	9	9	9	9
Professional, Technical, Clerical	6	6	6	6	6	6	6	6	6	6	6	6
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Public Safety	**15**	**15**	**15**	**15**	**15**	**15**	**15**	**15**	**15**	**15**	**15**	**15**
Total Baseline Positions												
Managers/Supervisors	651	651	651	651	651	651	652	652	652	652	652	652
Professional, Technical, Clerical	177	177	177	177	177	177	177	177	177	177	177	177
Operational Hourlies	3,128	3,128	3,128	3,128	3,128	3,128	3,128	3,128	3,087	3,087	3,087	3,087
Total Baseline Positions	**3,956**	**3,956**	**3,956**	**3,956**	**3,956**	**3,956**	**3,957**	**3,957**	**3,916**	**3,916**	**3,916**	**3,916**

MTA BUS COMPANY
July Financial Plan - 2019 Mid-Year Forecast
Overtime - Non-Reimbursable/Reimbursable Basis
($ in millions)

	Jan		Feb		Mar		Apr		May		Jun		Jul		Aug		Sep		Oct		Nov		Dec		Total	
	Hours	$	Hours	$	Hours	$	Hours	$	Hours	$	Hours	$	Hours	$	Hours	$	Hours	$	Hours	$	Hours	$	Hours	$	Hours	$
NON-REIMBURSABLE OVERTIME																										
Scheduled Service	51,614	2.654	46,646	2.392	51,981	2.545	53,077	2.704	52,109	2.770	54,617	1.801	59,791	1.971	58,642	1.933	55,767	1.839	59,791	1.971	56,342	1.858	58,067	1.914	658,444	26.352
Unscheduled Service	7,830	0.398	9,093	0.451	11,253	0.540	11,661	0.553	12,999	0.622	10,939	0.445	11,975	0.488	11,745	0.478	11,169	0.455	11,975	0.488	11,285	0.459	11,630	0.473	133,555	5.850
Programmatic/Routine Maintenance	36,337	1.809	31,429	1.576	32,023	1.582	29,824	1.505	31,380	1.591	15,158	0.456	16,594	0.499	16,275	0.489	15,478	0.465	16,594	0.499	15,637	0.470	16,116	0.485	272,846	11.427
Unscheduled Maintenance	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0	-
Vacancy/Absentee Coverage	25,923	1.233	31,581	1.524	31,492	1.498	30,410	1.445	30,356	1.424	21,453	1.285	23,486	1.406	23,034	1.379	21,905	1.312	23,486	1.406	22,131	1.325	22,808	1.366	308,065	16.603
Weather Emergencies	11,668	0.567	6,386	0.315	5,982	0.293	135	0.007	178	0.010	3,764	0.116	4,120	0.127	4,041	0.125	3,843	0.119	4,120	0.127	3,883	0.120	(2,992)	(0.199)	45,129	1.726
Safety/Security/Law Enforcement	155	0.013	186	0.016	135	0.012	125	0.011	110	0.010	327	0.014	358	0.016	351	0.015	334	0.014	358	0.016	338	0.015	348	0.015	3,127	0.166
Other	354	0.034	285	0.027	294	0.029	264	0.027	285	0.028	249	0.018	272	0.020	267	0.020	254	0.019	272	0.020	256	0.019	264	0.019	3,316	0.279
Sub-Total	**133,881**	**$6.707**	**125,605**	**$6.300**	**133,160**	**$6.498**	**125,497**	**$6.252**	**127,417**	**$6.454**	**106,508**	**$4.135**	**116,598**	**$4.527**	**114,356**	**$4.440**	**108,750**	**$4.222**	**116,598**	**$4.527**	**109,871**	**$4.266**	**106,241**	**$4.074**	**1,424,482**	**$62.403**
REIMBURSABLE OVERTIME								$0.018		$0.007														($0.025)		$0.000
TOTAL NR & R OVERTIME	**133,881**	**$6.707**	**125,605**	**$6.300**	**133,160**	**$6.498**	**125,497**	**$6.270**	**127,417**	**$6.461**	**106,508**	**$4.135**	**116,598**	**$4.527**	**114,356**	**$4.440**	**108,750**	**$4.222**	**116,598**	**$4.527**	**109,871**	**$4.266**	**106,241**	**$4.049**	**1,424,482**	**$62.403**

MTA Bus Company
2020 Preliminary Budget
Cash Receipts & Expenditures
($ in millions)

CASH RECEIPTS AND EXPENDITURES	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Total Receipts	$22.1	$20.0	$21.5	$21.2	$21.0	$21.2	$22.1	$21.0	$21.2	$21.7	$20.6	$22.1	$255.8
Total Expenditures	$63.9	$57.8	$62.1	$61.4	$60.8	$61.4	$63.9	$60.8	$61.4	$62.7	$59.6	$63.9	$739.7
Operating CashSurplus/(Deficit)	($41.8)	($37.8)	($40.6)	($40.2)	($39.8)	($40.2)	($41.8)	($39.8)	($40.2)	($41.0)	($39.0)	($41.8)	($483.9)



New York City Transit

Andy Byford
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Bus Company

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