



New York City Transit

Committee Meeting February 2018

Committee Members

F. Ferrer, Committee Chairman

A. Albert

R. Glucksman

D. Jones

S. Metzger

C. Moerdler

J. Molloy

S. Rechler

J. Samuelsen

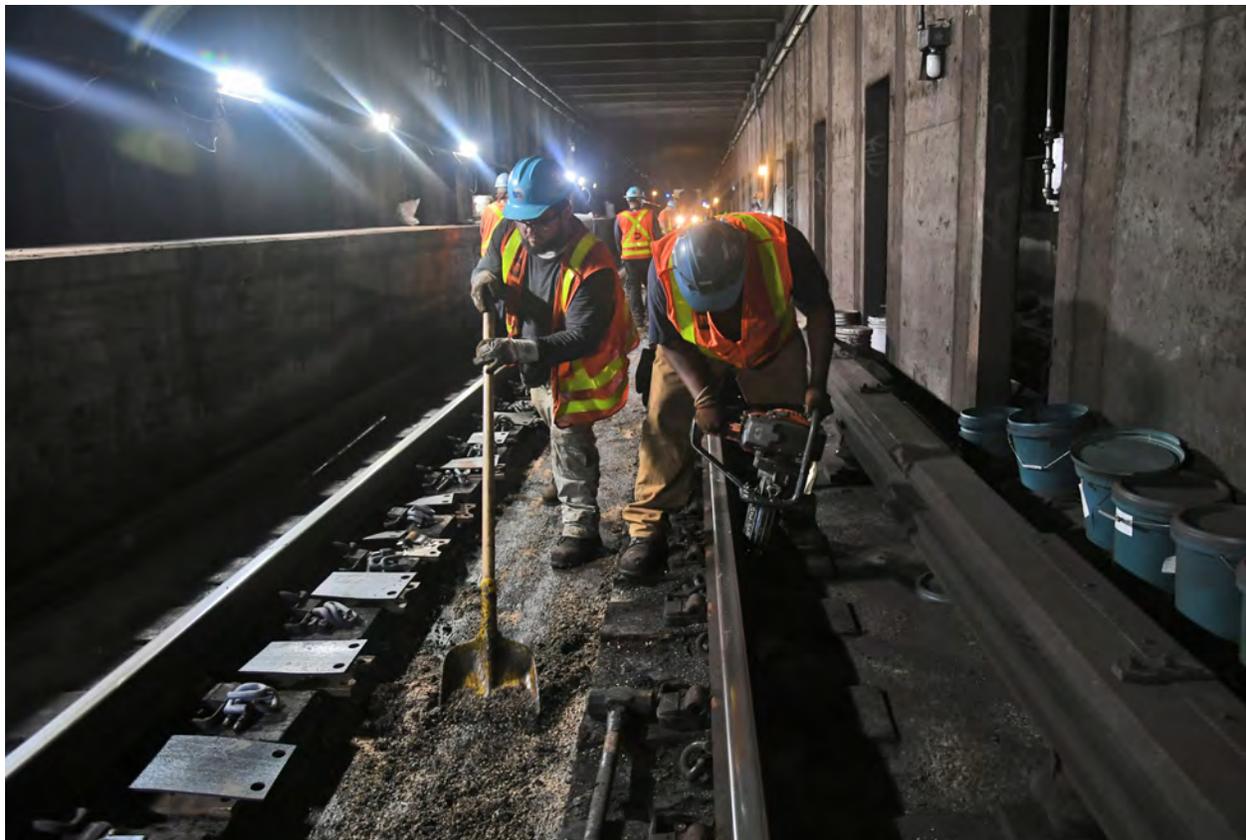
P. Trottenberg

V. Vanterpool

J. Vitiello

P. Ward

C. Weisbrod



New York City Transit and Bus Committee Meeting

2 Broadway - 20th Floor Conference Room

New York, NY 10004

Tuesday, 2/20/2018

10:00 - 11:30 AM ET

1. PUBLIC COMMENT PERIOD

2. APPROVAL OF MINUTES – JANUARY 23, 2018

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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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e. Capital Program Status Report

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6. PROCUREMENTS

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a. Non-Competitive

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c. Ratifications

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c. MetroCard Report

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d. NYCT Adopted Budget/Financial Plan 2018-2021

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f. MTA Bus Adopted Budget/Financial Plan 2018-2021

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ii. MTA Bus

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i. Transit Adjudication Bureau Report

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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
January 21, 2018

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

The following Members were present:

Hon. Fernando Ferrer, Committee Chair
Hon. Andrew Albert
Hon. David R. Jones
Hon. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. John J. Molloy
Hon. Scott Rechler
Hon. John Samuelson
Hon. Polly Trottenberg
Hon. Veronica Vanterpool
Hon. Carl Weisbrod

The following Members were absent:

Hon. Randolph Glucksman
Hon. James E. Vitiello
Hon. Peter Ward

Also present were:

Joseph Lhota, Chairman of the Board
Ira Greenberg, Board Member

Andy Byford, President
Peter Cafiero, Chief, Operations Planning
Edward Delatorre, Chief, NYPD Transit Bureau
Phillip Eng, Chief Operating Officer
James Henly, Vice President and General Counsel, Law
Frank Jezycki, Acting Senior Vice President, Subways
Cheryl Kennedy, Vice President, Office of System Safety
Tim Mulligan, Executive Vice President
John O'Grady, Senior Vice President, Capital Program Management
Jaibala Patel, Chief, Office of Management and Budget
Stephen Plochochi, Senior Vice President, Operations Support, Materiel

Darryl Irick, President MTA Bus Company & Senior Vice President NYCT Buses
Janno Lieber, MTA Chief Development Officer, MTA Capital Construction

I. Chairman Ferrer opened the meeting.

II. Public Speakers

Omar Vera welcomed President Byford and commented that the **A** and **R** lines need new subway cars.

Liz Patrick of the East 72nd Street Neighborhood Association asked President Byford to help improve local bus service, noting poor service on the M31, M66, and M15 bus routes. She stated that her organization, in partnership with Darryl Irick and his team, identified traffic congestion and a lack of enforcement of the bus lanes as major issues.

Ellyn Shannon, Associate Director of the Permanent Citizens Advisory Committee to the MTA, stated subway performance dashboards and their new metrics were helpful in assessing the performance of the Subway Action Plan.

Timothy Luceford-Stevens, of Rise and Resist, stated that only 5% of stations are accessible to the disabled and advocated for more accessible stations and buildings.

Murray Bodin asked why GPS technology used on buses can't be used on trains to get a more accurate assessment of delays and arrival times. He praised Paris' automated mass transit system and opined that similar technologies should be applied in NYC.

Jennifer Van Dyke, of Rise and Resist, expressed her appreciation for President Byford making accessibility for the disabled a priority. She invited Mr. Byford to join one of their members during a commute.

Jessica Murray, a PhD student at CUNY and member of Rise and Resist, presented President Byford with a map of the subway system, marked to indicate where elevators are needed.

David Paul Gerber complained about service on the **2** Line and suggested that the Subway Action Plan be amended to reduce service on subway lines such as the **3** on the weekends, that the **R** Line be "short turned" at Queensboro Plaza and that service on the **B**, **M**, **C** and **5** subway lines end at 9 pm. Finally, he encouraged everyone to fight placard abuse.

Jennifer Bartlett, a professor, noted how her life improved after she overcame claustrophobia and started using elevators. She invited President Byford to travel with her so he could see how difficult it is for her to navigate stairs. Finally, she advocated for a wheelchair user to be put on the Board.

III. Minutes and Work Plan

Chairman Ferrer and MTA Chairman Lhota welcomed President Andy Byford.

Chairman Ferrer, noting the retirement of Chief Joseph Fox, welcomed the new Chief of the Transit Bureau, Chief Edward Delatorre.

Upon motion duly made and seconded, the Committee approved the minutes of the December 11, 2017 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.

The 2018 Work Plan was presented for approval.

Member Weisbrod inquired whether the Committee members would be able to ask for particular reports at future meetings or whether such requests needed to be incorporated into the Work Plan. Chairman Ferrer stated that a request for a recurring report would require a change to the Work Plan but a request for a non-recurring report on a particular matter would not.

The Work Plan was approved.

IV. Agenda Items

President Byford delivered opening remarks. He expressed a need for sustained investment and modernization. He will be creating a corporate plan with four priorities: (1) stabilize and improve subway service; (2) improve bus operations; (3) improve accessibility; and (4) harness the pride of our employees. He further stated there will be four public open houses held in upcoming weeks with respect to the closure of the Canarsie Tube.

A. Operations Report

Frank Jezycki, Acting SVP Subways, reported on Subways operations.

Member Albert asked whether the majority of delays on the 5 Line can be attributed to problems between East 180th Street and Dyre Avenue. Mr. Jezycki stated Subways would look into it.

Member Weisbrod inquired about tracking of power related incidents and also asked whether the main cause of delays is overcrowding and how “overcrowding” is defined.

Mr. Jezycki stated that a report is being prepared that would contain a further breakdown of incidents affecting service during the 2017 year. He further noted that power incidents can be very disruptive and that the Subway Action Plan targets this issue.

Chairman Lhota remarked that there are many ways in which electricity comes into the system, and that the quality of electricity from Con Edison varies, with surges and dips being experienced. Member Weisbrod noted press reports regarding the number of power related delays and asked why power related delays are not tracked as a separate category. Chairman Lhota responded that it is not useful to have one power related category, noting that the Transit Authority cannot control the power coming in from Con Ed. Chairman Lhota indicated he would prefer to address the root causes of delays, such as a signal failure or track issues. Member Weisbrod stated if it is a Con Ed issue, that would seem to be the root cause. Chairman Lhota noted that a surge causing a signal outage would be considered a signal related issue. The Chairman further stated that the Transit Authority has been working with Con Ed to improve the quality of power coming into the system, and that the quality has been getting better.

With respect to Member Weisbrod's overcrowding question, Mr. Cafiero stated there are Board approved guidelines addressing what constitutes overcrowding. Each subway car on the numbered routes can hold approximately 110 people. Each subway car on the lettered routes can hold approximately 145-170 people.

President Byford stated that the key is to get to the root cause of a delay. If a train is delayed by people wanting to get off and on, that is a delay due to overcrowding. If the reason a station is crowded is because of a signal problem, the signal problem is then the root cause of the delay, and not the overcrowding.

Member Jones asked whether specific stations experienced more overcrowding than others, and what can be done to address this problem. Mr. Cafiero stated the 4, 5, 2, 3 and portions of the E Lines have historically had train capacity issues. Mr. Jezycki added that the deployment of platform controllers has helped the situation.

Darryl Irick, SVP NYCT Buses, reported on bus operations. Mr. Irick also welcomed Michael Cosgrove as Acting VP, Paratransit.

Member Weisbrod congratulated Mr. Irick on increasing bus ridership and on the use of electric buses. He noted that Comptroller Scott Stringer issued a report about how to improve bus service. He asked whether Transit would be responding to that report by February. He also asked for an evaluation of why we have two different bus systems and companies.

Mr. Irick stated that the bus companies are truly integrated in their management, noting however that there is always room for greater efficiency. Regarding the Comptroller report, Mr. Irick stated that he would provide an update on what we are doing to improve ridership. President Byford stated that while there is no reason to re-invent the wheel, he will be reviewing everything and will be speaking to advisory groups and Board members for their input.

Member Vanterpool noted that there has been progress with Access-a-Ride ("AAR") in 2017, but that Comptroller Stringer's report noted problems with categorizing AAR complaints and

with follow-up. She noted that this will be addressed by AAR and that AAR will also be enhancing its database and re-training many agents.

Michael Cosgrove, Acting VP, Paratransit, reported on the Paratransit Dashboard. Metrics such as ridership, provider no-shows, ride time, customer complaints, and call center indicators were discussed.

VP Kennedy presented the Safety Report.

Chief Delatorre presented the Crime Report.

Member Moerdler expressed concern about the rise in anti-Semitic crime and graffiti and asked what can be done about it. Chief Delatorre stated this a problem that he takes very seriously, and that the Transit Bureau is looking into many options, one of them being the possible installation of additional covert cameras.

Member Jones stated that issues such as terrorism rather than fare evasion and other minor crimes should be the focus of the NYPD. Member Albert stated that it is important to focus on crimes such a fare evasion as well, as such crimes often lead to more serious offenses.

B. Financial Reports

Chief Patel reported to the Committee on NYCT's finances.

President Irick reported to the Committee on MTA Bus's finances.

SVP O'Grady presented the Committee with the Capital Program Status report.

C. Procurements

SVP Plochochi introduced the NYCT, MTA CC and MTA Bus Company procurement agendas, which consisted of 16 actions totaling \$1.7 billion in expenditures, highlighting three procurement action items included in this month's agenda: (1) the award of a \$1.445 billion contract to Kawasaki Rail Car to furnish and deliver 535 subway cars with options for additional cars; (2) the award of a \$124,949,000 million 11 month contract to Judlau for enhanced station initiative ("ESI") improvements at 23rd and 57th Street on the 6 Line, 28th Street on the Lexington Line, and the 7th and 8th Street stations at 34th Street-Penn Station; and (3) the award of a \$87,987,000 million 11 month contract to Citnalta-Forte Joint Venture, for ESI improvements at the 174-175th Street and 167th Street stations, and the 145th Street Station on the Lexington Avenue Line.

Motions were duly made and seconded to approve the Procurement action items.

Respecting the rolling stock procurement, Member Albert inquired about the MDBF requirement for the Kawasaki contract and whether the contract included a liquidated damages provision. Mr. Plochochi stated that the MDBF minimum requirement in the contract was

150,000 miles, and noted that in the event of late delivery of rolling stock, the contract provided for liquidated damages of \$574 per day.

Member Moerdler noted that Kawasaki is also doing business with MNR and LIRR and questioned whether they can handle all the work. Mr. Plochochi stated that he believes they can.

Respecting the ESI procurements, in response to an inquiry from Member Moerdler on whether there can be an integrity monitor for Judlau, Mr. Plochochi responded that Judlau already has a monitor that can be utilized. Member Moerdler also asked whether there has been communication with local officials with regard to which stations were included in the ESI work. Mr. O'Grady responded that he believed so.

Four members of the Committee stated that they intended to vote against the approval of the ESI procurement packages. Member Vanterpool expressed the view that other Transit priorities need to be addressed first, such as completing the Subway Action Plan and improving accessibility. Member Weisbrod agreed and questioned the inclusion of the Penn Station location in the ESI packages, in view of a separate redevelopment plan underway at Penn Station. Member Trottenberg expressed disagreement with the stations selected for inclusion, stating that city officials were not consulted with respect to the ESI locations and that NYC DOT had identified other station locations that should have been addressed. Member Jones stated that he would also be voting against the ESI packages, noting a lack of coordination regarding the selection of station locations.

Member Greenberg noted that people who use the LIRR will question why more construction is going on, and stated that he opposes making aesthetic improvements before improving accessibility.

Member Metzger stated that she would be voting in favor of the ESI packages, but agreed with Member Greenberg that accessibility is key, further stating that the Board should have more input with respect to station selection going forward.

Member Rechler asked how specific stations had been selected for ESI. Mr. Eng, Mr. O'Grady, and Mr. Plochochi addressed the ESI program. It was stated that the program includes station repairs and that when selecting stations for ESI, stations with repairs that could be made expeditiously were given priority. It was also noted that station accessibility improvements are being addressed in additional projects within the Transit Capital Program.

President Byford noted the importance of Board consultation on such matters. Member Moerdler stated that he would vote in favor of the ESI packages, while noting the need for more consultation and coordination in connection with advancing construction projects.

A motion to vote separately on the ESI procurements (see Committee Book Procurement Agenda items numbered 2 and 3 within Schedule C and item number 5 within Schedule H) was made, seconded and approved.

By majority vote of the Committee, a motion to approve the noted ESI procurements passed. Five votes were cast in support of the motion while Members Jones, Trottenberg, Vanterpool and Weisbrod voted against the procurements.

The remainder of the procurements (see Committee Book Procurement Agenda item 1 within Schedule C, item 4 in Schedule F and items 6 through 16 in Schedule H) were approved unanimously by the Committee.

In response to an inquiry from Member Weisbrod, VP & General Counsel Henly stated that the statutory requirement for approval of Schedule C awards by a two-thirds vote applied to the vote of Board members at the forthcoming full Board meeting.

Details of the above items are set forth in staff summaries, copies of which are on file with the records of this meeting.

V. Action Items

EVP Mulligan introduced a proposed tariff change that would allow bus operators and subway station staff to issue additional transfers, details concerning which are set forth in the Agenda.

Upon motion duly made and seconded, the Committee approved the resolution authorizing the proposed tariff changes.

VI. Service Changes

Peter Cafiero, Chief of Operations Planning, advised the Committee of bus schedule changes which will become effective April 2018.

Member Albert expressed the view that buses are losing ridership because certain buses cannot adhere to their schedules.

In response to a question from Member Moerdler, Mr. Cafiero advised that Community Boards were apprised of these changes on Friday of the past week. Member Moerdler expressed concern that their opinions had not been sought earlier.

Member Vanterpool discussed the recent approval of a contract with a company headed by Sam Schwartz, to analyze traffic, and expressed the view that Sam Schwartz should be consulted on the schedule changes.

President Byford stated that he plans to put together a Bus Action Plan similar to the Subway Action Plan.

In response to an inquiry from Member Vanterpool regarding whether it would be prudent to delay the schedule changes while waiting for input from others, President Byford recommended moving forward with the schedule changes for now, noting that nothing is irreversible.

In response to a question from Member Albert regarding whether anyone has looked at the conditions on the roads such as double parking and construction, Mr. Cafiero responded in the affirmative.

Member Albert stated that it would be difficult to get riders to return if a route were temporarily cut.

VII. Special Reports and Presentations

President Byford noted that Section 9 of the Agenda contains the MetroCard Report.

VP and General Counsel Henly made a presentation on the Transit Recidivism Initiative.

Chairman Ferrer noted that the MTA CC Report is contained in Section 10 of the Agenda.

Member Metzger noted that productivity at Cortlandt Street is improving; CDO Lieber agreed that there has been significant improvement.

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

Respectfully submitted,



Kristen M. Nolan

2018 Transit & Bus Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

Approval of Minutes	Committee Chair & Members
NYC Transit Committee Work Plan	Committee Chair & Members
Operations Performance Summary Presentation (including Financial/Ridership, Capital Program Status, Crime & Safety)	NYC Transit President & MTA Bus Co. President
Procurements	Materiel
MTACC Projects Report	MTACC
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

February 2018

Preliminary Review of NYC Transit 2017 Operating Results	Management & Budget
Preliminary Review of SIR 2017 Operating Results	Management & Budget
Preliminary Review of MTA Bus 2017 Operating Results	Management & Budget
NYC Transit Adopted Budget/Financial Plan 2018-2021	Management & Budget
SIR Adopted Budget/Financial Plan 2018-2021	Management & Budget
MTA Bus Adopted Budget/Financial Plan 2018-2021	Management & Budget
Service Quality Indicators (including PES)	Operations Planning
ADA Compliance Report, 4 th Qtr, 2017	Capital Program Management
Elevator & Escalator Service Report, 4 th Qtr, 2017	Subways
Transit Adjudication Bureau Report, 4 th Qtr, 2017	Law
NYCT & MTA Bus EEO & Diversity Report, 2017 Yr End Rpt	EEO & Human Resources

March 2018

Transit Recidivism Report, 4 th Qtr, 2017	Law
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April 2018

Homeless Outreach Report	MTA
Final Review of NYC Transit 2017 Operating Results	Management & Budget
Final Review of SIR 2017 Operating Results	Management & Budget
Final Review of MTA Bus 2017 Operating Results	Management & Budget

May 2018

Transit Adjudication Bureau Report, 1 st Qtr, 2018	Law
Elevator & Escalator Service Report, 1 st Qtr, 2018	Subways
NYCT & MTA Bus EEO & Diversity Report, 1 st Qtr, 2018	EEO & Human Resources

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

June 2018

Transit Recidivism Report, 1st Qtr, 2018

Law

July 2018

No Items

August 2018

No Meetings Held

September 2018

Public comment/Committee review of budget

2018 NYC Transit Mid-Year Forecast Monthly Allocation

Management & Budget

2018 SIR Mid-Year Forecast Monthly Allocation

Management & Budget

2018 MTA Bus Mid-Year Forecast Monthly Allocation

Management & Budget

2019 Preliminary NYC Transit Budget

Management & Budget

2019 Preliminary SIR Budget

Management & Budget

2019 Preliminary MTA Bus Budget

Management & Budget

Service Quality Indicators (including PES & MTA Bus PES)

Operations Planning

Elevator & Escalator Service Report, 2nd Qtr, 2018

Subways

Transit Adjudication Bureau Report, 2nd Qtr, 2018

Law

Transit Recidivism Report, 2nd Qtr, 2018

Law

NYCT & MTA Bus EEO & Diversity Report, 2nd Qtr, 2018

EEO & Human Resources

October 2018

Public Comment/Committee review of budget

Homeless Outreach Report

MTA

2019 Preliminary NYC Transit Budget

Management & Budget

2019 Preliminary SIR Budget

Management & Budget

2019 Preliminary MTA Bus Budget

Management & Budget

November 2018

Charter for Transit Committee

Law

Elevator & Escalator Service Report, 3rd Qtr, 2018

Subways

Transit Adjudication Bureau Report, 3rd Qtr, 2018

Law

December 2018

NYCT 2019 Adopted Budget/Financial Plan 2019-2022

Management & Budget

SIR 2019 Adopted Budget/Financial Plan 2019-2022

Management & Budget

MTA Bus 2019 Adopted Budget/Financial Plan 2019-2022

Management & Budget

NYCT & MTA Bus EEO & Diversity Report, 3rd Qtr, 2018

EEO & Human Resources

Transit Recidivism Report, 3rd Qtr, 2018

Law

January 2019

Approval of 2019 NYC Transit Committee Work Plan

Committee Chair & Members



2018 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.

NYC Transit 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.

MTACC Projects Report

Monthly Status Report on each construction project and contract managed by MTA Capital Construction.

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 NYC Transit fare policy structure.

Capital Budget Modifications

Proposals presented to the Board for approval of changes to NYC Transit'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)

FEBRUARY 2018

Preliminary Review of NYC Transit's 2017 Operating Results

NYC Transit will present a brief review of its 2017 Budget results.

Preliminary Review of SIR 2017 Operating Results

NYC Transit will present a brief review of SIR's 2017 Budget results.

Preliminary Review of MTA Bus 2017 Operating Results

MTA Bus will present a brief review of its 2017 Budget results.

Adopted Budget/Financial Plan 2018-2021

NYC Transit will present its revised 2018-2021 Financial Plan. This plan will reflect the 2018 Adopted Budget and an updated Financial Plan for 2018-2021 reflecting the out-year impact of any changes incorporated into the 2017 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2018 by category.

SIR Adopted Budget/Financial Plan 2018-2021

NYC Transit will present SIR's revised 2018-2021 Financial Plan. This plan will reflect the 2018 Adopted Budget and an updated Financial Plan for 2018-2021 reflecting the out-year impact of any changes incorporated into the 2017 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2018 by category.

TA Bus Adopted Budget/Financial Plan 2018-2021

MTA Bus will present its revised 2018-2021 Financial Plan. This plan will reflect the 2018 Adopted Budget and an updated Financial Plan for 2018-2021 reflecting the out-year impact of any changes incorporated into the 2017 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2018 by category.

Service Quality Indicators/PES Report

Bi-annual report which presents subway and bus service indicators (Wait Assessment) and NYC Transit and MTA Bus Passenger Environment Survey results, which measures subway and bus cleanliness, customer information and operations.

ADA Compliance Report, 4th Qtr, 2017

The annual update to the NYC Transit 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, 2017

Quarterly report to the Committee on system wide reliability and availability goal for elevators and escalators throughout the subway system.

II. SPECIFIC AGENDA ITEMS (con't)

Transit Adjudication Bureau Report, 4th Qtr, 2017

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- 2017 Year-End Report

A detailed year-end 2017 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.

MARCH 2018

Transit Recidivism Report, 4th Qtr, 2017

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

APRIL 2018

Homeless Outreach Report

MTA report on progress with homeless outreach efforts.

Final Review of NYC Transit 2017 Operating Results

NYC Transit 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 2017 Operating Results

NYC Transit 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 2017 Operating Results

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

MAY 2018

Transit Adjudication Bureau Report, 1st Qtr, 2018

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

II. SPECIFIC AGENDA ITEMS (con't)

Elevator & Escalator Service Report, 1st Qtr, 2018

Quarterly report to the Committee on system wide reliability and availability goal for elevators and escalators throughout the subway system.

EEO & Diversity Report, 1st Qtr, 2018

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.

JUNE 2018

Transit Recidivism Report, 1st Qtr, 2018

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

JULY 2018

No Agenda Items

AUGUST 2018

No Meetings Held

SEPTEMBER 2018

2018 NYC Transit Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of its 2018 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2018 SIR Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of SIR's 2018 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2018 MTA Bus Mid-Year Forecast Monthly Allocation

MTA Bus will present its monthly allocation of MTA Bus' 2018 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

II. SPECIFIC AGENDA ITEMS (con't)

2019 NYC Transit Preliminary Budget

Public comments will be accepted on the 2019 Preliminary Budget.

2019 SIR Preliminary Budget

Public comments will be accepted on the 2019 Preliminary Budget.

2019 MTA Bus Preliminary Budget

Public comments will be accepted on the 2019 Preliminary Budget.

Service Quality Indicators/PES Report

Bi-annual report which presents subway and bus service indicators (Wait Assessment) and NYC Transit and MTA Bus Passenger Environment Survey results, which measures subway and bus cleanliness, customer information and operations.

Elevator & Escalator Service Report, 2nd Qtr, 2018

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, 2018

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, 2nd Qtr, 2018

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, 2018

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

OCTOBER 2018

Homeless Outreach Report

MTA report on progress with homeless outreach efforts.

2019 NYC Transit Preliminary Budget

Public comments will be accepted on the 2019 Preliminary Budget.

2019 SIR Preliminary Budget

Public comments will be accepted on the SIR 2019 Preliminary Budget.

2019 MTA Bus Preliminary Budget

Public comments will be accepted on the MTA Bus 2019 Preliminary Budget.

II. SPECIFIC AGENDA ITEMS (con't)

NOVEMBER 2018

Charter for Transit Committee

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

Elevator & Escalator Service Report, 3rd Qtr, 2018

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, 2018

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

DECEMBER 2018

NYCT 2019 Adopted Budget/Financial Plan 2019-2022

NYC Transit will present its revised 2019-2022 Financial Plan. This plan will reflect the 2019 Adopted Budget and an updated Financial Plan for 2019-2022 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 2019 by category.

SIR 2019 Adopted Budget/Financial Plan 2019-2022

NYC Transit will present SIR's revised 2019-2022 Financial Plan. This plan will reflect the 2019 Adopted Budget and an updated Financial Plan for 2019-2022 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 2019 by category.

MTA Bus 2019 Adopted Budget/Financial Plan 2019-2022

MTA Bus will present its revised 2019-2022 Financial Plan. This plan will reflect the 2019 Adopted Budget and an updated Financial Plan for 2019-2022 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 2019 by category.

EEO & Diversity Report, 3rd Qtr, 2018

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, 2018

Quarterly report to the Committee which provides statistical information on recidivist arrest data and discusses NYC Transit'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)

JANUARY 2019

Approval of Committee Work Plan

The Committee will be provided with the work plan for 2019 and will be asked to approve its use for the year.

President's Report

Andy Byford



President's Commentary

This report summarizes MTA New York City Transit (NYC Transit) performance for the period of December 1 – 31, 2017.

Board members will note the revised Board pack this period, the first step in the complete overhaul of NYC Transit that I am determined to deliver. While this is very much a work in progress, I hope that Board members will appreciate the common format throughout the report, the refreshed look and feel of its contents and – most importantly – more detailed analysis of business results and what my team and I are doing to drive up performance.

A theme of my tenure will be an all-out focus on the customer and on the delivery of consistently excellent service through a well-managed, highly motivated team, working to a common goal and to clear objectives. We need to build every aspect of our service delivery around customer needs and stakeholder expectations and this requires a top-to-bottom modernization of our infrastructure, bureaucracy and the prevailing culture. Critical to the task will be to understand the gap between what customers want and what we are currently able to deliver and this requires an in-depth understanding of root cause so that corrective actions can be undertaken and executed.

On my arrival, I outlined four immediate priorities of equal importance, namely (1) delivery of the Subway Action Plan (2) targeted action to improve bus service (3) targeted focus on accessibility (4) the importance of employee engagement as a means to succeed. A critical first step is to create a more efficient organization with streamlined decision making and clear accountability at all levels. As such, job number one for me is to create the right structure, populated by a high-performing top team, working to a crystal-clear mandate.

My first four weeks at NYC Transit have already revealed the scale and complexity of the task at hand. I am, however, encouraged with the caliber and passion of the NYC Transit team members that I have met to date and with their evident desire to work with me to turn NYC Transit around. I have already conveyed to the organization the need for us all to up our game, to focus on getting the “basics” of service delivery right and on the need to modernize every aspect of what we do.

We must succeed – the hard work starts now.

Andy Byford
President, New York City Transit

Customer Service Report: Subways

Frank Jezycki, Acting Senior Vice President



December 2017 Highlights: Department of Subways

The Department of Subways continued to show signs of stabilization during the month of December with a significant drop in weekday major incidents, a total of 50, down from 76 the year prior; this was the fewest number of monthly major incidents in three years.

Overall, the new customer focused performance measures were impacted by the December 11, 2017 terrorist attack at the Times Square-42nd St. Port Authority complex which resulted in closure of the 42nd Street shuttle for several hours that day, and affected service on ten other lines. Service Delivered declined slightly, 93.8% versus 94.8% last month. Additional Platform Time worsened by ten seconds from last month to 1:28, and Additional Train Time improved by 2 seconds totaling 1:28, this uptick would have been higher were it not for the impact of the terrorism incident.

Car fleet performance continued an improving trend, 12 month rolling average 2017 Mean Distance Between Failures is 8% better than the 12 month rolling average in 2016. This is the first time in over six years that there has been a year over year improvement. Efforts include a focus on car class trends, highlighting specific problem areas such as master controllers and doors, and implementing maintenance campaigns to address issues.

The Subway Action Plan remains a top priority and the subways leadership team thanks all the NYCT staff who have worked tirelessly in the progression of the plan's elements, addressing critical components of the transit system and making a tremendous number of corrective repairs. Opportunities have been identified to improve coordination of scheduled work. Efficiencies have been implemented to increase productivity while maintaining safety as a top priority with a goal of improved service reliability for customers.

Since July, teams have accelerated upgrades, installations and preventative maintenance work faster than ever before. There is much work to accomplish as part of the action plan and the improved maintenance practices and schedules are to be kept long after Subway Action Plan goals are met.

When NYCT decided to shift to 10pm General Order start times on weeknights, the number of available work hours on the track doubled and in some cases tripled. This decision allowed better distribution of resources across the entire week, something that will positively impact the capital program as well. This effort involved streamlining communication processes between the field and the Control Center and minimized track access delays. It includes taking better advantage of line shutdowns and Fast Tracks, utilizing every opportunity to enhance productivity and subsequently improve service delivery for customers.

The track division is on target to meet goals: cleaning 320 miles of track, repairing over 13,000 defects, installing 33.5 miles of Continuous Welded Rail and 62,500 friction pads. These initiatives are improving the condition of tracks and ride quality for customers:

- To date, 130 miles of track litter and debris have been cleaned.
- Nearly 7000 defects have been repaired to date, 51% of the entire system goal. Over 16,000 friction pads have been installed to help prevent defects.
- The initial goal was surpassed for Continuous Welded Rail installation of 19.9 miles, and the target was increased to install a total of 33.6 miles by the end of 2018. To date, over 20 miles was installed throughout the system.

The infrastructure team is taking a proactive approach to mitigate corrosion of critical components by grouting over 1,800 identified leaks, clearing 320 miles of the drainage system, and cleaning 40,000 grates system wide.

- Over 1,000 leaks have been addressed since July, 77% of the system wide goal. With the winter weather the entire system was reviewed leaks were reprioritized according to the likely impact on power and signal components.
- Over 16,000 of 40,000 grates have been cleaned.
- 140 miles of the drainage system has also been cleared, and there is a goal to clear another 130 miles by the end of 2018. These initiatives collectively will mitigate pooling and flooding that damage tracks, signals and power sources.

The Signals division is working toward improved reliability of signals system wide, repairing 1,745 signal components, rebuilding 125 signal stops in high priority areas, and inspecting all 772 air switches throughout the system.

- Over 1,000 signal components, or 58%, have been repaired or replaced to date.
- 64 signal stops have been waterproofed and upgraded.
- And since July, all 772 air switches were inspected system wide and repairs were made as needed. A second inspection cycle has begun.

The Power unit is on track to complete inspections of the 472 property line boxes, 402 energy distribution rooms, 201 signal relay rooms, and 472 interlockings/tracksides equipment

- To date 176 property line boxes, 392 energy distribution rooms, 196 signal relay rooms and 359 interlockings/tracksides equipment have been inspected/tested/modified.

The Car Equipment division is on track to update all critical components within the fleet.

- 4,206, or 66%, of doors have been inspected; 666 new limit switches were installed in the legacy fleet; and 567 upgraded master controllers have been installed on the R160s.
- The 2018 SMS program is underway, which will include critical overhauls of the fleet and improve the customer environment on R142s, R160s and R62s this year.

While the number of flu cases in NYC are growing, the EMTs now strategically deployed at 12 stations across the system under the SAP are assisting sick passengers and minimizing delays.

Through all of this there has been a renewed focus on clear customer communication. By building upon the already existing platform controller program, the new wayfinders are proving beneficial in guiding customers. This in conjunction with improved on train and in station announcements and static signs with system information keeps customers informed and assists them in reaching their destinations.

Frank Jezycki
Acting Senior Vice President, Department of Subways

Monthly Operations Report

Results for the month of December 2017 are shown below.

Subway Monthly Operations Report Service Indicators							
Category	Performance Indicator	Current Month: December 2017			12-Month Average		
		This Year	Last Year	% Diff	This Year	Last Year	% Diff
Major Incidents	Weekday Major Incidents (Chart 1)	50	76	-34.2%	67.9	67.3	+0.9%
	Weekend Major Incidents (Chart 2)	13	8	+62.5%	7.4	8.2	-9.2%
Capacity Provided	Weekday Service Delivered (Chart 3)	93.8%	94.6%	-0.8%	94.5%	95.6%	-1.1%
	Weekend Service Delivered (Chart 5)	94.2%	97.6%	-3.4%	97.3%	98.2%	-0.9%
Customer Wait Time	Additional Platform Time (h:mm:ss) (Chart 7)	0:01:28	N/A*	N/A*	N/A*	N/A*	N/A*
Train Travel Time	Additional Train Time (h:mm:ss) (Chart 9)	0:01:28	N/A*	N/A*	N/A*	N/A*	N/A*
Subway Car	Mean Distance Between Failures (Chart 11)	120,370	105,365	+14.2%	121,220	112,208	+8.0%
	Subway Car PES-KPI (Chart 12)				94.7%	95.4%	-0.7%
Station Environment	Stations PES-KPI (Chart 13)				91.5%	88.1%	+3.4%
	Elevator Availability (Chart 14)	96.9%	94.9%	+2.0%	95.9%	95.9%	0.0%
	Escalator Availability (Chart 14)	94.9%	93.6%	+1.3%	94.5%	93.7%	+0.8%
Staten Island Railway	Staten Island Railway PES-KPI (Chart 15)				90.4%	89.2%	+1.2%
	24 Hour On-Time Performance	94.6%	92.5%	+2.1%	96.7%	94.9%	+1.8%
	AM Rush On-Time Performance	96.8%	97.2%	-0.4%	97.1%	96.9%	+0.2%
	PM Rush On-Time Performance	93.8%	91.2%	+2.6%	96.1%	96.4%	-0.3%
	Percentage of Completed Trips	99.9%	99.6%	+0.3%	99.9%	99.8%	+0.1%
	Mean Distance Between Failures	217,421	27,941	+678.1%	59,871	58,721	+2.0%
Legacy Indicators	Weekday Wait Assessment (Chart 16)	69.3%	72.2%	-2.9%	71.3%	73.7%	-2.4%
	Weekend Wait Assessment (Chart 17)	73.7%	80.1%	-6.4%	78.2%	80.9%	-2.7%
	Weekday Terminal On-Time Performance (Chart 18)	62.9%	62.5%	+0.4%	63.4%	66.8%	-3.4%
	Weekend Terminal On-Time Performance (Chart 19)	64.8%	74.1%	-9.3%	69.6%	72.6%	-3.0%
	Weekday Trains Delayed (Chart 20)	61,441	63,000	-2.5%	62,479	54,785	+14.0%
	Weekend Trains Delayed (Chart 21)	21,726	14,329	+51.6%	16,115	13,847	+16.4%

*Systemwide data for the Additional Platform Time and Additional Train Time indicators are available from March 2017. Data for the B Division is not available prior to March 2017.

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

Section 1: Customer-Focused Metrics

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

Performance Indicator Definitions

Major Incidents (Weekday and Weekend)

An unplanned incident that delays 50 or more trains. Major incidents are separated into the 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 to 10 a.m. and 4 to 7 p.m.
- Weekends - 10 a.m. to 6 p.m.

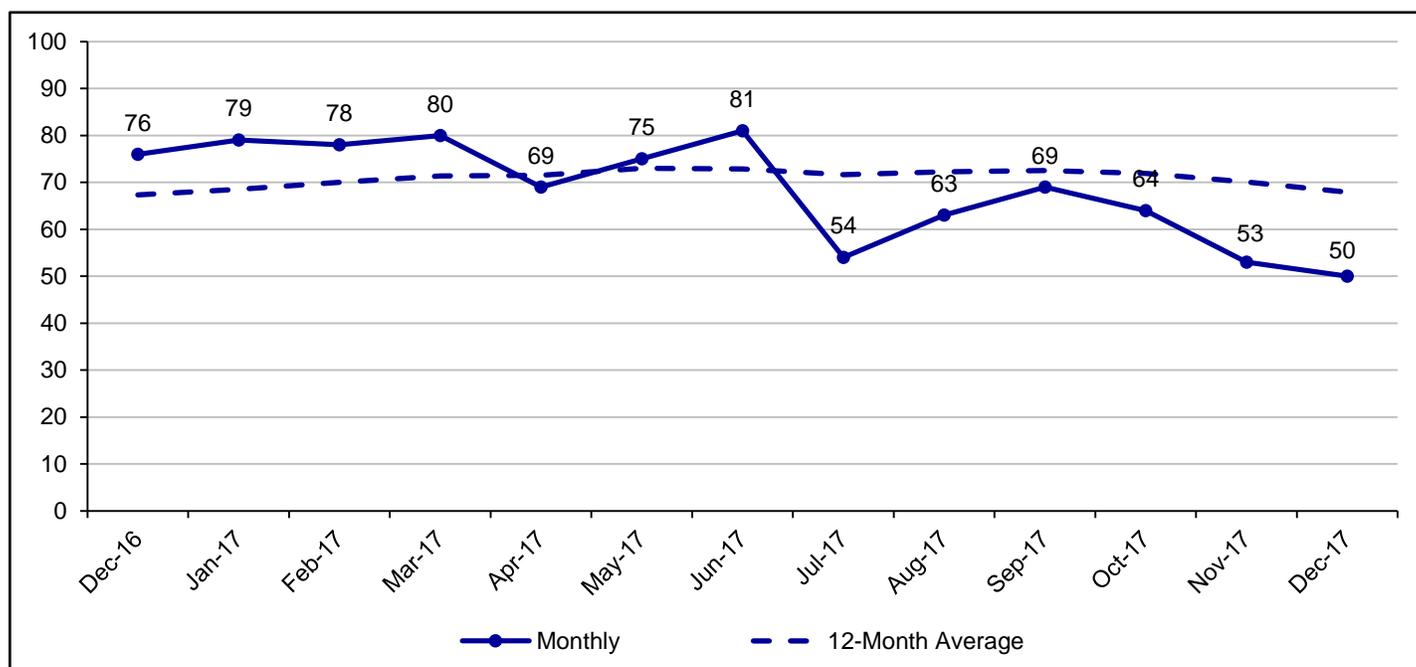
Additional Platform Time (APT)

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. Data for the B Division is not available prior to March 2017.

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. Data for the B Division is not available prior to March 2017.

Subway Weekday Major Incidents (24 hours)



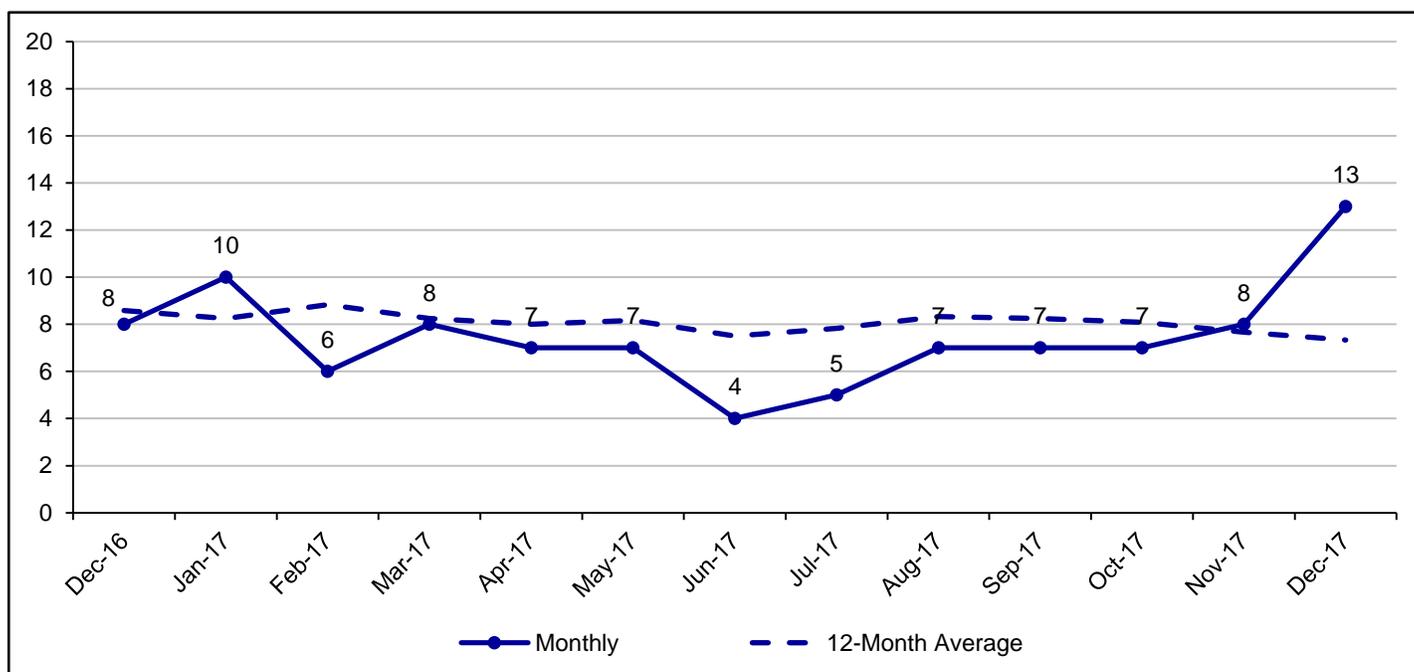
Categories	Monthly			12-Month Average		
	Dec '17	Dec '16	Difference	Dec '17	Dec '16	Difference
Track	7	19	-12	15.5	17.9	-2.4
Signals	23	21	+2	21.3	21.8	-0.5
Persons on Trackbed/Police/Medical	10	21	-11	14.7	15.2	-0.5
Stations & Structure	4	4	+0	4.8	2.4	+2.3
Subway Car	2	8	-6	4.3	5.8	-1.5
Other	4	3	+1	7.4	4.3	+3.2
Subdivision A	21	41	-20	34.3	35.3	-0.9
Subdivision B	29	35	-6	33.6	31.9	+1.7
Systemwide	50	76	-26	67.9	67.3	+0.6
Avg Incident Duration (h:mm:ss)	0:19:07	0:14:06	+0:05:01	0:17:18	0:16:51	+0:00:27
Avg Trains Delayed per Incident	102	91	+11	111	98	+14

Major Incidents Discussion

- There were 50 Weekday Major Incidents in December, which is 26.4% fewer than the 12-month average of 67.9, and the fewest number of Major Incidents in the last three years.
- December 2017 had 26 fewer Major Incidents than in December 2016 and three fewer than November 2017.
- The Lexington Avenue IRT (4, 5, 6) saw the largest reduction between December 2016 and 2017 (24 to 13 incidents).
- Comparing the first half of 2017 (January to June) to the second half (July to December), weekday Major Incidents declined by 23.6%, from an average of 77 per month to an average of 58.8 per month.

Chart 1

Subway Weekend Major Incidents (24 hours)



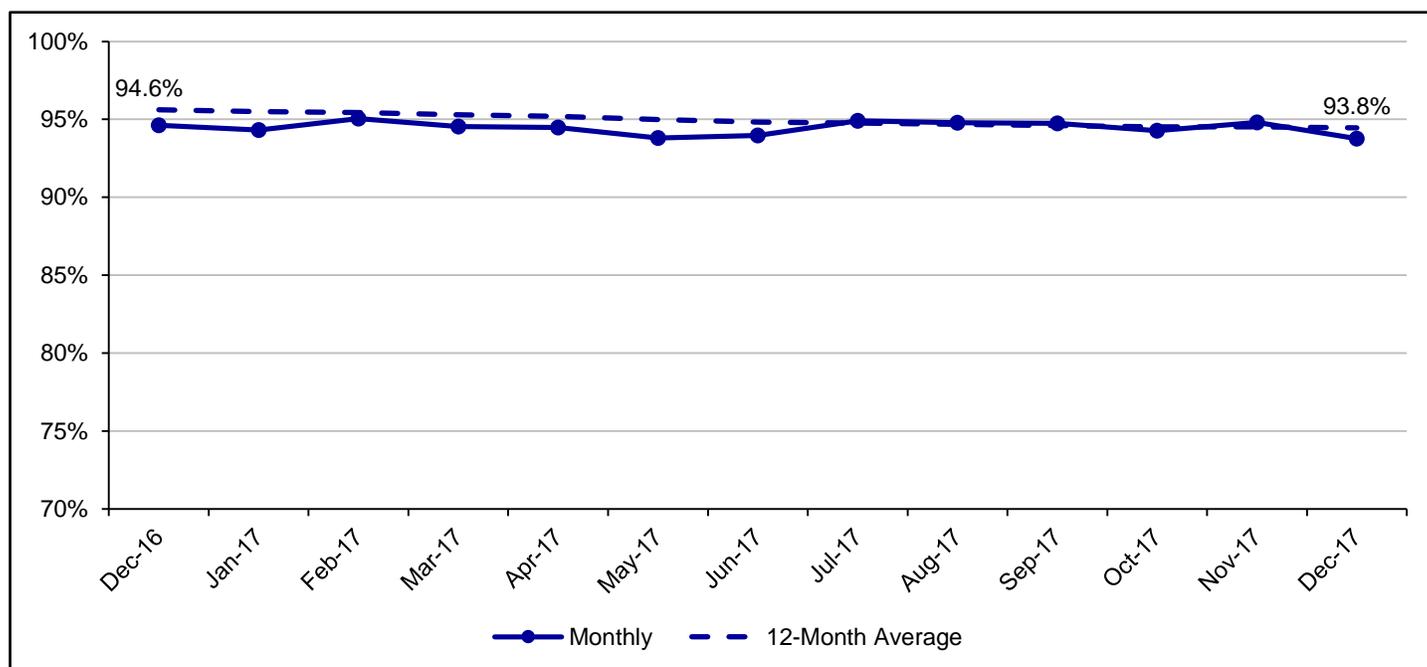
Categories	Monthly			12-Month Average		
	Dec '17	Dec '16	Difference	Dec '17	Dec '16	Difference
Track	2	1	+1	1.2	1.6	-0.4
Signals	5	4	+1	2.5	1.8	+0.8
Persons on Trackbed/Police/Medical	2	1	+1	1.1	2.5	-1.4
Stations & Structure	1	0	+1	0.3	0.3	+0.1
Subway Car	0	0	0	0.2	0.4	-0.3
Other	3	2	+1	2.2	1.7	+0.5
Subdivision A	4	1	+3	3.7	3.7	0.0
Subdivision B	9	7	+2	3.8	4.5	-0.8
Systemwide	13	8	+5	7.4	8.2	-0.8
Avg Incident Duration (h:mm:ss)	0:17:28	0:48:00	-0:30:32	0:17:04	0:23:07	-0:06:03
Avg Trains Delayed per Incident	74	142	-67	96	85	+11

Major Incidents Discussion

- There were 13 weekend Major Incidents in December, the highest since September 2016 and an increase from eight in December 2016 and eight in November 2017.
- Two of the incidents were due to the snowstorm on Saturday, December 9.
- Five of the incidents were associated with signals and switches, equipment that can be affected by bitter cold temperatures as we had in December.
- While there were more incidents this December, they were shorter in duration and caused fewer delays than major incidents on weekends a year earlier.

Chart 2

Subway Weekday % Service Delivered (Peak Hours)



	Monthly			12-Month Average		
	Dec '17	Dec '16	Difference	Dec '17	Dec '16	Difference
Subdivision A	92.1%	92.4%	-0.3%	92.2%	93.7%	-1.5%
Subdivision B	95.1%	96.2%	-1.1%	96.1%	97.1%	-1.0%
Systemwide	93.8%	94.6%	-0.8%	94.5%	95.6%	-1.1%

Weekday Service Delivered Discussion

- Service Delivered declined in December 2017 vs. the prior month, as well as one year earlier.
- The terrorist attack on December 11, 2017, at the Times Square-42 St-Port Authority complex explains much of the decline.
 - Excluding December 11, this indicator would have declined by 0.3%, instead of 0.8%.
 - The 42 Street Shuttle was closed for several hours on December 11, accounting for much of its decline in this metric.
 - Other lines affected by the terrorist attack include the Broadway 7th Avenue line (1, 2, 3), the Broadway line (N, Q, R, W), and the 8th Avenue line (A, C, E).
- Service Delivered improved on the 2 and 5 lines, due to schedule adjustments implemented on December 4, 2017, to better reflect operating conditions.

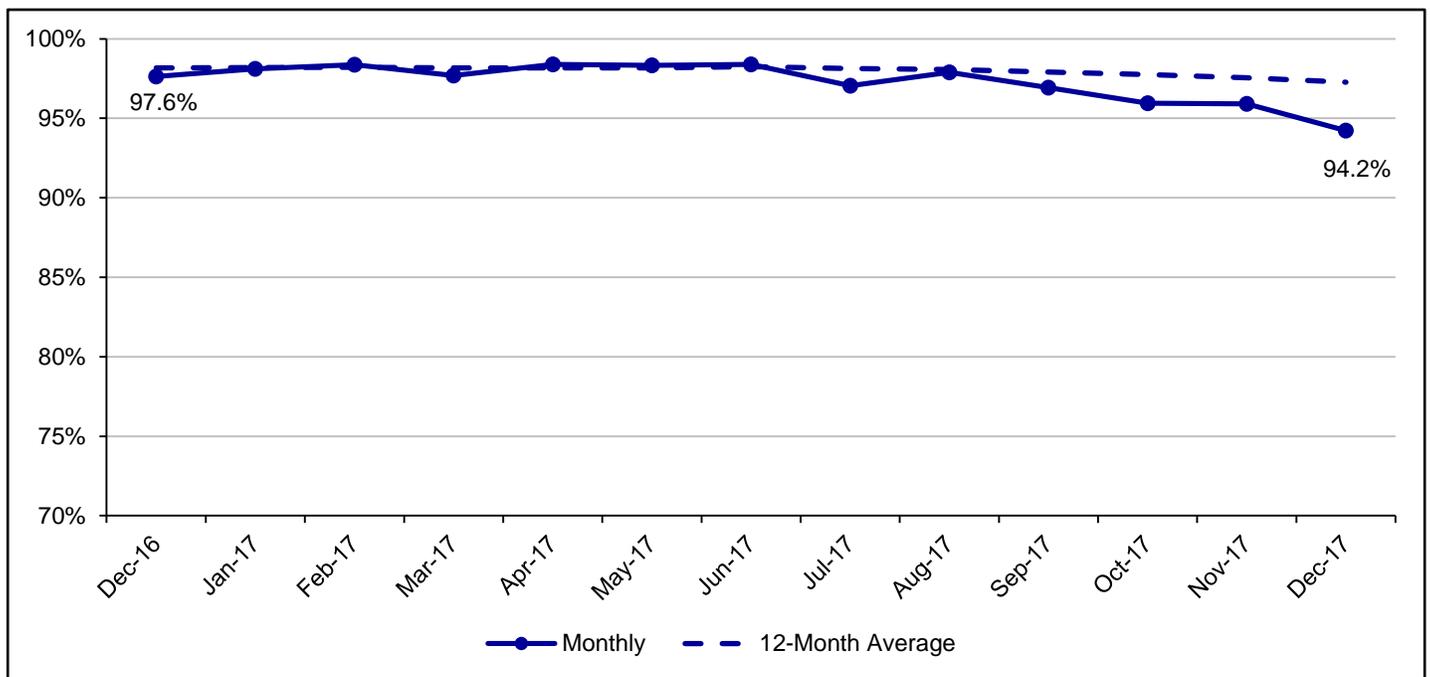
Chart 3

Subway Weekday % Service Delivered
Monthly
(Peak Hours)

<u>Line</u>	<u>Dec '17</u>	<u>Dec '16</u>	<u>Difference</u>
1	98.3%	96.6%	+1.7%
2	93.7%	89.6%	+4.1%
3	95.4%	95.2%	+0.2%
4	87.5%	91.2%	-3.7%
5	88.6%	86.2%	+2.4%
6	88.7%	89.1%	-0.4%
7	90.6%	92.6%	-2.0%
S 42nd	96.0%	99.4%	-3.4%
Subdivision A	92.1%	92.4%	-0.3%
A	93.6%	96.9%	-3.3%
B	94.9%	96.6%	-1.7%
C	91.0%	96.4%	-5.4%
D	97.8%	98.9%	-1.1%
E	92.1%	93.0%	-0.9%
F	95.3%	97.2%	-1.9%
S Fkn	98.6%	96.7%	+1.9%
G	102.6%	101.5%	+1.1%
S Rock	99.3%	101.1%	-1.8%
JZ	97.0%	97.0%	+0.0%
L	96.9%	97.3%	-0.4%
M	90.0%	92.8%	-2.8%
N	95.4%	96.8%	-1.4%
Q	94.0%	93.0%	+1.0%
R	94.9%	95.1%	-0.2%
W	95.7%	95.2%	+0.5%
Subdivision B	95.1%	96.2%	-1.1%
Systemwide	93.8%	94.6%	-0.8%

Chart 4

Subway Weekend % Service Delivered (Peak Hours)



	Monthly			12-Month Average		
	Dec '17	Dec '16	Difference	Dec '17	Dec '16	Difference
Subdivision A	93.9%	98.0%	-4.1%	96.2%	97.8%	-1.6%
Subdivision B	94.5%	97.4%	-2.9%	97.9%	98.4%	-0.5%
Systemwide	94.2%	97.6%	-3.4%	97.3%	98.2%	-0.9%

Weekend Service Delivered Discussion

- Declines systemwide in weekend Service Delivered in December 2017 were associated with the ramp-up of work for the Subway Action Plan (SAP). This reduced the number of trains operated below scheduled levels on an ad-hoc basis to allow for safety-related slow speeds past the increased number of work zones.
- NYCT is preparing more Subway Action Plan-adjusted supplement schedules in subsequent months, so that schedules will better reflect planned work, reducing the need for the type of ad hoc service reductions that occurred in December.
- Declines in Service Delivered on the 1, 2, and 3 lines were also affected by the Clark Street Tube Superstorm Sandy Reconstruction project, which has closed the tunnel used by the 2 and 3 between Brooklyn and Manhattan on weekends through June 2018. Weekend 2 and 3 service uses temporary terminals, and the 2 must share the South Ferry terminal with the 1. This challenging weekend operation, combined with SAP-related work, reduced performance on these lines.
- Declines in Service Delivered on the D and F lines were affected by several track and signal incidents, as well as SAP work.

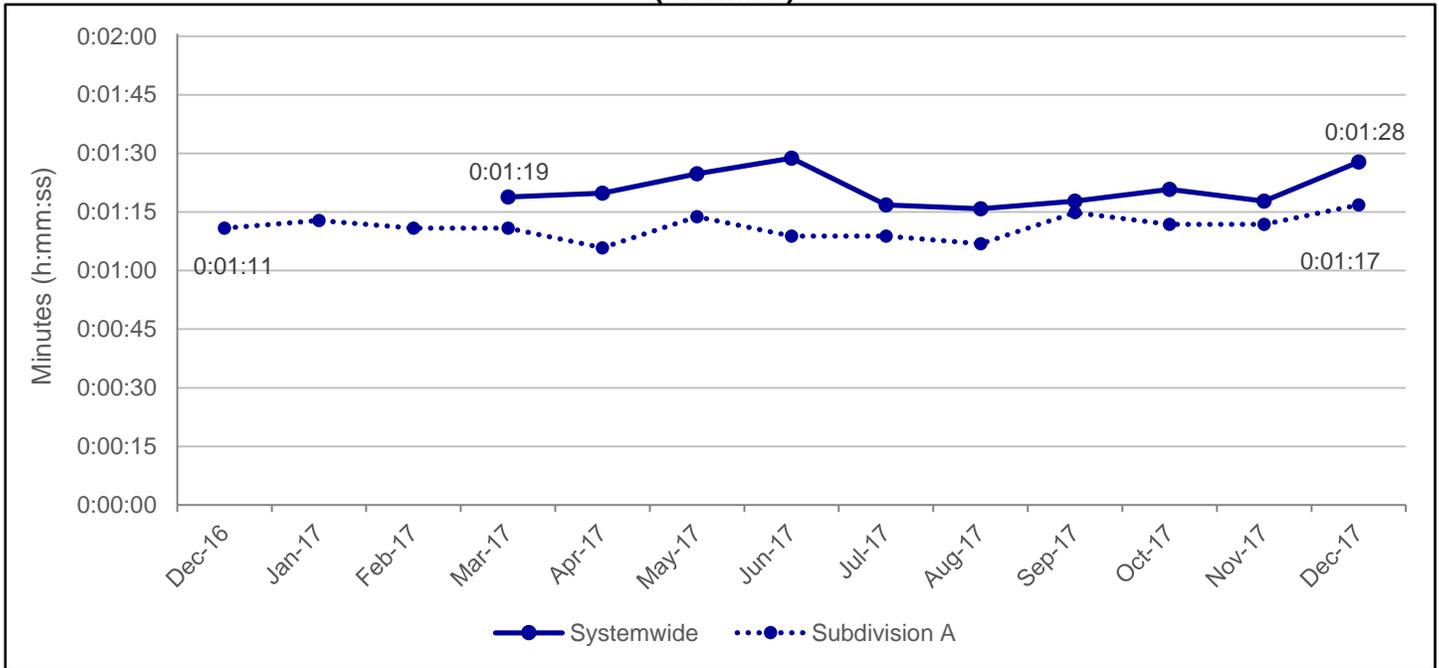
Chart 5

Subway Weekend % Service Delivered
Monthly
(Peak Hours)

<u>Line</u>	<u>Dec '17</u>	<u>Dec '16</u>	<u>Difference</u>
1	92.3%	97.9%	-5.6%
2	85.6%	97.9%	-12.3%
3	94.2%	100.4%	-6.2%
4	92.3%	94.2%	-1.9%
5	94.7%	98.9%	-4.2%
6	98.5%	98.2%	+0.3%
7	97.9%	99.0%	-1.1%
S 42nd	100.0%	99.9%	+0.1%
Subdivision A	93.9%	98.0%	-4.1%
A	98.3%	98.0%	+0.3%
C	96.7%	97.9%	-1.2%
D	92.1%	97.7%	-5.6%
E	93.2%	95.7%	-2.5%
F	85.6%	98.8%	-13.2%
S Fkln	99.3%	100.0%	-0.7%
G	99.7%	97.3%	+2.4%
S Rock	100.4%	98.9%	+1.5%
JZ	99.8%	97.5%	+2.3%
L	96.2%	96.7%	-0.5%
M	97.2%	96.4%	+0.8%
N	94.1%	97.2%	-3.1%
Q	93.4%	96.1%	-2.7%
R	93.3%	96.6%	-3.3%
Subdivision B	94.5%	97.4%	-2.9%
Systemwide	94.2%	97.6%	-3.4%

Chart 6

Subway Weekday Average Additional Platform Time Monthly (6 am - midnight) (h:mm:ss)



	Monthly			12-Month Average
	Dec '17	Dec '16	Difference	Dec '17
Subdivision A	0:01:17	0:01:11	+0:00:06	0:01:11
Subdivision B	0:01:36	N/A	N/A	N/A
Systemwide	0:01:28	N/A	N/A	N/A

Additional Platform Time Discussion

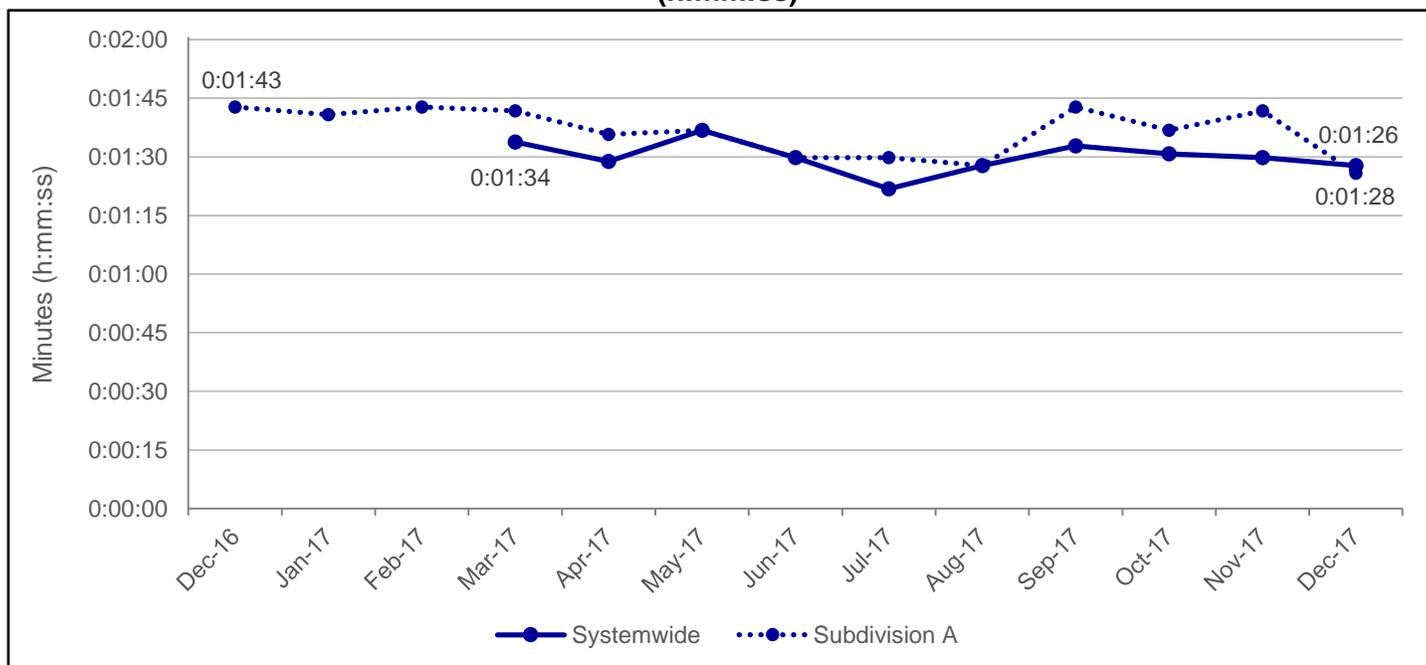
- APT systemwide worsened by 10 seconds from November to December 2017, totaling 0:01:28.
 - APT on the A Division worsened by six seconds from a year earlier totaling 0:01:17.
- The terrorist attack on December 11, 2017, at the Times Square-42 St-Port Authority complex fully accounts for all of the worsening of this metric.
 - Excluding December 11, this indicator would have remained stable from November to December, at 0:01:18 systemwide.
 - Because it was closed for several hours on December 11, year-over-year APT on the 42 St Shuttle increased from 25 seconds in 2016 to 0:02:52.

Subway Weekday Average Additional Platform Time
Monthly (6 am - midnight)
(h:mm:ss)

<u>Line</u>	<u>Dec '17</u>	<u>Dec '16</u>	<u>Difference</u>
1	0:01:14	0:01:10	+0:00:04
2	0:01:14	0:01:19	-0:00:05
3	0:01:04	0:00:59	+0:00:05
4	0:01:06	0:01:14	-0:00:08
5	0:01:07	0:01:19	-0:00:12
6	0:01:21	0:01:22	-0:00:01
7	0:01:19	0:00:57	+0:00:22
S 42nd*	0:02:52	0:00:25	+0:02:27
Subdivision A	0:01:17	0:01:11	+0:00:06
A	0:01:35	N/A	N/A
B	0:02:09	N/A	N/A
C	0:02:05	N/A	N/A
D	0:01:51	N/A	N/A
E	0:01:26	N/A	N/A
F	0:01:28	N/A	N/A
S Fkln	0:01:02	N/A	N/A
G	0:01:22	N/A	N/A
S Rock	0:00:53	N/A	N/A
JZ	0:01:40	N/A	N/A
L	0:01:03	N/A	N/A
M	0:02:38	N/A	N/A
N	0:01:20	N/A	N/A
Q	0:01:32	N/A	N/A
R	0:01:37	N/A	N/A
W	0:01:17	N/A	N/A
Subdivision B	0:01:36	N/A	N/A
Systemwide	0:01:28	N/A	N/A

*The 42nd Street Shuttle was shut down for several hours during the terrorist attack of 12/11/2017. This affected the line's Additional Platform Time significantly, pulling up the metric by over two minutes when compared to the previous year.

Subway Weekday Average Additional Train Time Monthly (6 am - midnight) (h:mm:ss)



	Monthly			12-Month Average
	Dec '17	Dec '16	Difference	Dec '17
Subdivision A	0:01:26	0:01:43	-0:00:17	0:01:36
Subdivision B	0:01:29	N/A	N/A	N/A
Systemwide	0:01:28	N/A	N/A	N/A

Additional Train Time Discussion

- ATT systemwide improved by two seconds from November to December 2017, totaling 0:01:28.
 - ATT on the A division improved by 17 seconds compared to a year earlier, totaling 0:01:26.
- The terrorist attack on December 11, 2017, at the Times Square-42 St-Port Authority complex tempered the improvement in this metric.
 - Excluding December 11, this indicator would have improved still further to 0:01:24 systemwide, four seconds better.
 - Even though ATT was affected by the terrorist attack, it was much less affected than APT. In the aftermath of the attack, most trains bypassed the station complex. The majority of passengers not boarding and transferring in the complex were not adversely affected by the bypass.

Subway Weekday Average Additional Train Time
Monthly (6 am - midnight)
(h:mm:ss)

<u>Line</u>	<u>Dec '17</u>	<u>Dec '16</u>	<u>Difference</u>
1	0:01:12	0:01:11	+0:00:01
2	0:01:26	0:02:03	-0:00:37
3	0:01:06	0:01:25	-0:00:19
4	0:01:41	0:02:23	-0:00:42
5	0:01:45	0:02:41	-0:00:56
6	0:01:30	0:01:41	-0:00:11
7	0:01:37	0:01:12	+0:00:25
S 42nd	0:00:30	0:00:26	+0:00:04
Subdivision A	0:01:26	0:01:43	-0:00:17
A	0:02:13	N/A	N/A
B	0:02:04	N/A	N/A
C	0:01:14	N/A	N/A
D	0:02:03	N/A	N/A
E	0:01:44	N/A	N/A
F	0:01:50	N/A	N/A
S Fkln	0:00:43	N/A	N/A
G	0:01:46	N/A	N/A
S Rock	0:00:02	N/A	N/A
JZ	0:01:53	N/A	N/A
L	0:00:09	N/A	N/A
M	0:01:00	N/A	N/A
N	0:01:26	N/A	N/A
Q	0:01:47	N/A	N/A
R	0:00:45	N/A	N/A
W	0:00:58	N/A	N/A
Subdivision B	0:01:29	N/A	N/A
Systemwide	0:01:28	N/A	N/A

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

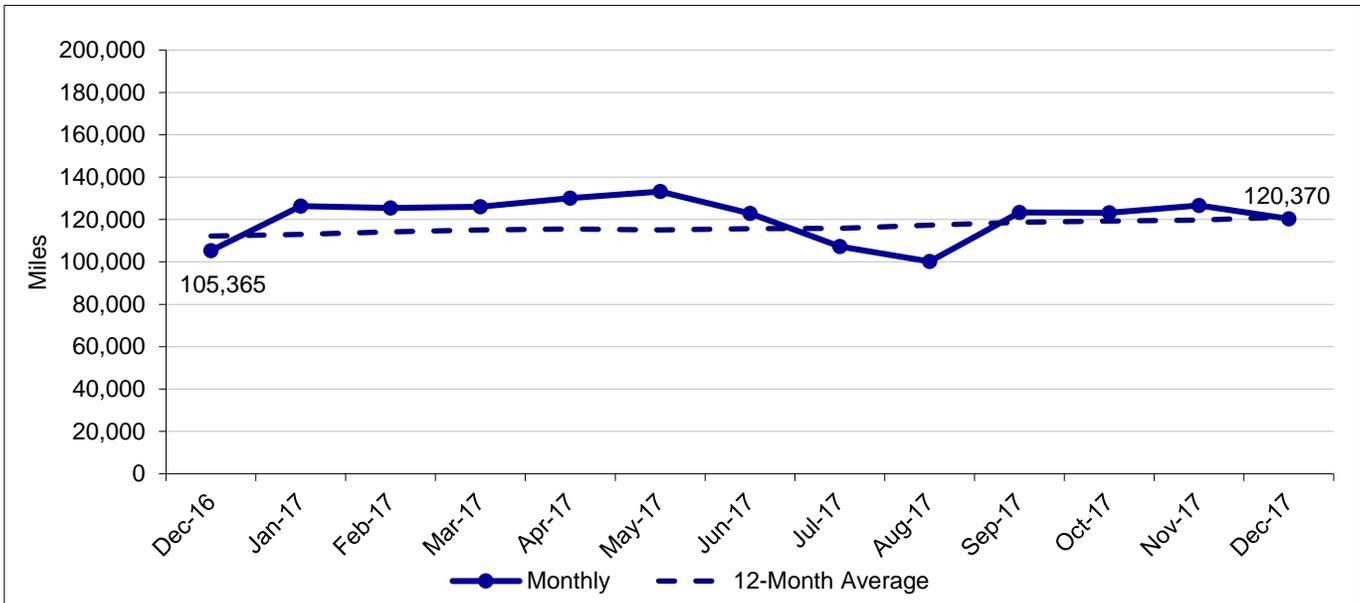
Mean Distance Between Failure (MDBF)

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 every 8 hours.

Subway Mean Distance Between Failure - REVISED

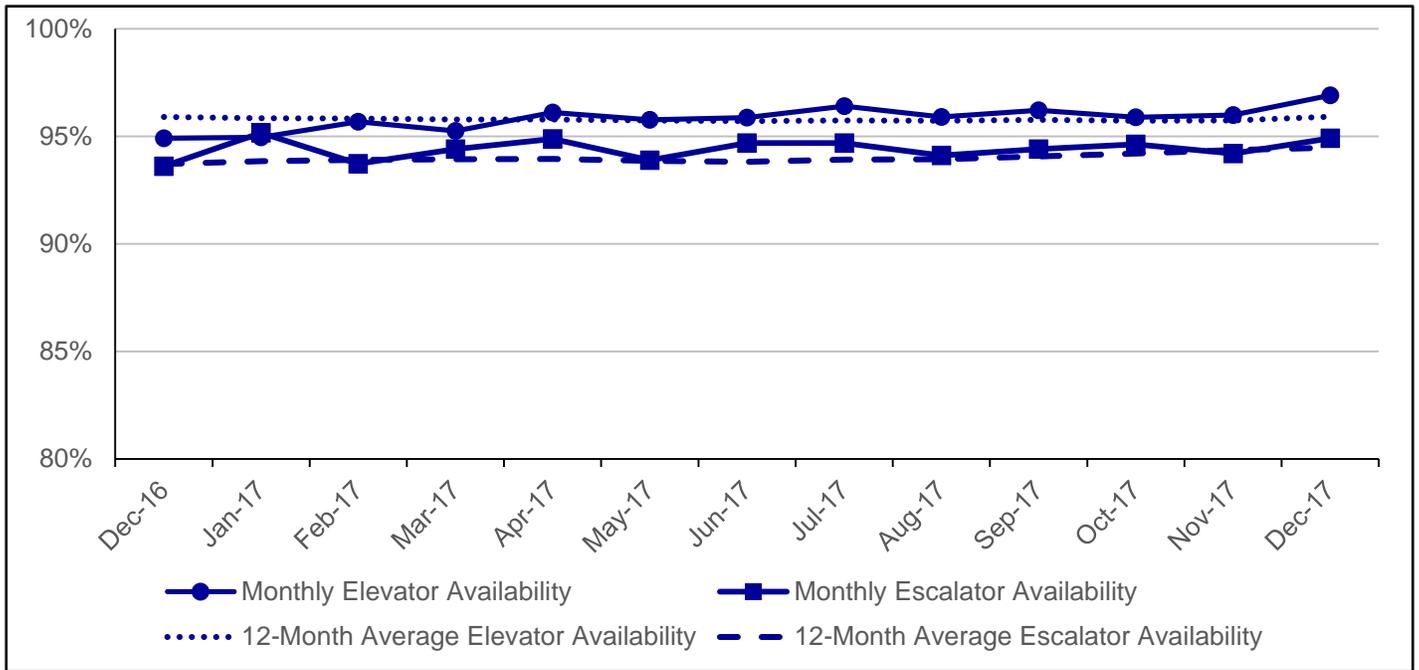


		<u>Monthly</u>		
	# of Cars	Dec '17	Dec '16	<u>% Diff</u>
Subdivision A	2,895	141,380	122,886	+15.0%
Subdivision B	3,523	108,441	95,353	+13.7%
Systemwide	6,418	120,370	105,365	+14.2%
		<u>12-Month Average</u>		
Car Class	# of Cars	Dec '17	Dec '16	<u>% Diff</u>
R32	222	34,391	33,268	+3.4%
R42	50	41,192	35,260	+16.8%
R46	752	73,212	73,696	-0.7%
R62	315	189,218	198,041	-4.5%
R62A	824	101,963	82,447	+23.7%
R68	425	106,133	117,531	-9.7%
R68A	200	96,584	98,997	-2.4%
R142	1,030	163,012	143,910	+13.3%
R142A	220	55,988	50,260	+11.4%
R143	212	90,858	53,805	+68.9%
R160	1,662	241,866	253,300	-4.5%
R188 - New	126	444,913	476,693	-6.7%
R188 - Conversion	380	165,167	179,596	-8.0%
Subdivision A	2,895	128,207	112,264	+14.2%
Subdivision B	3,523	116,684	112,167	+4.0%
Fleet	6,418	121,220	112,208	+8.0%

MDBF Discussion

Car fleet performance continues an improving trend. 12-month rolling 2017 MDBF is 8% better than the 12-month rolling in 2016. MDBF hasn't increased year over year since before 2011, when MDBF was 172,700. While MDBF is still below target (121,220 instead of 150,000), the fleets experiencing an increase this year were the R32s, R42s, R62As, R142s, R142As, and R143s. The other fleets experienced a decline this year due to an increase in incidents mostly caused by master controllers, door problems, and brake valve issues. We are focusing on the trends and are designing and implementing focused maintenance campaigns to address these issues.

Elevator and Escalator Availability (24 Hours)



	Monthly			12-Month Average		
	Dec '17	Dec '16	Difference	Dec '17	Dec '16	Difference
Elevator Availability	96.9%	94.9%	+2.0%	95.9%	95.9%	0.0%
Escalator Availability	94.9%	93.6%	+1.3%	94.5%	93.7%	+0.8%

Elevator and Escalator Availability Discussion

- NYCT elevator availability remained stable between 2016 and 2017 at 95.9 percent, while escalator availability improved from 93.7 percent to 94.5 percent.
- December 2017 elevator availability is 1% greater than the 12-month average, at 96.9%, while escalator availability is 0.4% greater than the 12-month average, at 94.9%.

Section 3: Passenger Environment

The metrics in this section affect the customer experience in terms of cleanliness and the functionality of the equipment they encounter on their travels.

Performance Indicator Definitions

Subway Car PES-KPI

Subway Car PES-KPI is a composite indicator for subway car environments, which consists of three categories designed to reflect customer experiences. The Appearance category accounts for 34% of the KPI calculation, and the Equipment and Information categories account for 33% each.

Appearance: Includes cleanliness and graffiti ratings in subway cars.

Equipment: Includes the functionality of door panels, lighting, and climate control.

Information: Includes the subway car announcements and signage.

Station PES-KPI

Station PES-KPI is a composite indicator for station environments. It consists of three categories designed to reflect customer experiences. The Appearance category accounts for 37% of the KPI calculation, the Equipment category accounts for 31%, and the Information category accounts for 32%.

Appearance: Includes cleanliness and graffiti ratings for station.

Does not currently include peeling paint or missing tiles for stations.

Equipment: Includes the functionality of door panels, lighting, and climate control.

Information: Includes the subway car announcements and signage.

Staten Island Railway PES-KPI Definition

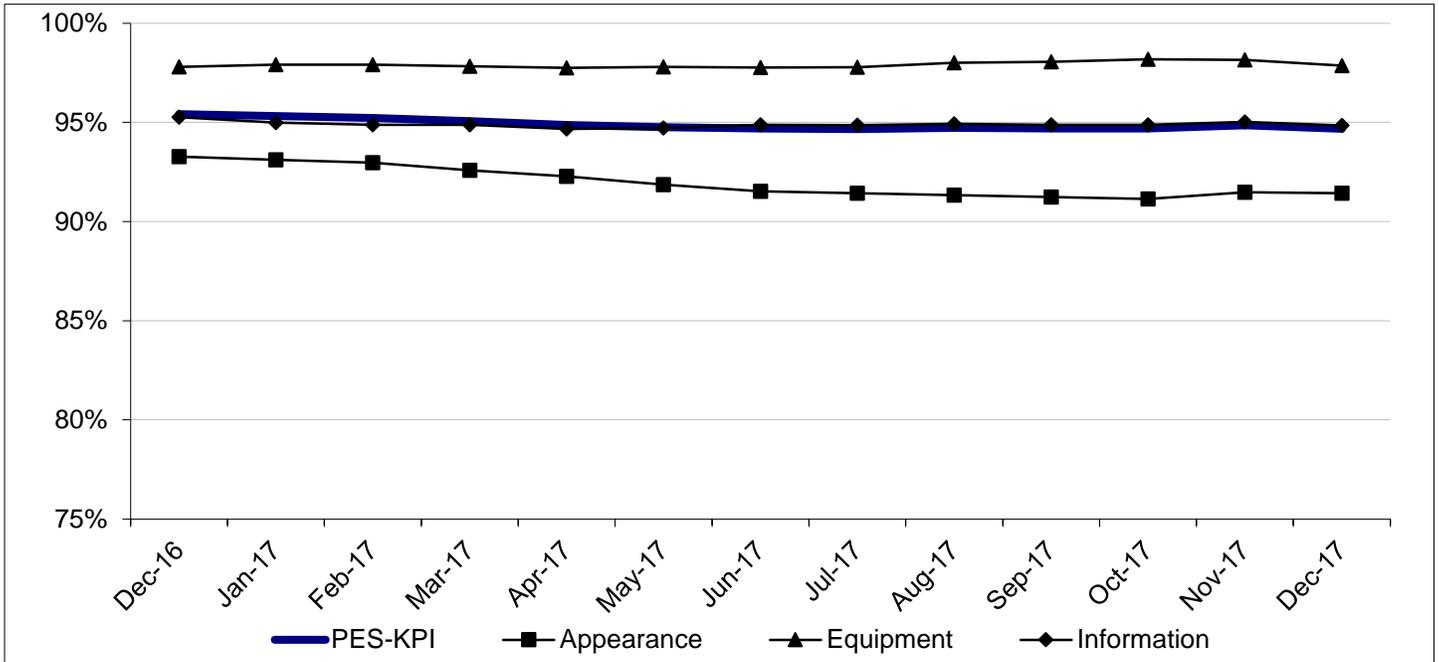
PES-KPI is a composite indicator for the Staten Island Railway car and station environments, which consists of three indicators designed to reflect customer experiences.

Appearance: Includes cleanliness, and graffiti ratings in cars and stations.

Equipment: Includes in cars, the functionality of door panels, lighting, and climate control.

Information: Includes the ratings for maps, employees in proper uniforms, and subway car announcements and signage.

Subway Car Passenger Environment Survey (PES-KPI) 12-Month Rolling Average

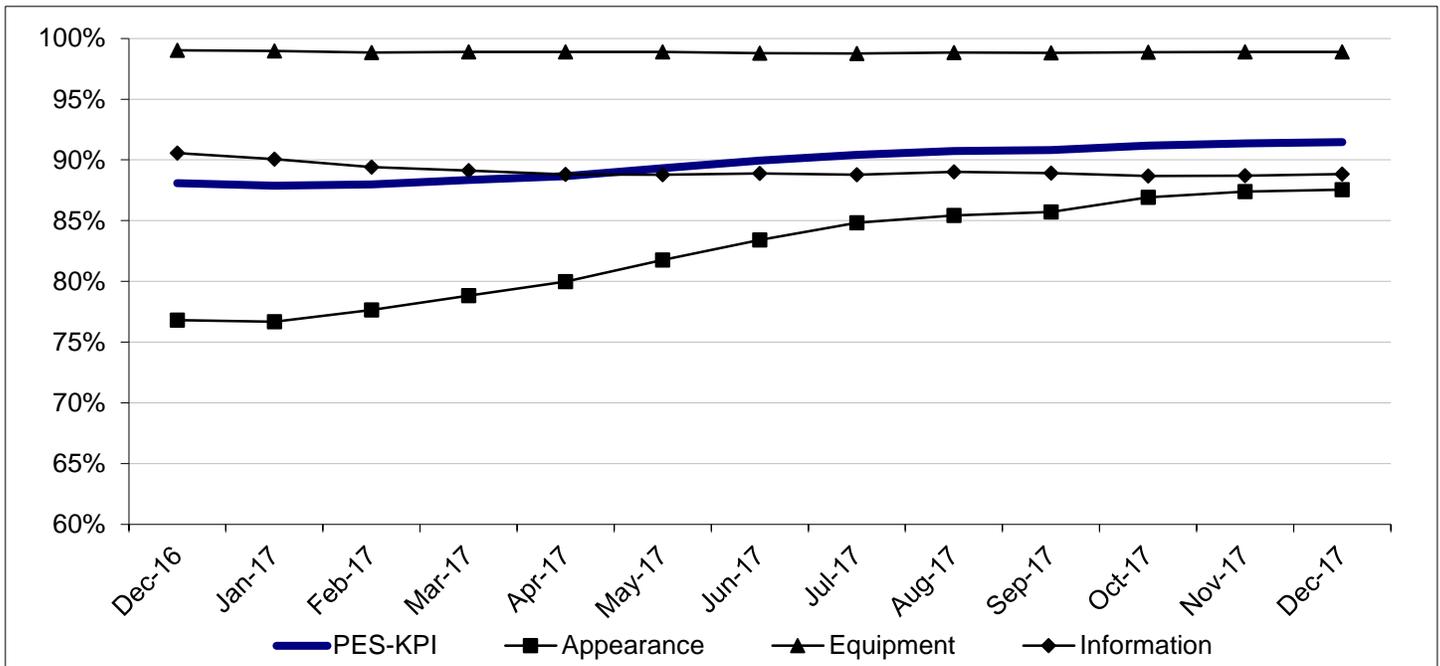


	Jan '17 - Dec '17				Jan '16 - Dec '16				% Difference
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
Subdivision A	94.8%	93.1%	97.2%	94.1%	95.3%	94.0%	97.5%	94.4%	-0.5%
Subdivision B	94.7%	90.4%	98.3%	95.3%	95.5%	92.8%	98.0%	95.8%	-0.8%
Systemwide	94.7%	91.4%	97.9%	94.8%	95.4%	93.3%	97.8%	95.3%	-0.7%

Subway Car Passenger Environment Survey Discussion

- The Subway Car PES Key Performance Indicator (KPI) dropped by 0.7%, led by declines in appearance.
- Appearance declines were mostly due to worsening of measures for litter in and cleanliness of cars on the A, M, and R lines, while trains are in service.

Station Passenger Environment Survey (PES-KPI) 12-Month Rolling Average

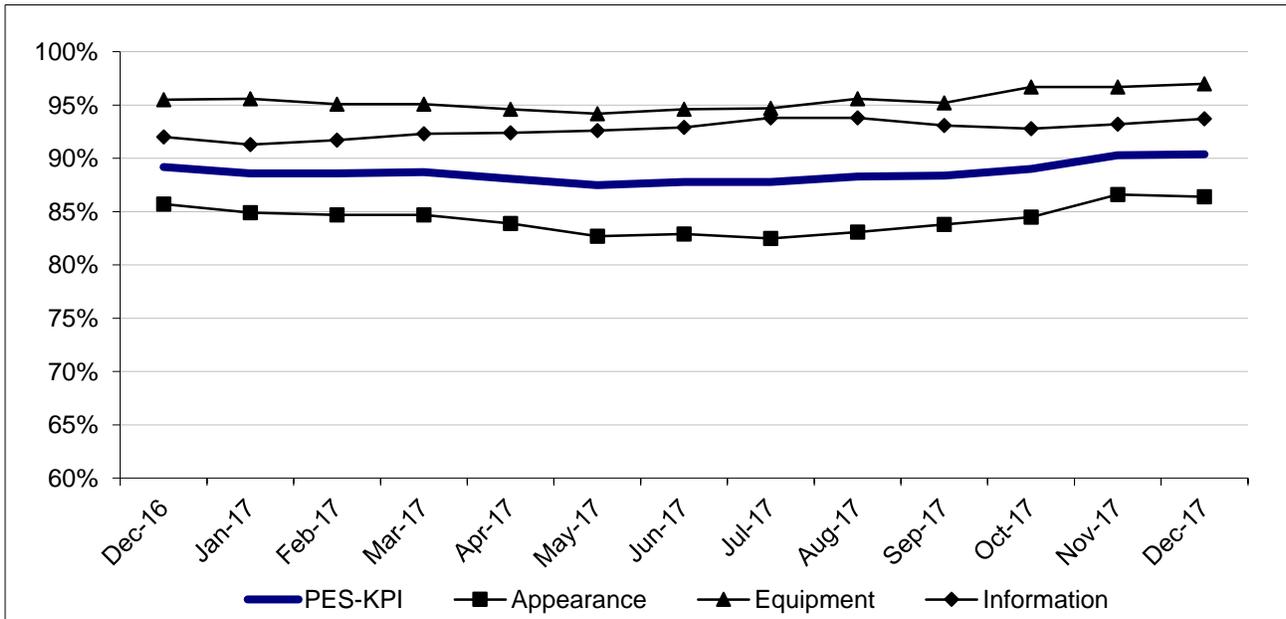


Borough	Jan '17 - Dec '17				Jan '16 - Dec '16				% Difference KPI
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	
Bronx	89.8%	82.9%	98.9%	89.1%	85.5%	69.9%	98.8%	90.8%	+4.3%
Manhattan	92.2%	89.1%	98.9%	89.2%	87.9%	76.4%	99.1%	90.5%	+4.3%
Brooklyn	91.9%	87.7%	99.0%	90.0%	89.2%	79.0%	99.1%	91.5%	+2.7%
Queens	90.8%	88.7%	99.0%	85.4%	88.2%	79.1%	98.7%	88.3%	+2.6%
Systemwide	91.5%	87.5%	98.9%	88.8%	88.1%	76.8%	99.0%	90.6%	+3.4%

Station Passenger Environment Survey Discussion

- The increase in the Station PES-KPI reflects a new data collection approach, using electronic tablets, with an enlarged sample size and greater accuracy during daytime hours to better reflect customer perceptions, as well as to take into account dedicated cleaning resources by Stations Department.
- Because the data is reported as a 12-month rolling average, to ensure statistical significance, the one-time conversion to the use of tablets for data collection, which occurred early in 2017, appear on the above graphs as a month-by-month increase. This is because each month, one month's worth of data collected using the new approach is added, while one month's worth of data using the old approach is dropped.

Staten Island Railway Passenger Environment Survey (SIR PES-KPI) 12-Month Rolling Average



	PES-KPI	Appearance	Equipment	Information
Jan '17 - Dec '17:	90.4%	86.4%	97.0%	93.7%
Jan '16 - Dec '16:	89.2%	85.7%	95.5%	92.0%
% Difference:	+1.2%	+0.7%	+1.5%	+1.7%

SIR PES-KPI Discussion

- Staten Island Railway Passenger Environment Survey scores improved in 2017 compared to 2016 across all three categories: appearance, equipment and information.
- The improvement in station and railcar environment reflects enhanced cleaning and information campaigns in 2017, as well as HVAC system work included in the R-44 SMS.

Section 4: 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 five minutes late, or that has skipped any planned station stops during a 24-hour period.

Subway Weekday Wait Assessment (6 am - midnight)

Line	Dec '17					Dec '16					Monthly Standard Difference
	Monthly Meets	Monthly GAP			12 month Meets	Monthly Meets	Monthly GAP			12 month Meets	
	Standard	Minor	Medium	Major	Standard	Standard	Minor	Medium	Major	Standard	
1	77.4%	9.4%	7.6%	5.6%	76.5%	77.2%	9.8%	7.1%	5.8%	77.3%	+0.2%
2	66.9%	11.1%	11.8%	10.2%	66.4%	68.5%	10.7%	10.6%	10.2%	69.5%	-1.6%
3	70.4%	11.5%	10.2%	7.8%	70.6%	73.3%	10.7%	9.1%	6.8%	74.2%	-2.9%
4	64.2%	10.4%	10.8%	14.6%	66.5%	68.1%	9.9%	10.0%	12.0%	69.0%	-3.9%
5	63.2%	10.7%	11.5%	14.7%	61.2%	63.9%	10.4%	11.6%	14.1%	65.0%	-0.7%
6	62.7%	9.8%	12.1%	15.4%	67.8%	63.7%	9.8%	11.7%	14.7%	66.2%	-1.0%
7	67.9%	11.8%	10.5%	9.7%	70.6%	71.6%	11.9%	9.6%	6.9%	73.6%	-3.7%
S 42nd	90.7%	3.1%	2.3%	3.9%	94.2%	93.8%	3.1%	1.5%	1.6%	92.4%	-3.1%
Subdivision A	68.2%	10.3%	10.4%	11.1%	69.2%	70.1%	10.1%	9.7%	10.1%	71.2%	-1.9%
A	65.3%	9.4%	10.9%	14.3%	68.0%	70.0%	9.2%	9.9%	10.9%	71.0%	-4.7%
B	68.8%	11.6%	9.7%	9.8%	73.6%	73.9%	10.8%	8.7%	6.7%	76.4%	-5.1%
C	66.7%	12.9%	12.1%	8.3%	71.2%	72.8%	12.5%	9.5%	5.2%	74.7%	-6.1%
D	69.5%	12.1%	10.9%	7.5%	73.7%	75.7%	11.5%	8.2%	4.7%	79.0%	-6.2%
E	65.8%	11.2%	11.6%	11.3%	68.5%	70.7%	10.5%	9.6%	9.1%	73.0%	-4.9%
F	67.2%	9.8%	10.5%	12.5%	69.6%	71.1%	9.6%	9.0%	10.3%	72.6%	-3.9%
S Fkln	98.3%	0.6%	0.4%	0.6%	98.8%	97.4%	0.3%	0.3%	2.0%	97.6%	+0.9%
G	78.5%	11.1%	6.7%	3.6%	80.9%	82.4%	10.7%	5.1%	1.9%	82.5%	-3.9%
S Rock	90.3%	5.3%	2.3%	2.0%	94.2%	93.8%	4.4%	1.1%	0.7%	93.6%	-3.5%
JZ	75.1%	10.3%	8.2%	6.4%	76.5%	75.7%	10.3%	7.6%	6.4%	77.5%	-0.6%
L	76.1%	11.7%	7.8%	4.4%	78.0%	77.2%	11.9%	7.0%	3.9%	76.7%	-1.1%
M	67.9%	10.1%	10.5%	11.5%	72.4%	74.3%	10.1%	8.1%	7.4%	76.4%	-6.4%
N	70.2%	11.6%	9.9%	8.2%	72.5%	73.7%	11.2%	8.3%	6.7%	77.3%	-3.5%
Q	73.3%	11.1%	8.6%	7.1%	75.5%	75.2%	9.9%	8.4%	6.5%	77.8%	-1.9%
R	69.5%	11.6%	10.3%	8.7%	72.9%	73.6%	10.1%	8.4%	7.9%	75.8%	-4.1%
W	69.6%	11.3%	9.8%	9.2%	70.9%	71.3%	10.8%	9.7%	8.2%	71.6%	-1.7%
Subdivision B	70.3%	10.9%	9.8%	9.0%	73.1%	74.1%	10.5%	8.3%	7.1%	N/A*	-3.8%
Systemwide	69.3%	10.6%	10.1%	10.0%	71.3%	72.2%	10.3%	9.0%	8.5%	73.7%	-2.9%

*W service began in November 2016.

Subway Weekend Wait Assessment (6 am - midnight)

Line	Dec '17					Dec '16					Monthly Standard Difference
	Monthly Meets	Monthly GAP			12 month Meets	Monthly Meets	Monthly GAP			12 month Meets	
	Standard	Minor	Medium	Major	Standard	Standard	Minor	Medium	Major	Standard	
1	72.0%	11.8%	9.1%	7.0%	78.0%	84.4%	7.7%	5.0%	2.9%	82.8%	-12.4%
2	59.1%	11.7%	15.1%	14.1%	68.6%	74.7%	11.6%	9.4%	4.2%	73.8%	-15.6%
3	81.4%	9.2%	6.6%	2.9%	84.8%	88.2%	8.5%	2.9%	0.5%	86.0%	-6.8%
4	68.1%	12.5%	11.7%	7.7%	70.6%	74.0%	10.1%	9.6%	6.3%	74.5%	-5.9%
5	69.3%	13.3%	11.1%	6.3%	73.1%	83.8%	10.0%	3.7%	2.5%	78.2%	-14.5%
6	82.2%	8.7%	5.8%	3.3%	82.2%	82.8%	8.2%	5.6%	3.3%	82.5%	-0.6%
7	79.3%	10.8%	6.3%	3.5%	80.0%	78.4%	12.5%	6.2%	2.9%	81.0%	+0.9%
S 42nd	98.4%	0.7%	0.3%	0.6%	98.1%	98.6%	0.7%	0.2%	0.5%	97.6%	-0.2%
Subdivision A	73.1%	11.0%	9.4%	6.5%	76.9%	80.5%	9.5%	6.5%	3.5%	80.1%	-7.4%
A	71.7%	11.9%	9.5%	7.0%	73.1%	73.1%	10.5%	9.4%	6.9%	74.6%	-1.4%
C	74.9%	11.9%	8.5%	4.8%	78.0%	79.7%	11.2%	6.5%	2.6%	78.4%	-4.8%
D	67.3%	13.0%	12.0%	7.7%	77.8%	80.8%	10.5%	5.5%	3.2%	80.7%	-13.5%
E	75.2%	9.9%	7.7%	7.2%	81.0%	80.6%	9.9%	5.8%	3.6%	83.1%	-5.4%
F	68.1%	9.4%	9.5%	13.0%	77.7%	77.8%	10.8%	7.5%	3.9%	79.1%	-9.7%
S Fkn	98.9%	0.7%	0.2%	0.3%	98.7%	99.1%	0.3%	0.2%	0.3%	97.7%	-0.2%
G	87.2%	8.5%	2.4%	1.9%	86.0%	83.7%	9.7%	4.1%	2.4%	87.8%	+3.5%
S Rock	94.9%	2.3%	2.1%	0.7%	95.5%	92.8%	2.9%	0.8%	3.5%	95.0%	+2.1%
JZ	87.3%	7.6%	3.0%	2.1%	85.9%	85.0%	6.7%	4.5%	3.8%	85.8%	+2.3%
L	76.9%	10.5%	6.8%	5.8%	78.6%	80.7%	10.5%	5.5%	3.3%	79.5%	-3.8%
M	88.0%	4.9%	4.2%	3.0%	89.5%	93.3%	3.0%	2.4%	1.2%	93.5%	-5.3%
N	71.1%	13.0%	10.6%	5.3%	77.0%	79.2%	9.8%	6.2%	4.8%	81.7%	-8.1%
Q	71.7%	12.4%	11.1%	4.8%	81.7%	79.6%	9.7%	7.1%	3.7%	85.3%	-7.9%
R	67.8%	13.3%	12.2%	6.7%	73.2%	73.6%	11.5%	9.6%	5.3%	78.6%	-5.8%
Subdivision B	74.1%	10.8%	8.6%	6.4%	79.2%	79.8%	9.8%	6.4%	4.0%	81.5%	-5.7%
Systemwide	73.7%	10.9%	9.0%	6.5%	78.2%	80.1%	9.7%	6.4%	3.7%	80.9%	-6.4%

W service began in November 2016.

Subway Weekday Terminal On-Time Performance
Monthly
(24 hours)

<u>Line</u>	<u>Dec '17</u>	<u>Dec '16</u>	<u>Difference</u>
1	70.7%	68.1%	+2.6%
2	43.4%	31.9%	+11.5%
3	59.3%	56.6%	+2.7%
4	43.4%	32.5%	+10.9%
5	47.1%	35.1%	+12.0%
6	42.2%	39.4%	+2.8%
7	65.9%	75.1%	-9.2%
S 42nd	97.9%	98.4%	-0.5%
Subdivision A	61.5%	59.0%	2.5%
A	48.5%	59.0%	-10.5%
B	49.0%	57.8%	-8.8%
C	53.4%	57.9%	-4.5%
D	45.6%	59.4%	-13.8%
E	52.4%	62.0%	-9.6%
F	40.3%	50.4%	-10.1%
S Fkln	99.6%	99.7%	-0.1%
G	64.1%	76.1%	-12.0%
S Rock	94.4%	92.6%	+1.8%
JZ	64.7%	59.7%	+5.0%
L	92.1%	87.7%	+4.4%
M	76.0%	57.9%	+18.1%
N	63.8%	56.2%	+7.6%
Q	66.4%	72.9%	-6.5%
R	62.0%	57.4%	+4.6%
W	69.7%	64.4%	+5.3%
Subdivision B	63.9%	65.4%	-1.5%
Systemwide	62.9%	62.5%	+0.4%

Subway Weekend Terminal On-Time Performance
Monthly
(24 hours)

<u>Line</u>	<u>Dec '17</u>	<u>Dec '16</u>	<u>Difference</u>
1	61.3%	77.2%	-15.9%
2	5.4%	44.7%	-39.3%
3	74.8%	70.3%	+4.5%
4	19.7%	50.5%	-30.8%
5	40.7%	76.8%	-36.1%
6	59.4%	61.4%	-2.0%
7	75.7%	82.1%	-6.4%
S 42nd	99.5%	99.7%	-0.2%
Subdivision A	58.1%	71.8%	-13.7%
A	64.7%	72.2%	-7.5%
C	66.8%	80.1%	-13.3%
D	36.3%	79.0%	-42.7%
E	68.6%	76.0%	-7.4%
F	28.8%	55.9%	-27.1%
S Fkn	100.0%	99.7%	+0.3%
G	84.7%	75.5%	+9.2%
S Rock	98.5%	89.6%	+8.9%
JZ	89.9%	80.1%	+9.8%
L	89.3%	87.5%	+1.8%
M	96.8%	94.7%	+2.1%
N	46.7%	64.3%	-17.6%
Q	66.4%	75.8%	-9.4%
R	41.9%	45.4%	-3.5%
Subdivision B	69.3%	75.7%	-6.4%
Systemwide	64.8%	74.1%	-9.3%

B and W Lines do not operate on weekends.

Subway Weekday Trains Delayed
Monthly
(24 hours)

<u>Categories</u>	<u>December 2017 Trains Delayed</u>
Over Crowding / Insufficient Capacity / Other	24,724
ROW Delays	9,423
Planned Trackbed Work	7,055
Work Equipment/G. O.	6,565
Sick Customer	2,696
Car Equipment	2,369
Operational Diversions	2,070
Police	1,891
Employee	1,648
Unruly Customer	1,637
Inclement Weather	492
Fire	468
External	241
Infrastructure	159
Collision/Derailment	1
Total Trains Delayed *	61,441

* Due to rounding, the total may not equal the sum of the addends.

Note: Categorization of delays is currently under review.

Subway Weekend Trains Delayed
Monthly
(24 hours)

<u>Categories</u>	<u>December 2017 Trains Delayed</u>
Work Equipment/G. O.	6,109
Over Crowding / Insufficient Capacity / Other	5,201
Planned Trackbed Work	3,612
ROW Delays	2,078
Car Equipment	773
Unruly Customer	731
Sick Customer	664
Operational Diversions	646
Employee	531
Police	425
Inclement Weather	419
Collision/Derailment	258
Fire	187
Infrastructure	51
External	43
Total Trains Delayed *	21,726

* Due to rounding, the total may not equal the sum of the addends.

Note: Categorization of delays is currently under review.

Closed Station and Train Evacuation Events Special Report

Closed Station

Closed Station events are those where a train bypasses a station due to a condition at or near the station making it unsafe for customers to exit or enter through the station.

The decision to bypass a station is made with the customers safety in mind and in conjunction with our partners at the NYPD and FDNY. Every effort is made to inform customers of the bypass as early as possible. Operations are coordinated across Departments within Subways to ensure adequate customer service at the impacted and surrounding stations.

In 2017 there were 39 closed station events	
Cause	# Incidents
Lighting	6
Police Investigation	6
NYCT Electrical Distribution System	5
Public Utility	4
Fire/Smoke - Off Property	4
Elevator Outage	3
Water Condition	3
Injured Customer	3
Special Event	3
Station Infrastructure	1
Construction Debris	1
Total	39

Evacuation of Train onto the Roadbed or Benchwall

There were two incidents in 2017 where passengers were directed to exit a stopped train between stations onto the roadbed or benchwall. One incident was the June 27 derailment at 125th street on the "A" Line, the second was a failure of a subway car where passengers exited onto the benchwall within a few feet of the Lexington Avenue 59 Street Station on June 19.

The decision to have customers exit a train is made based on the overall severity of the incident, expected duration and in conjunction with the NYPD and FDNY. Before customers are directed to exit a train, other options such as moving the stopped train to the closest station, using a train to extend the in-train walking area to the nearest station, or using a rescue train to transfer passengers and then move to the nearest station are reviewed. Should passengers need to exit the incident train onto the Right of Way a plan is generated to maintain passenger safety and MTA employees, NYPD and FDNY responders are moved into position to ensure adequate employee coverage in the area. NYCT employees are regularly trained on procedures to handle customer evacuations and closed stations.

Customer Service Report: Buses

Darryl C. Irick, President, MTA Bus Company;
Senior Vice President, NYC Transit, Department of Buses



December Highlights 2017: Buses

Service Reliability and Service Delivery

Current levels of reliability remain among the highest Buses has experienced. Mean distance between failures (MDBF), our primary maintenance metric, improved by 2.7% on a 12-month rolling average. This reflects the significant improvements achieved in recent times through our maintenance initiatives to proactively address repairs before a bus fails in service. Additionally, as a part of the MTA's Capital Program, last year 285 new state-of-the-art buses were delivered and put in service. These "new look" buses include amenities, such as USB charging ports and Wi-Fi, designed to improve the overall customer experience.

Regarding service delivery, Wait Assessment saw a modest improvement of 0.6% in December 2017 as compared to December 2016. Buses continues to work with our partners in NYCDOT and NYPD to increase traffic enforcement, prioritize buses on city streets, and respond to traffic conditions quickly and efficiently through enhanced service management initiatives.

As mentioned at the last committee meeting, highlights of the Bus Strategy will be presented in the coming months.

Safety

Safety remains at the very core of bus operations. Bus collisions per million miles posted a 3% improvement on a 12-month rolling average, reflecting a continued commitment to ensure the safety of our customers, employees, and the public. In recent years, a successful Vision Zero training program engaging bus operators on issues of pedestrian and bicyclist safety has been implemented. In addition, the undercover check ride program has been expanded to incorporate a number of leading indicators and ensure our safety engagement and messaging reach a broader audience.

Performance Metrics

Looking ahead, in March 2018, a new Bus Performance Metrics Dashboard will be rolled out. Similar to the Subway and Access-A-Ride Performance Metrics Dashboard previously released, this dashboard is intended to enhance transparency by providing recent and historical bus performance measures in an easy-to-use, interactive format.

Like the other dashboards, the Buses dashboard marks the introduction of new customer-facing metrics. These metrics are designed to reflect the quality of service that customers experience, and are considered industry best practices worldwide. They will include new metrics such as Additional Wait Time, Additional On-Bus Time, and bus speeds. Legacy metrics such as Wait Assessment and MDBF will remain available.

The release of the dashboard is not intended to be a one-time improvement in our public reporting. These metrics will be continually refined and improved as we receive feedback. Additionally, the newly designed website allows more flexibility for future dashboard enhancements.

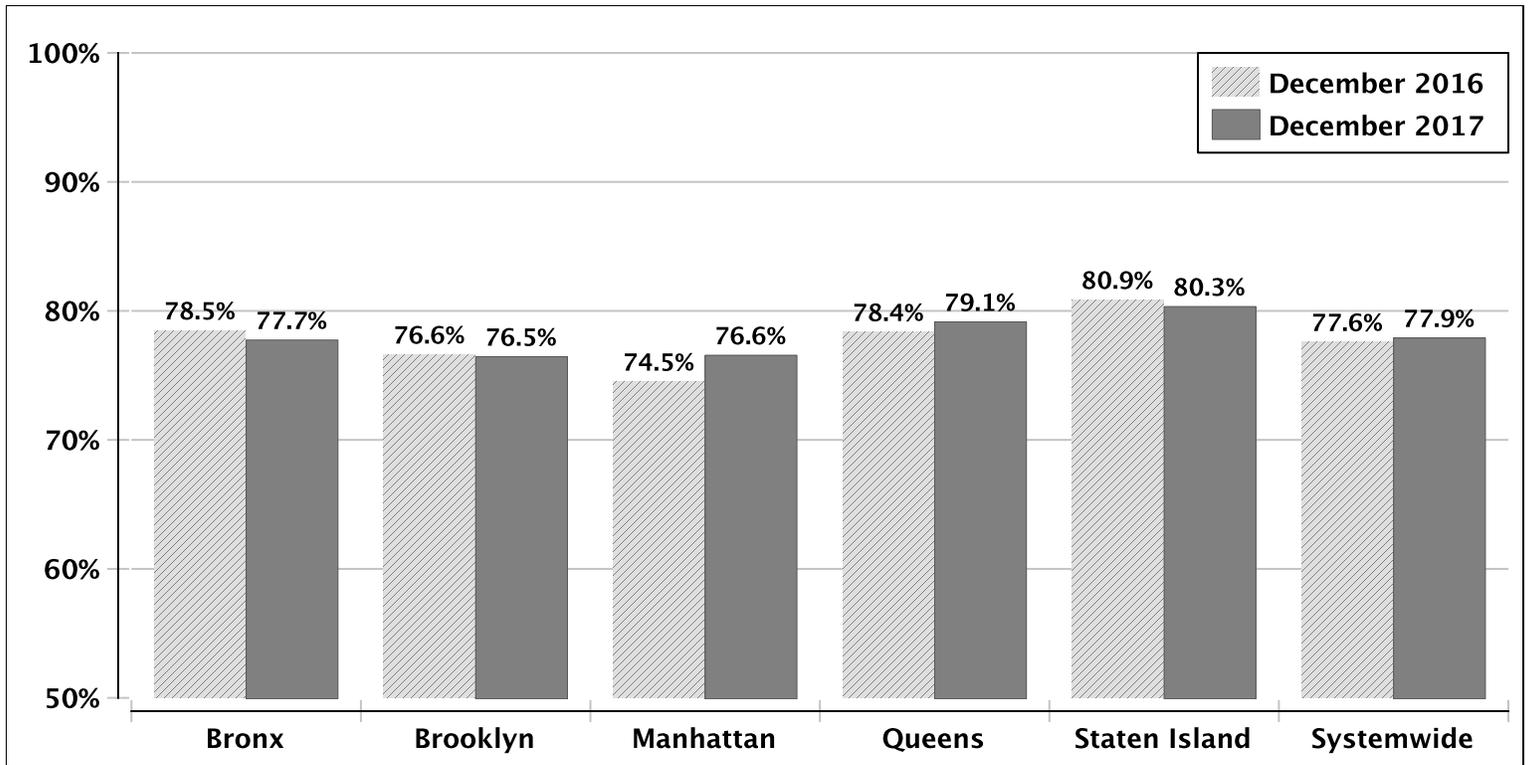
Darryl C. Irick
President, MTA Bus Company
Senior Vice President, NYCT Department of Buses

Monthly Operations Report

Statistical results for the month of Dec-17 are shown below.

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: Dec-17			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System Wait Assessment (chart 1-7)	77.9%	77.6%	+0.3%			
System MDBF (chart 8)	7,059	6,873	+2.7%	6,484	6,226	+4.1%
NYCT Bus	6,703	6,558	+2.2%	6,225	5,957	+4.5%
MTA Bus	8,495	8,114	+4.7%	7,479	7,271	+2.9%
System MDBSI (chart 9)	2,880	2,897	-0.6%	2,837	2,795	+1.5%
NYCT Bus	2,726	2,720	+0.2%	2,677	2,639	+1.4%
MTA Bus	3,510	3,655	-4.0%	3,508	3,443	+1.9%
System Trips Completed (chart 10)	99.22%	99.17%	+0.0%	99.17%	99.14%	+0.0%
NYCT Bus	99.17%	99.22%	-0.0%	99.17%	99.13%	+0.0%
MTA Bus	99.39%	99.00%	+0.4%	99.17%	99.17%	+0.0%
System AM Pull Out (chart 11)	99.89%	99.70%	+0.2%	99.78%	99.84%	-0.1%
NYCT Bus	99.91%	99.79%	+0.1%	99.83%	99.86%	-0.0%
MTA Bus	99.83%	99.39%	+0.4%	99.61%	99.79%	-0.2%
System PM Pull Out (chart 12)	99.89%	99.86%	+0.0%	99.88%	99.93%	-0.0%
NYCT Bus	99.89%	99.91%	-0.0%	99.90%	99.95%	-0.0%
MTA Bus	99.86%	99.72%	+0.1%	99.82%	99.87%	-0.1%
System Buses >= 12 years	23%	18%				
NYCT Bus	23%	22%				
MTA Bus	25%	6%				
System Fleet Age	8.06	7.48				
NYCT Bus	7.60	7.14				
MTA Bus	9.68	8.68				

Bus Weekday Wait Assessment



Wait Assessment definition

Wait Assessment (WA) on weekdays is defined as the percent 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 mid-day (9 a.m.-4 p.m.), evening (7 p.m.-12 a.m.), and overnight (12 a.m.-7 a.m.) periods.

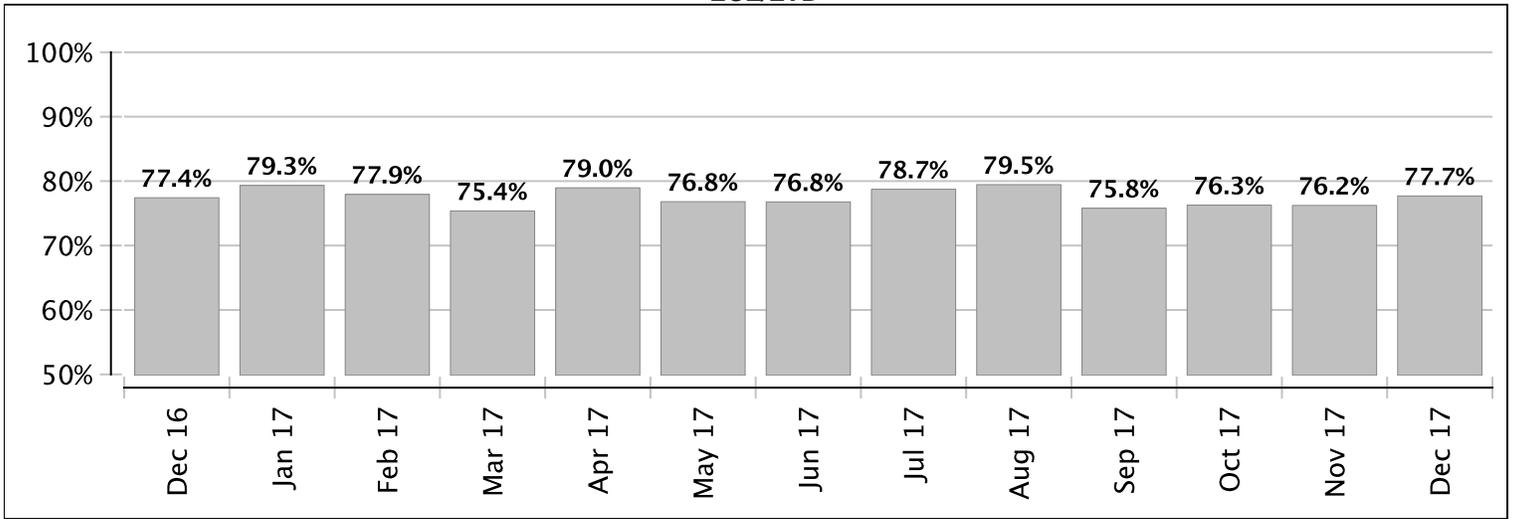
Results

	<u>Dec 2016</u>	<u>Dec 2017</u>	<u>Difference</u>
Systemwide	77.6%	77.9%	+0.3%
Bronx	78.5%	77.7%	-0.8%
Brooklyn	76.6%	76.5%	-0.1%
Manhattan	74.5%	76.6%	+2.1%
Queens	78.4%	79.1%	+0.7%
Staten Island	80.9%	80.3%	-0.6%

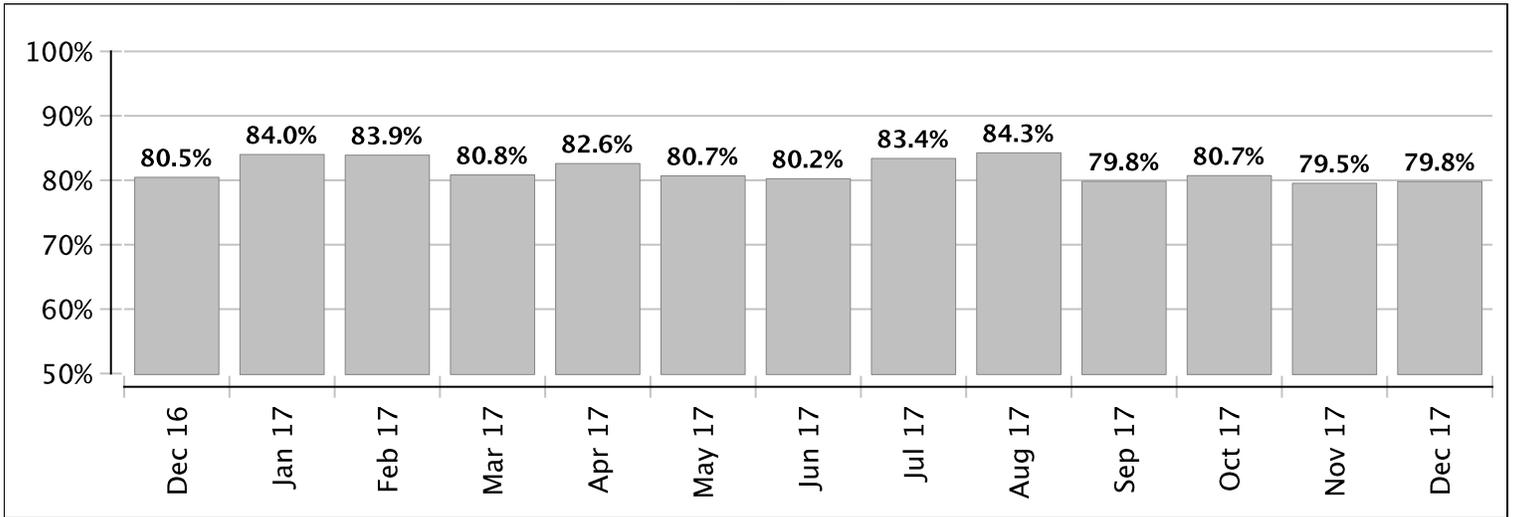
Chart 1

Bus Weekday Wait Assessment

Systemwide LCL/LTD



EXP



SBS

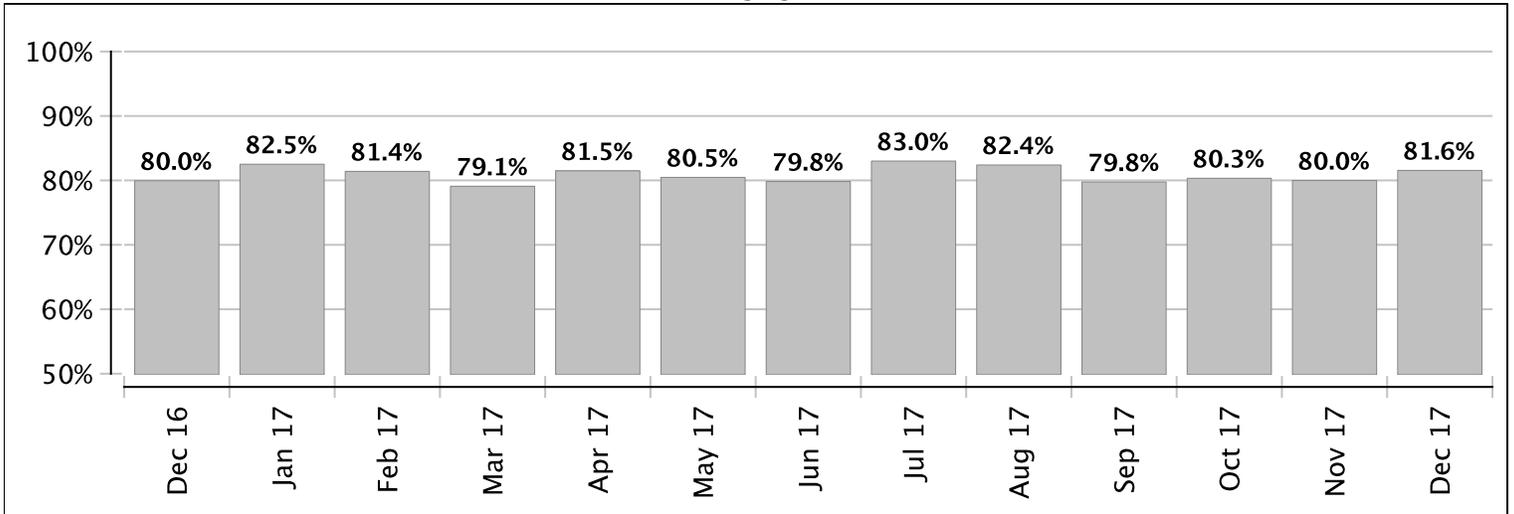
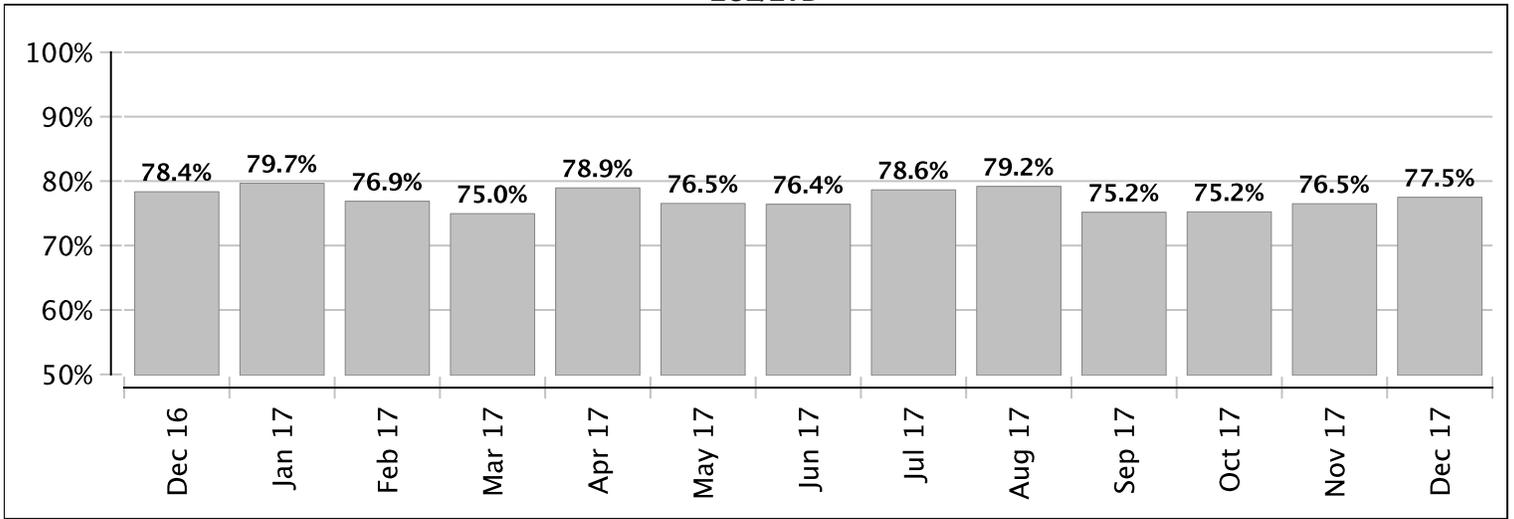


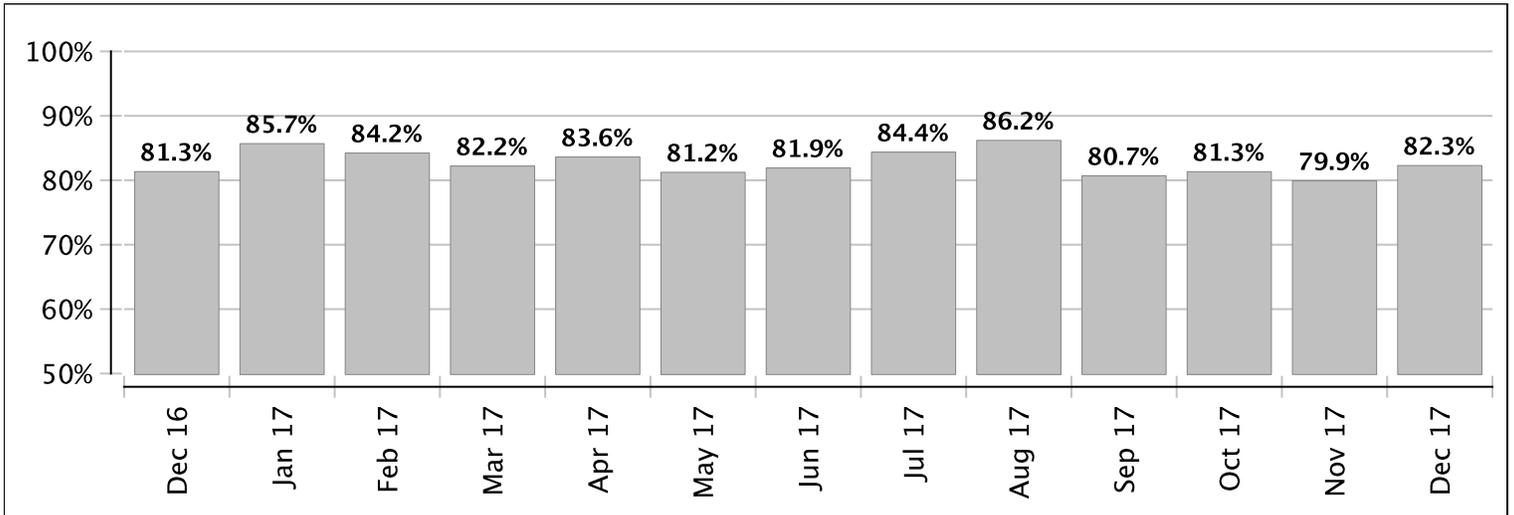
Chart 2

Bus Weekday Wait Assessment

Bronx LCL/LTD



EXP



SBS

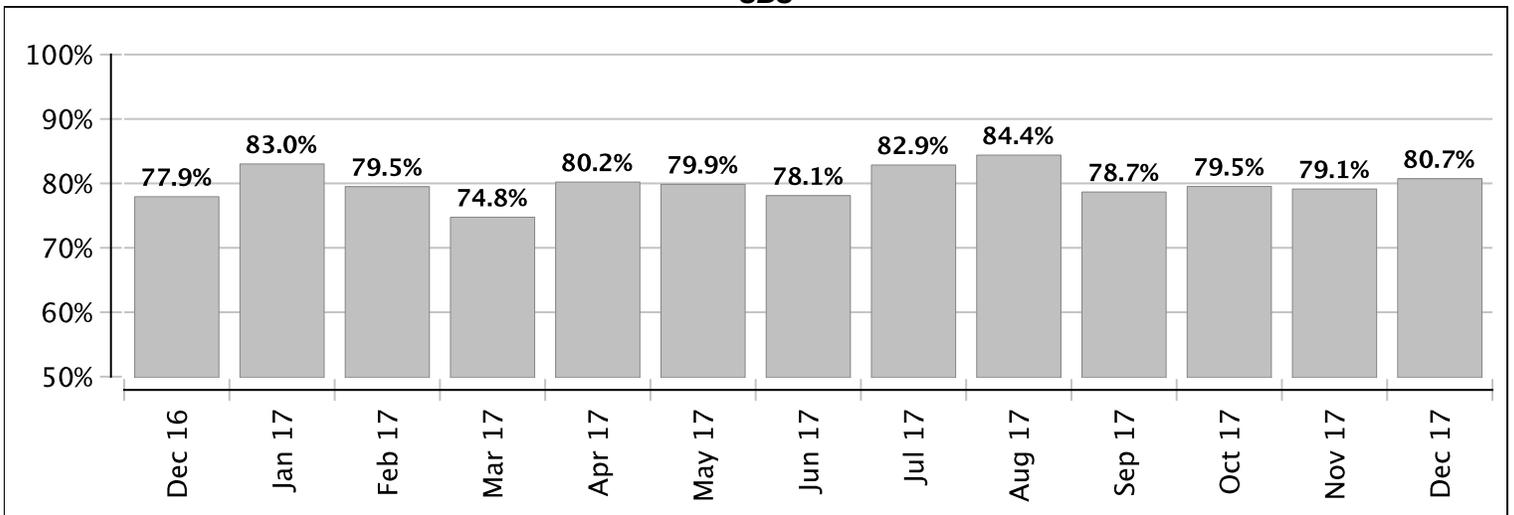
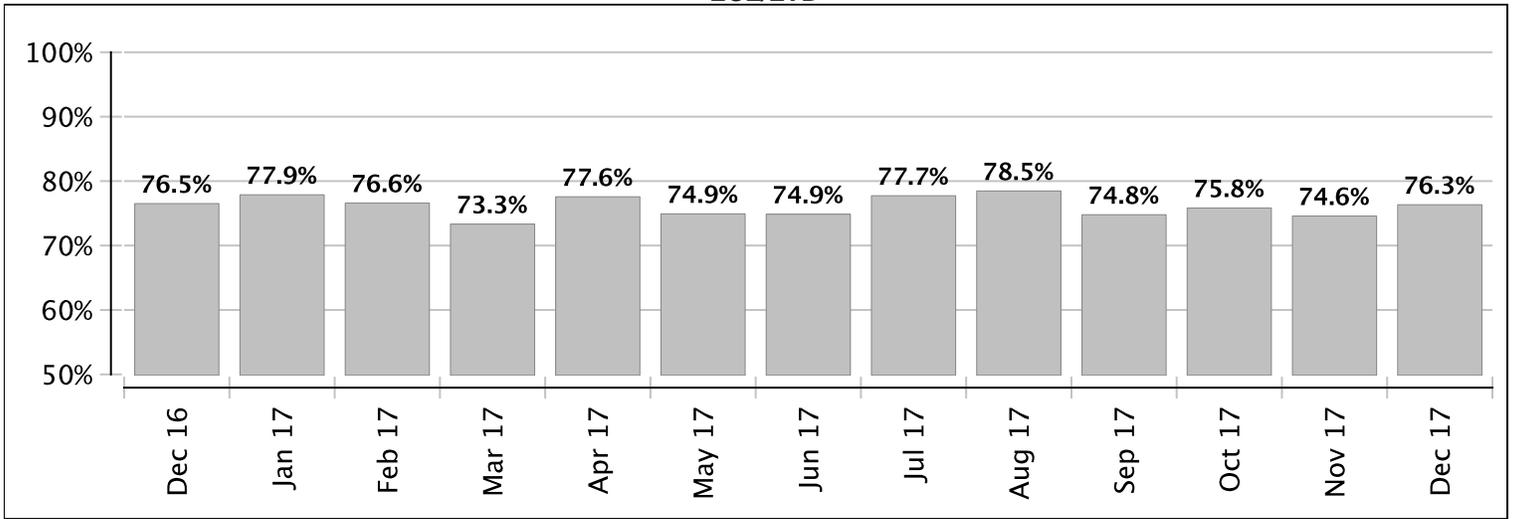


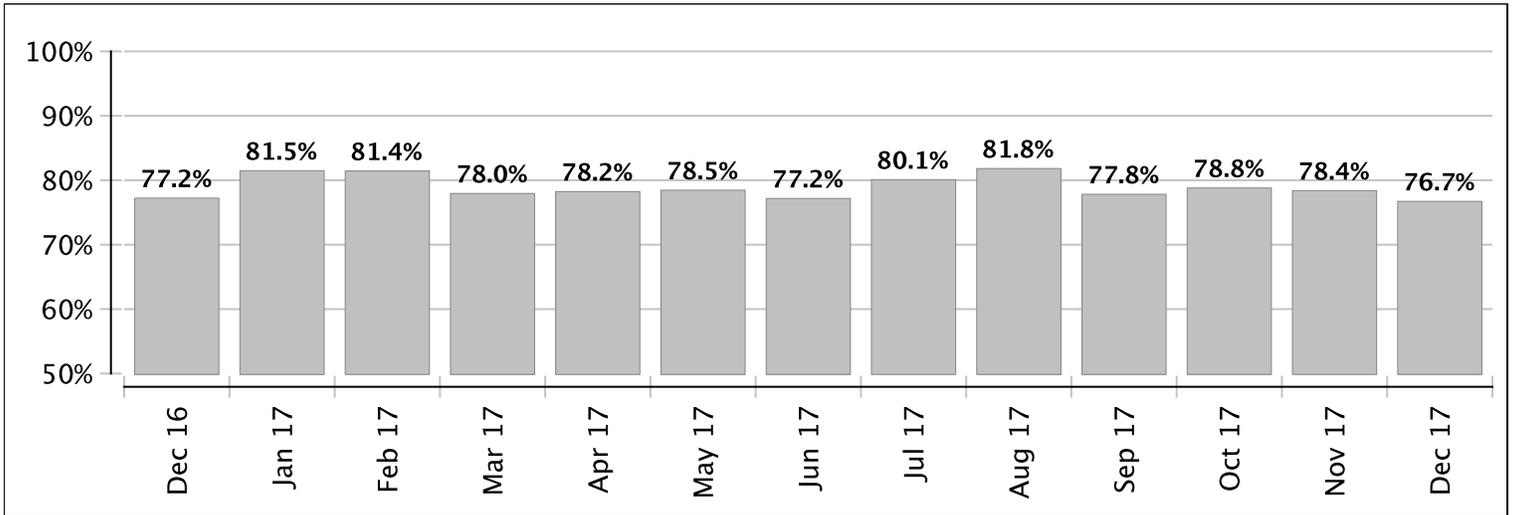
Chart 3

Bus Weekday Wait Assessment

Brooklyn LCL/LTD



EXP



SBS

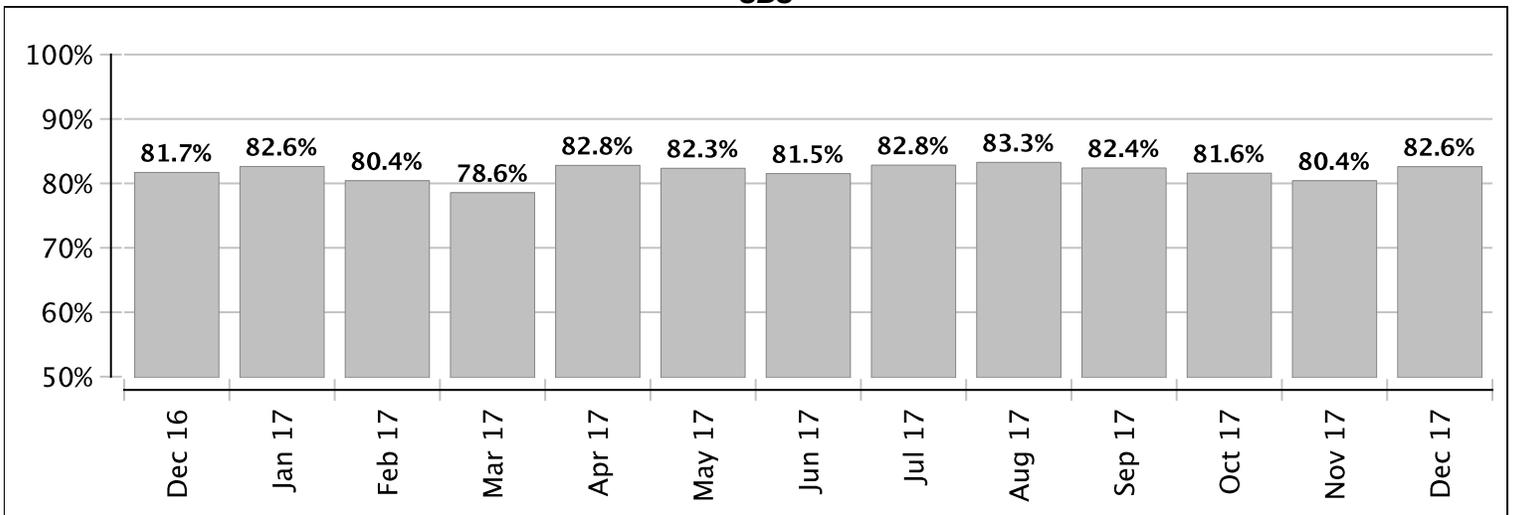
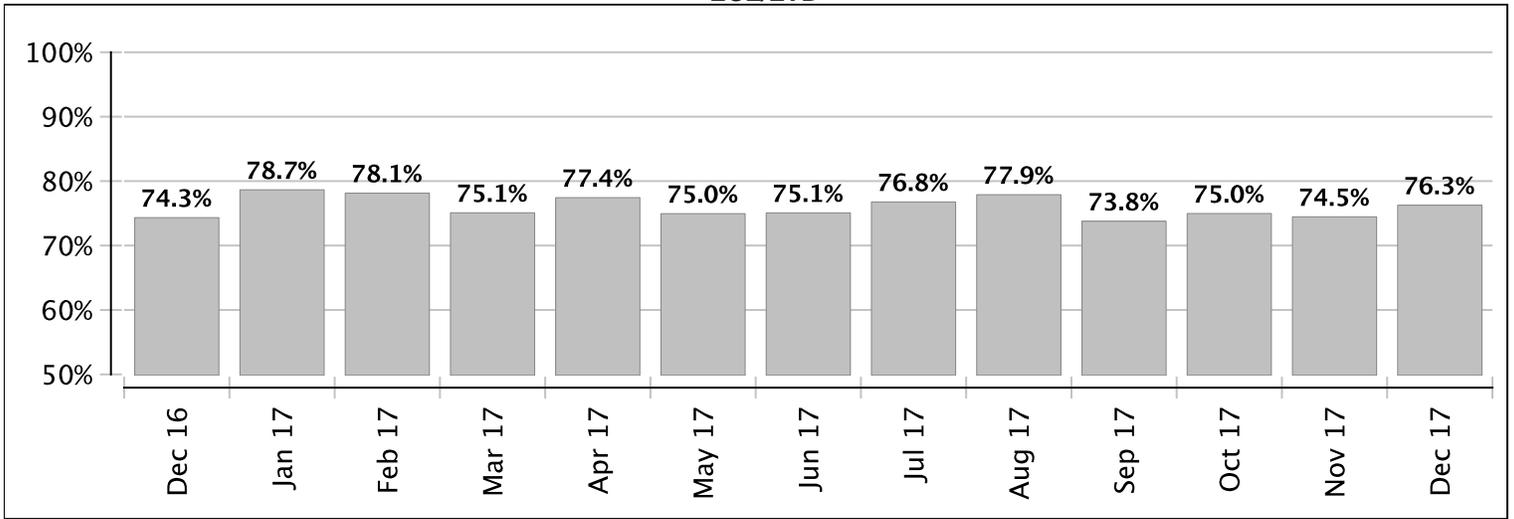


Chart 4

Bus Weekday Wait Assessment

Manhattan

LCL/LTD



SBS

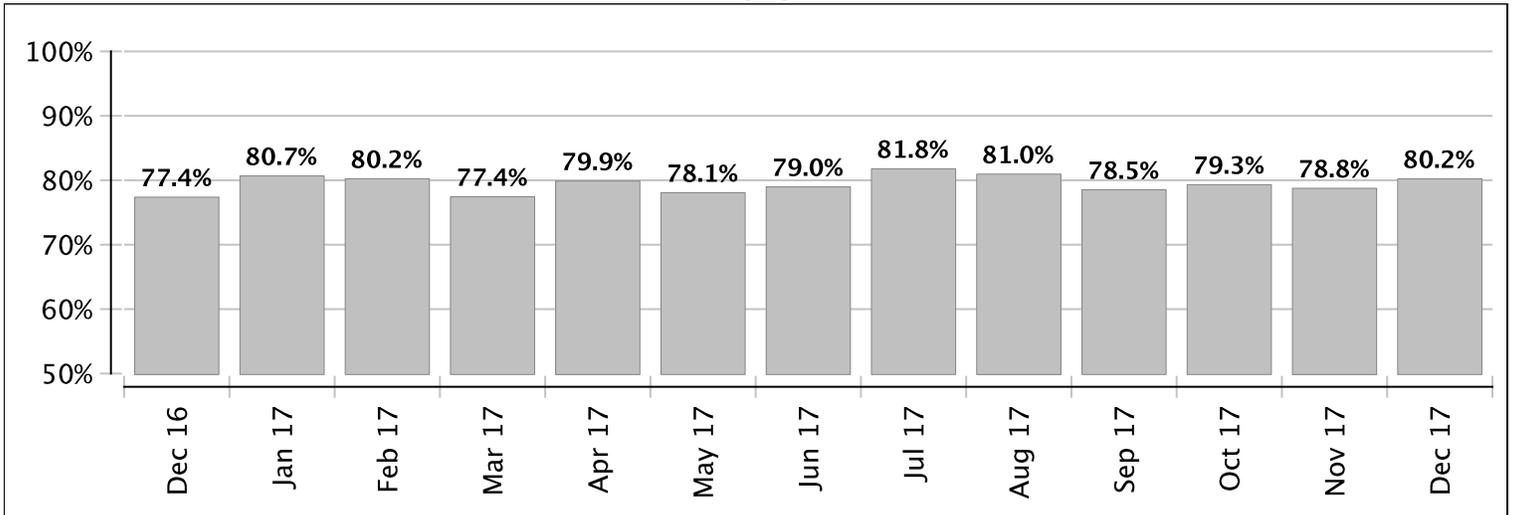
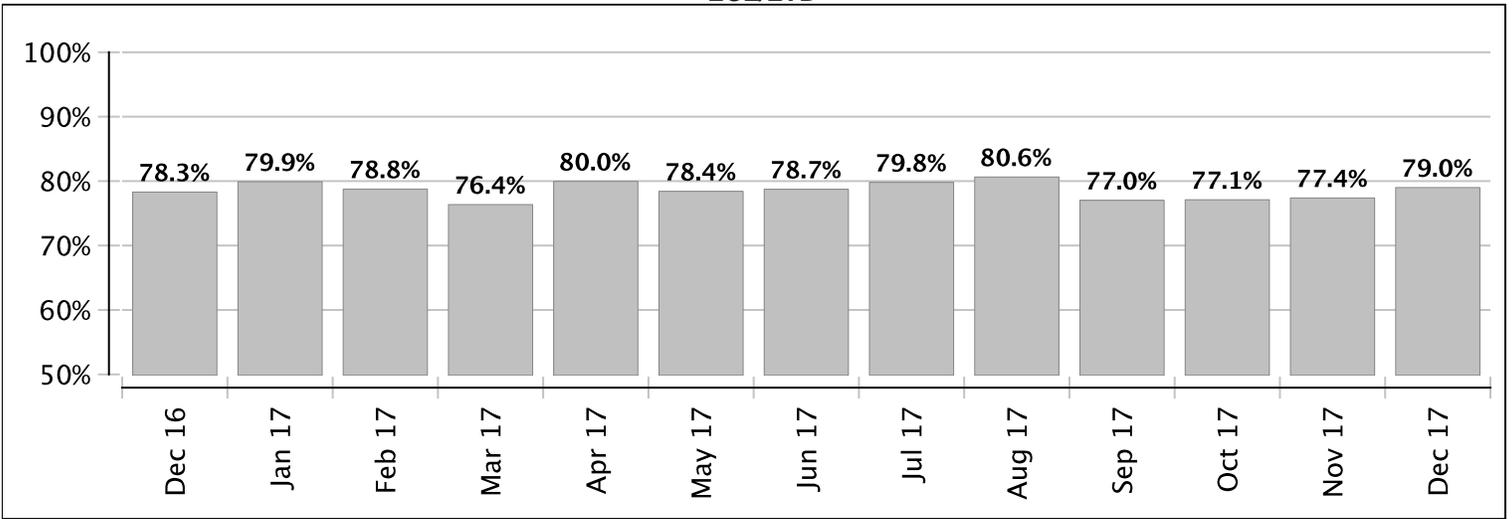


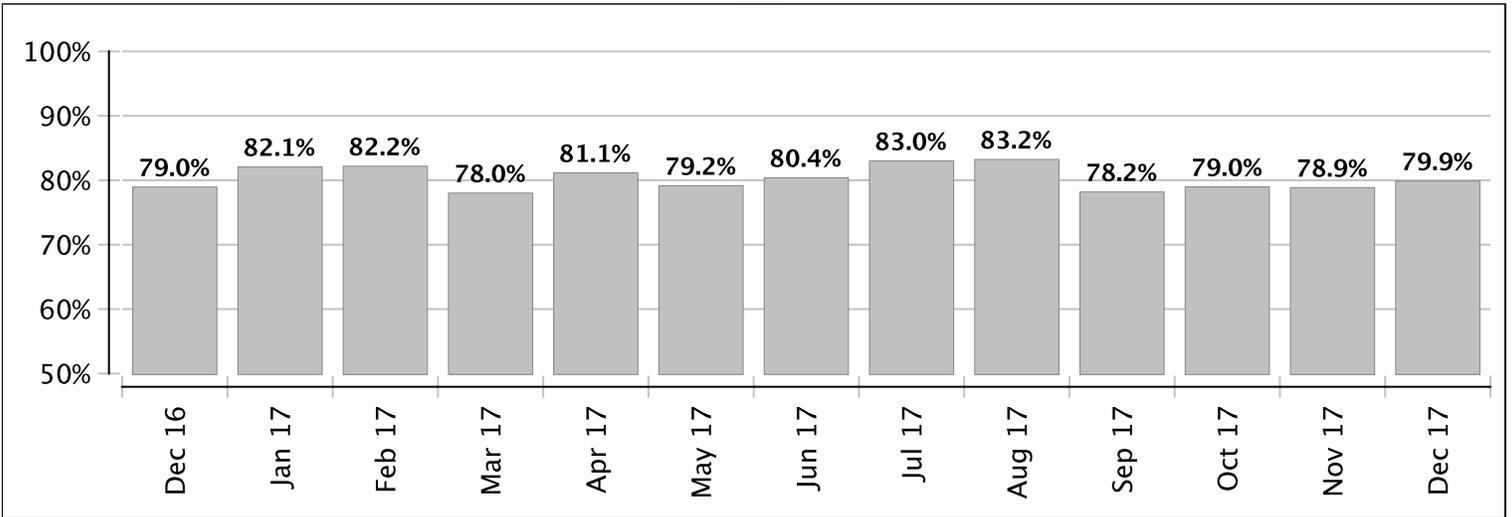
Chart 5

Bus Weekday Wait Assessment

Queens LCL/LTD



EXP



SBS

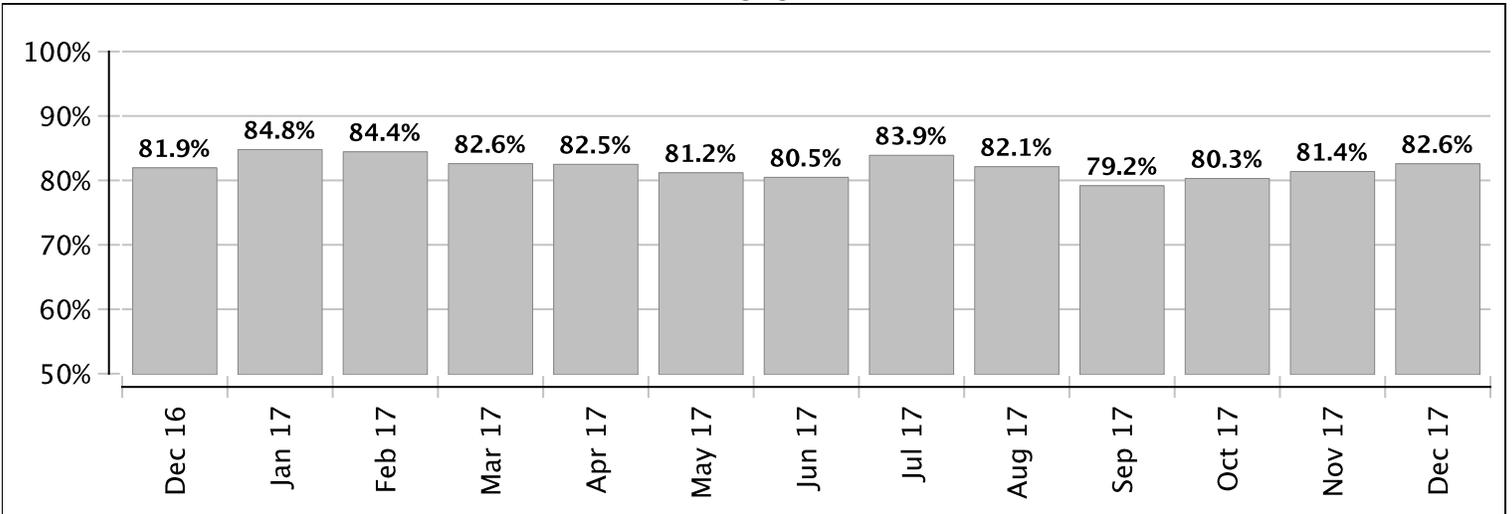
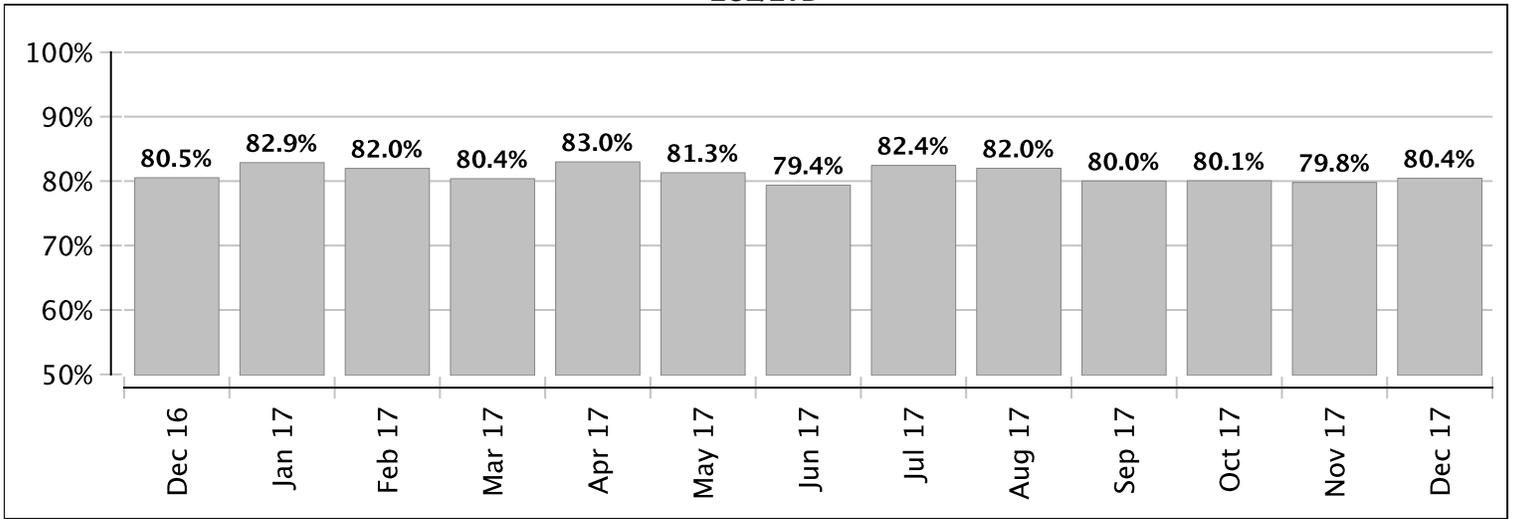


Chart 6

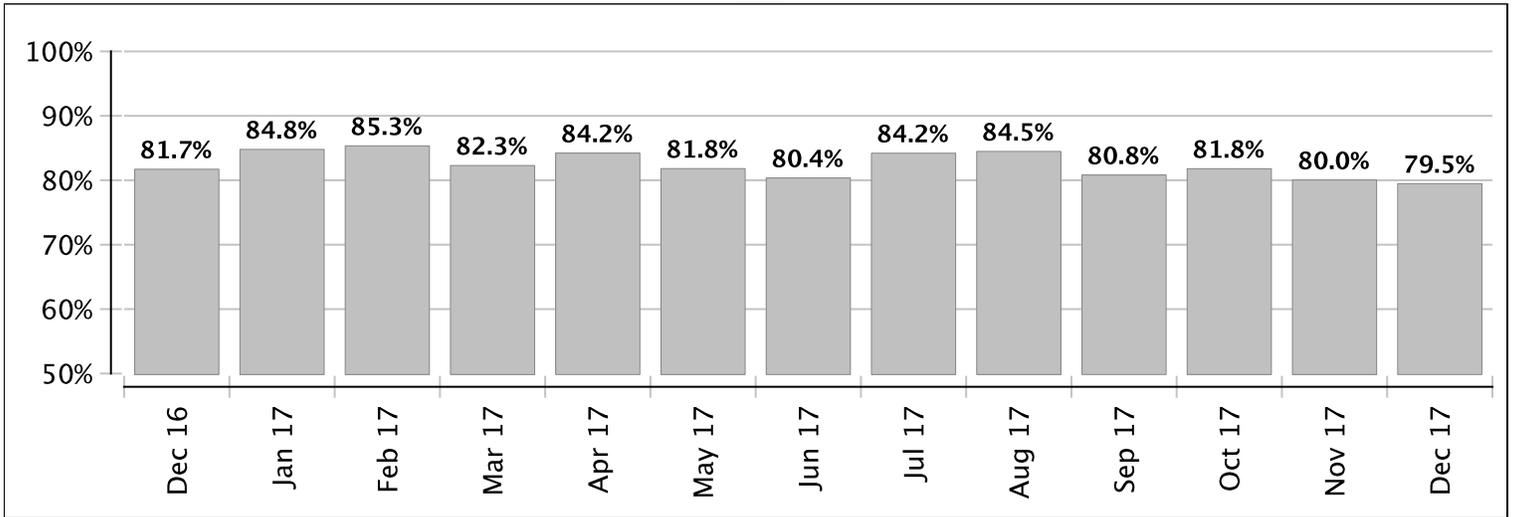
Bus Weekday Wait Assessment

Staten Island

LCL/LTD



EXP



SBS

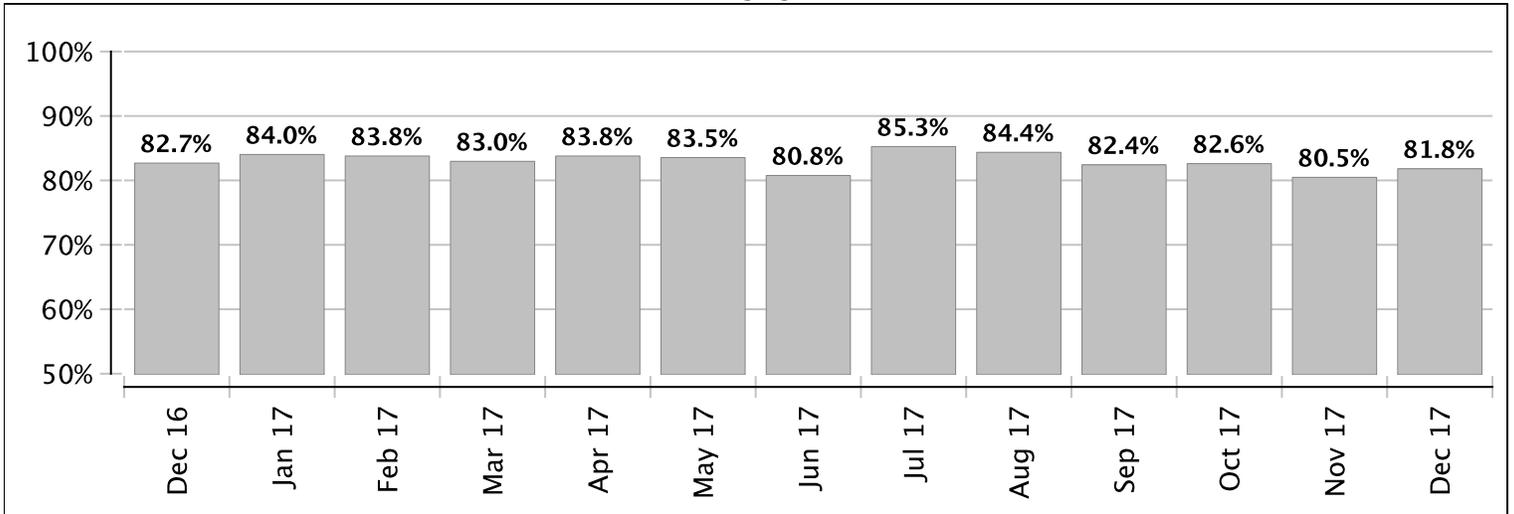
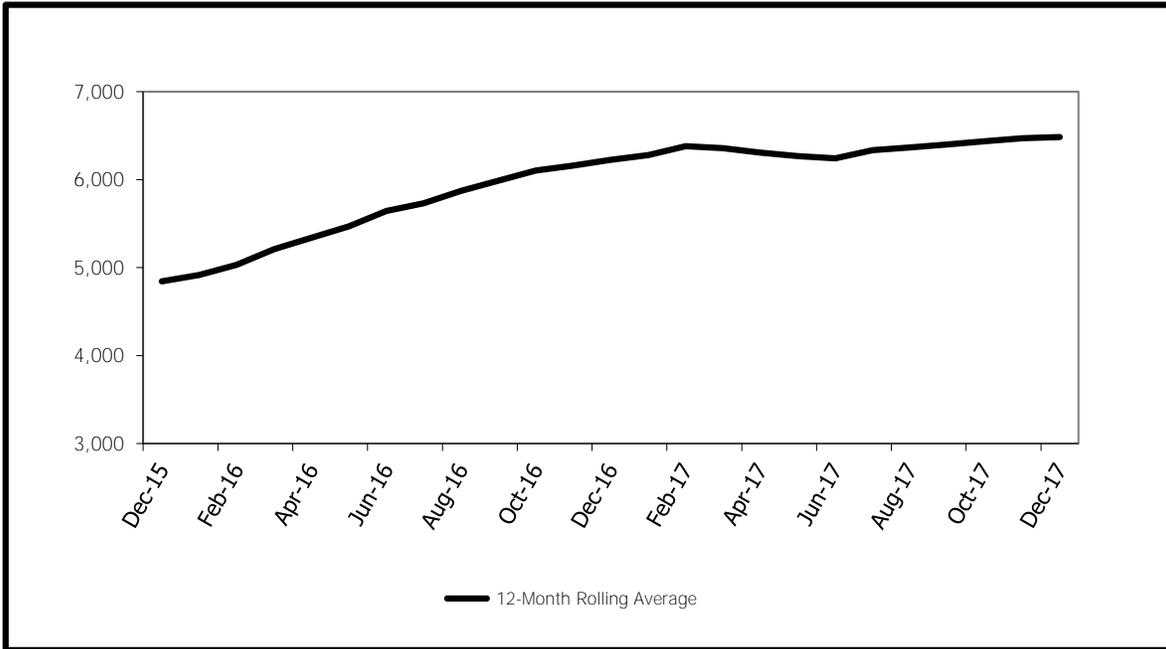


Chart 7

Bus Mean Distance Between Failures - System*



Definition

Bus Mean Distance Between Failures (MDBF) measures the average miles between mechanical road calls. It indicates the Mechanical Reliability of the Fleet.

Monthly Results

December 2017: 7,059
 December 2016: 6,873

12-Month Average

January 17 - December 17: 6,484
 January 16 - December 16: 6,226

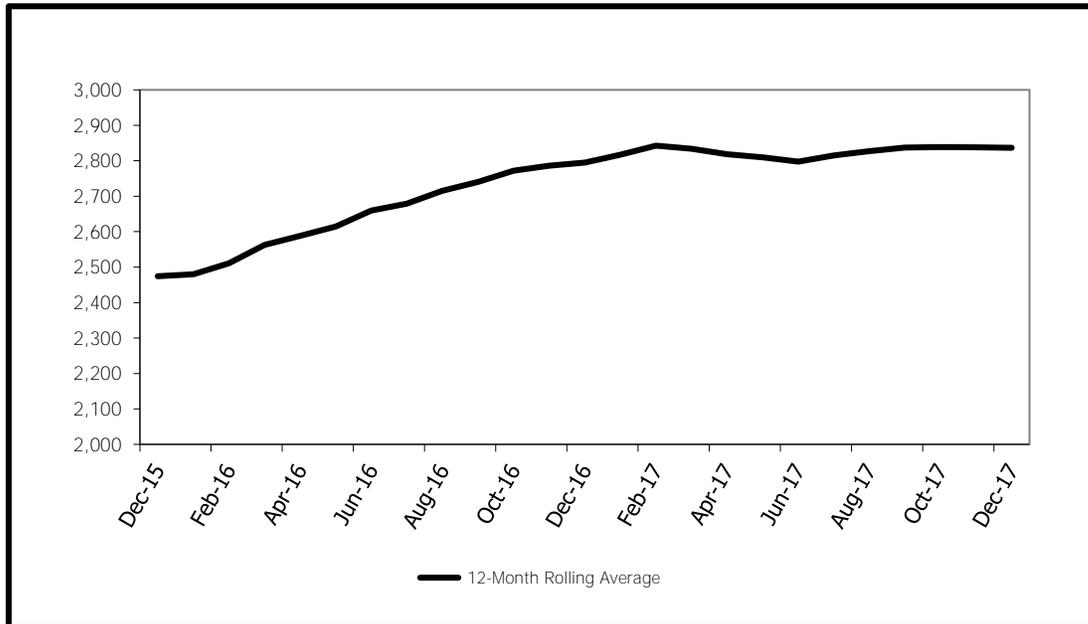
Annual Results

2017 Goal: 6,036
 2016 Actual: 6,226

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

Chart 8

Bus Mean Distance Between Service Interruptions - System*



Definition

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.

Monthly Results

December 2017: 2,880
 December 2016: 2,897

12-Month Average

January 17 - December 17: 2,837
 January 16 - December 16: 2,795

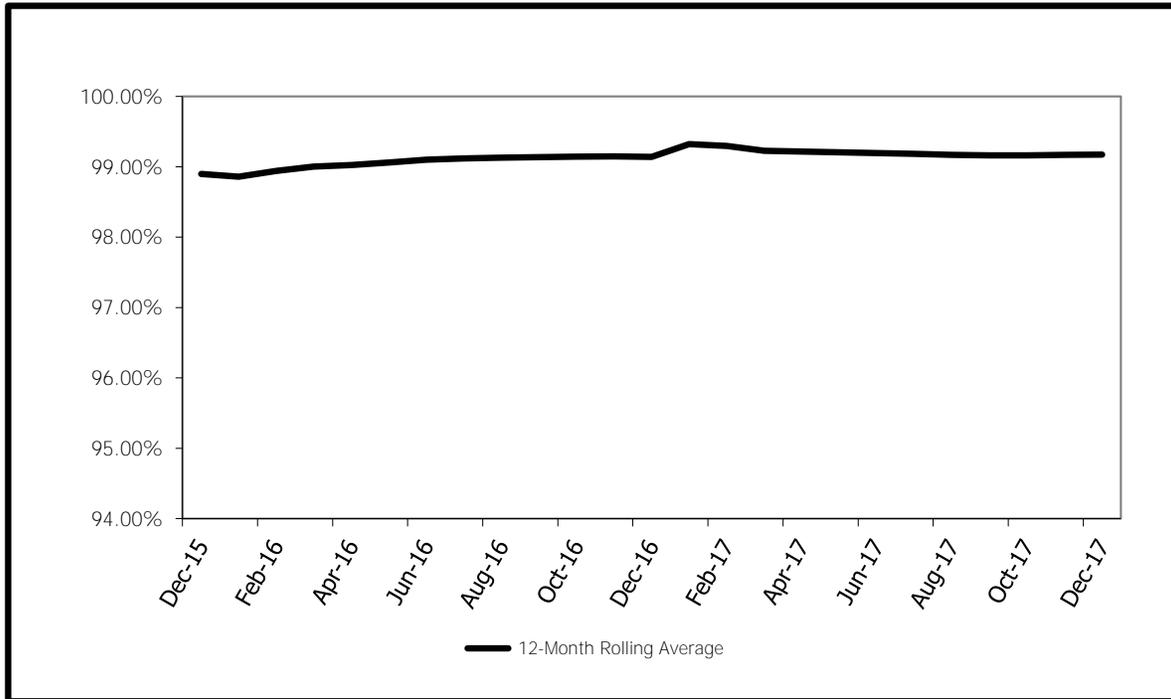
Annual Results

2017 YTD: 2,837
 2016 Actual: 2,795

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

Chart 9

Bus Percentage of Completed Trips - System*



Definition

The percent of trips completed systemwide for the 12-month period.

Monthly Results

December 2017: 99.22%
 December 2016: 99.17%

12-Month Average

January 17 - December 17: 99.17%
 January 16 - December 16: 99.14%

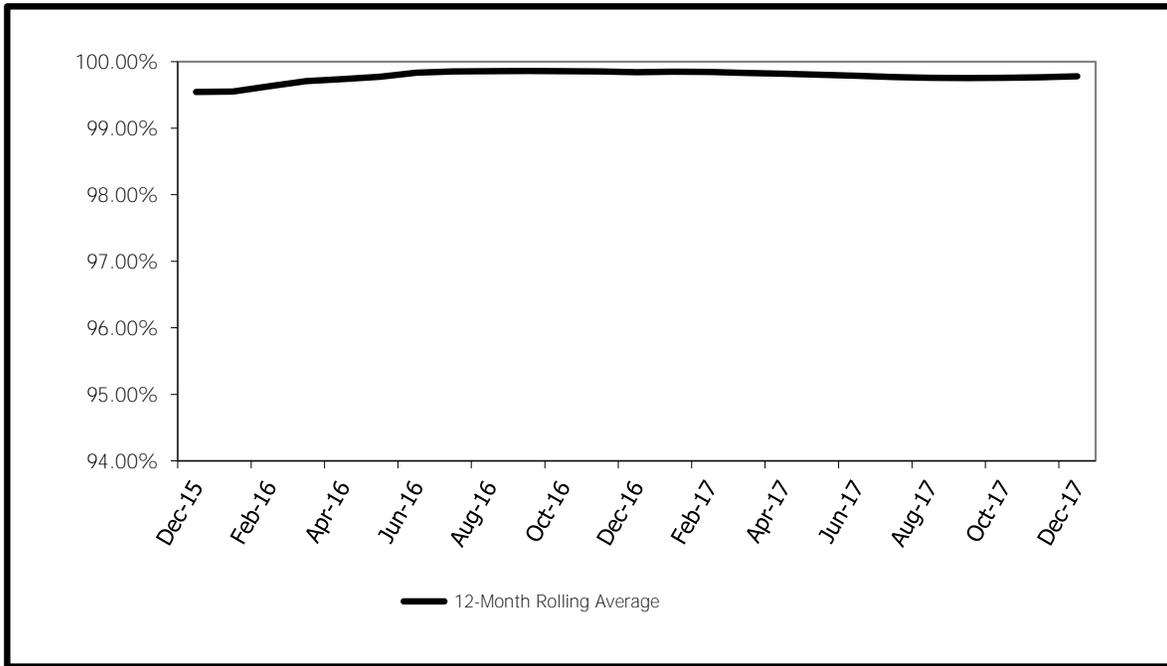
Annual Results

2017 YTD: 99.17%
 2016 Actual: 99.14%

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

Chart 10

Bus AM Weekday Pull Out Performance - System*



Definition

The percent of required buses and operators available in the AM peak period.

Monthly Results

December 2017: 99.89%
 December 2016: 99.70%

12-Month Average

January 17 - December 17: 99.78%
 January 16 - December 16: 99.84%

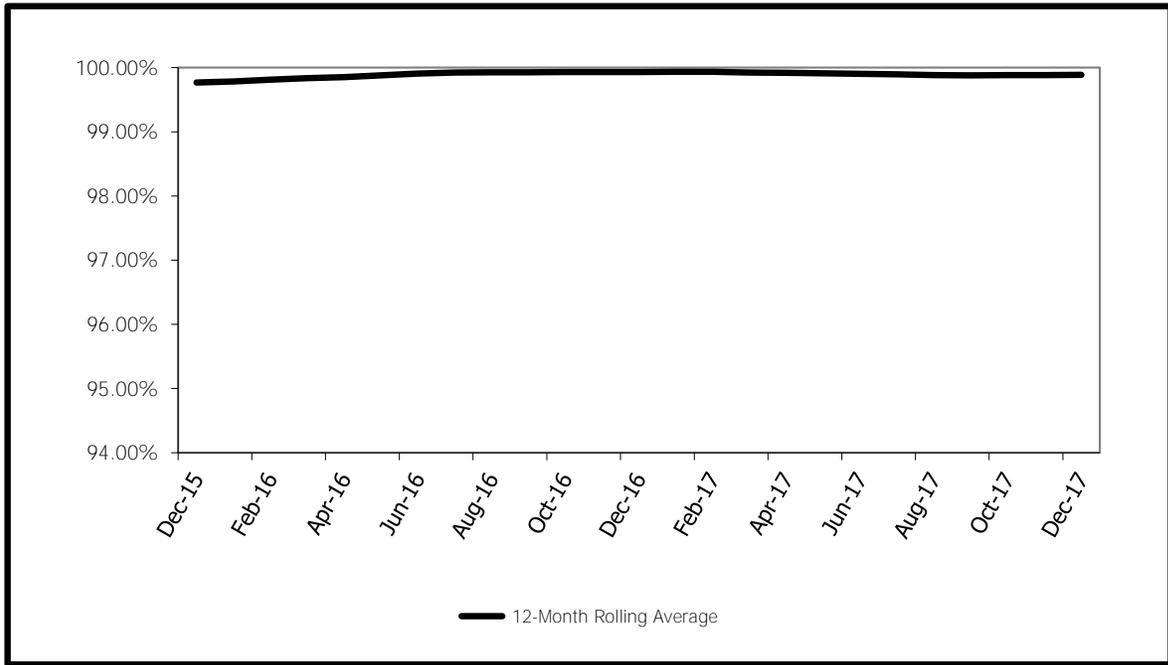
Annual Results

2017 YTD: 99.78%
 2016 Actual: 99.84%

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

Chart 11

Bus PM Weekday Pull Out Performance - System*



Definition

The percent of required buses and operators available in the PM peak period.

Monthly Results

12-Month Average

Annual Results

December 2017:	99.89%	January 17 - December 17	99.88%	2017 YTD:	99.88%
December 2016	99.86%	January 16 - December 16	99.93%	2016 Actual:	99.93%

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

Chart 12

Customer Service Report: Paratransit
Darryl C. Irick, President, MTA Bus Company
Senior Vice President, NYCT Department of Buses



December 2017 Highlights: Paratransit

Current Status

Paratransit remains committed to improving customer experience through greater flexibility, reliability, and transparency. As presented at the October 2017 Board Meeting, the agency has begun implementing several initiatives to enhance service quality. To date, Paratransit accomplished the following:

- Finalized a Passenger Bill of Rights
- Begun receiving actual GPS information from Brokers, which enables the measurement of On-Time Performance and No-Shows
- Launched an E-hail Pilot program
- Launched a customer-facing Access-A-Ride Dashboard that includes ridership, on-time performance, no-shows, ride times, complaints, and call center performance metrics
- Modified current scheduling software to improve the overall accuracy of ETAs
- Enhanced website with trip booking, immediate confirmation, and vehicle location so customers using Paratransit's dedicated service can easily book trips and see where their vehicles are located

Ongoing Initiatives

It will be a busy and exciting year ahead with many more improvements on deck. One mission critical item to improve the effectiveness and flexibility of paratransit services is the implementation of upgraded, state-of-the-art, scheduling and Automatic Vehicle Location Monitoring (AVLM) systems. These systems can mitigate operational problems and improve overall service for Paratransit customers.

The new scheduling, dispatch, and AVLM (GPS) systems will work together to generate more efficient schedules, adjust routes on the day of service, and respond to real-time road conditions. New systems also enable the provision of multi-modal service and improve on-time performance by proactively detecting potential delays, re-routing trips to avoid traffic congestion, and reassigning or rescheduling later pick-ups when routes are delayed. The RFP for the new scheduling, dispatch, and AVLM (GPS) systems is currently in progress. This committee will be updated as this effort proceeds.

The E-hail pilot is ongoing and includes testing the on-demand booking of trips in real time. As of January 31, 2018, over 4,000 on-demand trips have been provided. So far, the feedback has been very positive, and Paratransit is looking to expand the pilot to include additional vendors.

Plans are also in place to enhance the website to include the ability to view broker vehicles in the second quarter this year. Additionally, work continues on the "MY AAR App" as part of the "My MTA App" project, with the expectation that it will be rolled out later this year.

Public Outreach

As mentioned at the Transit Committee meeting last month, Paratransit's Mobile App Forum will be held in the William J. Ronan Boardroom on Thursday, March 1st from 5 pm to 7 pm. This forum will give the MTA an opportunity to share lessons learned, and receive feedback from the customers as well as the advocate community.

Finally, the agency continues to work closely with the Paratransit Task Force, led by Commissioner Vanterpool, with a view to proactively improve the customer experience, communication, and transparency.

Darryl C. Irick
President, MTA Bus Company
Senior Vice President, NYCT Department of Buses

Monthly Operations Report

Statistical results for the month of Dec-17 are shown below.

Paratransit Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: Dec-17			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
% of Trips Completed	90.26%	89.05%	+1.2%	91.55%	90.19%	+1.4%
Trips Requested	657,134	642,481	+2.3%	653,094	653,135	-0.0%
Trips Scheduled	563,198	546,681	+3.0%	561,737	562,061	-0.1%
Trips Completed*	508,343	486,835	+4.4%	514,261	506,934	+1.4%
Early Cancellations as a Percentage of Trips Requested	13.72%	14.12%	-0.4%	13.23%	13.10%	+0.1%
Late Cancellations as a Percentage of Trips Scheduled	3.81%	3.57%	+0.2%	3.45%	3.06%	+0.4%
No-Shows (Passenger) as a Percentage of Trips Scheduled	2.36%	2.06%	+0.3%	2.05%	1.49%	+0.6%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.68%	0.83%	-0.2%	0.78%	0.63%	+0.1%
Denials (Capacity) as a Percentage of Trips Requested	0.00%	0.00%	-0.0%	0.00%	0.00%	+0.0%
Customer Refusals as a Percentage of Trips Requested	0.57%	0.79%	-0.2%	0.75%	0.84%	-0.1%
New Applications Received	2,709	2,830	-4.3%	2,746	2,946	-6.8%

*Dec-17 and the 12-month average completed trips are estimated based on reimbursement rates to exclude unredeemed authorized trips to make the values comparable to last year's value.

Safety Report

Cheryl Kennedy, Vice President, System Safety



December Highlights 2017: Safety Report

NYCT continues to see a positive trend in reducing Employee Lost Time Accidents and experienced a significant drop (13.7%) when comparing the number of accidents in 2017 to 2016. One of the key areas that experienced a noticeable drop (18%) was in the accident category of Overexertion. The positive performance in this area may be attributed to the increased use of mechanical equipment to support tasks performed manually. One such example of this has been the introduction of the McCulloch Trac Rail Transposer (TRT) to remove and install continuous welded rail. Also helping in this area has been an enhanced awareness campaign which included the production and dissemination of new safety videos that demonstrate proper techniques and procedures to perform various targeted tasks linked to overexertion accidents. The videos were distributed on various platforms to provide viewing throughout our Shops, Depots, and other operating field locations.

Although fires slightly increased in 2017 versus 2016 it should be noted that since the implementation of the Subway Action Plan in July, Right of Way (ROW) fires decreased when compared to the same period in the previous year. The Subway Action Plan provides for comprehensive cleaning between stations and interlockings to reduce ROW debris. In addition, mobile vacuums operated from the station platform have aided in this effort. NYCT currently has 5 vacuums on the property and 5 vacuums are on order and due by the end of February.

Bus Collision and resultant Collision Injuries have continued to decline. Helping in this effort has been Bus Operations' stepped up use of Field Observation Rides and Seasonal Training videos that point out differing seasonal hazards to Bus Operators.

Subways Customer Accidents have shown an increase in our high-volume stations mostly due to Slip/Trip/Fall incidents on stairs. Under our efforts to reduce Customer Accidents, top accident stations are audited on a regular basis to ensure that the Station Inspection Program is identifying and addressing defects that can cause accidents.

Consistent with our adoption of Safety Management System (SMS) principles, NYCT tracks a number of Leading Indicator Projects. With the completion of the Help Point Installation program last year, the Friction Pad Installation program has now been added to our set of indicators for this year. This program will increase the resiliency of the rail and reduce the potential for development of rail defects such as broken rails.

Cheryl Kennedy
Vice President, Office of System Safety

Monthly Operations Report

Statistical results for the 12-Month period are shown below.

Safety Report			
Performance Indicators	12-Month Average		
	Jan 2015 - Dec 2015	Jan 2016 - Dec 2016	Jan 2017 - Dec 2017
Subways			
Subway Customer Accidents per Million Customers ¹	2.63	2.53	2.81
Subway Collisions ^{2,3}	0	0	0
Subway Derailments ^{2,3}	2	4	4
Subway Fires ²	1,049	957	965
Buses			
Bus Collisions Per Million Miles Regional	52.89	56.73	55.10
Bus Collision Injuries Per Million Miles Regional	6.45	6.58	6.08
Bus Customer Accidents Per Million Customers Regional	1.13	1.26	1.24
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees	3.97	4.03	3.48

¹ 12-Month Average data from December through November.

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

³ Data from February through January.

Leading Indicators				
Subways	January	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	36	36	340	10.6%
Joint Track Safety Audits -- Compliance Rate	97.2%	97.2%	100.0%	97.2%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	2,145	2,145	72,000	3.0%
Friction Pad Installation	5,016	5,016	37,000	13.6%
Buses	January	YTD	Goal	YTD as % of Goal
Collision Prevention				
Audible Pedestrian Warning System Pilot	12	12	283	4.2%
Vision Zero Employee Training	538	538	6,100	8.8%

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 Pilot 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 on-board 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 2017 and will run for two years until March 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 NYC Transit 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

REPORT

	JANUARY																					
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<i>Murder</i>	0	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0
<i>Rape</i>	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	3	0	0	0	0
<i>Robbery</i>	224	174	152	126	124	111	104	93	119	99	75	73	71	84	64	88	61	49	43	41	35	42
<i>Assault</i>	37	39	35	24	33	23	17	27	23	13	17	12	19	15	20	11	14	14	12	37	38	26
<i>Burglary</i>	7	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	4	1	4	2	2
<i>GL</i>	275	212	185	201	170	181	151	161	197	113	101	122	135	92	110	153	171	152	95	130	136	122
<i>TOTAL MAJOR FELONIES</i>	544	427	374	351	328	315	272	282	339	226	193	209	225	192	194	252	248	222	151	212	211	192
<i>Major Fel Per Day</i>	17.65	13.77	12.06	11.32	10.68	10.16	8.77	9.10	10.94	7.29	6.23	6.74	7.26	6.19	6.26	8.13	8.00	7.16	4.87	6.84	6.81	6.19



CRIME STATISTICS JANUARY

	2018	2017	Diff	% Change
RAPE	0	0	0	0.0%
ROBBERY	42	35	7	20.0%
GL	122	136	-14	-10.3%
FELASSAULT	26	38	-12	-31.6%
BURGLARY	2	2	0	0.0%
<u>TOTAL MAJOR FELONIES</u>	<u>192</u>	<u>211</u>	<u>-19</u>	<u>-9.0%</u>

During January, the daily Robbery average increased from 1.1 to 1.4

During January, the daily Major Felony average decreased from 6.8 to 6.2

CRIME STATISTICS JANUARY

	2018	2017	Diff	% Change
RAPE	0	0	0	0.0%
ROBBERY	42	35	7	20.0%
GL	122	136	-14	-10.3%
FELASSAULT	26	38	-12	-31.6%
BURGLARY	2	2	0	0.0%
<u>TOTAL MAJOR FELONIES</u>	<u>192</u>	<u>211</u>	<u>-19</u>	<u>-9.0%</u>

Year to date the daily Robbery average increased from 1.1 to 1.4

Year to date the daily Major Felony average decreased from 6.8 to 6.2



Police Department
City of New York

MTA Report

JANUARY ACTIVITY

	2018	2017	Diff	% Change
Total Arrests	2246	2766	-520	-18.8%
TOS Arrests	1471	2005	-534	-26.6%
Total Summons	5819	6834	-1015	-14.9%
TOS TABs	4139	5500	-1361	-24.7%

JANUARY ACTIVITY

	2018	2017	Diff	% Change
Total Arrests	2246	2766	-520	-18.8%
TOS Arrests	1471	2005	-534	-26.6%
Total Summons	5819	6834	-1015	-14.9%
TOS TABs	4139	5500	-1361	-24.7%

**Hate Crime Task Force
Transit Bureau
HCTF Statistical Data
(As of 12/31/2017)**

Motivation:

Motivation	2017	2016	Diff	% Change
ASIAN	0	3	-3	-100%
BLACK	4	3	1	33%
ETHNIC	1	1	0	0%
GENDER	0	4	-4	-100%
HISPANIC	1	1	0	0%
MUSLIM	1	1	0	0%
OTHER	5	4	1	25%
RELIGION	0	1	-1	-100%
SEMITIC	30	9	21	233%
SEXUAL ORIENTATION	10	9	1	11%
WHITE	2	4	-2	-50%
Grand Total	54	40	14	35%

Crime Name:

Crime Name	2017	2016	Diff	% Change
Aggravated Harassment 1	2	2	0	0%
Aggravated Harassment 2	4	2	2	100%
Assault 2	2	5	-3	-60%
Assault 3	10	13	-3	-23%
Criminal Mischief 3	1	0	1	*** *
Criminal Mischief 4	34	13	21	162%
Grand Larceny 4	0	1	-1	-100%
Menacing 2	1	2	-1	-50%
Murder 2	0	1	-1	-100%
Robbery 2	0	1	-1	-100%
Grand Total	54	40	14	35%

Transit District by Motivation:

Command	Motivation	2017	2016	Diff	% Change
TD 1	ASIAN	0	1	-1	-100%
	BLACK	1	0	1	***.*
	OTHER	2	1	1	100%
	SEMITIC	4	1	3	300%
	SEXUAL ORIENTATION	0	1	-1	-100%
TD 1 Total		7	4	3	75%
TD 11	OTHER	1	0	1	***.*
	SEXUAL ORIENTATION	0	3	-3	-100%
	WHITE	0	1	-1	-100%
TD 11 Total		1	4	-3	-75%
TD 12	SEMITIC	1	0	1	***.*
	SEXUAL ORIENTATION	3	1	2	200%
	WHITE	1	0	1	***.*
TD 12 Total		5	1	4	400%
TD 2	ASIAN	0	1	-1	-100%
	BLACK	1	1	0	0%
	OTHER	0	1	-1	-100%
	SEMITIC	6	3	3	100%
	SEXUAL ORIENTATION	1	1	0	0%
TD 2 Total		8	7	1	14%
TD 20	ETHNIC	1	0	1	***.*
	SEMITIC	2	1	1	100%
	SEXUAL ORIENTATION	1	0	1	***.*
TD 20 Total		4	1	3	300%
TD 23	ETHNIC	0	1	-1	-100%
	OTHER	0	1	-1	-100%
TD 23 Total		0	2	-2	-100%

TD 3	ASIAN	0	1	-1	-100%
	BLACK	0	1	-1	-100%
	GENDER	0	2	-2	-100%
	MUSLIM	1	0	1	***.*
	OTHER	2	0	2	***.*
	SEMITIC	1	1	0	0%
	SEXUAL ORIENTATION	0	3	-3	-100%
TD 3 Total		4	8	-4	-50%
TD 30	BLACK	1	0	1	***.*
	MUSLIM	0	1	-1	-100%
	SEMITIC	6	0	6	***.*
	SEXUAL ORIENTATION	4	0	4	***.*
	WHITE	1	1	0	0%
TD 30 Total		12	2	10	500%
TD 32	BLACK	1	0	1	***.*
	OTHER	0	1	-1	-100%
	SEMITIC	3	0	3	***.*
	WHITE	0	1	-1	-100%
TD 32 Total		4	2	2	100%
TD 33	HISPANIC	1	0	1	***.*
	SEMITIC	1	1	0	0%
TD 33 Total		2	1	1	100%
TD 34	SEMITIC	2	1	1	100%
TD 34 Total		2	1	1	100%
TD 4	BLACK	0	1	-1	-100%
	GENDER	0	2	-2	-100%
	HISPANIC	0	1	-1	-100%
	RELIGION	0	1	-1	-100%
	SEMITIC	3	1	2	200%
	SEXUAL ORIENTATION	1	0	1	***.*
	WHITE	0	1	-1	-100%
TD 4 Total		4	7	-3	-43%
(blank)	SEMITIC	1	0	1	***.*
(blank) Total		1	0	1	***.*
Grand Total		54	40	14	35%

Transit District by Crime:

Command	Crime Name	2017	2016	Diff	% Change
TD 1	Aggravated Harassment 2	1	0	1	***.*
	Assault 3	0	2	-2	-100%
	Criminal Mischief 4	6	2	4	200%
TD 1 Total		7	4	3	75%
TD 11	Assault 3	0	3	-3	-100%
	Criminal Mischief 4	1	0	1	***.*
	Menacing 2	0	1	-1	-100%
TD 11 Total		1	4	-3	-75%
TD 12	Assault 2	1	0	1	***.*
	Assault 3	3	1	2	200%
	Criminal Mischief 4	1	0	1	***.*
TD 12 Total		5	1	4	400%
TD 2	Aggravated Harassment 2	1	0	1	***.*
	Assault 3	0	1	-1	-100%
	Criminal Mischief 4	7	4	3	75%
	Grand Larceny 4	0	1	-1	-100%
	Menacing 2	0	1	-1	-100%
TD 2 Total		8	7	1	14%
TD 20	Aggravated Harassment 1	0	1	-1	-100%
	Assault 3	2	0	2	***.*
	Criminal Mischief 4	2	0	2	***.*
TD 20 Total		4	1	3	300%
TD 23	Assault 3	0	1	-1	-100%
	Criminal Mischief 4	0	1	-1	-100%
TD 23 Total		0	2	-2	-100%
TD 3	Aggravated Harassment 2	1	0	1	***.*
	Assault 2	0	3	-3	-100%
	Assault 3	0	2	-2	-100%
	Criminal Mischief 3	1	0	1	***.*
	Criminal Mischief 4	2	2	0	0%
	Robbery 2	0	1	-1	-100%
TD 3 Total		4	8	-4	-50%

TD 30	Aggravated Harassment 1	1	0	1	***.*
	Aggravated Harassment 2	1	0	1	***.*
	Assault 2	1	0	1	***.*
	Assault 3	3	0	3	***.*
	Criminal Mischief 4	5	2	3	150%
	Menacing 2	1	0	1	***.*
TD 30 Total		12	2	10	500%
TD 32	Aggravated Harassment 1	1	1	0	0%
	Assault 3	0	1	-1	-100%
	Criminal Mischief 4	3	0	3	***.*
TD 32 Total		4	2	2	100%
TD 33	Aggravated Harassment 2	0	1	-1	-100%
	Assault 3	1	0	1	***.*
	Criminal Mischief 4	1	0	1	***.*
TD 33 Total		2	1	1	100%
TD 34	Criminal Mischief 4	2	1	1	100%
TD 34 Total		2	1	1	100%
TD 4	Aggravated Harassment 2	0	1	-1	-100%
	Assault 2	0	2	-2	-100%
	Assault 3	1	2	-1	-50%
	Criminal Mischief 4	3	1	2	200%
	Murder 2	0	1	-1	-100%
TD 4 Total		4	7	-3	-43%
(blank)	Criminal Mischief 4	1	0	1	***.*
(blank) Total		1	0	1	***.*
Grand Total		54	40	14	35%

Associated Hate Crime Task Force Complaint numbers:

2017	2016
2017-001-01640	2016-001-07298
2017-001-02106	2016-005-05802
2017-001-04126	2016-006-00786
2017-001-05518	2016-006-05309
2017-001-08332	2016-010-00518
2017-006-00528	2016-013-07392
2017-010-00359	2016-013-08644
2017-013-07992	2016-014-01812
2017-013-08370	2016-014-03495
2017-014-06385	2016-014-04848
2017-014-11254	2016-014-12292
2017-017-00488	2016-014-12300
2017-018-05711	2016-014-12756
2017-019-01370	2016-018-10386
2017-019-02686	2016-019-08316
2017-020-00490	2016-020-01866
2017-020-00531	2016-025-07602
2017-020-01761	2016-025-08268
2017-020-04340	2016-026-00274
2017-020-04350	2016-026-01965
2017-030-00565	2016-026-02395
2017-030-01195	2016-026-03474
2017-033-01441	2016-028-02049
2017-040-07617	2016-028-03717
2017-040-09260	2016-032-08365
2017-042-07085	2016-034-04179
2017-043-07976	2016-040-05999
2017-045-01210	2016-040-13302
2017-048-05054	2016-044-04296
2017-050-00744	2016-044-04657
2017-061-01742	2016-048-08330
2017-061-04896	2016-070-00703
2017-070-01639	2016-070-00945
2017-070-01666	2016-072-06006

2017-070-01938
2017-075-03051
2017-076-01850
2017-078-01080
2017-079-01596
2017-079-05242
2017-084-00310
2017-084-00485
2017-084-00653
2017-084-00676
2017-084-01723
2017-084-02787
2017-084-03404
2017-088-01133
2017-088-01876
2017-103-00305
2017-104-06934
2017-107-00043
2017-108-06141
2017-112-04080
Grand Total: 54

2016-072-06723
2016-079-06864
2016-090-02508
2016-100-02409
2016-106-07595
2016-114-10633
Grand Total: 40



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

January 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	0	1	100%
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	1	0	1	100%

Year to Date 2018 vs. 2017

	2018	2017	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	0	1	100%
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	1	0	1	100%

Financial and Ridership Reports

Jaibala Patel, Chief Financial Officer

Darryl C. Irick, President, MTA Bus Company

Senior Vice President, NYCT Department of Buses



Preliminary December 2017 Year-End Report: New York City Transit

The purpose of this report is to provide the preliminary 2017 year-end financial results, on an accrual basis. The accrual basis is presented on a non-reimbursable and reimbursable account basis. These results are compared to both the Adopted Budget and the Final Estimate.

The final audited 2017 year-end results are scheduled to be completed in April 2018.

Summary of Preliminary Financial Results

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

- 2017 annual New York City Transit ridership of 2,338 million was 16.4 million (0.7 percent) below the estimate, of which subway ridership of 1,727.3 million was 13.2 million (0.8 percent) below the estimate, and bus ridership of 602.6 million was 3.3 million (0.5 percent) below the estimate.
- Farebox revenue of \$4.484 billion was slightly favorable by \$1.3 million (0.0%).
- Operating expenses of \$8.067 billion were below the estimate by \$35.1 million (0.4%). This was a result of higher labor expenses of \$25.9 million (0.4%), mainly caused by additional overtime requirements, offset by non-labor expenses being below the estimate by \$61.0 million (3.3 %), mostly due to the timing of expenses.

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

- 2017 annual New York City Transit ridership was 83.9 million (3.5 percent) below budget, subway ridership was 46.3 million (2.6 percent) below budget, and bus ridership was 36.8 million (5.8 percent) below budget. The subway variance from budget was due to a declining trend in ridership that started in 2017, particularly during late night hours and weekends, likely a result of numerous construction projects and the availability of alternative travel options such as Uber and Lyft. The bus variance continues a long-term downward trend with a notable acceleration in March 2017, possibly due to the fare increase.
- Farebox revenue underran Budget by \$85.6 million (1.9%), reflecting an overall negative ridership trend, particularly on bus.
- Operating expenses were below budget by a net \$73.6 million (0.9%). Labor expenses were slightly below budget by \$1.4 million (0.0%), as higher overtime expenses were essentially offset by favorable results in other accounts. Non-labor expenses were below budget \$72.2 million (3.9%), due primarily to lower electric power prices/consumption and other account underruns.

Preliminary financial results for 2017 are presented in the table below.

Category (\$ in millions)	December 2017 Year-to-Date			Favorable/(Unfavorable)			
	Adpt Bud	Final Est	PreI Act	Adopted Budget		Final Estimate	
				\$	%	\$	%
Total Farebox Revenue	4,569.8	4,482.8	4,484.2	(85.6)	-1.9%	1.3	0.0%
Nonreimb. Exp. before Dep./OPEB	8,141.1	8,102.6	8,067.4	(73.6)	-0.9%	(35.1)	-0.4%
Net Cash Deficit*	(2,864.0)	(2,931.8)	(2,981.7)	(117.7)	4.1%	(49.8)	1.7%

*Excludes Subsidies and Debt Service

Preliminary Actual Results Compared to the Final Estimate (estimate)

Farebox revenue was \$4,484.2 million, \$1.3 million (less than 0.1 percent) above the estimate. Full year 2017 revenue includes positive adjustments in 4th quarter average fares on unlimited ride passes and pre-tax transit benefit program passes for the full year.

The 2017 non-student **average fare** of \$1.98 increased 8.4¢ from 2016, mainly due to the March 2017 fare increase.

Total **ridership** in 2017 of 2,338.8 million was 16.4 million (0.7 percent) below the estimate. Average weekday ridership in 2017 was 7.5 million, down 2.5 percent from 2016.

Nonreimbursable expenses, before depreciation, OPEB and GASB 68 Pension Expense, of \$8,067.4 million were lower than the estimate by \$35.1 million (0.4 percent). Labor expenses were higher by \$25.9 million (0.4 percent), resulting mostly from higher overtime expenses, partly offset by favorable overhead credits caused by reimbursable labor requirements. Non-labor expenses were below the estimate by \$61.0 million (3.3 percent), due mainly to the favorable timing of professional service contract expenses and a maintenance contract expense underrun.

The **net cash deficit** was \$2,981.7 million, unfavorable to the estimate by \$49.8 million (1.7 percent), due primarily to higher overtime expenditures.

Preliminary Actual Results Compared to the Adopted Budget (budget)

Farebox revenue was \$85.6 million (1.9 percent) below budget, reflecting an overall negative ridership trend, particularly on bus.

Nonreimbursable expenses, before depreciation, OPEB and GASB 68 Pension Expense, were under budget by a net \$73.6 million (0.9 percent). Labor expenses were slightly below budget by \$1.4 million (0.0 percent), as higher overtime expenses were essentially offset by underruns in health & welfare/OPEB current expenses, favorable overhead credits, and lower pension expenses. Non-labor expenses were below budget by \$72.2 million (3.9 percent), due largely to lower electric power prices and consumption and other account underruns.

Note: Final 2017 results and their impact on 2018 will be reported in April.

Financial Results

Farebox Revenue

December 2017 Farebox Revenue - (\$ in millions)

	2017			Favorable/(Unfavorable)			
			Preliminary Actual	Budget		Estimate	
	Budget	Estimate		Amount	Percent	Amount	Percent
Subway	3,485.0	3,444.2	3,441.1	(43.9)	(1.3%)	(3.2)	(0.1%)
NYCT Bus	991.7	947.8	952.3	(39.4)	(4.0%)	4.5	0.5%
Paratransit	19.6	17.2	17.3	(2.3)	(11.9%)	0.1	0.4%
Subtotal	4,496.3	4,409.3	4,410.7	(85.6)	(1.9%)	1.3	0.0%
Fare Media Liability	73.5	73.5	73.5	0.0	0.0%	0.0	0.0%
Total - NYCT	4,569.8	4,482.8	4,484.2	(85.6)	(1.9%)	1.3	0.0%

Note: Totals may not add due to rounding.

- The negative revenue variance from budget is mainly due to lower ridership, particularly on bus, partially offset by higher than expected pass average fares.

Average Fare

Annual Non-Student Average Fare - (in \$)

	2016	Prelim. 2017	Change	
			Amount	Percent
Subway	1.980	2.067	0.087	4.4%
Local Bus	1.586	1.648	0.062	3.9%
Subway & Local Bus	1.880	1.964	0.083	4.4%
Express Bus	5.104	5.278	0.174	3.4%
Total	1.896	1.980	0.084	4.4%

- 2017 non-student subway and bus average fares were higher than 2017 due mainly to the March 2017 fare increase.

Other Operating Revenue

Other operating revenue underran the estimate by \$5.5 million (1.3 percent), largely from lower advertising revenue.

Nonreimbursable Expenses

Nonreimbursable expenses before depreciation, OPEB and GASB 68 pension adjustment were \$35.1 million (0.4 percent) below the estimate. The major causes of this variance are reviewed below:

Labor expenses exceeded the estimate by a net \$25.9 million (0.4 percent), including the following results:

- Overtime expense overruns of \$44.3 million (8.1 percent), due mainly to track, signals, infrastructure, station maintenance and car equipment requirements, including Subway Action Plan (SAP) initiatives, as well as vacancy/absentee coverage requirements.
- Payroll expenses underran of \$6.2 million (0.2 percent), due primarily to vacancies, partly offset by higher miscellaneous labor costs.
- Reimbursable overhead credits were also favorable by \$9.5 million (3.2 percent), driven by higher reimbursable labor requirements.
- Other fringe benefit expenses were additionally less than the estimate by \$2.8 million (0.5 percent), due principally to favorable fringe benefit overhead credits, also resulting largely from higher reimbursable labor requirements.

Non-labor expenses were less than the estimate by a net \$61.0 million (3.3 percent), including the following results:

- Professional service contracts were below the estimate by \$47.6 million (23.1 percent), due mainly to the favorable timing of expenses, including priority projects/initiatives.
- Maintenance contract expenses underran the estimate by \$16.8 million (7.0 percent), mostly representing underruns in maintenance and repair and subway-car related expenses, as well as auto and tire/tube purchases, partly offset by higher security services costs.
- Electric power expenses were favorable by \$2.1 million (0.8 percent), mostly from lower consumption, partly offset by unfavorable billing adjustments.
- Paratransit service contract expenses were higher than the estimate by \$4.5 million (1.2 percent), due mainly to a higher number of taxi trips than anticipated.
- Fuel expenses were unfavorable by \$3.0 million (3.3 percent), mainly due to higher prices and consumption.

Depreciation expenses were below the estimate by \$104.6 million (5.9 percent), due mostly to the favorable timing of assets reaching beneficial use.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA New York City Transit recorded \$1,225.5 million of accrued expenses, favorable to the estimate by \$43.4 million (3.4 percent). This preliminary result is subject to a year-end adjustment, based on final actuarial information.

GASB #68 Pension Adjustment was adopted by the MTA in 2015. Consistent with its requirements, MTA New York City Transit recorded an accrued credit of \$165.3 million, unfavorable to the estimate by \$130.7 million (44.2 percent). This preliminary result is subject to a year-end adjustment, based on final actuarial information.

Net Cash Deficit

The net cash deficit was \$2,981.7 million, unfavorable to the estimate by \$49.8 million (1.7 percent), due primarily to higher overtime expenditures.

Incumbents

Excluding temporary paid incumbents, there were 49,526 full-time paid incumbents at the end of December 2017, an increase of 1,475 from December 2016.

Preliminary Actual Results Compared to the Adopted Budget (budget)

Farebox Revenue

Preliminary 2017 farebox revenue of \$4,484.2 million was \$85.6 million (1.9 percent) below budget. Subway revenue was \$43.9 million (1.3 percent) below budget, bus revenue was \$39.4 million (4.0 percent) below budget, and paratransit revenue was \$2.3 million (11.9 percent) below budget. Preliminary fare media liability, not including year-end adjustments, was equal to budget.

Other Operating Revenue

Other operating revenue was under budget by \$24.4 million (5.4 percent), due largely to lower paratransit Urban Tax and reimbursement revenues.

Nonreimbursable Expenses

Nonreimbursable expenses, before depreciation, OPEB and GASB 68 pension expenses, were below budget by a net \$73.6 million (0.9 percent).

Labor expenses were slightly favorable by a net \$1.4 million (0.0 percent). Health & welfare/OPEB current expenses were below budget by \$87.6 million (6.5 percent), due largely to lower rates and vacancies. Reimbursable overhead credits were favorable by \$48.7 million (19.0 percent), generated by higher reimbursable labor requirements. Pension expenses were under budget by \$15.9 million (1.7 percent), mainly attributed to lower NYCERS expenses. Essentially offsetting these positive results was an overrun in overtime expenses of \$148.5 million (33.5 percent), due to track, signals, infrastructure, station maintenance and car equipment requirements, including Subway Action Plan (SAP) initiatives, as well as vacancy/absentee coverage requirements, and adverse weather early in the year

Non-labor expenses were under budget by \$72.2 million (3.9 percent). Electric power expenses were well below budget by \$43.3 million (13.8 percent), due largely to lower prices and consumption. Maintenance contract expenses underran budget by \$22.3 million (9.1 percent), due mostly to underruns in auto purchases and maintenance services & repair expenses.

Ridership Results

2017 Ridership vs. Budget and Estimate - (millions)

	2017			More/(Less)			
	2017		Preliminary Actual	Budget		Estimate	
	Budget	Estimate		Amount	Percent	Amount	Percent
Subway	1,773.6	1,740.5	1,727.3	(46.3)	(2.6%)	(13.2)	(0.8%)
NYCT Bus	639.4	605.9	602.6	(36.8)	(5.8%)	(3.3)	(0.5%)
Subtotal	2,413.0	2,346.4	2,329.9	(83.1)	(3.4%)	(16.5)	(0.7%)
Paratransit	9.7	8.8	8.9	(0.7)	(7.8%)	0.1	0.9%
Total - NYCT	2,422.7	2,355.2	2,338.8	(83.9)	(3.5%)	(16.4)	(0.7%)

Notes: Totals may not add due to rounding.

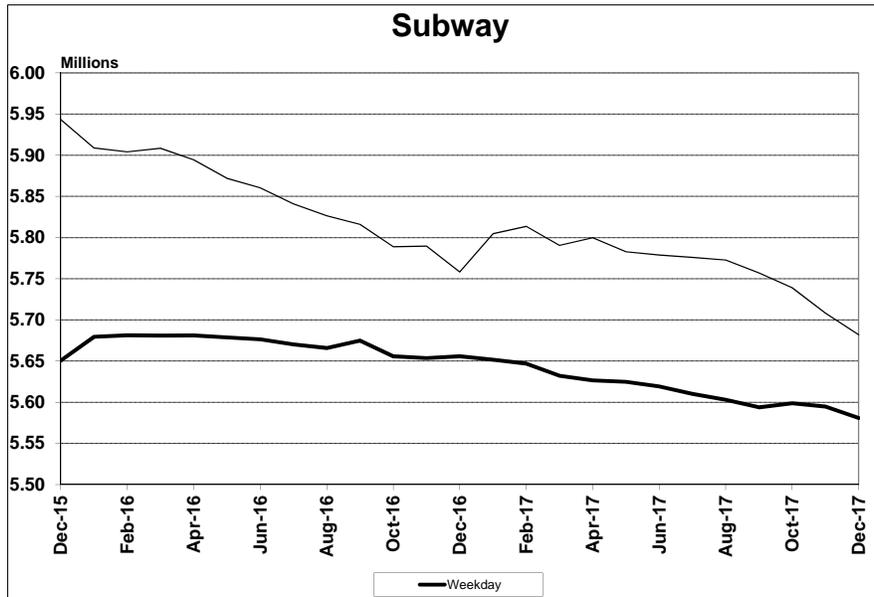
2017 Average Weekday and Weekend Ridership vs. Prior Year

	Average Weekday (thousands)				Average Weekend (thousands)			
	Preliminary		Change		Preliminary		Change	
	2016	2017	Amount	Percent	2016	2017	Amount	Percent
Subway	5,656	5,581	(75)	-1.3%	5,758	5,682	(76)	-1.3%
Local Bus	1,997	1,884	(114)	-5.7%	2,166	2,080	(87)	-4.0%
Express Bus	41	40	(1)	-1.7%	12	13	1	+4.8%
Paratransit	28	28	(0)	-0.5%	33	34	1	+2.3%
TOTAL - NYCT	7,722	7,532	(189)	-2.5%	7,970	7,809	(162)	-2.0%

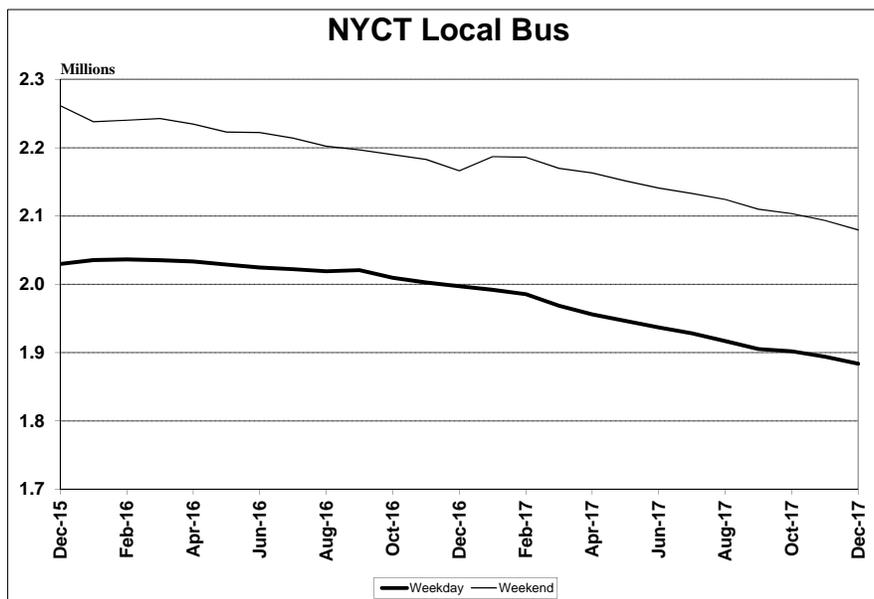
Notes: Totals may not add due to rounding. Percentages are based on unrounded figures.

- Total annual NYCT ridership decreased 2.7 percent from 2016, due to lower subway and bus ridership trends, as well as a leap year in 2016.
- 2017 annual subway ridership decreased 1.7 percent from 2016. Despite the decrease, subway ridership has increased 55.6 percent since 1996, before MetroCard fare incentives began, and was 74.6 percent higher than its low point in 1982.
- 2017 annual bus ridership decreased 5.6 percent from 2016, marking the fourth year of year-over-year declines. Bus ridership in 2017 was still 25.5 percent higher than in 1996.

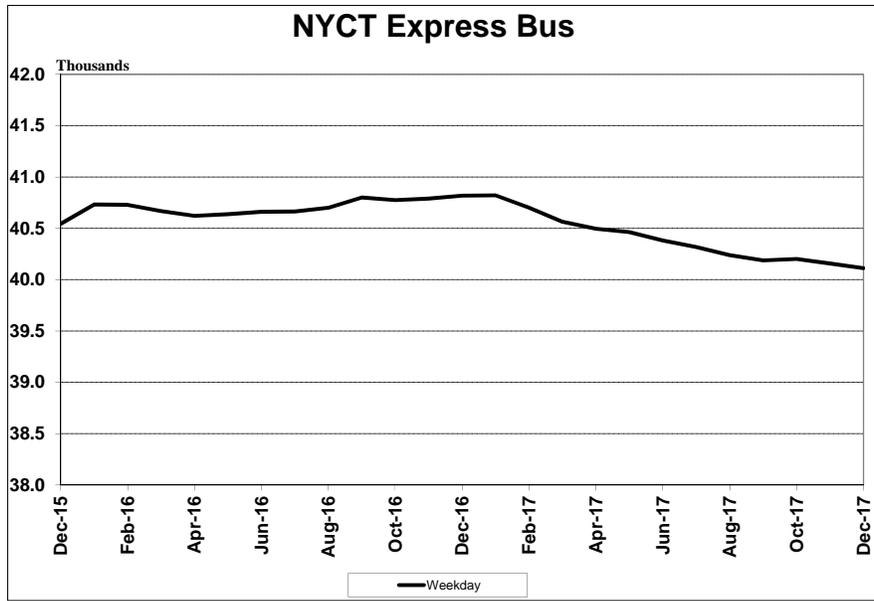
Average Weekday and Weekend Ridership
12-Month Rolling Averages



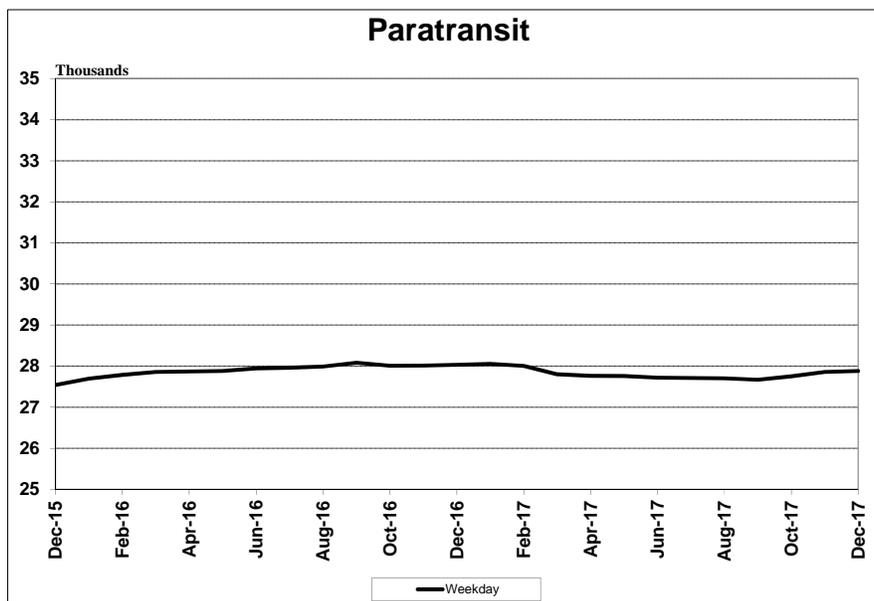
- Average weekday subway ridership was 5.581 million in 2017, a decrease of 1.3 percent from 2016. The decline in average weekday subway ridership began in 2017. Average weekday ridership was flat from 2015 to 2016.
- Average weekend subway ridership was 5.682 million in 2017, a decrease of 1.3 percent from 2016. Average weekend ridership also decreased from 2015 to 2016.



- Average weekday bus ridership was 1.884 in 2017, a decrease of 5.7 percent from 2016. Average weekend bus ridership was 2.080 million in 2017 a decrease of 4.0 percent from 2016. The long-term downward trend in bus ridership continued in 2017, with a noticeable acceleration in March 2017, possibly due to the fare increase.



- After a period of stable ridership, express bus ridership has been declining since the March 2017 fare increase.



- Paratransit ridership has been fairly stable for the last two years.

Ridership on New York Area Transit Services

From 2016 to 2017, average weekday ridership was down on most area services. The largest decrease was on NYCT Local Bus (down 5.7 percent). The largest weekday increase was on PATH (up 5.5 percent). Weekend ridership was largely positive across area services, with PATH (up 9.0 percent) and SIR (up 6.1 percent) posting the largest increases, mostly due to weekend service changes in 2016.

Bridge and Tunnel traffic increased on both weekdays and weekends in 2017.

Ridership on Transit Services in the New York Area (thousands)			
Transit Service	2016	Preliminary 2017	Percent Change
<u>Average Weekday</u>			
NYCT Subway	5,656	5,581	-1.3%
NYCT Local Bus	1,997	1,884	-5.7%
NYCT Express Bus	41	40	-1.7%
NYCT Paratransit	28	28	-0.5%
Staten Island Railway	16	16	+1.5%
MTA Local Bus	378	368	-2.7%
MTA Express Bus	29	28	-2.7%
Long Island Rail Road	311	311	-0.1%
Metro-North Railroad	286	285	-0.1%
PATH	269	284	+5.5%
<u>Average Weekend</u>			
NYCT Subway	5,758	5,682	-1.3%
NYCT Local Bus	2,166	2,080	-4.0%
NYCT Express Bus	12	13	+4.8%
NYCT Paratransit	33	34	+2.3%
Staten Island Railway	8	8	+6.1%
MTA Local Bus	388	385	-0.8%
MTA Express Bus	12	11	-2.4%
Long Island Rail Road	200	205	+2.7%
Metro-North Railroad	227	235	+3.4%
PATH	189	206	+9.0%

MTA Bridges and Tunnels (thousands)			
Average Weekday	867	876	+1.1%
Average Weekend	1,569	1,579	+0.7%

Note: Percentages are based on unrounded data.

Economy

From 2016 to 2017, preliminary New York City employment increased 1.7 percent (73,300 jobs). Private sector employment increased 1.9 percent (72,000 jobs) and government employment increased 0.2 percent (1,300 jobs). The sub-sector with the largest absolute increases was education/health services (up 34,400 jobs or 3.7 percent). The sub-sector with the largest percentage increase was construction (up 4.0 percent or 5,800 jobs).

NYC Employment by Sector - (thousands)

Employment Sector	2016	2017	Change	
			Amount	%
Construction	146.3	152.1	5.8	4.0%
Manufacturing	76.3	74.4	-1.9	-2.5%
Trade & Transportation	629.4	623.2	-6.3	-1.0%
Leisure & Hospitality	437.6	448.2	10.6	2.4%
Financial Activities	465.8	472.0	6.2	1.3%
Information	192.6	191.3	-1.4	-0.7%
Professional & Business Services	723.4	744.0	20.7	2.9%
Educational & Health Services	930.2	964.5	34.4	3.7%
Other Services	187.3	191.2	3.9	2.1%
Total Private	3,788.8	3,860.8	72.0	1.9%
Government	552.4	553.7	1.3	0.2%
Total NYC Employment	4,341.2	4,414.5	73.3	1.7%

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(\$ in millions)

NON-REIMBURSABLE

	December 2017 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual*	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
Revenue							
Farebox Revenue:							
Subway	3,484.965	3,444.242	3,441.058	(43.907)	(1.3)	(3.184)	(0.1)
Bus	991.684	947.841	952.311	(39.373)	(4.0)	4.470	0.5
Paratransit	19.633	17.244	17.305	(2.328)	(11.9)	0.061	0.4
Fare Media Liability	73.500	73.500	73.500	0.000	-	0.000	-
Total Farebox Revenue	4,569.782	4,482.827	4,484.174	(85.608)	(1.9)	1.347	0.0
Other Operating Revenue:							
Fare Reimbursement	84.016	84.016	84.016	0.000	-	0.000	-
Paratransit Reimbursement	194.372	168.784	170.058	(24.314)	(12.5)	1.274	0.8
Other	176.867	183.564	176.818	(0.049)	(0.0)	(6.746)	(3.7)
Total Other Operating Revenue	455.255	436.364	430.892	(24.363)	(5.4)	(5.472)	(1.3)
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	5,025.037	4,919.191	4,915.066	(109.971)	(2.2)	(4.125)	(0.1)
Expenses							
Labor:							
Payroll	3,301.566	3,305.002	3,298.840	2.726	0.1	6.162	0.2
Overtime	443.570	547.789	592.050	(148.480)	(33.5)	(44.261)	(8.1)
Total Salaries & Wages	3,745.136	3,852.791	3,890.890	(145.754)	(3.9)	(38.099)	(1.0)
Health and Welfare	917.559	847.265	842.248	75.311	8.2	5.017	0.6
OPEB Current Payment	430.981	414.363	418.729	12.252	2.8	(4.366)	(1.1)
Pensions	943.532	926.942	927.647	15.885	1.7	(0.705)	(0.1)
Other Fringe Benefits	508.050	515.857	513.050	(5.000)	(1.0)	2.807	0.5
Total Fringe Benefits	2,800.122	2,704.427	2,701.674	98.448	3.5	2.753	0.1
Reimbursable Overhead	(255.718)	(294.917)	(304.409)	48.691	19.0	9.492	3.2
Total Labor Expenses	6,289.540	6,262.301	6,288.155	1.385	0.0	(25.854)	(0.4)
Non-Labor:							
Electric Power	312.878	271.745	269.615	43.263	13.8	2.130	0.8
Fuel	98.309	90.361	93.369	4.940	5.0	(3.008)	(3.3)
Insurance	80.992	72.153	72.101	8.891	11.0	0.052	0.1
Claims	146.455	168.455	168.455	(22.000)	(15.0)	0.000	-
Paratransit Service Contracts	411.338	390.819	395.327	16.011	3.9	(4.508)	(1.2)
Maintenance and Other Operating Contracts	244.282	238.850	222.017	22.265	9.1	16.833	7.0
Professional Service Contracts	165.611	206.009	158.384	7.227	4.4	47.625	23.1
Materials & Supplies	313.765	322.730	321.765	(8.000)	(2.5)	0.965	0.3
Other Business Expenses	77.900	79.145	78.253	(0.353)	(0.5)	0.892	1.1
Total Non-Labor Expenses	1,851.530	1,840.267	1,779.286	72.244	3.9	60.981	3.3
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expense Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses Before GASB Adjs.	8,141.070	8,102.568	8,067.441	73.629	0.9	35.127	0.4
Depreciation	1,778.062	1,778.062	1,673.463	104.599	5.9	104.599	5.9
Other Post Employment Benefits	1,501.095	1,268.921	1,225.516	275.579	18.4	43.405	3.4
GASB 68 Pension Adjustment	(296.004)	(296.003)	(165.262)	(130.742)	-	(130.741)	44.2
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	11,124.223	10,853.548	10,801.158	323.065	2.9	52.390	0.5
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	(6,099.186)	(5,934.357)	(5,886.092)	213.094	3.5	48.265	0.8

*Subject to year-end audit
Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
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(\$ in millions)

REIMBURSABLE

	December 2017 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted	Final	Actual*	Adopted Budget		Final Estimate	
	Budget	Estimate		\$	%	\$	%
	\$	\$	\$	\$	%	\$	%
Revenue							
Farebox Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	1,250.500	1,373.444	1,377.891	127.391	10.2	4.447	0.3
Total Revenue	1,250.500	1,373.444	1,377.891	127.391	10.2	4.447	0.3
Expenses							
Labor:							
Payroll	510.744	488.777	481.484	29.260	5.7	7.293	1.5
Overtime	108.461	184.075	184.026	(75.565)	(69.7)	0.049	0.0
Total Salaries & Wages	619.205	672.852	665.510	(46.305)	(7.5)	7.342	1.1
Health and Welfare	22.287	24.240	24.126	(1.839)	(8.3)	0.114	0.5
OPEB Current Payment	8.347	10.114	9.771	(1.424)	-	0.343	-
Pensions	33.617	36.354	35.548	(1.931)	(5.7)	0.806	2.2
Other Fringe Benefits	200.074	206.870	206.279	(6.205)	(3.1)	0.591	0.3
Total Fringe Benefits	264.325	277.578	275.724	(11.399)	(4.3)	1.854	0.7
Reimbursable Overhead	255.718	294.917	304.409	(48.691)	(19.0)	(9.492)	(3.2)
Total Labor Expenses	1,139.248	1,245.347	1,245.643	(106.395)	(9.3)	(0.296)	(0.0)
Non-Labor:							
Electric Power	0.252	0.252	(0.113)	0.365	144.8	0.365	144.8
Fuel	0.119	0.119	0.015	0.104	-	0.104	-
Insurance	0.000	0.000	0.000	0.000	-	0.000	-
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	33.988	37.218	38.154	(4.166)	(12.3)	(0.936)	(2.5)
Professional Service Contracts	9.120	9.303	15.060	(5.940)	(65.1)	(5.757)	(61.9)
Materials & Supplies	67.815	80.797	77.317	(9.502)	(14.0)	3.480	4.3
Other Business Expenses	(0.042)	0.408	1.815	(1.857)	4,421.4	(1.407)	(344.9)
Total Non-Labor Expenses	111.252	128.097	132.248	(20.996)	(18.9)	(4.151)	(3.2)
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expense Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	1,250.500	1,373.444	1,377.891	(127.391)	(10.2)	(4.447)	(0.3)
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	0.000	0.000	0.000	0.000	-	0.000	-

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MTA NEW YORK CITY TRANSIT
Preliminary 2017 Year-End Report
Accrual Statement of Operations by Category
2017 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

NON-REIMBURSABLE & REIMBURSABLE	December 2017 Year-to-Date			Favorable/(Unfavorable) Variance			
	<u>Adopted</u>	<u>Final</u>	<u>Actual*</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Revenue							
Farebox Revenue:							
Subway	3,484.965	3,444.242	3,441.058	(43.907)	(1.3)	(3.184)	(0.1)
Bus	991.684	947.841	952.311	(39.373)	(4.0)	4.470	0.5
Paratransit	19.633	17.244	17.305	(2.328)	(11.9)	0.061	0.4
Fare Media Liability	73.500	73.500	73.500	0.000	-	0.000	-
Total Farebox Revenue	4,569.782	4,482.827	4,484.174	(85.608)	(1.9)	1.347	0.0
Other Operating Revenue:							
Fare Reimbursement	84.016	84.016	84.016	0.000	-	0.000	-
Paratransit Reimbursement	194.372	168.784	170.058	(24.314)	(12.5)	1.274	0.8
Other	176.867	183.564	176.818	(0.049)	(0.0)	(6.746)	(3.7)
Total Other Operating Revenue	455.255	436.364	430.892	(24.363)	(5.4)	(5.472)	(1.3)
Capital and Other Reimbursements	1,250.500	1,373.444	1,377.891	127.391	10.2	4.447	0.3
Total Revenue	6,275.537	6,292.635	6,292.957	17.420	0.3	0.322	0.0
Expenses							
Labor:							
Payroll	3,812.310	3,793.779	3,780.324	31.986	0.8	13.455	0.4
Overtime	552.031	731.864	776.076	(224.045)	(40.6)	(44.212)	(6.0)
Total Salaries & Wages	4,364.341	4,525.643	4,556.400	(192.059)	(4.4)	(30.757)	(0.7)
Health and Welfare	939.846	871.505	866.374	73.472	7.8	5.131	0.6
OPEB Current Payment	439.328	424.477	428.500	10.828	2.5	(4.023)	(0.9)
Pensions	977.149	963.296	963.195	13.954	1.4	0.101	0.0
Other Fringe Benefits	708.124	722.727	719.329	(11.205)	(1.6)	3.398	0.5
Total Fringe Benefits	3,064.447	2,982.005	2,977.398	87.049	2.8	4.607	0.2
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenses	7,428.788	7,507.648	7,533.798	(105.010)	(1.4)	(26.150)	(0.3)
Non-Labor:							
Electric Power	313.130	271.997	269.502	43.628	13.9	2.495	0.9
Fuel	98.428	90.480	93.384	5.044	5.1	(2.904)	(3.2)
Insurance	80.992	72.153	72.101	8.891	11.0	0.052	0.1
Claims	146.455	168.455	168.455	(22.000)	(15.0)	0.000	-
Paratransit Service Contracts	411.338	390.819	395.327	16.011	3.9	(4.508)	(1.2)
Maintenance and Other Operating Contracts	278.270	276.068	260.171	18.099	6.5	15.897	5.8
Professional Service Contracts	174.731	215.312	173.444	1.287	0.7	41.868	19.4
Materials & Supplies	381.580	403.527	399.082	(17.502)	(4.6)	4.445	1.1
Other Business Expenses	77.858	79.553	80.068	(2.210)	(2.8)	(0.515)	(0.6)
Total Non-Labor Expenses	1,962.782	1,968.364	1,911.534	51.248	2.6	56.830	2.9
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expense Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses Before GASB Adjs.	9,391.570	9,476.012	9,445.332	(53.762)	(0.6)	30.680	0.3
Depreciation	1,778.062	1,778.062	1,673.463	104.599	5.9	104.599	5.9
Other Post Employment Benefits	1,501.095	1,268.921	1,225.516	275.579	18.4	43.405	3.4
GASB 68 Pension Adjustment	(296.004)	(296.003)	(165.262)	(130.742)	-	(130.741)	44.2
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	12,374.723	12,226.992	12,179.049	195.674	1.6	47.943	0.4
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	(6,099.186)	(5,934.357)	(5,886.092)	213.094	3.5	48.265	0.8

*Subject to year-end audit

MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - ACCRUAL BASIS
December Year-to-Date 2017
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	YEAR TO DATE		Reason for Variance
		Favorable (Unfavorable) Variance		
		\$	%	
Other Operating Revenue	NR	(5.5)	(1.3)	Largely lower advertising revenue
Payroll	NR	6.2	0.2	Primarily vacancies, partly offset by higher miscellaneous labor costs
Overtime	NR	(44.3)	(8.1)	Due mainly to track, signals, infrastructure, station maintenance and car equipment requirements, including Subway Action Plan (SAP) initiatives, as well as vacancy/absentee coverage requirements
Other Fringe Benefits	NR	2.8	0.5	Due principally to favorable fringe benefit overhead credits, resulting largely from higher reimbursable labor requirements
Reimbursable Overhead Credits	NR	9.5	3.2	Favorable overhead credits, also resulting from higher reimbursable labor requirements
Electric Power	NR	2.1	0.8	Mostly lower consumption, partly offset by unfavorable billing adjustments
Fuel	NR	(3.0)	(3.3)	Due primarily to higher prices and consumption
Paratransit Service Contracts	NR	(4.5)	(1.2)	Due mainly to a higher number of taxi trips than anticipated
Maintenance Contracts	NR	16.8	7.0	Mostly underruns in maintenance and repair and subway car-related expenses, as well as auto and tire/tube purchases, partly offset by higher security services costs

MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - ACCRUAL BASIS
December Year-to-Date 2017
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	YEAR TO DATE		Reason for Variance
		Favorable (Unfavorable) Variance		
		\$	%	
Professional Service Contracts	NR	47.6	23.1	Mainly the favorable timing of several professional service contract expenses, including priority projects/ initiatives
Depreciation Expense	NR	104.6	5.9	The favorable timing of assets reaching beneficial use.
Other Long-Term Post-Employment Benefits	NR	43.4	3.4	Preliminary estimate, subject to year-end adjustment based on final actuarial information
GASB 68 Pension Adjustment	NR	(130.7)	(44.2)	Preliminary estimate, subject to year-end adjustment based on final actuarial information
Professional Service Contracts	R	(5.8)	(61.9)	Various additional professional service contract and Information Technology requirements
Materials & Supplies	R	3.5	4.3	Largely the favorable timing of vehicle maintenance material requirements

MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN FINAL ADOPTED BUDGET AND PRELIMINARY ACTUAL - ACCRUAL BASIS
December Year-to-Date 2017
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	YEAR TO DATE		Reason for Variance
		Favorable (Unfavorable) Variance		
		\$	%	
Farebox Revenue	NR	(85.6)	(1.9)	Mostly downward ridership trends for subways and buses, and the impact of adverse weather early in the year
Other Operating Revenue	NR	(24.4)	(5.4)	Largely unfavorable Paratransit Urban tax and reimbursement revenue
Payroll	NR	2.7	0.1	Primarily due to vacancies
Overtime	NR	(148.5)	(33.5)	Due mainly to track, signals, infrastructure, station maintenance and car equipment requirements, including Subway Action Plan (SAP) initiatives, as well as vacancy/absentee coverage requirements and adverse weather early in the year
Health & Welfare (including OPEB Current Payment)	NR	87.6	6.5	Due principally to favorable rates
Pension	NR	15.9	1.7	Mostly lower NYCERS expenses
Reimbursable Overhead Credits	NR	48.7	19.0	Favorable credits, resulting from a significant increase in reimbursable labor requirements
Power	NR	43.3	13.8	Primarily lower prices and consumption
Fuel	NR	4.9	5.0	Primarily lower prices
Insurance	NR	8.9	11.0	The favorable timing of interagency billing/expenses

MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN FINAL ADOPTED BUDGET AND PRELIMINARY ACTUAL - ACCRUAL BASIS
December Year-to-Date 2017
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance
		\$	%	
Claims	NR	(22.0)	(15.0)	Additional projected reserve adjustments, subject to the year-end final actuarial update
Paratransit Service Contracts	NR	16.0	3.9	Due primarily to lower completed trips
Maintenance Contracts	NR	22.3	9.1	Mostly underruns in auto purchases and maintenance services and repair expenses
Professional Service Contracts	NR	7.2	4.4	Primarily various professional service account underruns, partly offset by additional data communications requirements
Materials & Supplies	NR	(8.0)	(2.5)	Largely additional maintenance material requirements

MTA NEW YORK CITY TRANSIT
Preliminary 2017 Year-End Report
Cash Receipts and Expenditures
2017 Adopted Budget and Final Estimate vs Actual
(\$ in millions)

	December 2017 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
Receipts							
Farebox Revenue	4,569.982	4,493.027	4,476.857	(93.125)	(2.0)	(16.170)	(0.4)
Other Operating Revenue:							
Fare Reimbursement	39.016	97.782	97.852	58.836	150.8	0.070	0.1
Paratransit Reimbursement	194.407	165.504	167.124	(27.283)	(14.0)	1.620	1.0
Other	56.299	61.489	59.683	3.384	6.0	(1.806)	(2.9)
Total Other Operating Revenue	289.722	324.775	324.659	34.937	12.1	(0.116)	(0.0)
Capital and Other Reimbursements	1,363.559	1,414.568	1,369.149	5.590	0.4	(45.419)	(3.2)
Total Receipts	6,223.263	6,232.370	6,170.665	(52.598)	(0.8)	(61.705)	(1.0)
Expenditures							
Labor:							
Payroll	3,781.662	3,763.507	3,741.613	40.049	1.1	21.894	0.6
Overtime	552.031	731.865	776.076	(224.045)	(40.6)	(44.211)	(6.0)
Total Salaries & Wages	4,333.693	4,495.372	4,517.689	(183.996)	(4.2)	(22.317)	(0.5)
Health and Welfare	936.002	869.967	880.715	55.287	5.9	(10.748)	(1.2)
OPEB Current Payment	439.328	424.478	428.500	10.828	2.5	(4.022)	(0.9)
Pensions	977.149	963.296	963.045	14.104	1.4	0.251	0.0
Other Fringe Benefits	475.253	497.222	493.020	(17.767)	(3.7)	4.202	0.8
Total Fringe Benefits	2,827.732	2,754.963	2,765.280	62.452	2.2	(10.317)	(0.4)
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	7,161.425	7,250.335	7,282.969	(121.544)	(1.7)	(32.634)	(0.5)
Non-Labor:							
Electric Power	313.130	271.996	272.947	40.183	12.8	(0.951)	(0.3)
Fuel	98.428	87.733	89.401	9.027	9.2	(1.668)	(1.9)
Insurance	80.674	74.176	74.540	6.134	7.6	(0.364)	(0.5)
Claims	115.689	117.635	103.474	12.215	10.6	14.161	12.0
Paratransit Service Contracts	409.338	391.142	390.165	19.173	4.7	0.977	0.2
Maintenance and Other Operating Contracts	294.870	295.168	263.686	31.184	10.6	31.482	10.7
Professional Service Contracts	162.731	208.565	191.942	(29.211)	(18.0)	16.623	8.0
Materials & Supplies	365.897	387.888	397.166	(31.269)	(8.5)	(9.278)	(2.4)
Other Business Expenses	85.060	79.552	86.040	(0.980)	(1.2)	(6.488)	(8.2)
Total Non-Labor Expenditures	1,925.817	1,913.855	1,869.361	56.456	2.9	44.494	2.3
Other Expenditure Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expenditure Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenditures	9,087.242	9,164.190	9,152.330	(65.088)	(0.7)	11.860	0.1
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(2,863.979)	(2,931.820)	(2,981.665)	(117.686)	(4.1)	(49.845)	(1.7)

Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - CASH BASIS
December Year-to-Date 2017
(\$ in millions)

<u>Operating Receipts or Disbursements</u>	YEAR TO DATE		Reason for Variance
	Favorable (Unfavorable) Variance		
	\$	%	
Farebox Receipts	(16.2)	(0.4)	Primarily the unfavorable timing of cash receipts
Capital Reimbursements	(45.4)	(3.2)	Mostly the unfavorable timing of reimbursements
Salaries & Wages	(22.3)	(0.5)	Due principally to higher overtime requirements
Health & Welfare (including OPEB Current Payment)	(14.8)	(1.1)	Due principally to the unfavorable timing of payments
Other Fringe Benefits	4.2	0.8	Due principally to the favorable expense results
Electric Power	(1.0)	(0.3)	Due principally to the unfavorable timing of payments, partly offset by favorable expense results
Fuel	(1.7)	(1.9)	Primarily higher expenses
Claims	14.2	12.0	Substantially due to the favorable timing of payments
Paratransit Service Contracts	1.0	0.2	The favorable timing of payments, mostly offset by higher expenses
Maintenance Contracts	31.5	10.7	Lower expenses and the favorable timing of payments
Professional Service Contracts	16.6	8.0	Lower expenses, partly offset by the unfavorable timing of payments
Materials & Supplies	(9.3)	(2.4)	The unfavorable timing of payments

MTA NEW YORK CITY TRANSIT
Preliminary 2017 Year-End Report
Cash Conversion (Cash Flow Adjustments)
2017 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

	December 2017 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
Receipts							
Farebox Revenue	0.200	10.200	(7.317)	(7.517)	(3,758.5)	(17.517)	(171.7)
Other Operating Revenue:							
Fare Reimbursement	(45.000)	13.766	13.836	58.836	-	0.070	-
Paratransit Reimbursement	0.035	(3.280)	(2.934)	(2.969)	(8,482.9)	0.346	(10.5)
Other	(120.568)	(122.075)	(117.135)	3.433	(2.8)	4.940	(4.0)
Total Other Operating Revenue	(165.533)	(111.589)	(106.233)	59.300	(35.8)	5.356	(4.8)
Capital and Other Reimbursements	113.059	41.124	(8.742)	(121.801)	(107.7)	(49.866)	121.3
Total Receipts	(52.274)	(60.265)	(122.292)	(70.018)	133.9	(62.027)	(102.9)
Expenditures							
Labor:							
Payroll	30.648	30.272	38.711	8.063	26.3	8.439	27.9
Overtime	0.000	(0.001)	0.000	0.000	-	0.001	-
Total Salaries & Wages	30.648	30.271	38.711	8.063	26.3	8.440	27.9
Health and Welfare	3.844	1.538	(14.341)	(18.185)	(473.1)	(15.879)	1,032.4
OPEB Current Payment	0.000	(0.001)	0.000	0.000	-	0.001	-
Pensions	0.000	0.000	0.150	0.150	#DIV/0!	0.150	#DIV/0!
Other Fringe Benefits	232.871	225.505	226.309	(6.562)	(2.8)	0.804	0.4
Total Fringe Benefits	236.715	227.042	212.118	(24.597)	(10.4)	(14.924)	(6.6)
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	267.363	257.313	250.829	(16.534)	(6.2)	(6.484)	(2.5)
Non-Labor:							
Electric Power	0.000	0.001	(3.445)	(3.445)	-	(3.446)	-
Fuel	0.000	2.747	3.983	3.983	-	1.236	-
Insurance	0.318	(2.023)	(2.439)	(2.757)	867.0	(0.416)	20.6
Claims	30.766	50.820	64.981	34.215	111.2	14.161	27.9
Paratransit Service Contracts	2.000	(0.323)	5.162	3.162	(158.1)	5.485	(1,698.1)
Maintenance and Other Operating Contracts	(16.600)	(19.100)	(3.515)	13.085	78.8	15.585	81.6
Professional Service Contracts	12.000	6.747	(18.498)	(30.498)	(254.2)	(25.245)	(374.2)
Materials & Supplies	15.683	15.639	1.916	(13.767)	(87.8)	(13.723)	87.7
Other Business Expenses	(7.202)	0.001	(5.972)	1.230	-	(5.973)	-
Total Non-Labor Expenditures	36.965	54.509	42.173	5.208	14.1	(12.336)	(22.6)
Other Expenditure Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expenditure Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenditures Before GASB Adjs.	304.328	311.822	293.002	(11.326)	(3.7)	(18.820)	(6.0)
Depreciation	1,778.062	1,778.062	1,673.463	(104.599)	(5.9)	(104.599)	(5.9)
Other Post Employment Benefits	1,501.095	1,268.921	1,225.516	(275.579)	(18.4)	(43.405)	(3.4)
GASB 68 Pension Adjustment	(296.004)	(296.003)	(165.262)	130.742	-	130.741	(44.2)
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenditures	3,287.481	3,062.802	3,026.719	(260.762)	(7.9)	(36.083)	(1.2)
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	3,235.207	3,002.537	2,904.427	(330.780)	(10.2)	(98.110)	(3.3)

Totals may not add due to rounding.

MTA New York City Transit
2017 Year-End Report
Non-Reimbursable and Reimbursable Positions by Function and Department
Full-Time Positions and Full-Time Equivalents

	December 31, 2017			Favorable/(Unfavorable) Variance			
	Adopted	Final	Actual	Adopted Budget		Final Estimate	
	Budget	Estimate		Variance	Percent	Variance	Percent
Administration							
Office of the President	55	33	31	24	43.6%	2	6.1%
Law	320	320	290	30	9.4%	30	9.4%
Office of the EVP	54	53	44	10	18.5%	9	17.0%
Human Resources	233	240	253	(20)	-8.6%	(13)	-5.4%
Office of Management and Budget	44	43	39	5	11.4%	4	9.3%
Capital Planning & Budget	35	35	31	4	11.4%	4	11.4%
Corporate Communications	279	278	264	15	5.4%	14	5.0%
Non-Departmental	(31)	(32)	(1)	(30)	96.8%	(31)	96.9%
Labor Relations	97	97	87	10	10.3%	10	10.3%
Material	238	239	256	(18)	-7.6%	(17)	-7.1%
Controller	127	128	119	8	6.3%	9	7.0%
Total Administration	1,451	1,434	1,413	38	2.6%	21	1.5%
Operations							
Subways Service Delivery	8,536	8,825	8,724	(188)	-2.2%	101	1.1%
Subways Operations Support/Admin	402	410	473	(71)	-17.7%	(63)	-15.4%
Subways Stations	2,608	2,577	2,551	57	0.0%	26	1.0%
Subtotal- Subways	11,546	11,812	11,748	(202)	-1.7%	64	0.5%
Buses	11,156	11,142	11,050	106	1.0%	92	0.8%
Paratransit	213	213	204	9	4.2%	9	4.2%
Operations Planning	406	406	394	12	3.0%	12	3.0%
Revenue Control	583	573	544	39	6.7%	29	5.1%
Non-Departmental	36	-	-	36	100.0%	-	-
Total Operations	23,940	24,146	23,940	-	0.0%	206	0.9%
Maintenance							
Subways Operations Support/Admin	144	186	179	(35)	-24.3%	7	3.8%
Subways Engineering	388	392	365	23	5.9%	27	6.9%
Subways Car Equipment	4,410	5,134	5,274	(864)	-19.6%	(140)	-2.7%
Subways Infrastructure	1,684	1,774	1,759	(75)	-4.5%	15	0.8%
Subways Elevator & Escalators	505	453	397	108	21.4%	56	12.4%
Subways Stations	3,859	3,329	3,423	436	11.3%	(94)	-2.8%
Subways Track	2,850	3,037	3,001	(151)	-5.3%	36	1.2%
Subways Power	629	613	633	(4)	-0.6%	(20)	-3.3%
Subways Signals	1,527	1,636	1,586	(59)	-3.9%	50	3.1%
Subways Electronics Maintenance	1,649	1,681	1,590	59	3.6%	91	5.4%
Subtotal- Subways	17,645	18,235	18,207	(562)	-3.2%	28	0.2%
Buses	3,667	3,680	3,660	7	0.2%	20	0.5%
Supply Logistics	567	574	571	(4)	-0.7%	3	0.5%
System Safety	99	98	95	4	4.0%	3	3.1%
Non-Departmental	(90)	(108)	(1)	(89)	0.0%	(107)	99.1%
Total Maintenance	21,888	22,479	22,532	(644)	-2.9%	(53)	-0.2%
Engineering/Capital							
Capital Program Management	1,358	1,358	1,420	(62)	-4.6%	(62)	-4.6%
Total Engineering/Capital	1,358	1,358	1,420	(62)	-4.6%	(62)	-4.6%
Public Safety							
Security	673	654	646	27	4.0%	8	1.2%
Total Public Safety	673	654	646	27	4.0%	8	1.2%
Baseline Total Positions							
	49,310	50,071	49,951	(641)	-1.3%	120	0.2%
Non-Reimbursable	43,965	44,469	45,141	(1,176)	-2.7%	(672)	-1.5%
Reimbursable	5,345	5,602	4,810	535	10.0%	792	14.1%
Total Full-Time	49,097	49,869	49,715	(618)	-1.3%	154	0.3%
Total Full-Time Equivalents	213	202	236	(23)	-10.8%	(34)	-16.8%

**MTA New York City Transit
2017 Year-End Report
Full-Time Positions and Full-Time Equivalents
by Function and Occupation Group**

	<u>December 31, 2017</u>			<u>Favorable/(Unfavorable) Variance</u>			
	<u>Adopted</u>	<u>Final</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
	<u>Budget</u>	<u>Estimate</u>		<u>Variance</u>	<u>Percent</u>	<u>Variance</u>	<u>Percent</u>
Administration:							
Managers/Supervisors	516	508	439	77	14.9%	69	13.6%
Professional, Technical, Clerical	906	897	950	(44)	-4.9%	(53)	-5.9%
Operational Hourlies	29	29	24	5	17.2%	5	17.2%
Total Administration	1,451	1,434	1,413	38	2.6%	21	1.5%
Operations							
Managers/Supervisors	2,799	2,860	2,804	(5)	-0.2%	56	2.0%
Professional, Technical, Clerical	515	509	499	16	3.1%	10	2.0%
Operational Hourlies	20,626	20,777	20,637	(11)	-0.1%	140	0.7%
Total Operations	23,940	24,146	23,940	-	0.0%	206	0.9%
Maintenance							
Managers/Supervisors	3,932	4,043	4,052	(120)	-3.1%	(9)	-0.2%
Professional, Technical, Clerical	1,153	1,152	1,077	76	6.6%	75	6.5%
Operational Hourlies	16,803	17,284	17,403	(600)	-3.6%	(119)	-0.7%
Total Maintenance	21,888	22,479	22,532	(644)	-2.9%	(53)	-0.2%
Engineering/Capital							
Managers/Supervisors	339	339	346	(7)	-2.1%	(7)	-2.1%
Professional, Technical, Clerical	1,017	1,017	1,072	(55)	-5.4%	(55)	-5.4%
Operational Hourlies	2	2	2	-	0.0%	-	0.0%
Total Engineering/Capital	1,358	1,358	1,420	(62)	-4.6%	(62)	-4.6%
Public Safety							
Managers/Supervisors	295	276	271	24	8.1%	5	1.8%
Professional, Technical, Clerical	42	42	38	4	9.5%	4	9.5%
Operational Hourlies	336	336	337	(1)	-0.3%	(1)	-0.3%
Total Public Safety	673	654	646	27	4.0%	8	1.2%
Total Positions							
Managers/Supervisors	7,881	8,026	7,912	(31)	-0.4%	114	1.4%
Professional, Technical, Clerical	3,633	3,617	3,636	(3)	-0.1%	(19)	-0.5%
Operational Hourlies	37,796	38,428	38,403	(607)	-1.6%	25	0.1%
Total Positions	49,310	50,071	49,951	(641)	-1.3%	120	0.2%

MTA
New York City Transit
Preliminary 2017 Year-End
2017 Adopted Budget and Final Estimate vs. Actual
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	2017 Adopted Budget		2017 Final Estimate		Actuals		2017 Adopted vs. Actuals		2017 Final Estimate vs. Actuals	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
							Var. - Fav./(Unfav)		Var. - Fav./(Unfav)	
NON-REIMBURSABLE OVERTIME										
<u>Scheduled Service</u>	4,269,458	\$137.700	4,200,986	\$135.914	4,216,397	\$135.839	53,061	\$1.861 1.4%	(15,411)	\$0.075 0.1%
<u>Unscheduled Service</u>	3,694,536	\$123.262	4,500,505	\$150.139	4,484,509	\$148.055	(789,973)	(\$24.793) (20.1%)	15,996	\$2.084 1.4%
<u>Programmatic/Routine Maintenance</u>	4,052,777	\$140.330	5,420,652	\$191.328	6,351,635	\$223.903	(2,298,857)	(\$83.573) (59.6%)	(930,982)	(\$32.575) (17.0%)
<u>Unscheduled Maintenance</u>	-	\$0.000	96,301	\$3.242	115,538	\$3.917	(115,538)	(\$3.917) 0.0%	(19,237)	(\$0.675) (20.8%)
<u>Vacancy/Absentee Coverage</u>	496,920	\$15.830	1,209,768	\$38.595	1,493,811	\$49.276	(996,891)	(\$33.447) *	(284,043)	(\$10.682) (27.7%)
<u>Weather Emergencies</u>	538,813	\$17.473	603,797	\$20.082	663,794	\$22.230	(124,981)	(\$4.757) (27.2%)	(59,997)	(\$2.147) (10.7%)
<u>Safety/Security/Law Enforcement</u>	129,566	\$3.780	129,769	\$3.787	111,723	\$3.108	17,843	\$0.673 17.8%	18,047	\$0.679 17.9%
<u>Other</u>	165,770	\$5.195	151,017	\$4.703	163,172	\$5.723	2,598	(\$0.527) (10.2%)	(12,154)	(\$1.020) (21.7%)
Sub-Total	13,347,840	\$443.570	16,312,796	\$547.790	17,600,578	\$592.050	(4,252,738)	(\$148.480) (33.5%)	(1,287,782)	(\$44.260) (8.1%)
REIMBURSABLE OVERTIME	3,156,230	\$108.461	5,369,136	\$184.076	5,277,995	\$184.026	(2,121,765)	(\$75.565) (69.7%)	91,141	\$0.050 0.0%
TOTAL NR & R OVERTIME	16,504,071	\$552.031	21,681,932	\$731.865	22,878,573	\$776.076	(6,374,503)	(\$224.045) (40.6%)	(1,196,641)	(\$44.211) (6.0%)

* Above 100%

MTA
New York City Transit
Preliminary 2017 Year-End
2017 Adopted Budget and Final Estimate vs. Actual
Non-Reimbursable/Reimbursable Overtime
 (\$ in millions)

December 2017 Year-to-Date

	Var. - Fav./(Unfav)		Explanations
	Hours	\$	
NON-REIMBURSABLE OVERTIME			
<u>Scheduled Service</u>	(15,411)	\$0.075 0.1%	
<u>Unscheduled Service</u>	15,996	\$2.084 1.4%	Favorable variance due to less than forecasted delay-mitigation overtime required.
<u>Programmatic/Routine Maintenance</u>	(930,982)	(\$32.575) (17.0%)	Unfavorable variance mainly due to track, signals, infrastructure, station maintenance, and car equipment, including Subway Action Plan (SAP) related requirements.
<u>Unscheduled Maintenance</u>	(19,237)	(\$0.675) 0.0%	
<u>Vacancy/Absentee Coverage</u>	(284,043)	(\$10.682) (27.7%)	Unfavorable variance mainly due to bus operators, bus maintainers, track workers, station agents, and station maintainers.
<u>Weather Emergencies</u>	(59,997)	(\$2.147) (10.7%)	Unfavorable weather in summer months due to heat-related issues and water conditions and December weather requirements.
<u>Safety/Security/Law Enforcement</u>	18,047	\$0.679 17.9%	Favorable results mainly due to excess positions in Property Protection Agents
<u>Other</u>	(12,154)	(\$1.020) (21.7%)	Unfavorable variance mainly due to timing of expenses.
Sub-Total	(1,287,782)	(\$44.260) (8.1%)	
REIMBURSABLE OVERTIME	91,141	\$0.050 0.0%	
TOTAL OVERTIME	(1,196,641)	(\$44.211) (6.0%)	

¹ All other & reimbursable budget and actual includes PTE \$'s only. Does not include hours.

* Above 100%

METROPOLITAN TRANSPORTATION AUTHORITY
2017 Overtime Reporting
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

<u>Type</u>	<u>Definition</u>
<i>Scheduled Service</i>	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).
<i>Unscheduled Service</i>	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.
<i>Programmatic/Routine Maintenance</i>	<i>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 <u>not resulting from extra ordinary events</u>, 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.</i>
<i>Unscheduled Maintenance</i>	Resulting from an <u>extraordinary event</u> (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.
<i>Vacancy/Absentee Coverage</i>	Provides coverage for an absent employee or a vacant position.
<i>Weather Emergencies</i>	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
<i>Safety/Security/Law Enforcement</i>	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
<i>Other</i>	Includes overtime coverage for clerical, administrative positions that are eligible for overtime.
<i>Reimbursable Overtime</i>	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.

Preliminary December 2017 Year-End Report: Staten Island Railway

The purpose of this report is to provide the preliminary 2017 year-end financial results on an accrual basis. The accrual basis is presented on a non-reimbursable and reimbursable account basis. These results are compared to both the Adopted Budget and the Final Estimate.

The final audited 2017 year-end results are scheduled to be completed in April 2018.

Summary of Preliminary Financial Results

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

- 2017 annual Staten Island Railway ridership of \$4.6 million was 49,000 (1.1%) above the estimate.
- Farebox revenue of \$6.9 million was slightly favorable by \$0.1 million (0.8%).
- Operating expenses of \$64.0 million were below the estimate by \$11.6 million (15.3%). Labor expenses were less than the estimate by \$4.1 million (8.8%), due mostly to payroll vacancies, lower health & welfare rates, and favorable reimbursable overhead credits. Non-labor expenses were below the estimate by \$7.5 million (26.0%), due largely to favorable preliminary R44 car fleet maintenance project results, which are now under management review.

Preliminary accrual results, versus the Adopted Budget, are summarized as follows:

- 2017 annual Staten Island Railway ridership was 14,000 (0.3%) above budget.
- Farebox revenue was slightly above budget by less than \$0.1 million (0.6%).
- Operating expenses were below budget by \$8.0 million (11.1%). Labor expenses were above budget by \$1.0 million (2.4%), due principally to higher health & welfare/OPEB current expenses. Non-labor expenses were below budget \$9.0 million (29.6%), due primarily to the favorable preliminary R44 car fleet maintenance project results, which are now under management review.

STATEN ISLAND RAILWAY FINANCIAL AND RIDERSHIP REPORT

December 2017 Year-to-Date

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Final Estimate (estimate)

Operating revenues were \$9.4 million in 2017, \$0.2 million (2.5 percent) above the estimate. Total **ridership** in 2017 was 4.604 million, 1.1 percent (49,000 riders) above the estimate. 2017 average weekday ridership for the twelve months ending December 2017 was 16,414 riders, 1.5 percent (239 riders) higher than the previous year.

Nonreimbursable expenses, before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were \$64.0 million in 2017, \$11.6 million (15.3 percent) below the estimate. Labor expenses were less than the estimate by \$4.1 million (8.8 percent), including payroll expenses which were favorable by \$2.0 million (8.7 percent), due principally to vacancy savings as a result of higher employee turnover. Health & welfare/OPEB current expenses were also below the estimate by \$0.8 million (10.3 percent), due mostly to lower rates and vacancies. Reimbursable overhead credits were also favorable by \$0.9 million (over 100.0 percent), due to additional reimbursable work. Non-labor expenses were below the estimate by \$7.5 million (26.0 percent), resulting primarily from an underrun in maintenance contract expenses of \$8.6 million (41.1 percent), due mostly to the car fleet scheduled maintenance project, now completed. This preliminary result is now under management review.

Depreciation expenses of \$10.4 million were \$2.1 million (25.4 percent) above the estimate, due to recent assets reaching beneficial use.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA Staten Island Railway recorded \$6.9 million of accrued expenses, below the estimate by \$0.6 million (7.4 percent).

GASB #68 Pension adjustment was adopted by the MTA in 2015. Consistent with its requirements, MTA Staten Island Railway recorded \$0.2 million of accrued credits in the period, which was favorable to the estimate by \$0.5 million (over 100.0 percent).

The **operating cash deficit** (excluding subsidies) was \$63.1 million, \$6.1 million (8.8 percent) favorable to the estimate.

Preliminary Actual Results Compared to the Adopted Budget (budget)

Operating revenues exceeded budget by \$0.1 million (1.5 percent).

Non-reimbursable expenses were \$8.0 million (11.1 percent) below budget. Labor expenses exceeded budget by \$1.0 million (2.4 percent), due principally to higher health & welfare/OPEB current expenses, which were provided for in the estimate. Non-labor expenses were below budget by \$9.0 million (29.6 percent), due mainly to the preliminary favorable R44 SMS car fleet maintenance project results.

Note: Final 2017 results and their impact on 2018 will be reported in April.

MTA STATEN ISLAND RAILWAY
Preliminary 2017 Year-End Report
Accrual Statement of Operations by Category
2017 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

NON-REIMBURSABLE	December 2017 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$6.849	\$6.841	\$6.893	\$0.044	0.6	\$0.052	0.8
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	2.450	2.367	2.547	0.097	4.0	0.180	7.6
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	\$9.299	\$9.208	\$9.440	\$0.141	1.5	\$0.232	2.5
Expenses							
Labor:							
Payroll	\$22.726	\$23.312	\$21.280	\$1.446	6.4	\$2.032	8.7
Overtime	3.062	3.409	3.881	(0.819)	(26.7)	(0.472)	(13.8)
Health and Welfare	4.649	5.713	4.754	(0.105)	(2.3)	0.959	16.8
OPEB Current Payment	1.497	2.375	2.499	(1.002)	(66.9)	(0.124)	(5.2)
Pensions	6.128	6.811	6.132	(0.004)	0.0	0.679	10.0
Other Fringe Benefits	4.093	5.649	5.492	(1.399)	(34.2)	0.157	2.8
Reimbursable Overhead	(0.489)	(0.489)	(1.371)	0.882	*	0.882	*
Total Labor Expenses	\$41.666	\$46.780	\$42.667	(\$1.001)	(2.4)	\$4.113	8.8
Non-Labor:							
Electric Power	\$4.025	\$3.716	\$3.737	\$0.288	7.2	(\$0.021)	(0.6)
Fuel	0.280	0.215	0.116	0.164	58.6	0.099	46.0
Insurance	1.462	0.918	1.156	0.306	20.9	(0.238)	(25.9)
Claims	0.088	0.087	0.240	(0.152)	*	(0.153)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	21.507	20.849	12.272	9.235	42.9	8.577	41.1
Professional Service Contracts	1.112	1.109	0.875	0.237	21.3	0.234	21.1
Materials & Supplies	1.815	1.921	2.848	(1.033)	(56.9)	(0.927)	(48.3)
Other Business Expenses	0.030	0.030	0.109	(0.079)	*	(0.079)	*
Total Non-Labor Expenses	\$30.319	\$28.845	\$21.353	\$8.966	29.6	\$7.492	26.0
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$71.985	\$75.625	\$64.020	\$7.965	11.1	\$11.605	15.3
Depreciation	8.300	8.300	10.410	(2.110)	(25.4)	(2.110)	(25.4)
Other Post Employment Benefits	7.500	7.500	6.945	0.555	7.4	0.555	7.4
GASB 68 Pension Adjustment	(0.500)	0.300	(0.247)	(0.253)	(50.6)	0.547	*
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	\$87.285	\$91.725	\$81.128	\$6.157	7.1	\$10.597	13.1
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(\$77.986)	(\$82.517)	(\$71.688)	\$6.298	8.1	\$10.829	13.1

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
Preliminary 2017 Year-End Report
Accrual Statement of Operations by Category
2017 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

REIMBURSABLE	December 2017 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	2.510	2.510	3.066	0.556	22.2	0.556	22.2
Total Revenue	\$2.510	\$2.510	\$3.066	\$0.556	22.2	\$0.556	22.2
Expenses							
Labor:							
Payroll	\$0.521	\$0.521	\$1.018	(\$0.497)	(95.4)	(\$0.497)	(95.4)
Overtime	1.500	1.500	0.632	0.868	57.9	0.868	57.9
Health and Welfare	0.000	0.000	0.000	0.000	-	0.000	-
OPEB Current Payment	0.000	0.000	0.007	(0.007)	-	(0.007)	-
Pensions	0.000	0.000	0.000	0.000	-	0.000	-
Other Fringe Benefits	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	0.489	0.489	1.376	(0.887)	*	(0.887)	*
Total Labor Expenses	\$2.510	\$2.510	\$3.033	(\$0.523)	(20.8)	(\$0.523)	(20.8)
Non-Labor:							
Electric Power	\$0.000	\$0.000	\$0.004	(\$0.004)	-	(\$0.004)	-
Fuel	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	0.000	0.000	0.000	0.000	-	0.000	-
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Professional Service Contracts	0.000	0.000	0.010	(0.010)	-	(0.010)	-
Materials & Supplies	0.000	0.000	0.019	(0.019)	-	(0.019)	-
Other Business Expenses	0.000	0.000	0.000	0.000	-	0.000	-
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.033	(\$0.033)	-	(\$0.033)	-
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$2.510	\$2.510	\$3.066	(\$0.556)	(22.2)	(\$0.556)	(22.2)
Depreciation	0.000	0.000	0.000	0.000	-	0.000	-
Other Post Employment Benefits	0.000	0.000	0.000	0.000	-	0.000	-
GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	\$2.510	\$2.510	\$3.066	(\$0.556)	(22.2)	(\$0.556)	(22.2)
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
Preliminary 2017 Year-End Report
Accrual Statement of Operations by Category
2017 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE	December 2017 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$6.849	\$6.841	\$6.893	\$0.044	0.6	\$0.052	0.8
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	2.450	2.367	2.547	0.097	4.0	0.180	7.6
Capital and Other Reimbursements	2.510	2.510	3.066	0.556	22.2	0.556	22.2
Total Revenue	\$11.809	\$11.718	\$12.506	\$0.697	5.9	\$0.788	6.7
Expenses							
Labor:							
Payroll	\$23.247	\$23.833	\$22.298	\$0.949	4.1	\$1.535	6.4
Overtime	4.562	4.909	4.513	0.049	1.1	0.396	8.1
Health and Welfare	4.649	5.713	4.754	(0.105)	(2.3)	0.959	16.8
OPEB Current Payment	1.497	2.375	2.506	(1.009)	(67.4)	(0.131)	(5.5)
Pensions	6.128	6.811	6.132	(0.004)	0.0	0.679	10.0
Other Fringe Benefits	4.093	5.649	5.492	(1.399)	(34.2)	0.157	2.8
Reimbursable Overhead	0.000	0.000	0.005	(0.005)	-	(0.005)	-
Total Labor Expenses	\$44.176	\$49.290	\$45.700	(\$1.524)	(3.4)	\$3.590	7.3
Non-Labor:							
Electric Power	\$4.025	\$3.716	\$3.741	\$0.284	7.1	(\$0.025)	(0.7)
Fuel	0.280	0.215	0.116	0.164	58.6	0.099	46.0
Insurance	1.462	0.918	1.156	0.306	20.9	(0.238)	(25.9)
Claims	0.088	0.087	0.240	(0.152)	*	(0.153)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	21.507	20.849	12.272	9.235	42.9	8.577	41.1
Professional Service Contracts	1.112	1.109	0.885	0.227	20.4	0.224	20.2
Materials & Supplies	1.815	1.921	2.867	(1.052)	(58.0)	(0.946)	(49.2)
Other Business Expenses	0.030	0.030	0.109	(0.079)	*	(0.079)	*
Total Non-Labor Expenses	\$30.319	\$28.845	\$21.386	\$8.933	29.5	\$7.459	25.9
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$74.495	\$78.135	\$67.086	\$7.409	9.9	\$11.049	14.1
Depreciation	8.300	8.300	10.410	(2.110)	(25.4)	(2.110)	(25.4)
Other Post Employment Benefits	7.500	7.500	6.945	0.555	7.4	0.555	7.4
GASB 68 Pension Adjustment	(0.500)	0.300	(0.247)	(0.253)	(50.6)	0.547	*
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	\$89.795	\$94.235	\$84.194	\$5.601	6.2	\$10.041	10.7
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(\$77.986)	(\$82.517)	(\$71.688)	\$6.298	8.1	\$10.829	13.1

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
Preliminary 2017 Year-End Report
Cash Receipts and Expenditures
2017 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

	December 2017 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$6.849	\$6.435	\$6.861	\$0.012	0.2	\$0.426	6.6
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	2.450	3.636	3.254	0.804	32.8	(0.382)	(10.5)
Capital and Other Reimbursements	2.510	4.307	2.290	(0.220)	(8.8)	(2.017)	(46.8)
Total Receipts	\$11.809	\$14.378	\$12.405	\$0.596	5.0	(\$1.973)	(13.7)
Expenditures							
Labor:							
Payroll	\$23.247	\$23.833	\$25.839	(\$2.592)	(11.1)	(\$2.006)	(8.4)
Overtime	4.562	4.909	4.116	0.446	9.8	0.793	16.2
Health and Welfare	4.649	5.713	7.075	(2.426)	(52.2)	(1.362)	(23.8)
OPEB Current Payment	1.497	2.375	1.170	0.327	21.8	1.205	50.7
Pensions	6.128	6.811	7.154	(1.026)	(16.7)	(0.343)	(5.0)
Other Fringe Benefits	4.093	4.149	4.583	(0.490)	(12.0)	(0.434)	(10.5)
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	\$44.176	\$47.790	\$49.937	(\$5.761)	(13.0)	(\$2.147)	(4.5)
Non-Labor:							
Electric Power	\$4.025	\$3.716	\$3.762	\$0.263	6.5	(\$0.046)	(1.2)
Fuel	0.280	0.215	0.071	0.209	74.6	0.144	67.0
Insurance	1.462	0.918	1.595	(0.133)	(9.1)	(0.677)	(73.7)
Claims	0.088	0.087	0.280	(0.192)	*	(0.193)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	21.507	27.349	14.398	7.109	33.1	12.951	47.4
Professional Service Contracts	1.112	1.109	0.994	0.118	10.6	0.115	10.4
Materials & Supplies	1.815	2.391	4.390	(2.575)	*	(1.999)	(83.6)
Other Business Expenses	0.030	0.030	0.104	(0.074)	*	(0.074)	*
Total Non-Labor Expenditures	\$30.319	\$35.815	\$25.594	\$4.725	15.6	\$10.221	28.5
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenditures	\$74.495	\$83.605	\$75.531	(\$1.036)	(1.4)	\$8.074	9.7
Operating Cash Deficit	(\$62.686)	(\$69.227)	(\$63.126)	(\$0.440)	(0.7)	\$6.101	8.8

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
Preliminary 2017 Year-End Report
Cash Conversion (Cash Flow Adjustments)
2017 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

	December 2017 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$0.000	(\$0.406)	(\$0.032)	(\$0.032)	-	0.374	92.1
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	1.269	0.707	0.707	-	(0.562)	(44.3)
Capital and Other Reimbursements	0.000	1.797	(0.776)	(0.776)	-	(2.573)	*
Total Receipts	\$0.000	\$2.660	(\$0.101)	(\$0.101)	-	(\$2.761)	*
Expenditures							
Labor:							
Payroll	\$0.000	\$0.000	(\$3.541)	(3.541)	-	(3.541)	-
Overtime	0.000	0.000	0.397	0.397	-	0.397	-
Health and Welfare	0.000	0.000	(2.321)	(2.321)	-	(2.321)	-
OPEB Current Payment	0.000	0.000	1.336	1.336	-	1.336	-
Pensions	0.000	0.000	(1.022)	(1.022)	-	(1.022)	-
Other Fringe Benefits	0.000	1.500	0.909	0.909	-	(0.591)	(39.4)
GASB Account	0.000	0.000	0.005	0.005	-	0.005	-
Reimbursable Overhead	0.000	0.000	0.005	0.005	-	0.005	-
Total Labor Expenditures	\$0.000	\$1.500	(\$4.232)	(\$4.232)	-	(\$5.732)	*
Non-Labor:							
Electric Power	\$0.000	\$0.000	(\$0.021)	(0.021)	-	(0.021)	-
Fuel	0.000	0.000	0.045	0.045	-	0.045	-
Insurance	0.000	0.000	(0.439)	(0.439)	-	(0.439)	-
Claims	0.000	0.000	(0.040)	(0.040)	-	(0.040)	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	0.000	(6.500)	(2.126)	(2.126)	-	4.374	67.3
Professional Service Contracts	0.000	0.000	(0.109)	(0.109)	-	(0.109)	-
Materials & Supplies	0.000	(0.470)	(1.523)	(1.523)	-	(1.053)	*
Other Business Expenses	0.000	0.000	0.005	0.005	-	0.005	-
Total Non-Labor Expenditures	\$0.000	(\$6.970)	(\$4.208)	(\$4.208)	-	\$2.762	39.6
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenditures Before Depreciation	\$0.000	(\$5.470)	(\$8.440)	(\$8.440)	-	(\$2.970)	(54.3)
Depreciation	8.300	8.300	10.410	2.110	25.4	2.110	25.4
Other Post Employment Benefits	7.500	7.500	6.945	(0.555)	(7.4)	(0.555)	(7.4)
GASB 68 Pension Adjustment	(0.500)	0.300	(0.247)	0.253	50.6	(0.547)	*
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenditures	\$15.300	\$10.630	\$8.668	(\$6.632)	(43.3)	(\$1.962)	(18.5)
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	\$15.300	\$13.290	\$8.567	(\$6.733)	(44.0)	(\$4.723)	(35.5)

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
Explanation of Variances Between Final Estimate and Actual: Accrual & Cash
December 2017 Year-to-Date

Generic Revenue or Expense Category	Non-Reimb. or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%	
<u>ACCRUAL</u>				
Payroll	Non Reimb.	2.032	8.7%	Mostly vacancy savings
Overtime	Non Reimb.	(0.472)	(13.8)%	Vacancy coverage requirements and project work
Health and Welfare/OPEB Current Expenses	Non Reimb.	0.835	10.3%	Lower rates/vacancies
Pensions	Non Reimb.	0.679	10.0%	Await Year-end Actuarial Adjustment
Fuel	Non Reimb.	0.099	46.0%	Lower non-revenue vehicle usage than anticipated
Insurance	Non Reimb.	(0.238)	(25.9)%	Interagency billing overrun with MTA
Maintenance and Other Operating Contracts	Non Reimb.	8.577	41.1%	Mostly car fleet SMS maintenance results under management review
Materials & Supplies	Non Reimb.	(0.927)	(48.3)%	Additional Track Tie Replacement Project material requirements
Depreciation	Non-Reimb	(2.110)	(25.4)%	Additional capital assets reaching beneficial use
Payroll	Reimb.	(0.497)	(95.4)%	Project work covered by personnel instead of overtime
Overtime	Reimb.	0.868	57.9%	Project work covered by personnel instead of overtime
<u>CASH</u>				
Farebox Receipts	-	0.426	6.6%	Favorable timing of cash settlements with NYCT
Other Operating Receipts	-	(0.382)	(10.5)%	Mostly unfavorable timing of student fare reimbursements
Capital and Other Reimbursements	-	(2.017)	(46.8)%	Mostly the unfavorable timing of capital reimbursements
Payroll	-	(2.006)	(8.4)%	Unfavorable timing of payments
Overtime		0.793	16.2%	Favorable timing of payments
Other Fringe Benefits	-	(0.434)	(10.5)%	Unfavorable timing of payments
Insurance		(0.677)	(73.7)%	Unfavorable timing of interagency payments with MTA
Materials and supplies		(1.999)	(83.6)%	Up front payments for materials in support of the Track Tie Replacement Project
Maintenance Contracts	-	12.951	47.4%	Results under management review

MTA STATEN ISLAND RAILWAY
Explanation of Variances Between Budget and Actual: Accrual
December 2017 Year-to-Date

Generic Revenue or Expense Category	Non-Reimb. or Reimb.	Favorable/ (Unfavorable) Variance		<u>Reason for Variance</u>
		\$	%	
<u>ACCRUAL</u>				
Payroll	Non Reimb.	1.446	6.4%	Mostly due to vacancies
Overtime	Non Reimb.	(0.819)	(26.7)%	Mostly vacancy coverage requirements
Health & Welfare/OPEB Current Expenses	Non Reimb.	(1.107)	(18.0)%	Unanticipated expense overrun due to rate inflation and other factors
Other Fringe Benefits	Non Reimb.	(1.399)	(34.2)%	Workers' Compensation accrued expenses corrected in the Estimate
Power	Non Reimb.	0.288	7.2%	Mostly Lower prices
Insurance	Non Reimb.	0.306	20.9%	The favorable timing of interagency billing/expenses with MTA
Maintenance and Other Operating Contracts	Non Reimb.	9.235	42.9%	Car fleet SMS project underrun now under management review

**MTA Staten Island Railway
Preliminary 2017 Year-End Report
Non-Reimbursable-Reimbursable Positions by Function and Department
Full-Time Positions and Full-Time Equivalents**

	<u>December 31, 2017</u>			<u>Favorable/(Unfavorable) Variance</u>			
	<u>Adopted</u>	<u>Final</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
	<u>Budget</u>	<u>Estimate</u>		<u>Variance</u>	<u>Percent</u>	<u>Variance</u>	<u>Percent</u>
Administration							
Executive	13	13	10	3	23.1	3	23.1
General Office	10	10	15	(5)	(50.0)	(5)	(50.0)
Purchasing/Stores	6	6	4	2	33.3	2	33.3
Total Administration	29	29	29	0	0.0	0	0.0
Operations							
Transportation	107	107	109	(2)	(1.9)	(2)	(1.9)
Total Operations	107	107	109	(2)	(1.9)	(2)	(1.9)
Maintenance							
Mechanical	52	52	53	(1)	(1.9)	(1)	(1.9)
Electronics/Electrical	15	15	14	1	6.7	1	6.7
Power/Signals	27	27	25	2	7.4	2	7.4
Maintenance of Way	48	68	62	(14)	(29.2)	6	8.8
Infrastructure	26	26	30	(4)	(15.4)	(4)	(15.4)
Total Maintenance	168	188	184	(16)	(9.5)	4	2.1
Engineering/Capital							
Capital Project Support	14	14	9	5	0.0	5	0.0
Public Safety							
Total Public Safety	0	0	0	0	0.0	0	0.0
Grand Total	318	338	331	(13)	(4.1)	7	2.1
Non-Reimbursable	304	324	322	(18)	(5.9)	2	0.6
Reimbursable	14	14	9	5	35.7	5	35.7
Total Full-Time	318	338	331	(13)	(4.1)	7	2.1
Total Full-Time Equivalents	0	0	0	0	0.0	0	0.0

**MTA Staten Island Railway
Preliminary 2017 Year-End Report
Full-Time Positions and Full-Time Equivalents by Function and Occupational Group**

	December 31, 2017			Favorable/(Unfavorable) Variance			
	Adopted	Final	Actual	Adopted Budget		Final Estimate	
	Budget	Estimate		Variance	Percent	Variance	Percent
Administration							
Managers/Supervisors	17	17	16	1	5.9	1	5.9
Professional, Technical, Clerical	12	12	13	(1)	(8.3)	(1)	(8.3)
Operational Hourlies	-	-	-	0	0.0	0	0.0
Total Administration	29	29	29	0	0.0	0	0.0
Operations							
Managers/Supervisors	5	5	5	0	0.0	0	0.0
Professional, Technical, Clerical	3	3	4	(1)	(33.3)	(1)	(33.3)
Operational Hourlies	99	99	100	(1)	(1.0)	(1)	(1.0)
Total Operations	107	107	109	(2)	(1.9)	(2)	(1.9)
Maintenance							
Managers/Supervisors	13	16	20	(7)	(53.8)	(4)	(25.0)
Professional, Technical, Clerical	6	6	5	1	16.7	1	16.7
Operational Hourlies	149	166	159	(10)	(6.7)	7	4.2
Total Maintenance	168	188	184	(16)	(9.5)	4	2.1
Engineering/Capital Projects							
Managers/Supervisors	3	3	3	0	0.0	0	0.0
Professional, Technical, Clerical	2	2	-	2	0.0	2	0.0
Operational Hourlies	9	9	6	3	0.0	3	0.0
Total Engineering/Capital	14	14	9	5	0.0	5	0.0
Public Safety							
Managers/Supervisors	-	-	-	0	0.0	0	0.0
Professional, Technical, Clerical	-	-	-	0	0.0	0	0.0
Operational Hourlies (other than un	-	-	-	0	0.0	0	0.0
Total Public Safety	0	0	0	0	0.0	0	0.0
Total Positions							
Managers/Supervisors	38	41	44	(6)	(15.8)	(3)	(7.3)
Professional, Technical, Clerical	23	23	22	1	4.3	1	4.3
Operational Hourlies	257	274	265	(8)	(3.1)	9	3.3
Total Positions	318	338	331	(13)	(4.1)	7	2.1

**MTA STATEN ISLAND RAILWAY
PRELIMINARY 2017 ADOPTED BUDGET and FINAL ESTIMATE vs. ACTUAL
Ridership (Utilization)**

<u>RIDERSHIP</u>	<u>December 2017 Year-to-Date</u>			<u>Favorable/(Unfavorable)</u>			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
				<u>Variance</u>	<u>Percent</u>	<u>Variance</u>	<u>Percent</u>
Ridership	4.590	4.555	4.604	0.014	0.3%	0.049	1.1%
Total Utilization	4.590	4.555	4.604	0.014	0.3%	0.049	1.1%
<u>FAREBOX REVENUE</u>							
Total Farebox Revenue	6.849	6.841	6.893	0.044	0.6%	0.052	0.8%
Total Revenue	\$6.849	\$6.841	\$6.893	\$0.044	\$0.006	\$0.052	\$0.008

**MTA STATEN ISLAND RAILWAY
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
2016 ACTUAL VERSUS 2017 PRELIMINARY ACTUAL
(in millions)**

	Month of December				<u>Explanation</u>
	<u>2016</u>	<u>2017</u>	<u>Variance</u>		
			<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.016	0.017	0.000	2.1%	
Average Weekend	0.007	0.008	0.001	11.3%	No service between St. George and Tompkinsville on two weekends in 2016
	12-Month Rolling Average				
Average Weekday	0.016	0.016	0.000	1.5%	
Average Weekend	0.008	0.008	0.000	6.1%	Increased residential development in the North Shore

Note: SIR ridership includes estimated non-turnstile student riders.

Preliminary December 2017 Year-End Report: Bus Company

The purpose of this report is to provide the preliminary 2017 year-end financial results, on an accrual basis. The accrual basis is presented on a non-reimbursable and reimbursable account basis. These results are compared to both the Adopted Budget and the Final Estimate.

The final audited 2017 year-end results are scheduled to be completed in April 2018.

Summary of Preliminary Financial Results

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

- 2017 annual Bus Company ridership of 122.2 million was 0.8 million (0.6%) below the estimate.
- Farebox revenue of \$215.1 million was \$0.5 million (0.2%) below the estimate.
- Operating expenses of \$763.7 million exceeded the estimate by \$36.6 million (5.0%). Labor expenses were more than the estimate by \$3.3 million (0.6%), due mostly to higher payroll expenses of \$3.2 million (1.1%), due mainly to interagency billings and the timing of reimbursable projects. Overtime expenses were above the estimate by \$3.1 million (4.9%), mainly from increased running time/traffic, shuttles and availability coverage. Reimbursable overhead credits were favorable by \$1.5 million, due primarily to shuttle reimbursements. Non-labor expenses were above the estimate by \$33.3 million (19.0%), due largely to higher public liability claims expenses of \$52.7 million, based on a current actuarial valuation. Partly offsetting this overrun are favorable results in maintenance contract expenses of \$9.0 million (26.6%), and professional service contract expenses of \$6.5 million (22.0%).

Preliminary accrual results, versus the Adopted Budget, are summarized as follows:

- 2017 annual Bus Company ridership was 3.4 million (2.7%) below budget, due in part to a larger than expected decline after the March 2017 fare increase.
- Farebox revenue was \$4.8 million (2.2%) below budget.
- Operating expenses exceeded budget by \$37.0 million (5.1%). Labor expenses were above budget by \$18.8 million (3.5%), due principally to higher overtime and payroll expenses. Non-labor expenses were in excess of budget \$18.2 million (9.6%), due primarily to higher public liability claims expenses, based on an actuarial update.

FINANCIAL AND RIDERSHIP REPORT
December 2017 Year-to-Date

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Final Estimate (estimate)

Operating revenue was \$235.2 million in 2017, \$1.5 million (0.6 percent) below the estimate, due primarily to lower advertising revenue and a ridership underrun.

Total MTA Bus ridership in 2017 was 122.2 million, 0.6 percent (0.8 million riders) below the estimate. 2017 average weekday ridership was 396,227, a decrease of 2.7 percent (10,974 riders) from 2016.

Nonreimbursable expenses, before depreciation and Other Post-Employment Benefits, were \$763.7 million, \$36.6 million (5.0 percent) higher than the estimate. Labor expenses exceeded the estimate by \$3.3 million (0.6 percent), including a payroll expense overrun of \$3.2 million (1.1 percent), mainly due to interagency billings and the timing of reimbursable projects. Overtime expenses were above budget by \$3.1 million (4.9 percent), mainly from increased running time/traffic, shuttles and availability coverage. Reimbursable overhead credits were favorable by \$1.5 million, due primarily to shuttle reimbursements. Non-labor expenses exceeded the estimate by a net \$33.3 million (19.0 percent), due principally to higher public liability claims expenses of \$52.7 million, based on a current actuarial valuation. Partly offsetting this overrun are favorable results in maintenance contract expenses of \$9.0 million (26.6 percent), due to the timing of planned work, facility maintenance and the rollout of Select Bus Service routes. Professional service contract expenses also underran by \$6.5 million (22.0 percent), mainly due to the timing of interagency billings.

Depreciation expenses were in excess of the estimate by \$4.1 million (7.6 percent) and Other Post-Employment Benefit expenses of \$83.0 million were below the estimate by \$17.2 million (17.1 percent).

The **operating cash deficit** (excluding subsidies) was \$458.8 million, \$22.4 million (4.7 percent) favorable to the estimate.

Preliminary Actual Results Compared to the Adopted Budget

Operating revenue was under budget by \$5.7 million (2.4 percent), due mostly to lower ridership.

Non-reimbursable expenses, before depreciation and OPEB, exceeded budget by \$37.0 million (5.1 percent). Labor expenses were higher by \$18.8 million (3.5 percent), including increased overtime requirements of \$10.8 million (19.4 percent) and higher payroll expenses of \$5.1 million (1.8 percent), as explained above. Pension expenses also overran budget by \$5.8 million (13.0 percent). Non-labor expenses were in excess of budget by \$18.2 million (9.6 percent), again due primarily to higher public liability claims expenses, based on a current actuarial valuation.

Note-Final 2017 results and their impact on 2018 will be reported in April.

MTA BUS COMPANY
Accrual Statement of Operations by Category
2017 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

NON-REIMBURSABLE

	2017			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Operating Revenue							
Farebox Revenue	\$ 219.857	\$ 215.630	\$ 215.092	\$ (4.765)	(2.2)	\$ (0.538)	(0.2)
Other Operating Revenue	21.089	21.089	20.157	(0.932)	(4.4)	(0.932)	(4.4)
Capital and Other Reimbursements	-	-	-	-	-	-	-
Total Revenue	\$ 240.946	\$ 236.719	\$ 235.249	\$ (5.697)	(2.4)	\$ (1.470)	(0.6)
Operating Expenses							
<u>Labor:</u>							
Payroll	\$ 278.272	\$ 280.147	\$ 283.322	\$ (5.050)	(1.8)	\$ (3.175)	(1.1)
Overtime	55.441	63.093	66.215	(10.774)	(19.4)	(3.122)	(4.9)
Health and Welfare	65.624	63.090	68.797	(3.173)	(4.8)	(5.707)	(9.0)
OPEB Current Payment	25.928	25.892	21.897	4.031	15.5	3.995	15.4
Pensions	44.743	52.336	50.544	(5.801)	(13.0)	1.792	3.4
Other Fringe Benefits	66.349	67.238	65.830	0.519	0.8	1.408	2.1
GASB Account	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	(1.462)	1.462	-	1.462	-
Total Labor Expenses	\$ 536.357	\$ 551.797	\$ 555.143	\$ (18.786)	(3.5)	\$ (3.346)	(0.6)
<u>Non-Labor:</u>							
Traction and Propulsion Power	\$ 1.937	\$ 1.916	\$ 1.772	\$ 0.165	8.5	\$ 0.144	7.5
Fuel for Buses and Trains	23.555	19.704	19.535	4.020	17.1	0.169	0.9
Insurance	6.100	5.755	5.632	0.468	7.7	0.123	2.1
Claims	29.447	29.447	82.155	(52.708)	*	(52.708)	*
Maintenance and Other Operating Contracts	42.379	33.878	24.854	17.525	41.4	9.024	26.6
Professional Service Contracts	27.276	29.693	23.150	4.126	15.1	6.543	22.0
Materials & Supplies	54.542	50.347	47.752	6.790	12.4	2.595	5.2
Other Business Expenses	5.172	4.591	3.750	1.422	27.5	0.841	18.3
Total Non-Labor Expenses	\$ 190.409	\$ 175.331	\$ 208.600	\$ (18.191)	(9.6)	\$ (33.268)	(19.0)
<u>Other Expense Adjustments:</u>							
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Other Expense Adjustments	-	-	-	-	-	-	-
Total Expenses before Non-Cash Liability Adjs.	\$ 726.766	\$ 727.128	\$ 763.743	\$ (36.977)	(5.1)	\$ (36.615)	(5.0)
Depreciation	\$ 53.901	\$ 53.901	\$ 58.016	\$ (4.115)	(7.6)	\$ (4.115)	(7.6)
OPEB Obligation	100.150	100.150	82.980	17.170	17.1	17.170	17.1
GASB 68 Pension Expense Adjustment	43.300	114.600	-	43.300	100.0	114.600	100.0
Environmental Remediation	-	-	0.222	(0.222)	-	(0.222)	-
Total Expenses	\$ 924.118	\$ 995.780	\$ 904.961	\$ 19.157	2.1	\$ 90.819	9.1
Baseline Surplus/(Deficit)	\$ (683.172)	\$ (759.061)	\$ (669.712)	\$ 13.460	2.0	\$ 89.349	11.8

*Totals may not add due to rounding

MTA BUS COMPANY
Accrual Statement of Operations by Category
2017 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

	REIMBURSABLE			2017				Favorable/(Unfavorable) Variance					
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate							
				\$	%	\$	%	\$	%				
Revenue													
Farebox Revenue	\$ -	\$ -	\$ -	\$ -	-	-	\$ -	-	-	-	-	-	-
Other Operating Revenue													
Capital and Other Reimbursements	5.857	5.857	4.383	(1.474)	(25.2)	(1.474)	(25.2)	(1.474)	(25.2)	(1.474)	(25.2)	(25.2)	(25.2)
Total Revenue	\$ 5.857	\$ 5.857	\$ 4.383	\$ (1.474)	(25.2)	\$ (1.474)	(25.2)	\$ (1.474)	(25.2)	\$ (1.474)	(25.2)	(25.2)	(25.2)
Expenses													
<u>Labor:</u>													
Payroll	\$ 2.682	\$ 2.682	\$ 2.651	\$ 0.031	1.2	\$ 0.031	1.2	\$ 0.031	1.2	\$ 0.031	1.2	1.2	1.2
Overtime	-	-	-	-	-	-	-	-	-	-	-	-	-
Health and Welfare	1.101	1.101	0.771	0.330	30.0	0.330	30.0	0.330	30.0	0.330	30.0	30.0	30.0
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	0.499	0.499	0.383	0.116	23.2	0.116	23.2	0.116	23.2	0.116	23.2	23.2	23.2
Other Fringe Benefits	0.485	0.485	0.382	0.103	21.2	0.103	21.2	0.103	21.2	0.103	21.2	21.2	21.2
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	0.075	(0.075)	-	(0.075)	-	(0.075)	-	(0.075)	-	-	-
Total Labor Expenses	\$ 4.767	\$ 4.767	\$ 4.262	\$ 0.505	10.6	\$ 0.505	10.6	\$ 0.505	10.6	\$ 0.505	10.6	10.6	10.6
<u>Non-Labor:</u>													
Traction and Propulsion Power	\$ -	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	-	\$ -	-	-	-
Fuel for Buses and Trains	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-	-	-	-	-	-	-
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.235	0.235	-	0.235	100.0	0.235	100.0	0.235	100.0	0.235	100.0	100.0	100.0
Professional Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Materials & Supplies	0.855	0.855	0.121	0.734	85.8	0.734	85.8	0.734	85.8	0.734	85.8	85.8	85.8
Other Business Expenses	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Non-Labor Expenses	\$ 1.090	\$ 1.090	\$ 0.121	\$ 0.969	88.9	\$ 0.969	88.9	\$ 0.969	88.9	\$ 0.969	88.9	88.9	88.9
<u>Other Expense Adjustments:</u>													
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	-	\$ -	-	-	-
Total Other Expense Adjustments	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses Before Depreciation	\$ 5.857	\$ 5.857	\$ 4.383	\$ 1.474	25.2	\$ 1.474	25.2	\$ 1.474	25.2	\$ 1.474	25.2	25.2	25.2
Depreciation	\$ -	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	-	\$ -	-	-	-
OPEB Obligation	-	-	-	-	-	-	-	-	-	-	-	-	-
GASB 68 Pension Expense Adjustment	-	-	-	-	-	-	-	-	-	-	-	-	-
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 5.857	\$ 5.857	\$ 4.383	\$ 1.474	25.2	\$ 1.474	25.2	\$ 1.474	25.2	\$ 1.474	25.2	25.2	25.2
Net Surplus/(Deficit)	\$ -	\$ -	\$ -	\$ -	-	\$ -	-	\$ -	-	\$ -	-	-	-

*Totals may not add due to rounding

MTA BUS COMPANY
Accrual Statement of Operations by Category
2017 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE	2017			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$ 219.857	\$ 215.630	\$ 215.092	\$ (4.765)	(2.2)	\$ (0.538)	(0.2)
Other Operating Revenue	21.089	21.089	20.157	(0.932)	(4.4)	(0.932)	(4.4)
Capital and Other Reimbursements	5.857	5.857	4.383	(1.474)	(25.2)	(1.474)	(25.2)
Total Revenue	\$ 246.803	\$ 242.576	\$ 239.632	\$ (7.171)	(2.9)	\$ (2.944)	(1.2)
Expenses							
<u>Labor:</u>							
Payroll	\$ 280.954	\$ 282.829	\$ 285.973	\$ (5.019)	(1.8)	\$ (3.144)	(1.1)
Overtime	55.441	63.093	66.215	(10.774)	(19.4)	(3.122)	(4.9)
Health and Welfare	66.725	64.191	69.568	(2.843)	(4.3)	(5.377)	(8.4)
OPEB Current Payment	25.928	25.892	21.897	4.031	15.5	3.995	15.4
Pensions	45.242	52.835	50.927	(5.685)	(12.6)	1.908	3.6
Other Fringe Benefits	66.834	67.723	66.212	0.622	0.9	1.511	2.2
Reimbursable Overhead	-	-	(1.387)	1.387	-	1.387	-
Total Labor Expenses	541.124	556.564	559.405	(18.281)	(3.4)	(2.841)	(0.5)
<u>Non-Labor:</u>							
Traction and Propulsion Power	\$ 1.937	\$ 1.916	\$ 1.772	\$ 0.165	8.5	\$ 0.144	7.5
Fuel for Buses and Trains	23.555	19.704	19.535	4.020	17.1	0.169	0.9
Insurance	6.100	5.755	5.632	0.468	7.7	0.123	2.1
Claims	29.447	29.447	82.155	(52.708)	*	(52.708)	*
Maintenance and Other Operating Contracts	42.614	34.113	24.854	17.760	41.7	9.259	27.1
Professional Service Contracts	27.276	29.693	23.150	4.126	15.1	6.543	22.0
Materials & Supplies	55.397	51.202	47.873	7.524	13.6	3.329	6.5
Other Business Expenses	5.172	4.591	3.750	1.422	27.5	0.841	18.3
Total Non-Labor Expenses	191.499	176.421	208.721	(17.222)	(9.0)	(32.299)	(18.3)
<u>Other Expense Adjustments:</u>							
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Other Expense Adjustments	-	-	-	-	-	-	-
Total Expenses Before Depreciation and GASB Adjs.	\$ 732.623	\$ 732.985	\$ 768.126	\$ (35.503)	(4.8)	\$ (35.141)	(4.8)
Depreciation	\$ 53.901	\$ 53.901	\$ 58.016	\$ (4.115)	(7.6)	\$ (4.115)	(7.6)
OPEB Obligation	100.150	100.150	82.980	17.170	17.1	17.170	17.1
GASB 68 Pension Expense Adjustment	43.300	114.600	-	43.300	0.0	114.600	100.0
Environmental Remediation	-	-	0.222	(0.222)	-	(0.222)	-
Total Expenses	\$ 929.975	\$ 1,001.637	\$ 909.344	\$ 20.631	2.2	\$ 92.293	9.2
Baseline Surplus/(Deficit)	\$ (683.172)	\$ (759.061)	\$ (669.712)	\$ 13.460	2.0	\$ 89.349	11.8

*Totals may not add due to rounding

MTA BUS COMPANY
Explanation of Variances between 2017 Final Estimate and Preliminary Actual: Accrual
December 2017 Year-to-Date

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Variance Fav (Unfav)		Reason for Variance
		\$	%	
Farebox Revenue	Non Reimb	(\$0.538)	(0.2)	Lower than planned ridership
Other Operating Revenue	Non Reimb	(\$0.932)	(4.4)	Lower advertising revenue
Capital and Other Reimbursements	Reimb	(\$1.474)	(25.2)	Timing of reimbursable projects and vacancies
Payroll	Non Reimb	(\$3.175)	(1.1)	Mainly due to interagency billings and timing of reimbursable projects
Overtime	Non Reimb	(\$3.122)	(4.9)	Mainly due to running time/traffic, shuttles and availability.
Health and Welfare	Non Reimb	(\$5.707)	(9.0)	} Higher medical expenses
OPEB Current Payment	Non Reimb	\$3.995	15.4	
Pensions	Non Reimb	\$1.792	3.4	Decrease in expenses
Other Fringe Benefits	Non Reimb	\$1.408	2.1	(a)
Reimbursable Overhead	Non Reimb	\$1.462	-	Primarily shuttle reimbursements
Traction and Propulsion Power	Non Reimb	\$0.144	7.5	Lower rates
Fuel for Buses and Trains	Non Reimb	\$0.169	0.9	Primarily due to CNG rebate offset by higher average fuel rates
Insurance	Non Reimb	\$0.123	2.1	(a)
Claims	Non Reimb	(\$52.708)	*	Higher than anticipated claim expense per new actuarial review
Maintenance and Other Operating Contracts	Non Reimb	\$9.024	26.6	Timing of planned work, facility maintenance, and SBS rollout.
Professional Service Contracts	Non Reimb	\$6.543	22.0	Mainly due to timing of interagency billings
Materials & Supplies	Non Reimb	\$2.595	5.2	Primarily due to lower general maintenance material expenses
Other Business Expenses	Non Reimb	\$0.841	18.3	Lower AFC collection fees and timing of mobility taxes
Depreciation	Non Reimb	(\$4.115)	(7.6)	Non cash expense
Other Post Employment Benefits	Non Reimb	\$17.170	17.1	Non cash expense
GASB 68 Pension Expense Adjustment	Non Reimb	\$114.600	100.0	Timing, pending actuarial evaluation at year end close
Environmental Remediation	Non Reimb	(\$0.222)	-	(a)
Payroll	Reimb	\$0.031	1.2	Timing of reimbursable projects
Health and Welfare	Reimb	\$0.330	30.0	Timing of reimbursable projects
Pension	Reimb	\$0.116	23.2	Timing of reimbursable projects
Other Fringe Benefits	Reimb	\$0.103	21.2	Timing of reimbursable projects
Reimbursable Overhead	Reimb	(\$0.075)	-	Timing of reimbursable projects
Maintenance and Other Operating Contracts	Reimb	\$0.235	-	Timing of reimbursable projects
Materials & Supplies	Reimb	\$0.734	85.8	Timing of reimbursable projects

Total Expense Variance \$92.293

Net Variance \$89.349

* Variance exceeds 100%.

(a) - Variance less than 5% or below \$ threshold

MTA BUS COMPANY
Cash Receipts and Expenditures
2017 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

	2017			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$ 219.857	\$ 216.876	\$ 215.980	\$ (3.877)	(1.8)	\$ (0.896)	(0.4)
Other Operating Revenue	21.089	21.089	20.362	(0.727)	(3.4)	(0.727)	(3.4)
Capital and Other Reimbursements	11.048	7.908	4.576	(6.472)	(58.6)	(3.332)	(42.1)
Total Receipts	\$ 251.994	\$ 245.873	\$ 240.919	\$ (11.075)	(4.4)	\$ (4.954)	(2.0)
Expenditures							
<u>Labor:</u>							
Payroll	\$ 278.914	\$ 277.002	\$ 272.085	\$ 6.830	2.4	\$ 4.917	1.8
Overtime	55.441	63.093	66.214	(10.773)	(19.4)	(3.121)	(4.9)
Health and Welfare	66.305	63.771	72.848	(6.542)	(9.9)	(9.077)	(14.2)
OPEB Current Payment	25.928	25.892	22.256	3.672	14.2	3.636	14.0
Pensions	45.071	50.870	51.023	(5.952)	(13.2)	(0.153)	(0.3)
Other Fringe Benefits	51.662	55.830	51.657	0.005	0.0	4.173	7.5
GASB Account	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 523.322	\$ 536.458	\$ 536.082	\$ (12.760)	(2.4)	\$ 0.376	0.0
<u>Non-Labor:</u>							
Traction and Propulsion Power	\$ 1.937	\$ 1.916	\$ 1.771	\$ 0.166	8.6	\$ 0.145	7.6
Fuel for Buses and Trains	23.555	19.704	19.246	4.309	18.3	0.458	2.3
Insurance	6.100	5.755	5.468	0.632	10.4	0.287	5.0
Claims	25.385	25.385	36.766	(11.381)	(44.8)	(11.381)	(44.8)
Maintenance and Other Operating Contracts	42.615	39.614	27.102	15.513	36.4	12.512	31.6
Professional Service Contracts	27.276	39.193	21.848	5.428	19.9	17.345	44.3
Materials & Supplies	55.397	54.402	48.047	7.350	13.3	6.355	11.7
Other Business Expenses	5.172	4.591	3.357	1.815	35.1	1.234	26.9
Total Non-Labor Expenditures	\$ 187.438	\$ 190.561	\$ 163.606	\$ 23.832	12.7	\$ 26.955	14.1
Total Expenditures Before Depreciation	\$ 710.760	\$ 727.019	\$ 699.688	\$ 11.072	1.6	\$ 27.331	3.8
Depreciation	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
OPEB Obligation	-	-	-	-	-	-	-
GASB 68 Pension Expense Adjustment	-	-	-	-	-	-	-
Environmental Remediation	-	-	-	-	-	-	-
Total Expenditures	\$ 710.760	\$ 727.019	\$ 699.688	\$ 11.072	1.6	\$ 27.331	3.8
Baseline Cash Deficit	\$ (458.766)	\$ (481.146)	\$ (458.769)	\$ (0.004)	0.0	\$ 22.377	4.7

*Totals may not add due to rounding

MTA BUS COMPANY
2017 Adopted Budget and Final Estimate vs. Preliminary Actual
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	2017			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
Receipts							
Farebox Revenue	\$ -	\$ 1,246	\$ 0,888	\$ 0,888	-	\$ (0,358)	(28.7)
Other Operating Revenue	-	-	0,205	0,205	-	0,205	-
Capital and Other Reimbursements	5,191	2,051	0,193	(4,998)	(96.3)	(1,858)	(90.6)
Total Receipts	\$ 5,191	\$ 3,297	\$ 1,287	\$ (3,904)	(75.2)	\$ (2,010)	(61.0)
Expenditures							
<u>Labor:</u>							
Payroll	\$ 2,040	\$ 5,827	\$ 13,888	\$ 11,848	*	\$ 8,061	*
Overtime	-	-	0,001	0,001	-	0,001	-
Health and Welfare	0,420	0,420	(3,280)	(3,699)	*	(3,700)	*
OPEB Current Payment	-	-	(0,359)	(0,359)	-	(0,359)	-
Pensions	0,171	1,965	(0,096)	(0,267)	*	(2,061)	*
Other Fringe Benefits	15,172	11,893	14,555	(0,617)	(4.1)	2,662	22.4
GASB Account	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	(1,387)	(1,387)	-	(1,387)	-
Total Labor Expenditures	\$ 17,803	\$ 20,106	\$ 23,323	\$ 5,520	31.0	\$ 3,217	16.0
<u>Non-Labor:</u>							
Traction and Propulsion Power	\$ -	\$ -	\$ 0,001	\$ (0,001)	-	\$ (0,001)	-
Fuel for Buses and Trains	0,000	-	0,289	0,289	*	0,289	-
Insurance	-	-	0,164	0,164	-	0,164	-
Claims	4,062	4,062	45,389	41,327	*	41,326	*
Maintenance and Other Operating Contracts	(0,001)	(5,501)	(2,248)	(2,247)	*	3,253	59.1
Professional Service Contracts	(0,000)	(9,500)	1,302	1,302	*	10,802	*
Materials & Supplies	-	(3,200)	(0,174)	(0,174)	-	3,026	94.6
Other Business Expenses	-	-	0,393	0,393	-	0,393	-
Total Non-Labor Expenditures	\$ 4,061	\$ (14,139)	\$ 45,115	\$ 41,054	*	\$ 59,254	*
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	\$ 27,055	\$ 9,263	\$ 69,725	\$ 42,670	*	\$ 60,461	*
Depreciation	\$ 53,901	\$ 53,901	\$ 58,016	\$ 4,115	7.6	\$ 4,115	7.6
OPEB Obligation	100,150	100,150	82,980	(17,170)	(17.1)	(17,170)	(17.1)
GASB 68 Pension Expense Adjustment	43,300	114,600	-	(43,300)	(100.0)	(114,600)	(100.0)
Environmental Remediation	-	-	0,222	(0,222)	-	0,222	-
Baseline Total Cash Conversion Adjustments	\$ 224,406	\$ 277,915	\$ 210,943	\$ (13,463)	(6.0)	\$ (66,972)	(24.1)

*Totals may not add due to rounding

MTA BUS COMPANY
Explanation of Variances between 2017 Final Estimate and Preliminary Actual: Cash
December 2017 Year-to-Date

Generic Revenue or Expense Category	Variance Fav (Unfav)		Reason for Variance
	\$	%	
Farebox Revenue	(\$0.896)	(0.4)	Lower ridership
Other Operating Revenue	(\$0.727)	(3.4)	Lower Advertising Revenues
Capital and Other Reimbursements	(\$3.332)	(42.1)	Timing of reimbursable projects and vacancies
Payroll	\$4.917	1.8	Mainly due to interagency billings and timing of reimbursable projects
Overtime	(\$3.121)	(4.9)	Mainly due to running time/traffic, shuttles and availability.
Health and Welfare	(\$9.077)	(14.2)	} Timing of payments
OPEB Current Payment	\$3.636	14.0	
Pensions	(\$0.153)	(0.3)	(a)
Other Fringe Benefits	\$4.173	7.5	Timing of Workers Compensation payments.
Reimbursable Overhead	\$0.000	-	(a)
GASB account	\$0.000	-	(a)
Traction and Propulsion Power	\$0.145	7.6	Lower rates
Fuel for Buses and Trains	\$0.458	2.3	Timing of payments
Insurance	\$0.287	5.0	(a)
Claims	(\$11.381)	(44.8)	Higher than anticipated claim payouts
Maintenance and Other Operating Contracts	\$12.512	31.6	Timing of planned work, facility maintenance, and SBS rollout.
Professional Service Contracts	\$17.345	44.3	Timing of interagency billings
Materials & Supplies	\$6.355	11.7	Primarily due to lower general maintenance material expenses
Other Business Expenses	\$1.234	26.9	Timing of payments
Environmental Remediation	\$0.000	-	(a)

Total Expense Variance \$27.331

Net Variance \$22.377

* Variance exceeds 100%.

(a) - Variance less than 5% or below \$ threshold

MTA BUS COMPANY
Non-Reimbursable and Reimbursable by Function and Department
Full - Time Positions and Full - Time Equivalents
December 2017 Year-to-Date

FUNCTION/DEPARTMENT	Final Estimate	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	3	-	
Human Resources	18	15	3	
Office of Management and Budget	13	9	4	
Technology & Information Services	-	-	-	
Material	17	15	2	
Controller	17	20	(3)	
Office of the President	7	5	2	
System Safety Administration	5	1	4	
Law	25	22	3	
Corporate Communications	-	-	-	
Labor Relations	4	3	1	
Strategic Office	27	17	10	
Non-Departmental	15	-	15	
Total Administration	151	110	41	Vacancies to be filled
Operations				
Buses	2,295	2,372	(77)	
Office of the Executive VP	4	4	-	
Safety & Training	55	40	15	Students in Training
Road Operations	123	125	(2)	
Transportation Support	22	25	(3)	
Operations Planning	33	33	-	
Revenue Control	30	28	2	
Total Operations	2,562	2,627	(65)	
Maintenance				
Buses	757	760	(3)	
Maintenance Support/CMF	246	238	8	
Facilities	75	71	4	
Supply Logistics	99	99	-	
Total Maintenance	1,177	1,168	9	Vacancies to be filled
Capital Program Management	37	27	10	
Total Engineering/Capital	37	27	10	Vacancies to be filled
Security	25	20	5	
Total Public Safety	25	20	5	
Total Positions	3,952	3,952	-	
Non-Reimbursable	3,912	3,914	(2)	
Reimbursable	40	38	2	
Total Full-Time	3,937	3,941	(4)	
Total Full-Time Equivalents	15	11	4	

MTA BUS COMPANY
Non-Reimbursable and Reimbursable by Function and Department
Full - Time Positions and Full - Time Equivalents
December 2017 Year-to-Date

FUNCTION/OCCUPATIONAL GROUP	Final Estimate	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	67	47	20	
Professional, Technical, Clerical	73	63	10	
Operational Hourlies	11	-	11	
Total Administration	151	110	41	Vacancies to be filled
Operations				
Managers/Supervisors	308	309	(1)	
Professional, Technical, Clerical	51	53	(2)	
Operational Hourlies	2,203	2,265	(62)	
Total Operations	2,562	2,627	(65)	Students in Training
Maintenance				
Managers/Supervisors	229	231	(2)	
Professional, Technical, Clerical	29	35	(6)	
Operational Hourlies	919	902	17	
Total Maintenance	1,177	1,168	9	Vacancies to be filled
Engineering/Capital				
Managers/Supervisors	21	14	7	
Professional, Technical, Clerical	16	13	3	
Operational Hourlies	-	-	-	
Total Engineering/Capital	37	27	10	Vacancies to be filled
Public Safety				
Managers/Supervisors	17	18	(1)	
Professional, Technical, Clerical	5	2	3	
Operational Hourlies	3	-	3	
Total Public Safety	25	20	5	
Total Baseline Positions				
Managers/Supervisors	642	619	23	
Professional, Technical, Clerical	174	166	8	
Operational Hourlies	3,136	3,167	(31)	
Total Baseline Positions	3,952	3,952	-	

**MTA BUS COMPANY
2017 YEAR-END REPORT
UTILIZATION
(in millions)**

	December Year-to-Date			Favorable/(Unfavorable) Variance			
	2017 Adopted Budget	2017 Final Estimate	Preliminary Actual	2017 Adopted Budget		2017 Final Estimate	
	<u>\$</u>			<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
<u>Farebox Revenue</u>							
Fixed Route	\$ 219.857	\$ 215.630	\$ 215.092	\$ (4.765)	(2.2)	\$ (0.538)	(0.2)
Total Farebox Revenue	\$ 219.857	\$ 215.630	\$ 215.092	\$ (4.765)	(2.2)	\$ (0.538)	(0.2)
<u>Ridership</u>							
Fixed Route	125.606	122.969	122.214	(3.392)	(2.7)	(0.755)	(0.6)
Total Ridership	125.606	122.969	122.214	(3.392)	(2.7)	(0.755)	(0.6)

- 2017 MTA Bus average weekday ridership was 2.7 percent (11,000 riders) lower than 2016; local bus ridership decreased by 2.6 percent and express bus fell 2.7 percent.
- 2017 average weekend ridership was down 0.9 percent from 2016.

MTA Bus Company
Preliminary 2017 Overtime Results
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	2017 Adopted Budget		2017 Final Estimate		Actuals		2017 Adopted vs. Actuals		2017 Final Estimate vs. Actuals	
	Hours	\$	Hours	\$	Hours	\$	Var. - Fav./(Unfav)		Var. - Fav./(Unfav)	
							Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME										
<u>Scheduled Service</u>	635,653	\$26.347	651,920	\$27.117	576,676	\$28.547	58,977 9.3%	(\$2.201) -8.4%	75,244 11.5%	(\$1.431) -5.3%
<u>Unscheduled Service</u>	138,008	\$6.237	147,624	\$6.474	150,611	\$10.042	(12,603) -9.1%	(\$3.805) -61.0%	(2,987) -2.0%	(\$3.568) -55.1%
<u>Programmatic/Routine Maintenance</u>	256,214	\$10.918	268,131	\$11.530	314,386	\$14.946	(58,172) -22.7%	(\$4.028) -36.9%	(46,255) -17.3%	(\$3.416) -29.6%
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0	\$0.000	- 0.0%	\$0.000 0.0%	- 0.0%	\$0.000 0.0%
<u>Vacancy/Absentee Coverage</u>	191,117	\$9.785	312,584	\$15.818	281,690	\$10.229	(90,573) -47.4%	(\$0.444) -4.5%	30,894	\$5.590
<u>Weather Emergencies</u>	45,130	\$1.709	45,130	\$1.709	41,829	\$1.974	3,301 8.7%	(\$0.265) 19.8%	3,301 8.7%	(\$0.265) 19.8%
<u>Safety/Security/Law Enforcement</u>	2,641	\$0.128	2,641	\$0.128	2,412	\$0.103	229 8.7%	\$0.025 19.8%	229 8.7%	\$0.025 19.8%
<u>Other</u>	3,802	\$0.316	3,802	\$0.316	2,720	\$0.374	1,083 28.5%	(\$0.058) -18.4%	1,083 28.5%	(\$0.058) -18.4%
Total Unscheduled	1,272,565	\$55.441	1,431,831	\$63.093	1,370,323	\$66.215	(97,758) -7.7%	(\$10.774) -19.4%	61,508 4.3%	(\$3.122) -4.9%
TOTAL NON-REIMBURSABLE OVERTIME:	1,272,565	\$55.441	1,431,831	\$63.093	1,370,323	\$66.215	(97,758) -7.7%	(\$10.774) -19.4%	61,508 4.3%	(\$3.122) -4.9%
REIMBURSABLE OVERTIME ¹	0	\$0.000	0	\$0.000	0	\$0.000	-	\$0.000	-	\$0.000
TOTAL OVERTIME	1,272,565	\$55.441	1,431,831	\$63.093	1,370,323	\$66.215	(97,758)	(\$10.774)	61,508	(\$3.122)

¹ All other & reimbursable budget and actual includes PTE \$'s only. Does not include hours.
* Above 100%

MTA Bus Company
Preliminary 2017 Overtime Results
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

December 2017 Year-to-Date vs. Final Estimate

	Var. - Fav./(Unfav)		Explanations
	Hours	\$	
<u>Scheduled Service</u>	75,244 11.5%	(\$1.431) -5.3%	Running Time
<u>Unscheduled Service</u>	(2,987) -2.0%	(\$3.568) -55.1%	Traffic and Shuttle Service
<u>Programmatic/Routine Maintenance</u>	(46,255) -17.3%	(3.416) -29.6%	Campaign work, Maintenance work on defects found on schedule inspection, Overage Fleet and Shuttles.
<u>Unscheduled Maintenance</u>	- 0.0%	- 0.0%	
<u>Vacancy/Absentee Coverage</u>	30,894 0.0%	\$5.590 0.0%	Vacancy/Absentee Coverage
<u>Weather Emergencies</u>	3,301 0.0%	(\$0.265) 0.0%	Weather
<u>Safety/Security/Law Enforcement</u>	229 8.7%	\$0.025 19.8%	
<u>Other</u>	1,083 28.5%	(\$0.058) -18.4%	
Total Unscheduled	61,508 4.3%	(\$3.122) -4.9%	
TOTAL NON-REIMBURSABLE OVERTIME:	61,508 4.3%	(\$3.122) -4.9%	
REIMBURSABLE OVERTIME ¹	-	\$0.000	
TOTAL OVERTIME	61,508 4.3%	(\$3.122) -4.9%	

¹ All other & reimbursable budget and actual includes PTE \$'s only. Does not include hours.

* Above 100%

METROPOLITAN TRANSPORTATION AUTHORITY
2017 Overtime Reporting
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

<u>Type</u>	<u>Definition</u>
<i>Scheduled Service</i>	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).
<i>Unscheduled Service</i>	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.
<i>Programmatic/Routine Maintenance</i>	<i>Program Maintenance</i> work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes <i>Routine Maintenance</i> work for which OT has been planned, as well as all other maintenance <u>not resulting from extraordinary events</u> , 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.
<i>Unscheduled Maintenance</i>	Resulting from an <u>extraordinary event</u> (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.
<i>Vacancy/Absentee Coverage</i>	Provides coverage for an absent employee or a vacant position.
<i>Weather Emergencies</i>	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
<i>Safety/Security/Law Enforcement</i>	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
<i>Other</i>	Includes overtime coverage for clerical, administrative positions that are eligible for overtime.
<i>Reimbursable Overtime</i>	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.

Capital Program

John F. O'Grady, Senior Vice President



December Highlights 2017: Capital Program Status Report

The purpose of the Capital Program Status Report is to provide a monthly and year-to-date overview of the progress of NYCT's Capital Program including a brief discussion of the current 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 two months prior to the presentation of the report. 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. The point of contact for the report is John O'Grady, Senior Vice President, Capital Program Management.

In the month of December, NYCT awarded projects totaling \$313.4 million, including two ADA accessibility projects, a station renewal project, and the purchase of 108 articulated buses. Also in December, NYCT substantially completed projects totaling \$507.9 million, including the modernization of the signal system on the Dyre Avenue line; the restoration of the Joralemon Tube between Brooklyn and Manhattan, which was damaged during Superstorm Sandy; and station renewal and component repair projects at seven stations.

New York City Transit's year-end performance for awards against its 2017 Capital Project Milestones was hampered by the delay of the R211 car purchase, valued at nearly \$2 billion. The total value of achieved awards was \$3.9 billion.

NYCT also achieved 70% of its planned substantial completions. The gap between planned and achieved completions is largely explained by the delay of the CBTC Flushing Line project, valued at over \$500 million, which is now forecast to be completed in mid-2018. The total value of achieved completions was \$2.5 billion.

Through December 31, New York City Transit's performance against its 2017 Capital Project Milestones was:

(\$ in Millions)

	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$194.7	\$184.1	95
Design Completions	\$297.3	\$143.3	48
Construction Awards	\$6,623.5	\$3,919.3	59
Substantial Completions	\$3,665.1	\$2,554.3	70
Closeouts	\$4,620.7	\$1,682.7	36

Capital Program Status

February 2018

During December, NYCT awarded \$313.4 million in projects, including station improvement projects such as the second and final phase of the 57th Street Station Americans with Disabilities Act (ADA) accessibility project on the Broadway Line, the ADA accessibility project at 86th Street on the 4th Avenue Line and the renewal of Astoria-Ditmars Boulevard Station on the Astoria Line for \$150.9 million. Work at the 57th Street Station will include the installation of two mezzanine to platform elevators and one street to mezzanine elevator at the 55th Street entrance, expansion of the mezzanine to accommodate the three elevators and other facilities, the reconfiguration of the control area, four mezzanine to platform stairs, and the installation of ADA boarding area elements. The first phase included the installation of one elevator from the street to the station's mezzanine at 57th Street, and was performed by a developer. Work at the 86th Street Station will include installing two elevators, one from the street to the mezzanine and one from the mezzanine to the island platform. A new street stair to the mezzanine will also be constructed for congestion mitigation. Both 57th Street Station and 86th Street Station are ADA Key Stations.

The renewal work at Astoria-Ditmars Boulevard Station is designed to eliminate all deficient conditions rated 3 or worse as rated by the Station Condition Survey and existing field conditions. Work will include repair or replacement of stairs, mezzanine floors, doors, windows, interior and exterior walls, platform repair, and the provision of an ADA boarding area and canopy repair as required.

Also during December, NYCT awarded the purchase of 108 articulated buses for \$98.8 million. These buses will replace older articulated buses in the city-wide fleet while providing the latest safety and customer service technologies in the industry. 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, which creates an audible announcement outside the bus when the bus makes a turn. Additional on-bus cameras and exterior cameras will improve security and situational awareness for incident investigations. Hi-vis windows and a reconfiguration of other elements in the front shell will improve driver visibility. The buses will also come equipped with Traffic Signal Priority (TSP) technology, which allows for the communication with traffic signals to shorten red lights or extend green lights in coordination with the New York City Department of Transportation (NYC DOT). Lastly, automatic passenger counters (APC) will count all boardings and alightings using sensors at each door for better management of service.

During December, NYCT substantially completed projects totaling \$507.9 million, including the modernization of the signal system on the Dyre Avenue Line in the Bronx for \$228.9 million. This project provided a new fixed block wayside signal system from East 180 Street Station to Eastchester-Dyre Avenue Station. Two interlockings were modernized at Morris Park and Dyre Avenue, enabling the relay-based system to interface with Automatic Train Supervision - A Division (ATS-A) and be compatible with future Communication Based Train Control (CBTC). All wayside signal equipment was replaced, including insulated joints, track circuits, electric stop layouts, electric switch machine signal heads, cables, signs ancillary equipment and related track work. These investments bring the line's signal system back into a State of Good Repair (SGR), reducing the likelihood of signal failures and improving system reliability.

Also during December, NYCT completed the restoration of the Joralemon Tube between Brooklyn and Manhattan, which repaired or replaced assets that were damaged due to flooding from Superstorm Sandy, for \$121.2 million. The Battery Park/State Street Substation work included replacement of damaged battery cables, sealing of the area where ducts and cables enter the substation, the installation of check valves in drain lines, and the installation of watertight doors and hatch cover. All tunnel lighting fixtures, receptacles and associated conduit, wires, junction boxes and appurtenances were replaced in the tube. Communication, antenna, control, negative and fiber optic cables were also replaced. Lastly, the contract also included work on two of the tube's pump rooms, such as the installation of new pumps along with the elevation of controls that will help minimize further damage in future flooding events.

Also during December, NYCT completed renewal and component repair at seven stations on the New Lots Line in Brooklyn for \$97.5 million. Renewals took place at Junius Street, Pennsylvania Avenue, Rockaway Avenue, Saratoga Avenue, Sutter Avenue-Rutland Road and Van Siclen Avenue Stations, and component work took place at the New Lots Avenue Station. Renewal work was designed to eliminate all deficient conditions rated 3 or worse at each station as rated by the Station Condition Survey and existing field conditions. Depending on the conditions of each station, work included repair or replacement of platform stairs, platform edges and portions of platforms over the mezzanine, column bases/concrete, windscreens, railings, structural elements of the mezzanine such as exterior and interior walls, hangers, roof, floors, doors and windows. ADA compliance elements were also added, such as the adjustment of platform height for ADA as required and the provision of ADA warning strips. Component work at New Lots Avenue Station included steel repair, and repairs on the mezzanine level similar to what was performed at the renewal locations.

Also during December, NYCT started five design projects for \$6.8 million, completed 12 design projects for \$14.6 million and closed out 44 projects for \$1.1 billion.

The following table presents the base and final budget, closeout target date, and schedule variance for the 44 projects that NYCT closed out in December.

**Projects Closed During December 2017
(\$ in millions)**

Project	Base Budget	Current Budget	Original Date	Months Delay
90 Standard Diesel Buses - Nova T-Drive Pilot	\$45.2	\$45.0	8/2012	64
90 Standard Diesel Buses - New Flyer Pilot	\$44.2	\$44.2	3/2014	45
Station Component: Pelham Bay Park / Pelham	\$6.3	\$9.5	3/2016	21
Station Renewal: Castle Hill Avenue / Pelham	\$26.3	\$26.8	3/2016	21
Station Renewal: Zerega Avenue / Pelham	\$21.6	\$25.8	3/2016	21
Station Renewal: Middletown Road / Pelham	\$27.0	\$27.4	3/2016	21
Station Renewal: Buhre Avenue / Pelham	\$22.8	\$25.7	3/2016	21
Help Point: 2 Stations / Myrtle Avenue & Canarsie [SBMP]	\$1.4	\$1.4	4/2016	20
Station Renewal: 111 Street / Liberty	\$13.2	\$15.1	12/2016	12
Station Renewal: Rockaway Boulevard / Liberty	\$14.1	\$16.1	12/2016	12
Station Renewal: 88 Street / Liberty	\$13.6	\$16.4	12/2016	12
Station Renewal: 80 Street / Liberty	\$13.5	\$16.8	12/2016	12

Project	Base Budget	Current Budget	Original Date	Months Delay
Station Renewal: 104 Street / Liberty	\$13.8	\$15.1	12/2016	12
Station Component: 157 Street / Broadway-7th Ave	\$3.4	\$4.2	2/2017	10
Scrubber Room Drainage: 191 & 181 Sts / Broadway-7th Avenue	\$0.5	\$0.6	2/2017	10
Brick Arch Repair: 168 Street & 181 Street / Broadway-7th Av	\$61.8	\$70.0	2/2017	10
Help Point Infrastructure: 168 St / BW7	\$0.9	\$1.1	2/2017	10
Structural Steel Repair, Lower Level, 9th Ave, West End Ln	\$18.0	\$22.7	5/2017	7
Sandy Repairs: South Ferry Station Rooms I [SBFP]	\$3.5	\$3.5	5/2017	7
Shop Repairs/ Upgrades: Pitkin and Concourse	\$22.8	\$25.0	6/2017	6
Help Point: 63 Stations (Transit Wireless)	\$35.7	\$36.0	6/2017	6
Car Washer Repairs: 3 Yards	\$16.9	\$17.1	7/2017	5
Broadway Junction - New Lots Avenue / CNR	\$30.7	\$28.1	7/2017	5
Employee Facility Component Repairs:3 Locations/Queens (Ph1)	\$1.1	\$1.1	7/2017	5
Roosevelt Interlocking / Queens Blvd	\$100.1	\$103.3	8/2017	4
Yard Lighting: (Jerome, Pelham)	\$14.4	\$19.9	8/2017	4
Help Point: 2 Stations / West End [SBMP]	\$1.3	\$1.3	8/2017	4
Sandy Repairs: Tower B Restoration - Long Term	\$7.0	\$7.0	9/2017	3
St. George Interlocking	\$2.7	\$1.9	9/2017	3
St. George Interlocking (Misc Work)	\$12.3	\$12.3	9/2017	3
Sandy Repairs: St. George Interlocking	\$101.3	\$104.4	9/2017	3
Station Construction: Arthur Kill	\$25.2	\$30.0	11/2017	1
Comm Rooms: HVAC at 7 Locations, Wrap up at 10 Locations	\$12.5	\$12.6	11/2017	1
Help Point: Simpson St & Prospect Av / WPR [SBMP]	\$1.5	\$1.5	11/2017	1
VHF Radio System Upgrade	\$204.9	\$207.3	12/2017	0
Mainline Track Replacement 2015 / Broadway-7th Avenue	\$14.4	\$14.4	12/2017	0
Track Force Account - 2016	\$35.0	\$35.0	12/2017	0
Mainline Track Replacement 2016 / Lenox-White Plains Rd	\$1.1	\$1.1	12/2017	0
Help Point: Pelham Pkwy & E. Tremont Ave / WPR [SBMP]	\$1.3	\$1.3	12/2017	0
DOB: Integrated Asset Management Planning System (EAM)	\$3.2	\$7.0	12/2017	0
Help Point: 39 Stations (I/H)	\$17.4	\$22.5	12/2017	0
Help Point: 49 Stations (Transit Wireless)	\$20.5	\$21.7	12/2017	0
Sandy Repairs: Purchase and Install AFC Equipment	\$12.0	\$12.0	12/2017	0
Bus Rapid Transit: Advance 240 MFCs	\$5.5	\$5.5	12/2017	0

The closeout of the two standard diesel bus purchase contracts were delayed by 64 and 45 months respectively due to delays in receipt of contract deliverables and invoicing from the vendor. The closeout of the Pelham Line station project was delayed 21 months due to prolonged negotiations between NYCT and the contractor regarding the replacement of additional rivets on mezzanine hangars. The Help Point: 2 Stations / Myrtle Avenue & Canarsie project was delayed 20 months due to late submittal and review of project documentation. The closeout of the Liberty Line station projects was delayed 12 months due to ADA issues and the need for additional steel repair work. Lastly, the closeout of repair work and help point infrastructure implementation at four stations on the Broadway-7th Avenue Line was delayed by 10 months in part due to user's request to provide additional Help Points.

**Status of Fan Plants and Fans
(as of December 31, 2017)**

<u>Fan Plants</u>	<u>December '16</u>	<u>December '17</u>	<u>More/(Less)</u>
All	193	201	8
Operable	181	189	8
Inoperable	12	12	-
Reduced Capacity	0	0	-
<u>Fan Units</u>	<u>December '16</u>	<u>December '17</u>	<u>More/(Less)</u>
All	414	441	27
Operable	392	416	24
Inoperable	22	25	3
Reduced Capacity	0	0	-

**Inoperable Fan Plants and Fans
(as of December 31, 2017)**

<u>Jurisdiction</u>	<u>Fan Plants</u>	<u>Fan Units</u>
Capital Program Management	8	19
MOW / Hydraulics	3	5
Warranty Work, Test Section Repair, MTA-CC or Cable Sct.	1	1

Total	12	25

- Fan plants and fans enhance passenger safety in the event of fire or smoke conditions in tunnels by directing heat, smoke and noxious fumes away from passengers and evacuation routes.

**CAPITAL PROJECT MILESTONE SUMMARY
2017
(THROUGH DECEMBER 31, 2017)**

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

December

Design Starts	\$2.9	2	\$6.9	5	239.1	250.0
Design Completions	53.3	23	19.4	17	36.3	73.9
Construction Awards	510.1	14	313.4	12	61.4	85.7
Substantial Completions	113.0	16	508.0	22	449.5	137.5
Closeouts	1,312.6	30	1,119.1	44	85.3	146.7

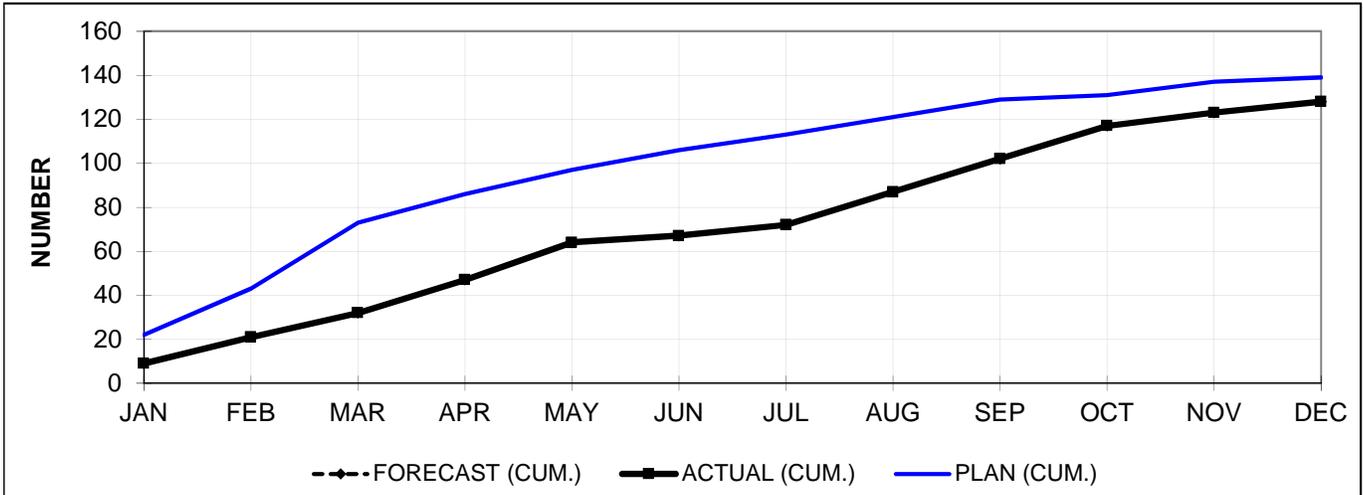
2017 Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$194.7	139	\$184.1	128	94.5	92.1
Design Completions	297.3	196	143.3	109	48.2	55.6
Construction Awards	6,623.5	219	3,919.3	155	59.2	70.8
Substantial Completions	3,665.1	208	2,554.3	166	69.7	79.8
Closeouts	4,620.7	249	1,682.7	131	36.4	52.6

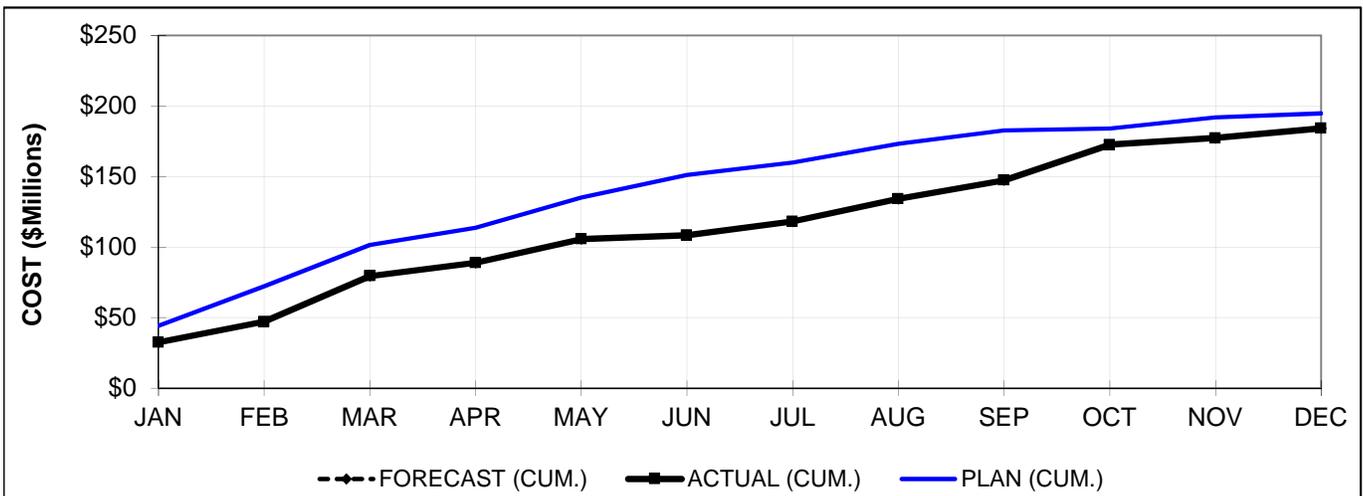
Totals do not include contingency, emergency funds and miscellaneous reserves;
performance percentages include early accomplishments.

2017 Design Starts Charts

As of December 2017



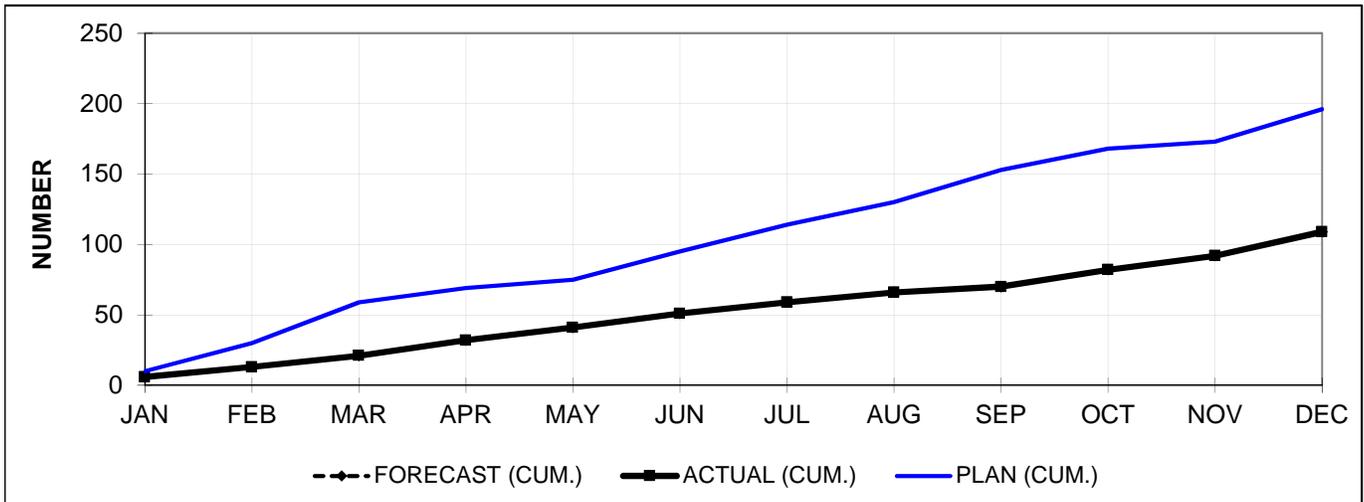
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	9	12	11	15	17	3	5	15	15	15	6	5
PLAN (NON-CUM.)	22	21	30	13	11	9	7	8	8	2	6	2
FORECAST (CUM.)												
ACTUAL (CUM.)	9	21	32	47	64	67	72	87	102	117	123	128
PLAN (CUM.)	22	43	73	86	97	106	113	121	129	131	137	139



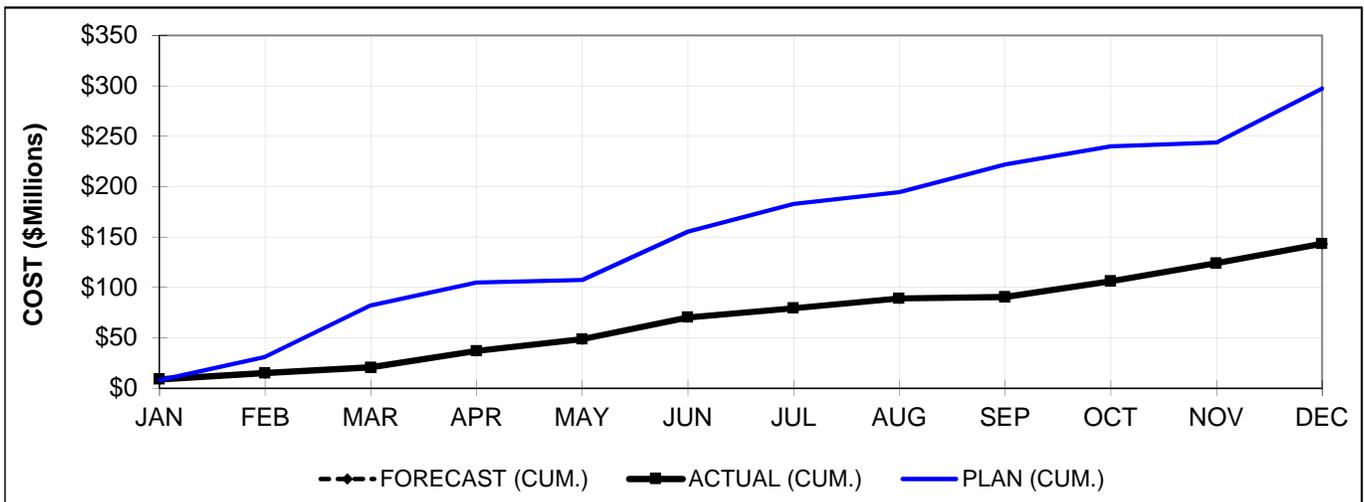
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	32.5	14.6	32.3	9.4	16.8	2.7	9.8	16.1	13.1	25.2	4.7	6.9
PLAN (NON-CUM.)	44.3	28.0	29.3	12.0	21.5	16.1	8.6	13.3	9.6	1.3	7.9	2.9
FORECAST (CUM.)												
ACTUAL (CUM.)	32.5	47.1	79.4	88.8	105.7	108.4	118.1	134.2	147.3	172.5	177.2	184.1
PLAN (CUM.)	44.3	72.3	101.6	113.6	135.1	151.2	159.8	173.1	182.7	184.0	191.9	194.8

2017 Design Completions Charts

As of December 2017



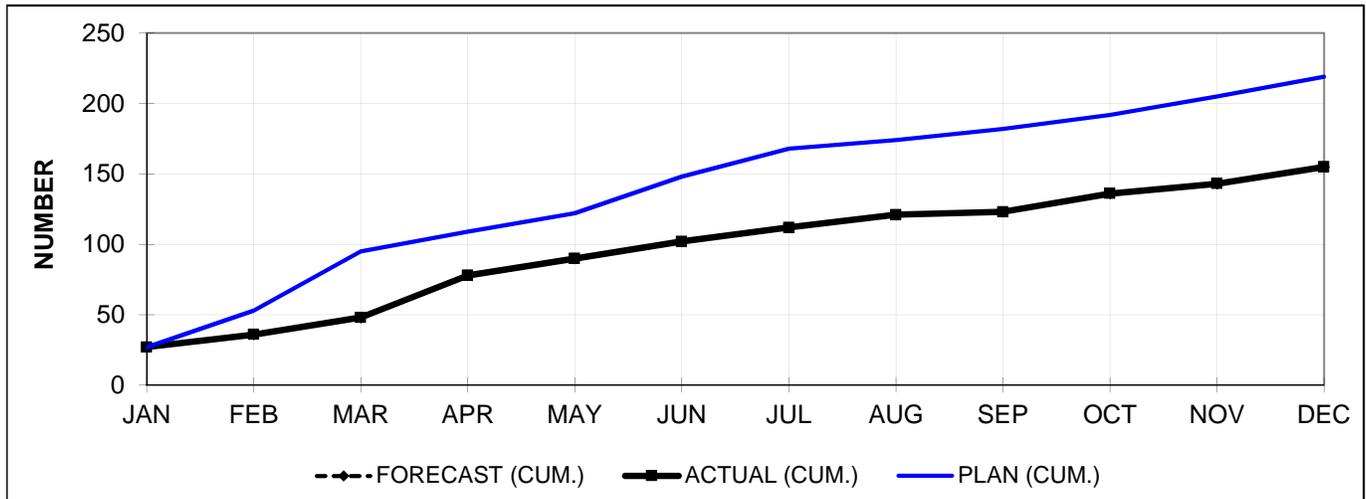
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	6	7	8	11	9	10	8	7	4	12	10	17
PLAN (NON-CUM.)	10	20	29	10	6	20	19	16	23	15	5	23
FORECAST (CUM.)												
ACTUAL (CUM.)	6	13	21	32	41	51	59	66	70	82	92	109
PLAN (CUM.)	10	30	59	69	75	95	114	130	153	168	173	196



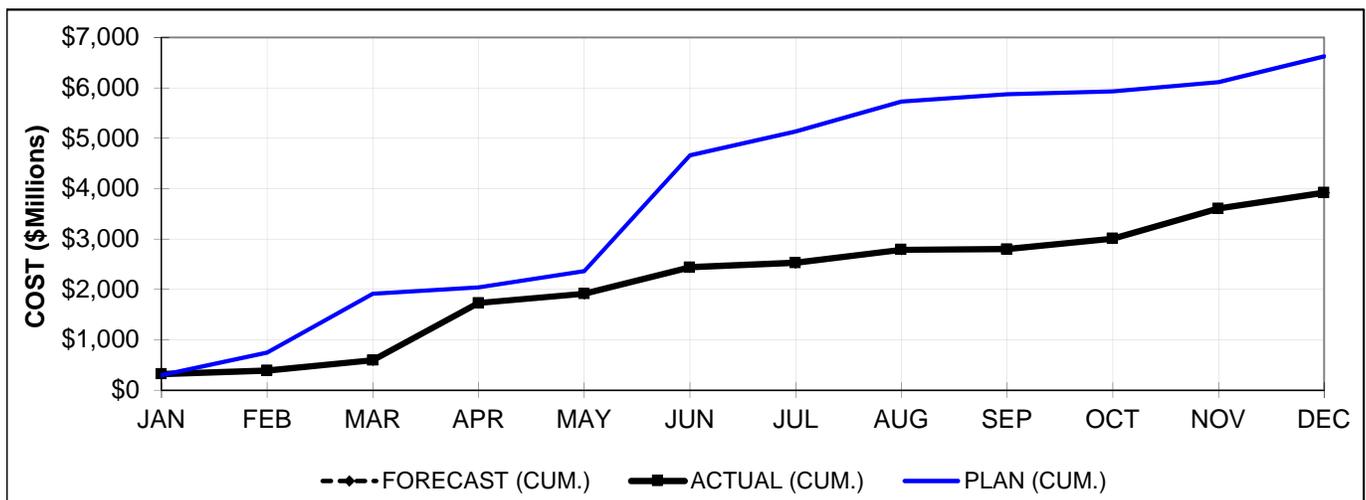
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	8.7	6.1	5.6	16.4	11.7	21.6	9.2	9.7	1.5	15.7	17.8	19.4
PLAN (NON-CUM.)	8.0	23.0	51.2	22.7	2.6	48.0	27.3	11.7	27.6	17.9	4.0	53.4
FORECAST (CUM.)												
ACTUAL (CUM.)	8.7	14.8	20.4	36.9	48.5	70.1	79.3	89.0	90.4	106.1	124.0	143.4
PLAN (CUM.)	8.0	31.0	82.2	104.9	107.5	155.5	182.8	194.4	222.1	240.0	243.9	297.3

2017 Awards Charts

As of December 2017



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	27	9	12	30	12	12	10	9	2	13	7	12
PLAN (NON-CUM.)	27	26	42	14	13	26	20	6	8	10	13	14
FORECAST (CUM.)												
ACTUAL (CUM.)	27	36	48	78	90	102	112	121	123	136	143	155
PLAN (CUM.)	27	53	95	109	122	148	168	174	182	192	205	219

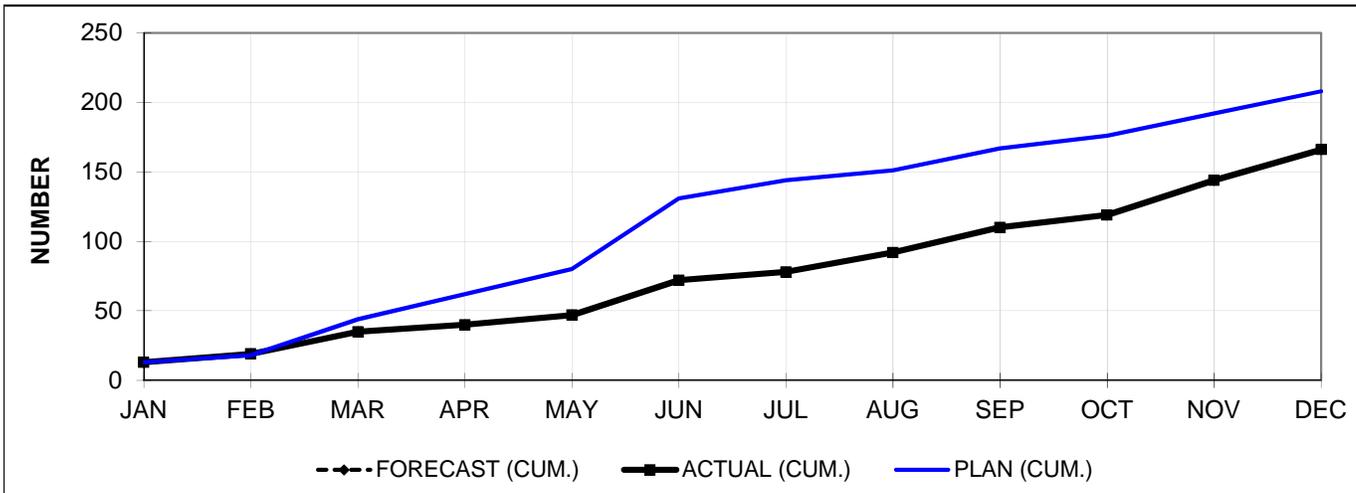


	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	317.7	68.2	208.4	1136.1	180.6	526.9	86.2	263.2	10.1	209.3	599.4	313.4
PLAN (NON-CUM.)	298.8	446.8	1171.1	124.5	323.6	2296.1	476.1	589.4	145.1	58.2	183.8	510.1
FORECAST (CUM.)												
ACTUAL (CUM.)	317.7	385.9	594.2	1,730.3	1,910.9	2,437.8	2,524.0	2,787.1	2,797.3	3,006.5	3,605.9	3,919.3
PLAN (CUM.)	298.8	745.5	1,916.6	2,041.1	2,364.7	4,660.8	5,136.9	5,726.3	5,871.5	5,929.6	6,113.5	6,623.5

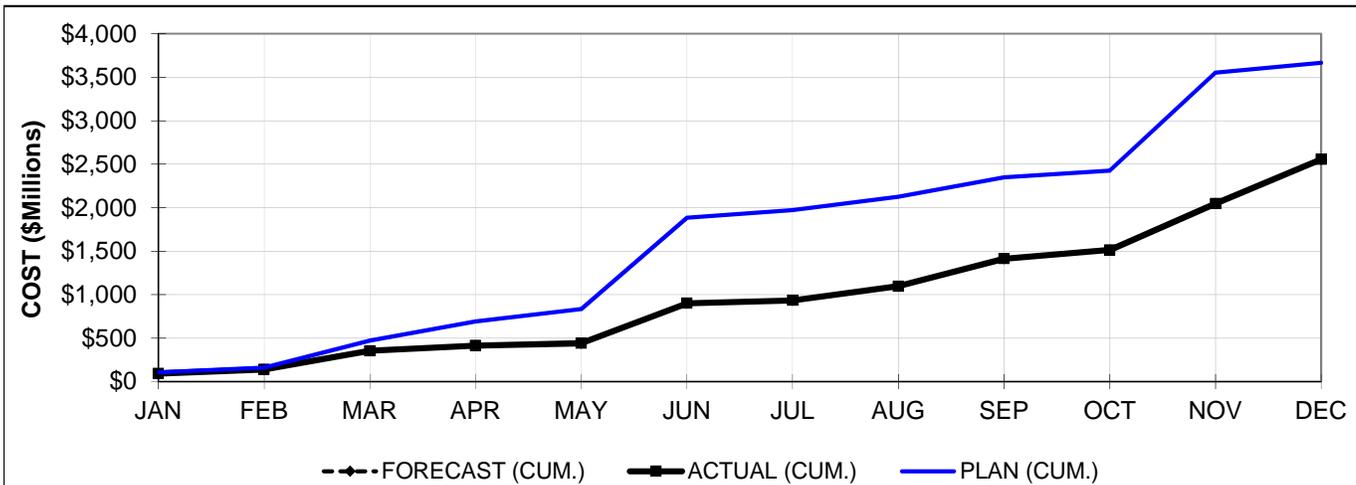
- For 2017, NYCT awarded projects valued at \$3.9 billion, representing 59% of planned commitments.
- The gap between planned and achieved awards at year-end is largely explained by the delay of the R211 car purchase to 2018, valued at \$1.9 billion.

2017 Substantial Completions Charts

As of December 2017



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	13	6	16	5	7	25	6	14	18	9	25	22
PLAN (NON-CUM.)	13	5	26	18	18	51	13	7	16	9	16	16
FORECAST (CUM.)												
ACTUAL (CUM.)	13	19	35	40	47	72	78	92	110	119	144	166
PLAN (CUM.)	13	18	44	62	80	131	144	151	167	176	192	208

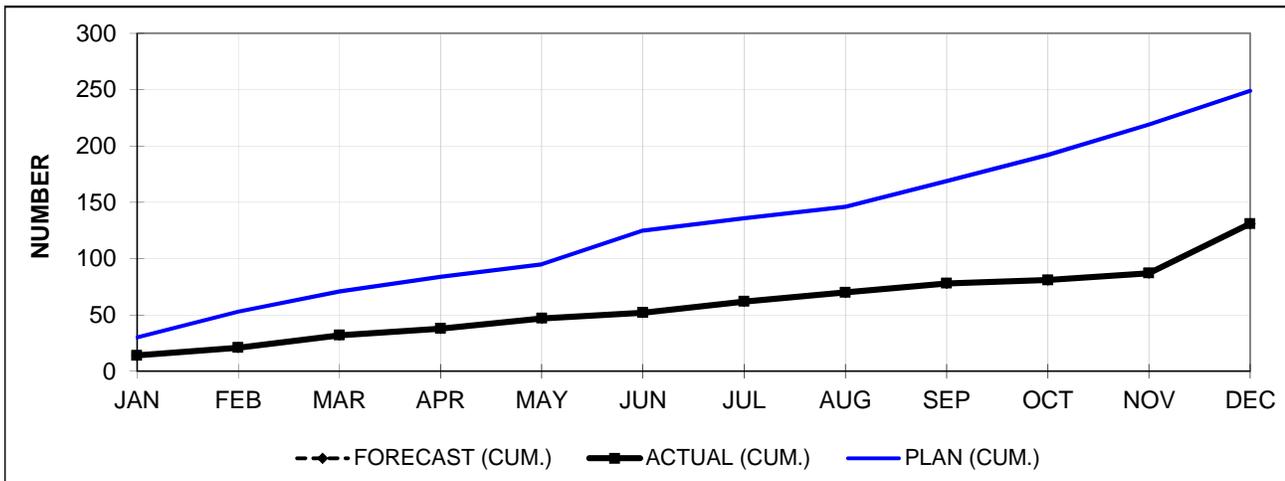


	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	93.6	49.2	211.1	60.1	26.7	459.4	33.0	162.8	316.7	100.3	533.3	508.0
PLAN (NON-CUM.)	108.3	52.9	308.4	220.2	143.9	1050.5	87.2	152.8	224.8	73.8	1129.4	113.0
FORECAST (CUM.)												
ACTUAL (CUM.)	93.6	142.8	353.9	414.1	440.8	900.2	933.3	1,096.1	1,412.8	1,513.1	2,046.4	2,554.3
PLAN (CUM.)	108.3	161.2	469.6	689.8	833.7	1,884.2	1,971.3	2,124.1	2,349.0	2,422.8	3,552.1	3,665.2

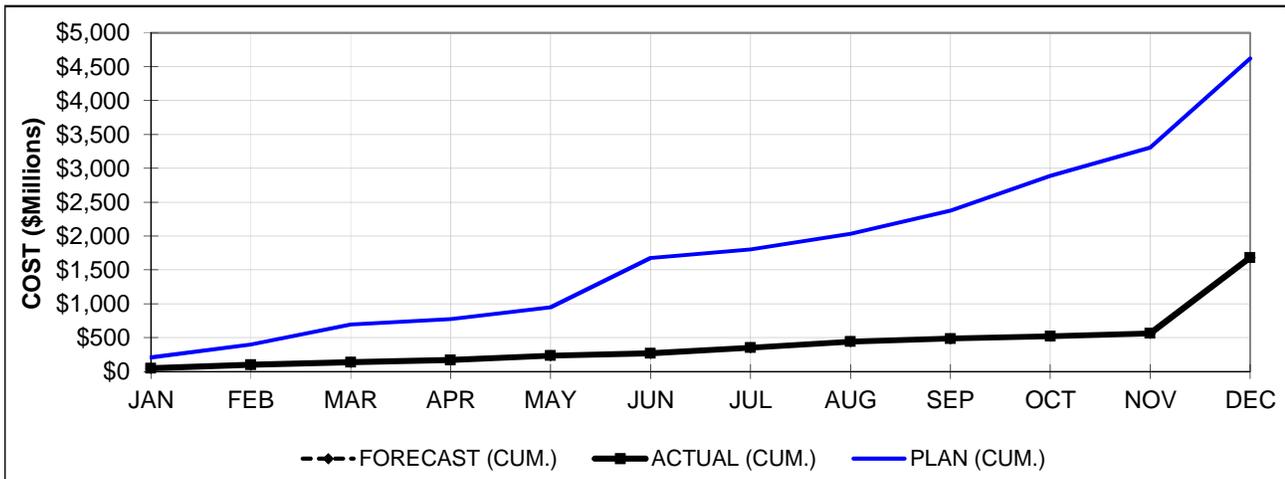
- For 2017, NYCT completed projects valued at \$2.5 billion, representing 70% of planned completions.
- The gap between planned and achieved completions at year-end is partially due to the delay of CBTC implementation on the Flushing Line to 2018, valued at \$563.6 million.

2017 Closeouts Charts

As of December 2017



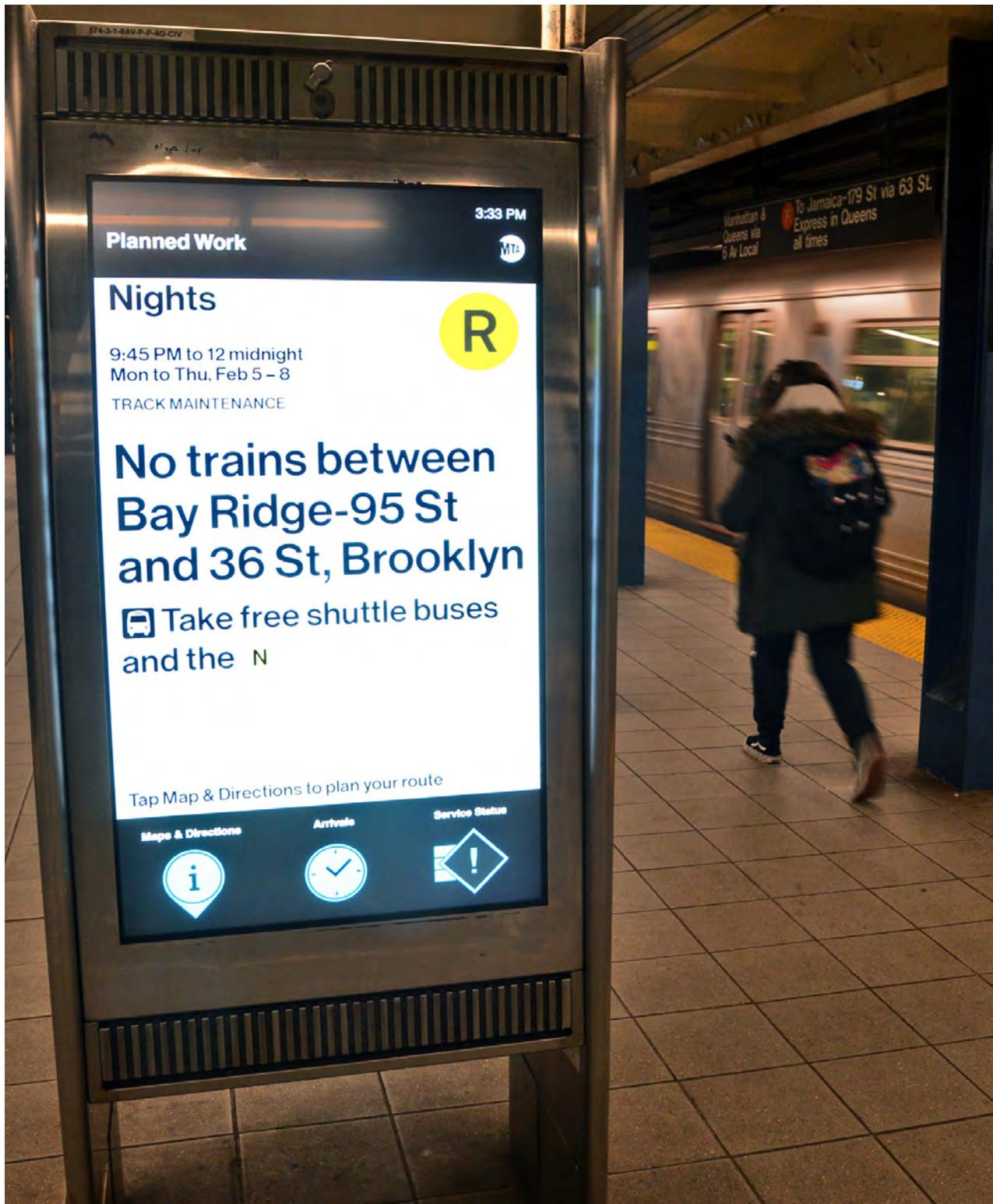
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	14	7	11	6	9	5	10	8	8	3	6	44
PLAN (NON-CUM.)	30	23	18	13	11	30	11	10	23	23	27	30
FORECAST (CUM.)												
ACTUAL (CUM.)	14	21	32	38	47	52	62	70	78	81	87	131
PLAN (CUM.)	30	53	71	84	95	125	136	146	169	192	219	249



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	47.4	48.4	41.1	29.9	65.9	32.6	86.2	86.8	46.7	37.2	41.4	1119.1
PLAN (NON-CUM.)	207.0	193.2	294.4	78.6	176.6	724.2	128.5	232.5	341.5	510.3	421.4	1312.6
FORECAST (CUM.)												
ACTUAL (CUM.)	47.4	95.8	136.9	166.8	232.7	265.3	351.5	438.3	485.0	522.2	563.6	1,682.7
PLAN (CUM.)	207.0	400.1	694.5	773.1	949.7	1,673.9	1,802.4	2,034.9	2,376.5	2,886.7	3,308.1	4,620.7

Service Changes

Darryl C. Irick, President, MTA Bus Company;
Senior Vice President, NYC Transit, Department of
Buses





SERVICE CHANGES: **NYCT/MTA BUS COMMITTEE
NOTIFICATION SERVICE REVISION
Q47 REVISION through the
BULOVA CORPORATE CENTER in
JACKSON HEIGHTS, QUEENS**

SERVICE ISSUE:

The Bulova Corporate Center is located in northern Jackson Heights, Queens. It is an approximately 480,000 square foot multi-tenant office building with private and public tenants with a significant worker population of approximately 2,000, which is expected to increase to approximately 2,250-2,350 as vacant space is repopulated. Additionally, tenants host events such as training sessions and meetings, which attract transient visitors.

Transit access to the Center requires a moderate walk to the building's entrance. The Center requested that MTA Bus review options to provide improved transit connections to encourage transit usage by its workers and visitors, with connections to the subways at the Jackson Heights-Roosevelt Avenue **E F M R 7** station being the most desirable destination for its tenants.

RECOMMENDED SOLUTION:

To better serve the Bulova Corporate Center, a large employment center, it is recommended to divert the Q47 to directly serve the Center via its parking lot on weekdays northbound from 6 AM to 3 PM and southbound from 10 AM to 7 PM during prime weekday business hours, which are the off-peak directions of the existing Q47 passengers. These hours of service would accommodate the majority of the building's workers and visitors, while minimizing impacts for the majority of existing Q47 passengers, traveling between points north and south of the Bulova Corporate Center.

No existing Q47 bus stops would be affected; however the travel times of approximately 350 passengers per weekday traveling beyond the Bulova Corporate Center would increase by approximately 4-5 minutes.

The Center's management has agreed to make modifications and remove obstructions in the parking lot to facilitate bus operations on a travel path that would minimize travel through the lot.

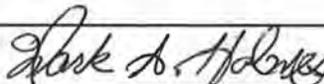
ESTIMATED IMPACT:

The net result of the recommended revision would be an increase of approximately \$58,000 in annual operating cost, as there would be a small increase in scheduled travel time and travel distance on the weekday trips that are diverted. Ridership is estimated to increase by roughly 350-400 trips per weekday, increasing revenue by approximately \$150,000 to \$172,000 per year and offsetting the additional cost.

PLANNED IMPLEMENTATION:

Spring 2018

Staff Summary

Subject	Q47 Revision through the Bulova Corporate Center in Jackson Heights, Queens
Department	Operations Planning
Department Head Name	Mark A. Holmes
Department Head Signature	
Project Manager Name	Warren Berry

Date	February 9, 2018
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	President		X		
2	NYCT/MTA Bus Comm			X	

Internal Approvals			
Order	Approval	Order	Approval
4	President		2/12/18
3	Executive Vice President		2/9/18
2	Acting VP, Govt and Community Relations		2/9/18
1	Chief Officer, Operations Planning		2/9/18

PURPOSE:

The purpose of this staff summary is to gain presidential approval for, and to inform the NYCT/MTA Bus Committee of, a recommendation to revise the travel path of the Q47 local bus route in Jackson Heights, Queens to directly serve the Bulova Corporate Center on weekdays from 6 AM to 3 PM in the northbound direction and 10 AM to 7 PM in the southbound direction.

DISCUSSION:

The Q47 provides local bus service on weekdays, Saturdays, and Sundays at all times except late nights between LaGuardia Airport's Marine Air Terminal (Terminal A) and Glendale, Queens via the intermediate neighborhoods of Jackson Heights and Woodside. The Q47 travels a one-way distance of approximately 7 miles, transporting approximately 7,890 passengers per weekday, 3,330 passengers per Saturday, and 2,580 passengers per Sunday.

The Bulova Corporate Center is located in northern Jackson Heights, Queens near the route of the Q47. It is an approximately 480,000 square foot multi-tenant office building with private and public tenants. It has a current population of approximately 2,000 workers, which is expected to increase to approximately 2,250-2,350 as vacant space is repopulated. Additionally, tenants host events such as training sessions and meetings, which attract transient visitors.

The Q47 currently operates near the Bulova Corporate Center, but requires a moderate walk to the building's entrance. The Center requested that MTA Bus review options to provide improved transit connections to this large employment center to encourage transit usage by its workers and visitors. The Center had identified a transit connection to the subways at the Jackson Heights-Roosevelt Avenue **E F M R 7** station would be the most desirable destination for its tenants. It is estimated that

The legal name of MTA Bus is MTA Bus Company.

Staff Summary

approximately 175-200 current building users per day could benefit from a more proximate service to the building, increasing ridership by 350-400 trips per day on trips traveling the reverse direction of the current peak Q47 ridership. Current Q47 ridership in this area of the route is peaked southbound toward the subway in the AM period and northbound from the subway in the PM period.

Upon review of the available options and based on communication with the Center, it is recommended to divert the Q47 through the Bulova Corporate Center parking lot during prime weekday business hours to directly serve the building. The northbound Q47 would be diverted weekdays from 6 AM until 3 PM for passengers traveling from the subway to the building, and the southbound Q47 would be diverted weekdays from 10 AM to 7 PM for passengers traveling from the building to the subway, which are the off-peak directions of the existing Q47 passengers. Passengers would also be able to access the Long Island Rail Road by walking to the Woodside station at Roosevelt Avenue and 61st Street from the Q47's bus stops on 69th Street at Roosevelt Avenue. The proposed hours of service would accommodate the majority of the building's workers and visitors while minimizing impacts for the majority of existing Q47 passengers. Existing Q47 passengers traveling between points north and south of the Bulova Corporate Center primarily travel southbound during the weekday AM peak period and northbound during the weekday PM peak period, and these trips would not divert through the Bulova Corporate Center.

Outside of these hours and all day on weekends, the Q47 would travel its current route with the closest bus stops being the existing stops on 77th Street (northbound) and 78th Street (southbound), both at 25th Avenue.

To facilitate operation of the Q47 through the parking lot, the Bulova Corporate Center has agreed remove obstructions along the proposed travel path of the buses, and enhance the sidewalk area for waiting passengers to provide additional space for bus access.

The northbound Q47 trips serving the Bulova Corporate Center would operate along its current travel path from Glendale and Jackson Heights towards LaGuardia Airport's Marine Air Terminal, and at 77th Street and 25th Avenue, the Q47 would continue north on 77th Street, and turn west into the Bulova Center parking lot. Upon entering the parking lot, the bus would travel to the southern entrance of the building where a new bus stop would be located southeast of the entrance doors. The Q47 would then turn south and continue through the Bulova Center parking lot and exit onto 25th Avenue to 77th Street, where it would resume its regular route route.

The southbound Q47 trips serving the Bulova Corporate Center would travel west on its regular route on 25th Avenue, pass 78th Street, follow the same loop via 77th Street and the parking lot as the northbound Q47, and return to 25th Avenue at 78th Street, where it would resume its regular route. See the attached map.

Travel distance would increase by approximately 0.3 miles northbound and 0.4 miles southbound, and travel time would increase by approximately 4 minutes northbound and 5 minutes southbound.

This revision would not discontinue or relocate any existing bus stops along the route. However, travel times would increase for the approximately 350 current passengers per weekday traveling to and from stops north of the Bulova Corporate Center.

RECOMMENDATION:

To better serve the Bulova Corporate Center, a large employment center, and encourage transit use, it is recommended to divert the Q47 to directly serve the Center via its parking lot on weekdays northbound from 6 AM to 3 PM and southbound from 10 AM to 7 PM during prime weekday business hours, which are the off-peak directions of the existing Q47 passengers. These hours of service would accommodate the majority of the building's workers and visitors, while minimizing impacts for the majority of existing Q47 passengers, traveling between points north and south of the Bulova Corporate Center.

No existing Q47 bus stops would be affected; however the travel times of approximately 350 customers per weekday traveling beyond the Bulova Corporate Center would increase by approximately 4-5 minutes.

The Center's management has agreed to make modifications and remove obstructions in the parking lot to facilitate bus operations on a travel path that would minimize travel through the lot.

ALTERNATIVES:

One alternative is to keep the existing service unchanged; however that would not respond to the opportunity to provide improved service to this large employment center and encourage transit use at this large trip generator.

A second alternative would be to reroute the Q47 full time on a more direct travel path, northbound via 74th Street, 30th Avenue, 72nd Street and 25th Avenue; and southbound via 25th Avenue and 73rd Street. This alternative would serve the center from 25th Avenue at 75th Street. However, this alternative would impact 3 bus stops in each direction, affecting approximately 1,200 passengers per weekday and a lesser number on weekends; and would introduce buses to streets with sensitive land uses where there aren't already buses operating.

A third alternative would be to extend or reroute another bus route, or create a new route to directly serve the Bulova Corporate Center. This alternative was comprehensively reviewed, but the Q47 is the only route that is able to serve the Bulova Corporate Center and the subways at Jackson Heights – the key connection as identified by the Center; while minimizing the need for additional resources. Additionally, other nearby bus routes either do not serve the Jackson Heights subway hub, or require reroute that would be a lot more circuitous.

IMPACT ON FUNDING:

The net result of the recommended revision would be an increase of approximately \$58,000 in annual operating cost, as there would be a small increase in scheduled travel time of 4-5 minutes and travel distance of 0.3-0.4 miles on the weekday trips that are diverted. Ridership is estimated to increase by roughly 350-400 trips per weekday, increasing revenue by approximately \$150,000 to \$172,000 per year and offsetting the additional cost.

Staff Summary

IMPLEMENTATION:

Spring 2018

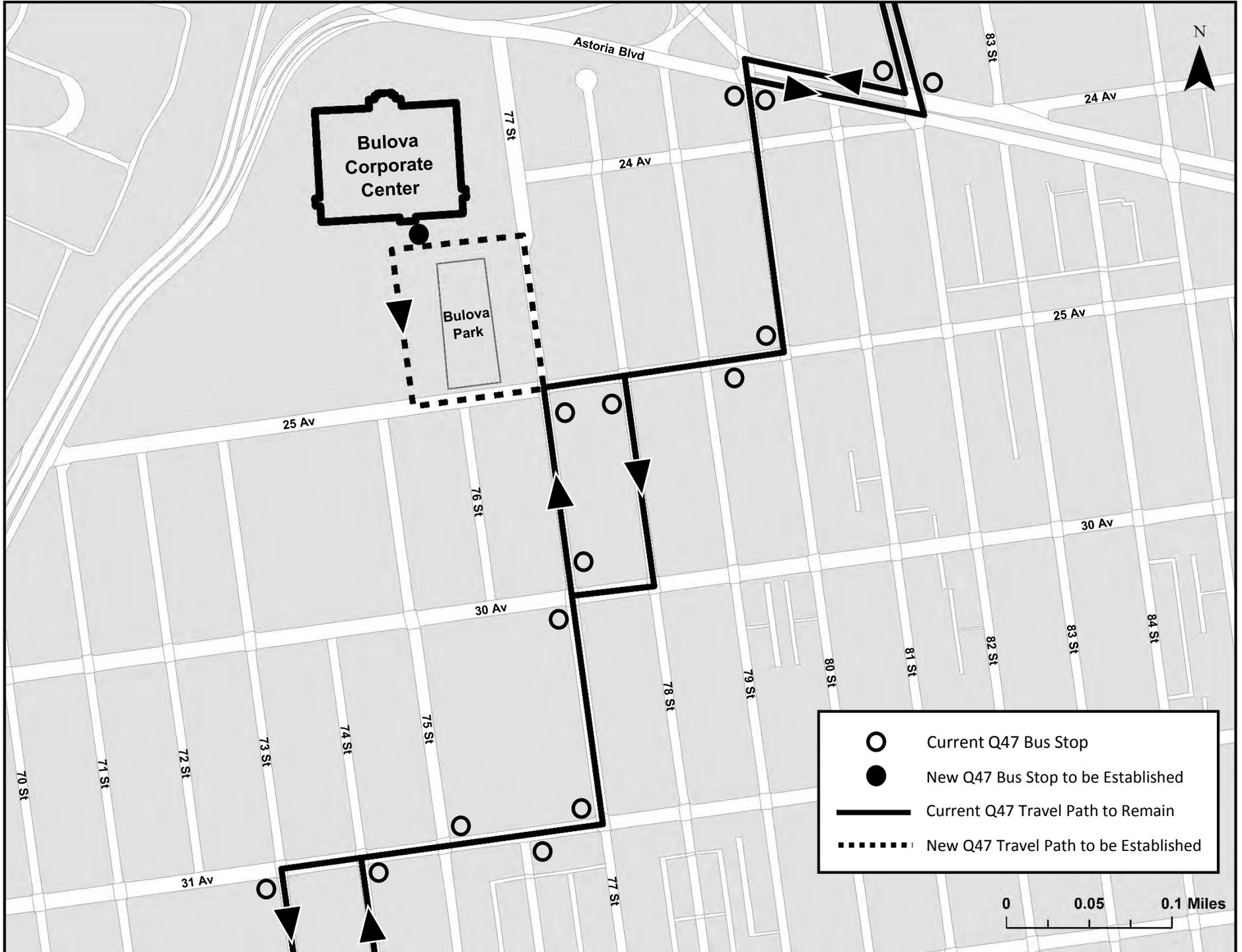
Approved:



Darryl C. Irick
President

Q47 Revision through the Bulova Corporate Center

Northbound 6 AM-3 PM; Southbound 10 AM-7 PM Weekdays



Procurement

Steve Plochochi, Senior Vice President



PROCUREMENTS

The Procurement Agenda this month includes 5 actions for a proposed expenditure of \$134.2M.

Subject Request for Authorization to Award Various Procurements					
Department Materiel – NYCT					
Department Head Name Stephen M. Plochochi					
Department Head Signature 					
Project Manager Name Rose Davis					
Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	2/20/18			
2	Board	2/22/18			

February 13, 2018			
Department Law and Procurement – MTACC			
Department Head Name Evan Eisland			
Department Head Signature			
Internal Approvals			
	Approval		Approval
	President NYCT		President MTACC
	Executive VP		President MTA Bus Subways
X	Capital Prog. Management	X	
	Law	X	Diversity/Civil Rights

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:

<u>Procurements Requiring Two-Thirds Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule A: Noncompetitive Purchases and Public Work Contracts	1	\$ 19.0 M
• The Aftermarket Parts Company LLC, dba New Flyer Parts	\$ 19.0 M	
SUBTOTAL	1	\$ 19.0 M

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

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

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

<u>Procurements Requiring Two-Thirds Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	1	\$ 49.3 M
<u>Schedules Requiring Majority Vote:</u>		
Schedule F: Personal Service Contracts	1	\$ 62.6 M
SUBTOTAL	2	\$ 111.9 M

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

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

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

NYC Transit proposes to award Ratifications in the following categories:

<u>Schedules Requiring Majority Vote:</u>		
Schedule K: Ratification of Completed Procurement Actions	1	\$ 1.7 M
SUBTOTAL	1	\$ 1.7 M

MTA Bus Company proposes to award Ratifications in the following categories:

<u>Schedules Requiring Majority Vote:</u>		
Schedule K: Ratification of Completed Procurement Actions	1	\$ 1.6 M
SUBTOTAL	1	\$ 1.6 M
TOTAL	5	\$ 134.2 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 Section 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.

7. The Board authorizes the budget adjustments to estimated contracts set forth in Schedule L.

FEBRUARY 2018

LIST OF NONCOMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

A. Noncompetitive Purchases and Public Work Contracts

(Staff Summaries required for all items greater than: \$100K Sole Source; \$750K Other Noncompetitive.) Note – in the following solicitations, NYC Transit attempted to secure a price reduction. No other substantive negotiations were held except as indicated for individual solicitations.

1. **The Aftermarket Parts Company LLC, \$19,000,000 (Est.)** Staff Summary Attached
dba New Flyer Parts
Sole Source - Three-year omnibus
Multi-agency purchase of inventory and non-inventory replacement bus parts.

Schedule A: Noncompetitive Purchases and Public Work Contracts



Item Number: 1

Vendor Name (Location) The Aftermarket Parts Company, LLC, dba New Flyer Parts (New Flyer), (Delaware, Ohio)
Description Purchase of inventory and non-inventory replacement bus parts
Contract Term (including Options, if any) March 1, 2018–February 28, 2021
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Omnibus Sole-Source Approval

Contract Number NONE	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: NYC Transit: \$14,000,000 MTABC: \$5,000,000	
\$19,000,000 (Est.)	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept./Div., Dept./Div. Head Name: Department of Operations Support, Stephen M. Plochochi	

Discussion:

This is an omnibus approval request for items identified as obtainable only from The Aftermarket Parts Company, LLC, dba New Flyer Parts (“New Flyer”), and will eliminate the need to advertise and prepare individual procurement staff summaries for Board approval for each procurement over the small purchase threshold. NYC Transit and MTA Bus Company (“MTABC”) are not obligated to generate any purchase orders pursuant to an omnibus approval. Any purchases made under this approval will be made pursuant to paragraph 9(b) of Public Authorities Law 1209 and paragraph 4(b) of Public Authorities Law 1265-a for NYC Transit and MTABC respectively, which allows for purchases of items that are available from only a single responsible source to be conducted without competitive bidding.

In late 2012, Daimler Buses North America (“DBNA”) ceased production of transit buses and exited the transit bus manufacturing industry in North America. DBNA marketed its buses under the “Orion” brand name. Subsequently on March 1, 2013, New Flyer announced that it had acquired the exclusive license to supply DBNA aftermarket parts, including use of DBNA’s proprietary parts’ design. New Flyer then became the exclusive supplier of DBNA parts. Therefore, this approval is intended to support the entire New Flyer and Orion fleet, and will include all items under the New Flyer and Orion trade names.

There are approximately 16,040 items covered by this approval for the purchase of all replacement bus parts, such as cooling system components, hydraulic components, bus body parts, brake systems, and electronic components used on NYC Transit and MTABC buses supplied by New Flyer. These items are identified as obtainable only from New Flyer for the following reasons: Sole pre-qualified item on the Qualified Products List and not available from any distributor or other source; publicly advertised within a twelve-month period without an acceptable alternate supplier, or proprietary to New Flyer. These items are advertised a minimum of once every twelve months to seek competition. A list of New Flyer sole-source items, as well as NYC Transit and MTABC’s intention to buy items on the list without competitive bidding, is available for download on the NYC Transit website at any time by any prospective vendor. These sole-source parts will be used by NYC Transit’s Department of Buses (“DOB”) and MTABC for normal maintenance and replenishment of inventory and non-inventory bus parts identified as sole source and/or proprietary to New Flyer. NYC Transit and MTABC operate a combined fleet of 3,504 New Flyer and DBNA buses, which represents approximately 60.6% of the combined fleet of 5,781 buses. Of the 3,504 buses covered by this request, 1,601 were manufactured by New Flyer and 1,903 were manufactured by DBNA.

The current New Flyer omnibus approval for \$23,000,000 (\$18,000,000 for NYC Transit and \$5,000,000 for MTABC) was approved by the Board in October 2015 and expires on October 31, 2018. There is a remaining balance of approximately \$1,966,114 for NYC Transit’s portion and approximately \$628,948 for MTABC’s portion of unexpended funds on the existing omnibus approval as of January 5, 2018.

Procurement performed an analysis on the 169 (114 NYC Transit and 55 MTABC) contracts issued during the term of the existing omnibus approval that exceeded the small purchase threshold, which have comparative history. A price analysis of the 169 sole-source contracts revealed an annual weighted average price increase of 0.71%. These 169 contracts amount to a total of \$12,259,993 (\$7,717,954 NYC Transit, \$4,542,038 MTABC), which represents 60.1% of the total dollar spent as of January 5, 2018.

The 0.71% annual weighted average price increase compares favorably to the corresponding Producer Price Indexes (PPI) that showed a combined annual weighted average price increase of 1.15%. The Cost/Price Analysis Unit reviewed the comparative price analysis for NYC Transit and concurred that pricing offered by New Flyer is fair and reasonable.

Based on an analysis of the fleet composition, it is anticipated that NYC Transit and MTABC will require approximately \$14,000,000 and \$5,000,000 respectively for sole-source items from New Flyer during the term of this new omnibus approval request. Procurement believes that the amount requested will be sufficient to procure all sole-source materials from New Flyer for the next three-year period. Procurement, DOB, and MTABC will continue to research alternate sources of supply wherever possible. Pricing for any noncompetitive procurement is established by a request for quotation for each item from New Flyer on an as-required basis and each individual procurement is subject to a cost and/or price analysis, and a determination that the price is fair and reasonable.

FEBRUARY 2018

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

C. Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)
(Staff Summaries required for items requiring Board approval.)

1. **Boyce Technologies, Inc.** \$49,338,169 *Staff Summary Attached*
Two Proposals—Thirty-two month contract
Contract# A-37628
Upgrade of the Emergency Booth Communication System for the replacement and modernization of communication systems; funded under the Superstorm Sandy Resiliency contract.

Procurements Requiring Majority Vote:

F. Personal Service Contracts
(Staff Summaries required for all items greater than: \$100K Sole Source; \$750K Other Noncompetitive; \$1M Competitive.)

2. **C2K Partners** \$62,623,706 (Est.) *Staff Summary Attached*
Two Proposals—126-month contract with two options
Contract# R-84505
Consulting services for the post-award support for the R211 subway car contract.

Staff Summary

Item Number 1			
Department, Department Head Name: SVP Operations Support, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Order	Approval
1 <i>wo</i>	Materiel	6 X	Subways
2 X	Law	7 X	CFO
3 X	Budget	8 <i>wo</i>	EVP
4 X	DDCR	9 <i>wo</i>	President
5 X	CPM	10	

SUMMARY INFORMATION	
Vendor Name: Boyce Technologies, Inc.	Contract No. A-37628
Description Sandy Resiliency: Upgrade Emergency Booth Communication System	
Total Amount \$49,338,169	
Contract Term (including Options, if any) 32 Months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE:

To obtain Board approval to award a competitively solicited Sandy Resiliency contract for the upgrade of the Emergency Booth Communication System (“EBCS”) to Boyce Technologies, Inc. (“Boyce”) in the amount of \$49,338,169 with a term of 32 months. The contract also includes three 5-year options for maintenance and training support services; the pricing for these options of \$20,606,396, is not included in the total amount listed above, as separate Board approval and funding will be sought prior to the exercise of any option.

DISCUSSION:

EBCS is an emergency safety notification system used for communications between station agents and the Rail Control Center (“RCC”) during emergency and safety-related incidents. The current EBCS is an analog system that is near the end of its useful life and needs to be replaced to meet the needs of NYC Transit and its users. This contract will replace and modernize the EBCS by upgrading from the use of analog call transmission technology to a digital technology, which will improve the quality of voice communications and Mass Call announcements to station agents. The contract also includes the integration of the upgraded EBCS into a unified platform along with other communication systems such as the Help Point (“HP”) and Customer Assistance Intercom (“CAI”). In addition to providing better response times for customers and station agents, this integration will (1) provide faster and more reliable communication, higher data storage and better management of the emergency communication systems, including consolidating steps in emergency call logging and reporting procedures through report generation and customization, and (2) allow for simpler and automatic diagnostics, testing, and maintenance.

In order to notify the contracting community of this upcoming procurement, an extensive outreach was conducted in 2015 followed by a Request for Information.

The Authorizing Resolution requesting the use of a competitive Request for Proposal (“RFP”) procurement process was approved by the Board in July 2016. A one-step RFP was issued requiring the submission of technical and price proposals including pricing for three 5-year options for maintenance of hardware and software in order to achieve life-cycle costing and to ensure maintenance coverage throughout the useful life of the system. Two proposals were received. Boyce proposed a base price of \$47,412,233 with an optional maintenance price of \$35,215,979 for a total of \$82,628,212. Parsons Transportation Group of New York, Inc. (“Parsons”) proposed a base price of \$63,419,030 with an optional maintenance price of \$18,058,183 for a total of \$81,477,213. The internal estimate included a base price of \$43,909,011 with an optional maintenance price of \$17,553,000 for a total of \$61,462,011.

Both Boyce and Parsons’ proposals were evaluated by a Selection Committee (“SC”) in accordance with preestablished selection criteria addressing relevant experience, approach to the work, and other technical matters related to the project. Supporting the SC evaluation was a Technical Advisory Committee (“TAC”) comprised of members from various NYC Transit divisions, Capital Program Management (“CPM”), and MTA-IT. The SC and members of the TAC also observed oral presentations from both proposers.

Following oral presentations, the proposers were ranked technically. Although it was determined that both proposals met the minimum requirements of the RFP, Boyce’s technical proposal was unanimously ranked the highest based on Boyce’s understanding of the work as well as its familiarity with the current system and having the best proposed solution. At the conclusion of the technical evaluation, the overall project cost and other relevant matters were considered. The SC recommended both proposers for negotiations.

Negotiations included discussions of commercial and contractual terms and conditions including any exceptions, base and option pricing including any assumptions, and technical requirements to ensure that each technical solution complied with all requirements contained in the Scope of Work and Technical Specifications.

Following negotiations, a Post Proposal Addendum (“PPA”) was issued to both proposers to clarify elements of the Technical Specifications, including (1) the coverage range of portable transmitting devices, (2) the testing of all network equipment (EBCS, HPs, and CAIs) by the contractor, and (3) additional contract language pertaining to software and network security. Both proposers were instructed to submit interim technical and price proposals allowing for adjustments resulting from negotiations and the PPA. As a result of the PPA, the internal estimate was revised to include a base price of \$45,253,126 with an optional maintenance price of \$20,573,706 for a total of \$65,826,832.

After receipt of the interim technical and price proposals, a second round of negotiations was conducted with each proposer to discuss their submissions and to finalize any outstanding technical issues. At the conclusion of negotiations, Boyce and Parsons were requested to submit their Best and Final Offers (“BAFO”).

The table below shows a comparison of the two proposers’ initial, interim and BAFO price proposals:

		Initial	Interim	BAFOs	Estimate
Boyce	Base	\$47,412,233	\$49,849,611*	\$49,338,169	\$45,253,126
	Option	\$35,215,979	\$23,249,972	\$20,606,396	\$20,573,706
	Total	\$82,628,212	\$73,099,583	\$69,944,565	\$65,826,832
Parsons	Base	\$63,419,030	\$55,549,999	\$52,425,000	
	Option	\$18,058,183	\$24,732,205	\$19,273,628	
	Total	\$81,477,213	\$80,282,204	\$71,698,628	

*Boyce’s initial base proposal included the use, wherever possible, of existing electrical wiring and switches in lieu of replacement as required by the contract. During negotiations, Boyce was advised that its proposal should comply with the RFP specifications. As a result, Boyce’s interim proposal increased by 5%.

Boyce’s BAFO of \$69,944,565 is \$12,683,647 or 15.4% lower than its initial proposal and is within 6.3% of the revised internal estimate. Boyce’s BAFO is \$1,754,063 or 2.5% below Parsons’ BAFO of \$71,698,628. Boyce’s BAFO price is considered fair and reasonable. The SC reviewed the BAFOs and revisited the technical evaluations. The SC recommended Boyce for award, determining that its superior technical proposal and lowest price offered the best overall value to NYC Transit based on the selection criteria. Based on the competitive nature of the RFP, the price has been found to be fair and reasonable.

Boyce has extensive experience working on NYC Transit projects of similar size, scope, and complexity and is currently the contractor responsible for maintaining the existing EBCS. Boyce has participated in past NYC Transit projects, including Public Address/Customer Information Screens, ESI Package 1, and Passenger Station Local Area Network as a subcontractor and/or systems integrator. Boyce is also a subcontractor on the AMTRAK Wi-Fi project from Boston to Washington D.C. and the prime contractor for an outdoor media kiosk project in various cities for Verizon. Reference checks for all of these projects found Boyce’s performance satisfactory.

M/W/DBE INFORMATION:

The MTA Department of Diversity and Civil Rights has assigned goals of 17% DBE. Boyce Technologies has submitted a utilization plan to achieve the assigned DBE goals. Boyce Technologies has not completed any MTA contracts; therefore, no assessment of the firm’s M/W/DBE performance can be determined at this time.

IMPACT ON FUNDING:

This contract is FTA funded under Superstorm Sandy Resiliency Funding. The contract will not be awarded until a WAR Certificate is received.

ALTERNATIVES:

None recommended. Currently, NYC Transit lacks available in-house technical personnel to perform the specific tasks required under the scope of work for this contract.

CAPITAL PROGRAM REPORTING:

This contract has been reviewed for compliance with the requirements of the 1986 legislation applicable to Capital Contract Awards and the necessary inputs have been secured from the responsible functional departments.

RECOMMENDATION:

It is recommended that the Board approve the award of a contract for the Upgrade of the Emergency Booth Communication System to Boyce Technologies, Inc. in the amount of \$49,338,169 with a term of 32 months. The contract also includes three 5-year options for maintenance and training support services. Separate Board approval and funding will be sought prior to the award of any option.

Staff Summary

Item Number 2			
Department, Department Head Name: SVP Operations Support, Stephen M. Plochochi			
Internal Approvals			
Order	Approval	Order	Approval
1	Materiel	6 X	CFO
2 X	Law	7	EVP
3 X	Budget	8	President
4 X	DDCR	9	
5 X	Subways	10	

SUMMARY INFORMATION	
Vendor Name C2K Partners	Contract No. R-84505
Description Consulting Services for Post Award Support for the R211 Subway Car Contract	
Total Amount \$62,623,706	
Contract Term (including Options, if any) 126 months (includes two options)	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE:

To obtain Board approval to award the competitively solicited, federally funded, personal services Contract No. R84505 to C2K Partners ("C2K") to provide consulting services for post-award support for the R211 subway car contract. This contract includes two options that will coincide with the options for the R211 subway car contract. Subsequent Board approval will be sought, if these options are exercised.

DISCUSSION:

C2K, a joint venture between CH2M, Inc. ("CH2M") and LTK Engineering Services, Inc. ("LTK"), will provide consulting services for a term of 103 months by assisting NYC Transit with post-award support for the R211 subway car contract during the design, manufacturing, delivery, testing, and acceptance of R211 subway cars at a total price of \$62,623,706 under the base contract.

The support services include project management, quality management, and negotiations support. C2K shall also support NYC Transit with (1) industrial design, car mock-up reviews, and on-site engineering reviews, (2) Buy America and U.S. Employment Plan audits, (3) various inspection services including first article inspection, pre-shipment inspection, on-site inspection, and (4) testing services.

Prior to solicitation, an outreach was conducted, whereby Procurement contacted several consulting firms to generate interest in this contract. The Request for Proposal ("RFP") was publicly advertised in July 2017, and notification was sent to 77 firms. Eight firms picked up the RFP package. On August 10, 2017, the following proposals were received from C2K and SYSTRA Engineering, Inc. ("SYSTRA"):

	<u>Base</u>	<u>Option 1</u>	<u>Option 2</u>	<u>Total</u>
C2K	\$59,557,868	\$21,745,367	\$4,756,799	\$86,060,034
SYSTRA	\$80,209,121	\$28,818,724	\$6,456,931	\$115,484,776

Among the six other firms that picked up the RFP package, some joined the C2K and SYSTRA teams as subconsultants and the balance opted not to propose.

The Selection Committee ("SC") was provided with the technical proposals for each proposer. After evaluating the proposals, the SC determined that both proposers were qualified to perform the work. However, there was a unanimous determination that C2K's proposal was technically superior. This evaluation was conducted in accordance with the stated evaluation criteria (listed in descending order of importance): (1) overall technical qualifications, (2) proposed pricing for the work, and (3) other relevant matters.

Following the review of technical proposals, the SC voted to invite both proposers to give oral presentations.

Due to changes to the R211 car contract relative to the sequence of delivery of cars, quantity of cars, and accelerated delivery schedule, which necessitated increased inspection and testing support, the proposers were requested to submit interim proposals.

MTA Audit and NYC Transit’s Cost Price Analysis Unit reviewed the price proposals submitted by C2K and SYSTRA and made recommendations of areas where reductions could be made. Overhead rates were also reviewed by MTA Audit. Negotiations with C2K and SYSTRA were held on November 29, 2017 and December 1, 2017, respectively, and focused on each proposer’s average hourly labor rates and profit. Each proposer was encouraged to lower its labor rates, as well as its fees.

After negotiations were concluded, a request for Best and Final Offers (“BAFOs”) was issued to both proposers and BAFOs were received. The BAFOs were as follows:

	<u>Base</u>	<u>Option 1</u>	<u>Option 2</u>	<u>Total</u>
C2K	\$62,623,706	\$16,398,082	\$9,958,473	\$88,980,261
SYSTRA	\$68,618,567	\$17,513,594	\$11,192,840	\$97,325,000

After review of the BAFOs in accordance with the evaluation criteria, the SC unanimously recommended C2K for award of this contract. This recommendation was based on the SC’s determination that C2K’s proposal was technically superior because of its extensive rail car experience, strength of the project team, comprehensive understanding of the Scope of Work, its plan of approach for support for the R211 car contract, and significant experience with NYC Transit. While SYSTRA showed rail car experience and an understanding of the Scope of Work for this contract, it did not demonstrate sufficient experience with regard to subway car projects specific to NYC Transit. As a result, the SC unanimously recommended C2K for award, based on its technically superior rating and lower price, which provided the best overall value to NYC Transit.

C2K’s negotiated price of \$62,623,706 for the base is \$4,357,592 (6.5%) lower than the Division of Car Equipment’s (“DCE”) estimate of \$66,981,298 and \$5,994,861 (8.7%) lower than SYSTRA’s negotiated base pricing. C2K’s total negotiated price of \$88,980,261 for the base and both options is \$5,949,358 (6.3%) less than DCE’s total contract estimate of \$94,929,619. C2K’s total negotiated price is also \$8,344,739 (8.6%) less than SYSTRA’s negotiated pricing for this work. Procurement and DCE consider C2K’s proposal for the base contract and both options to be fair and reasonable, based on the competitive nature of the RFP as well as a favorable comparison to DCE’s in-house estimate.

In connection with a previous contract awarded to CH2M, CH2M was found to be responsible, notwithstanding SAI pursuant to the All-Agency Responsibility Guidelines, and such responsibility finding was approved by the MTA Chairman and CEO in consultation with the MTA General Counsel in December 2013. No new SAI has been found relating to CH2M and CH2M has been found to be responsible.

In connection with a previous contract awarded to Jacobs Engineering Group, Inc. (“Jacobs”)¹, Jacobs was found to be responsible notwithstanding SAI pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Interim Executive Director in consultation with the MTA General Counsel in April 2013. No new SAI has been found relating to Jacobs and Jacobs has been found to be responsible.

M/W/DBE INFORMATION:

The MTA Department of Diversity and Civil Rights has assigned goals of 20% DBE. C2K Partners has submitted a utilization plan to achieve the assigned DBE goals. C2K Partners has not completed any MTA contracts; therefore, no assessment of the firm’s M/W/DBE performance can be determined at this time.

IMPACT ON FUNDING:

This contract is expected to be funded with FTA funds. This project is funded in the approved 2015–2019 Capital Program. The options, if exercised, will be funded in a future Capital Program(s). A WAR certificate will be requested and the contract will not be executed until a WAR certificate has been issued.

ALTERNATIVES:

Perform the work using in-house personnel. At this time, DCE does not have the staff to perform the specific tasks required under the Scope of Work for this project.

RECOMMENDATION:

That the Board approves this request to award the competitively solicited, federally funded, personal services Contract No. R84505 to C2K to provide consulting services for post-award support for the R211 subway car contract at a total price of \$62,623,706.

¹ CH2M was acquired by Jacobs on December 15, 2017.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 1

Vendor Name (Location) New Flyer of America (St. Cloud, Minnesota)	
Description Furnish and deliver 138 low-floor 40-foot compressed natural gas buses	
Contract Term (including Options, if any) January 14, 2016–September 30, 2022	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept./Div., Dept./Div. Head Name: Department of Buses, Darryl C. Irick	

Contract Number B-40663	AWO/Mod. # 1
Original Amount:	\$ 77,943,581
Prior Modifications:	\$ 0
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 77,943,581
This Request:	\$ 1,739,143
% of This Request to Current Amount:	2.2%
% of Modifications (including This Request) to Original Amount:	2.2%

Discussion:

This retroactive modification is for incorporation of a series of technical changes on 138 low-floor 40-foot compressed natural gas (“CNG”) buses from New Flyer of America, Inc. (“New Flyer”).

The base contract was a competitively solicited and negotiated Request for Proposal approved by the December 2015 Board and awarded to New Flyer for the purchase of 138 buses. Delivery of these buses was completed in November 2017.

This modification will memorialize the incorporation of a series of technical changes requested by NYC Transit - Department of Buses (“DOB”) to provide enhanced customer amenities and rebrand the buses while also optimizing performance and improving the reliability and maintainability of various mechanical and electrical systems on the 138 low-floor 40-foot CNG buses purchased under this contract. All of these changes were incorporated on the production line.

New Flyer’s initial proposal was in the amount of \$1,962,183; cost data was provided with the proposal to substantiate its pricing. Negotiations focused around the proposed mark-ups and overhead rates for each of the changes. Subsequent to these negotiations, New Flyer submitted a final proposal in the amount of \$1,739,143, which reflects a total savings of \$223,040 or 11.4% from the initial proposal. The final pricing for this modification has been found to be fair and reasonable.

FEBRUARY 2018

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 requiring Board approval.)

1. **New Flyer of America, Inc.** **\$1,602,231** ***Staff Summary Attached***
Contract# B-40659.1

Modification to the contract to furnish and deliver 75 low-floor articulated clean diesel buses; in order to incorporate a series of technical changes on 75 low-floor 60-foot articulated buses.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 1

Vendor Name (Location) New Flyer of America, Inc. (St. Cloud, Minnesota)	
Description Furnish and Deliver 75 low-floor 60-foot Articulated diesel buses	
Contract Term (including Options, if any) December 23, 2014–June 30, 2021	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept./Div., Dept./Div. Head Name: MTA Bus Company, Darryl C. Irick	

Contract Number B-40659	AWO/Mod. # 1
Original Amount:	\$ 57,334,968
Prior Modifications:	\$ 0
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 57,334,968
This Request:	\$ 1,602,231
% of This Request to Current Amount:	2.8%
% of Modifications (including This Request) to Original Amount:	2.8%

Discussion:

This modification is to ratify the incorporation of a series of technical changes on 75 low-floor 60-foot articulated diesel buses from New Flyer of America, Inc. (“New Flyer”).

The base contract was a competitively solicited and negotiated Request for Proposal approved by the September 2014 Board and awarded to New Flyer by NYC Transit on behalf of MTA Bus Company for the purchase of these 75 buses. Delivery of these buses was completed in July 2016.

This modification will memorialize the incorporation of a series of technical changes requested by NYC Transit - Department of Buses (“DOB”) to provide enhanced customer amenities and rebrand the buses while also optimizing performance and improving the reliability and maintainability of various mechanical and electrical systems on the 75 low-floor 60-foot articulated diesel buses purchased under this contract. It should be noted that most of these changes were incorporated on the production line. However, the rebranding of buses, installation of USB charging ports and customer facing Wi-Fi were initiated after 48 buses were manufactured, resulting in the need to retrofit buses.

New Flyer’s initial proposal was in the total amount of \$1,863,991; cost data was provided with the proposal to substantiate its pricing. Negotiations focused around the proposed mark-ups and overhead rates for each of the changes. Subsequent to these negotiations, New Flyer submitted a final proposal in the total amount of \$1,602,231, which reflects a total savings of \$261,760, or 14.0% from the initial proposal. The final pricing for this modification has been found to be fair and reasonable.



Standard Follow-Up Reports: 2017 Highlights NYCT Equal Employment Opportunity (EEO) Report

Since 2012, at the direction of MTA Chairman and Chief Executive Officer Joseph Lhota, MTA Agencies submit quarterly reports to the MTA Board of Directors that provide race, gender and ethnic statistical data on the respective agencies' workforces, new hires, and utilization of members of protected groups. The reports also provide information on the number, types and dispositions of various complaints of discrimination and/or harassment filed by employees, job applicants and customers.

The information contained in the reports provides the MTA Board of Directors sheds light on the strategies and efforts undertaken by MTA Agencies to promote a diverse and inclusive workforce and to maintain a work environment that is free from all forms of discrimination, harassment and disrespectful conduct.

Joel C. Andrews, Vice President, EEO & Diversity
Patricia Lodge, Vice President, Human Resources

New York City Transit

EEO Report

January 1, 2017 to December 31, 2017



EEO 4th Quarter Executive Summary

- ❑ NYCT overall workforce is currently comprised of **51,980** employees; of which **9,632 (19%)** are females,* **40,233 (77%)** are minorities and **618 (1%)** are veterans.*
- ❑ The percentage of females in the workforce **increased by 1% (from 18% to 19%)** as compared to the representation of females in the 4th quarter 2016.
- ❑ The overall race and ethnic composition of NYCT workforce **changed by 1% (from 76% to 77%)** as compared to 4th quarter 2016.
- ❑ The percentage of veterans employed has **remained constant at 1%** when compared to 4th quarter 2016.
- ❑ NYCT hired **5,302** employees, of which **1,344 (25%)** were females*, **4,419 (83%)** were minorities; and **123 (2%)** were veterans.
- ❑ Females were hired at a **higher** percentage compared to their current representation of **19%** in the workforce. Minorities were hired at a **higher** percentage compared to their current representation of **77%** in the workforce.
- ❑ NYCT handled a total of **403** EEO complaints; of which **226** were internal and **177** were external. In the 4th quarter 2016, NYCT handled a total of **375** EEO complaints; of which **235** were internal and **140** were external.
- ❑ NYCT handled a total of **260** Title VI complaints. In the 4th quarter 2016, NYCT handled a total of **225** Title VI complaints.



*Includes minorities, non-minorities, and veterans

The chart on the next page is a snapshot of the workforce by EEO categories.

EEO 4th Quarter 2017 Executive Summary

The table below is a snapshot of NYCT workforce by race/ethnicity, gender and veterans as of December 31, 2017.

JOB CATEGORY	TOTAL		Minorities		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		2+ Races		WHITES		VETERANS	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	2,533		1,484	59%	760	30%	277	11%	343	14%	8	0%	1	0%	95	4%	1,049	41%	35	1%
	F 600	24%	439	17%	293	12%	56	2%	65	3%	0	0%	0	0%	25	1%	161	6%	3	9%
M 1,933	76%	1,045	41%	467	18%	221	9%	278	11%	8	0%	1	0%	70	3%	888	35%	32	91%	
Professionals	3,051		2,200	72%	952	31%	320	10%	803	26%	6	0%	0	0%	119	4%	851	28%	27	1%
	F 1,153	38%	928	30%	504	17%	148	5%	220	7%	3	0%	0	0%	53	2%	225	7%	7	26%
M 1,898	62%	1,272	42%	448	15%	172	6%	583	19%	3	0%	0	0%	66	2%	626	21%	20	74%	
Technicians	211		157	74%	95	45%	21	10%	35	17%	1	0%	0	0%	5	2%	54	26%	5	2%
	F 69	33%	58	27%	47	22%	8	4%	2	1%	1	0%	0	0%	0	0%	11	5%	1	20%
M 142	67%	99	47%	48	23%	13	6%	33	16%	0	0%	0	0%	5	2%	43	20%	4	80%	
Protective Services	599		463	77%	290	48%	118	20%	39	7%	0	0%	1	0%	15	3%	136	23%	42	7%
	F 124	21%	113	19%	90	15%	16	3%	1	0%	0	0%	1	0%	5	1%	11	2%	5	12%
M 475	79%	350	58%	200	33%	102	17%	38	6%	0	0%	0	0%	10	2%	125	21%	37	88%	
Paraprofessionals	52		45	87%	24	46%	13	25%	6	12%	0	0%	0	0%	2	4%	7	13%	0	0%
	F 28	54%	26	50%	13	25%	8	15%	3	6%	0	0%	0	0%	2	4%	2	4%	0	0%
M 24	46%	19	37%	11	21%	5	10%	3	6%	0	0%	0	0%	0	0%	5	10%	0	0%	
Administrative Support	4,929		4,411	89%	2,662	54%	694	14%	927	19%	14	0%	4	0%	110	2%	518	11%	35	1%
	F 2,145	44%	2,018	41%	1,529	31%	265	5%	161	3%	6	0%	2	0%	55	1%	127	3%	8	23%
M 2,784	56%	2,393	49%	1,133	23%	429	9%	766	16%	8	0%	2	0%	55	1%	391	8%	27	77%	
Skilled Craft	17,929		12,060	67%	6,583	37%	2,210	12%	2,760	15%	43	0%	7	0%	457	3%	5,869	33%	226	1%
	F 998	6%	937	5%	757	4%	121	1%	26	0%	3	0%	0	0%	30	0%	61	0%	12	5%
M 16,931	94%	11,123	62%	5,826	32%	2,089	12%	2,734	15%	40	0%	7	0%	427	2%	5,808	32%	214	95%	
Service Maintenance	22,676		19,413	86%	12,884	57%	4,835	21%	1,229	5%	29	0%	8	0%	428	2%	3,263	14%	248	1%
	F 4,515	20%	4,339	19%	3,407	15%	791	3%	53	0%	3	0%	1	0%	84	0%	176	1%	18	7%
M 18,161	80%	15,074	66%	9,477	42%	4,044	18%	1,176	5%	26	0%	7	0%	344	2%	3,087	14%	230	93%	
Total	51,980		40,233	77%	24,250	47%	8,488	16%	6,142	12%	101	0%	21	0%	1,231	2%	11,747	23%	618	1%

Note: All percentages have been rounded to the nearest whole number.



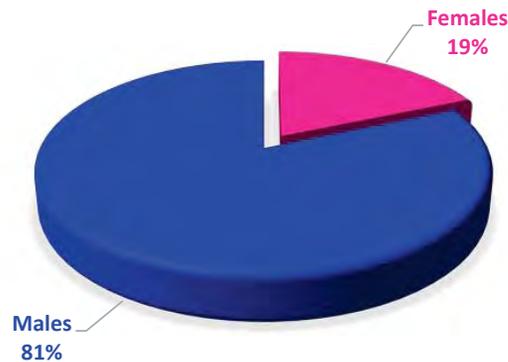
NYCT

Workforce

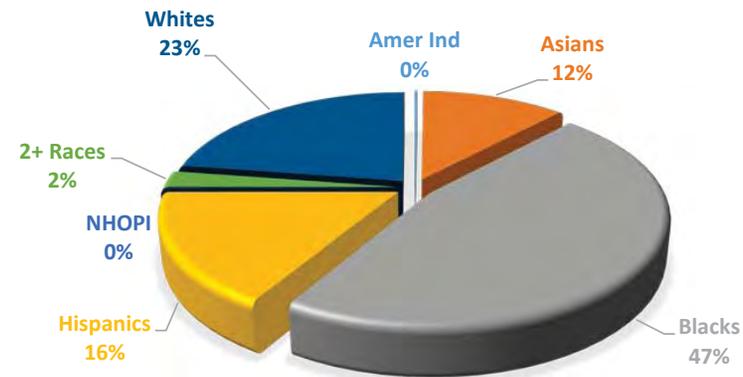


NYCT Workforce as of December 31, 2017

WORKFORCE BY GENDER



WORKFORCE BY RACE/ETHNICITY



NYCT workforce consist of **51,980** employees.

- ❑ **19%** female, **77%** minorities, and **1%** veterans.
- ❑ The percentage of females employed **increased by 1%** since the prior quarter.
- ❑ The percentage of minorities **did not change** as it relates to race and ethnicity since the prior quarter.



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 skills 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 skills and a thorough and comprehensive knowledge of the process involved in the work, acquired through on-the-job training and experience, 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 Underutilization Analysis

NYCT has conducted an availability analysis of females and minorities in its workforce. The availability analysis compares NYCT **December 31, 2017** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN*		NHOPI**		2+ RACES		WHITES	
		Est Avail	Actual %												
Officials & Administrators	F	9%	12%	2%	2%	1%	3%	0%	0%	0%	0%	0%	1%	2%	6%
	M	25%	18%	10%	9%	9%	11%	0%	0%	0%	0%	2%	3%		
Professionals	F	7%	17%	3%	5%	4%	7%	0%	0%	0%	0%	0%	2%	14%	7%
	M	11%	15%	6%	6%	8%	19%	0%	0%	0%	0%	1%	2%		
Technicians	F	3%	22%	3%	4%	4%	1%	0%	0%	0%	0%	0%	0%	12%	5%
	M	11%	23%	6%	6%	10%	16%	0%	0%	0%	0%	1%	2%		
Protective Services	F	6%	15%	3%	3%	1%	0%	0%	0%	0%	0%	0%	1%	6%	2%
	M	17%	33%	10%	17%	1%	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 Guidelines, white males have been excluded from the availability analysis.



NYCT Underutilization Analysis

NYCT conducted an availability analysis of females and minorities in its workforce. The availability analysis compares NYCT **December 31, 2017** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN*		NHOPI**		2+ RACES		WHITES	
		Est Avail	Actual %												
Paraprofessionals	F	13%	25%	8%	15%	4%	6%	0%	0%	0%	0%	1%	4%	25%	4%
	M	6%	21%	5%	10%	4%	6%	0%	0%	0%	0%	0%	0%		
Administrative Support	F	14%	31%	13%	5%	5%	3%	0%	0%	0%	0%	0%	1%	16%	3%
	M	10%	23%	10%	9%	4%	16%	0%	0%	0%	0%	0%	1%		
Skilled Craft	F	6%	4%	2%	1%	1%	0%	0%	0%	0%	0%	0%	0%	2%	0%
	M	27%	32%	13%	12%	7%	15%	0%	0%	0%	0%	1%	2%		
Service Maintenance	F	10%	15%	4%	3%	0%	0%	0%	0%	0%	0%	0%	0%	1%	1%
	M	30%	42%	18%	18%	4%	5%	0%	0%	0%	0%	1%	2%		

*American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander

Note: Pursuant to FTA Circular 4704.1A EEO Requirements and Guidelines, white males have been excluded from the availability analysis.



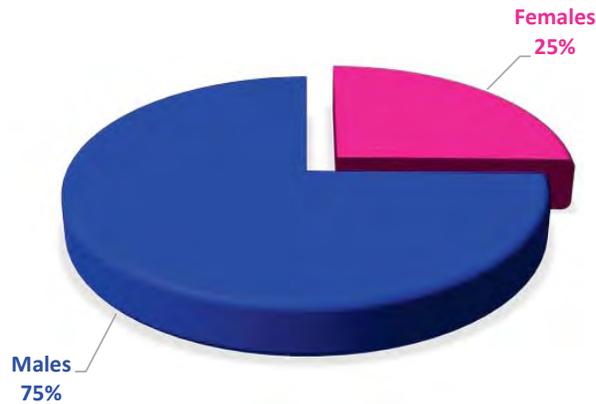
NYCT

New Hires and Veterans

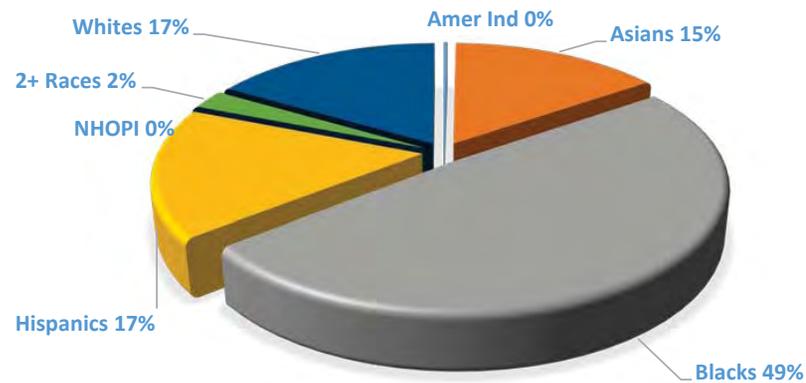


NYCT New Hires and Veterans by Gender and Race/Ethnicity January 1, 2017 to December 31, 2017

NEW HIRE BY GENDER



NEW HIRE BY RACE/ETHNICITY



NYCT hired **5,302** employees including **123 (2%)** veterans

- ❑ **25%** females, including **1%** female veterans.
- ❑ Females were **hired at higher** percentage compared to their current representation of **19%** in the workforce.
- ❑ **83%** minorities, including **2%** minority veterans.
- ❑ Minorities were **hired at higher** percentage compared to their current representation of **77%** in the workforce.

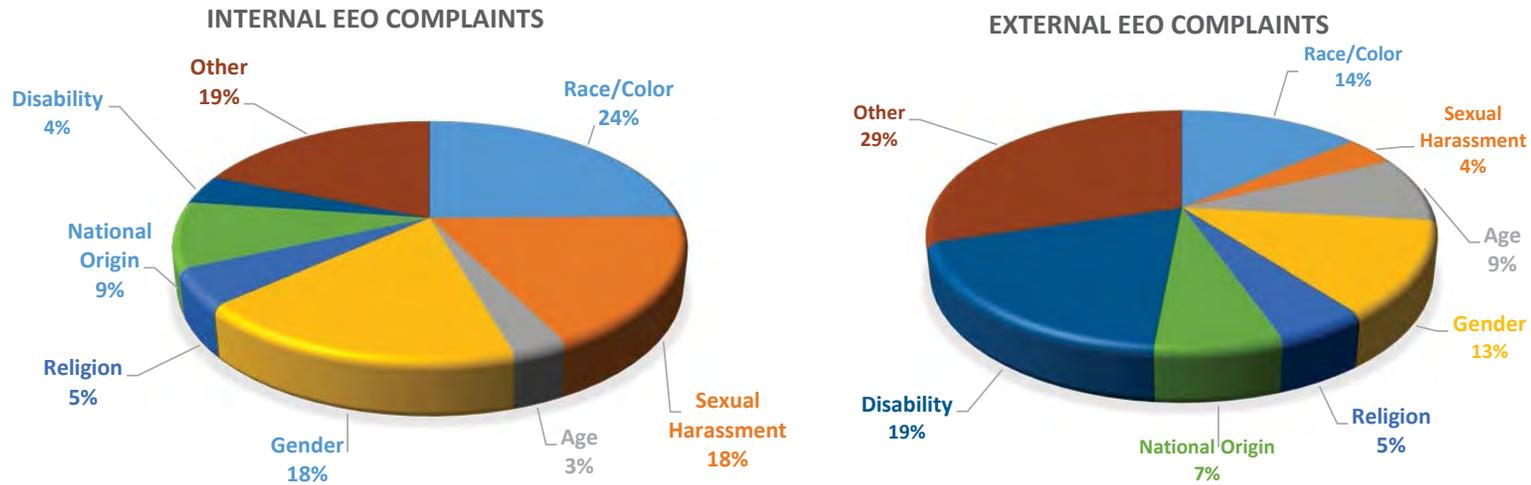


NYCT

Complaints and Lawsuits



NYCT Internal/External EEO Complaints and Lawsuits January 1, 2017 to December 31 2017



NYCT handled **403** EEO complaints, citing **692** separate allegations and 55 EEO lawsuits.

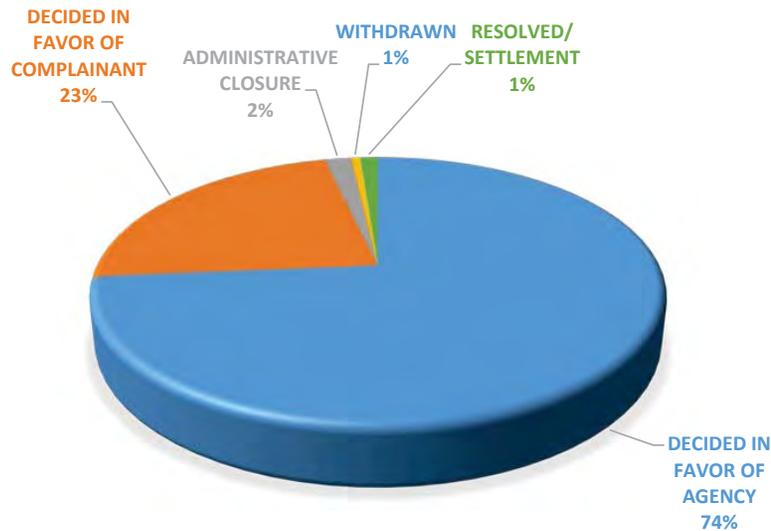
- ❑ **226** filed internal complaints.
- ❑ **177** filed external complaints.
- ❑ The most frequently cited bases Internally was race/color and externally was disability.



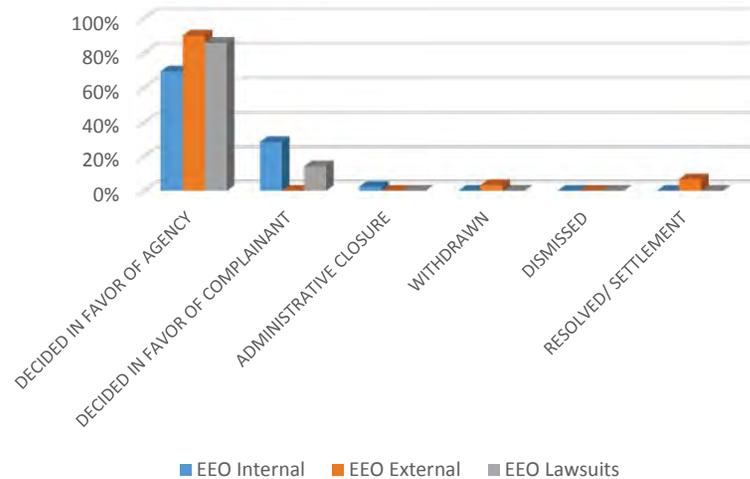
These charts includes all pending matters as of the date of the report; including matters filed prior to the reporting period.
 "Other" contains all EEO categories not otherwise specially mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.)

NYCT EEO Complaints and Lawsuits Dispositions January 1, 2017 to December 31, 2017

OVERALL EEO COMPLAINTS AND LAWSUITS DISPOSITIONS*



EEO COMPLAINTS AND LAWSUITS DISPOSITIONS*



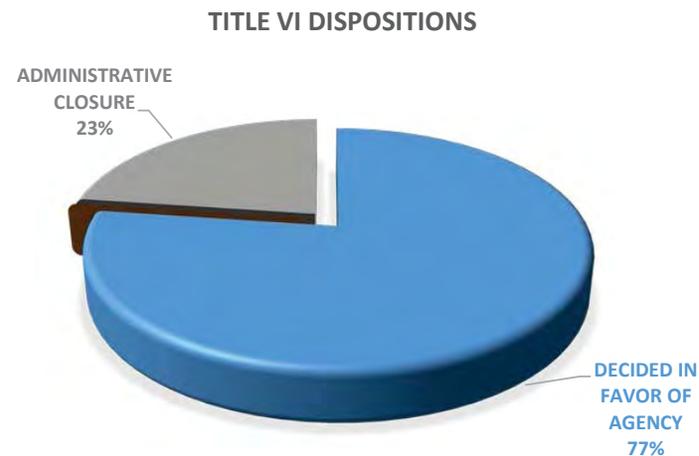
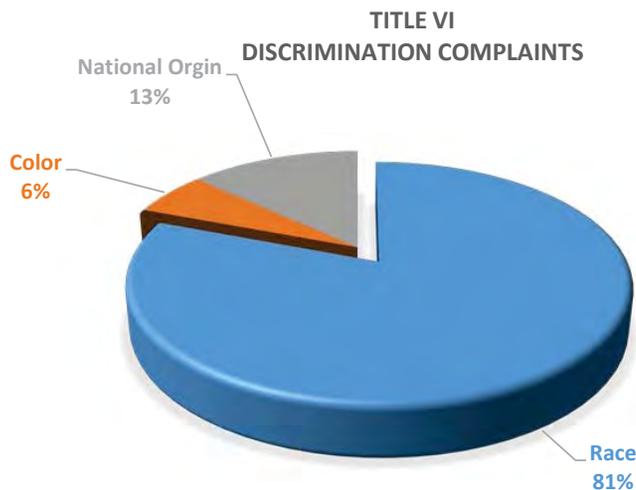
NYCT disposed **158** EEO complaints and **7** EEO lawsuits.

- **74%** complaints/lawsuits decided in favor of the agency.
- **23%** complaints/lawsuits decided in favor of the complainant.
- **2%** complaints/lawsuits were administrative closures.
- **1%** of complaints/lawsuits were resolved/settlement.
- **1%** of complaints/lawsuits were withdrawn



*In some instances, a single complaint may result two or more resolution types.

NYCT Title VI Discrimination Complaints, Lawsuits and Dispositions January 1, 2017 to December 31, 2017



NYCT handled **260** Title VI complaints, citing **265** separate allegations and **0** Title VI lawsuits. Agency disposed **114** complaints and **0** lawsuits.

- ❑ **77%** complaints/lawsuits decided in favor of the agency.
- ❑ **0%** complaints/lawsuits decided in favor of the complainant.
- ❑ **23%** complaints/lawsuits were administrative closures.
- ❑ **0%** complaints/lawsuits were resolved/settlement.





Standard Follow-Up Reports: 2017 Highlights MTA Bus Equal Employment Opportunity (EEO) Report

In March 2012, MTA Chairman and Chief Executive Officer Joseph Lhota directed MTA Agencies to begin submitting quarterly reports to the MTA Board of Directors that provide race, gender and ethnic statistical data on the respective agencies' workforces, new hires, and utilization of members of protected groups. The quarterly reports also provide information on the number, types and disposition of various complaints of discrimination and/or harassment filed by employees, job applicants and customers.

The statistical data contained in the reports provides the MTA Board of Directors with useful information that sheds light on the strategies and efforts undertaken by MTA Agencies to promote a diverse and inclusive workforce and to maintain a work environment that is free from all forms of discrimination, harassment and disrespectful conduct.

Darryl C. Irick
President, MTA Bus Company
Senior Vice President, NYCT Department of Buses

MTA Bus Company

EEO Report

January 1, 2017 to December 31, 2017



EEO 4th Quarter 2017 Executive Summary

- ❑ MTA Bus overall workforce is currently comprised of **4,128** employees; of which **527 (13%)** are Females,* **3,175 (77%)** are Minorities and **42 (1%)** are Veterans.*
- ❑ The percentage of Females in the workforce has **remained constant** at **13%** compared to the representation of Females in 4th quarter 2016.
- ❑ The overall composition of MTA Bus workforce **changed by 2% (from 75% to 77%)** as it relates to Race and Ethnicity as compared to 4th quarter 2016.
- ❑ The percentage of Veterans employed has **remained constant** at **1%** when compared to 4th quarter 2016.
- ❑ MTA Bus hired **627** employees, of which **123 (20%)** were Females*, **553 (88%)** were Minorities; and **16 (3%)** were Veterans.
- ❑ Females were hired at a **higher** percentage compared to their current representation of **13%** in the workforce. Minorities were hired at a **higher** percentage compared to their current representation of **77%** in the workforce.
- ❑ MTA Bus handled a total of **35** EEO complaints; of which **26** were internal and **9** were external.
- ❑ MTA Bus handled a total of **89** Title VI complaints. In the 4th quarter 2016, MTA Bus handled a total of **23** Title VI complaints.

*Includes minorities, non-Minorities, and Veterans

The chart on the next page is a snapshot of the workforce by EEO categories.



EEO 4th Quarter 2017 Executive Summary

The table below is a snapshot of MTA Bus workforce by race/ethnicity, gender and veterans as of December 31, 2017.

JOB CATEGORY	TOTAL ¹		Minorities		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		2+ Races		WHITES		VETERANS	
	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	272		149	55%	72	26%	31	11%	32	12%	0	0%	0	0%	14	5%	123	45%	9	3%
F	55	20%	43	16%	26	10%	8	3%	6	2%	0	0%	0	0%	3	1%	12	4%	0	0%
M	217	80%	106	39%	46	17%	23	8%	26	10%	0	0%	0	0%	11	4%	111	41%	9	100%
Professionals	108		80	74%	29	27%	16	15%	27	25%	0	0%	0	0%	8	7%	28	26%	2	2%
F	50	46%	43	40%	18	17%	12	11%	9	8%	0	0%	0	0%	4	4%	7	6%	1	50%
M	58	54%	37	34%	11	10%	4	4%	18	17%	0	0%	0	0%	4	4%	21	19%	1	50%
Technicians	16		5	31%	1	6%	2	13%	1	6%	0	0%	0	0%	1	6%	11	69%	0	0%
F	10	63%	3	19%	1	6%	2	13%	0	0%	0	0%	0	0%	0	0%	7	44%	0	0%
M	6	38%	2	13%	0	0%	0	0%	1	6%	0	0%	0	0%	1	6%	4	25%	0	0%
Protective Services	6		5	83%	3	50%	1	17%	0	0%	0	0%	0	0%	1	17%	1	17%	0	0%
F	2	33%	1	17%	0	0%	1	17%	0	0%	0	0%	0	0%	0	0%	1	17%	0	0%
M	4	67%	4	67%	3	50%	0	0%	0	0%	0	0%	0	0%	1	17%	0	0%	0	0%
Paraprofessionals	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%
M	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Administrative Support	108		74	69%	39	36%	13	12%	11	10%	0	0%	0	0%	11	10%	34	31%	0	0%
F	42	39%	35	32%	19	18%	9	8%	3	3%	0	0%	0	0%	4	4%	7	6%	0	0%
M	66	61%	39	36%	20	19%	4	4%	8	7%	0	0%	0	0%	7	6%	27	25%	0	0%
Skilled Craft	590		397	67%	193	33%	84	14%	72	12%	1	0%	8	1%	39	7%	193	33%	5	1%
F	2	0%	1	0%	1	0%	0	0%	0	0%	0	0%	0	0%	0	0%	1	0%	0	0%
M	588	100%	396	67%	192	33%	84	14%	72	12%	1	0%	8	1%	39	7%	192	33%	5	100%
Service Maintenance	3,028		2465	81%	1,518	50%	651	21%	192	6%	7	0%	6	0%	91	3%	563	19%	26	1%
F	366	12%	344	11%	242	8%	89	3%	5	0%	1	0%	0	0%	7	0%	22	1%	2	8%
M	2,662	88%	2,121	70%	1,276	42%	562	19%	187	6%	6	0%	6	0%	84	3%	541	18%	24	92%
Total	4,128		3,175	77%	1,855	45%	798	19%	335	8%	8	0%	14	0%	165	4%	953	23%	42	1%

Note: All percentages have been rounded up to the nearest whole number.



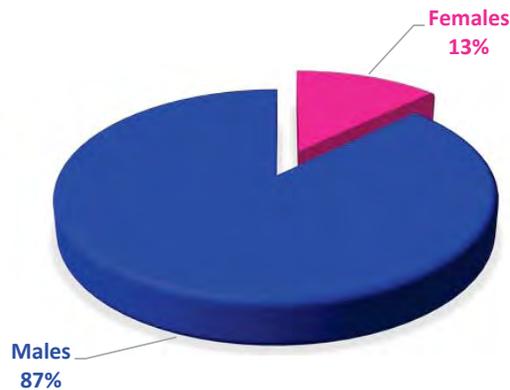
MTA Bus Company

Workforce

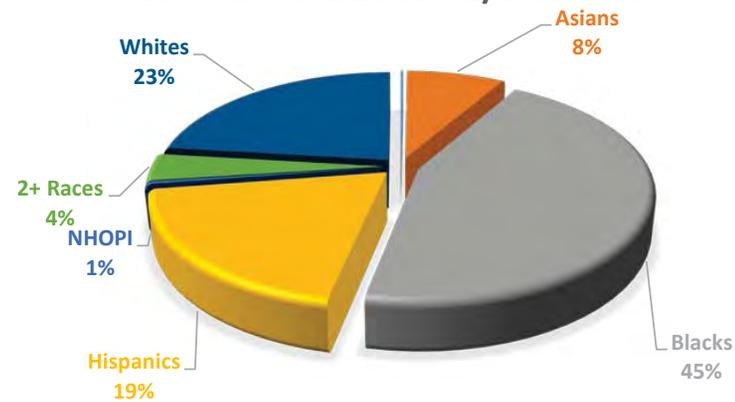


MTA Bus Workforce as of December 31, 2017

WORKFORCE BY GENDER



WORKFORCE BY RACE/ETHNICITY



MTA Bus workforce consists of **4,128** employees.

- ❑ **13%** Females, **77%** Minorities, and **1%** Veterans.
- ❑ The percentage of Females employed **remained constant** since the prior quarter.
- ❑ The percentage of Minorities **did not change** as it relates to Race and Ethnicity since the prior quarter.



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.



MTA Bus Underutilization Analysis

MTA Bus has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing MTA Bus **December 31, 2017** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN		NHOPI		2+ RACES		WHITES	
		Est Avail	Actual %												
Officials & Administrators	F	5%	10%	2%	3%	2%	2%	0%	0%	0%	0%	0%	1%	13%	4%
	M	9%	17%	5%	8%	5%	10%	0%	0%	0%	0%	2%	4%		
Professionals	F	7%	17%	5%	11%	3%	8%	0%	0%	0%	0%	2%	4%	15%	6%
	M	6%	10%	4%	4%	7%	17%	0%	0%	0%	0%	1%	4%		
Technicians	F	8%	6%	7%	13%	1%	0%	0%	0%	0%	0%	0%	0%	25%	44%
	M	3%	0%	3%	0%	7%	6%	0%	0%	0%	0%	3%	6%		
Protective Services	F	13%	0%	19%	17%	1%	0%	0%	0%	0%	0%	1%	0%	12%	17%
	M	5%	50%	10%	0%	1%	0%	0%	0%	0%	0%	1%	17%		

*American Indian/Alaskan Native

**Native Hawaiian Other Pacific Islander



Note: Pursuant to FTA Circular 4704.1A EEO Requirements and Guidelines, white males have been excluded from the availability analysis.

MTA Bus Underutilization Analysis

MTA Bus has conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing MTA Bus **December 31, 2017** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

JOB CATEGORY	Gender	BLACKS		HISPANIC		ASIANS		AI/AN		NHOPI		2+ RACES		WHITES	
		Est Avail	Actual %												
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%	0%	0%
Administrative Support	F	10%	18%	8%	8%	2%	3%	0%	0%	0%	0%	2%	4%	10%	6%
	M	12%	19%	4%	4%	5%	7%	0%	0%	0%	0%	5%	6%		
Skilled Craft	F	2%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	M	22%	33%	19%	14%	7%	12%	0%	0%	0%	1%	2%	7%		
Service Maintenance	F	7%	8%	5%	3%	1%	0%	0%	0%	0%	0%	0%	0%	2%	1%
	M	28%	42%	16%	19%	5%	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 Guidelines, white males have been excluded from the availability analysis.

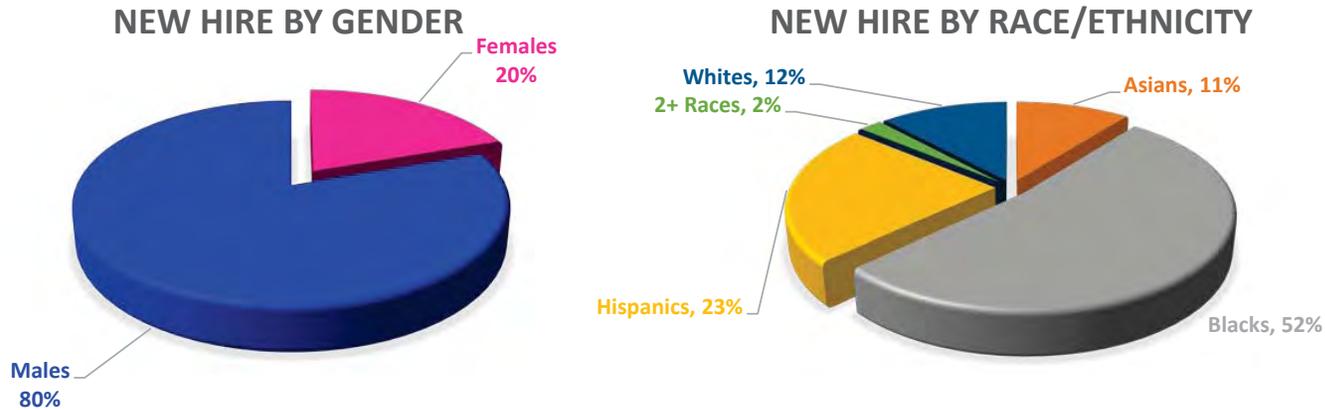


MTA Bus Company

New Hires and Veterans



MTA Bus New Hires and Veterans By Gender and Race/Ethnicity January 1, 2017 to December 31, 2017



MTA Bus hired **627** Employees including **16 (3%)** Veterans.

- ❑ **20%** Females in which **2%** were Female Veterans.
- ❑ Females were **hired at a higher** percentage compared to their current representation of **13%** in the workforce.
- ❑ **88%** Minorities in which **3%** were Minority Veterans.
- ❑ Minorities were **hired at a higher** percentage compared to their current representation of **77%** in the workforce.



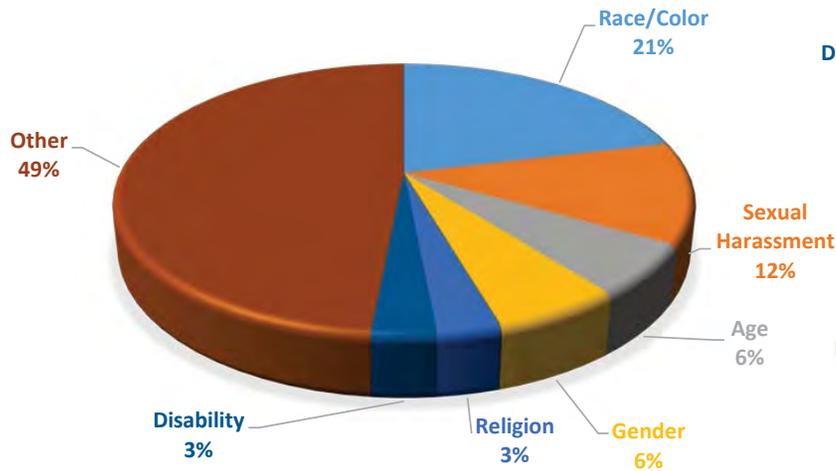
MTA Bus Company

Complaints and Lawsuits

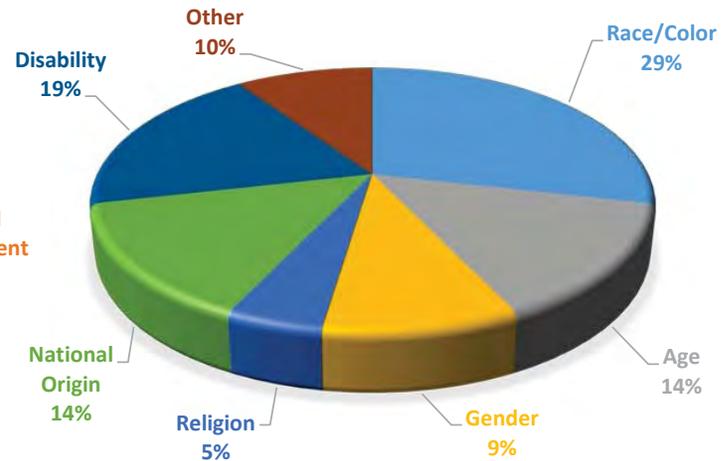


MTA Bus Internal/External EEO Complaints and Lawsuits January 1, 2017 to December 31, 2017

INTERNAL EEO COMPLAINTS



EXTERNAL EEO COMPLAINTS



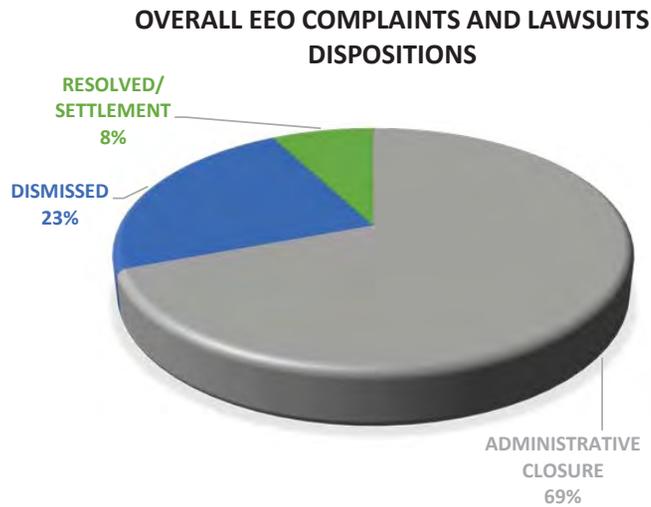
MTA Bus handled **35** EEO complaints, citing **54** separate allegations, and **3** Lawsuits.

- ❑ **26** filed Internal complaints.
- ❑ **9** filed External complaints.
- ❑ The most frequently cited basis Internally was Other and Externally was Race/Color.



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 specially mentioned on the chart (i.e. Retaliation, Sexual Orientation, Military status, or Marital Status etc.)

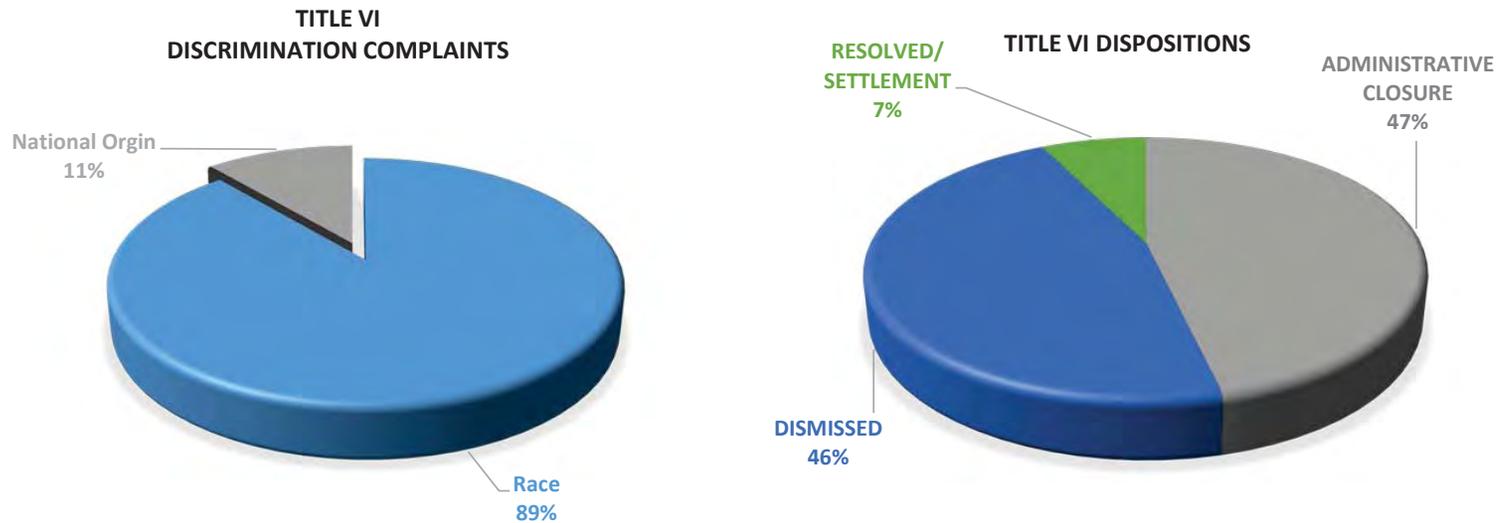
MTA Bus EEO Complaint and Lawsuits Dispositions January 1, 2017 to December 31, 2017



- MTA Bus disposed **13** EEO complaints and **0** EEO Lawsuits.
- **0%** complaints/lawsuits decided in Favor of the Agency.
 - **0%** complaints /lawsuits decided in Favor of the Complainant.
 - **69%** complaints/lawsuits were Administrative Closures.
 - **8%** complaints/lawsuits were Resolved/Settlement.
 - **23%** complaints/lawsuits were Dismissed.



MTA Bus Title VI Discrimination Complaints, Lawsuits and Dispositions January 1, 2017 to December 31, 2017



MTA Bus handled **89** Title VI Complaints, citing **89** separate allegations and **0** Title VI lawsuits. Agency disposed 41 complaints and 0 lawsuits.

- ❑ 0% complaints/lawsuits decided in Favor of the Agency.
- ❑ 0% complaints/lawsuits decided in Favor of the Complainant.
- ❑ 47% complaints/lawsuits were Administrative Closures.
- ❑ 7% complaints/lawsuits were Resolved/Settlement.
- ❑ 46% complaints/lawsuits were Dismissed.





Standard Follow-Up Reports: Elevator and Escalator Report 4th Qtr 2017

NYCT is fully committed to providing first in class customer experience to all Subway riders. Maintaining clean, functioning elevators and escalators is our priority.

Elevator and Escalator Performance

- Overall elevator and escalator performance was relatively stable in the fourth quarter of 2017.
- Elevator availability increased slightly from 96.2% (Q3 2017) to 96.3% in the last quarter, approaching the goal of 96.5%
- AM peak availability remained unchanged and above overall goal at 97.3%. PM peak availability increased slightly from last quarter to 96.7%.
- Escalator availability increased slightly from 94.4% (Q3 2017) to 94.6%, still below goal of 95.2%
- AM peak availability increased to 96.3% and PM peak availability decreased one tenth of one percent to 94.8%

Highlighted Activities

- Actions are being taken to improve poorly performing elevators, targeting those with repeated outages through the use of contractor resources to supplement in-house efforts.
- A two-year contract was awarded in December for the maintenance of 18 traction elevators at 5 stations in Washington Heights: 168th St, 181st St and 191st St on the 1 line, and 181st and 190th St on the A line. Initial performance results are promising.
- We are taking steps to enhance performance monitoring of machines maintained by third parties and we are developing performance measurements similar to those we have for the equipment we maintain.
- Recruitment efforts continue for Elevator and Escalator mechanics and for new Elevator & Escalator Specialist positions, including an NYCT Elevator & Escalator job fair held on January 20, 2018.
- Our Elevator & Escalator team includes 26 apprentices working through a three year labor-management apprenticeship program.

Frank Jezycki
Acting Senior Vice President, Subways

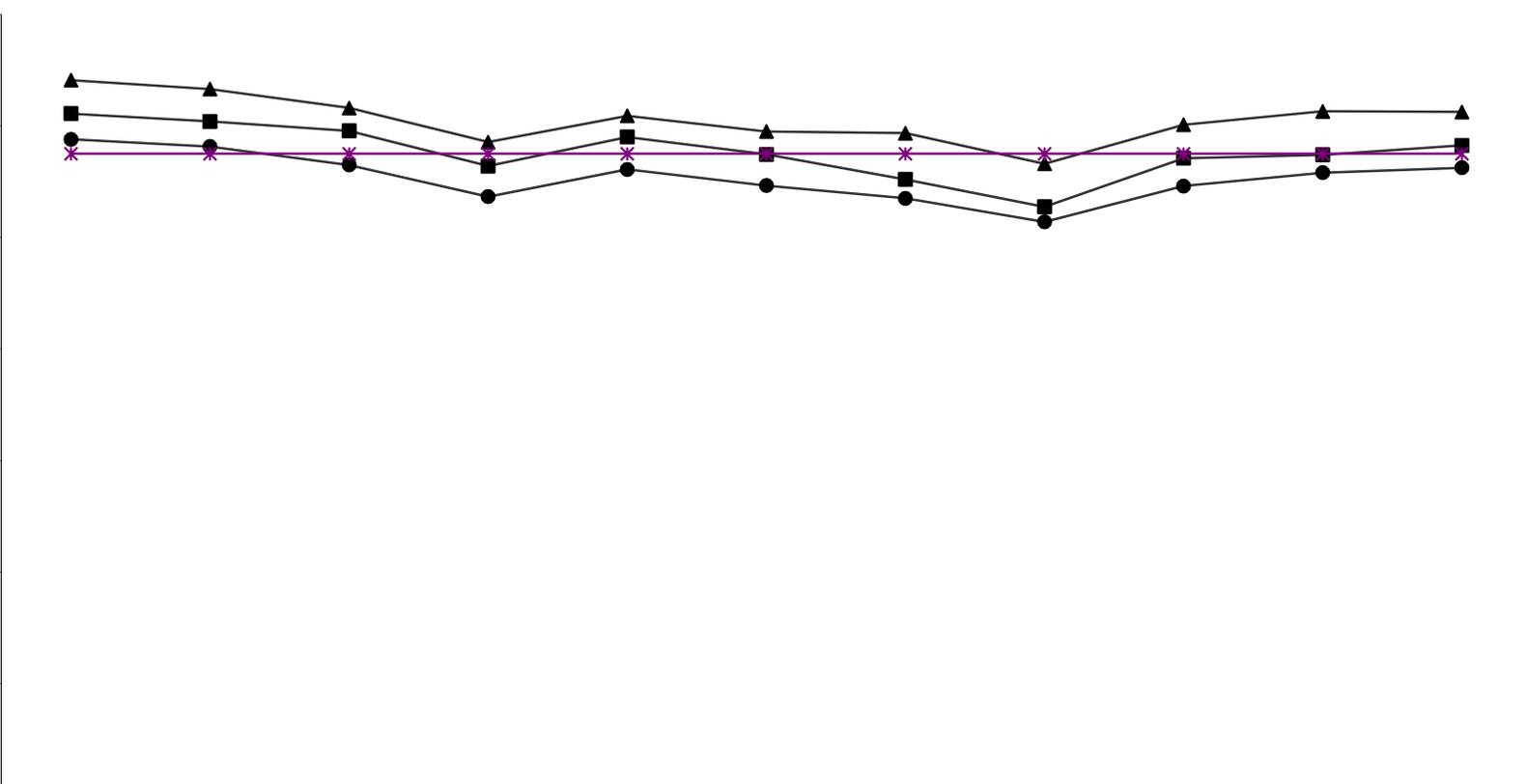
ELEVATOR AND ESCALATOR QUARTERLY REPORT

MTA / New York City Transit

Fourth Quarter - 2017

Passenger Elevator 2017 4th Quarter Availability

99.0%
97.0%
95.0%
93.0%
91.0%
89.0%
87.0%
85.0%

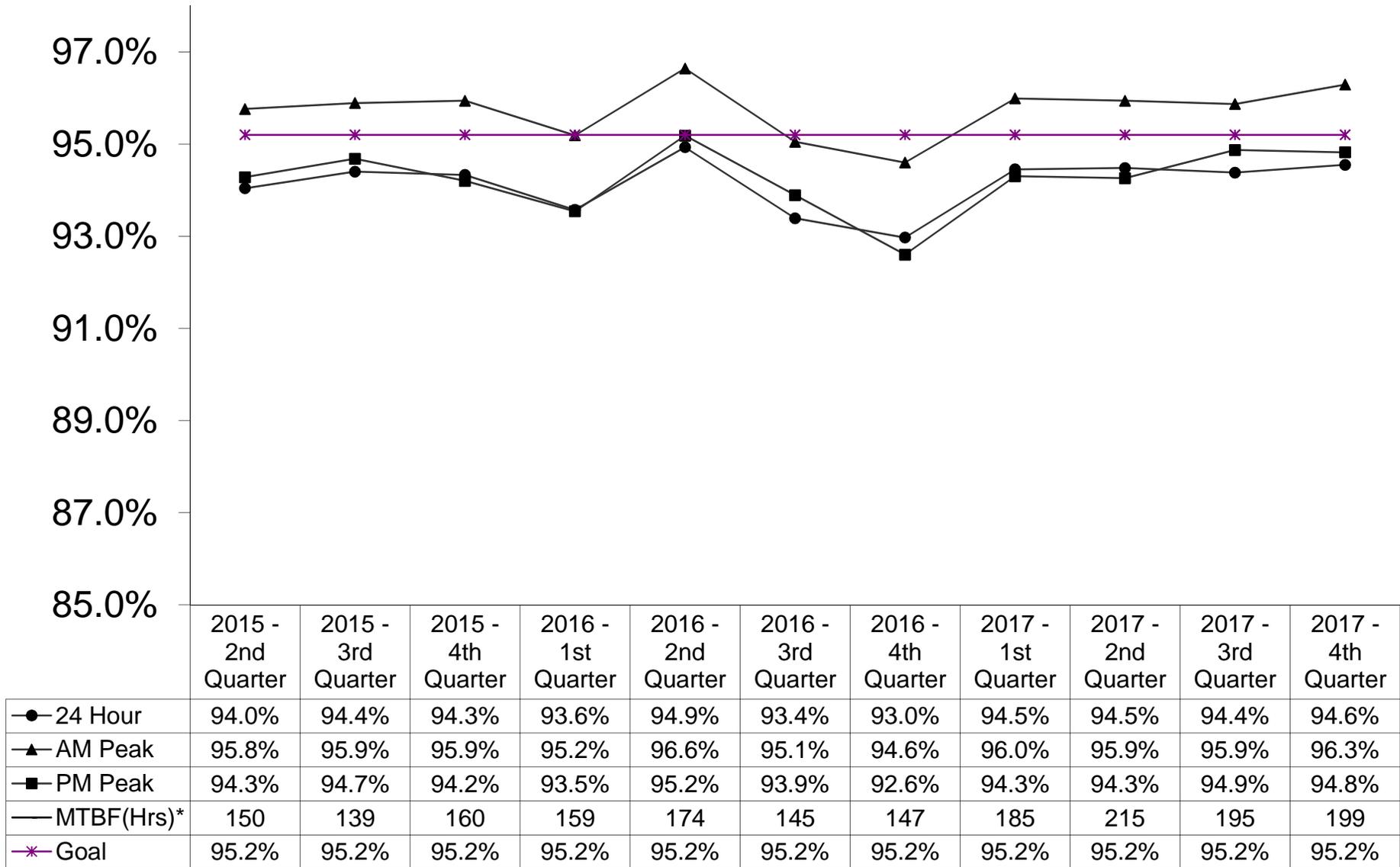


	2015 - 2nd Quarter	2015 - 3rd Quarter	2015 - 4th Quarter	2016 - 1st Quarter	2016 - 2nd Quarter	2016 - 3rd Quarter	2016 - 4th Quarter	2017 - 1st Quarter	2017 - 2nd Quarter	2017 - 3rd Quarter	2017 - 4th Quarter
● 24 Hour	96.8%	96.6%	96.3%	95.7%	96.2%	95.9%	95.7%	95.3%	95.9%	96.2%	96.3%
▲ AM Peak	97.8%	97.7%	97.3%	96.7%	97.2%	96.9%	96.9%	96.3%	97.0%	97.3%	97.3%
■ PM Peak	97.2%	97.1%	96.9%	96.3%	96.8%	96.5%	96.0%	95.6%	96.4%	96.5%	96.7%
— MTBF(Hrs)*	389	373	417	354	340	319	289	266	324	320	329
* 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)

Escalator 2017 4th Quarter Availability



* 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 Fourth Quarter - 2017

Elevator Performance

Borough	No. Units	Avg Age	2017 4th Quarter Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	32	8.9	96.3%	97.6%	96.6%	425	306	119	30
Brooklyn	54	12.0	97.2%	98.1%	97.3%	699	491	208	52
Manhattan	130	11.1	95.7%	96.6%	96.1%	1982	1380	602	109
Queens	33	9.4	96.9%	97.9%	97.7%	423	265	158	12
System	249	10.3	96.3%	97.3%	96.7%	3529	2442	1087	203

Escalator Performance

Borough	No. Units	Avg Age	2017 4th Quarter Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	12	18.8	91.0%	93.2%	88.3%	380	299	81	0
Brooklyn	32	16.6	93.3%	95.2%	92.4%	1260	965	295	0
Manhattan	146	10.9	95.2%	96.9%	96.0%	5881	2681	3200	0
Queens	34	16.2	94.2%	95.6%	94.6%	800	590	210	0
System	224	15.7	94.6%	96.3%	94.8%	8321	4535	3786	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
Fourth Quarter - 2017**

Borough:		Bronx		2017 4th Quarter Availability			2016 4th Qtr. Availability	Outages			Entrapments
Unit ID	Age	Station	24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled		
				Peak	Peak						
1	EL131	15	161 St-Yankee Stadium 4 B D	86.20%	89.90%	86.41%	96.99%	44	42	2	
2	EL128	1	Simpson St 2 5	86.82%	89.22%	86.87%	86.32%	35	27	8	2
3	EL133	15	161 St-Yankee Stadium 4	89.65%	91.08%	89.93%	90.98%	24	20	4	2
4	EL194	10	233 St 2 5	89.75%	90.63%	90.82%	98.83%	9	5	4	1
5	EL129	20	3 Av-149 St 2 5	92.85%	94.83%	94.26%	97.82%	31	23	8	3
6	EL132	15	161 St-Yankee Stadium 4	93.15%	94.11%	93.15%	98.05%	16	13	3	2
7	EL136	10	Pelham Pkwy 2 5	94.76%	98.18%	95.16%	96.89%	27	24	3	3
8	EL195	3	Hunts Point Av 6	95.50%	96.99%	95.87%	96.88%	23	19	4	1
9	EL130	20	3 Av-149 St 2 5	96.25%	98.14%	95.11%	91.58%	13	9	4	1
10	EL183	10	Gun Hill Rd 2 5	96.62%	98.61%	96.15%	98.62%	11	8	3	2
11	EL192	10	233 St 2 5	96.69%	98.91%	97.98%	94.46%	12	8	4	0
12	EL189	3	Kingsbridge Rd B D	96.98%	100.00%	97.53%	92.15%	15	11	4	1
13	EL187	12	Fordham Rd 4	97.06%	98.91%	96.75%	98.35%	9	7	2	1
14	EL137	10	Pelham Pkwy 2 5	97.18%	99.60%	96.93%	99.22%	16	12	4	0
15	EL185	11	231 St 1	97.19%	97.06%	96.07%	99.20%	9	6	3	0
16	EL188	12	Fordham Rd 4	97.53%	100.00%	95.67%	94.25%	8	5	3	4
17	EL193	10	233 St 2 5	97.82%	98.69%	97.80%	98.33%	10	7	3	0
18	EL138	10	Pelham Pkwy 2 5	97.87%	99.18%	98.11%	96.46%	14	9	5	2
19	EL134	15	161 St-Yankee Stadium B D	98.03%	98.35%	97.83%	90.58%	3		3	0
20	EL121	1	Pelham Bay Park 6	98.15%	99.59%	97.76%	98.36%	8	4	4	0
21	EL127	1	Simpson St 2 5	98.18%	100.00%	98.86%	93.75%	14	9	5	0
22	EL196	3	Hunts Point Av 6	98.29%	97.52%	99.32%	98.43%	10	7	3	0
23	EL182	10	Gun Hill Rd 2 5	98.60%	97.83%	100.00%	98.00%	5	3	2	1
24	EL197	3	Hunts Point Av 6	98.88%	98.91%	99.15%	98.32%	7	5	2	1
25	EL160	5	180 St 2 5	98.95%	100.00%	99.75%	98.84%	7	4	3	0
26	EL190	3	Kingsbridge Rd B D	98.99%	99.86%	100.00%	97.39%	8	2	6	0
27	EL184	11	231 St 1	99.06%	99.69%	98.46%	98.65%	7	5	2	1
28	EL191	3	Kingsbridge Rd B D	99.06%	99.74%	100.00%	98.07%	8	3	5	0
29	EL122	1	Pelham Bay Park 6	99.07%	100.00%	100.00%	99.26%	5		5	0
30	EL159	5	180 St 2 5	99.12%	100.00%	100.00%	99.25%	8	5	3	0
31	EL186	12	Fordham Rd 4	99.13%	98.89%	98.91%	97.58%	4	2	2	0
32	EL135	15	161 St-Yankee Stadium B D	99.16%	99.41%	100.00%	86.72%	5	2	3	1
	32	8.9	Elevator Subtotal:	96.3%	97.6%	96.6%	96.2%	425	306	119	30
1	ES120	28	Pelham Bay Park 6	72.39%	74.80%	71.12%	82.30%	12	9	3	0
2	ES113	16	161 St-Yankee Stadium 4	82.47%	81.91%	82.12%	90.10%	26	22	4	0
3	ES108	25	Intervale Av 2 5	84.19%	92.69%	75.93%	96.04%	66	57	9	0
4	ES123	21	Pelham Pkwy 2 5	89.89%	90.49%	87.87%	95.55%	22	16	6	0
5	ES104	12	Gun Hill Rd 2 5	92.20%	94.46%	87.55%	85.09%	44	40	4	0
6	ES105	12	Gun Hill Rd 2 5	93.92%	96.29%	87.64%	72.31%	41	39	2	0
7	ES106	13	West Farms Sq-E Tremont Av 2 5	94.22%	99.52%	87.57%	96.68%	45	42	3	0
8	ES111	16	Parkchester 6	94.31%	94.21%	90.51%	85.23%	36	22	14	0
9	ES112	16	Norwood-205 St D	95.78%	98.32%	97.41%	95.86%	36	14	22	0
10	ES114	18	161 St-Yankee Stadium 4	96.96%	96.79%	97.07%	92.04%	22	16	6	0
11	ES121	28	Pelham Bay Park 6	97.55%	99.30%	95.27%	94.77%	15	11	4	0
12	ES122	21	Pelham Pkwy 2 5	97.80%	99.40%	98.95%	95.47%	15	11	4	0
	12	18.8	Escalator Subtotal:	91.0%	93.2%	88.3%	90.1%	380	299	81	0

*Note the number of entrapments are included in the non scheduled outages count.

**Elevator and Escalator
Quarterly Performance By Borough
Fourth Quarter - 2017**

Borough:		Manhattan									
Unit ID	Age	Station	2017 4th Quarter Availability			2016 4th Qtr. Availability	Outages			Entrapments	
			24 Hr	AM Peak	PM Peak		24 Hr	Total	Non Scheduled		Scheduled
1	EL442	1	Lexington Av-63 St F Q	69.37%	72.13%	67.46%	100.00%	25	20	5	3
2	EL116	12	190 St A	74.67%	75.64%	75.58%	84.60%	8	4	4	1
3	EL111	20	168 St 1	76.78%	80.48%	78.75%	90.32%	51	42	9	0
4	EL110	18	181 St 1	79.02%	80.37%	78.63%	95.61%	10	7	3	0
5	EL113	19	168 St 1	81.97%	81.83%	82.05%	90.41%	41	35	6	0
6	EL120	32	190 St A	83.63%	83.45%	83.57%	84.22%	22	19	3	5
7	EL145	7	96 St 2 3 1	83.94%	88.73%	81.40%	91.90%	29	27	2	0
8	EL244	16	Grand Central-42 St 7	85.88%	89.36%	88.26%	95.51%	64	23	41	1
9	EL230	14	Times Sq-42 St N O R W	87.97%	88.59%	88.84%	91.83%	12	8	4	1
10	EL119	32	181 St A	88.26%	90.38%	87.74%	72.48%	35	32	3	2
11	EL105	15	191 St 1	88.43%	91.24%	87.14%	93.89%	22	16	6	0
12	EL109	18	181 St 1	88.50%	88.21%	89.95%	92.74%	9	6	3	0
13	EL222	15	14 St A C E	88.75%	88.42%	91.35%	99.23%	31	26	5	2
14	EL248	1	96 St Q	89.08%	88.83%	90.73%	N/A	16	5	11	1
15	EL142	12	125 St A B C D	89.45%	91.10%	89.12%	92.14%	16	13	3	1
16	EL331	5	Bleecker St D F B M 6	89.56%	90.60%	89.45%	96.85%	20	16	4	1
17	EL104	14	191 St 1	89.85%	94.57%	86.42%	94.13%	35	31	4	1
18	EL402	28	Lexington Av-63 St F Q	90.20%	87.89%	92.01%	94.28%	24	16	8	3
19	EL108	18	181 St 1	91.67%	94.08%	89.48%	91.98%	39	36	3	3
20	EL218	17	14 St-Union Sq L	92.66%	94.59%	95.08%	98.71%	21	19	2	2
21	EL125	1	125 St 4 5 6	93.47%	92.01%	94.48%	96.00%	30	25	5	3
22	EL267	1	72 St Q	93.53%	93.74%	92.89%	N/A	11	6	5	0
23	EL146	7	96 St 2 3 1	93.54%	96.20%	92.29%	95.02%	36	31	5	2
24	EL336	8	Chambers St 1 2 3	93.69%	93.74%	92.34%	84.36%	40	36	4	1
25	EL247	1	96 St Q	94.27%	92.89%	96.84%	N/A	27	13	14	0
26	EL232	11	Times Sq-42 St 1 2 3 7	94.50%	96.73%	93.75%	89.25%	16	13	3	5
27	EL444	1	Lexington Av-63 St F Q	94.50%	97.58%	94.82%	100.00%	19	11	8	0
28	EL315	0	Brooklyn Bridge 4 5 6	94.53%	95.35%	94.57%	N/A	7	2	5	1
29	EL106	15	191 St 1	94.66%	97.27%	96.10%	96.48%	26	22	4	1
30	EL443	1	Lexington Av-63 St F Q	94.69%	98.10%	95.38%	100.00%	33	22	11	8
31	EL204	27	Grand Central-42 St 4 5 6 7 S	95.04%	96.68%	94.15%	98.60%	22	16	6	4
32	EL440	1	Lexington Av-63 St F Q	95.12%	96.65%	96.22%	100.00%	28	19	9	2
33	EL118	13	181 St A	95.13%	94.95%	94.69%	95.04%	25	20	5	0
34	EL710	10	Bowling Green 4 5	95.29%	97.27%	95.66%	93.21%	39	33	6	0
35	EL333	12	West 4 St A B C D E F M	95.36%	96.74%	94.50%	96.73%	26	22	4	0
36	EL206	27	Grand Central-42 St 4 5 6	95.53%	98.75%	97.03%	97.72%	22	10	12	1
37	EL103	14	191 St 1	95.58%	99.30%	96.61%	96.02%	25	19	6	0
38	EL277	8	59 St-Columbus Circle A B C D 1	95.64%	98.32%	96.03%	97.24%	22	16	6	1
39	EL245	12	Lexington Av-53 St E M	95.67%	96.18%	95.13%	89.20%	17	12	5	1
40	EL335	12	West 4 St A B C D E F M	96.20%	96.06%	96.98%	97.92%	14	11	3	2
41	EL201	0	51 St 6	96.42%	97.81%	96.87%	95.97%	14	11	3	1
42	EL716	3	Fulton St A C J Z 2 3 4 5	96.44%	96.90%	98.70%	98.49%	27	22	5	0
43	EL139	10	168 St 1 A C	96.49%	98.98%	95.70%	97.92%	19	16	3	3
44	EL213	2	34 St-Herald Sq B D F M N Q R W	96.51%	99.23%	97.71%	97.60%	18	12	6	3
45	EL224	15	8 Av L	96.55%	97.74%	96.89%	95.41%	20	16	4	3
46	EL229	14	Times Sq-42 St N O R W	96.72%	97.95%	96.74%	91.84%	8	4	4	0
47	EL332	5	Bleecker St D F B M 6	96.77%	97.83%	97.10%	98.90%	8	5	3	1
48	EL215	18	34 St-Penn Station 2 3	96.80%	97.76%	97.83%	98.90%	9	5	4	0
49	EL328	5	Bleecker St D F B M 6	96.83%	97.10%	98.40%	95.44%	18	15	3	1
50	EL298	1	23 St 6	96.94%	98.55%	96.82%	100.00%	12	8	4	3
51	EL329	5	Bleecker St D F B M 6	97.00%	96.14%	99.59%	98.21%	15	7	8	0
52	EL114	20	168 St 1	97.06%	98.07%	96.71%	93.68%	28	26	2	0

**Elevator and Escalator
Quarterly Performance By Borough
Fourth Quarter - 2017**

Borough:		Manhattan									
Unit ID	Age	Station	2017 4th Quarter Availability			2016 4th Qtr. Availability	Outages			Entrapments	
	(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled		
53	EL732	10	Fulton St 2 3	97.07%	96.15%	97.15%	93.81%	12	7	5	0
54	EL730	8	South Ferry 1	97.08%	98.71%	97.83%	N/A	17	12	5	2
55	EL731	8	South Ferry 1	97.16%	97.21%	98.22%	N/A	17	10	7	0
56	EL211	24	34 St-Herald Sq N Q R W	97.17%	97.45%	97.39%	98.98%	17	15	2	1
57	EL711	10	Bowling Green 4 5	97.18%	99.71%	98.70%	97.73%	15	9	6	0
58	EL178	4	Dyckman St 1	97.22%	96.72%	98.91%	94.90%	22	17	5	1
59	EL250	1	86 St Q	97.33%	97.62%	98.61%	N/A	19	8	11	1
60	EL226	15	34 St-Penn Station C E	97.40%	97.15%	98.12%	97.88%	11	7	4	1
61	EL223	15	14 St A C E	97.55%	98.09%	98.98%	98.08%	12	7	5	1
62	EL123	28	175 St A	97.59%	97.75%	98.09%	89.19%	12	8	4	0
63	EL338	8	Chambers St 1 2 3	97.63%	97.83%	97.40%	98.76%	7	4	3	0
64	EL280	7	59 St-Columbus Circle A B C D 1	97.66%	99.03%	99.84%	97.10%	21	15	6	0
65	EL228	15	34 St-Penn Station C E	97.74%	98.17%	98.39%	96.08%	11	7	4	1
66	EL144	12	125 St A B C D	97.74%	98.38%	98.91%	82.58%	10	6	4	1
67	EL107	18	181 St 1	97.74%	99.65%	98.44%	92.75%	10	7	3	0
68	EL115	16	190 St A	97.76%	98.92%	96.98%	97.28%	10	5	5	2
69	EL281	8	57 St-7 Av N Q R W	97.79%	98.58%	96.28%	90.67%	20	17	3	0
70	EL234	8	47-50 Sts-Rockefeller Center B D F M	97.79%	99.17%	98.49%	96.69%	26	23	3	0
71	EL143	12	125 St A B C D	97.82%	99.59%	98.35%	95.74%	8	5	3	0
72	EL299	1	23 St 6	97.82%	100.00%	96.88%	100.00%	13	11	2	0
73	EL249	1	86 St Q	97.86%	97.83%	97.55%	N/A	10	3	7	0
74	EL722	4	Fulton St J Z	97.91%	99.18%	98.23%	99.38%	10	6	4	0
75	EL126	1	125 St 4 5 6	97.95%	99.17%	97.49%	98.42%	16	11	5	2
76	EL237	18	66 St-Lincoln Center 1	97.96%	99.09%	99.27%	97.39%	14	9	5	0
77	EL221	15	14 St/8 Av A C E L	97.98%	98.50%	98.13%	92.22%	12	9	3	1
78	EL441	1	Lexington Av-63 St F Q	97.98%	99.88%	99.03%	100.00%	20	12	8	0
79	EL225	15	34 St-Penn Station C E	97.99%	99.09%	98.40%	81.93%	12	6	6	2
80	EL112	20	168 St 1	98.04%	98.91%	98.06%	95.70%	19	15	4	1
81	EL220	17	14 St-Union Sq N Q R W	98.07%	98.91%	98.64%	91.71%	12	8	4	0
82	EL723	4	Fulton St 2 3	98.08%	100.00%	98.54%	97.78%	14	8	6	0
83	EL117	15	181 St A	98.21%	98.75%	100.00%	71.87%	9	3	6	1
84	EL212	24	34 St-Herald Sq N Q R W	98.24%	100.00%	96.79%	89.21%	8	7	1	2
85	EL334	12	West 4 St A B C D E F M	98.27%	98.59%	99.60%	98.84%	14	7	7	1
86	EL279	8	59 St-Columbus Circle A B C D 1	98.28%	99.09%	100.00%	98.09%	9	4	5	0
87	EL403	28	Roosevelt Island F	98.29%	98.64%	100.00%	95.77%	11	8	3	0
88	EL330	5	Bleecker St D F B M 6	98.30%	99.19%	100.00%	90.71%	8	3	5	0
89	EL262	1	72 St Q	98.31%	98.64%	99.04%	N/A	11	5	6	0
90	EL124	28	175 St A	98.31%	99.22%	99.98%	93.86%	10	4	6	0
91	EL236	8	47-50 Sts-Rockefeller Center B D F M	98.35%	98.88%	99.61%	98.67%	10	6	4	2
92	EL720	3	Fulton St A C J Z 2 3 4 5	98.45%	98.90%	99.30%	97.14%	11	8	3	0
93	EL278	8	59 St-Columbus Circle A B C D 1	98.50%	98.84%	100.00%	97.62%	6	2	4	0
94	EL180	9	135 St 2 3	98.51%	98.91%	100.00%	91.68%	7	4	3	3
95	EL205	27	Grand Central-42 St 4 5 6	98.51%	99.07%	98.80%	98.00%	13	8	5	0
96	EL316	0	Brooklyn Bridge 4 5 6	98.63%	99.33%	98.70%	N/A	11	8	3	0
97	EL141	10	168 St A C	98.69%	100.00%	98.13%	98.16%	6	2	4	1
98	EL217	17	14 St-Union Sq L N Q R W	98.72%	99.21%	99.71%	95.56%	9	6	3	1
99	EL227	15	34 St-Penn Station A	98.77%	100.00%	98.91%	97.42%	6	2	4	0
100	EL265	1	72 St Q	98.81%	98.64%	99.00%	N/A	7	2	5	0
101	EL233	11	Times Sq-42 St 1 2 3	98.84%	98.91%	100.00%	98.07%	6	4	2	0
102	EL149	18	Inwood-207 St A	98.86%	100.00%	100.00%	98.09%	5	2	3	0

**Elevator and Escalator
Quarterly Performance By Borough
Fourth Quarter - 2017**

Borough:		Manhattan		2017 4th Quarter Availability			2016 4th Qtr. Availability	Outages			Entrapments
Unit ID	Age	Station	24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled		
	(Yrs)										
103	EL337	8	Chambers St 1 2 3	98.87%	98.10%	98.22%	98.17%	18	14	4	0
104	EL239	14	72 St 1 2 3	98.92%	99.35%	98.55%	97.87%	5	2	3	2
105	EL314	0	Brooklyn Bridge 4 5 6	98.92%	100.00%	98.38%	N/A	10	6	4	1
106	EL202	0	51 St 6	98.93%	98.02%	99.11%	97.45%	8	6	2	2
107	EL719	4	Fulton St A C J Z 2 3 4 5	98.93%	100.00%	98.32%	97.49%	6	4	2	0
108	EL721	4	Fulton St A C J Z 2 3 4 5	98.93%	100.00%	98.38%	93.03%	6	4	2	0
109	EL240	14	72 St 1 2 3	98.96%	100.00%	100.00%	98.29%	7	2	5	0
110	EL401	2	Lexington Av-63 St F Q	98.97%	100.00%	98.91%	98.78%	7	5	2	0
111	EL214	14	34 St-Penn Station 1	99.01%	98.80%	100.00%	96.21%	9	7	2	0
112	EL140	10	168 St A C	99.06%	100.00%	100.00%	96.96%	4	1	3	0
113	EL181	9	135 St 2 3	99.13%	99.15%	99.43%	97.44%	5	3	2	0
114	EL601	2	34 St-Hudson Yards 7	99.13%	99.78%	98.57%	84.61%	5	3	2	0
115	EL219	17	14 St-Union Sq N Q R W	99.14%	100.00%	99.52%	98.98%	8	5	3	0
116	EL148	18	Inwood-207 St A	99.22%	99.34%	99.25%	94.79%	4	2	2	0
117	EL266	1	72 St Q	99.23%	99.18%	100.00%	N/A	6		6	0
118	EL264	1	72 St Q	99.24%	99.17%	100.00%	N/A	5		5	0
119	EL210	24	34 St-Herald Sq B D F M	99.24%	99.93%	99.05%	95.87%	8	7	1	1
120	EL404	28	Roosevelt Island F	99.24%	100.00%	100.00%	99.05%	6	3	3	0
121	EL259	1	72 St Q	99.25%	100.00%	98.78%	N/A	8	2	6	0
122	EL325	16	Canal St 6	99.31%	100.00%	100.00%	96.86%	2	1	1	0
123	EL235	8	47-50 Sts-Rockefeller Center B D F M	99.34%	99.09%	100.00%	99.65%	4	2	2	0
124	EL238	18	66 St-Lincoln Center 1	99.34%	99.94%	100.00%	97.12%	4	2	2	0
125	EL603	2	34 St-Hudson Yards 7	99.36%	100.00%	99.60%	97.84%	5	2	3	1
126	EL602	2	34 St-Hudson Yards 7	99.47%	98.12%	100.00%	92.75%	3	2	1	0
127	EL209	24	34 St-Herald Sq B D F M	99.53%	100.00%	100.00%	98.21%	2		2	0
128	EL600	2	34 St-Hudson Yards 7	99.56%	99.68%	99.63%	97.77%	5	3	2	0
129	EL216	14	34 St-Penn Station 1	99.59%	100.00%	100.00%	99.01%	3	2	1	0
130	EL324	16	Canal St 6	99.83%	100.00%	100.00%	97.04%	2	1	1	0
	130	11.1	Elevator Subtotal:	95.7%	96.6%	96.1%	94.8%	1982	1380	602	109

**Elevator and Escalator
Quarterly Performance By Borough
Fourth Quarter - 2017**

Borough:		Manhattan		2017 4th Quarter Availability			2016 4th Qtr. Availability	Outages			Entrapments
Unit ID	Age	Station	24 Hr	AM	PM	24 Hr	Total	Non	Scheduled		
			(Yrs)	Peak	Peak		Scheduled				
1	ES369	0	South Ferry 1	54.59%	57.61%	52.07%	N/A	19	16	3	0
2	ES327	18	Delancey St F	84.54%	85.30%	80.09%	90.77%	76	72	4	0
3	ES278	1	86 St Q	87.74%	91.14%	91.08%	N/A	41	13	28	0
4	ES252	28	51 St 6	87.99%	89.13%	89.16%	98.87%	10	4	6	0
5	ES233	10	34 St-Herald Sq B D F M	88.24%	91.30%	89.65%	77.23%	25	19	6	0
6	ES295	1	72 St Q	89.00%	92.81%	94.10%	N/A	68	23	45	0
7	ES259	1	96 St Q	89.36%	89.28%	91.55%	N/A	57	32	25	0
8	ES117	21	181 St A	89.82%	90.99%	90.01%	78.34%	52	44	8	0
9	ES300	5	Bleecker St D F B M 6	89.86%	94.07%	86.27%	78.43%	39	32	7	0
10	ES209	15	Grand Central-42 St 7	90.32%	88.48%	93.48%	97.46%	54	46	8	0
11	ES405	28	Lexington Av-63 St F Q	90.54%	88.21%	97.49%	96.89%	146	53	93	0
12	ES288	1	72 St Q	90.70%	89.30%	90.16%	N/A	57	45	12	0
13	ES256	28	Grand Central-42 St 4 5 6 7 S	90.80%	92.77%	90.74%	83.26%	29	21	8	0
14	ES459	1	Lexington Av-63 St F Q	90.88%	92.69%	92.99%	100.00%	45	15	30	0
15	ES416	21	Roosevelt Island F	91.09%	93.00%	91.26%	97.90%	20	15	5	0
16	ES269	14	Lexington Av-53 St E M	91.51%	94.41%	92.49%	94.46%	61	49	12	0
17	ES116	16	145 St B D	91.57%	98.19%	91.37%	77.92%	47	39	8	0
18	ES367	4	Fulton St A C J Z 2 3 4 5	92.02%	93.89%	90.36%	96.18%	30	28	2	0
19	ES336	14	Bowling Green 4 5	92.05%	94.70%	92.32%	96.47%	42	40	2	0
20	ES223	11	34 St-Herald Sq B D F M N Q R W	92.29%	94.01%	93.17%	97.13%	42	40	2	0
21	ES118	20	181 St A	92.31%	93.25%	91.51%	86.31%	33	24	9	0
22	ES410	28	Lexington Av-63 St F Q	92.68%	95.89%	93.79%	96.96%	84	16	68	0
23	ES210	15	Grand Central-42 St 7	92.70%	91.35%	94.63%	98.21%	45	36	9	0
24	ES404	28	Lexington Av-63 St F Q	92.81%	93.13%	95.59%	97.07%	87	13	74	0
25	ES351	17	Whitehall St R W	92.99%	92.40%	91.41%	71.02%	35	30	5	0
26	ES102	16	125 St 1	93.36%	96.33%	89.38%	92.60%	40	35	5	0
27	ES217	11	Times Sq-42 St 7	93.49%	96.17%	93.63%	98.14%	47	42	5	0
28	ES294	1	72 St Q	93.76%	96.33%	95.84%	N/A	36	16	20	0
29	ES627	2	34 St-Hudson Yards 7	93.79%	94.51%	94.23%	75.49%	34	16	18	0
30	ES235	10	34 St-Herald Sq B D F M	93.82%	96.02%	94.30%	94.20%	26	21	5	0
31	ES328	18	Delancey St F	93.83%	95.37%	92.04%	93.12%	33	30	3	0
32	ES370	0	South Ferry 1	93.91%	94.40%	93.67%	N/A	56	48	8	0
33	ES119	20	181 St A	93.91%	98.32%	93.18%	94.26%	42	29	13	0
34	ES115	16	145 St B D	93.94%	96.69%	96.58%	95.40%	35	25	10	0
35	ES208	17	Grand Central-42 St 7	93.99%	99.05%	92.17%	94.68%	129	36	93	0
36	ES232	11	34 St-Herald Sq B D F M	94.03%	96.57%	93.91%	87.13%	43	39	4	0
37	ES211	19	59 St 4 5 6	94.04%	92.49%	97.46%	93.54%	53	47	6	0
38	ES206	16	Grand Central-42 St 7	94.16%	94.94%	96.66%	93.44%	120	28	92	0
39	ES364	3	Fulton St 4 5	94.27%	99.15%	95.32%	95.33%	50	13	37	0
40	ES629	2	34 St-Hudson Yards 7	94.37%	96.74%	97.01%	97.94%	32	2	30	0
41	ES229	11	34 St-Herald Sq B D F M	94.63%	96.17%	95.69%	96.28%	37	30	7	0
42	ES626	2	34 St-Hudson Yards 7	94.63%	97.64%	97.31%	98.04%	41	16	25	0
43	ES240	18	5 Av-53 St E M	94.89%	96.68%	97.93%	93.11%	87	15	72	0
44	ES239	18	5 Av-53 St E M	94.95%	96.20%	96.24%	95.83%	31	20	11	0
45	ES207	17	Grand Central-42 St 7	95.03%	94.50%	95.15%	97.02%	123	30	93	0
46	ES271	1	96 St Q	95.03%	99.42%	97.07%	N/A	104	13	91	0
47	ES272	1	96 St Q	95.06%	97.01%	98.23%	N/A	51	16	35	0
48	ES339	13	Bowling Green 4 5	95.07%	93.14%	96.99%	97.21%	16	13	3	0
49	ES407	28	Lexington Av-63 St F Q	95.09%	97.70%	97.40%	97.28%	98	4	94	0

**Elevator and Escalator
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Borough:		Manhattan		2017 4th Quarter Availability			2016 4th Qtr. Availability	Outages			Entrapments
Unit ID	Age	Station	24 Hr	AM	PM	24 Hr	Total	Non	Scheduled		
			(Yrs)	Peak	Peak		Scheduled				
50	ES260	1	96 St Q	95.10%	96.88%	95.30%	N/A	54	19	35	0
51	ES222	11	34 St-Herald Sq B D F M N Q R W	95.11%	97.16%	94.56%	95.93%	39	35	4	0
52	ES340	12	Bowling Green 4 5	95.22%	96.47%	97.65%	93.75%	23	18	5	0
53	ES403	28	Lexington Av-63 St F Q	95.22%	98.27%	95.73%	97.88%	106	29	77	0
54	ES274	1	86 St Q	95.32%	99.52%	96.13%	N/A	49	22	27	0
55	ES230	11	34 St-Herald Sq B D F M	95.35%	99.17%	94.90%	91.79%	33	28	5	0
56	ES280	1	86 St Q	95.35%	99.81%	96.38%	N/A	85	15	70	0
57	ES216	11	Times Sq-42 St 7	95.39%	96.83%	96.64%	95.02%	38	30	8	0
58	ES218	11	Times Sq-42 St 7	95.41%	98.16%	96.29%	94.99%	27	19	8	0
59	ES221	11	34 St-Herald Sq B D F M N Q R W	95.42%	97.42%	95.36%	92.67%	41	37	4	0
60	ES231	11	34 St-Herald Sq B D F M	95.43%	97.63%	95.79%	94.87%	44	35	9	0
61	ES276	1	86 St Q	95.43%	99.39%	96.39%	N/A	34	12	22	0
62	ES296	1	72 St Q	95.49%	98.42%	96.10%	N/A	27	9	18	0
63	ES101	16	125 St 1	95.49%	99.30%	91.79%	89.18%	31	29	2	0
64	ES290	1	72 St Q	95.60%	97.33%	95.92%	N/A	32	20	12	0
65	ES281	1	86 St Q	95.62%	99.43%	93.29%	N/A	32	18	14	0
66	ES270	1	96 St Q	95.67%	98.40%	97.38%	N/A	53	12	41	0
67	ES623	2	34 St-Hudson Yards 7	95.90%	95.96%	98.91%	97.56%	27	10	17	0
68	ES202	1	96 St Q	95.91%	98.05%	97.58%	N/A	45	6	39	0
69	ES408	28	Lexington Av-63 St F Q	95.93%	97.72%	98.59%	96.53%	73	10	63	0
70	ES415	9	Roosevelt Island F	95.93%	99.63%	94.89%	97.54%	36	22	14	0
71	ES411	10	Roosevelt Island F	96.02%	94.54%	97.78%	97.65%	28	21	7	0
72	ES282	1	86 St Q	96.03%	99.36%	96.73%	N/A	29	9	20	0
73	ES289	1	72 St Q	96.08%	98.84%	97.72%	N/A	44	11	33	0
74	ES277	1	86 St Q	96.14%	98.45%	99.71%	N/A	79	9	70	0
75	ES409	28	Lexington Av-63 St F Q	96.15%	99.56%	99.61%	96.84%	102	4	98	0
76	ES246	20	Lexington Av-53 St E M	96.25%	98.90%	95.04%	93.99%	113	26	87	0
77	ES285	1	72 St Q	96.27%	96.84%	96.32%	N/A	24	12	12	0
78	ES334	3	Bowery J Z	96.31%	96.64%	98.00%	91.81%	18	12	6	0
79	ES338	13	Bowling Green 4 5	96.31%	100.00%	98.32%	95.57%	17	11	6	0
80	ES236	10	34 St-Herald Sq B D F M	96.45%	97.07%	96.81%	63.08%	15	11	4	0
81	ES215	20	Lexington Av-59 St N Q R W	96.47%	97.75%	98.10%	95.85%	37	32	5	0
82	ES103	22	125 St 1	96.47%	98.38%	91.51%	88.49%	22	18	4	0
83	ES458	1	Lexington Av-63 St F Q	96.49%	97.94%	98.91%	96.31%	49	18	31	0
84	ES401	28	Lexington Av-63 St F Q	96.49%	99.70%	97.96%	98.17%	55	10	45	0
85	ES220	1	96 St Q	96.54%	99.98%	99.27%	N/A	55	2	53	0
86	ES312	4	Whitehall St R W	96.62%	97.83%	98.07%	93.06%	15	5	10	0
87	ES249	14	Lexington Av-59 St N R W	96.62%	98.13%	98.38%	97.13%	23	20	3	0
88	ES286	1	72 St Q	96.65%	99.35%	95.59%	N/A	37	16	21	0
89	ES245	20	Lexington Av-53 St E M	96.66%	98.13%	96.85%	98.32%	27	11	16	0
90	ES200	1	96 St Q	96.69%	99.98%	99.18%	N/A	43	8	35	0
91	ES342	12	Bowling Green 4 5	96.71%	98.51%	99.07%	94.91%	21	16	5	0
92	ES412	9	Roosevelt Island F	96.74%	99.53%	97.35%	98.17%	31	15	16	0
93	ES244	21	Lexington Av-53 St E M	96.76%	98.52%	97.00%	78.30%	121	36	85	0
94	ES413	21	Roosevelt Island F	96.76%	98.74%	97.98%	94.94%	24	21	3	0
95	ES238	18	7 Av B D E	96.80%	97.98%	97.00%	93.18%	33	25	8	0
96	ES283	1	86 St Q	96.81%	99.87%	97.47%	N/A	22	5	17	0
97	ES241	19	5 Av-53 St E M	96.84%	97.45%	97.83%	98.31%	12	5	7	0
98	ES247	1	96 St Q	96.84%	99.49%	97.94%	N/A	32	13	19	0
99	ES224	11	34 St-Herald Sq B D F M N Q R W	96.91%	97.16%	97.66%	94.75%	31	26	5	0

**Elevator and Escalator
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Borough:		Manhattan									
Unit ID	Age	Station	2017 4th Quarter Availability			2016 4th Qtr. Availability	Outages			Entrapments	
	(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled		
100	ES204	18	Grand Central-42 St 7	96.95%	99.10%	95.87%	97.30%	123	29	94	0
101	ES414	10	Roosevelt Island F	96.96%	99.51%	96.91%	96.60%	17	11	6	0
102	ES325	18	West 4 St A B C D E F M	97.00%	96.96%	96.26%	97.11%	19	15	4	0
103	ES406	28	Lexington Av-63 St F Q	97.05%	100.00%	99.94%	99.08%	68	2	66	0
104	ES291	1	72 St Q	97.19%	97.01%	99.00%	N/A	24	16	8	0
105	ES343	14	Bowling Green 4 5	97.19%	98.57%	97.11%	91.15%	27	22	5	0
106	ES237	18	7 Av B D E	97.19%	99.01%	98.58%	98.11%	15	9	6	0
107	ES419	10	Roosevelt Island F	97.23%	98.84%	94.20%	98.00%	17	15	2	0
108	ES213	18	59 St 4 5 6	97.29%	96.71%	98.70%	92.20%	21	15	6	0
109	ES279	1	86 St Q	97.33%	99.60%	97.14%	N/A	25	7	18	0
110	ES234	10	34 St-Herald Sq B D F M	97.38%	98.57%	96.91%	95.13%	32	25	7	0
111	ES275	1	86 St Q	97.42%	100.00%	99.27%	N/A	24	4	20	0
112	ES622	2	34 St-Hudson Yards 7	97.46%	97.89%	98.91%	97.29%	23	5	18	0
113	ES255	28	Grand Central-42 St 4 5 6 7 S	97.58%	99.42%	99.34%	94.10%	114	11	103	0
114	ES287	1	72 St Q	97.59%	99.77%	96.57%	N/A	27	8	19	0
115	ES284	1	86 St Q	97.61%	100.00%	98.29%	N/A	22	7	15	0
116	ES203	18	Grand Central-42 St 7	97.64%	99.70%	98.33%	98.65%	16	9	7	0
117	ES341	13	Bowling Green 4 5	97.67%	99.77%	98.22%	97.91%	18	10	8	0
118	ES297	1	86 St Q	97.72%	99.82%	99.24%	N/A	24	9	15	0
119	ES621	2	34 St-Hudson Yards 7	97.78%	100.00%	98.72%	34.55%	30	9	21	0
120	ES628	2	34 St-Hudson Yards 7	97.85%	100.00%	99.73%	97.57%	25	5	20	0
121	ES301	18	Park Pl 2 3	97.86%	96.28%	98.25%	93.21%	17	12	5	0
122	ES329	3	East Broadway F	97.90%	96.97%	99.33%	98.64%	16	11	5	0
123	ES212	18	59 St 4 5 6	97.90%	97.75%	99.43%	94.25%	13	9	4	0
124	ES337	14	Bowling Green 4 5	97.95%	98.54%	99.68%	95.64%	22	19	3	0
125	ES420	9	Roosevelt Island F	98.03%	97.58%	97.91%	98.46%	15	12	3	0
126	ES273	1	86 St Q	98.03%	99.37%	100.00%	N/A	26	5	21	0
127	ES345	22	Bowling Green 4 5	98.06%	98.89%	98.97%	53.89%	19	14	5	0
128	ES326	18	West 4 St A B C D E F M	98.15%	99.32%	96.20%	89.95%	15	12	3	0
129	ES302	18	Park Pl 2 3	98.19%	99.71%	98.08%	98.45%	16	11	5	0
130	ES311	16	Whitehall St R W	98.25%	99.26%	98.31%	95.73%	19	14	5	0
131	ES625	2	34 St-Hudson Yards 7	98.27%	99.37%	98.45%	95.08%	15	6	9	0
132	ES214	19	59 St 4 5 6	98.34%	99.46%	99.55%	92.56%	14	8	6	0
133	ES205	16	Grand Central-42 St 7	98.35%	99.42%	99.76%	86.66%	27	17	10	0
134	ES242	19	5 Av-53 St E M	98.37%	99.80%	100.00%	96.48%	71	5	66	0
135	ES402	28	Lexington Av-63 St F Q	98.49%	99.97%	99.84%	81.60%	42	6	36	0
136	ES624	2	34 St-Hudson Yards 7	98.50%	99.54%	99.06%	97.06%	17	5	12	0
137	ES417	9	Roosevelt Island F	98.50%	99.66%	98.13%	95.98%	8	5	3	0
138	ES243	21	Lexington Av-53 St E M	98.60%	100.00%	98.73%	97.60%	25	14	11	0
139	ES418	10	Roosevelt Island F	98.79%	99.63%	98.16%	99.18%	10	6	4	0
140	ES368	4	Fulton St A C J Z 2 3 4 5	98.85%	100.00%	99.44%	82.63%	9	5	4	0
141	ES375	0	South Ferry 1	98.87%	99.45%	99.77%	N/A	11	7	4	0
142	ES373	0	South Ferry 1	98.87%	100.00%	99.40%	N/A	9	5	4	0
143	ES248	14	Lexington Av-59 St N R W	98.90%	98.60%	98.98%	96.82%	10	8	2	0
144	ES372	0	South Ferry 1	99.22%	100.00%	99.54%	N/A	8	2	6	0
145	ES374	0	South Ferry 1	99.29%	99.07%	99.59%	N/A	8	3	5	0
146	ES371	0	South Ferry 1	99.40%	100.00%	99.65%	N/A	12	5	7	0
146	10.9		Escalator Subtotal:	95.2%	96.9%	96.0%	92.5%	5881	2681	3200	0

*Note the number of entrapments are included in the non scheduled outage count.

**Elevator and Escalator
Quarterly Performance By Borough
Fourth Quarter - 2017**

Borough:		Brooklyn										
Rank	Unit ID	Age (Yrs)	Station	2017 4th Quarter Availability			2016 4th Qtr. Availability	Outages			Entrap ments	
				24 Hr	AM	PM		24 Hr	Total	Non Scheduled		Scheduled
					Peak	Peak						
1	EL393	14	Flushing Av J M	85.95%	88.35%	85.71%	89.59%	27	21	6	4	
2	EL323	13	Crown Hts-Utica Av 3 4	91.28%	94.63%	91.27%	98.49%	31	29	2	3	
3	EL376	5	Bay Parkway D	91.29%	91.42%	91.06%	96.97%	23	17	6	1	
4	EL302	13	Pacific St-Atlantic Av D N R	93.10%	95.58%	91.17%	97.55%	38	36	2	3	
5	EL309	16	Court St R	93.78%	94.19%	93.59%	90.75%	22	17	5	0	
6	EL339	18	Franklin Av C S	94.66%	96.30%	95.37%	96.88%	14	9	5	2	
7	EL308	16	Court St R	94.69%	95.68%	93.46%	97.79%	19	18	1	2	
8	EL319	20	Brooklyn College-Flatbush Av 2 5	95.00%	96.87%	90.92%	98.67%	17	14	3	3	
9	EL311	17	Clark St 2 3	95.18%	95.34%	93.53%	87.39%	18	12	6	0	
10	EL397	9	Myrtle-Wyckoff Avs L	95.41%	95.64%	95.83%	96.15%	13	10	3	1	
11	EL317	23	Borough Hall 2 3 4 5	95.50%	97.13%	95.48%	90.24%	13	11	2	1	
12	EL344	3	Utica Av A C	95.90%	97.99%	95.39%	93.13%	13	11	2	3	
13	EL303	13	Pacific St-Atlantic Av D N R	96.02%	97.89%	95.84%	95.25%	20	13	7	1	
14	EL341	11	Euclid Av A C	96.21%	99.25%	96.10%	96.86%	19	10	9	5	
15	EL312	17	Clark St 2 3	96.49%	94.68%	97.71%	85.59%	16	11	5	1	
16	EL383	14	Prospect Park B Q S	96.66%	96.95%	97.60%	98.49%	11	9	2	1	
17	EL320	19	Church Av 2 5	96.85%	97.79%	97.10%	98.28%	15	13	2	1	
18	EL372	12	DeKalb Av B Q R	96.93%	97.92%	98.64%	98.01%	20	13	7	0	
19	EL396	9	Myrtle-Wyckoff Avs L M	97.04%	98.51%	94.82%	95.53%	14	12	2	3	
20	EL305	13	Atlantic Av 4 5	97.06%	97.26%	97.15%	94.64%	18	13	5	1	
21	EL318	23	Borough Hall 2 3 4 5	97.11%	97.35%	96.67%	89.22%	10	6	4	1	
22	EL343	11	Euclid Av A C	97.38%	98.91%	98.10%	99.21%	11	7	4	1	
23	EL310	17	Clark St 2 3	97.55%	97.82%	97.40%	97.35%	13	11	2	1	
24	EL371	12	DeKalb Av B Q R	97.61%	97.58%	98.53%	99.50%	19	14	5	1	
25	EL301	13	Pacific St-Atlantic Av D N R	97.66%	97.91%	98.71%	97.34%	13	12	1	0	
26	EL394	14	Flushing Av J M	97.70%	99.32%	95.97%	96.85%	12	7	5	2	
27	EL304	13	Atlantic Av 2 3	97.80%	98.18%	98.59%	94.71%	9	7	2	1	
28	EL395	14	Flushing Av J M	97.91%	100.00%	99.42%	93.11%	12	5	7	0	
29	EL340	18	Franklin Av C S	97.92%	96.46%	99.23%	98.41%	9	7	2	2	
30	EL760	6	Kings Highway B Q	97.97%	98.47%	97.72%	97.59%	15	10	5	0	
31	EL706	7	Jay St A C F R	98.12%	99.80%	99.26%	96.95%	25	21	4	1	
32	EL307	13	Atlantic Av B Q	98.25%	99.86%	97.57%	98.57%	14	13	1	2	
33	EL322	13	Crown Hts-Utica Av 3 4	98.33%	100.00%	99.08%	99.02%	11	6	5	0	
34	EL398	9	Myrtle-Wyckoff Avs M	98.41%	100.00%	99.72%	96.07%	7	1	6	0	
35	EL392	13	Marcy Av J M Z	98.42%	100.00%	98.91%	97.07%	8	2	6	0	
36	EL391	13	Marcy Av J M Z	98.45%	99.80%	98.91%	95.93%	6	1	5	1	
37	EL342	11	Euclid Av A C	98.62%	100.00%	99.84%	97.96%	8	2	6	0	
38	EL761	6	Kings Highway B Q	98.86%	100.00%	100.00%	99.70%	8	3	5	0	
39	EL373	9	Church Av F G	98.88%	100.00%	99.55%	99.13%	8	3	5	0	
40	EL370	12	DeKalb Av B Q R	98.90%	98.66%	100.00%	96.87%	8	3	5	1	
41	EL374	9	Church Av F G	98.93%	100.00%	99.68%	99.44%	7	3	4	0	
42	EL702	12	Coney Island-Stillwell Av D F N Q	98.99%	100.00%	99.14%	97.39%	6	1	5	0	
43	EL346	3	Utica Av A C	99.00%	99.50%	99.13%	98.78%	13	11	2	0	
44	EL375	9	Church Av F G	99.13%	99.96%	99.70%	99.10%	7	3	4	0	
45	EL345	3	Utica Av A C	99.14%	99.61%	99.38%	99.17%	6	4	2	1	

**Elevator and Escalator
Quarterly Performance By Borough
Fourth Quarter - 2017**

Borough:		Brooklyn									
Unit ID	Age (Yrs)	Station	2017 4th Quarter Availability			2016 4th Qtr. Availability	Outages			Entrap ments	
			24 Hr	AM Peak	PM Peak		24 Hr	Total	Non Scheduled		Scheduled
46	EL701	12	Coney Island-Stillwell Av D F N Q	99.20%	99.32%	100.00%	93.64%	4		4	0
47	EL321	19	Church Av 2 5	99.20%	99.95%	99.46%	96.79%	4	2	2	0
48	EL707	7	Jay St A C F R	99.28%	99.99%	99.04%	98.46%	8	6	2	1
49	EL378	5	Bay Parkway D	99.33%	100.00%	100.00%	99.37%	6	2	4	0
50	EL377	5	Bay Parkway D	99.35%	100.00%	99.72%	99.36%	6	3	3	0
51	EL306	13	Atlantic Av 2 3	99.36%	100.00%	100.00%	92.65%	6	3	3	0
52	EL708	7	Jay St A C F R	99.39%	100.00%	99.93%	96.69%	6	4	2	0
53	EL709	7	Jay St A C F R	99.40%	99.53%	99.82%	97.65%	7	5	2	0
54	EL382	14	Prospect Park B Q S	99.62%	100.00%	100.00%	97.23%	6	4	2	0
	54	12.0	Elevator Subtotal:	97.2%	98.1%	97.3%	96.3%	699	491	208	52

**Elevator and Escalator
Quarterly Performance By Borough
Fourth Quarter - 2017**

Borough:		Brooklyn									
Unit ID	Age	Station	2017 4th Quarter Availability			2016 4th Qtr. Availability	Outages			Entrapments	
	(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled		
1	ES346	15	Brighton Beach B Q	69.94%	74.76%	69.62%	79.63%	68	47	21	0
2	ES306	14	Court St R	88.17%	87.77%	88.52%	88.19%	21	19	2	0
3	ES335	14	West 8 St-NY Aquarium F Q	88.72%	98.57%	83.78%	86.41%	86	53	33	0
4	ES314	17	Smith 9 St F G	88.94%	88.15%	88.96%	96.60%	17	14	3	0
5	ES350	20	High St A C	89.17%	89.74%	89.83%	93.49%	16	7	9	0
6	ES308	17	DeKalb Av B Q R	89.37%	91.15%	89.40%	97.89%	68	66	2	0
7	ES305	14	Court St R	90.78%	92.39%	87.53%	90.95%	32	26	6	0
8	ES316	17	Smith 9 St F G	90.78%	93.55%	84.88%	94.42%	27	25	2	0
9	ES331	22	Broadway Junction A C J L Z	91.05%	95.88%	88.81%	88.17%	64	52	12	0
10	ES304	15	President St 2 5	91.83%	95.50%	88.57%	95.58%	58	54	4	0
11	ES352	18	Franklin Av S	91.93%	94.64%	91.33%	95.24%	76	71	5	0
12	ES348	18	Smith 9 St F G	91.97%	93.73%	93.24%	87.08%	42	34	8	0
13	ES320	19	Jay St A C F	92.15%	91.45%	92.17%	95.29%	45	39	6	0
14	ES321	19	High St A C	93.01%	95.55%	91.83%	88.64%	38	34	4	0
15	ES313	17	Smith 9 St F G	94.17%	95.45%	94.62%	98.00%	20	16	4	0
16	ES303	14	Borough Hall 2 3 4 5	94.30%	98.42%	95.28%	95.99%	34	29	5	0
17	ES349	18	Smith 9 St F G	95.53%	97.86%	93.54%	93.61%	37	31	6	0
18	ES324	18	High St A C	95.56%	99.73%	91.77%	92.04%	40	34	6	0
19	ES357	7	Jay St A C F R	95.63%	96.78%	90.99%	94.40%	70	64	6	0
20	ES347	21	Broadway Junction A C J L Z	95.71%	99.93%	95.52%	95.84%	35	18	17	0
21	ES310	15	Atlantic Av B Q	95.72%	98.14%	98.45%	95.84%	29	21	8	0
22	ES315	17	Smith 9 St F G	95.86%	97.49%	92.79%	96.66%	27	25	2	0
23	ES317	18	Jay St A C F	96.05%	96.39%	95.62%	98.66%	20	16	4	0
24	ES332	14	Myrtle-Wyckoff Avs L M	96.31%	97.98%	94.85%	87.62%	36	31	5	0
25	ES333	14	Myrtle-Wyckoff Avs L M	96.37%	96.68%	97.12%	90.33%	28	24	4	0
26	ES330	21	Broadway Junction A C J L Z	96.74%	98.91%	97.38%	89.49%	26	11	15	0
27	ES323	19	High St A C	96.84%	98.15%	96.92%	92.72%	25	22	3	0
28	ES356	7	Jay St A C F R	97.21%	97.72%	97.46%	87.51%	132	53	79	0
29	ES319	19	Jay St A C F	98.34%	97.98%	98.07%	97.66%	9	5	4	0
30	ES309	17	DeKalb Av B Q R	98.64%	98.50%	98.95%	97.15%	13	9	4	0
31	ES318	18	Jay St A C F	98.92%	98.74%	99.28%	95.00%	12	9	3	0
32	ES322	19	High St A C	98.93%	100.00%	99.22%	86.64%	9	6	3	0
32	16.6	Escalator Subtotal:	93.3%	95.2%	92.4%	92.6%	1260	965	295	0	
*Note the number of entrapments are included in the non scheduled outage count.											

**Elevator and Escalator
Quarterly Performance By Borough
Fourth Quarter - 2017**

Borough:		Queens									
Unit ID	Age	Station	2017 4th Quarter Availability			2016 4th Qtr. Availability	Outages			Entrapments	
	(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled		
1	EL423	12	74 St-Broadway 7	85.97%	87.89%	87.79%	99.25%	47	42	5	3
2	EL405	0	21 St-Queensbridge F	91.64%	91.37%	92.82%	N/A	13	8	5	1
3	EL426	10	Junction Blvd 7	93.75%	95.08%	94.06%	98.30%	13	6	7	2
4	EL407	0	21 St-Queensbridge F	93.95%	94.48%	94.03%	N/A	10	6	4	0
5	EL412	29	Jamaica Center E J Z	94.49%	95.54%	95.73%	91.29%	27	25	2	0
6	EL436	9	Kew Gardens-Union Tpke E F	95.15%	96.54%	95.65%	96.49%	11	6	5	0
7	EL437	3	Forest Hills E F M R	95.62%	97.51%	96.47%	98.56%	13	8	5	0
8	EL427	10	Junction Blvd 7	95.77%	93.86%	98.80%	98.30%	20	18	2	1
9	EL428	11	Queens Plaza E M R	95.98%	97.62%	95.38%	97.42%	11	7	4	2
10	EL425	10	Junction Blvd 7	96.12%	97.37%	97.50%	97.56%	24	17	7	1
11	EL435	9	Kew Gardens-Union Tpke E F	96.77%	98.78%	97.04%	98.08%	11	6	5	0
12	EL433	12	Jamaica-179 St F	97.00%	98.48%	96.31%	96.93%	16	11	5	0
13	EL439	3	Forest Hills E F M R	97.39%	98.91%	98.41%	98.25%	8	2	6	0
14	EL414	17	Flushing-Main St 7	97.45%	99.17%	97.02%	95.51%	15	10	5	1
15	EL413	29	Jamaica Center E J Z	97.68%	99.98%	99.72%	96.01%	19	13	6	0
16	EL429	11	Queens Plaza E M R	97.76%	98.09%	98.91%	95.63%	9	3	6	0
17	EL424	0	Briarwood E F	97.81%	98.47%	99.07%	N/A	15	6	9	0
18	EL432	12	Jamaica-179 St F	97.87%	97.85%	99.01%	97.45%	16	11	5	0
19	EL498	5	Mott Av A	97.93%	98.05%	97.95%	98.59%	8	6	2	0
20	EL434	9	Kew Gardens-Union Tpke E F	98.00%	98.69%	97.36%	98.55%	10	6	4	0
21	EL422	12	Jackson Hts-Roosevelt Av E F M R	98.02%	99.86%	98.29%	98.85%	12	6	6	1
22	EL431	12	Jamaica-179 St F	98.09%	98.82%	98.71%	97.86%	12	6	6	0
23	EL438	3	Forest Hills E F M R	98.14%	100.00%	100.00%	97.04%	12	6	6	0
24	EL421	12	Jackson Hts-Roosevelt Av E F M R	98.61%	99.90%	100.00%	96.42%	10	5	5	0
25	EL411	29	Sutphin Blvd-Archer Av-JFK E J Z	98.76%	99.93%	100.00%	98.33%	5	1	4	0
26	EL430	11	Queens Plaza E M R	98.76%	100.00%	98.76%	98.78%	7	2	5	0
27	EL409	0	Jamaica-Van Wyck E	98.81%	99.34%	99.53%	N/A	7	3	4	0
28	EL408	0	Jamaica-Van Wyck E	98.83%	99.55%	99.86%	N/A	4	1	3	0
29	EL446	6	CitiCorp/Court Square 7 E G	98.89%	99.47%	100.00%	94.33%	9	2	7	0
30	EL447	6	CitiCorp/Court Square 7 E G	98.90%	100.00%	99.67%	99.07%	10	5	5	0
31	EL406	0	21 St-Queensbridge F	99.13%	99.93%	100.00%	N/A	7	4	3	0
32	EL420	12	74 St-Broadway 7	99.15%	99.79%	100.00%	96.70%	8	4	4	0
33	EL497	5	Mott Av A	99.71%	99.78%	100.00%	99.68%	4	3	1	0
33	9.4	Elevator Subtotal:	96.9%	97.9%	97.7%	97.4%	423	265	158	12	

**Elevator and Escalator
Quarterly Performance By Borough
Fourth Quarter - 2017**

Borough: Queens											
Unit ID	Age	Station	2017 4th Quarter Availability			2016 4th Qtr. Availability	Outages			Entrapments	
(Yrs)			24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled		
1	ES434	29	Sutphin Blvd-Archer Av-JFK E J Z	65.55%	66.98%	64.86%	99.09%	17	14	3	0
2	ES421	28	21 St-Queensbridge F	79.09%	79.93%	79.39%	96.76%	24	21	3	0
3	ES449	18	74 St-Broadway 7	88.08%	91.52%	88.66%	90.75%	53	42	11	0
4	ES455	18	Flushing-Main St 7	90.74%	96.08%	87.49%	91.79%	54	43	11	0
5	ES450	18	74 St-Broadway 7	91.69%	92.68%	97.12%	94.67%	75	65	10	0
6	ES444	9	Jamaica Center E J Z	92.62%	90.38%	93.61%	98.07%	22	19	3	0
7	ES453	2	74 St-Broadway 7	92.98%	97.49%	91.94%	96.85%	34	25	9	0
8	ES456	18	Flushing-Main St 7	93.22%	93.64%	92.06%	93.67%	41	38	3	0
9	ES437	29	Sutphin Blvd-Archer Av-JFK E J Z	93.25%	93.63%	94.32%	97.89%	19	16	3	0
10	ES442	10	Jamaica Center E J Z	93.66%	95.92%	94.02%	98.35%	27	21	6	0
11	ES424	28	21 St-Queensbridge F	93.70%	94.27%	93.68%	96.15%	13	10	3	0
12	ES448	18	Woodside-61 St 7	94.58%	96.70%	94.40%	48.64%	38	24	14	0
13	ES427	9	Jamaica-Van Wyck E	94.79%	95.45%	96.71%	97.28%	26	19	7	0
14	ES441	10	Jamaica Center E J Z	94.94%	96.42%	94.42%	96.88%	15	9	6	0
15	ES443	9	Jamaica Center E J Z	95.11%	94.99%	95.77%	98.46%	17	13	4	0
16	ES445	8	Jamaica Center E J Z	95.20%	96.53%	97.06%	97.72%	19	11	8	0
17	ES435	29	Sutphin Blvd-Archer Av-JFK E J Z	95.24%	96.27%	96.52%	98.30%	27	20	7	0
18	ES446	8	Jamaica Center E J Z	95.91%	99.82%	96.45%	96.43%	28	19	9	0
19	ES428	9	Jamaica-Van Wyck E	96.46%	98.44%	96.57%	98.10%	12	4	8	0
20	ES440	8	Jamaica Center E J Z	96.58%	99.94%	96.84%	97.97%	21	15	6	0
21	ES438	9	Jamaica Center E J Z	96.66%	98.37%	99.44%	96.90%	24	18	6	0
22	ES439	10	Jamaica Center E J Z	96.73%	98.95%	98.40%	97.44%	21	14	7	0
23	ES426	28	21 St-Queensbridge F	97.31%	98.29%	97.54%	99.32%	16	9	7	0
24	ES429	9	Jamaica-Van Wyck E	97.41%	98.10%	95.24%	99.42%	14	9	5	0
25	ES431	9	Jamaica-Van Wyck E	97.50%	97.69%	96.71%	98.09%	15	10	5	0
26	ES436	29	Sutphin Blvd-Archer Av-JFK E J Z	97.60%	97.48%	97.77%	98.95%	20	16	4	0
27	ES451	20	74 St-Broadway 7	97.76%	99.93%	100.00%	97.32%	24	13	11	0
28	ES447	10	Jamaica Center E J Z	98.03%	99.18%	99.21%	97.92%	17	12	5	0
29	ES452	2	74 St-Broadway 7	98.14%	98.71%	99.41%	97.50%	16	11	5	0
30	ES457	18	Flushing-Main St 7	98.19%	100.00%	96.67%	93.97%	8	6	2	0
31	ES425	28	21 St-Queensbridge F	98.66%	99.43%	98.25%	98.01%	13	6	7	0
32	ES422	28	21 St-Queensbridge F	98.67%	99.27%	98.52%	97.24%	12	7	5	0
33	ES423	28	21 St-Queensbridge F	98.92%	99.60%	98.43%	98.22%	12	10	2	0
34	ES430	9	Jamaica-Van Wyck E	99.01%	99.82%	99.56%	98.42%	6	1	5	0
34	16.2	Escalator Subtotal:		94.2%	95.6%	94.6%	95.7%	800	590	210	0

*Note the number of entrapments are included in the non scheduled outage count.

2017 4TH QUARTER ELEVATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
MANHATTAN			
EL442	Lexington Av-63 St F Q	69.37%	This elevator was out of service for a warranty repair of a broken hoist cable from 9/25/17 to 10/23/17. The contractor replaced all hoist cables; the elevator was tested and returned to service.
EL116	190 St A	74.67%	This elevator was out of service from 11/01/17 to 11/23/17 for the repair of the SCR drive. The SCR drive had to be shipped out-of-state to the manufacturer for repair. The repaired drive was installed; the elevator was tested and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL111	168 St 1	76.78%	This elevator was out of service from 12/4/17 to 12/15/17 for planned motor repairs. An outside contractor was brought in for major motor overhaul. It is expected that this overhaul will increase the availability of this elevator. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL110	181 St 1	79.02%	This elevator was out of service from 10/17/17 to 11/04/17 for planned motor repairs. An outside contractor was brought in for major motor overhaul. It is expected that this overhaul will increase the availability of this elevator. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL113	168 St 1	81.97%	The elevator was out of service from 11/08/17 to 11/14/17 for planned replacement of the door operator, door hangers and tracks. It is expected that this planned replacement will increase the availability of this elevator. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL120	190 St A	83.63%	This elevator was out due to water damage from 10/14/17 to 10/16/17. The water intrusion damaged multiple electrical components in the shaft and on top of the car. Top of car and shaftway were dried out, damaged components were replaced; the elevator was tested and returned to service. The elevator was out of service from 11/15/17 to 11/23/17 for the replacement of the selector head unit. The head unit was replaced; the elevator was tested and returned to service. This elevator is scheduled for replacement in the 2015-2019 Capital Program.
EL145	96 St 2 3 1	83.94%	This machine had multiple outages for oil over-heating, UPS failure, and door issues. Some of the outages are caused by intermittent failures which we continue to troubleshoot. Additional expertise has been assigned to troubleshoot this elevator.

2017 4TH QUARTER ESCALATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
BRONX			
ES108	Intervale Av ② ⑤	84.19%	This escalator is a frequent target of vandals. There were 35 instances of vandalism during this quarter that caused this escalator to go out of service. It was also out of service from 12/22/17 to 12/25/17 because of a problem in the safety circuit. The escalator has been returned to service.
ES113	161 St-Yankee Stadium ④	82.47%	This escalator was out of service from 10/24/17 to 10/25/17 for repair of the upper step wheel track. It was out of service from 10/29/17 to 10/31/17 for a handrail replacement. It was out of service from 12/23/17 to 01/16/2018 due to a step wreck. The escalator has been returned to service.
ES120	Pelham Bay Park ⑥	72.39%	This escalator was out of service from 11/22/17 to 11/29/17 for gearcase replacement. It was out of service from 11/29/17 to 12/06/17 due to a broken steps. It was out of service from 12/08/17 to 12/19/17 due to damage to the tracks caused by the broken steps. The escalator has been returned to service.
BROOKLYN			
ES346	Brighton Beach ③ ④	69.94%	This escalator is a frequent target of vandals. There were 21 instances of vandalism during this quarter that caused this escalator to go out of service. In addition, this escalator has been out of service since 12/14/17 for replacement of the step chain and off-site refurbishment of the carriage and the steps by a private contractor. This escalator will be returned to service by February 1st.
MANHATTAN			
ES327	Delancey St ⑥	84.54%	This escalator has had multiple shutdowns during this quarter due to an intermittent electrical problem. Work has been done on the controller to improve our ability to diagnose the problem. We continue with our efforts to get to the root cause of this issue.
ES369	South Ferry ①	54.59%	This escalator was out of service from 9/22/17 to 11/8/17 for warranty repair of the headshaft. The contractor had to send the headshaft for refurbishment off-site due to premature failure. The refurbished headshaft was installed; the escalator was tested and returned to service.

2017 4TH QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
BRONX			
EL128	Simpson St ②⑤	2	The entrapment that occurred on 10/26/17 was the result of a low Oil Timer fault. The cause could not be determined; the elevator was tested and returned to service. The cause of the entrapment that occurred on 12/23/17 could not be determined. The elevator was tested and returned to service
EL129	3 Av-149 St ②⑤	3	The cause of the entrapment that occurred on 11/20/17 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 12/18/17 was the result of a loose fuse clip and a loose connection on a relay. Both were secured; the elevator was tested and returned to service. The entrapment that occurred on 12/24/17 was the result of a mis-aligned door restrictor. The restrictor was adjusted; the elevator was tested and returned to service.
EL130	3 Av-149 St ②⑤	1	The entrapment that occurred on 11/20/17 was the result of a broken wire in the traveling cable and right bottom rail guide roller. The traveling cable was repaired and a new rail guide roller was installed; the elevator was tested and returned to service
EL131	161 St-Yankee Stadium ④ⒷⒹ	1	The entrapment that occurred on 11/7/17 was the result of a leaking hydraulic control valve. The valve and hydraulic pump were replaced; the elevator was tested and returned to service
EL132	161 St-Yankee Stadium ④	2	The entrapment that occurred on 10/13/17 was the result of a defective car door hanger roller. The hanger roller was replaced and minor repairs to the traveling cable were made; the elevator was tested and returned to service. The entrapment that occurred on 12/17/17 was the result of a worn car guide rail shoe. The guide shoe was replaced; the elevator tested and returned to service.
EL133	161 St-Yankee Stadium ④	2	The entrapment that occurred on 10/10/17 was the result of the fast speed car door coming off the track. The door was repaired, and the door zone restricting device and all door operator devices were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 12/06/17 was the result of a misaligned upper landing door interlock. The adjustments were made; the elevator was tested and returned to service.
EL135	161 St-Yankee Stadium ⒷⒹ	1	The entrapment that occurred on 10/31/17 was the result of a broken door release roller assembly on the hatchway door. The debris was also found in lower landing door sill. Repairs were made and debris was removed; the elevator was tested and returned to service.

2017 4TH QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL136	Pelham Pkwy ② ⑤	3	The entrapment that occurred on 11/11/17 was the result of the oil being too cold. The heater in the motor room was turned on which brought the oil to the correct temperature. The elevator was tested and returned to service. The entrapment that occurred on 12/04/17 was the result of a dirty door lock contact, debris in lower door saddles and a broken wire on phase two Fire Service switch. All repairs were made; the elevator was tested and returned to service. The entrapment that occurred on 12/28/17 was the result of the elevator having intermittent leveling problems at the top landing due to defective rail guide. The guide shoes were replaced; the elevator tested and returned to service.
EL138	Pelham Pkwy ② ⑤	2	The entrapment that occurred on 10/18/17 was the result of lower landing hatch door interlocking device binding. The interlock device was adjusted and electrical contacts on hatch doors and car door gate switch were cleaned; the elevator was tested and returned to service. The cause of the entrapment that occurred on 12/31/17 could not be determined. The elevator was tested and returned to service
EL182	Gun Hill Rd ② ⑤	1	The cause of the entrapment on 11/11/17 could not be determined. The elevator was tested and returned to service
EL183	Gun Hill Rd ② ⑤	2	The entrapment that occurred on 10/2/17 was the result of a defective drive belt on the hydraulic motor. The belt was replaced; the elevator was tested and returned to service. The entrapment that occurred on 11/19/17 was the result of low oil. The piston seal was found to be leaking and the scavenger pump was not working. Ten gallons of oil were added and the zone locking device was cleaned and lubricated; the elevator was tested and returned to service.
EL184	231 St ①	1	The entrapment that occurred on 10/22/17 was the result of debris in the lower landing door sill. The debris was removed; the elevator was tested and returned to service
EL187	Fordham Rd ④	1	The entrapment on 10/28/17 was the result of the lower level door zone restrictor device not working properly. The lower level door zone restrictor device was adjusted; the elevator was tested and returned to service.

2017 4TH QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL188	Fordham Rd ④	4	The entrapment that occurred on 11/07/17 was the result of two screws missing from the car door clutch. Also, a defective UX relay was found. The missing screws and defective UX relay were replaced; the elevator was tested and returned to service. The entrapment that occurred on 11/8/17 was the result of a defective lower landing slowdown switch. The defective switch was replaced and the lower leveling normal limit switch was also replaced; the elevator was tested and returned to service. The entrapment that occurred on 11/10/17 was the result of a defective CX relay. The relay was replaced; the elevator was tested and returned to service. The entrapment that occurred on 11/11/17 was the result of debris under the upper landing door. The debris was removed; the elevator was tested and returned to service.
EL189	Kingsbridge Rd ③ ④	1	The cause of the entrapment that occurred on 12/25/17 cause could not be determined. The elevator was tested and returned to service
EL194	233 St ② ⑤	1	The entrapment that occurred on 11/10/17 was the result of a bad 24 volt power supply card. The power supply, a transformer in the controller and a PLC board were replaced. The elevator was tested and returned to service.
EL195	Hunts Point Av ⑥	1	The entrapment that occurred on 10/18/17 was the result of a Front Door Limit Failure fault on the controller. The fault was reset and doors, door electrical contacts were cleaned; the elevator was tested and returned to service.
EL197	Hunts Point Av ⑥	1	The entrapment that occurred on 10/06/17 was the result of a door zone restrictor device out of adjustment. The door zone restrictor device was adjusted as was the door close limit switch. The elevator was tested and returned to service.

2017 4TH QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
BROOKLYN			
EL302	Pacific St-Atlantic Av D N R	3	The entrapment that occurred on 11/3/17 was the result of a defective power supply on the door operator. The power supply was replaced; the elevator was tested and returned to service. The entrapment that occurred on 11/6/17 was the result of the car and hatch doors separating on the upper landing. The release rollers were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 11/24/17 was the result of a broken door operator belt. The belt was replaced; the elevator was tested and returned to service.
EL303	Pacific St-Atlantic Av D N R	1	The entrapment that occurred on 12/15/17 was the result of a blown door operator fuse. The fuse was replaced, the lower landing electric eye was re-secured, and the door saddles were cleaned. The elevator was tested and returned to service.
EL304	Atlantic Av 2 3	1	The entrapment that occurred on 10/4/17 was the result of a pencil stuck in the upper landing door saddle. The pencil was removed; the elevator was tested and returned to service.
EL305	Atlantic Av 4 5	1	The entrapment that occurred on 12/12/17 was the result of some door cams being out of adjustment. The cams were adjusted and the door contacts were cleaned. The elevator was tested and returned to service.
EL307	Atlantic Av B C	2	The cause of the entrapment that occurred on 10/20/17 could not be determined. The elevator was tested and returned to service. The cause of the entrapment that occurred on 11/30/17 could not be determined. The elevator was tested and returned to service.
EL308	Court St R	2	The cause of the entrapment that occurred on 10/24/17 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 11/26/17 was the result of a tripped overload. The wires on the overload were tightened. The elevator was tested and returned to service.
EL310	Clark St 2 3	1	The entrapment that occurred on 12/18/17 was the result of a defective lower landing release rollers and loose lower interlock door connections. The release rollers were replaced and the wires were secured; the elevator was tested and returned to service.
EL312	Clark St 2 3	1	The entrapment that occurred on 11/16/17 was the result of a defective BK relay. The relay was replaced; the elevator was tested and returned to service.

2017 4TH QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL317	Borough Hall ②③④⑤	1	The cause of the entrapment that occurred on 10/6/17 could not be determined. The elevator was tested and returned to service.
EL318	Borough Hall ②③④⑤	1	The entrapment that occurred on 11/13/17 was the result of a misaligned upper landing interlock and the release rollers. These parts were properly adjusted; the elevator was tested and returned to service.
EL319	Brooklyn College-Flatbush Av ②⑤	3	The entrapment that occurred on 10/21/17 was the result of a defective release roller. The roller was replaced; the elevator was tested and returned to service. The cause of the entrapment that occurred on 11/24/17 could not be determined. The elevator was tested and returned to service. The cause of the entrapment that occurred on 11/26/17 could not be determined. The elevator was tested and returned to service.
EL320	Church Av ②⑤	1	The entrapment that occurred on 12/16/17 was the result of a damaged dust cover coming into contact with the lower landing interlock and release roller assembly, damaging both. The dust cover was repaired, the interlock and release roller assembly were replaced; the elevator was tested and returned to service.
EL323	Crown Hts-Utica Av ③④	3	The entrapment that occurred on 10/30/17 was the result of debris (paper & bottle cap) in door saddles. The debris was cleaned up; the elevator was tested and returned to service. The cause of the entrapment that occurred on 11/2/17 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 11/27/17 was the result of mis-adjusted door cam. The cam was properly adjusted; the elevator was tested and returned to customer service.
EL339	Franklin Av ㊀㊁	2	The entrapment that occurred on 12/9/17 was the result of a misaligned release roller assembly. The assembly was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 12/19 was the result of a worn clutch, and door hangar rollers. All worn parts were replaced; the elevator was tested and returned to service.
EL340	Franklin Av ㊀㊁	2	The entrapment that occurred on 10/5/17 was the result of a bottle cap stuck under door at bottom landing. The cap was removed; the elevator was tested and returned to service. The entrapment that occurred on 12/23/17 was the result of worn IP8300 leveling shoes. The shoes were replaced; the elevator was tested and returned to service.

2017 4TH QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL341	Euclid Av A C	5	The entrapment that occurred on 10/13/17 was the result of debris in the street level door saddles. The debris was removed; the elevator was tested and returned to customer service. The entrapment that occurred on 10/29/17 was the result of debris in both landing saddles. The debris was removed; the elevator was tested and returned to service. The cause of the entrapment that occurred on 12/2/17 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 12/12/17 was the result of a worn door operator belt at the front door and a blown door operator fuse. Both items were replaced; the elevator was tested and returned to service. The entrapment that occurred on 12/13/17 was the result of a broken lower landing release roller assembly and a blown door operator fuse. The assembly and fuse were replaced; the elevator was tested and returned to service.
EL343	Euclid Av A C	1	The cause of the entrapment that occurred on 12/1/17 could not be determined. The elevator was tested and returned to service.
EL344	Utica Av A C	3	The cause of the entrapment that occurred on 10/6/17 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 11/25/17 was the result of a tripped governor switch and a blown F4 fuse. The fuse was replaced the switch was reset; the elevator was tested and returned to service. The entrapment that occurred on 12/22/17 was the result of a Top Door Lock Failure Fault. The car gate saw contacts were replaced; the elevator was tested and returned to service.
EL345	Utica Av A C	1	The cause of the entrapment that occurred on 11/28/17 could not be determined. The elevator was tested and returned to service.
EL370	DeKalb Av B Q R	1	The entrapment that occurred on 12/18/17 was the result of a misaligned upper landing release roller assembly. The assembly was adjusted; the elevator was tested and returned to service.
EL371	DeKalb Av B Q R	1	The cause of the entrapment that occurred on 10/4/17 could not be determined. The elevator was tested and returned to service.
EL376	Bay Parkway D	1	The entrapment that occurred on 10/12/17 was the result of a defective lower landing access switch. The switch was replaced; the elevator was tested and returned to service.

2017 4TH QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL383	Prospect Park B Q S	1	The entrapment that occurred on 10/4/17 was the result of dirty car call button contacts and dirty upper landing hoistway interlock contacts. All contacts were cleaned; the elevator was tested and returned to customer service.
EL391	Marcy Av J M Z	1	The cause of the entrapment that occurred on 11/8/17 could not be determined. The elevator was tested and returned to service.
EL393	Flushing Av J M	4	The cause of the entrapment that occurred on 11/2/17 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 11/10/17 was the result of defective "AA" & "BB" direction relays. The relays were replaced; the elevator was tested and returned to service. The cause of the entrapment that occurred on 11/25/17 could not be determined. The elevator was tested and returned to service. The second entrapment that occurred on 11/25/17 was the result of shorted lower hall call button. The button and the HCPC I/O board connector were replaced. The elevator was tested and returned to service.
EL394	Flushing Av J M	2	The entrapment that occurred on 10/11/17 was the result of a defective Fireman Service not working. Circuit was repaired, the elevator tested and returned to customer service. The entrapment that occurred on 12/22/17 was the result of a defective "H" relay. The relay was replaced, all saddles cleaned, the elevator tested and returned to customer service.
EL396	Myrtle-Wyckoff Avs L M	3	The entrapment that occurred on 10/2/17 was the result of low oil in the tank. The oil was added; the elevator was tested and returned to service. The entrapment that occurred on 10/5/17 was the result of a misaligned rear door clutch and release rollers. Both items were properly adjusted; the elevator was tested and returned to service. The entrapment that occurred on 11/24/17 was the result of a misaligned lower landing door restrictor. The restrictor was adjusted; the elevator was tested and returned to service.
EL397	Myrtle-Wyckoff Avs L	1	The entrapment that occurred on 10/26/17 occurred when a customer slid past a barricade and entered an out-of-service elevator. The maintainers on site released the customer and continued repairing the elevator.
EL706	Jay St A C F R	1	The entrapment that occurred on 12/21/17 was the result of debris (plastic suitcase wheel) stuck in lower landing doors. The wheel was removed; the elevator was tested and returned to service

2017 4TH QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL707	Jay St A C F R	1	The entrapment that occurred on 12/27/17 was the result of a misaligned release roller linkage arm at the upper landing. The linkage was properly adjusted; the elevator was tested and returned to service.

2017 4TH QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
MANHATTAN			
EL104	191 St ①	1	The entrapment that occurred on 11/18/17 was the result of a mis-adjusted spirator. Tension was added to the spirator; the elevator was tested and returned to service
EL106	191 St ①	1	The cause of the entrapment on 11/02/17 could not be determined. The elevator was tested and returned to service
EL108	181 St ①	3	The entrapment that occurred on 10/10/17 was the result of a binary circuit counting board being defective. There also was a shorted wire on the controller. The binary board was replaced and the shorted wire was repaired. The elevator was tested and returned to service. The entrapment that occurred on 11/26/17 was the result of a door operator belt and chain being out of adjustment. The chain and belt were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 12/22/17 was the result of defective spring on the tach. The spring was replaced; the elevator was tested and returned to service.
EL112	168 St ①	1	The entrapment that occurred on 12/05/17 was the result of a broken tach wheel. The tach wheel was replaced; the elevator was tested and returned to service
EL115	190 St ①	2	The entrapment that occurred on 11/13/17 was the result of the car door gate contacts being mis-aligned. The contacts were adjusted; the elevator tested and returned to service. The entrapment that occurred on 11/27/17 was the result of a buffer switch being tripped. The switch was reset; the elevator was tested and returned to service.
EL116	190 St ①	1	The entrapment that occurred on 10/13/17 was the result of two blown fuses. The Run and BKP1 relays were also replaced along with the two fuses; the elevator was tested and returned to service
EL117	181 St ①	1	The entrapment that occurred on 11/08/17 was the result of corroded electrical contacts on the slack cable switch. These contacts were cleaned along with the contacts on the top of car stop switch and top of car escape hatch; the elevator was tested and returned to service

2017 4TH QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL119	181 St A	2	The entrapment that occurred on 10/06/17 was the result of the governor switch tripped and governor clamp activated. This was reset along with cleaning the contacts on relay's LESY, XCS, FOTD, TLR; the elevator was tested and returned to service. The entrapment that occurred on 10/09/17 was the result of the governor electrical switch opened. The governor switch was reset and adjustments were made to car speed; the elevator was tested and returned to service.
EL120	190 St A	5	The entrapment that occurred on 11/13/17 was the result of a selector fault. The selector fault was reset; the elevator was tested and returned to service. The entrapment that occurred on 11/14/17 was the result of the selector needing to be reset. The selector was reset and two relays on selector board and four brushes on the motor generator were replaced; the elevator was tested and returned to service. The entrapment that occurred on 11/23/17 was the result of the DZR relay being defective. The relay was replaced; the elevator was tested and returned to service. The entrapment that occurred on 12/23/17 was the result of the SW#1 switch on the selector CPU being tripped. The switch was reset; the elevator was tested and returned to service. The entrapment that occurred on 12/27/17 was the result of the selector overload being tripped on the selector. The selector overload was reset; the elevator was tested and returned to service.
EL125	125 St 4 5 6	3	The entrapment that occurred on 12/07/17 was the result of debris under the upper landing car door. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 12/18/17 was the result of a metal screw and paper under the doors. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 12/31/17 was the result of a water condition in the pit. The water was pumped out, and the oil was changed; the elevator was tested and returned to service
EL126	125 St 4 5 6	2	The entrapment on that occurred on 11/10/17 was the result of a door zone restrictor being out of adjustment. The restrictor was adjusted, and the hatch way door and car door lock contacts were cleaned; the elevator was tested and returned to service. The cause of the entrapment on 12/21/17 could not be determined. The elevator was tested and returned to service.

2017 4TH QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL139	168 St ① A C	3	The entrapment that occurred on 11/27/17 was the result of the top of car emergency escape hatch door switch becoming loose. The switch was secured; the elevator was tested and returned to service. The entrapment that occurred on 11/29/17 was the result of a broken door operator stop roller. The stop roller and release rollers were replaced; the elevator was tested and returned to service. The entrapment that occurred on 12/23/17 was the result of a controller door delay timer fault. The controller was reset; the elevator was tested and returned to service.
EL141	168 St A C	1	The entrapment that occurred on 11/21/17 was the result of screws caught under the door which stopped it from fully closing. The screws were removed; the elevator was tested and returned to service
EL142	125 St A B C D	1	The entrapment that occurred on 12/16/17 was the result of the hydraulic oil overheating. In addition, the car door gate switch bracket was found loose. The oil was allowed to cool down and the bracket was repaired; the elevator was tested and returned to service.
EL144	125 St A B C D	1	The entrapment that occurred on 10/31/17 was the result of the rubber bumpers on the car door strike post interfering with the operation of the car door. The door was adjusted; the elevator was tested and returned to service
EL146	96 St ② ③ ①	2	The entrapment that occurred on 10/2/17 was the result of the door zone restrictor device being out of adjustment. The restrictor was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 12/30/17 was the result of dirty hoist way door electrical contacts. The contacts were cleaned and adjusted; the elevator was tested returned to service.
EL178	Dyckman St ①	1	The entrapment that occurred on 10/09/17 was the result of an overload that was tripped. The overload was reset and the door interlock electrical contacts cleaned; the elevator was tested and returned to service.
EL180	135 St ② ③	3	The cause of the entrapment that occurred on 11/07/17 could not be determined. The elevator was tested and returned to service. The cause of the entrapment that occurred on 11/21/17 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 11/25/17 was the result of a power loss from the main circuit breakers. The circuit breakers were reset. The elevator was tested and returned to service.

2017 4TH QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL201	51 St ⑥	1	The entrapment that occurred on 10/30/17 was the result of debris (screw) under the upper level hoist way door. This stopped the door from completely closing. The screw was removed; the elevator was tested and returned to service.
EL202	51 St ⑥	2	The entrapment that occurred on 11/10/17 was the result of a Low Pressure Switch fault. The hydraulic valve was adjusted; the elevator was tested and returned to service. The cause of the entrapment that occurred on 12/18/17 could not be determined. The elevator was tested and returned to service.
EL204	Grand Central-42 St ④⑤⑥⑦⑧	4	The entrapment that occurred on 10/20/17 was the result of a defective three phase rectifier in the door circuit. The rectifier was replaced along with fuses #1, & #3; the elevator was tested and returned to service. The entrapment that occurred on 11/17/17 was the result of a bottom slow down hatch switch being out of adjustment. The switch was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 12/08/17 was the result of dirty contacts on the lower level hatch slow down switch. The contacts were cleaned; the elevator was tested and returned to service. The cause of the entrapment that occurred on 12/08/17 could not be determined. The elevator was tested and returned to service.
EL206	Grand Central-42 St ④⑤⑥	1	The entrapment that occurred on 10/29/17 was the result of low oil in the hydraulic tank. The scavenger pump in the pit area was repaired and more oil was added; the elevator was tested and returned to service.
EL210	34 St-Herald Sq ②③④⑤	1	The entrapment that occurred on 11/19/17 was the result of construction debris in the upper landing door saddle. The debris was removed; the elevator was tested and returned to service.
EL211	34 St-Herald Sq ⑧⑨⑩⑪	1	The entrapment that occurred on 12/26/17 was the result of a door zone restrictor device out of adjustment. The restrictor device was adjusted; the elevator was tested and returned to service.
EL212	34 St-Herald Sq ⑧⑨⑩⑪	2	The entrapment that occurred on 10/14/17 was the result of a faulty smoke head in the motor room. The smoke head was repaired; the elevator was tested and returned to service. The entrapment that occurred on 11/22/17 was the result of the top and bottom hatch door lock devices not being adjusted properly, and the door zone restrictor device faulted. The hatch door lock devices were adjusted; the elevator was tested and returned to service.

2017 4TH QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL213	34 St-Herald Sq B D F M N Q R W	3	The entrapment that occurred on 10/03/17 was the result of debris (bottle cap) wedged under upper landing hatch door. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 10/09/17 was the result of a door zone restrictor device being out of adjustment. The door zone restrictor device was adjusted, more tension was put on closing device and a damaged door release roller was replaced; the elevator was tested and returned to service. The cause of the entrapment that occurred on 11/04/17 could not be determined. The elevator was tested and returned to service.
EL217	14 St-Union Sq L N Q R W	1	The entrapment that occurred on 11/25/17 the result of paper wedged under the door. The debris was removed; the elevator was tested and returned to service.
EL218	14 St-Union Sq L	2	The entrapment that occurred on 11/13/17 was the result of the hydraulic piston seal leaking. The seal was changed and oil was added; the elevator was tested and returned to service. The entrapment that occurred on 11/17/17 was the result of the elevator traveling past the lower landing onto the final limit switch. The down filter screens on the hydraulic valve were cleaned and the down leveling speed was adjusted; the elevator was tested and returned to service.
EL221	14 St/8 Av A C E L	1	The entrapment that occurred on 10/29/17 was the result of no power coming from the soft-start due to a burnt terminal strip on the RB2-GL board. The board was replaced; the elevator was tested and returned to service.
EL222	14 St A C E	2	The entrapment that occurred on 11/10/17 was the result of a loose bracket that holds the upper level hatch door interlock. The bracket was tightened; the elevator was tested and returned to service. The entrapment that occurred on 12/15/17 was the result of debris (paper) in the car door saddle. The debris was removed; the elevator tested and returned to service.
EL223	14 St A C E	1	The entrapment on 10/26/17 was the result of debris in the upper hoist way door. The debris was removed; the elevator was tested and returned to service.

2017 4TH QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL224	8 Av L	3	The cause of the entrapment that occurred on 10/14/17 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 11/08/17 was the result of the bolts coming out of the pivot arm on the door operator. The bolts were replaced; the elevator was tested and returned to service. The entrapment that occurred on 11/14/17 was the result of a misaligned lower level hoist way door release roller. The roller assembly was adjusted; the elevator was tested and returned to service.
EL225	34 St-Penn Station C E	2	The entrapment that occurred on 10/12/17 was the result of a loose wire on the SW#3 terminal in the door operator and a loose door operator power switch. All wires and switches on door operator were secured; the elevator was tested and returned to service. The cause of the entrapment that occurred on 12/29/17 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 10/01/17 was the result of a broken hoist way door guide gibb and a loose upper door release roller assembly. The gibb was replaced, and the release rollers were re-secured; the elevator was tested and returned to service.
EL228	34 St-Penn Station C E	1	The cause of the entrapment that occurred on 12/22/17 was the result of debris (plastic tube) found under the upper hoist way door. The debris was removed; the elevator was tested and returned to service.
EL230	Times Sq-42 St N Q R W	1	The entrapment that occurred on 11/22/17 was the result of debris (plastic ring) jammed under the bottom landing hoist way door. The debris was removed; the elevator tested and returned to service.

2017 4TH QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL232	Times Sq-42 St ①②③⑦	5	The entrapment on that occurred on 11/29/17 was the result of the lower level hoist way door release roller being out of adjustment. The upper and lower release roller assemblies were adjusted. The elevator was tested and returned to service. The entrapment that occurred on 12/10/17 was the result of a defective hoist way door release roller on the 4th floor door. The roller was replaced; the elevator was tested and returned to service. The entrapment that occurred on 12/19/17 was the result of defective UR, INC, and T relays. The relays were replaced; the elevator was tested and returned to service. The entrapment that occurred on 12/21/17 was the result of a damaged interlock arm on the lower level door. The arm was replaced; the elevator tested and returned to service. The entrapment that occurred on 12/27/17 was the result of worn bearings on the front car door linkage. Worn bearing were replaced. The upper release roller assembly, selector guide shoes, and six relays were also replaced; the elevator was tested and returned to service.
EL236	47-50 Sts-Rockefeller Center ①②③④⑤⑥⑦⑧⑨⑩⑪⑫⑬⑭⑮⑯⑰⑱⑲⑳㉑㉒㉓㉔㉕㉖㉗㉘㉙㉚㉛㉜㉝㉞㉟㊱㊲㊳㊴㊵㊶㊷㊸㊹㊺㊻㊼㊽㊾㊿	2	The entrapment that occurred on 11/21/17 was the result of a defective in car stop switch. The stop switch was replaced; the elevator was tested and returned to service. The entrapment that occurred on 12/17/17 was the result of the lower level door clutch being out of adjustment. The clutch was adjusted; the elevator was tested and returned to service.
EL239	72 St ①②③	2	The entrapment that occurred on 10/17/17 was the result of the car door rubbing on the car door saddle and the clutch rubbing on the fascia. Adjustments were made; the elevator was tested and returned to service. The entrapment that occurred on 12/28/17 was the result of a defective top of car stop switch. The switch was replaced; the elevator was tested and returned to service.
EL244	Grand Central-42 St ⑦	1	The entrapment that occurred on 10/20/17 was the result of a blown fuse in the door operator. The fuse was replaced; the elevator was tested and returned to service.
EL245	Lexington Av-53 St ①②③④⑤⑥⑦⑧⑨⑩⑪⑫⑬⑭⑮⑯⑰⑱⑲⑳㉑㉒㉓㉔㉕㉖㉗㉘㉙㉚㉛㉜㉝㉞㉟㊱㊲㊳㊴㊵㊶㊷㊸㊹㊺㊻㊼㊽㊾㊿	1	The entrapment that occurred on 12/10/17 was the result of a defective bearing on the governor sheave. The sheave was removed, sent for repairs and reinstalled upon repair; the elevator was tested and returned to service.

2017 4TH QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL248	96 St Q	1	The entrapment on that occurred on 11/13/17 was the result of a customer entering the elevator while the contractors were in the process of testing the elevator. The elevator test was completed and the elevator was returned to service.
EL250	86 St Q	1	The entrapment that occurred on 12/08/17 was the result of the street level door release roller being broken and a defective brake monitoring contact. The roller assembly and contacts were replaced; the elevator was tested and returned to service.
EL277	59 St-Columbus Circle A B C D 1	1	The entrapment that occurred on 12/15/17 was the result of the governor safety switch opening. The switch was manually reset; the elevator was tested and returned to service.
EL298	23 St 6	3	The entrapment that occurred on 11/03/17 was the result of a defective upper landing spirator. The upper landing spirator was replaced; the elevator tested and returned to service. The entrapment that occurred on 11/07/17 was the result of a broken phase two fire service key switch. The key switch was replaced; the elevator was tested and returned to service. The cause of the entrapment that occurred on 12/22/17 could not be determined. The elevator was tested and returned to service.
EL314	Brooklyn Bridge 4 5 6	1	The entrapment that occurred on 11/28/17 was the result of a loose door buck binding with car doors. The door buck was secured; the elevator was tested and returned to service.
EL315	Brooklyn Bridge 4 5 6	1	The entrapment that occurred on 10/5/17 was the result of a rupture valve activation and car being on lower limits. The car was removed from lower limits, the rupture valve was reset. In addition, the fire service key was found to be loose and was secured; the elevator was tested and returned to service.
EL328	Bleecker St D F B M 6	1	The entrapment that occurred on 11/10/17 was the result of the car being in the final limits and the pressure switch tripped. The car was removed from the limits and the pressure switch was reset; the elevator was tested and returned to service.
EL331	Bleecker St D F B M 6	1	The entrapment that occurred on 10/12/17 was the result of a worn lower landing hatch door keeper. The keeper was replaced; the elevator was tested and returned to service.

2017 4TH QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL332	Bleecker St D F B M 6	1	The entrapment that occurred on 10/11/17 was the result of a worn car safety jaw and knurled eccentric on car safety. The worn parts were replaced; the elevator was tested and returned to customer service.
EL334	West 4 St A B C D E F M	1	The entrapment that occurred on 12/11/17 was the result of debris in door saddles. The debris was cleaned along with the safety edge sensors; the elevator was tested and returned to service.
EL335	West 4 St A B C D E F M	2	The entrapment that occurred on 10/10/17 was the result of slow speed hatch hanger rollers out of adjustment. The rollers were adjusted; the elevator was tested and returned to service. The cause of the entrapment that occurred on 11/9/17 could not be determined; the elevator was tested and returned to service.
EL336	Chambers St 1 2 3	1	The cause of the entrapment that occurred on 11/9/17 could not be determined. The elevator was tested and returned to service.
EL402	Lexington Av-63 St F Q	3	The entrapment that occurred on 11/11/17 was the result of debris in front door saddle. The saddle was cleaned; the elevator was tested and returned to service. The second entrapment that occurred on 11/11/17 was the result of the "C" relay out of adjustment. The air gap was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 12/24/17 was the result of burnt contacts on the FF relay. The contacts were replaced; the elevator was tested and returned to service.
EL440	Lexington Av-63 St F Q	2	The entrapment that occurred on 10/1/17 was the result of an oil soaked leveling unit and one missing magnet. The oil was cleaned up and the missing magnet was replaced; the elevator was tested and returned to service. The entrapment that occurred on 12/31/17 was the result of a tripped overload. The overload was reset; the elevator was tested and returned to service.
EL442	Lexington Av-63 St F Q	3	The entrapment that occurred on 12/27/17 was the result of defective module # 2. The module was replaced; the elevator was tested and returned to service. The cause of the entrapment that occurred on 12/28/17 could not be determined. The elevator was tested and returned to service. The cause of the entrapment that occurred on 12/29/17 could not be determined. The elevator was tested and returned to service.

2017 4TH QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL443	Lexington Av-63 St F Q	8	The cause of the entrapment that occurred on 10/12/17 could not be determined. The elevator was tested and returned to service. The cause of the entrapment that occurred on 10/27/17 could not be determined. The elevator was tested and returned to service. The cause of the entrapment that occurred on 11/7/17 could not be determined. The elevator was tested and returned to service. The cause of the entrapment that occurred on 12/10/17 could not be determined. The elevator was tested and returned to service. The cause of the entrapment that occurred on 12/11/17 could not be determined. The elevator was tested and returned to service.. The cause of the entrapment that occurred on 12/16/17 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 12/19/17 was the result of upper landing hatch door not closing properly. Tension was added to door spirator, and the door saddles were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 12/21/17 was the result of a mis-adjusted door resistor. The resistor was adjusted; the elevator was tested and returned to service.
EL603	34 St-Hudson Yards 7	1	The entrapment that occurred on 12/08/17 was the result of a customer's hat getting stuck in the upper landing door track. The hat was removed; the elevator was tested and returned to customer service.
EL730	South Ferry 1	2	The entrapment that occurred on 10/26/17 was the result of a loose leveling magnet. The magnet was secured; the elevator was tested and returned to service. The entrapment that occurred on 11/21/17 was the result of mis-aligned door clutch. The clutch was adjusted; the elevator was tested and returned to service.

2017 4TH QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
QUEENS			
EL405	21 St-Queensbridge F	1	The entrapment that occurred on 12/15/17 was the result of rock salt in door saddle. The salt was cleaned up; the elevator was tested and returned to service.
EL414	Flushing-Main St 7	1	The cause of the entrapment that occurred on 12/24/17 could not be determined. The elevator was tested and returned to service.
EL422	Jackson Hts-Roosevelt Av E F M R	1	The entrapment that occurred on 11/30/17 was the result of a blown door operator fuse. The fuse was replaced and the lower landing interlock contacts were cleaned; the elevator was tested and returned to service.
EL423	74 St-Broadway 7	3	The cause of the entrapment that occurred on 10/3/17 could not be determined. The elevator was tested and returned to service. The cause of the entrapment that occurred on 10/26/17 could not be determined. The elevator was tested and returned to service. The cause of the entrapment that occurred on 10/29/17 could not be determined. The elevator was tested and returned to service.
EL425	Junction Blvd 7	1	The entrapment that occurred on 12/30/17 was the result of debris and ice in door saddle. The salt was cleaned up; the elevator was tested and returned to service.
EL426	Junction Blvd 7	2	The entrapment that occurred on 11/15/17 was the result of a mis-adjusted "UL" Valve. The valve was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 12/23/17 was the result of a blown door operator fuse. The fuse was replaced; the elevator was tested and returned to customer service.
EL427	Junction Blvd 7	1	The entrapment that occurred on 12/12/17 was the result of dirty door components. All components were cleaned; the elevator was tested and returned to service.
EL428	Queens Plaza E M R	2	The entrapment that occurred on 11/3/17 was the result of a broken door operator belt. The belt was replaced; the elevator was tested and returned to customer service. The entrapment that occurred on 12/23/17 was the result of a mis-aligned lower landing hatch door. The door was adjusted; the elevator was tested and returned to service.

2017 4TH QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES					
New Equip #	Old Equip #	Station Name:	Station / Line	# of Inspections (10/01/17 to 12/31/17)	# of Tours OOO
EL200X	EL200X	34 St - Herald Square	6th Avenue	276	9
EL203X	EL203X	Lexington Av - 53 St	Queens Blvd	276	3
EL207X	EL207X	50 Street	8th Avenue	276	9
EL208X	EL208X	50 Street	8th Avenue	276	10
EL231X	EL231X	Times Square - 42 St	Broadway/7th Ave	276	8
EL268X	EL268X	49th Street (Uptown)	Broadway	276	39
EL276X	EL276X	59 St - Columbus Circle	8th Avenue	276	3
EL279X	NEW	28th Street Park Avenue	Lexington Avenue	276	16
EL287X	Elev # TE46	42nd St - Bryant Park	6th Avenue	276	11
EL288X	Elev # ELP6	42nd St - Port Authority Bus Terminal	8th Avenue	276	1
EL289X	Elev # ELP7	42nd St - Port Authority Bus Terminal	8th Avenue	276	1
EL290X	Lift	42nd St - Port Authority Bus Terminal	8th Avenue	276	25
EL291X	Elevator (No Number listed)	42nd St - Port Authority Bus Terminal	8th Avenue	276	49
EL294X	NEW	42nd Street - Bryant Park	6th Avenue	276	4
EL295X	NEW	42nd Street - Bryant Park	6th Avenue	276	56
EL300X	EL300X	Atlantic Avenue	LIRR	276	1
EL327X	NEW	Jay Street Metrotech	4th Avenue	276	3
EL415X	EL415X	61 St - Woodside	Flushing	276	1
EL416X	EL416X	61 St - Woodside	Flushing	276	1
EL417X	EL417X	61 St - Woodside	Flushing	276	271
EL418X	EL418X	61 St - Woodside	Flushing	276	1
EL419X	EL419X	61 St - Woodside	Flushing	276	1
EL445X	EL445X	Court Square	Flushing	276	7
EL448X	PE11	Sutphin Blvd - Archer Av JFK	ARC	276	24
EL449X	EL449X	Sutphin Blvd - Archer Av JFK	ARC	276	7
EL450X	EL450X	Sutphin Blvd - Archer Av JFK	ARC	276	9
EL490X	Elec # EL1	Howard Beach - JFK Airport	Rockaway	276	1
EL491X	EL2	Howard Beach - JFK Airport	Rockaway	276	1
EL492X	EL300X	Howard Beach - JFK Airport	Rockaway	276	2
EL493X	EL4	Howard Beach - JFK Airport	Rockaway	276	1
EL494X	EL5	Howard Beach - JFK Airport	Rockaway	276	4
EL495X	EL6	Howard Beach - JFK Airport	Rockaway	276	1
EL700X	NEW	ATLANTIC AVE/BARCLAY CTR	FLATBUSH	276	58
EL717X		FULTON ST		276	1
EL718X		FULTON ST		276	1
EL726X		FULTON ST		276	1
EL727X		FULTON ST		276	4
EL728X	NEW	FULTON ST	Nassau Loop BMT	276	1
EL729X		FULTON ST		276	1

2017 4TH QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES					
New Equip #	Old Equip #	Station Name:	Station / Line	# of Inspections (10/01/17 to 12/31/17)	# of Tours 000
EL733X	NEW	FULTON STREET	LEX AVENUE	276	1
EL737X		ATLANTIC AVE/BARCLAY CTR	FLATBUSH	276	1
ES250X	ES250X	59 St - Columbus Circle	8th Avenue	276	7
ES251X	ES251X	59 St - Columbus Circle	8th Avenue	276	24
ES253X	ES253X	Lexington Av - 53 St	Queens Blvd	276	12
ES254X	ES254X	Lexington Av - 53 St	Queens Blvd	276	115
ES257X	ES257X	14 St - Union Square	Lexington Avenue	276	41
ES258X	ES258X	14 St - Union Square	Lexington Avenue	276	47
ES261X	ES261X	Times Square - 42 St	Broadway / 7th Avenue	276	27
ES262X	ES262X	Times Square - 42 St	Broadway / 7th Avenue	276	27
ES263X	ES263X	50 Street	8th Avenue	276	6
ES264X	ES264X	50 Street	8th Avenue	276	10
ES265X	ES002X	Court Square	Crosstown	276	15
ES266X	ES001X	Court Square	Crosstown	276	10
ES267X	ES267X	Times Square - 42 St	Broadway / 7th Avenue	276	1
ES268X	ES268X	Times Square - 42 St	Broadway / 7th Avenue	276	3
ES358X	NEW	ATLANTIC AVE/BARCLAY CTR		276	14
ES359X	NEW	ATLANTIC AVE/BARCLAY CTR		276	13
ES360X		Fulton Street		276	2
ES361X		Fulton Street		276	12
ES362X		Fulton Street		276	7
ES363X		Fulton Street		276	1
ES365X		Fulton Street		276	4
ES366X		Fulton Street		276	2
ES376X	ES376X	Fulton St	Nassau Loop BMT	276	1
ES377X	ES377X	Fulton St	Nassau Loop BMT	276	1
ES378X	ES378X	Wall St	Clark Street	276	25
ES379X	ES379X	Wall St	Clark Street	276	3
ES380X	Escalator (No Number listed)	Cortlandt St	Broadway	276	26
ES383X		FULTON ST		276	16
ES432X	ES008X	Sutphin Blvd - Archer Av JFK	ARC	276	12
ES433X	ES009X	Sutphin Blvd - Archer Av JFK	ARC	276	5
ES461X	ES461X	Court Square	Flushing	276	27
ES462X	ES462X	Court Square	Flushing	276	14
ES496X	ES1	Howard Beach - JFK Airport	Rockaway	276	1
ES497X	ES2	Howard Beach - JFK Airport	Rockaway	276	1
ES498X	ES3	Howard Beach - JFK Airport	Rockaway	276	1
ES499X	ES4	Howard Beach - JFK Airport	Rockaway	276	2
ES600X	ES1708X	Lexington Av - 53 St	Queens Blvd	276	32

2017 4TH QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES					
New Equip #	Old Equip #	Station Name:	Station / Line	# of Inspections (10/01/17 to 12/31/17)	# of Tours 000
ES606X	Escalator (No Number listed)	42nd St - Port Authority Bus Terminal	8th Avenue	276	23
ES607X	Escalator (No Number listed)	42nd St - Port Authority Bus Terminal	8th Avenue	276	53
ES608X	Escalator (No Number listed)	Grand Central - 42nd St	Lexington	276	1
ES609X	Escalator (No Number listed)	Grand Central - 42nd St	Lexington	276	1
ES610X	Escalator (No Number listed)	Grand Central - 42nd St	Lexington	276	1
83		GRAND TOTALS		22,908	1,295



Standard Follow-Up Reports: December 2017 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. 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 December 2017 fare media market share of non-student passenger trips compared to the previous year are summarized below:

<u>Fare Media</u>	<u>December 2016</u>	<u>December 2017*</u>	<u>Difference</u>
Cash	2.0%	2.0%	(0.1%)
Single-Ride Ticket	0.8%	0.8%	0.0%
Bonus Pay-Per-Ride	41.1%	41.6%	0.6%
Non-Bonus Pay-Per-Ride	5.0%	4.6%	(0.4%)
7-Day Farecard	23.1%	23.3%	0.2%
30-Day Farecard	<u>27.9%</u>	<u>27.7%</u>	(0.2%)
Total	100.0%	100.0%	

* Preliminary

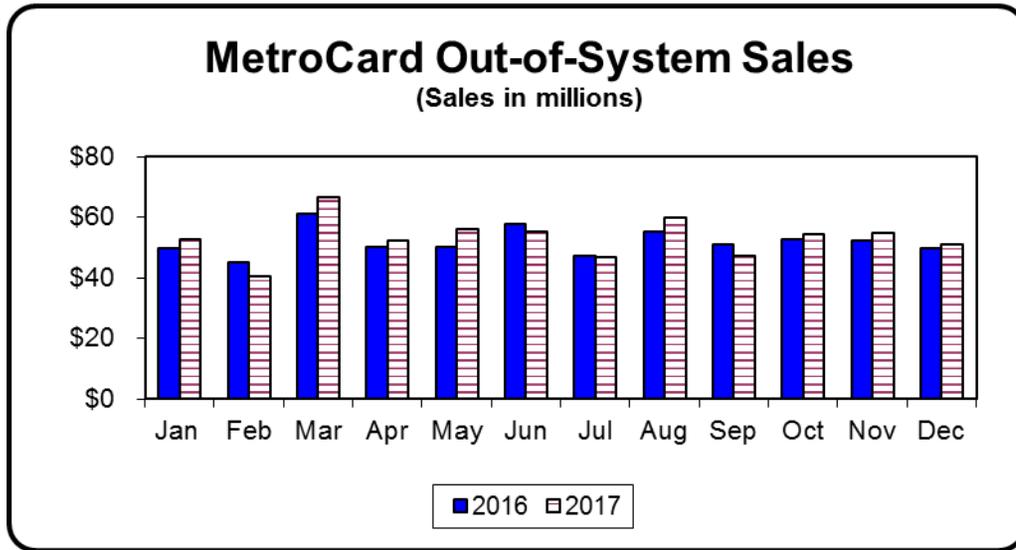
Note: Percentages may not add due to rounding.

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 December 2017 was 4,422 an 18.47 percent decrease from the same period last year. The average value of a credit issued was \$71.84.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$50.9 million in December 2017, a 2.3 percent increase compared to December of 2016. Year to date sales totaled \$637.7 million, a 2.3 percent increase compared to the same period last year.



Retail Sales

There were 4,236 active out-of-system sales and distribution locations for MetroCards, generating \$21.4 million in sales revenue during December 2017.

Employer-based Sales of Pre-tax Transportation Benefits

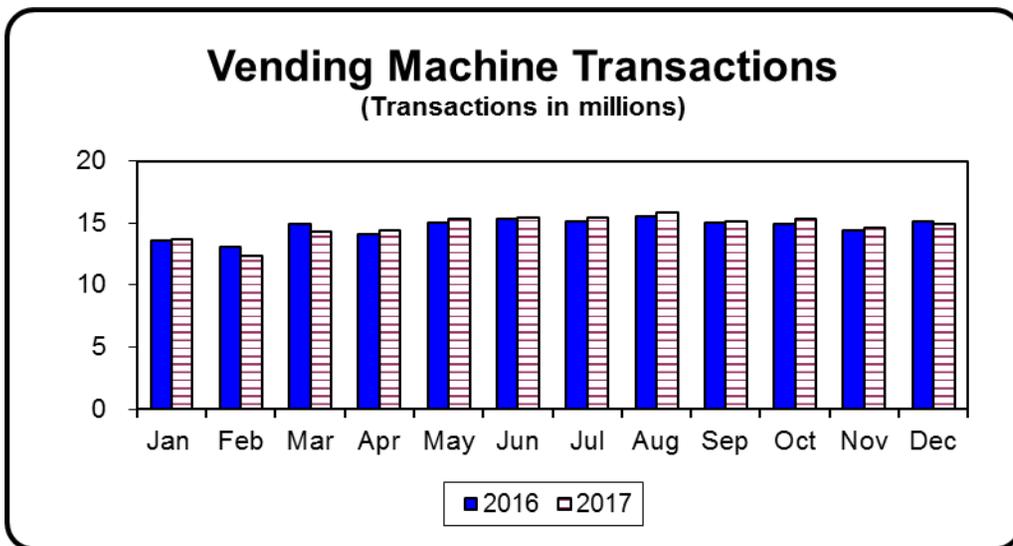
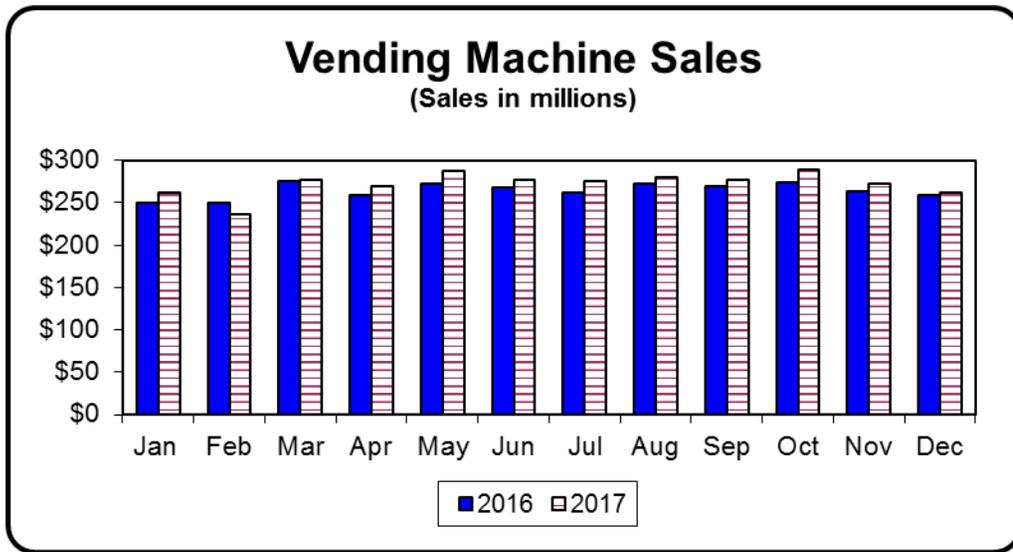
Sales of 138,115 MetroCards valued at approximately \$12.7 million were made in December 2017 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$92.12. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 118,426 for December 2017, generating an additional \$14.3 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$334.8 million, a 9 percent increase when compared to last year.

Mobile Sales Program

In December 2017, the Mobile Sales unit completed 193 site visits, of which 137 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$103,000 in revenue was generated. In December 2017, the Mobile Sales unit assisted and enabled 1,376 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and local events such as support at LaGuardia Airport for a terminal closure (Queens).

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during December 2017 totaled \$262.4 million, on a base of 14.9 million customer transactions. This represents 0.3 percent increase in vending machine transactions compared to the same period last year. During December 2017, MEMs accounted for 2,261,483 transactions resulting in \$55,963,819.10 in sales. Debit/credit card purchases accounted for 80 percent of total vending machine revenue, while cash purchases accounted for 20 percent. Debit/credit card transactions account for 59.2 percent of total vending machine transactions, while cash transactions account for 40.8 percent. The average credit sale was \$27.01, more than three times the average cash sale of \$8.63. The average debit sale was \$19.13.



Reduced-Fare Program

During December 2017 enrollment in the Reduced-Fare Program increased by 4,902 new customers. The total number of customers in the program is 1,123,387. Seniors account for 932,740 or 83 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 17 percent or 190,647 customers. Of those, a total of 40,044 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 \$8.1 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In December 2017, the EasyPay Reduced Fare program enrollment totaled 173,657 accounts. During the month, active EasyPay customers accounted for approximately 2.3 million subway and bus rides with \$2.5 million charged to their accounts. Each active account averaged 27 trips per month, with an average monthly bill of \$14.

EasyPay Xpress Pay-Per-Ride Program

In December 2017, enrollment in the EasyPay Xpress PPR program totaled 111,943 accounts. During that month, active Xpress PPR customers accounted for approximately 1.8 million subway, express bus and local bus rides with \$5.0 million charged to their accounts. Each active account averaged 20 trips per month, with an average monthly bill of \$58.

EasyPay Xpress Unlimited Program

In December 2017, enrollment in the EasyPay Xpress Unlimited program totaled 23,209 accounts. During that month, active Xpress Unlimited customers accounted for approximately 974,000 subway and local bus rides with \$2.4 million charged to their accounts. Each active account averaged 45 trips per month with a fixed monthly bill of \$121.00.



Standard Follow-Up Reports: February 2018 NYCT Financial Plan and Allocated Budget

The February Financial Plan Process is comprised of the following two components:

- 1) Subsequently identified adjustments or corrections to the previous November Financial Plan for the 2017 Final Estimate, 2018 Adopted Budget and the Financial Plan for 2018 – 2021.
 - This plan incorporates a projected Subway Action Plan (SAP) phase-in of planned operating expenses, consistent with a projected lower level of funding availability. The annual phase-in value of expenses and related position reductions are presented on the attached plan narrative and reconciliation tables.
 - Additional projected capital program requirements in support of the Subway Action Plan and other capital construction/engineering needs are also presented on the attached narrative and reconciliation tables.
 - Various technical adjustments are also reflected in this plan, which are also identified on the attached reconciliation tables.
- 2) The monthly allocation of ridership, revenues, expenses, cash, cash flow adjustments and positions for the budget year 2018.

Jaibala Patel
Chief Financial Officer

**MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN 2018-2021
2017 FINAL ESTIMATE AND 2018 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA New York City Transit's 2017 Final Estimate, 2018 Adopted Budget and the Financial Plan for 2018 - 2021. Included in this financial plan are adjustments to reflect a Subway Action Plan "phase-in" of operating cost requirements, consistent with a projected lower level of funding availability, and additional capital program requirements, mostly in support of the Subway Action Plan. Some technical adjustments are also reflected in this plan.

Operating Expenses/Positions

- A projected Subway Action Plan "phase-in" of planned operating expenses has resulted in expense reductions of \$249.3 million in 2018, \$192.0 million in 2019, and \$150.1 million in both 2020 and 2021. Position reductions are projected at 1,542 in 2018, 1,506 in 2019 and 1,223 in both 2020 and 2021. Essentially all of the categories of planned work will be affected by these projected reductions.
- Technical adjustments were represented mostly by savings of \$3.1 million in 2017 and \$12.2 million in subsequent years, resulting from the elimination of railroad pass reimbursements by NYCT regarding transit employee free use of LIRR/MNR service.

Capital Program Requirements

- \$66.0 million of additional capital program requirements are being projected in this plan in 2018, including \$49.5 million supporting the Subway Action Plan, with about half funding additional power requirements and half funding additional signal requirements.
- The remaining \$16 million of requirements involve support for overall Subway capital construction/engineering needs.

The attached also includes schedules detailing the monthly allocation of financial, including overtime, and headcount and utilization data based on the 2018 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA NEW YORK CITY TRANSIT
February Financial Plan 2018 - 2021
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2017		2018		2019		2020		2021	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2017 November Financial Plan: Net Surplus/(Deficit)	44,752	(\$5,939.871)	46,316	(\$6,536.401)	46,442	(\$6,866.539)	46,392	(\$7,246.297)	46,232	(\$7,629.519)
Technical Adjustments:										
Eliminate Railroad Pass Reimbursements		\$3.057		\$12.227		\$12.226		12.226		12.226
Transfer Mobile Phones to Headquarters		\$0.000		\$0.798		\$0.798		\$0.798		\$0.798
Other Technical Adjustments-Net	0	\$0.000	22	(\$0.466)	41	\$0.266	41	\$0.158	41	(\$0.350)
Sub-Total Technical Adjustments	0	\$3.057	22	\$12.559	41	\$13.290	41	\$13.182	41	\$12.674
MTA Plan Adjustments:										
"Phase-In" Subways Action Plan	283	2.499	1,542	249.260	1,506	191.956	1,223	150.130	1,223	150.130
Revisions affecting several work categories to reduce plan requirements based on projected lower funding levels										
MTA Re-estimates:										
Subways Action Plan Out-Year Inflation Adjustment	0	-	0	(20.004)	(26)	12.755	(12)	16.478	7	10.719
Other:		(0.042)		(0.023)		(0.002)		(0.001)		(0.001)
Sub-Total MTA Plan Adjustments	283	\$2.457	1,542	\$229.233	1,480	\$204.709	1,211	\$166.607	1,230	\$160.848
2018 February Financial Plan: Net Surplus/(Deficit)	44,469	\$ (5,934.357)	44,752	\$ (6,294.609)	44,921	\$ (6,648.540)	45,140	\$ (7,066.508)	44,961	\$ (7,455.997)

MTA NEW YORK CITY TRANSIT
February Financial Plan 2018 - 2021
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2017		2018		2019		2020		2021	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2017 November Financial Plan: Net Surplus/(Deficit)	5,602	\$0.000	5,291	\$0.000	4,997	\$0.000	4,539	\$0.000	4,452	\$0.000
Technical Adjustments:										
Pay Rate Adjustments				8.816		8.816		8.816		8.816
Other Reestimates				(\$1.134)		(\$1.178)		(0.582)		(0.282)
Capital Reimbursements to Fund Reimbursable										
Net Requirements		15.683		58.361		6.675		2.194		-2.705
Sub-Total Technical Adjustments	0	\$15.683	0	66.043	0	\$14.313	0	\$10.428	0	\$5.829
MTA Plan Adjustments:										
Programmatic Construction/Engineering										
Mostly Subways Capital Support Requirements			(65)	(16.569)	(58)	(13.864)	(23)	(10.459)	(32)	(5.860)
Subways Action Plan Capital Requirements										
Additional Power Requirements			(22)	(27.406)						
Additional Signal Requirements				(29.000)						
Other Requirements		(15.683)	1	6.932	(45)	(0.449)		0.031		0.031
Total Subways Action Plan Requirements		(15.683)	(21)	(49.474)	(45)	(0.449)		0.031		0.031
MTA Re-estimates:										
		\$0.000		\$0.000		\$0.000		\$0.000		\$0.000
Sub-Total MTA Plan Adjustments	0	(\$15.683)	(86)	(\$66.043)	(103)	(\$14.313)	(23)	(\$10.428)	(32)	(\$5.829)
2018 February Financial Plan: Net Surplus/(Deficit)	5,602	\$ -	5,377	\$ -	5,100	\$ -	4,562	\$ -	4,484	\$ -

MTA NEW YORK CITY TRANSIT
February Financial Plan 2018 - 2021
Reconciliation to the November Plan - (Cash)
(\$ in millions)

	Favorable/(Unfavorable)									
	2017		2018		2019		2020		2021	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2017 November Financial Plan: Net Surplus/(Deficit)	50,354	(\$2,934.109)	51,607	(\$3,378.974)	51,439	(\$3,598.395)	50,931	(\$3,875.717)	50,684	(\$4,139.255)
Technical Adjustments:										
Eliminate Railroad Pass Reimbursements		\$3.057		\$12.227		\$12.226		12.226		12.226
Transfer Mobile Phones to Headquarters		\$.000		\$.798		\$.798		\$.798		\$.798
Other Technical Adjustments-Net		\$.000	41	(\$.466)	41	\$.266	41	\$.158	41	(\$.350)
Capital Reimbursement Cash Timing		(3.267)		(8.915)		10.743		0.939		1.069
Sub-Total Technical Adjustments	0	(\$.210)	41	\$3.644	41	\$24.033	41	\$14.121	41	\$13.743
MTA Plan Adjustments:										
"Phase-In" Subways Action Plan	283	2.499	1,542	249.260	1,506	191.956	1,223	150.130	1,223	150.130
Revisions affecting several work categories to reduce plan requirements based on projected lower funding levels										
MTA Re-estimates										
Subways Action Plan Out-Year Inflation Adjustment	0	-	(19)	(20.004)	(26)	12.755	(12)	16.478	7	10.719
Increase in Reimbursable Position Requirements			(86)		(103)		(23)		(32)	
Other:		\$.000								
Sub-Total MTA Plan Adjustments	283	\$2.499	1,437	\$229.256	1,377	\$204.711	1,188	\$166.608	1,198	\$160.849
2018 February Financial Plan: Net Surplus/(Deficit)	50,071	\$ (2,931.820)	50,129	\$ (3,146.074)	50,021	\$ (3,369.651)	49,702	\$ (3,694.988)	49,445	\$ (3,964.663)

MTA NEW YORK CITY TRANSIT
February Financial Plan 2018 - 2021
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE	2017 Final Estimate	2018 Adopted Budget	2019	2020	2021
Operating Revenue					
<u>Farebox Revenue:</u>					
Subway	\$3,444.242	\$3,494.944	\$3,513.406	\$3,538.363	\$3,537.338
Bus	947.841	957.641	959.325	963.066	960.574
Paratransit	17.244	19.276	20.144	21.050	21.998
Fare Media Liability	73.500	78.500	78.500	78.500	78.500
Farebox Revenue	\$4,482.827	\$4,550.361	\$4,571.375	\$4,600.979	\$4,598.410
<u>Other Operating Revenue:</u>					
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	168.784	188.649	195.269	207.511	221.442
Other	183.564	172.427	181.112	186.498	191.699
Other Operating Revenue	\$436.364	\$445.092	\$460.397	\$478.025	\$497.157
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$4,919.191	\$4,995.453	\$5,031.772	\$5,079.004	\$5,095.567
Operating Expenses					
<u>Labor:</u>					
Payroll	3,305.002	3,456.188	3,547.408	3,634.539	3,683.132
Overtime	547.789	465.434	463.284	472.235	480.743
Total Salaries & Wages	\$3,852.791	\$3,921.622	\$4,010.692	\$4,106.774	\$4,163.875
Health and Welfare	847.265	936.302	1,007.661	1,077.229	1,144.966
OPEB Current Payment	414.363	462.463	509.905	560.860	616.486
Pensions	926.942	955.158	956.479	951.979	964.905
Other Fringe Benefits	515.857	502.462	520.816	546.837	559.617
Total Fringe Benefits	\$2,704.428	\$2,856.385	\$2,994.861	\$3,136.905	\$3,285.974
Reimbursable Overhead	(294.917)	(276.222)	(264.911)	(246.620)	(242.862)
Total Labor Expenses	\$6,262.302	\$6,501.786	\$6,740.642	\$6,997.059	\$7,206.987
<u>Non-Labor:</u>					
Electric Power	\$271.744	\$309.042	\$316.173	\$335.400	\$353.571
Fuel	\$90.361	\$91.345	\$90.520	\$107.501	\$114.317
Insurance	72.153	75.712	84.543	95.176	107.181
Claims	168.455	171.333	172.909	174.484	174.484
Paratransit Service Contracts	390.819	416.481	439.534	467.469	492.100
Maintenance and Other Operating Contracts	238.850	235.927	226.968	217.273	218.120
Professional Service Contracts	206.009	214.390	169.193	168.334	168.384
Materials & Supplies	322.730	318.160	336.788	342.834	333.695
Other Business Expenses	79.146	83.168	84.711	86.411	87.019
Total Non-Labor Expenses	\$1,840.266	\$1,915.557	\$1,921.339	\$1,994.882	\$2,048.871
<u>Other Expenses Adjustments:</u>					
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$8,102.569	\$8,417.343	\$8,661.982	\$8,991.941	\$9,255.859
Depreciation	1,778.062	1,828.062	1,878.062	1,928.062	1,978.062
OPEB Liability Adjustment	1,268.921	1,350.191	1,436.666	1,528.680	1,626.587
GASB 68 Pension Expense Adjustment	(296.003)	(305.534)	(296.398)	(303.171)	(308.944)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$10,853.548	\$11,290.062	\$11,680.312	\$12,145.512	\$12,551.564
Net Surplus/(Deficit)	(\$5,934.357)	(\$6,294.609)	(\$6,648.540)	(\$7,066.508)	(\$7,455.997)

MTA NEW YORK CITY TRANSIT
February Financial Plan 2018 - 2021
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE	2017 Final Estimate	2018 Adopted Budget	2019	2020	2021
Revenue					
Fare Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	1,373.444	1,359.682	1,268.456	1,182.758	1,178.569
Total Revenue	\$1,373.444	\$1,359.682	\$1,268.456	\$1,182.758	\$1,178.569
Expenses					
<u>Labor:</u>					
Payroll	\$488.777	\$515.508	\$503.136	\$467.452	\$467.596
Overtime	184.075	123.793	118.289	114.783	113.168
Total Salaries & Wages	\$672.853	\$639.301	\$621.426	\$582.235	\$580.764
Health and Welfare	24.240	24.454	25.529	25.152	26.355
OPEB Current Payment	10.115	10.140	10.722	11.307	11.924
Pensions	36.354	37.637	37.979	36.720	37.179
Other Fringe Benefits	206.870	208.161	202.675	188.547	187.714
Total Fringe Benefits	\$277.578	\$280.393	\$276.904	\$261.727	\$263.171
Reimbursable Overhead	294.917	276.222	264.911	246.620	242.862
Total Labor Expenses	\$1,245.347	\$1,195.916	\$1,163.241	\$1,090.582	\$1,086.797
<u>Non-Labor:</u>					
Electric Power	\$0.252	\$0.252	\$0.252	\$0.252	\$0.252
Fuel	\$0.119	\$0.027	(\$0.023)	(\$0.023)	(\$0.023)
Insurance	-	-	-	-	-
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	37.218	69.087	33.675	32.103	32.103
Professional Service Contracts	9.303	23.664	9.014	9.014	9.014
Materials & Supplies	80.797	71.178	62.739	51.272	50.868
Other Business Expenses	0.408	(0.442)	(0.442)	(0.442)	(0.442)
Total Non-Labor Expenses	\$128.097	\$163.766	\$105.215	\$92.176	\$91.772
<u>Other Expense Adjustments:</u>					
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$1,373.444	\$1,359.682	\$1,268.456	\$1,182.758	\$1,178.569
Depreciation	-	-	-	-	-
Total Expenses	\$1,373.444	\$1,359.682	\$1,268.456	\$1,182.758	\$1,178.569
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA NEW YORK CITY TRANSIT
February Financial Plan 2018 - 2021
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE	2017 Final Estimate	2018 Adopted Budget	2019	2020	2021
Revenue					
<i>Farebox Revenue:</i>					
Subway	\$3,444.242	\$3,494.944	\$3,513.406	\$3,538.363	\$3,537.338
Bus	947.841	957.641	959.325	963.066	960.574
Paratransit	17.244	19.276	20.144	21.050	21.998
Fare Media Liability	<u>73.500</u>	<u>78.500</u>	<u>78.500</u>	<u>78.500</u>	<u>78.500</u>
Farebox Revenue	\$4,482.827	\$4,550.361	\$4,571.375	\$4,600.979	\$4,598.410
<i>Other Operating Revenue:</i>					
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	168.784	188.649	195.269	207.511	221.442
Other	<u>183.564</u>	<u>172.427</u>	<u>181.112</u>	<u>186.498</u>	<u>191.699</u>
Other Operating Revenue	\$436.364	\$445.092	\$460.397	\$478.025	\$497.157
Capital and Other Reimbursements	1,373.444	1,359.682	1,268.456	1,182.758	1,178.569
Total Revenue	\$6,292.635	\$6,355.135	\$6,300.228	\$6,261.762	\$6,274.136
Expenses					
<i>Labor:</i>					
Payroll	\$3,793.779	\$3,971.696	\$4,050.544	\$4,101.991	\$4,150.728
Overtime	<u>731.865</u>	<u>589.227</u>	<u>581.574</u>	<u>587.018</u>	<u>593.911</u>
Total Salaries & Wages	\$4,525.644	\$4,560.924	\$4,632.118	\$4,689.009	\$4,744.639
Health and Welfare	871.505	960.756	1,033.190	1,102.381	1,171.321
OPEB Current Payment	424.478	472.603	520.627	572.167	628.410
Pensions	963.296	992.795	994.458	988.699	1,002.084
Other Fringe Benefits	722.727	710.623	723.491	735.384	747.331
Total Fringe Benefits	\$2,982.006	\$3,136.778	\$3,271.766	\$3,398.631	\$3,549.145
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$7,507.650	\$7,697.702	\$7,903.883	\$8,087.640	\$8,293.784
<i>Non-Labor:</i>					
Electric Power	\$271.996	\$309.294	\$316.425	\$335.652	\$353.823
Fuel	90.480	91.372	90.497	107.478	114.294
Insurance	72.153	75.712	84.543	95.176	107.181
Claims	168.455	171.333	172.909	174.484	174.484
Paratransit Service Contracts	390.819	416.481	439.534	467.469	492.100
Maintenance and Other Operating Contracts	276.068	305.014	260.643	249.376	250.223
Professional Service Contracts	215.312	238.054	178.207	177.348	177.398
Materials & Supplies	403.527	389.338	399.527	394.106	384.563
Other Business Expenses	79.554	82.726	84.270	85.969	86.578
Total Non-Labor Expenses	\$1,968.363	\$2,079.323	\$2,026.554	\$2,087.058	\$2,140.643
<i>Other Expense Adjustments:</i>					
Other	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$9,476.013	\$9,777.025	\$9,930.438	\$10,174.698	\$10,434.427
Depreciation	1,778.062	1,828.062	1,878.062	1,928.062	1,978.062
OPEB Liability Adjustment	1,268.921	1,350.191	1,436.666	1,528.680	1,626.587
GASB 68 Pension Expense Adjustment	(296.003)	(305.534)	(296.398)	(303.171)	(308.944)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$12,226.992	\$12,649.744	\$12,948.768	\$13,328.269	\$13,730.132
Net Surplus/(Deficit)	(\$5,934.357)	(\$6,294.609)	(\$6,648.540)	(\$7,066.508)	(\$7,455.997)

MTA NEW YORK CITY TRANSIT
February Financial Plan 2018 - 2021
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES					
	2017	2018			
	Final	Adopted			
	Estimate	Budget	2019	2020	2021
Receipts					
Fare Revenue	4,493.027	4,550.561	4,571.575	4,601.179	4,598.610
<i>Other Operating Revenue:</i>					
Fare Reimbursement	97.782	40.250	84.016	84.016	84.016
Paratransit Reimbursement	165.504	188.530	195.175	207.429	221.325
Other	61.489	69.687	75.514	78.049	80.390
Other Operating Revenue	324.775	298.467	354.705	369.494	385.731
Capital and Other Reimbursements	1,414.569	1,462.493	1,316.932	1,199.663	1,178.932
Total Receipts	\$6,232.371	\$6,311.521	\$6,243.212	\$6,170.336	\$6,163.273
Expenditures					
<i>Labor:</i>					
Payroll	\$3,763.507	\$3,939.683	\$4,017.974	\$4,069.517	\$4,115.720
Overtime	731.865	589.227	581.574	587.018	593.911
Total Salaries & Wages	\$4,495.372	\$4,528.910	\$4,599.548	\$4,656.535	\$4,709.631
Health and Welfare	869.967	952.951	1,024.800	1,093.363	1,161.625
OPEB Current Payment	424.478	472.603	520.627	572.167	628.410
Pensions	963.296	992.796	994.459	988.698	1,002.084
Other Fringe Benefits	497.222	483.231	489.556	496.827	503.860
Total Fringe Benefits	\$2,754.963	\$2,901.581	\$3,029.442	\$3,151.055	\$3,295.979
GASB Account	0.000	6.296	15.785	25.976	37.101
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$7,250.335	\$7,436.787	\$7,644.775	\$7,833.566	\$8,042.711
<i>Non-Labor:</i>					
Electric Power	\$271.996	\$309.294	\$316.425	\$335.652	\$353.823
Fuel	87.733	91.372	90.497	107.478	114.294
Insurance	74.176	74.730	82.751	95.636	104.983
Claims	117.635	120.367	122.806	125.295	127.834
Paratransit Service Contracts	391.142	414.481	437.533	465.469	490.100
Maintenance and Other Operating Contracts	295.168	313.945	269.573	258.306	259.153
Professional Service Contracts	208.565	226.054	166.207	165.348	165.398
Materials & Supplies	387.888	387.838	398.026	392.606	383.062
Other Business Expenditures	79.553	82.727	84.270	85.969	86.578
Total Non-Labor Expenditures	\$1,913.856	\$2,020.808	\$1,968.088	\$2,031.759	\$2,085.225
<i>Other Expenditure Adjustments:</i>					
Other	\$ -	\$ -	\$ -	\$ -	\$ -
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$9,164.191	\$9,457.595	\$9,612.863	\$9,865.324	\$10,127.936
Net Cash Surplus/(Deficit)	(\$2,931.820)	(\$3,146.074)	(\$3,369.651)	(\$3,694.988)	(\$3,964.663)

MTA NEW YORK CITY TRANSIT
February Financial Plan 2018 - 2021
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS					
	2017	2018			
	Final	Adopted			
	Estimate	Budget	2019	2020	2021
Receipts					
Fare Revenue	\$10.200	\$0.200	\$0.200	\$0.200	\$0.200
<i>Other Operating Revenue:</i>					
Fare Reimbursement	13.766	(43.766)	0.000	0.000	0.000
Paratransit Reimbursement	(3.280)	(0.119)	(0.094)	(0.082)	(0.117)
Other	(122.075)	(102.740)	(105.598)	(108.449)	(111.309)
Other Operating Revenue	(\$111.589)	(\$146.625)	(\$105.692)	(\$108.531)	(\$111.426)
Capital and Other Reimbursements	41.125	102.811	48.476	16.905	0.363
Total Receipt Adjustments	(\$60.264)	(\$43.614)	(\$57.016)	(\$91.426)	(\$110.863)
Expenditures					
<i>Labor:</i>					
Payroll	\$30.272	\$32.012	\$32.571	\$32.475	\$35.009
Overtime	0.000	0.000	0.000	0.000	0.000
Health and Welfare	1.538	7.804	8.389	9.019	9.695
OPEB Current Payment	0.000	0.000	(0.000)	0.000	0.000
Pensions	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	225.505	227.392	233.935	238.557	243.471
Total Fringe Benefits	\$227.043	\$235.197	\$242.323	\$247.576	\$253.166
GASB Account	0.000	(6.296)	(15.785)	(25.976)	(37.101)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$257.315	\$260.913	\$259.109	\$254.075	\$251.074
<i>Non-Labor:</i>					
Electric Power	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)
Fuel	2.747	(0.000)	(0.000)	(0.000)	(0.000)
Insurance	(2.023)	0.982	1.792	(0.460)	2.198
Claims	50.820	50.966	50.103	49.189	46.650
Paratransit Service Contracts	(0.323)	2.000	2.001	2.000	2.000
Maintenance and Other Operating Contracts	(19.100)	(8.930)	(8.930)	(8.930)	(8.930)
Professional Service Contracts	6.747	12.000	12.000	12.000	12.000
Materials & Supplies	15.639	1.500	1.500	1.500	1.500
Other Business Expenditures	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$54.506	\$58.517	\$58.466	\$55.299	\$55.418
<i>Other Expenditures Adjustments:</i>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	\$251.557	\$275.816	\$260.559	\$217.949	\$195.629
Depreciation Adjustment	1,778.062	1,828.062	1,878.062	1,928.062	1,978.062
OPEB Liability Adjustment	1,268.921	1,350.191	1,436.666	1,528.680	1,626.587
GASB 68 Pension Expense Adjustment	(296.003)	(305.534)	(296.398)	(303.171)	(308.944)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$3,002.537	\$3,148.535	\$3,278.889	\$3,371.520	\$3,491.334

**MTA New York City Transit
2018 Adopted Budget
Non-Reimbursable/Reimbursable Overtime**
(\$ in millions)

<i>NON-REIMBURSABLE OVERTIME</i>	Total	
	Hours	\$
<u>Scheduled Service</u>	4,456,687	147.067
<u>Unscheduled Service</u>	3,702,699	124.998
<u>Programmatic/Routine Maintenance</u>	4,149,157	147.149
<u>Unscheduled Maintenance</u>	0	0.000
<u>Vacancy/Absentee Coverage</u>	627,640	20.370
<u>Weather Emergencies</u>	533,358	17.459
<u>Safety/Security/Law Enforcement</u>	116,157	3.447
<u>Other ¹</u>	163,190	4.944
Subtotal	13,748,888	\$465.434
<i>REIMBURSABLE OVERTIME</i>	3,570,650	123,793
TOTAL OVERTIME	17,319,538	589.227

¹ Other & reimbursable budget includes PTE \$'s only. Does not include hours.

MTA NEW YORK CITY TRANSIT
February Financial Plan 2018 - 2021
Ridership/(Utilization)
(\$ in millions)

	2017	2018			
	Final Estimate	Adopted Budget	2019	2020	2021
RIDERSHIP					
Subway	1,740.491	1,756.538	1,765.477	1,777.561	1,777.065
Bus	605.880	610.191	611.174	613.359	611.904
Paratransit	8.843	9.576	10.007	10.457	10.927
Total Ridership	2,355.214	2,376.305	2,386.658	2,401.377	2,399.896
 FAREBOX REVENUE (Excluding fare media liability)					
Subway	\$3,444.242	\$3,494.944	\$3,513.406	\$3,538.363	\$3,537.338
Bus	947.841	957.641	959.325	963.066	960.574
Paratransit	17.244	19.276	20.144	21.050	21.998
Total Farebox Revenue	\$4,409.327	\$4,471.861	\$4,492.875	\$4,522.479	\$4,519.910

MTA NEW YORK CITY TRANSIT
February Financial Plan 2018 - 2021
Total Positions by Function

Non-Reimbursable/Reimbursable and Full-Time Positions/Full-Time Equivalents

Function/Department	2017 Final Estimate	2018 Adopted Budget	2019	2020	2021
Administration					
Office of the President	33	33	33	33	33
Law	320	320	320	320	320
Office of the EVP	53	53	53	51	51
Human Resources	240	255	253	253	253
Office of Management and Budget	43	43	43	42	42
Capital Planning & Budget	35	35	35	35	35
Corporate Communications	278	278	278	276	276
Non-Departmental	(32)	(26)	(25)	(25)	(25)
Labor Relations	97	102	102	102	102
Material	239	241	239	210	210
Controller	128	128	128	125	125
Total Administration	1,434	1,462	1,459	1,422	1,422
Operations					
Subways Service Delivery	8,825	8,707	8,592	8,447	8,444
Subways Operation Support /Admin	410	410	410	410	410
Subways Stations	2,577	2,741	2,739	2,739	2,739
<i>Subtotal - Subways</i>	11,812	11,858	11,741	11,596	11,593
Buses	11,142	10,983	10,983	10,983	10,983
Paratransit	213	213	213	213	213
Operations Planning	406	404	401	394	394
Revenue Control	573	575	575	575	575
Non-Departmental	-	-	-	-	-
Total Operations	24,146	24,033	23,913	23,761	23,758
Maintenance					
Subways Operation Support /Admin	186	200	196	189	188
Subways Engineering	392	398	364	315	312
Subways Car Equipment	5,134	5,083	5,225	5,302	5,175
Subways Infrastructure	1,774	1,660	1,730	1,692	1,670
Subways Elevator & Escalators	453	478	465	462	491
Subways Stations	3,329	3,269	3,274	3,366	3,371
Subways Track	3,037	3,286	3,069	3,019	3,001
Subways Power	613	686	674	654	625
Subways Signals	1,636	1,643	1,619	1,571	1,571
Subways Electronics Maintenance	1,681	1,651	1,614	1,594	1,594
<i>Subtotal - Subways</i>	18,235	18,354	18,230	18,164	17,998
Buses	3,680	3,674	3,799	3,813	3,725
Supply Logistics	574	571	571	571	571
System Safety	98	98	98	95	95
Non-Departmental	(111)	(91)	(67)	(67)	(67)
Total Maintenance	22,476	22,606	22,631	22,576	22,322
Engineering/Capital					
Capital Program Management	1,358	1,368	1,358	1,283	1,283
Total Engineering/Capital	1,358	1,368	1,358	1,283	1,283
Public Safety					
Security	654	660	660	660	660
Total Public Safety	654	660	660	660	660
Total Positions	50,068	50,129	50,021	49,702	49,445
Non-Reimbursable	44,466	44,752	44,921	45,140	44,961
Reimbursable	5,602	5,377	5,100	4,562	4,484
Total Full-Time	49,866	49,927	49,819	49,500	49,243
Total Full-Time Equivalents	202	202	202	202	202

MTA NEW YORK CITY TRANSIT
February Financial Plan 2018 - 2021
Total Positions by Function and Occupation

Function/Occupational Group	2017 Final Estimate	2018 Adopted Budget	2019	2020	2021
Administration					
Managers/Supervisors	508	515	512	493	493
Professional, Technical, Clerical	897	918	918	900	900
Operational Hourlies	29	29	29	29	29
Total Administration	1,434	1,462	1,459	1,422	1,422
Operations					
Managers/Supervisors	2,860	2,842	2,820	2,798	2,795
Professional, Technical, Clerical	509	508	507	504	504
Operational Hourlies	20,777	20,683	20,586	20,459	20,459
Total Operations	24,146	24,033	23,913	23,761	23,758
Maintenance					
Managers/Supervisors	4,043	4,067	4,076	4,024	3,995
Professional, Technical, Clerical	1,152	1,164	1,156	1,095	1,078
Operational Hourlies	17,284	17,375	17,399	17,457	17,249
Total Maintenance	22,479	22,606	22,631	22,576	22,322
Engineering/Capital					
Managers/Supervisors	339	340	339	283	283
Professional, Technical, Clerical	1,017	1,026	1,017	998	998
Operational Hourlies	2	2	2	2	2
Total Engineering/Capital	1,358	1,368	1,358	1,283	1,283
Public Safety					
Managers/Supervisors	276	281	281	281	281
Professional, Technical, Clerical	42	42	42	42	42
Operational Hourlies	336	337	337	337	337
Total Public Safety	654	660	660	660	660
Total Positions					
Managers/Supervisors	8,026	8,045	8,028	7,879	7,847
Professional, Technical, Clerical	3,617	3,658	3,640	3,539	3,522
Operational Hourlies	38,428	38,426	38,353	38,284	38,076
Baseline Total Positions	50,071	50,129	50,021	49,702	49,445

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2018
Accrual Statement of Operations By Category
(\$ in Millions)
NON_REIMB

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	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YearTotal
Revenue													
Farebox Revenue:													
Subway	284.624	260.981	301.429	290.690	302.971	296.698	290.500	293.498	282.870	313.775	291.479	285.429	3,494.944
Bus	79.247	73.144	83.681	79.073	83.987	80.833	82.202	82.598	78.260	84.128	77.170	73.319	957.641
Paratransit	1.574	1.494	1.710	1.630	1.704	1.637	1.592	1.627	1.536	1.660	1.578	1.533	19.276
Fare 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	371.988	342.160	393.362	377.935	395.204	385.710	380.836	384.266	369.206	406.104	376.768	366.822	4,550.362
Fare Reimbursement	8.130	7.019	9.051	7.569	9.318	6.613	2.634	2.188	6.141	9.749	8.623	6.981	84.016
Paratransit Reimbursement	15.721	15.721	15.721	15.721	15.721	15.721	15.721	15.721	15.721	15.720	15.720	15.720	188.649
Other Operating Revenue	14.369	14.369	14.369	14.369	14.369	14.369	14.369	14.369	14.368	14.368	14.368	14.371	172.427
Other Revenue	38.220	37.109	39.141	37.659	39.408	36.703	32.724	32.278	36.230	39.837	38.711	37.072	445.092
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	410.208	379.269	432.503	415.594	434.612	422.413	413.560	416.544	405.436	445.941	415.479	403.894	4,995.454
Expenses													
Labor :													
Payroll	291.963	268.444	280.444	272.244	301.369	279.628	293.728	292.908	268.238	293.138	310.168	303.915	3,456.188
Overtime	43.877	40.815	41.987	32.121	39.538	39.016	39.151	39.173	31.075	40.362	38.157	40.163	465.434
Total Salaries & Wages	335.840	309.259	322.431	304.365	340.907	318.644	332.878	332.081	299.314	333.499	348.325	344.078	3,921.622
Health and Welfare	75.801	75.800	75.825	75.841	75.967	76.118	78.527	79.109	78.649	78.568	78.508	87.590	936.302
OPEB Current Payment	37.929	37.929	37.929	37.929	37.929	37.929	39.381	39.381	39.381	39.381	39.381	37.983	462.463
Pensions	79.257	76.025	78.497	77.235	79.874	77.231	80.972	80.996	79.226	81.219	82.531	82.094	955.158
Other Fringe Benefits	43.023	41.922	40.953	37.481	43.281	42.114	43.504	42.808	36.409	42.588	44.397	43.984	502.462
Total Fringe Benefits	236.009	231.676	233.204	228.486	237.051	233.393	242.384	242.294	233.665	241.755	244.816	251.651	2,856.386
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	(21.253)	(19.663)	(23.274)	(32.633)	(21.628)	(20.744)	(20.988)	(21.562)	(33.245)	(21.830)	(19.586)	(19.816)	(276.222)
Labor	550.596	521.271	532.362	500.218	556.331	531.293	554.274	552.814	499.734	553.424	573.555	575.913	6,501.786
Non-Labor :													
Electric Power	27.445	28.090	25.643	24.009	23.320	25.127	26.758	25.538	26.562	25.081	24.767	26.704	309.042
Fuel	8.868	7.912	9.523	9.036	8.177	7.240	9.271	3.634	5.642	7.585	7.260	7.197	91.345
Insurance	6.024	6.024	6.291	6.292	6.332	6.348	6.348	6.348	6.348	6.348	6.504	6.506	75.712
Claims	14.278	14.278	14.278	14.278	14.278	14.278	14.278	14.278	14.278	14.278	14.278	14.278	171.333
Paratransit Service Contracts	34.087	32.608	36.554	35.080	36.012	35.704	34.389	34.760	33.991	35.570	34.164	33.563	416.481
Maintenance and Other Operating Contracts	14.439	16.442	16.709	16.741	16.665	16.843	22.406	22.637	22.373	22.407	22.393	25.874	235.929
Professional Service Contracts	17.063	15.306	15.428	18.792	15.955	15.934	20.552	16.420	18.243	21.274	18.192	21.231	214.389
Materials & Supplies	25.964	25.676	26.279	26.079	26.106	26.041	25.759	26.252	25.814	26.623	27.182	30.386	318.160
Other Business Expenses	6.333	6.706	6.815	7.225	6.894	7.079	6.979	7.011	7.290	6.868	6.907	7.061	83.169
Non-Labor	154.499	153.041	157.519	157.531	153.739	154.593	166.738	156.877	160.541	166.034	161.647	172.800	1,915.560
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
Other Expense Adjustments	\$0.000												
Total Expenses before Depreciation and OPEB	705.095	674.312	689.881	657.749	710.070	685.886	721.013	709.690	660.275	719.458	735.202	748.713	8,417.346
Depreciation	139.679	140.863	142.047	143.230	144.414	155.970	157.153	158.337	159.521	160.705	161.888	164.255	1,828.062
OPEB Liability	\$0.000	\$0.000	337.548	\$0.000	\$0.000	337.548	\$0.000	\$0.000	337.548	\$0.000	\$0.000	337.548	1,350.191
GASB 68 Pension Adjustment	\$0.000	\$0.000	(76.384)	\$0.000	\$0.000	(76.384)	\$0.000	\$0.000	(76.384)	\$0.000	\$0.000	(76.384)	(305.534)
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	844.774	815.175	1,093.092	800.980	854.484	1,103.020	878.166	868.028	1,080.960	880.163	897.091	1,174.132	11,290.065
OPERATING SURPLUS/DEFICIT	(434.566)	(435.906)	(660.589)	(385.386)	(419.872)	(680.607)	(464.606)	(451.484)	(675.524)	(434.222)	(481.611)	(770.237)	(6,294.611)

Note: Totals may not add due to rounding
TRANSIT : RPTNG
Adopted, working

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2018
Accrual Statement of Operations By Category
(\$ in Millions)

REIMBURSABLE

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	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YearTotal
Revenue													
Farebox Revenue:													
Subway	\$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
Bus	\$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	\$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
Fare Liability	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Farebox Revenue	\$0.000												
Fare Reimbursement	\$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 Reimbursement	\$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
Other Revenue	\$0.000												
Capital and Other Reimbursements	107.851	101.669	115.878	136.922	109.253	105.909	107.520	109.697	142.653	110.674	104.583	107.074	1,359.683
Total Revenue	107.851	101.669	115.878	136.922	109.253	105.909	107.520	109.697	142.653	110.674	104.583	107.074	1,359.683
Expenses													
Labor :													
Payroll	41.776	38.154	48.131	47.284	42.068	40.181	41.114	42.115	51.445	42.870	39.658	40.713	515.508
Overtime	8.949	8.986	9.156	16.355	9.155	9.146	9.195	9.210	16.368	9.175	9.026	9.073	123.793
Total Salaries & Wages	50.724	47.141	57.287	63.639	51.223	49.327	50.309	51.325	67.812	52.044	48.684	49.786	639.301
Health and Welfare	1.934	1.934	1.934	1.934	1.970	1.970	2.017	2.017	2.017	2.017	2.253	2.458	24.454
OPEB Current Payment	0.837	0.837	0.837	0.837	0.837	0.837	0.853	0.853	0.853	0.853	0.853	0.853	10.140
Pensions	3.001	3.001	3.001	3.001	3.001	3.001	3.426	3.241	3.241	3.241	3.241	3.241	37.637
Other Fringe Benefits	16.586	15.431	18.138	21.133	16.748	16.092	16.330	16.741	21.733	16.965	15.991	16.272	208.162
Total Fringe Benefits	22.358	21.203	23.910	26.905	22.555	21.900	22.626	22.853	27.844	23.076	22.339	22.824	280.394
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	21.253	19.663	23.274	32.633	21.628	20.744	20.988	21.562	33.245	21.830	19.586	19.816	276.222
Labor	94.336	88.007	104.471	123.177	95.406	91.971	93.923	95.739	128.901	96.951	90.609	92.426	1,195.917
Non-Labor :													
Electric Power	0.021	0.021	0.021	0.021	0.020	0.021	0.020	0.021	0.020	0.021	0.020	0.021	0.252
Fuel	0.013	0.013	0.013	0.013	0.000	0.000	(0.023)	0.000	0.000	0.000	0.000	0.000	0.027
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	5.704	5.841	5.710	5.710	5.841	5.710	5.714	5.846	5.711	5.711	5.858	5.730	69.087
Professional Service Contracts	1.725	1.751	1.958	1.907	1.882	2.139	1.882	1.907	2.114	1.907	1.882	2.610	23.664
Materials & Supplies	5.897	5.876	5.934	5.936	5.944	5.895	5.844	6.024	5.735	5.925	6.054	6.113	71.178
Other Business Expenses	0.156	0.159	(2.228)	0.159	0.159	0.173	0.159	0.159	0.171	0.159	0.159	0.173	(0.442)
Non-Labor	13.516	13.662	11.407	13.746	13.847	13.938	13.597	13.957	13.752	13.723	13.974	14.648	163.766
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
Other Expense Adjustments	\$0.000												
Total Expenses before Depreciation and OPEB	107.851	101.669	115.878	136.922	109.253	105.909	107.520	109.697	142.653	110.674	104.583	107.074	1,359.683
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
OPEB Liability	\$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	107.851	101.669	115.878	136.922	109.253	105.909	107.520	109.697	142.653	110.674	104.583	107.074	1,359.683
OPERATING SURPLUS/DEFICIT	0.000												

Note: Totals may not add due to rounding

TRANSIT : RPTNG

Adopted, working

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2018
Accrual Statement of Operations By Category
(\$ in Millions)

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Total Accruals

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YearTotal
Revenue													
Farebox Revenue:													
Subway	284.624	260.981	301.429	290.690	302.971	296.698	290.500	293.498	282.870	313.775	291.479	285.429	3,494.944
Bus	79.247	73.144	83.681	79.073	83.987	80.833	82.202	82.598	78.260	84.128	77.170	73.319	957.641
Paratransit	1.574	1.494	1.710	1.630	1.704	1.637	1.592	1.627	1.536	1.660	1.578	1.533	19.276
Fare 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	371.988	342.160	393.362	377.935	395.204	385.710	380.836	384.266	369.206	406.104	376.768	366.822	4,550.362
Fare Reimbursement	8.130	7.019	9.051	7.569	9.318	6.613	2.634	2.188	6.141	9.749	8.623	6.981	84.016
Paratransit Reimbursement	15.721	15.721	15.721	15.721	15.721	15.721	15.721	15.721	15.721	15.720	15.720	15.720	188.649
Other Operating Revenue	14.369	14.369	14.369	14.369	14.369	14.369	14.369	14.369	14.368	14.368	14.368	14.371	172.427
Other Revenue	38.220	37.109	39.141	37.659	39.408	36.703	32.724	32.278	36.230	39.837	38.711	37.072	445.092
Capital and Other Reimbursements	107.851	101.669	115.878	136.922	109.253	105.909	107.520	109.697	142.653	110.674	104.583	107.074	1,359.683
Total Revenue	518.059	480.938	548.382	552.516	543.866	528.322	521.081	526.240	548.089	556.615	520.062	510.968	6,355.137
Expenses													
Labor :													
Payroll	333.738	306.598	328.576	319.528	343.438	319.810	334.841	335.023	319.683	336.007	349.827	344.628	3,971.696
Overtime	52.826	49.801	51.143	48.476	48.692	48.161	48.346	48.383	47.443	49.537	47.182	49.236	589.227
Total Salaries & Wages	386.565	356.400	379.719	368.004	392.130	367.971	383.187	383.406	367.126	385.544	397.009	393.864	4,560.923
Health and Welfare	77.735	77.734	77.759	77.775	77.936	78.088	80.544	81.126	80.665	80.584	80.761	90.048	960.757
OPEB Current Payment	38.766	38.766	38.766	38.766	38.766	38.766	40.234	40.234	40.234	40.234	40.234	38.836	472.603
Pensions	82.258	79.026	81.498	80.236	82.875	80.233	84.398	84.238	82.467	84.460	85.772	85.335	992.796
Other Fringe Benefits	59.609	57.353	59.092	58.614	60.029	58.207	59.834	59.549	58.142	59.553	60.388	60.256	710.625
Total Fringe Benefits	258.367	252.879	257.115	255.391	259.607	255.293	265.010	265.147	261.510	264.832	267.155	274.475	3,136.780
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
Labor	644.931	609.279	636.833	623.395	651.737	623.264	648.198	648.553	628.635	650.376	664.164	668.339	7,697.703
Non-Labor :													
Electric Power	27.466	28.111	25.665	24.030	23.340	25.148	26.778	25.560	26.583	25.102	24.787	26.725	309.294
Fuel	8.880	7.924	9.535	9.049	8.177	7.240	9.248	6.348	6.348	6.348	7.585	7.260	91.372
Insurance	6.024	6.024	6.291	6.292	6.332	6.348	6.348	6.348	6.348	6.348	6.504	6.506	75.712
Claims	14.278	14.278	14.278	14.278	14.278	14.278	14.278	14.278	14.278	14.278	14.278	14.278	171.333
Paratransit Service Contracts	34.087	32.608	36.554	35.080	36.012	35.704	34.389	34.760	33.991	35.570	34.164	33.563	416.481
Maintenance and Other Operating Contracts	20.143	22.283	22.419	22.451	22.506	22.553	28.120	28.482	28.084	28.117	28.252	31.605	305.016
Professional Service Contracts	18.788	17.057	17.386	20.699	17.837	18.073	22.434	18.327	20.357	23.181	20.074	23.841	238.053
Materials & Supplies	31.861	31.552	32.213	32.014	32.050	31.936	31.603	32.276	31.550	32.548	33.235	36.499	389.337
Other Business Expenses	6.489	6.865	4.586	7.385	7.054	7.252	7.138	7.170	7.461	7.028	7.067	7.234	82.727
Non-Labor	168.015	166.702	168.927	171.277	167.587	168.531	180.335	170.834	174.292	179.757	175.621	187.447	2,079.326
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
Other Expense Adjustments	\$0.000												
Total Expenses before Depreciation and OPEB	812.946	775.981	805.760	794.671	819.323	791.795	828.533	819.387	802.928	830.133	839.785	855.787	9,777.029
Depreciation	139.679	140.863	142.047	143.230	144.414	155.970	157.153	158.337	159.521	160.705	161.888	164.255	1,828.062
OPEB Liability	\$0.000	\$0.000	337.548	\$0.000	\$0.000	337.548	\$0.000	\$0.000	337.548	\$0.000	\$0.000	337.548	1,350.191
GASB 68 Pension Adjustment	\$0.000	\$0.000	(76.384)	\$0.000	\$0.000	(76.384)	\$0.000	\$0.000	(76.384)	\$0.000	\$0.000	(76.384)	(305.534)
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	952.625	916.844	1,208.971	937.902	963.738	1,208.929	985.687	977.724	1,223.613	990.837	1,001.673	1,281.205	12,649.748
OPERATING SURPLUS/DEFICIT	(434.566)	(435.906)	(660.589)	(385.386)	(419.872)	(680.607)	(464.606)	(451.484)	(675.524)	(434.222)	(481.611)	(770.237)	(6,294.611)

Note: Totals may not add due to rounding
TRANSIT : RPTNG
Adopted, working

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2018
Cash Receipts and Expenditures
(\$ in Millions)

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	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YearTotal
Receipts													
Farebox Revenue	371.988	342.160	393.362	377.935	395.204	385.710	380.836	384.266	369.206	406.104	376.768	367.022	4,550.562
Fare Reimbursement	0.000	0.000	0.000	6.312	0.000	0.000	6.312	0.000	0.000	6.313	0.000	21.313	40.250
Paratransit Reimbursement	2.931	2.931	41.273	2.931	2.931	41.273	2.931	2.931	41.273	2.931	2.931	41.263	188.530
Other Operating Revenue	5.057	5.057	5.057	5.057	5.057	5.057	5.057	5.057	5.057	5.057	5.057	14.060	69.687
Other Revenue	7.988	7.988	46.330	14.300	7.988	46.330	14.300	7.988	46.330	14.301	7.988	76.636	298.467
Capital and Other Reimbursements	107.851	101.669	115.878	136.922	109.253	105.909	117.520	119.697	162.653	130.674	124.583	129.884	1,462.494
Total Revenue	487.827	451.817	555.571	529.157	512.446	537.949	512.657	511.950	578.189	551.079	509.339	573.543	6,311.523
Expenditures													
Labor :													
Payroll	296.046	305.153	303.977	293.670	462.792	293.952	296.778	322.784	281.466	315.542	463.789	303.735	3,939.684
Overtime	52.826	49.801	51.143	48.476	48.692	48.161	48.346	48.383	47.443	49.537	47.182	49.236	589.227
Total Salaries & Wages	348.872	354.954	355.120	342.146	511.484	342.114	345.124	371.166	328.909	365.079	510.971	352.971	4,528.911
Health and Welfare	77.735	77.734	77.759	77.775	77.936	78.088	80.544	81.126	80.665	80.584	80.761	82.244	952.952
OPEB Current Payment	38.766	38.766	38.766	38.766	38.766	38.766	40.234	40.234	40.234	40.234	40.234	38.836	472.603
Pensions	82.258	79.026	81.498	80.236	82.875	80.233	84.398	84.238	82.467	84.460	85.772	85.335	992.796
Other Fringe Benefits	38.014	38.495	38.486	37.913	40.108	47.690	38.212	39.877	36.508	37.973	51.529	38.426	483.232
Total Fringe Benefits	236.773	234.021	236.509	234.690	239.686	244.776	243.388	245.475	239.876	243.253	258.297	244.841	2,901.584
Contribution to GASB Fund	0.525	0.525	0.525	0.525	0.525	0.525	0.525	0.525	0.525	0.525	0.525	0.521	6.296
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
Labor	586.170	589.500	592.154	577.362	751.695	587.415	589.037	617.166	569.310	608.856	769.793	598.333	7,436.790
Non-Labor :													
Electric Power	27.466	28.111	25.665	24.030	23.340	25.148	26.778	25.560	26.583	25.102	24.787	26.725	309.294
Fuel	8.880	7.924	9.535	9.049	8.177	7.240	9.248	3.634	5.642	7.585	7.260	7.197	91.372
Insurance	26.727	0.000	0.000	3.183	14.938	0.000	4.316	11.957	0.000	3.303	9.891	0.416	74.730
Claims	10.031	10.031	10.031	10.031	10.031	10.031	10.031	10.031	10.031	10.031	10.031	10.029	120.367
Paratransit Service Contracts	34.087	32.608	36.054	35.080	36.012	35.204	34.389	34.760	33.491	35.570	34.164	33.063	414.481
Maintenance and Other Operating Contracts	20.143	22.283	22.419	22.451	22.506	22.553	28.120	28.482	28.084	28.117	28.252	40.535	313.946
Professional Service Contracts	15.788	17.057	17.386	17.699	17.837	18.073	19.434	18.327	20.357	20.181	20.074	23.841	226.053
Materials & Supplies	35.861	35.552	35.671	35.472	35.508	31.394	31.061	28.734	28.008	29.006	29.693	31.877	387.837
Other Business Expenses	6.489	6.865	4.586	7.385	7.054	7.252	7.138	7.170	7.461	7.028	7.067	7.234	82.727
Non-Labor	185.471	160.431	161.347	164.379	175.404	156.894	170.514	168.654	159.655	165.923	171.219	180.916	2,020.808
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
Other Expense Adjustments	\$0.000												
Total Expenditures before Depreciation and OPEB	771.640	749.932	753.501	741.740	927.099	744.309	759.552	785.820	728.965	774.780	941.011	779.249	9,457.598
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
OPEB Liability	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	771.640	749.932	753.501	741.740	927.099	744.309	759.552	785.820	728.965	774.780	941.011	779.249	9,457.598
Net Surplus/(Deficit)	(283.813)	(298.115)	(197.930)	(212.583)	(414.653)	(206.360)	(246.895)	(273.870)	(150.777)	(223.700)	(431.672)	(205.707)	(3,146.075)

Note: Totals may not add due to rounding
Adopted, working

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2018
Cash Conversion (Cash Flow Adjustments)
(\$ in Millions)

2/02/2018 05:34 PM

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YearTotal
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	0.200	0.200
Fare Reimbursement	(8.130)	(7.019)	(9.051)	(1.257)	(9.318)	(6.613)	3.678	(2.188)	(6.141)	(3.436)	(8.623)	14.332	(43.766)
Paratransit Reimbursement	(12.790)	(12.790)	25.552	(12.790)	(12.790)	25.552	(12.790)	(12.790)	25.552	(12.789)	(12.789)	25.543	(0.119)
Other Operating Revenue	(9.312)	(9.312)	(9.312)	(9.312)	(9.312)	(9.312)	(9.312)	(9.312)	(9.311)	(9.311)	(9.311)	(0.311)	(102.740)
Other Revenue	(30.232)	(29.121)	7.189	(23.359)	(31.420)	9.627	(18.424)	(24.290)	10.100	(25.536)	(30.723)	39.564	(146.625)
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	10.000	10.000	20.000	20.000	20.000	22.811	102.811
Total Revenue	(30.232)	(29.121)	7.189	(23.359)	(31.420)	9.627	(8.424)	(14.290)	30.100	(5.536)	(10.723)	62.575	(43.614)
Expenses													
Labor :													
Payroll	37.692	1.446	24.599	25.857	(119.354)	25.857	38.063	12.239	38.217	20.465	(113.962)	40.893	32.012
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	37.692	1.446	24.599	25.857	(119.354)	25.857	38.063	12.239	38.217	20.465	(113.962)	40.893	32.012
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	7.804	7.804
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	21.594	18.858	20.606	20.701	19.921	10.517	21.622	19.673	21.634	21.579	8.859	21.830	227.392
Total Fringe Benefits	21.594	18.858	20.606	20.701	19.921	10.517	21.622	19.673	21.634	21.579	8.859	29.634	235.197
Contribution to GASB Fund	(0.525)	(0.525)	(0.525)	(0.525)	(0.525)	(0.525)	(0.525)	(0.525)	(0.525)	(0.525)	(0.525)	(0.521)	(6.296)
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
Labor	58.762	19.778	44.679	46.033	(99.958)	35.849	59.160	31.387	59.325	41.519	(105.628)	70.006	260.913
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	(20.703)	6.024	6.291	3.109	(8.606)	6.348	2.032	(5.609)	6.348	3.045	(3.387)	6.090	0.982
Claims	4.247	4.247	4.247	4.247	4.247	4.247	4.247	4.247	4.247	4.247	4.247	4.249	50.966
Paratransit Service Contracts	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.500	2.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(8.930)	(8.930)
Professional Service Contracts	3.000	0.000	0.000	3.000	0.000	0.000	3.000	0.000	0.000	3.000	0.000	0.000	12.000
Materials & Supplies	(4.000)	(4.000)	(3.458)	(3.458)	(3.458)	0.542	0.542	3.542	3.542	3.542	3.542	4.622	1.500
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Non-Labor	(17.456)	6.271	7.580	6.898	(7.817)	11.637	9.821	2.180	14.637	13.834	4.402	6.531	58.518
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
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	41.306	26.049	52.259	52.931	(107.775)	47.486	68.981	33.567	73.962	55.353	(101.226)	76.537	319.431
Depreciation	139.679	140.863	142.047	143.230	144.414	155.970	157.153	158.337	159.521	160.705	161.888	164.255	1,828.062
OPEB Liability	0.000	0.000	337.548	0.000	0.000	337.548	0.000	0.000	337.548	0.000	0.000	337.548	1,350.191
GASB 68 Pension Adjustment	0.000	0.000	(76.384)	0.000	0.000	(76.384)	0.000	0.000	(76.384)	0.000	0.000	(76.384)	(305.534)
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	180.985	166.912	455.470	196.161	36.639	464.620	226.135	191.904	494.647	216.058	60.662	501.956	3,192.150
Total Cash Conversion Adjustments	150.753	137.791	462.659	172.802	5.219	474.247	217.711	177.614	524.747	210.522	49.939	564.531	3,148.535

Note: Totals may not add due to rounding
Adopted. working

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2018
Ridership(Utilization)
(\$ in Millions)

2/02/2018 05:31 PM

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YearTotal
Ridership													
Ridership - Subway	144.711	132.486	153.667	147.639	154.814	148.901	141.297	142.358	141.487	159.173	147.487	142.519	1,756.538
Ridership - Bus	51.352	47.163	54.437	50.948	54.938	51.008	48.861	48.698	49.745	55.528	50.544	46.969	610.190
Subtotal	196.063	179.649	208.104	198.587	209.752	199.908	190.158	191.056	191.232	214.701	198.031	189.488	2,366.728
Ridership - Paratransit	0.782	0.742	0.849	0.810	0.847	0.813	0.791	0.808	0.763	0.825	0.784	0.762	9.576
Total Ridership	196.845	180.391	208.953	199.397	210.599	200.722	190.948	191.865	191.995	215.526	198.815	190.250	2,376.304
FareBox Revenue <i>(excluding fare media liability)</i>													
Subway	284.624	260.981	301.429	290.690	302.971	296.698	290.500	293.498	282.870	313.775	291.479	285.429	3,494.944
Bus	79.247	73.144	83.681	79.073	83.987	80.833	82.202	82.598	78.260	84.128	77.170	73.319	957.641
Subtotal	363.871	334.124	385.110	369.763	386.958	377.531	372.702	376.096	361.129	397.902	368.649	358.748	4,452.585
Paratransit	1.574	1.494	1.710	1.630	1.704	1.637	1.592	1.627	1.536	1.660	1.578	1.533	19.276
Total FareBox Revenue	365.445	335.618	386.820	371.393	388.662	379.168	374.294	377.724	362.665	399.563	370.227	360.281	4,471.862

Adopted, working

MTA NEW YORK CITY TRANSIT
2018 Feb Financial Plan
Overtime - Non-Reimbursable/Reimbursable Basis
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$	\$
NON-REIMBURSABLE OVERTIME													
<u>Scheduled Service</u>	\$ 12.480	\$ 11.363	\$ 12.802	\$ 12.270	\$ 12.808	\$ 12.296	\$ 11.916	\$ 12.388	\$ 11.624	\$ 12.913	\$ 12.198	\$ 12.009	\$ 147.067
<u>Unscheduled Service</u>	\$ 10.418	\$ 9.990	\$ 10.586	\$ 10.430	\$ 10.549	\$ 10.278	\$ 10.498	\$ 10.549	\$ 10.265	\$ 10.789	\$ 10.307	\$ 10.338	\$ 124.998
<u>Programmatic/Routine Maintenance</u>	\$ 11.885	\$ 11.411	\$ 11.751	\$ 12.801	\$ 12.378	\$ 12.615	\$ 12.880	\$ 12.427	\$ 12.483	\$ 12.847	\$ 12.096	\$ 11.574	\$ 147.149
<u>Unscheduled Maintenance</u>	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<u>Vacancy/Absentee Coverage</u>	\$ 1.661	\$ 1.681	\$ 1.703	\$ 1.703	\$ 1.703	\$ 1.703	\$ 1.703	\$ 1.703	\$ 1.703	\$ 1.703	\$ 1.703	\$ 1.703	\$ 20.370
<u>Weather Emergencies</u>	\$ 5.465	\$ 4.460	\$ 3.196	\$ 0.158	\$ 0.154	\$ 0.170	\$ 0.190	\$ 0.141	\$ 0.229	\$ 0.150	\$ 0.231	\$ 2.915	\$ 17.459
<u>Safety/Security/Law Enforcement</u>	\$ 0.281	\$ 0.284	\$ 0.286	\$ 0.288	\$ 0.288	\$ 0.289	\$ 0.288	\$ 0.288	\$ 0.288	\$ 0.288	\$ 0.288	\$ 0.289	\$ 3.447
<u>Other</u>	\$ 1.687	\$ 1.627	\$ 1.662	\$ (5.528)	\$ 1.657	\$ 1.666	\$ 1.676	\$ 1.676	\$ (5.518)	\$ 1.671	\$ 1.333	\$ 1.336	\$ 4.945
Sub-Total	\$ 43.877	\$ 40.815	\$ 41.987	\$ 32.121	\$ 39.538	\$ 39.016	\$ 39.151	\$ 39.173	\$ 31.075	\$ 40.362	\$ 38.157	\$ 40.163	\$ 465.434
REIMBURSABLE OVERTIME	\$ 8.949	\$ 8.986	\$ 9.156	\$ 16.355	\$ 9.155	\$ 9.146	\$ 9.195	\$ 9.210	\$ 16.368	\$ 9.175	\$ 9.026	\$ 9.073	\$ 123.793
TOTAL NR & R OVERTIME	\$ 52.826	\$ 49.801	\$ 51.143	\$ 48.476	\$ 48.692	\$ 48.161	\$ 48.346	\$ 48.383	\$ 47.443	\$ 49.537	\$ 47.182	\$ 49.236	\$ 589.227

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MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

Function/Department	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Office of the President	33	33	33	33	33	33	33	33	33	33	33	33
Law	320	320	320	320	320	320	320	320	320	320	320	320
Office of the EVP	53	53	53	53	53	53	53	53	53	53	53	53
Human Resources	255	255	255	255	255	255	255	255	255	255	255	255
Office of Management and Budget	43	43	43	43	43	43	43	43	43	43	43	43
Capital Planning & Budget	35	35	35	35	35	35	35	35	35	35	35	35
Corporate Communications	278	278	278	278	278	278	278	278	278	278	278	278
Non-Departmental	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(27)	(26)
Labor Relations	102	102	102	102	102	102	102	102	102	102	102	102
Materiel	241	241	241	241	241	241	241	241	241	241	241	241
Controller	128	128	128	128	128	128	128	128	128	128	128	128
Total Administration	1,461	1,462										
Operations												
Subways Service Delivery	8,553	8,553	8,565	8,629	8,629	8,629	8,699	8,700	8,700	8,700	8,671	8,707
Subways Operations Support./Admin.	456	456	456	456	456	456	456	456	456	456	456	410
Subways Stations	2,723	2,723	2,723	2,723	2,753	2,753	2,753	2,759	2,759	2,741	2,741	2,741
Sub-total - Subways	11,732	11,732	11,744	11,808	11,838	11,838	11,908	11,915	11,915	11,897	11,868	11,858
Buses	11,031	11,031	11,031	10,997	11,024	11,024	10,949	10,949	11,023	10,984	10,984	10,983
Paratransit	213	213	213	213	213	213	213	213	213	213	213	213
Operations Planning	404	404	404	404	404	404	404	404	404	404	404	404
Revenue Control	575	575	575	575	575	575	575	575	575	575	575	575
	-	-	-	-	-	-	-	-	-	-	-	-
Total Operations	23,955	23,955	23,967	23,997	24,054	24,054	24,049	24,056	24,130	24,073	24,044	24,033
Maintenance												
Subways Operation Support /Admin	186	186	186	186	186	186	186	187	187	187	187	200
Subways Engineering	397	397	397	397	397	397	396	398	398	398	398	398
Subways Car Equipment	5,084	5,086	5,090	5,090	5,082	5,082	5,095	5,096	5,096	5,096	5,084	5,083
Subways Infrastructure	1,659	1,659	1,659	1,659	1,659	1,659	1,657	1,660	1,660	1,660	1,660	1,660
Subways Elevator & Escalators	478	478	478	478	478	478	478	478	478	478	478	478
Subways Stations	3,240	3,240	3,240	3,252	3,252	3,252	3,278	3,281	3,269	3,269	3,269	3,269
Subways Track	3,280	3,280	3,280	3,282	3,283	3,285	3,285	3,285	3,285	3,286	3,286	3,286
Subways Power	664	664	664	664	664	664	664	664	664	664	664	686
Subways Signals	1,637	1,637	1,637	1,637	1,637	1,638	1,638	1,640	1,640	1,641	1,642	1,643
Subways Electronics Maintenance	1,688	1,686	1,687	1,655	1,657	1,656	1,652	1,654	1,653	1,653	1,654	1,651
Sub-total - Subways	18,313	18,313	18,318	18,300	18,295	18,297	18,329	18,343	18,330	18,332	18,322	18,354
Buses	3,687	3,687	3,687	3,686	3,684	3,684	3,683	3,683	3,677	3,677	3,677	3,674
Supply Logistics	571	571	571	571	571	571	571	571	571	571	571	571
System Safety	98	98	98	98	98	98	98	98	98	98	98	98
Non-Departmental	(142)	(142)	(142)	(142)	(142)	(142)	(142)	(142)	(142)	(142)	(142)	(91)
Total Maintenance	22,527	22,527	22,532	22,513	22,506	22,508	22,539	22,553	22,534	22,536	22,526	22,606
Engineering/Capital												
Capital Program Management	1,368	1,368	1,368	1,368	1,368	1,368	1,368	1,368	1,368	1,368	1,368	1,368
Total Engineering/Capital	1,368											
Public Safety												
Security	660	660	660	660	660	660	660	660	660	660	660	660
Total Public Safety	660											
Total Positions	49,971	49,971	49,988	49,999	50,049	50,051	50,077	50,098	50,153	50,098	50,059	50,129
Non-Reimbursable	44,554	44,553	44,559	44,567	44,635	44,635	44,652	44,673	44,729	44,674	44,699	44,752
Reimbursable	5,417	5,418	5,429	5,432	5,414	5,416	5,425	5,425	5,424	5,424	5,360	5,377
Total Full-Time	49,770	49,770	49,787	49,798	49,848	49,850	49,876	49,897	49,952	49,897	49,858	49,927
Total Full-Time Equivalents	201	201	201	201	201	201	201	201	201	201	201	202

**MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET
Total Positions by Function and Occupation**

FUNCTION/OCCUPATIONAL GROUP	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	515	515	515	515	515	515	515	515	515	515	515	515
Professional, Technical, Clerical	917	917	917	917	917	917	917	917	917	917	917	918
Operational Hourlies	29	29	29	29	29	29	29	29	29	29	29	29
Total Administration	1,461	1,462										
Operations												
Managers/Supervisors	2,885	2,885	2,885	2,885	2,876	2,876	2,873	2,873	2,873	2,873	2,873	2,842
Professional, Technical, Clerical	513	513	513	513	513	513	513	514	514	514	514	508
Operational Hourlies	20,557	20,557	20,569	20,599	20,665	20,665	20,663	20,669	20,743	20,686	20,657	20,683
Total Operations	23,955	23,955	23,967	23,997	24,054	24,054	24,049	24,056	24,130	24,073	24,044	24,033
Maintenance												
Managers/Supervisors	4,076	4,076	4,077	4,075	4,074	4,074	4,071	4,072	4,071	4,073	4,073	4,067
Professional, Technical, Clerical	1,157	1,159	1,163	1,151	1,151	1,151	1,150	1,162	1,162	1,162	1,162	1,164
Operational Hourlies	17,294	17,292	17,292	17,287	17,281	17,283	17,318	17,319	17,301	17,301	17,291	17,375
Total Maintenance	22,527	22,527	22,532	22,513	22,506	22,508	22,539	22,553	22,534	22,536	22,526	22,606
Engineering/Capital												
Managers/Supervisors	340	340	340	340	340	340	340	340	340	340	340	340
Professional, Technical, Clerical	1,026	1,026	1,026	1,026	1,026	1,026	1,026	1,026	1,026	1,026	1,026	1,026
Operational Hourlies	2	2	2	2	2	2	2	2	2	2	2	2
Total Engineering/Capital	1,368											
Public Safety												
Managers/Supervisors	281	281	281	281	281	281	281	281	281	281	281	281
Professional, Technical, Clerical	42	42	42	42	42	42	42	42	42	42	42	42
Operational Hourlies	337	337	337	337	337	337	337	337	337	337	337	337
Total Public Safety	660											
Total Positions												
Managers/Supervisors	8,097	8,097	8,098	8,096	8,086	8,086	8,080	8,081	8,080	8,082	8,082	8,045
Professional, Technical, Clerical	3,655	3,657	3,661	3,649	3,649	3,649	3,648	3,661	3,661	3,661	3,661	3,658
Operational Hourlies	38,219	38,217	38,229	38,254	38,314	38,316	38,349	38,356	38,412	38,355	38,316	38,426
Total Positions	49,971	49,971	49,988	49,999	50,049	50,051	50,077	50,098	50,153	50,098	50,059	50,129



Standard Follow-Up Reports: February 2018 MTA Staten Island Railway (SIR) Financial Plan and Allocated Budget

The February Financial Plan Process is comprised of the following two components:

- 1) Subsequently identified adjustments or corrections to the previous November Financial Plan for the 2017 Final Estimate, 2018 Adopted Budget and the Financial Plan for 2018 – 2021.
 - In this plan, there were no MTA adjustments nor SIR technical adjustments required.
- 2) The monthly allocation of ridership, revenues, expenses, cash, cash flow adjustments and positions for the budget year 2018.

Jaibala Patel
Chief Financial Officer

**MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN 2018-2021
2017 FINAL ESTIMATE AND 2018 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Staten Island Railway's 2017 Final Estimate, 2018 Adopted Budget and the Financial Plan for 2018 - 2021. There were no adjustments to the MTA Staten Island Railway Adopted Budget relating to MTA adjustments that were presented in the December Plan and adopted by the Board in December 2017, and there were no technical adjustments required to be included in this plan cycle.

The attached also includes schedules detailing the monthly allocation of financial, including overtime, and headcount and utilization data based on the 2018 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA STATEN ISLAND RAILWAY
February Financial Plan 2018 - 2021
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2017		2018		2019		2020		2021	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2017 November Financial Plan: Net Surplus/(Deficit)	324	(\$82.517)	329	(\$67.261)	309	(\$67.179)	309	(\$65.300)	309	(\$65.274)
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments:</i>										
MTA Re-estimates:										
Other:										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
2018 February Financial Plan: Net Surplus/(Deficit)	324	(\$82.517)	329	(\$67.261)	309	(\$67.179)	309	(\$65.300)	309	(\$65.274)

MTA STATEN ISLAND RAILWAY
February Financial Plan 2018 - 2021
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2017		2018		2019		2020		2021	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2017 November Financial Plan: Net Surplus/(Deficit)	14	\$0.000	14	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments:</i>										
MTA Re-estimates:										
Other:										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
2018 February Financial Plan: Net Surplus/(Deficit)	14	\$0.000	14	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000

MTA STATEN ISLAND RAILWAY
February Financial Plan 2018 - 2021
Reconciliation to the November Plan - (Cash)
 (\$ in millions)

	Favorable/(Unfavorable)									
	2017		2018		2019		2020		2021	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2017 November Financial Plan: Net Surplus/(Deficit)	338	(\$69.227)	343	(\$49.403)	309	(\$49.431)	309	(\$48.176)	309	(\$49.174)
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments:</i>										
2017 Fare/Toll Increase										
MTA Re-estimates:										
Other:										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
2018 February Financial Plan: Net Surplus/(Deficit)	338	(\$69.227)	343	(\$49.403)	309	(\$49.431)	309	(\$48.176)	309	(\$49.174)

MTA STATEN ISLAND RAILWAY
February Financial Plan 2018-2021
Accrual Statement of Operations by Category
(\$ in millions)

Non-Reimbursable					
	2017	2018			
	Final	Adopted			
	Estimate	Budget	2019	2020	2021
Operating Revenue					
Farebox Revenue	\$6.841	\$6.933	\$6.970	\$7.022	\$7.022
Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.367	2.384	2.385	2.385	2.386
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$9.208	\$9.317	\$9.355	\$9.407	\$9.408
Operating Expenses					
<u>Labor:</u>					
Payroll	\$23.312	\$24.962	\$25.336	\$24.200	24.672
Overtime	3.409	1.863	1.877	1.669	1.588
Health and Welfare	5.713	6.525	6.744	6.647	6.936
OPEB Current Payment	2.375	2.585	2.631	2.747	2.867
Pensions	6.811	6.979	7.080	6.772	6.571
Other Fringe Benefits	5.649	5.701	5.774	5.737	5.832
Reimbursable Overhead	(0.489)	(0.489)	(0.489)	0.000	0.000
Total Labor Expenses	\$46.780	\$48.126	\$48.953	\$47.772	\$48.466
<u>Non-Labor:</u>					
Electric Power	\$3.716	\$4.282	\$4.350	\$4.607	\$4.854
<i>Traction Power</i>	3.121	3.597	3.654	3.870	4.077
<i>Non-Traction Power</i>	0.595	0.685	0.696	0.737	0.777
Fuel	0.215	0.218	0.210	0.256	0.285
<i>Revenue Vehicle Fuel</i>	0.168	0.170	0.164	0.200	0.222
<i>Non-Revenue Fuel</i>	0.047	0.048	0.046	0.056	0.063
Insurance	0.918	1.185	1.371	1.364	1.461
Claims	0.087	0.087	0.089	0.091	0.094
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	20.849	3.368	2.046	1.920	1.992
Professional Service Contracts	1.109	1.037	1.053	1.074	1.097
Materials & Supplies	1.921	1.845	2.132	1.893	1.704
Other Business Expenses	0.030	0.030	0.030	0.030	0.029
Total Non-Labor Expenses	\$28.845	\$12.052	\$11.281	\$11.235	\$11.516
<u>Other Expenses Adjustments:</u>					
Other					
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$75.625	\$60.178	\$60.234	\$59.007	\$59.982
Depreciation	\$8.300	\$8.300	\$8.300	\$8.300	\$8.300
OPEB Liability Adjustment	7.500	7.500	7.500	7.500	7.500
GASB 68 Pension Expense Adjustment	0.300	0.600	0.500	(0.100)	(1.100)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$91.725	\$76.578	\$76.534	\$74.707	\$74.682
Net Surplus/(Deficit)	(\$82.517)	(\$67.261)	(\$67.179)	(\$65.300)	(\$65.274)

MTA STATEN ISLAND RAILWAY
February Financial Plan 2018-2021
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE					
	<u>2017</u> <u>Final</u> <u>Estimate</u>	<u>2018</u> <u>Adopted</u> <u>Budget</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	2.510	2.010	2.010	0.900	0.900
Total Revenue	\$2.510	\$2.010	\$2.010	\$0.900	\$0.900
Expenses					
<u>Labor:</u>					
Payroll	\$0.521	\$0.521	\$0.521	\$0.000	\$0.000
Overtime	1.500	1.000	1.000	0.900	0.900
Health and Welfare	0.000	0.000	0.000	0.000	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.489	0.489	0.489	0.000	0.000
Total Labor Expenses	\$2.510	\$2.010	\$2.010	\$0.900	\$0.900
<u>Non-Labor:</u>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Traction Power</i>	0.000	0.000	0.000	0.000	0.000
<i>Non-Traction Power</i>	0.000	0.000	0.000	0.000	0.000
Fuel	0.000	0.000	0.000	0.000	0.000
<i>Revenue Vehicle Fuel</i>	0.000	0.000	0.000	0.000	0.000
<i>Non-Revenue Fuel</i>	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenses Adjustments:</u>					
Other					
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$2.510	\$2.010	\$2.010	\$0.900	\$0.900
Depreciation					
Total Expenses	\$2.510	\$2.010	\$2.010	\$0.900	\$0.900
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA STATEN ISLAND RAILWAY
February Financial Plan 2018-2021
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE					
	<u>2017</u> <u>Final</u> <u>Estimate</u>	<u>2018</u> <u>Adopted</u> <u>Budget</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
Revenue					
Farebox Revenue	\$6.841	\$6.933	\$6.970	\$7.022	\$7.022
Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	2.367	2.384	2.385	2.385	2.386
Capital and Other Reimbursements	2.510	2.010	2.010	0.900	0.900
Total Revenue	\$11.718	\$11.327	\$11.365	\$10.307	\$10.308
Expenses					
<u>Labor:</u>					
Payroll	\$23.833	\$25.483	\$25.857	\$24.200	\$24.672
Overtime	4.909	2.863	2.877	2.569	2.488
Health and Welfare	5.713	6.525	6.744	6.647	6.936
OPEB Current Payment	2.375	2.585	2.631	2.747	2.867
Pensions	6.811	6.979	7.080	6.772	6.571
Other Fringe Benefits	5.649	5.701	5.774	5.737	5.832
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$49.290	\$50.136	\$50.963	\$48.672	\$49.366
<u>Non-Labor:</u>					
Electric Power	\$3.716	\$4.282	\$4.350	\$4.607	\$4.854
<i>Traction Power</i>	3.121	3.597	3.654	3.870	4.077
<i>Non-Traction Power</i>	0.595	0.685	0.696	0.737	0.777
Fuel	0.215	0.218	0.210	0.256	0.285
<i>Revenue Vehicle Fuel</i>	0.168	0.170	0.164	0.200	0.222
<i>Non-Revenue Fuel</i>	0.047	0.048	0.046	0.056	0.063
Insurance	0.918	1.185	1.371	1.364	1.461
Claims	0.087	0.087	0.089	0.091	0.094
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	20.849	3.368	2.046	1.920	1.992
Professional Service Contracts	1.109	1.037	1.053	1.074	1.097
Materials & Supplies	1.921	1.845	2.132	1.893	1.704
Other Business Expenses	0.030	0.030	0.030	0.030	0.029
Total Non-Labor Expenses	\$28.845	\$12.052	\$11.281	\$11.235	\$11.516
<u>Other Expenses Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$78.135	\$62.188	\$62.244	\$59.907	\$60.882
Depreciation	\$8.300	\$8.300	\$8.300	\$8.300	\$8.300
OPEB Liability Adjustment	7.500	7.500	7.500	7.500	7.500
GASB 68 Pension Expense Adjustment	0.300	0.600	0.500	(0.100)	(1.100)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$94.235	\$78.588	\$78.544	\$75.607	\$75.582
Net Surplus/(Deficit)	(\$82.517)	(\$67.261)	(\$67.179)	(\$65.300)	(\$65.274)

MTA STATEN ISLAND RAILWAY
February Financial Plan 2018-2021
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES					
	2017 Final Estimate	2018 Adopted Budget	2019	2020	2021
Receipts					
Farebox Revenue	\$6.435	\$6.933	\$6.971	\$7.022	\$7.022
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	3.636	2.384	2.385	2.384	2.386
Capital and Other Reimbursements	4.307	2.010	2.010	0.900	0.900
Total Receipts	\$14.378	\$11.327	\$11.366	\$10.306	\$10.308
Expenditures					
<u>Labor:</u>					
Payroll	\$23.833	\$25.483	\$25.857	\$24.198	\$24.672
Overtime	4.909	2.863	2.877	2.569	2.488
Health and Welfare	5.713	6.525	6.744	6.645	6.936
OPEB Current Payment	2.375	2.585	2.631	2.747	2.867
Pensions	6.811	6.979	7.080	6.773	6.571
Other Fringe Benefits	4.149	4.201	4.276	4.241	4.332
GASB Account	0.000	0.042	0.051	0.074	0.098
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$47.790	\$48.678	\$49.516	\$47.247	\$47.964
<u>Non-Labor:</u>					
Electric Power	\$3.716	\$4.282	\$4.350	\$4.607	\$4.854
<i>Traction Power</i>	3.121	3.597	3.654	3.870	4.077
<i>Non-Traction Power</i>	0.595	0.685	0.696	0.737	0.777
Fuel	0.215	0.218	0.210	0.256	0.286
<i>Revenue Vehicle Fuel</i>	0.168	0.170	0.164	0.200	0.223
<i>Non-Revenue Fuel</i>	0.047	0.048	0.046	0.056	0.063
Insurance	0.918	1.185	1.371	1.364	1.461
Claims	0.087	0.087	0.089	0.091	0.094
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	27.349	3.368	2.046	1.920	1.992
Professional Service Contracts	1.109	1.037	1.053	1.074	1.097
Materials & Supplies	2.391	1.845	2.132	1.893	1.704
Other Business Expenses	0.030	0.030	0.030	0.030	0.030
Total Non-Labor Expenditures	\$35.815	\$12.052	\$11.281	\$11.235	\$11.518
<u>Other Expenditure Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$83.605	\$60.730	\$60.797	\$58.482	\$59.482
Net Cash Deficit	(\$69.227)	(\$49.403)	(\$49.431)	(\$48.176)	(\$49.174)

MTA STATEN ISLAND RAILWAY
February Financial Plan 2018-2021
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS					
	2017 Final Estimate	2018 Adopted Budget	2019	2020	2021
Receipts					
Farebox Revenue	(\$0.406)	\$0.000	\$0.001	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	1.269	0.000	0.000	(0.001)	0.000
Capital and Other Reimbursements	1.797	0.000	0.000	0.000	0.000
Total Receipts	\$2.660	\$0.000	\$0.001	(\$0.001)	\$0.000
Expenditures					
<u>Labor:</u>					
Payroll	\$0.000	\$0.000	\$0.000	\$0.002	\$0.000
Overtime	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.002	0.000
OPEB Current Payment					
Pensions	0.000	0.000	0.000	(0.001)	0.000
Other Fringe Benefits	1.500	1.500	1.498	1.496	1.500
GASB Account	0.000	(0.042)	(0.051)	(0.074)	(0.098)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$1.500	\$1.458	\$1.447	\$1.425	\$1.402
<u>Non-Labor:</u>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.001)
<i>Traction Power</i>	0.000	0.000	0.000	0.000	(0.001)
<i>Non-Traction Power</i>	0.000	0.000	0.000	0.000	0.000
Fuel	0.000	0.000	0.000	0.000	(0.001)
<i>Revenue Vehicle Fuel</i>	0.000	0.000	0.000	0.000	(0.001)
<i>Non-Revenue Fuel</i>	0.000	0.000	0.000	0.000	(0.000)
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(6.500)	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	(0.470)	0.000	0.000	0.000	0.000
Other Business Expenditures	0.000	0.000	0.000	0.000	(0.001)
Total Non-Labor Expenditures	(\$6.970)	\$0.000	\$0.000	\$0.000	(\$0.003)
<u>Other Expenditures Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	(\$2.810)	\$1.458	\$1.448	\$1.424	\$1.399
Depreciation	\$8.300	\$8.300	\$8.300	\$8.300	\$8.300
OPEB Liability Adjustment	7.500	7.500	7.500	7.500	7.500
GASB 68 Pension Expense Adjustment	0.300	0.600	0.500	(0.100)	(1.100)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Baseline Total Cash Conversion Adjustments	\$13.290	\$17.858	\$17.748	\$17.124	\$16.099
Total Cash Conversion Adjustments	\$13.290	\$17.858	\$17.748	\$17.124	\$16.099

MTA STATEN ISLAND RAILWAY
February Financial Plan 2018-2021
Ridership/(Utilization)
(in millions)

	2017 Final Estimate	2018 Adopted Budget	2019	2020	2021
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RIDERSHIP

Fixed Route	4.555	4.585	4.606	4.636	4.636
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Baseline Total Ridership	4.555	4.585	4.606	4.636	4.636
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FAREBOX REVENUE

Fixed Route	\$6.841	\$6.933	\$6.970	\$7.022	\$7.022
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Baseline Total Revenue	\$6.841	\$6.933	\$6.970	\$7.022	\$7.022
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MTA STATEN ISLAND RAILWAY
February Financial Plan 2018-2021
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2017 Final Estimate	2018 Adopted Budget	2019	2020	2021
Administration					
Executive	13	13	13	13	13
General Office	10	10	10	10	10
Purchasing/Stores	6	6	6	6	6
Total Administration	29	29	29	29	29
Operations					
Transportation	107	111	111	111	111
Maintenance					
Mechanical	52	52	52	52	52
Electronic/Electrical	15	15	15	15	15
Power/Signals	27	27	27	27	27
Maintenance of Way	68	69	49	49	49
Infrastructure	26	26	26	26	26
Total Maintenance	188	189	169	169	169
Engineering/Capital					
Capital Project Support	14	14	-	-	-
Public Safety					
Police					
Baseline Total Positions	338	343	309	309	309
Non-Reimbursable	324	329	309	309	309
Reimbursable	14	14	-	-	-
Total Full-Time	338	343	309	309	309
Total Full-Time Equivalents					

MTA STATEN ISLAND RAILWAY
February Financial Plan 2018-2021
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	2017 Final Estimate	2018 Adopted Budget	2019	2020	2021
Administration					
Managers/Supervisors	17	17	17	17	17
Professional, Technical, Clerical	12	12	12	12	12
Operational Hourlies					
Total Administration	29	29	29	29	29
Operations					
Managers/Supervisors	5	9	9	9	9
Professional, Technical, Clerical	3	3	3	3	3
Operational Hourlies	99	99	99	99	99
Total Operations	107	111	111	111	111
Maintenance					
Managers/Supervisors	16	16	13	13	13
Professional, Technical, Clerical	6	6	6	6	6
Operational Hourlies	166	167	150	150	150
Total Maintenance	188	189	169	169	169
Engineering/Capital					
Managers/Supervisors	3	3	-	-	-
Professional, Technical, Clerical	2	2	-	-	-
Operational Hourlies	9	9	-	-	-
Total Engineering/Capital	14	14	-	-	-
Public Safety					
Managers/Supervisors					
Professional, Technical, Clerical					
Operational Hourlies					
Total Public Safety	-	-	-	-	-
Total Positions					
Managers/Supervisors					
Professional, Technical, Clerical	41	45	39	39	39
Operational Hourlies	23	23	21	21	21
Baseline Total Positions	274	275	249	249	249
	338	343	309	309	309

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2018 Adopted Budget
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	\$0.559	\$0.505	\$0.558	\$0.568	\$0.612	\$0.610	\$0.598	\$0.619	\$0.574	\$0.636	\$0.577	\$0.517	\$6.933
Toll Revenue													-
Other Operating Revenue	0.274	0.193	0.258	0.201	0.240	0.203	0.203	0.203	0.203	0.203	0.202	0.001	2.384
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue	\$0.833	\$0.698	\$0.816	\$0.769	\$0.852	\$0.813	\$0.801	\$0.822	\$0.777	\$0.839	\$0.779	\$0.518	\$9.317
Operating Expenses													
Labor:													
Payroll	\$2.157	\$1.954	\$2.041	\$1.963	\$2.124	\$2.015	\$2.161	\$2.108	\$2.007	\$2.107	\$2.224	\$2.101	24.962
Overtime	0.226	0.195	0.189	0.128	0.128	0.131	0.145	0.151	0.155	0.155	0.130	0.130	1.863
Health and Welfare	0.544	0.544	0.544	0.544	0.544	0.544	0.544	0.544	0.544	0.543	0.543	0.543	6.525
OPEB Current Payment	0.215	0.215	0.215	0.215	0.215	0.215	0.215	0.216	0.216	0.216	0.216	0.216	2.585
Pensions	0.582	0.582	0.582	0.582	0.582	0.582	0.582	0.581	0.581	0.581	0.581	0.581	6.979
Other Fringe Benefits	0.485	0.494	0.474	0.456	0.469	0.462	0.479	0.478	0.474	0.474	0.480	0.473	5.701
Reimbursable Overhead	(0.041)	(0.041)	(0.041)	(0.041)	(0.041)	(0.041)	(0.041)	(0.041)	(0.041)	(0.040)	(0.040)	(0.040)	(0.489)
Total Labor Expenses	\$4.168	\$3.943	\$4.004	\$3.847	\$4.021	\$3.908	\$4.085	\$4.037	\$3.936	\$4.039	\$4.134	\$4.004	\$48.126
Non-Labor:													
Electric Power	\$0.357	\$0.357	\$0.357	\$0.357	\$0.357	\$0.357	\$0.357	\$0.357	\$0.357	\$0.357	\$0.356	\$0.356	4.282
Fuel	0.018	0.018	0.018	0.018	0.018	0.018	0.018	0.018	0.018	0.018	0.019	0.019	0.218
Insurance	0.099	0.099	0.099	0.099	0.099	0.099	0.099	0.099	0.099	0.098	0.098	0.098	1.185
Claims	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.008	0.008	0.008	0.087
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	0.261	0.261	0.261	0.261	0.261	0.261	0.491	0.262	0.262	0.262	0.262	0.263	3.368
Professional Service Contracts	0.086	0.086	0.086	0.086	0.086	0.086	0.086	0.087	0.087	0.087	0.087	0.087	1.037
Materials & Supplies	0.145	0.147	0.145	0.146	0.145	0.146	0.164	0.162	0.161	0.162	0.161	0.161	1.845
Other Business Expenses	0.003	0.003	0.003	0.003	0.003	0.003	0.002	0.002	0.002	0.002	0.002	0.002	0.030
Total Non-Labor Expenses	\$0.976	\$0.978	\$0.976	\$0.977	\$0.976	\$0.977	\$1.224	\$0.994	\$0.993	\$0.994	\$0.993	\$0.994	\$12.052
Other Expenses 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												
Total Expenses before Non-Cash Liability Adjs.	\$5.144	\$4.921	\$4.980	\$4.824	\$4.997	\$4.885	\$5.309	\$5.031	\$4.929	\$5.033	\$5.127	\$4.998	\$60.178
Depreciation	0.692	0.692	0.692	0.692	0.692	0.692	0.692	0.692	0.691	0.691	0.691	0.691	8.300
OPEB Liability Adjustment	-	-	1.875	-	-	1.875	-	-	1.875	-	-	1.875	7.500
GASB 68 Pension Expense Adjustment	-	-	0.150	-	-	0.150	-	-	0.150	-	-	0.150	0.600
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$5.836	\$5.613	\$7.697	\$5.516	\$5.689	\$7.602	\$6.001	\$5.723	\$7.645	\$5.724	\$5.818	\$7.714	\$76.578
Net Surplus/(Deficit)	(\$5.003)	(\$4.915)	(\$6.881)	(\$4.747)	(\$4.837)	(\$6.789)	(\$5.200)	(\$4.901)	(\$6.868)	(\$4.885)	(\$5.039)	(\$7.196)	(\$67.261)

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2018 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.559	\$0.505	\$0.558	\$0.568	\$0.612	\$0.610	\$0.598	\$0.619	\$0.574	\$0.636	\$0.577	\$0.517	\$6.933
Toll 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	0.274	0.193	0.258	0.201	0.240	0.203	0.203	0.203	0.203	0.203	0.202	0.001	2.384
Capital and Other Reimbursements	0.168	0.160	0.170	0.167	0.166	0.163	0.168	0.172	0.168	0.171	0.168	0.169	2.010
Total Revenue	\$1.001	\$0.858	\$0.986	\$0.936	\$1.018	\$0.976	\$0.969	\$0.994	\$0.945	\$1.010	\$0.947	\$0.687	\$11.327
Expenses													
Labor:													
Payroll	2.202	1.991	2.088	2.007	2.167	2.053	2.204	2.155	2.050	2.154	2.267	2.145	\$25.483
Overtime	0.308	0.277	0.271	0.210	0.210	0.215	0.229	0.235	0.239	0.239	0.215	0.215	2.863
Health and Welfare	0.544	0.544	0.544	0.544	0.544	0.544	0.544	0.544	0.544	0.543	0.543	0.543	6.525
OPEB Current Payment	0.215	0.215	0.215	0.215	0.215	0.215	0.215	0.216	0.216	0.216	0.216	0.216	2.585
Pensions	0.582	0.582	0.582	0.582	0.582	0.582	0.582	0.581	0.581	0.581	0.581	0.581	6.979
Other Fringe Benefits	0.485	0.494	0.474	0.456	0.469	0.462	0.479	0.478	0.474	0.477	0.480	0.473	5.701
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$4.336	\$4.103	\$4.174	\$4.014	\$4.187	\$4.071	\$4.253	\$4.209	\$4.104	\$4.210	\$4.302	\$4.173	\$50.136
Non-Labor:													
Electric Power	\$0.357	\$0.357	\$0.357	\$0.357	\$0.357	\$0.357	\$0.357	\$0.357	\$0.357	\$0.357	\$0.356	\$0.356	\$4.282
Fuel	\$0.018	\$0.018	\$0.018	\$0.018	\$0.018	\$0.018	\$0.018	\$0.018	\$0.018	\$0.018	\$0.019	\$0.019	\$0.218
Insurance	0.099	0.099	0.099	0.099	0.099	0.099	0.099	0.099	0.099	0.098	0.098	0.098	1.185
Claims	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.008	0.008	0.008	0.087
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	0.261	0.261	0.261	0.261	0.261	0.261	0.491	0.262	0.262	0.262	0.262	0.263	3.368
Professional Service Contracts	0.086	0.086	0.086	0.086	0.086	0.086	0.086	0.087	0.087	0.087	0.087	0.087	1.037
Materials & Supplies	0.145	0.147	0.145	0.146	0.145	0.146	0.164	0.162	0.161	0.162	0.161	0.161	1.845
Other Business Expenses	0.003	0.003	0.003	0.003	0.003	0.003	0.002	0.002	0.002	0.002	0.002	0.002	0.030
Total Non-Labor Expenses	\$0.976	\$0.978	\$0.976	\$0.977	\$0.976	\$0.977	\$1.224	\$0.994	\$0.993	\$0.994	\$0.993	\$0.994	\$12.052
Other Expenses 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												
Total Expenses before Non-Cash Liability Adjs.	\$5.312	\$5.081	\$5.150	\$4.991	\$5.163	\$5.048	\$5.477	\$5.203	\$5.097	\$5.204	\$5.295	\$5.167	\$62.188
Depreciation	\$0.692	\$0.692	\$0.692	\$0.692	\$0.692	\$0.692	\$0.692	\$0.692	\$0.691	\$0.691	\$0.691	\$0.691	\$8.300
OPEB Liability Adjustment	0.000	0.000	1.875	0.000	0.000	1.875	0.000	0.000	1.875	0.000	0.000	1.875	7.500
GASB 68 Pension Expense Adjustment	0.000	0.000	0.150	0.000	0.000	0.150	0.000	0.000	0.150	0.000	0.000	0.150	0.600
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	\$6.004	\$5.773	\$7.867	\$5.683	\$5.855	\$7.765	\$6.169	\$5.895	\$7.813	\$5.895	\$5.986	\$7.883	\$78.588
Net Surplus/(Deficit)	(\$5.003)	(\$4.915)	(\$6.881)	(\$4.747)	(\$4.837)	(\$6.789)	(\$5.200)	(\$4.901)	(\$6.868)	(\$4.885)	(\$5.039)	(\$7.196)	(\$67.261)

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2018 Adopted Budget
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	\$0.559	\$0.505	\$0.558	\$0.568	\$0.612	\$0.610	\$0.598	\$0.619	\$0.574	\$0.636	\$0.577	\$0.517	\$6.933
Vehicle Toll Revenue													0.000
Other Operating Revenue	0.274	0.193	0.258	0.201	0.240	0.203	0.203	0.203	0.203	0.203	0.202	0.001	2.384
Capital and Other Reimbursements	0.168	0.160	0.170	0.167	0.166	0.163	0.168	0.171	0.167	0.172	0.167	0.171	2.010
Total Receipts	\$1.001	\$0.858	\$0.986	\$0.936	\$1.018	\$0.976	\$0.969	\$0.993	\$0.944	\$1.011	\$0.946	\$0.689	\$11.327
Expenditures													
Labor:													
Payroll	\$2.201	\$1.991	\$2.087	\$2.006	\$2.168	\$2.053	\$2.204	\$2.154	\$2.049	\$2.155	\$2.267	\$2.148	25.483
Overtime	0.308	0.277	0.271	0.211	0.211	0.215	0.229	0.235	0.239	0.239	0.214	0.214	2.863
Health and Welfare	0.544	0.544	0.544	0.544	0.544	0.544	0.544	0.544	0.544	0.543	0.543	0.543	6.525
OPEB Current Payment	0.215	0.215	0.215	0.215	0.215	0.215	0.215	0.216	0.216	0.216	0.216	0.216	2.585
Pensions	0.582	0.582	0.582	0.582	0.582	0.582	0.582	0.581	0.581	0.581	0.581	0.581	6.979
Other Fringe Benefits	0.360	0.369	0.349	0.331	0.344	0.337	0.354	0.353	0.349	0.352	0.355	0.348	4.201
GASB Account	0.004	0.004	0.004	0.004	0.004	0.004	0.003	0.003	0.003	0.003	0.003	0.003	0.042
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Total Labor Expenditures	\$4.214	\$3.982	\$4.052	\$3.893	\$4.068	\$3.950	\$4.131	\$4.086	\$3.981	\$4.089	\$4.179	\$4.053	\$48.678
Non-Labor:													
Electric Power	\$0.357	\$0.357	\$0.357	\$0.357	\$0.357	\$0.357	\$0.357	\$0.357	\$0.357	\$0.357	\$0.356	\$0.356	\$4.282
Fuel	\$0.018	\$0.018	\$0.018	\$0.018	\$0.018	\$0.018	\$0.018	\$0.018	\$0.018	\$0.018	\$0.019	\$0.019	\$0.218
Insurance	0.099	0.099	0.099	0.099	0.099	0.099	0.099	0.099	0.099	0.098	0.098	0.098	1.185
Claims	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.008	0.008	0.008	0.087
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Maintenance and Other Operating Contracts	0.261	0.261	0.261	0.261	0.261	0.261	0.491	0.262	0.262	0.262	0.262	0.263	3.368
Professional Service Contracts	0.086	0.086	0.086	0.086	0.086	0.086	0.086	0.087	0.087	0.087	0.087	0.087	1.037
Materials & Supplies	0.145	0.145	0.145	0.145	0.145	0.145	0.162	0.162	0.162	0.163	0.163	0.163	1.845
Other Business Expenses	0.003	0.003	0.003	0.003	0.003	0.003	0.002	0.002	0.002	0.002	0.002	0.002	0.030
Total Non-Labor Expenditures	\$0.976	\$0.976	\$0.976	\$0.976	\$0.976	\$0.976	\$1.222	\$0.994	\$0.994	\$0.995	\$0.995	\$0.996	\$12.052
Other Expenditure Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000												
Total Expenditures	\$5.190	\$4.958	\$5.028	\$4.869	\$5.044	\$4.926	\$5.353	\$5.080	\$4.975	\$5.084	\$5.174	\$5.049	\$60.730
Net Cash Deficit	(\$4.189)	(\$4.100)	(\$4.042)	(\$3.933)	(\$4.026)	(\$3.950)	(\$4.384)	(\$4.087)	(\$4.031)	(\$4.073)	(\$4.228)	(\$4.360)	(\$49.403)

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2018 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll 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	0.000	0.000	0.000	0.000	0.000	0.000	(0.001)	(0.001)	0.001	(0.001)	0.002	(0.000)
Total Receipts	\$0.000	(\$0.001)	(\$0.001)	\$0.001	(\$0.001)	\$0.002	(\$0.000)						
Expenditures													
Labor:													
Payroll	\$0.001	\$0.000	\$0.001	\$0.001	(\$0.001)	\$0.000	\$0.000	\$0.001	\$0.001	(\$0.001)	\$0.000	(\$0.003)	\$0.000
Overtime	0.000	0.000	0.000	(0.001)	(0.001)	0.000	0.000	0.000	0.000	0.000	0.001	0.001	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current 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	0.125	0.125	0.125	0.125	0.125	0.125	0.125	0.125	0.125	0.125	0.125	0.125	1.500
GASB Account	(0.004)	(0.004)	(0.004)	(0.004)	(0.004)	(0.004)	(0.003)	(0.003)	(0.003)	(0.003)	(0.003)	(0.003)	(0.042)
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	\$0.122	\$0.121	\$0.122	\$0.121	\$0.119	\$0.121	\$0.122	\$0.123	\$0.123	\$0.121	\$0.123	\$0.120	\$1.458
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
<i>Traction Power</i>	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
<i>Non-Traction Power</i>	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
<i>Revenue Vehicle Fuel</i>	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
<i>Non-Revenue Fuel</i>	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	0.000	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	0.002	0.000	0.001	0.000	0.001	0.002	0.000	(0.001)	(0.001)	(0.002)	(0.002)	0.000
Other Business Expenditures	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$0.000	\$0.002	\$0.000	\$0.001	\$0.000	\$0.001	\$0.002	\$0.000	(\$0.001)	(\$0.001)	(\$0.002)	(\$0.002)	\$0.000
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							
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.													
	\$0.122	\$0.123	\$0.122	\$0.122	\$0.119	\$0.122	\$0.124	\$0.122	\$0.121	\$0.121	\$0.120	\$0.120	\$1.458
Depreciation	0.692	0.692	0.692	0.692	0.692	0.692	0.692	0.692	0.691	0.691	0.691	0.691	8.300
OPEB Liability Adjustment	0.000	0.000	1.875	0.000	0.000	1.875	0.000	0.000	1.875	0.000	0.000	1.875	7.500
GASB 68 Pension Expense Adjustment	0.000	0.000	0.150	0.000	0.000	0.150	0.000	0.000	0.150	0.000	0.000	0.150	0.600
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	\$0.814	\$0.815	\$2.839	\$0.814	\$0.811	\$2.839	\$0.816	\$0.814	\$2.837	\$0.812	\$0.811	\$2.836	\$17.858

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2018 Adopted Budget
RIDERSHIP/(UTILIZATION)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Baseline Ridership	0.398	0.333	0.387	0.376	0.417	0.391	0.344	0.354	0.379	0.444	0.398	0.364	4.585
Total Ridership	0.398	0.333	0.387	0.376	0.417	0.391	0.344	0.354	0.379	0.444	0.398	0.364	4.585



Standard Follow-Up Reports: MTA Bus Company February 2018 Financial Plan and Allocated Budget

The February Financial Plan Process is comprised of the following two components:

- 1) Subsequently identified adjustments or corrections to the previous November Financial Plan for the 2017 Final Estimate, 2018 Adopted Budget and the Financial Plan for 2018 – 2021.
 - This plan incorporated re-categorization technical adjustments affecting maintenance contracts, professional service contracts and materials & supplies, which on a total basis resulted in a zero impact to the net surplus/deficit balance. No MTA adjustments were required.
- 2) The monthly allocation of ridership, revenues, expenses, cash, cash flow adjustments and positions for the budget year 2018.

Darryl C. Irick
President, MTA Bus Company
Senior Vice President, NYCT Department of Buses

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2018-2021
2017 FINAL ESTIMATE AND 2018 ADOPTED BUDGET

In accordance with MTA-approved budget procedures, the following information presents MTA Bus Company's 2017 Final Estimate, 2018 Adopted Budget and the Financial Plan for 2018-2021. There were no adjustments to the MTA Bus Adopted Budget relating to MTA adjustments that were presented in the December Plan and adopted by the Board in December 2017.

The February Financial Plan includes the following expense re-categorizations which have a net-zero impact on the surplus/deficit, and are therefore not captured on the attached reconciliation tables: They are described below:

- Maintenance and Other Operating Contracts are projected to increase by \$1.332 million in 2018, and by \$1.147 million in 2019. This change is to align the budget with the actual expenses for SBS Routes and Artic Buses on loan from NYCT.
- Professional Services is projected to decrease by \$5.435 million in 2018, and \$4.296 million in 2019. This change is to align the budget with the actual expenses for SBS Routes and Artic Buses on loan from NYCT.
- Material & Supplies is projected to increase \$4.103 million in 2018 and \$3.149 in 2019. This change is to align the budget with the actual expenses for SBS Routes and Artic Buses on loan from NYCT.

The attached also includes schedules detailing the monthly allocation of financials, including overtime, headcount, and utilization data based on the 2018 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA BUS COMPANY
February Financial Plan 2018 - 2021
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2017		2018		2019		2020		2021	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2017 November Financial Plan: Net Surplus/(Deficit)	3,912	(\$759.061)	3,944	(\$733.520)	3,972	(\$743.488)	3,965	(\$728.565)	3,969	(\$734.950)
<i>Technical Adjustments:</i>	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
Sub-Total Technical Adjustments	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
<i>MTA Plan Adjustments:</i>										
MTA Re-estimates:	0	\$.000	0	0	0	\$.000	0	\$.000	0	\$.000
Other:	0	\$.000	0	0	0	\$.000	0	\$.000	0	\$.000
Sub-Total MTA Plan Adjustments	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
2017 February Financial Plan: Net Surplus/(Deficit)	3,912	\$ (759.061)	3,944	\$ (733.520)	3,972	\$ (743.488)	3,965	\$ (728.565)	3,969	\$ (734.950)

MTA BUS COMPANY
February Financial Plan 2018 - 2021
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2017		2018		2019		2020		2021	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2017 November Financial Plan: Net Surplus/(Deficit)	40	\$0.000	40	\$0.000	40	\$0.000	40	\$0.000	40	\$0.000
<i>Technical Adjustments:</i>	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments:</i>										
MTA Re-estimates:	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Other:	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
2017 February Financial Plan: Net Surplus/(Deficit)	40	\$ -	40	\$ -	40	\$ -	40	\$ -	40	\$ -

MTA BUS COMPANY
February Financial Plan 2018 - 2021
Reconciliation to the November Plan - (Cash)
(\$ in millions)

	Favorable/(Unfavorable)									
	2017		2018		2019		2020		2021	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2017 November Financial Plan: Net Surplus/(Deficit)	3,952	(\$481.146)	3,984	(\$509.352)	4,012	(\$518.090)	4,005	(\$507.735)	4,009	(\$524.343)
<i>Technical Adjustments:</i>	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
Sub-Total Technical Adjustments	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
<i>MTA Plan Adjustments:</i>										
MTA Re-estimates:	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
Other:	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
Sub-Total MTA Plan Adjustments	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
2017 February Financial Plan: Net Surplus/(Deficit)	3,952	\$ (481.146)	3,984	\$ (509.352)	4,012	\$ (518.090)	4,005	\$ (507.735)	4,009	\$ (524.343)

MTA BUS COMPANY
February Financial Plan 2018 - 2021
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE	2017 Final Estimate	2018 Adopted Budget	2019	2020	2021
Operating Revenue					
Farebox Revenue	\$215.630	\$219.031	\$220.098	\$221.195	\$220.704
Toll Revenue					
Other Operating Revenue	21.089	20.536	20.657	20.797	21.511
Capital and Other Reimbursements	-	-	-	-	-
Total Revenue	\$236.719	\$239.567	\$240.755	\$241.992	\$242.215
Operating Expenses					
<u>Labor:</u>					
Payroll	\$280.147	\$286.731	\$291.799	\$293.033	\$296.130
Overtime	63.093	64.551	64.824	64.226	65.011
Health and Welfare	63.090	68.738	75.093	76.828	80.713
OPEB Current Payment	25.892	27.825	30.387	31.197	32.783
Pensions	52.336	53.282	54.226	53.381	51.809
Other Fringe Benefits	67.238	70.159	72.096	71.573	72.192
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenses	\$551.797	\$571.285	\$588.425	\$590.238	\$598.638
<u>Non-Labor:</u>					
Electric Power	\$1.916	\$2.162	\$2.203	\$2.338	\$2.469
<i>Traction Power</i>					
<i>Non-Traction Power</i>	1.916	2.162	2.203	2.338	2.469
Fuel	\$19.704	\$21.933	\$21.826	\$25.780	\$27.177
<i>Revenue Vehicle Fuel</i>	18.257	20.377	20.375	24.491	26.087
<i>Non-Revenue Fuel</i>	1.447	1.557	1.451	1.289	1.090
Insurance	5.755	6.578	7.709	8.364	9.457
Claims	29.447	29.977	30.490	30.502	30.807
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	33.878	43.201	41.029	31.232	35.284
Professional Service Contracts	29.693	30.034	33.549	33.634	33.876
Materials & Supplies	50.347	62.707	54.586	48.318	48.389
Other Business Expenses	4.591	5.120	5.334	5.351	5.440
Total Non-Labor Expenses	\$175.331	\$201.711	\$196.727	\$185.519	\$192.899
<u>Other Expenses Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$727.129	\$772.996	\$785.152	\$775.757	\$791.537
Depreciation	\$53.901	\$54.341	\$54.341	\$54.341	\$54.778
OPEB Liability Adjustment	100.150	100.150	100.150	100.150	100.150
GASB 68 Pension Expense Adjustment	114.600	45.600	44.600	40.400	30.700
Environmental Remediation	-	-	-	-	-
Total Expenses	\$995.780	\$973.087	\$984.243	\$970.648	\$977.165
Net Surplus/(Deficit)	(\$759.061)	(\$733.520)	(\$743.488)	(\$728.656)	(\$734.950)
Net Surplus/(Deficit)	(\$759.061)	(\$733.520)	(\$743.488)	(\$728.656)	(\$734.950)

MTA BUS COMPANY
February Financial Plan 2018 - 2021
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE	<u>2017 Final Estimate</u>	<u>2018 Adopted Budget</u>	<u>2019</u>	<u>2020</u>	<u>2021</u>
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	5.857	5.960	5.925	5.871	5.966
Total Revenue	\$5.857	\$5.960	\$5.925	\$5.871	\$5.966
Expenses					
<u>Labor:</u>					
Payroll	\$2.682	\$2.731	\$2.586	\$2.430	\$2.395
Overtime	-	-	-	-	-
Health and Welfare	1.101	1.121	1.214	1.314	1.422
OPEB Current Payment	-	-	-	-	-
Pensions	0.498	0.508	0.508	0.509	0.514
Other Fringe Benefits	0.486	0.495	0.495	0.495	0.501
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenses	\$4.767	\$4.855	\$4.803	\$4.748	\$4.832
<u>Non-Labor:</u>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Traction Power</i>					
<i>Non-Traction Power</i>	-	-	-	-	-
Fuel	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Revenue Vehicle Fuel</i>	-	-	-	-	-
<i>Non-Revenue Fuel</i>	-	-	-	-	-
Insurance	-	-	-	-	-
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	0.235	0.238	0.242	0.242	0.244
Professional Service Contracts	-	-	-	-	-
Materials & Supplies	0.855	0.867	0.881	0.881	0.890
Other Business Expenses	-	-	-	-	-
Total Non-Labor Expenses	\$1.090	\$1.105	\$1.122	\$1.123	\$1.134
<u>Other Expenses Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$5.857	\$5.960	\$5.925	\$5.871	\$5.966
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$5.857	\$5.960	\$5.925	\$5.871	\$5.966
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BUS COMPANY
February Financial Plan 2018 - 2021
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE	2017 Final Estimate	2018 Adopted Budget	2019	2020	2021
Revenue					
Farebox Revenue	\$215.630	\$219.031	\$220.098	\$221.195	\$220.704
Toll Revenue	-	-	-	-	-
Other Operating Revenue	21.089	20.536	20.657	20.797	21.511
Capital and Other Reimbursements	5.857	5.960	5.925	5.871	5.966
Total Revenue	\$242.576	\$245.527	\$246.680	\$247.863	\$248.181
Expenses					
<u>Labor:</u>					
Payroll	\$282.829	\$289.462	\$294.385	\$295.463	\$298.525
Overtime	63.093	64.551	64.824	64.226	65.011
Health and Welfare	64.191	69.859	76.307	78.141	82.135
OPEB Current Payment	25.892	27.825	30.387	31.197	32.783
Pensions	52.835	53.790	54.734	53.890	52.324
Other Fringe Benefits	67.724	70.654	72.591	72.068	72.693
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenses	\$556.564	\$576.140	\$593.228	\$594.985	\$603.471
<u>Non-Labor:</u>					
Electric Power	\$1.916	\$2.162	\$2.203	\$2.338	\$2.469
<i>Traction Power</i>	-	-	-	-	-
<i>Non-Traction Power</i>	1.916	2.162	2.203	2.338	2.469
Fuel	\$19.704	\$21.933	\$21.826	\$25.780	\$27.177
<i>Revenue Vehicle Fuel</i>	18.257	20.377	20.375	24.491	26.087
<i>Non-Revenue Fuel</i>	1.447	1.557	1.451	1.289	1.090
Insurance	5.755	6.578	7.709	8.364	9.457
Claims	29.447	29.977	30.490	30.502	30.807
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	34.113	43.439	41.271	31.474	35.528
Professional Service Contracts	29.693	30.034	33.549	33.634	33.876
Materials & Supplies	51.202	63.574	55.466	49.199	49.279
Other Business Expenses	4.591	5.120	5.334	5.351	5.440
Total Non-Labor Expenses	\$176.421	\$202.816	\$197.849	\$186.642	\$194.033
<u>Other Expenses Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$732.986	\$778.955	\$791.077	\$781.628	\$797.503
Depreciation	\$53.901	\$54.341	\$54.341	\$54.341	\$54.778
OPEB Liability Adjustment	100.150	100.150	100.150	100.150	100.150
GASB 68 Pension Expense Adjustment	114.600	45.600	44.600	40.400	30.700
Environmental Remediation	-	-	-	-	-
Total Expenses	\$1,001.637	\$979.046	\$990.168	\$976.519	\$983.131
Net Surplus/(Deficit)	(\$759.061)	(\$733.520)	(\$743.488)	(\$728.656)	(\$734.950)

MTA BUS COMPANY
February Financial Plan 2018 - 2021
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES					
	2017 Final Estimate	2018 Adopted Budget	2019	2020	2021
Receipts					
Farebox Revenue	\$216.876	\$219.031	\$220.098	\$221.195	\$220.704
Other Operating Revenue	21.089	20.536	20.657	20.797	21.511
Capital and Other Reimbursements	7.908	8.042	11.308	11.247	11.328
Total Receipts	\$245.873	\$247.609	\$252.063	\$253.239	\$253.543
Expenditures					
<u>Labor:</u>					
Payroll	\$277.002	\$287.383	\$295.764	\$297.001	\$298.119
Overtime	63.093	64.551	64.824	64.226	65.011
Health and Welfare	63.771	69.431	76.307	78.142	82.135
OPEB Current Payment	25.892	27.825	30.387	31.197	32.783
Pensions	50.870	53.616	54.560	53.716	52.148
Other Fringe Benefits	55.830	55.477	57.414	56.891	57.514
GASB Account	-	-	0.094	0.205	0.318
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenditures	\$536.459	\$558.282	\$579.350	\$581.378	\$588.028
<u>Non-Labor:</u>					
Electric Power	\$1.916	\$2.162	\$2.203	\$2.338	\$2.469
<i>Traction Power</i>	-	-	-	-	-
<i>Non-Traction Power</i>	1.916	2.162	2.203	2.338	2.469
Fuel	\$19.704	\$21.933	\$20.403	\$24.357	\$27.178
<i>Revenue Vehicle Fuel</i>	18.256	20.377	18.952	23.068	26.088
<i>Non-Revenue Fuel</i>	1.448	1.557	1.451	1.289	1.090
Insurance	5.755	6.578	7.709	8.364	9.457
Claims	25.385	25.842	26.355	26.367	26.631
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	39.614	43.439	39.782	29.985	35.529
Professional Service Contracts	39.193	30.034	33.549	33.634	33.876
Materials & Supplies	54.402	63.574	55.467	49.199	49.279
Other Business Expenses	4.591	5.119	5.334	5.351	5.440
Total Non-Labor Expenses	\$190.561	\$198.679	\$190.803	\$179.595	\$189.859
<u>Other Expenditure Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$727.019	\$756.961	\$770.153	\$760.974	\$777.886
Net Cash Surplus/(Deficit)	(\$481.146)	(\$509.352)	(\$518.090)	(\$507.735)	(\$524.343)

MTA BUS COMPANY
February Financial Plan 2018 - 2021
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS					
	2017 Final Estimate	2018 Adopted Budget	2019	2020	2021
Receipts					
Farebox Revenue	\$1.246	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	2.051	2.082	5.383	5.376	5.362
Total Receipts	\$3.297	\$2.082	\$5.383	\$5.376	\$5.362
Expenditures					
<u>Labor:</u>					
Payroll	\$5.827	\$2.079	(\$1.379)	(\$1.538)	\$0.406
Overtime	-	-	-	-	-
Health and Welfare	0.420	0.428	-	(0.001)	-
OPEB Current Payment	-	-	-	-	-
Pensions	1.965	0.174	0.174	0.174	0.176
Other Fringe Benefits	11.894	15.177	15.177	15.177	15.179
GASB Account	-	-	(0.094)	(0.205)	(0.318)
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenditures	\$20.106	\$17.858	\$13.878	\$13.607	\$15.443
<u>Non-Labor:</u>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<i>Traction Power</i>	-	-	-	-	-
<i>Non-Traction Power</i>	-	-	-	-	-
Fuel	(\$0.000)	\$0.000	\$1.423	\$1.423	(\$0.001)
<i>Revenue Vehicle Fuel</i>	0.000	-	1.423	1.423	(0.001)
<i>Non-Revenue Fuel</i>	(0.000)	-	-	-	-
Insurance	-	-	-	-	-
Claims	4.062	4.135	4.135	4.135	4.176
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	(5.501)	-	1.488	1.489	(0.001)
Professional Service Contracts	(9.500)	-	-	-	-
Materials & Supplies	(3.200)	-	(0.001)	-	-
Other Business Expenditures	-	0.001	0.000	-	-
Total Non-Labor Expenses	(\$14.139)	\$4.136	\$7.046	\$7.047	\$4.174
<u>Other Expenditures Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Deprec	\$9.264	\$24.076	\$26.307	\$26.030	\$24.979
Depreciation	\$53.901	\$54.341	\$54.341	\$54.341	\$54.778
OPEB Liability Adjustment	100.150	100.150	100.150	100.150	100.150
GASB 68 Pension Expense Adjustment	114.600	45.600	44.600	40.400	30.700
Environmental Remediation	-	-	-	-	-
Total Cash Conversion Adjustments	\$277.915	\$224.167	\$225.398	\$220.921	\$210.607

MTA Bus Company
 2018 Adopted Budget
 Non-Reimbursable/Reimbursable Overtime
 (\$ in millions)

	Total		
	Hours	\$	%
NON-REIMBURSABLE OVERTIME			
<u>Scheduled Service</u>	658,270	\$26.693	41.4%
<u>Unscheduled Service</u>	147,257	\$6.469	10.0%
<u>Programmatic/Routine Maintenance</u>	287,264	\$12.756	19.8%
<u>Unscheduled Maintenance</u>	0	\$0.000	0.0%
<u>Vacancy/Absentee Coverage</u>	307,560	\$16.470	25.5%
<u>Weather Emergencies</u>	45,130	\$1.718	2.7%
<u>Safety/Security/Law Enforcement</u>	2,641	\$0.128	0.2%
<u>Other 1</u>	3,802	\$0.316	0.5%
Sub-Total	1,451,923	\$64.551	100.0%
REIMBURSABLE OVERTIME	0	\$0.000	
TOTAL NR & R OVERTIME	1,451,923	\$64.551	

1 Other & reimbursable budget includes PTE \$'s only. Does not include hours.

MTA BUS COMPANY
February Financial Plan 2018 - 2021
Ridership/ (Utilization)
(in millions)

	2017 Final Estimate	2018 Adopted Budget	2019	2020	2021
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RIDERSHIP

Fixed Route	122.969	124.393	124.896	125.462	125.211
Baseline Total Ridership	122.969	124.393	124.896	125.462	125.211

FAREBOX REVENUE

Fixed Route	\$215.630	\$219.031	\$220.098	\$221.195	\$220.704
Baseline Total Revenue	\$215.630	\$219.031	\$220.098	\$221.195	\$220.704

MTA BUS COMPANY
February Financial Plan 2018 - 2021
Total Positions by Function & Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2017 Final Estimate	2018 Adopted Budget	2019	2020	2021
Administration					
Office of the EVP	3	3	3	3	3
Human Resources	18	18	18	18	18
Office of Management and Budget	13	13	13	13	13
Materiel	17	17	17	17	17
Controller	17	17	17	17	17
Office of the President	7	7	7	7	7
System Safety Administration	5	5	5	5	5
Law	25	25	25	25	25
Corporate Communications	0	0	0	0	0
Strategic Office	27	30	31	31	31
Labor Relations	4	4	4	4	4
Non-Departmental	15	6	33	38	6
Total Administration	151	145	173	178	146
Operations					
Buses	2,295	2,327	2,327	2,327	2,327
Office of the Executive Vice President, Regional	4	4	4	4	4
Safety & Training	55	56	56	56	56
Road Operations	123	123	123	123	123
Transportation Support	22	22	22	22	22
Operations Planning	33	33	33	33	33
Revenue Control	30	30	30	30	30
Total Operations	2,562	2,595	2,595	2,595	2,595
Maintenance					
Buses	757	771	765	765	765
Maintenance Support/CMF	246	228	231	216	254
Facilities	75	79	82	85	83
Supply Logistics	99	99	99	99	99
Total Maintenance	1,177	1,177	1,177	1,165	1,201
Engineering/Capital					
Capital Program Management	37	37	37	37	37
Public Safety					
Office of the Senior Vice President	25	30	30	30	30
Total Positions	3,952	3,984	4,012	4,005	4,009
Non-Reimbursable	3,912	3,944	3,972	3,965	3,969
Reimbursable	40	40	40	40	40
Total Full-Time	3,937	3,969	3,997	3,990	3,994
Total Full-Time Equivalents	15	15	15	15	15

MTA BUS COMPANY
February Financial Plan 2018 - 2021
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	2017 Final Estimate	2018 Adopted Budget	2019	2020	2021
Administration					
Managers/Supervisors	67	66	66	66	66
Professional, Technical, Clerical	73	75	76	76	76
Operational Hourlies	11	4	31	36	4
Total Administration	151	145	173	178	146
Operations					
Managers/Supervisors	308	309	309	309	309
Professional, Technical, Clerical	51	51	51	51	51
Operational Hourlies	2,203	2,235	2,235	2,235	2,235
Total Operations	2,562	2,595	2,595	2,595	2,595
Maintenance					
Managers/Supervisors	229	232	232	232	232
Professional, Technical, Clerical	29	29	29	29	27
Operational Hourlies	919	916	916	904	942
Total Maintenance	1,177	1,177	1,177	1,165	1,201
Engineering/Capital					
Managers/Supervisors	21	21	21	21	21
Professional, Technical, Clerical	16	16	16	16	16
Operational Hourlies	-	-	-	-	-
Total Engineering/Capital	37	37	37	37	37
Public Safety					
Managers/Supervisors	17	19	19	19	19
Professional, Technical, Clerical	5	8	8	8	8
Operational Hourlies	3	3	3	3	3
Total Public Safety	25	30	30	30	30
Total Positions					
Managers/Supervisors	642	647	647	647	647
Professional, Technical, Clerical	174	179	180	180	178
Operational Hourlies	3,136	3,158	3,185	3,178	3,184
Total Baseline Positions	3,952	3,984	4,012	4,005	4,009

MTA BUS COMPANY
February Financial Plan - 2018 Adopted Budget
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	\$ 18.044	\$ 16.761	\$ 19.081	\$ 18.256	\$ 19.266	\$ 18.573	\$ 18.508	\$ 18.902	\$ 17.863	\$ 19.313	\$ 17.718	\$ 16.746	\$219.031
Other Operating Revenue	1.781	1.576	1.730	1.661	1.781	1.679	1.730	1.781	1.627	1.781	1.713	1.696	20.536
Capital and Other Reimbursements													-
Total Revenue	\$19.825	\$18.336	\$20.811	\$19.918	\$21.048	\$20.251	\$20.237	\$20.683	\$19.490	\$21.094	\$19.430	\$18.442	\$239.567
Operating Expenses													
Labor:													
Payroll	\$ 24.871	\$ 22.001	\$ 24.153	\$ 23.197	\$ 24.871	\$ 23.436	\$ 24.153	\$ 24.871	\$ 22.718	\$ 24.871	\$ 23.914	\$ 23.675	\$286.731
Overtime	5.782	5.331	6.797	5.097	5.976	4.981	5.155	5.155	4.981	5.162	4.982	5.152	64.551
Health and Welfare	5.962	5.274	5.790	5.561	5.962	5.618	5.790	5.962	5.446	5.962	5.733	5.676	68.738
OPEB Current Payment	2.414	2.135	2.344	2.251	2.414	2.274	2.344	2.414	2.205	2.414	2.321	2.297	27.825
Pensions	4.622	4.088	4.488	4.311	4.622	4.355	4.488	4.622	4.222	4.622	4.444	4.399	53.282
Other Fringe Benefits	6.086	5.383	5.910	5.676	6.086	5.734	5.910	6.086	5.559	6.086	5.851	5.793	70.159
Reimbursable Overhead													-
Total Labor Expenses	\$49.735	\$44.213	\$49.483	\$46.092	\$49.929	\$46.399	\$47.841	\$49.109	\$45.131	\$49.115	\$47.245	\$46.993	\$571.285
Non-Labor:													
Electric Power	\$ 0.188	\$ 0.166	\$ 0.182	\$ 0.175	\$ 0.188	\$ 0.177	\$ 0.182	\$ 0.188	\$ 0.171	\$ 0.188	\$ 0.180	\$ 0.179	\$2.162
<i>Traction Power</i>													-
<i>Non-Traction Power</i>	0.188	0.166	0.182	0.175	0.188	0.177	0.182	0.188	0.171	0.188	0.180	0.179	2.162
Fuel	1.902	1.683	1.848	1.774	1.902	1.793	1.848	1.902	1.738	1.902	1.829	1.811	21.934
<i>Revenue Vehicle Fuel</i>	1.767	1.564	1.716	1.648	1.767	1.665	1.716	1.767	1.614	1.767	1.699	1.682	20.377
<i>Non-Revenue Fuel</i>	0.135	0.119	0.131	0.126	0.135	0.127	0.131	0.135	0.123	0.135	0.130	0.129	1.557
Insurance	0.571	0.505	0.554	0.532	0.571	0.538	0.554	0.571	0.521	0.571	0.549	0.543	6.578
Claims	2.600	2.300	2.525	2.425	2.600	2.450	2.525	2.600	2.375	2.600	2.500	2.475	29.977
Paratransit Service Contracts													-
Maintenance and Other Operating Contracts	3.747	3.315	3.639	3.495	3.747	3.531	3.639	3.747	3.423	3.747	3.603	3.567	43.201
Professional Service Contracts	2.605	2.305	2.530	2.430	2.605	2.455	2.530	2.605	2.380	2.605	2.505	2.480	30.034
Materials & Supplies	5.439	4.812	5.282	5.073	5.439	5.125	5.282	5.439	4.968	5.439	5.230	5.178	62.707
Other Business Expenses	0.444	0.393	0.431	0.414	0.444	0.418	0.431	0.444	0.406	0.444	0.427	0.423	5.120
Total Non-Labor Expenses	\$17.496	\$15.477	\$16.992	\$16.319	\$17.496	\$16.487	\$16.992	\$17.496	\$15.982	\$17.496	\$16.823	\$16.655	\$201.711
Other Expenses Adjustments:													
Other													-
Total Other Expense Adjustments	\$0.000												
Total Expenses before Non-Cash Liability Adjs.	\$67.231	\$59.690	\$66.474	\$62.411	\$67.425	\$62.885	\$64.832	\$66.605	\$61.114	\$66.611	\$64.069	\$63.648	\$772.996
Depreciation	\$ 4.713	\$ 4.170	\$ 4.578	\$ 4.396	\$ 4.713	\$ 4.442	\$ 4.578	\$ 4.713	\$ 4.306	\$ 4.713	\$ 4.532	\$ 4.487	\$54.341
Pension	8.687	7.685	8.436	8.102	8.687	8.186	8.436	8.687	7.935	8.687	8.353	8.269	100.150
GASB 68 Pension Expense Adjustment	3.955	3.499	3.841	3.689	3.955	3.727	3.841	3.955	3.613	3.955	3.803	3.765	45.600
Environmental Remediation													-
Total Expenses	\$84.587	\$75.043	\$83.329	\$78.598	\$84.781	\$79.240	\$81.687	\$83.960	\$76.967	\$83.967	\$80.757	\$80.169	\$973.087
Net Surplus/(Deficit)	(\$64.762)	(\$56.707)	(\$62.518)	(\$58.681)	(\$63.733)	(\$58.988)	(\$61.450)	(\$63.277)	(\$57.477)	(\$62.873)	(\$61.326)	(\$61.727)	(\$733.520)

MTA BUS COMPANY
February Financial Plan - 2018 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$18.044	\$16.761	\$19.081	\$18.256	\$19.266	\$18.573	\$18.508	\$18.902	\$17.863	\$19.313	\$17.718	\$16.746	\$219.031
Other Operating Revenue	1.781	1.576	1.730	1.661	1.781	1.679	1.730	1.781	1.627	1.781	1.713	1.696	20.536
Capital and Other Reimbursements	0.517	0.457	0.502	0.482	0.517	0.487	0.502	0.517	0.472	0.517	0.497	0.492	5.960
Total Revenue	\$20.342	\$18.794	\$21.313	\$20.400	\$21.565	\$20.739	\$20.740	\$21.200	\$19.962	\$21.611	\$19.928	\$18.934	\$245.527
Expenses													
Labor:													
Payroll	\$25.108	\$22.211	\$24.383	\$23.418	\$25.108	\$23.659	\$24.383	\$25.108	\$22.935	\$25.108	\$24.142	\$23.900	\$289.462
Overtime	5.782	5.331	6.797	5.097	5.976	4.981	5.155	5.155	4.981	5.162	4.982	5.152	64.551
Health and Welfare	6.059	5.360	5.885	5.652	6.059	5.710	5.885	6.059	5.535	6.059	5.826	5.768	69.859
OPEB Current Payment	2.414	2.135	2.344	2.251	2.414	2.274	2.344	2.414	2.205	2.414	2.321	2.297	27.825
Pensions	4.666	4.127	4.531	4.352	4.666	4.397	4.531	4.666	4.262	4.666	4.486	4.441	53.790
Other Fringe Benefits	6.128	5.421	5.952	5.716	6.128	5.775	5.952	6.128	5.598	6.128	5.893	5.834	70.654
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$50.156	\$44.585	\$49.892	\$46.485	\$50.350	\$46.795	\$48.250	\$49.530	\$45.516	\$49.536	\$47.650	\$47.394	\$576.140
Non-Labor:													
Electric Power	\$0.188	\$0.166	\$0.182	\$0.175	\$0.188	\$0.177	\$0.182	\$0.188	\$0.171	\$0.188	\$0.180	\$0.179	\$2.162
<i>Traction Power</i>	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Non-Traction Power</i>	0.188	0.166	0.182	0.175	0.188	0.177	0.182	0.188	0.171	0.188	0.180	0.179	2.162
Fuel	\$1.902	\$1.683	1.848	1.774	1.902	1.793	1.848	1.902	1.738	1.902	1.829	1.811	21.934
<i>Revenue Vehicle Fuel</i>	1.767	1.564	1.716	1.648	1.767	1.665	1.716	1.767	1.614	1.767	1.699	1.682	20.377
<i>Non-Revenue Fuel</i>	0.135	0.119	0.131	0.126	0.135	0.127	0.131	0.135	0.123	0.135	0.130	0.129	1.557
Insurance	0.571	0.505	0.554	0.532	0.571	0.538	0.554	0.571	0.521	0.571	0.549	0.543	6.578
Claims	2.600	2.300	2.525	2.425	2.600	2.450	2.525	2.600	2.375	2.600	2.500	2.475	29.977
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	3.768	3.333	3.659	3.514	3.768	3.550	3.659	3.768	3.442	3.768	3.623	3.587	43.439
Professional Service Contracts	2.605	2.305	2.530	2.430	2.605	2.455	2.530	2.605	2.380	2.605	2.505	2.480	30.034
Materials & Supplies	5.514	4.878	5.355	5.143	5.514	5.196	5.355	5.514	5.037	5.514	5.302	5.249	63.574
Other Business Expenses	0.444	0.393	0.431	0.414	0.444	0.418	0.431	0.444	0.406	0.444	0.427	0.423	5.120
Total Non-Labor Expenses	\$17.592	\$15.562	\$17.085	\$16.408	\$17.592	\$16.577	\$17.085	\$17.592	\$16.070	\$17.592	\$16.915	\$16.746	\$202.816
Other Expenses Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000												
Total Expenses before Non-Cash Liability Adjs.	\$67.748	\$60.148	\$66.976	\$62.893	\$67.942	\$63.373	\$65.334	\$67.122	\$61.586	\$67.128	\$64.566	\$64.140	\$778.956
Depreciation	\$4.713	\$4.170	\$4.578	\$4.396	\$4.713	\$4.442	\$4.578	\$4.713	\$4.306	\$4.713	\$4.532	\$4.487	\$54.341
OPEB Obligation	8.687	7.685	8.436	8.102	8.687	8.186	8.436	8.687	7.935	8.687	8.353	8.269	100.150
GASB 68 Pension Expense Adjustment	3.955	3.499	3.841	3.689	3.955	3.727	3.841	3.955	3.613	3.955	3.803	3.765	45.600
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$85.104	\$75.501	\$83.831	\$79.081	\$85.298	\$79.727	\$82.189	\$84.477	\$77.439	\$84.484	\$81.254	\$80.661	\$979.047
Net Surplus/(Deficit)	(\$64.762)	(\$56.707)	(\$62.518)	(\$58.681)	(\$63.733)	(\$58.988)	(\$61.450)	(\$63.277)	(\$57.477)	(\$62.873)	(\$61.326)	(\$61.727)	(\$733.520)

MTA BUS COMPANY
February Financial Plan - 2018 Adopted Budget
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	\$18.044	\$16.761	\$19.081	\$18.256	\$19.266	\$18.573	\$18.508	\$18.902	\$17.863	\$19.313	\$17.718	\$16.746	\$219.031
Other Operating Revenue	1.711	1.711	1.711	1.711	1.711	1.711	1.711	1.711	1.711	1.711	1.711	1.711	20.536
Capital and Other Reimbursements	0.670	0.670	0.670	0.670	0.670	0.670	0.670	0.670	0.670	0.670	0.670	0.670	8.042
Total Receipts	\$20.426	\$19.142	\$21.463	\$20.638	\$21.648	\$20.954	\$20.889	\$21.283	\$20.244	\$21.695	\$20.099	\$19.128	\$247.609
Expenditures													
Labor:													
Payroll	\$22.106	\$22.106	\$33.160	\$22.106	\$22.106	\$22.106	\$22.106	\$33.160	\$22.106	\$22.106	\$22.106	\$22.106	\$287.383
Overtime	5.782	5.331	6.797	5.097	5.976	4.981	5.155	5.155	4.981	5.162	4.982	5.152	64.551
Health and Welfare	5.786	5.786	5.786	5.786	5.786	5.786	5.786	5.786	5.786	5.786	5.786	5.786	69.431
OPEB Current Payment	2.319	2.319	2.319	2.319	2.319	2.319	2.319	2.319	2.319	2.319	2.319	2.319	27.825
Pensions	4.468	4.468	4.468	4.468	4.468	4.468	4.468	4.468	4.468	4.468	4.468	4.468	53.616
Other Fringe Benefits	4.267	4.267	6.401	4.267	4.267	4.267	4.267	4.267	6.401	4.267	4.267	4.267	55.477
GASB Account													-
Reimbursable Overhead													-
Total Labor Expenditures	\$44.728	\$44.277	\$58.931	\$44.044	\$44.922	\$43.927	\$44.101	\$55.155	\$46.062	\$44.108	\$43.929	\$44.099	\$558.282
Non-Labor:													
Electric Power	\$0.180	\$0.180	\$0.180	\$0.180	\$0.180	\$0.180	\$0.180	\$0.180	\$0.180	\$0.180	\$0.180	\$0.180	\$2.162
<i>Traction Power</i>													-
<i>Non-Traction Power</i>	0.180	0.180	0.180	0.180	0.180	0.180	0.180	0.180	0.180	0.180	0.180	0.180	2.162
Fuel	1.828	1.828	1.828	1.828	1.828	1.828	1.828	1.828	1.828	1.828	1.828	1.828	21.933
<i>Revenue Vehicle Fuel</i>	1.698	1.698	1.698	1.698	1.698	1.698	1.698	1.698	1.698	1.698	1.698	1.698	20.376
<i>Non-Revenue Fuel</i>	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130	0.130	1.557
Insurance	0.548	0.548	0.548	0.548	0.548	0.548	0.548	0.548	0.548	0.548	0.548	0.548	6.578
Claims	2.153	2.153	2.153	2.153	2.153	2.153	2.153	2.153	2.153	2.153	2.153	2.153	25.842
Paratransit Service Contracts													-
Maintenance and Other Operating Contracts	3.620	3.620	3.620	3.620	3.620	3.620	3.620	3.620	3.620	3.620	3.620	3.620	43.439
Professional Service Contracts	2.503	2.503	2.503	2.503	2.503	2.503	2.503	2.503	2.503	2.503	2.503	2.503	30.034
Materials & Supplies	5.298	5.298	5.298	5.298	5.298	5.298	5.298	5.298	5.298	5.298	5.298	5.298	63.574
Other Business Expenses	0.427	0.427	0.427	0.427	0.427	0.427	0.427	0.427	0.427	0.427	0.427	0.427	5.119
Total Non-Labor Expenditures	\$16.557	\$198.679											
Other Expenditure Adjustments:													
Other													-
Total Other Expenditure Adjustments	\$0.000												
Total Expenditures	\$61.285	\$60.834	\$75.487	\$60.600	\$61.479	\$60.484	\$60.658	\$71.711	\$62.618	\$60.665	\$60.485	\$60.655	\$756.961
Net Cash Deficit	(\$40.859)	(\$41.692)	(\$54.024)	(\$39.963)	(\$39.831)	(\$39.529)	(\$39.769)	(\$50.428)	(\$42.374)	(\$38.970)	(\$40.386)	(\$41.528)	(\$509.352)

MTA BUS COMPANY
February Financial Plan - 2018 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	(0.070)	0.136	(0.019)	0.050	(0.070)	0.033	(0.019)	(0.070)	0.084	(0.070)	(0.001)	0.016	(0.000)
Capital and Other Reimbursements	0.153	0.213	0.168	0.188	0.153	0.183	0.168	0.153	0.198	0.153	0.173	0.178	2.082
Total Receipts	\$0.083	\$0.348	\$0.150	\$0.238	\$0.083	\$0.216	\$0.150	\$0.083	\$0.282	\$0.083	\$0.172	\$0.194	\$2.082
Expenditures													
Labor:													
Payroll	\$3.001	\$0.104	(\$8.776)	\$1.311	\$3.001	\$1.553	\$2.277	(\$8.052)	\$0.828	\$3.001	\$2.036	\$1.794	\$2.079
Overtime	-	-	-	-	-	-	-	-	-	-	-	-	-
Health and Welfare	0.274	(0.426)	0.099	(0.134)	0.274	(0.076)	0.099	0.274	(0.251)	0.274	0.040	(0.018)	0.428
OPEB Current Payment	0.095	(0.184)	0.025	(0.068)	0.095	(0.044)	0.025	0.095	(0.114)	0.095	0.002	(0.021)	(0.000)
Pensions	0.198	(0.341)	0.063	(0.116)	0.198	(0.071)	0.063	0.198	(0.206)	0.198	0.018	(0.027)	0.175
Other Fringe Benefits	1.861	1.154	(0.449)	1.449	1.861	1.507	1.684	1.861	(0.803)	1.861	1.625	1.566	15.178
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$5.428	\$0.308	(\$9.039)	\$2.442	\$5.428	\$2.868	\$4.148	(\$5.625)	(\$0.546)	\$5.428	\$3.722	\$3.295	\$17.858
Non-Labor:													
Electric Power	\$0.007	(\$0.014)	\$0.002	(\$0.005)	\$0.007	(\$0.003)	\$0.002	\$0.007	(\$0.009)	\$0.007	\$0.000	(\$0.002)	\$0.000
<i>Traction Power</i>	-	-	-	-	-	-	-	-	-	-	-	-	-
<i>Non-Traction Power</i>	0.007	(0.014)	0.002	(0.005)	0.007	(0.003)	0.002	0.007	(0.009)	0.007	0.000	(0.002)	-
Fuel	0.075	(0.145)	0.020	(0.053)	0.075	(0.035)	0.020	0.075	(0.090)	0.075	0.002	(0.017)	0.001
<i>Revenue Vehicle Fuel</i>	0.069	(0.134)	0.018	(0.050)	0.069	(0.033)	0.018	0.069	(0.084)	0.069	0.001	(0.016)	0.001
<i>Non-Revenue Fuel</i>	0.005	(0.010)	0.001	(0.004)	0.005	(0.002)	0.001	0.005	(0.006)	0.005	0.000	(0.001)	-
Insurance	0.022	(0.043)	0.006	(0.016)	0.022	(0.011)	0.006	0.022	(0.027)	0.022	0.000	(0.005)	-
Claims	0.447	0.147	0.372	0.272	0.447	0.297	0.372	0.447	0.222	0.447	0.347	0.322	4.135
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.148	(0.287)	0.039	(0.106)	0.148	(0.069)	0.039	0.148	(0.178)	0.148	0.003	(0.033)	0.000
Professional Service Contracts	0.102	(0.198)	0.027	(0.073)	0.102	(0.048)	0.027	0.102	(0.123)	0.102	0.002	(0.023)	(0.000)
Materials & Supplies	0.217	(0.420)	0.057	(0.155)	0.217	(0.102)	0.057	0.217	(0.261)	0.217	0.004	(0.049)	(0.000)
Other Business Expenditures	0.018	(0.034)	0.005	(0.012)	0.018	(0.008)	0.005	0.018	(0.021)	0.018	0.000	(0.004)	0.001
Total Non-Labor Expenditures	\$1.035	(\$0.994)	\$0.528	(\$0.149)	\$1.035	\$0.021	\$0.528	\$1.035	(\$0.487)	\$1.035	\$0.359	\$0.190	\$4.137
Other Expenditures Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
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 Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$6.547	(\$0.338)	(\$8.361)	\$2.531	\$6.547	\$3.105	\$4.826	(\$4.506)	(\$0.750)	\$6.547	\$4.252	\$3.678	\$24.077
Depreciation Adjustment	\$4.713	\$4.170	\$4.578	\$4.396	\$4.713	\$4.442	\$4.578	\$4.713	\$4.306	\$4.713	\$4.532	\$4.487	\$54.341
OPEB Obligation	8.687	7.685	8.436	8.102	8.687	8.186	8.436	8.687	7.935	8.687	8.353	8.269	100.150
GASB 68 Pension Expense Adjustment	3.955	3.499	3.841	3.689	3.955	3.727	3.841	3.955	3.613	3.955	3.803	3.765	45.600
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Cash Conversion Adjustments	\$23.903	\$15.015	\$8.494	\$18.718	\$23.903	\$19.459	\$21.681	\$12.849	\$15.103	\$23.903	\$20.940	\$20.200	\$224.168

MTA BUS COMPANY
February Financial Plan - 2018 Adopted
Budget Ridership/(Utilization)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>RIDERSHIP</u>													
Fixed Route	10.465	9.622	11.119	10.407	11.224	10.400	9.869	9.894	10.106	11.364	10.341	9.582	124.393
Baseline Total Ridership	10.465	9.622	11.119	10.407	11.224	10.400	9.869	9.894	10.106	11.364	10.341	9.582	124.393
<u>FAREBOX REVENUE</u>													
Fixed Route	18.044	16.761	19.081	18.256	19.266	18.573	18.508	18.902	17.863	19.313	17.718	16.746	219.031
Baseline Total Revenue	\$18.044	\$16.761	\$19.081	\$18.256	\$19.266	\$18.573	\$18.508	\$18.902	\$17.863	\$19.313	\$17.718	\$16.746	\$219.031



Standard Follow-Up Reports: December 2017 Americans with Disabilities Act Compliance Report

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

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

- Rehabilitation projects of Key Stations
- ADA requirements in bus and subway transportation
- Customer services
- Salient achievements throughout the year

John F. O'Grady
Senior Vice President
Capital Program Management

AMERICANS WITH DISABILITIES ACT COMPLIANCE REPORT December 2017

Background: The purpose of this report is to summarize activities associated with implementing the Americans with Disabilities Act (ADA). It includes an update on matters related to the Key Station Plan, bus accessibility, the transition plan for facilities, the self-evaluation plan and oversight activities.

I. KEY STATION PLAN

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

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

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

i) Wheelchair Accessible Stations

The following 86 Key stations in New York City Transit's Revised Key Station Plan are wheelchair accessible, listed in order of completion.

No.	Station	Line	Borough	Status
1	125 Street	4, 5, 6	Manhattan	Completed
2	175 Street	A	Manhattan	Completed
3	42 Street-Port Authority	A, C, E	Manhattan	Completed
4	Pelham Bay Park	6	Bronx	Completed
5	Great Kills	SIR	Staten Island	Completed
6	51 Street	6	Manhattan	Completed
7	42 St-Grand Central	4, 5, 6	Manhattan	Completed
8	World Trade Center	E	Manhattan	Completed
9	Simpson Street	2, 5	Bronx	Completed
10	Coney Island-Stillwell Avenue	D, F, N, Q	Brooklyn	Completed
11	34 Street-Herald Square *	N, Q, R	Manhattan	Completed
12	34 Street-Herald Square *	B, D, F, M	Manhattan	Completed
13	Brooklyn Bridge-City Hall	4, 5, 6	Manhattan	Completed
14	149 Street-3rd Avenue	2, 5	Bronx	Completed
15	Borough Hall	2, 3	Brooklyn	Completed
16	Dongan Hills	SIR	Staten Island	Completed
17	Flatbush Avenue-Brooklyn College	2, 5	Brooklyn	Completed
18	Church Avenue	2, 5	Brooklyn	Completed
19	34 Street-Penn Station	1, 2, 3	Manhattan	Completed
20	Woodside-61 Street	7	Queens	Completed
21	Flushing-Main Street	7	Queens	Completed
22	Union Square	N, Q, R	Manhattan	Completed
	Union Square	L	Manhattan	Completed
23	207 Street	A	Manhattan	Completed
24	66 Street-Lincoln Center	1	Manhattan	Completed
25	14 Street	A, C, E	Manhattan	Completed
26	8 Avenue	L	Manhattan	Completed
27	Franklin Avenue	C	Brooklyn	Completed
28	Franklin Avenue	S	Brooklyn	Completed
29	161 Street-Yankee Stadium	4	Bronx	Completed
30	161 Street-Yankee Stadium	B, D	Bronx	Completed
31	Grand Central-42 Street	7	Manhattan	Completed
32	Grand Central-42 Street	S	Manhattan	Completed
33	34 Street-Penn Station	A, C, E	Manhattan	Completed
34	Flushing Avenue	J, M	Brooklyn	Completed
35	Prospect Park	B, Q, S	Brooklyn	Completed
36	72 Street	1, 2, 3	Manhattan	Completed
37	Atlantic Av-Barclays Ctr.	D, N, R	Brooklyn	Completed

No.	Station	Line	Borough	Status
38	Atlantic Av-Barclays Ctr.	B, Q	Brooklyn	Completed
39	Atlantic Av-Barclays Ctr.	2, 3, 4, 5	Brooklyn	Completed
40	Howard Beach	A	Queens	Completed
41	Marcy Avenue	J, M, Z	Brooklyn	Completed
42	Lexington Avenue	E, M	Manhattan	Completed
43	Crown Hts-Utica Avenue	3, 4	Brooklyn	Completed
44	Dekalb Avenue	B, Q, R	Brooklyn	Completed
45	West 4 Street	A, B, C, D, E, F, M	Manhattan	Completed
46	179 Street	F	Queens	Completed
47	Times Square-42 Street	N, Q, R	Manhattan	Completed
48	74 Street-Broadway	7	Queens	Completed
49	Jackson Hts-Roosevelt Avenue	E, F, M, R	Queens	Completed
50	125 Street	A, B, C, D	Manhattan	Completed
51	Euclid Avenue	A, C	Brooklyn	Completed
52	Fordham Road	4	Bronx	Completed
53	Queens Plaza	E, M, R	Queens	Completed
54	Times Square-42 Street	1, 2, 3	Manhattan	Completed
55	Times Square-42 Street	7	Manhattan	Completed
56	231 Street	1	Bronx	Completed
57	Junction Boulevard	7	Queens	Completed
58	168 Street	A, C	Manhattan	Completed
59	Pelham Parkway	2, 5	Bronx	Completed
60	233 Street	2, 5	Bronx	Completed
61	Bowling Green	4, 5	Manhattan	Completed
62	Myrtle Avenue	L	Brooklyn	Completed
63	Wyckoff Avenue	M	Brooklyn	Completed
64	135 Street	2, 3	Manhattan	Completed
65	Church Av	F, G	Brooklyn	Completed
66	St. George	SIR	Staten Island	Completed
67	Union Turnpike	E, F	Queens	Completed
68	South Ferry	1	Manhattan	Completed
69	47-50 Sts-Rockefeller Ctr	B, D, F, M	Manhattan	Completed
70	Chambers Street	1, 2, 3	Manhattan	Completed
71	59 Street	A, B, C, D	Manhattan	Completed
72	59 Street	1	Manhattan	Completed
73	Jay Street-MetroTech	A, C, F	Brooklyn	Completed
74	96 Street	1, 2, 3	Manhattan	Completed
75	Kings Highway	B, Q	Brooklyn	Completed
76	Mott Avenue	A	Queens	Completed
77	East 180 Street	2, 5	Bronx	Completed
78	Bay Parkway	D	Brooklyn	Completed
79	Bleecker Street	6	Manhattan	Completed
80	B'way/Lafayette Street	B, D, F, M	Manhattan	Completed
81	Forest Hills-71 Avenue	E, F, M, R	Queens	Completed

No.	Station	Line	Borough	Status
82	Utica Avenue	A, C	Brooklyn	Completed
83	Hunts Point	6	Bronx	Completed
84	Cortlandt Street	R	Manhattan	Completed
85	Kingsbridge Road	B, D	Bronx	Completed
86	23 Street	6	Manhattan	Completed

* New York City Transit was granted a time extension to 2011 by the FTA for replacement of the platform edge warning strip at 34th Street on the B, D, F, M, N, Q and R Lines. Construction contract was completed in November 2011

ii) Key Stations Under Construction for Accessibility:

The following 4 Key stations are under construction for accessibility:

No.	Station	Line	Borough	Planned VCA Completion
1	57 Street	N, Q, R	Manhattan	November 2013**
2	Lefferts Boulevard	A	Queens	November 2014**
3	86 Street	R	Brooklyn	July 2020
4	Bedford Avenue	L	Brooklyn	July 2020

iii) Key Stations Under Design for Accessibility:

The following 10 Key stations are undergoing design to incorporate accessibility features:

No.	Station	Line	Borough	Planned VCA Completion
1	Times Square	S	Manhattan	November 2008**
2	68 Street	6	Manhattan	November 2013**
3	59 Street	N, R	Brooklyn	November 2016**
4	Gun Hill Road	5	Bronx	July 2020
5	Chambers Street	J, Z	Manhattan	July 2020
6	Greenpoint Avenue	G	Brooklyn	July 2020
7	Rockaway Parkway	L	Brooklyn	July 2020
8	Astoria Boulevard	N, W	Queens	July 2020
9	Brooklyn Museum	2, 3	Brooklyn	July 2020
10	Bedford Park Boulevard	B, D	Bronx	Jul 2020

**Forecast construction award date changed; see summary (next page) of revised forecast construction award date for Key station.

Station	VCA Date	Award Date	Comments
Times Square (S)	Nov. 2008	6/30/18 (F)	Design was completed in 2006. Design consisted of major track re-alignment to eliminate the platform gaps and substantial other improvements to make the station ADA compliant in all other respects. Total project costs far exceeded the funding allocated for the project scope. Because funding at this level is not currently available the project has been delayed.
68 Street (6)	Nov. 2013	8/31/18 (F)	Project has been delayed because of unresolved real estate issues with property owners in the vicinity, which are required to be resolved before the award of the project.
57 Street (N, Q, R)	Nov. 2013	12/29/17 (A)	Due to the fact that the project design (which includes two new mezzanine to platform elevators, an expanded mezzanine and planned circulation improvements) has a high degree of complexity, and has encountered a variety of other challenges including additional utility work, asbestos abatement work, limited space in the existing conditions of the subsurface area and the need to negotiate with a separate developer at the site, the project has been delayed. In addition, the location of the accessible entrance has been switched from 57th Street to 55th Street.
Lefferts Blvd (A)	Nov. 2014	5/6/14 (A)	For efficiency purposes various future Key stations which were forecasted to be completed July 2020 were completed ahead of schedule; this caused the award date of this station to be delayed.
59 Street (N, R)	Nov. 2016	7/30/18 (F)	The project has been delayed because work must be completed simultaneous with ongoing major structural column work (column replacement) on the Fourth Avenue Line, which will impact the street level above requiring a request for future temporary lane closures at the street level as well.

II. BUSES

Wheelchair Accessibility

The bus fleet, which has nearly 6,000 buses, is 100% accessible with wheelchair lifts, securement devices, public address systems, required priority seating signage and kneeling features. From January through December 2017, there were 1,519,206 customers used the wheelchair lift to access New York City Transit buses compared to January through December 2016 updated figures of 1,575,440; this is a decrease of 3.6%.

III. TRANSITION PLAN FOR FACILITIES

ADA requires public agencies to develop a Transition Plan to ensure that appropriate measures are taken toward the implementation of the law. As required by ADA, the plan was completed in 1992. Minor modifications that were readily achievable were completed on schedule by January 26, 1995.

IV. SELF-EVALUATION PLAN

ADA requires an internal assessment and modifications, where needed, of existing policies, practices and procedures to ensure non-discrimination on the basis of disability. Policy instructions on reasonable accommodations, grievance procedures and provision of accessible service have been issued. Monitoring and review is ongoing to ensure that programs, practices and procedures are in compliance with ADA.

V. OVERSIGHT

The New York City Transit ADA Compliance Coordination Committee (CCC) established in June 1992, ensures appropriate agency-wide coordination and implementation of the ADA requirements. This committee, comprised of representatives from all departments in New York City Transit, meets regularly to discuss implementation strategies and policies, and to address ADA related issues.

VI. OUTREACH

New York City Transit frequently meets with people from the disability community to ensure involvement and input in planning for improved accessible transportation and barrier removal efforts throughout the agency. Annual reports are sent to the Mayor's Office of the City of New York on the status of the ADA compliance within New York City Transit. Representatives from the disability community participate in the meetings of the ADA Compliance Coordination Committee (CCC). The last CCC meeting was held on November 3, 2017. In addition, meetings of the Paratransit Development Committee (PDC) are held with representatives of the disability community to seek input in the planning and implementation of Access-A-Ride, the Paratransit service.

The Office of ADA Compliance participates in outreach throughout the New York City and regional areas by way of workshops, seminars and information fairs. At these functions, information regarding programs and features of NYC Transit are communicated to people with disabilities and senior citizens.

VII. TRAINING

In keeping with ADA requirements to train personnel to “proficiency” in their roles, in 2005 the Office of ADA Compliance partnered with the Department of Subways to administer the ADA Sensitivity Training Course. In addition, all Bus Operators have received ADA training on announcements, priority seating, kneeling features and sensitivity with respect to differences among disabilities. Bus Operators returning from long term absences also receive ADA refresher training. The training reinforces the importance of meeting ADA service requirements. Agency-wide, a total of 15,988 employees, who provide direct service to customers, received ADA training or refresher training in 2017.

VIII. DETECTABLE EDGE WARNING STRIPS

ADA requires the installation of platform edge warning strips when Key Stations are rehabilitated. New York City Transit has adopted a policy requiring the installation of ADA-specified platform edge warning strips during rehabilitation of all Key and Non-Key Stations. At the end of 2017, a total of 322 stations have had ADA-specified platform edge warning strips installed.

IX. SIGNAGE

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

X. COMMUNICATION

The ADA requires bus stop announcements at intermodal transfer points, major intersections, terminal arrivals, points of interest and for any requested stop. New buses are equipped with the speakeasy hands-free microphones, which allow for hands-free bus stop announcements as well as automatic announcements of bus routes.

The ADA requires that, when public address systems are provided to convey information to the public, a means of conveying the same information to people who have a hearing disability shall be provided. Under the Public Address Customer Information Screens (PA/CIS) Program, text information accompanied by audio messages is provided. As of the end of 2017, 1717 PA/CIS units were installed in 255 stations. The MetroCard Vending Machines (MVM) feature both visual text and audible information. Additionally, Help Points units are intercoms which customers can use to reach NYC Transit personnel in case of emergency or to request information. As of the end of 2017, Help Points were installed in 424 stations. Furthermore, for all customer information, alternative formats are made available upon request; e.g. Braille or large print.

XI. MAINTENANCE OF ACCESSIBILITY FEATURES

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

In 2001, New York City Transit implemented an inspection program geared toward Key and Non-Key stations that are accessible. One of the goals of the program is to ensure that accessibility features and equipment are maintained in proper operating condition. From

January through December 2017, there were 85 Key Station inspections performed and 436 deficiencies were found and referred for action. In 2017, there were 301 deficiencies that have been corrected, which includes deficiencies pending from prior years.

XII. PARATRANSIT

Reports on Paratransit operations are covered in separate monthly reports included in New York City Transit Committee Agendas.

2017 ACHIEVEMENTS

- New York City Transit (NYCT) has met the deadline to complete two-thirds of the Key Stations set forth in the Key Station Plan to make 67 of the 100 Key Stations to be made compliant by the year 2010. Therefore, NYCT is in compliance with our Voluntary Compliance Agreement with the Federal Transit Administration (FTA). In fact, NYCT's completed Key Station count is 86 stations as of December 2017.
- In an effort to work more closely with the disability community and listen to their needs and concerns, the Office of ADA Compliance held two Compliance Coordination Committee (CCC) Meetings in 2017 featuring topics of interest that directly impacted the disability community. On June 14th the meeting's featured topic was "Second Avenue Subway" which was presented by the Office of ADA Compliance. Second Avenue train line was newly constructed and all three new stations on the line are ADA accessible. In addition, on November 3rd, the meeting's featured topic was "Paratransit – The Way Forward." The Vice President of the Paratransit Division presented on the current way processes are used to transport Access-A-Ride customers to and from their destinations. The presentation went on to show how new technology and new procedures will greatly improve the customer experience in the near future.
- In 2017, the ADA Office attended 5 outreach events where ADA discussions were held and various materials were disseminated, which included Accessible Stations Pocket Guides and Subway Maps for Customers with Disabilities.
- The Office of ADA Compliance partnered with the Department of Subways to administer ADA sensitivity training. In 2017, there were 2,850 Department of Subways employees trained. In its ten year existence, a total of 13,864 employees from this department were trained.
- In 2017, there were 8 people trained in the Subway Track Education Program (STEP). This includes people with visual impairments/blind, orientation and mobility specialists, and family members. A total of 748 customers have been trained since 1995.



Standard Follow-Up Reports: December 2017 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. By providing the Department of Subways with an internal diagnostic tool of the environments in stations and on subway cars, this report can lead to actions to improve areas of concern.

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.

The PES is reported on a semi-annual basis. It includes a summary of all indicators (subway car, station, Staten Island Railway (SIR) cars and SIR stations). The results for all PES indicators for second half 2017 and the previous three half-year periods are presented on the following pages, along with graphical results for litter and cleanliness indicators for each environment.

The Subway PES measures the environment of subway cars and stations from a customer-oriented perspective. It includes 52 indicators: 17 for subway cars, 14 for stations, 16 for SIR cars and five for SIR stations.

Of the 52 indicators, 41 indicators remained statistically unchanged, 10 indicators showed an improvement while one declined when comparing Second Half 2017 and Second Half 2016. For those PES indicators that rate Subway Car or Station environments as "None," "Light," "Moderate" and "Heavy," the indicator changes combine the "None" and "Light" ratings.

Peter G. Cafiero
Chief, Operations Planning

Significant Indicator Improvements/Declines

Of the 54 PES indicators, 41 indicators remained unchanged, 10 indicators showed an improvement while 1 declined when comparing Second Half 2017 and Second Half 2016

IMPROVEMENTS

	2017 2nd Half	2016 2nd Half	Net Change
Subway Cars			
Subway Cars with No Interior Graffiti	97%	94%	3%

Stations

Litter Conditions in Stations (% none and light) included Trackbed	79%	63%	16%
Floor and Seat Cleanliness Conditions in Stations (% none and light)	88%	79%	9%
Stations with Legible/Correct System Maps	76%	72%	4%
Litter Conditions in Stations (% none and light) without Trackbed	89%	76%	13%

SIR Cars

Litter Conditions in SIR Cars At Terminal (% none and light)	100%	92%	8%
Floor and Seat Cleanliness Conditions in SIR Cars At Terminal (% none and light)	100%	93%	7%
SIR Cars with No Scratchited Windows	100%	93%	7%
Climate Conditions in SIR Cars	97%	88%	9%

SIR Stations

Floor and Seat Cleanliness Conditions in SIR Stations (% none and light)	85%	67%	18%
Graffiti Conditions in SIR Stations (% none and light)	100%	89%	11%
Litter Conditions in SIR Stations (% none and light) without Trackbed	76%	66%	10%

DECLINES

	2017 2nd Half	2016 2nd Half	Net Change
Stations			
Station Control Areas with a Correct Subway Map Available	90%	95%	-5%

Passenger Environment Survey

Subway Car Results

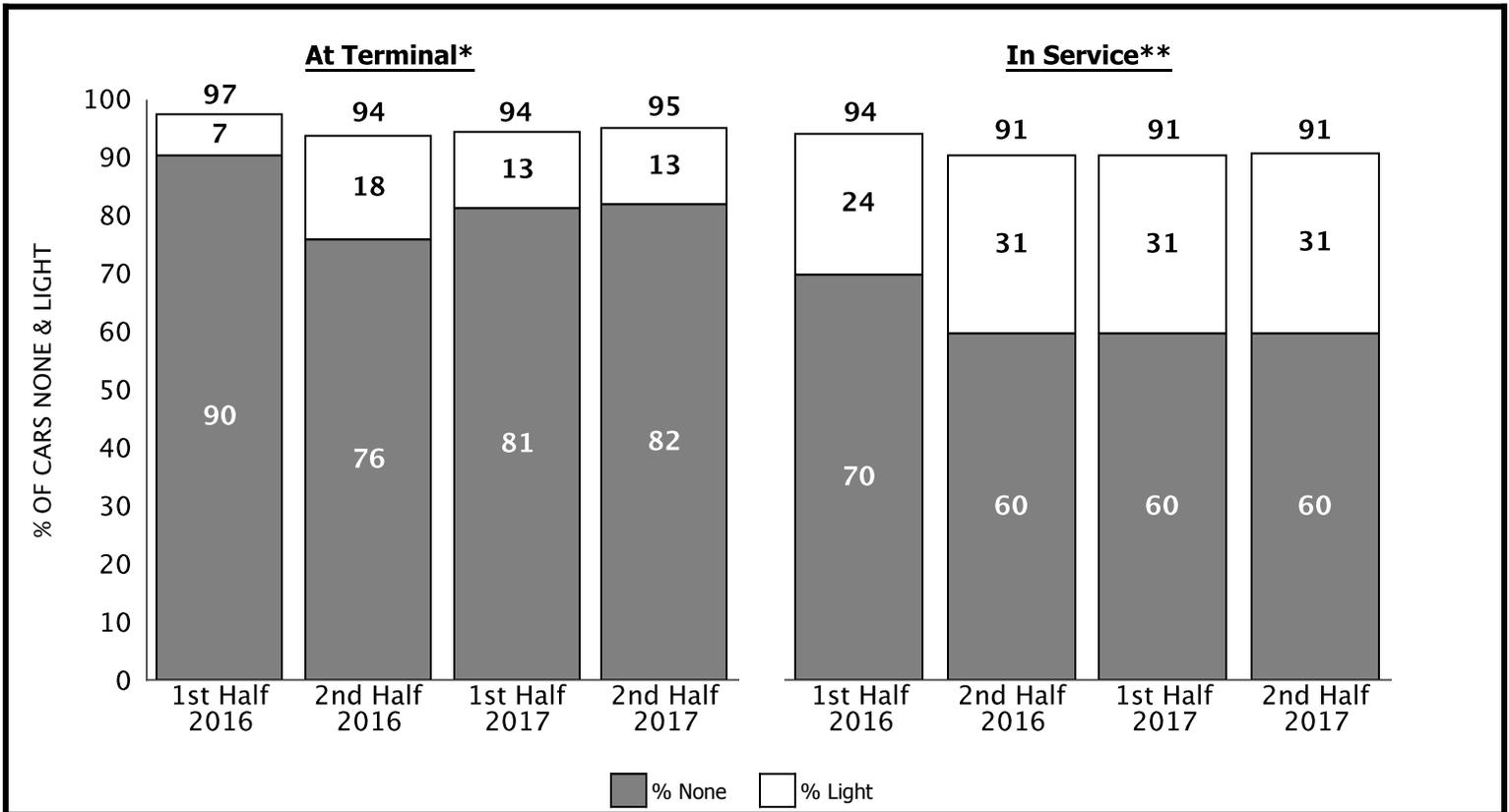
The Subway Car PES consists of 17 indicators. Of the 17 indicators, 16 remained statistically unchanged while 1 showed an increase and 0 declined when comparing the Second Half 2017 to the Second Half 2016. The table below depicts the results for the Second Half 2017 and the previous three half year 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		2016		2016		2017		2017	
		1st Half		2nd Half		1st Half		2nd Half	
		at terminal	in service						
Litter Conditions in Cars <i>Presence of Litter</i> <i>See Chart 1</i>	% None	90	70	76	60	81	60	82	60
	% Light	7	24	18	31	13	31	13	31
	% Moderate	0	0	0	1	0	0	0	0
	% Heavy	2	6	6	9	5	9	5	9
Cleanliness of Car Floors and Seats <i>Degree of Dirtiness</i> <i>See Chart 2</i>	% None	95	86	86	79	90	79	91	81
	% Light	2	8	8	12	4	11	4	8
	% Moderate	1	1	0	1	0	0	1	2
	% Heavy	2	6	6	9	6	10	5	10
	% Cars with No Interior Graffiti	98		94		96		97	
	% Cars with No Exterior Graffiti	99		98		98		98	
	% Cars with No Graffiti Windows	99		99		99		99	
	% Cars with No Scratchited Windows	90		89		82		87	
	% Cars with No Clouded Windows	97		98		99		97	
	% Cars with No Broken or Cracked Windows	100		99		100		100	
Customer Information									
	% Cars with All System Maps Correct/Legible	97		98		97		96	
	% Cars with All Signage Correct	97		98		97		99	
	% Cars with Public Address Announcements	91		89		89		90	
	<i>Automated Announcements</i>	99		99		98		99	
	<i>Conductor Announcements</i>	81		77		78		80	
Functioning Equipment									
	% Cars with No Broken Door Panels	100		99		99		100	
	% Lighting Conditions in Cars ¹	99		99		99		99	
	% Climate Control Conditions in Cars ²	98		95		98		95	
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.

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;

None - heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2017 Annual Goals: (% none & light) At Terminal: 98.0% In Service: N/A

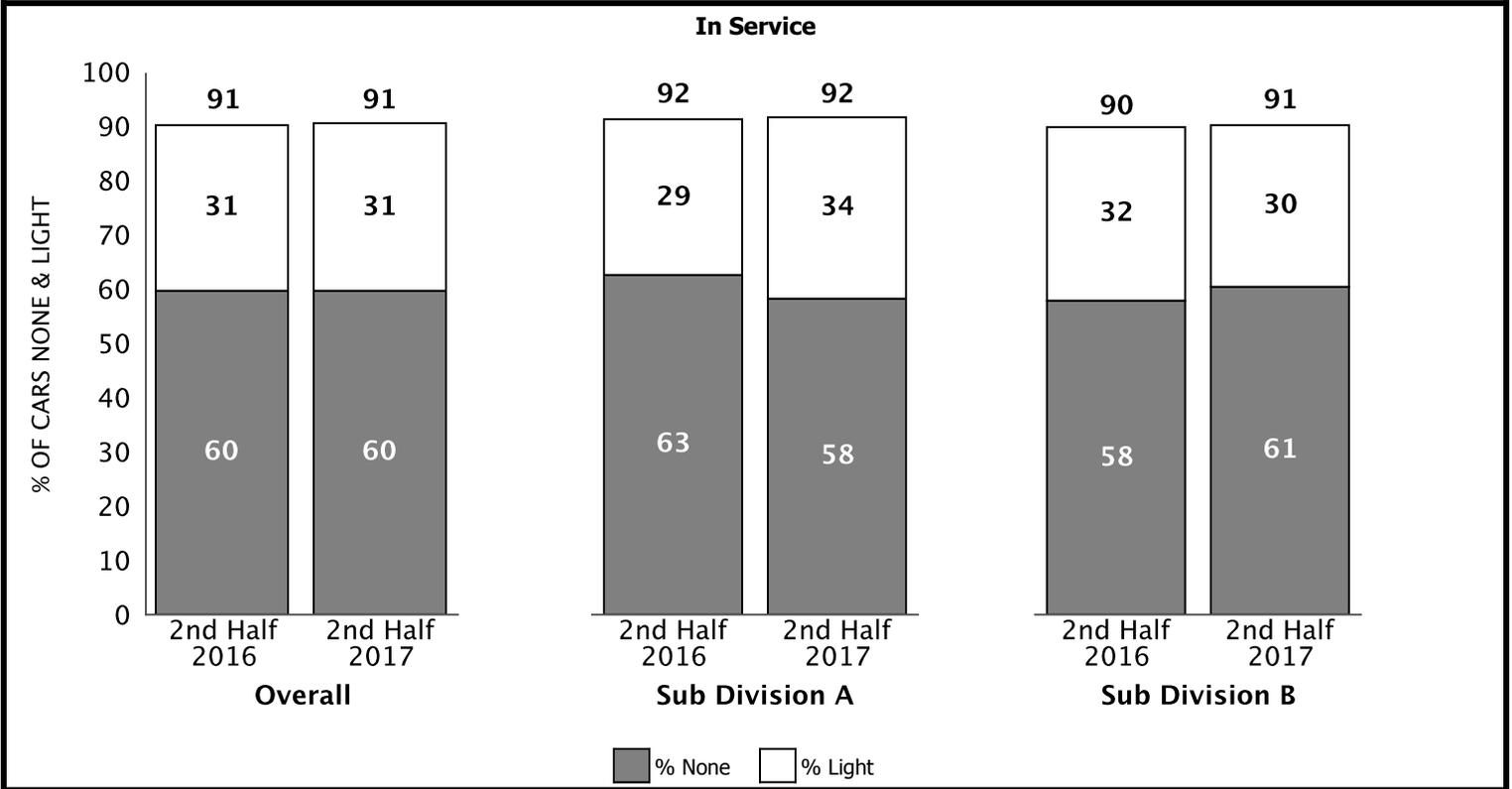
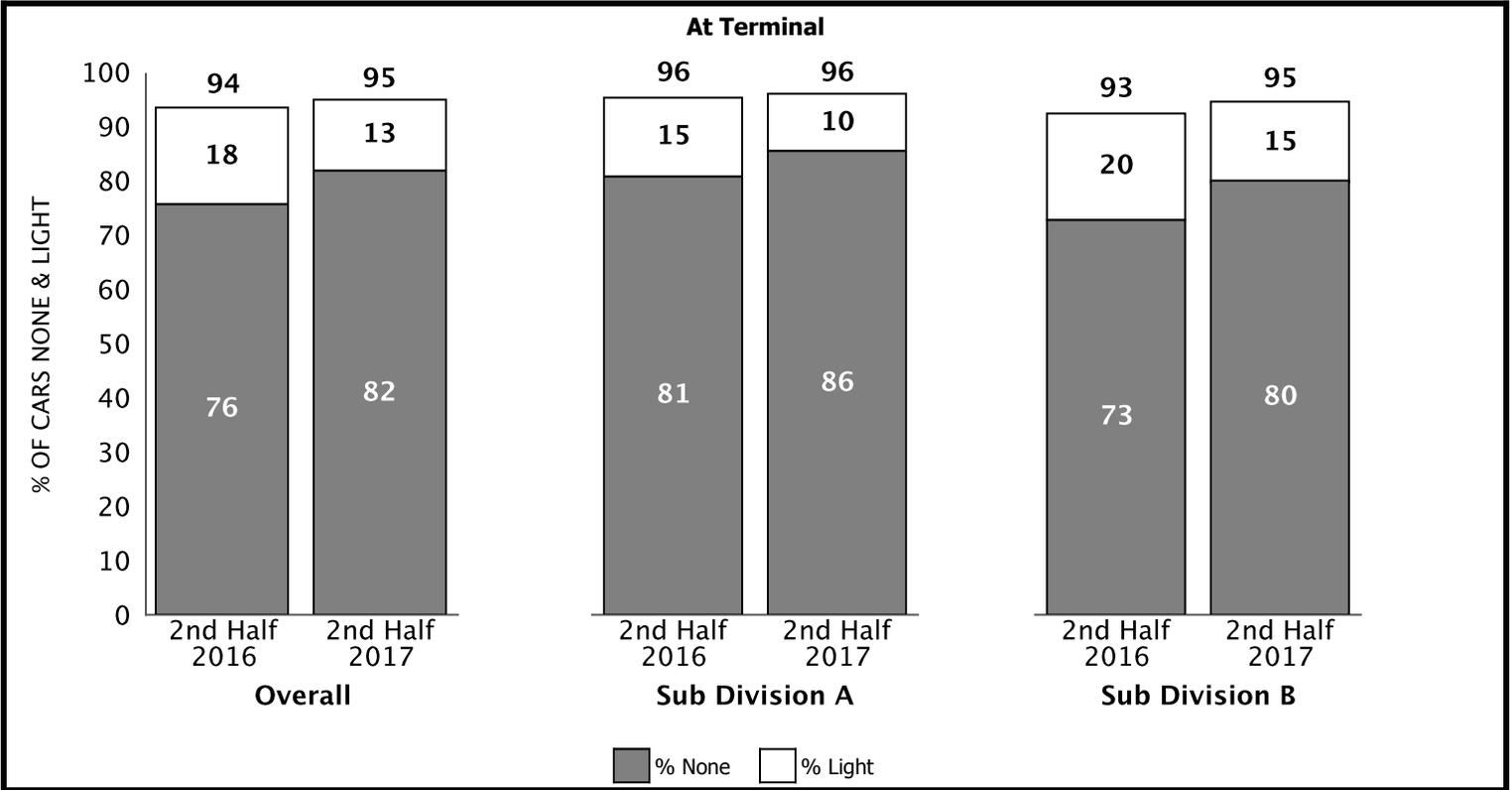
Semi-Annual Results

	At Terminal				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
2nd Half 2017	82%	13%	0%	5%	60%	31%	0%	9%
1st Half 2017	81%	13%	0%	5%	60%	31%	0%	9%
2nd Half 2016	76%	18%	0%	6%	60%	31%	1%	9%
1st Half 2016	90%	7%	0%	2%	70%	24%	0%	6%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2017 vs. 2nd Half 2016: Both the "At Terminal" results (1%) and the "In Service" results (0%) were statistically unchanged.

**Passenger Environment Survey
Subway Car Litter Conditions by Group**



Groups: ① ② ③ ④ ⑤ ⑥ ⑦ ⑧ -42nd Street
 ① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ -Franklin

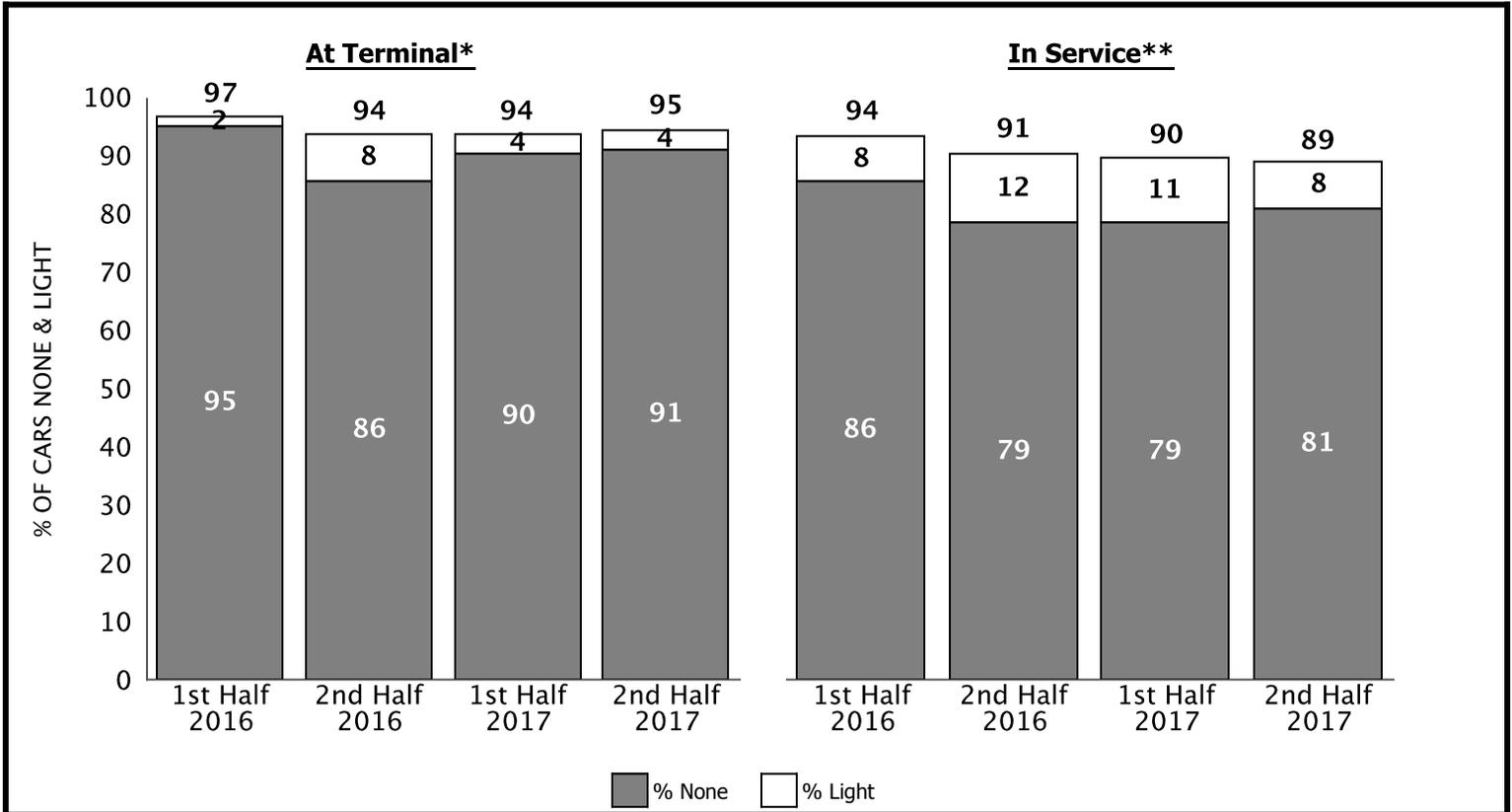
**Passenger Environment Survey
Subway Car Litter Conditions by Line
% None and Light**

<u>Line</u>	<u>at terminal*</u>		<u>in service</u>	
	<u>2nd Half 2016</u>	<u>2nd Half 2017</u>	<u>2nd Half 2016</u>	<u>2nd Half 2017</u>
①	95%	98%	95%	97%
②	93%	92%	84%	87%
③	97%	94%	93%	89%
④	96%	95%	92%	91%
⑤	93%	96%	88%	92%
⑥	96%	99%	94%	90%
⑦	98%	98%	93%	95%
⑤ 42nd St.	-	-	96%	99%
Sub Division A	96%	96%	91%	92%
Ⓐ	92%	93%	96%	89%
Ⓑ	91%	97%	85%	87%
Ⓒ	92%	98%	90%	94%
Ⓓ	93%	93%	87%	87%
Ⓔ	95%	98%	91%	94%
Ⓕ	89%	90%	87%	86%
⑤ Fkln	-	-	90%	91%
Ⓖ	91%	99%	94%	95%
Ⓙ	90%	97%	88%	90%
Ⓚ	94%	91%	93%	93%
Ⓛ	96%	91%	94%	83%
Ⓝ	95%	94%	85%	95%
Ⓞ	94%	97%	90%	94%
Ⓡ	90%	95%	91%	93%
Ⓜ	96%	90%	94%	86%
Sub Division B	93%	95%	90%	90%

Note: Changes of 6.0% or more by line are considered statistically significant.

* at terminal - with cleaners present

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;

None - heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

2017 Annual Goals: (% none & light) At Terminal: 98.0% In Service: N/A

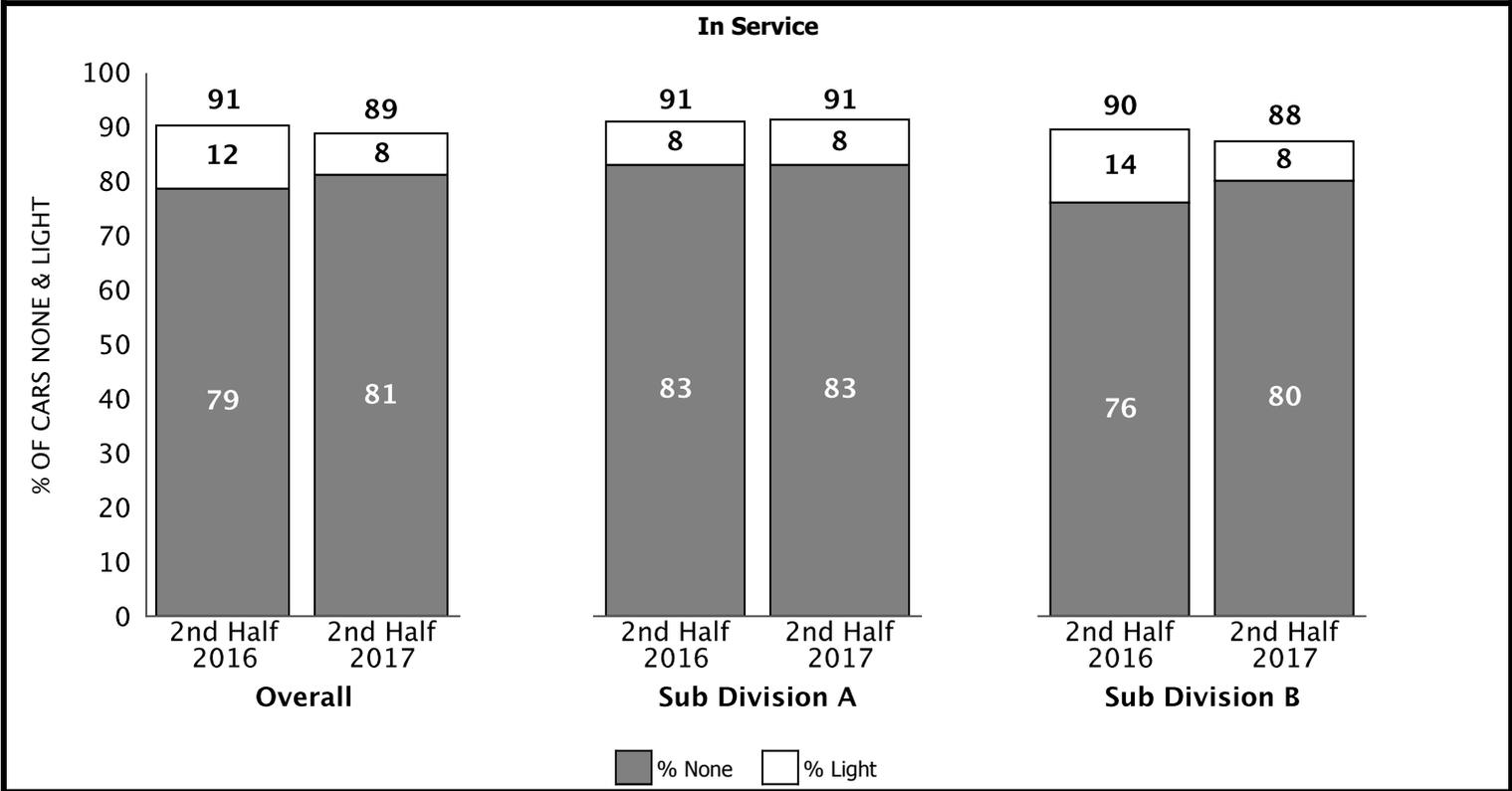
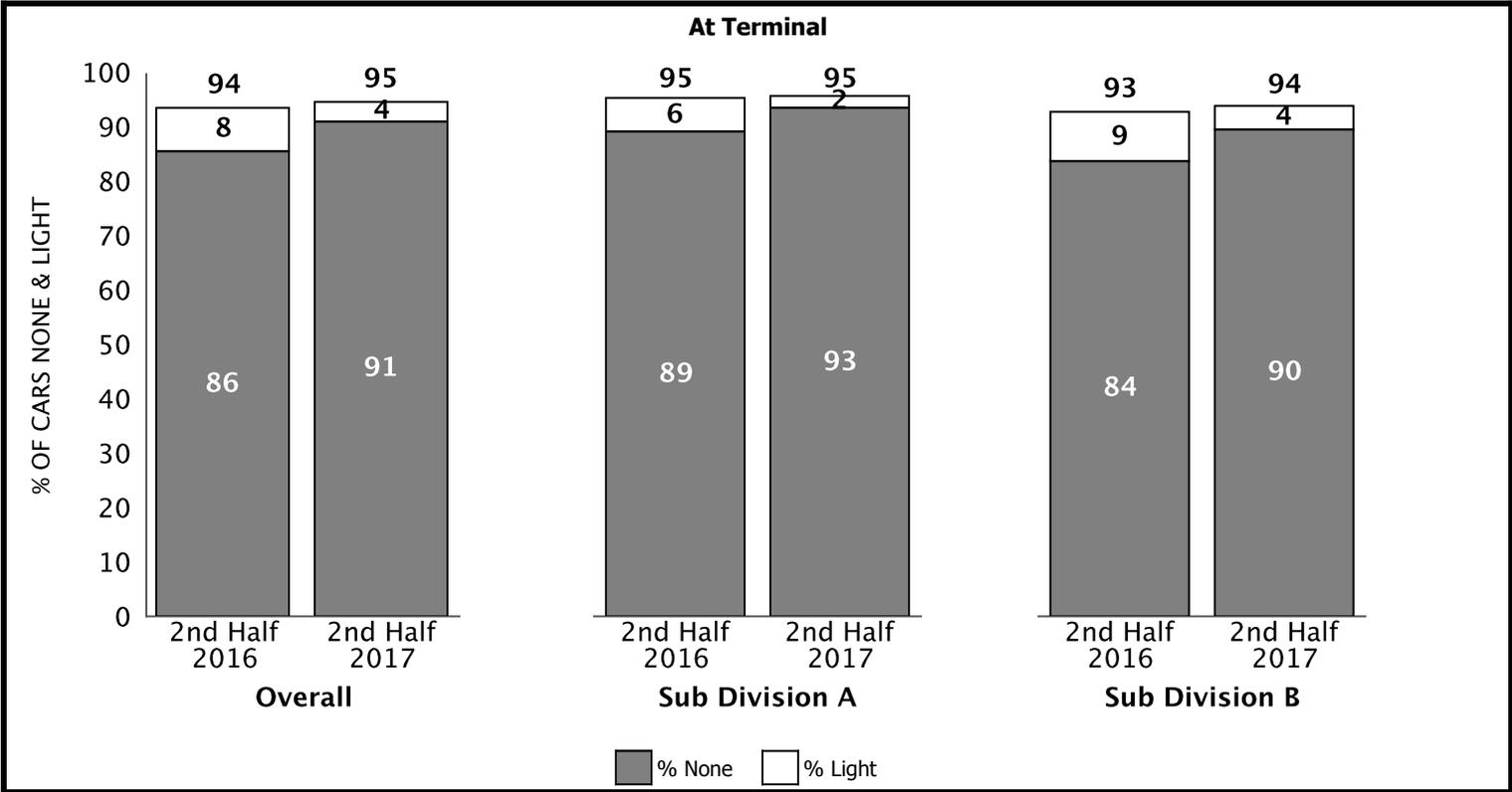
Semi-Annual Results

	At Terminal				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2017	91%	4%	1%	5%	81%	8%	2%	10%
1st Half 2017	90%	4%	0%	6%	79%	11%	0%	10%
2nd Half 2016	86%	8%	0%	6%	79%	12%	1%	9%
1st Half 2016	95%	2%	1%	2%	86%	8%	1%	6%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2017 vs. 2nd Half 2016: Both the "At Terminal" results (1%) and the "In Service" results (-1%) were statistically unchanged.

Passenger Environment Survey
 Subway Car Cleanliness Conditions by Group



Groups: ① ② ③ ④ ⑤ ⑥ ⑦ ⑧ -42nd Street
 ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ -Franklin

**Passenger Environment Survey
Subway Car Cleanliness Conditions by Line
% None and Light**

Line	at terminal*		in service	
	2nd Half 2016	2nd Half 2017	2nd Half 2016	2nd Half 2017
1	96%	98%	94%	97%
2	94%	92%	85%	87%
3	97%	95%	93%	89%
4	96%	95%	92%	91%
5	92%	96%	87%	90%
6	96%	98%	94%	89%
7	98%	98%	92%	94%
S 42nd St.	-	-	96%	99%
Sub Division A	95%	96%	91%	91%
A	93%	92%	94%	84%
B	91%	97%	85%	87%
C	94%	98%	91%	94%
D	94%	94%	86%	87%
E	95%	97%	90%	94%
F	90%	89%	86%	85%
S Fkln	-	-	90%	94%
G	93%	99%	95%	94%
J Z	91%	94%	87%	82%
L	92%	88%	92%	93%
M	96%	90%	94%	71%
N	95%	94%	86%	94%
O	94%	97%	89%	93%
R	87%	94%	90%	87%
W	95%	90%	95%	85%
Sub Division B	93%	94%	90%	88%

Note: Changes of 6.0% or more by line are considered statistically significant.

* at terminal - with cleaners present

Passenger Environment Survey

Stations Results

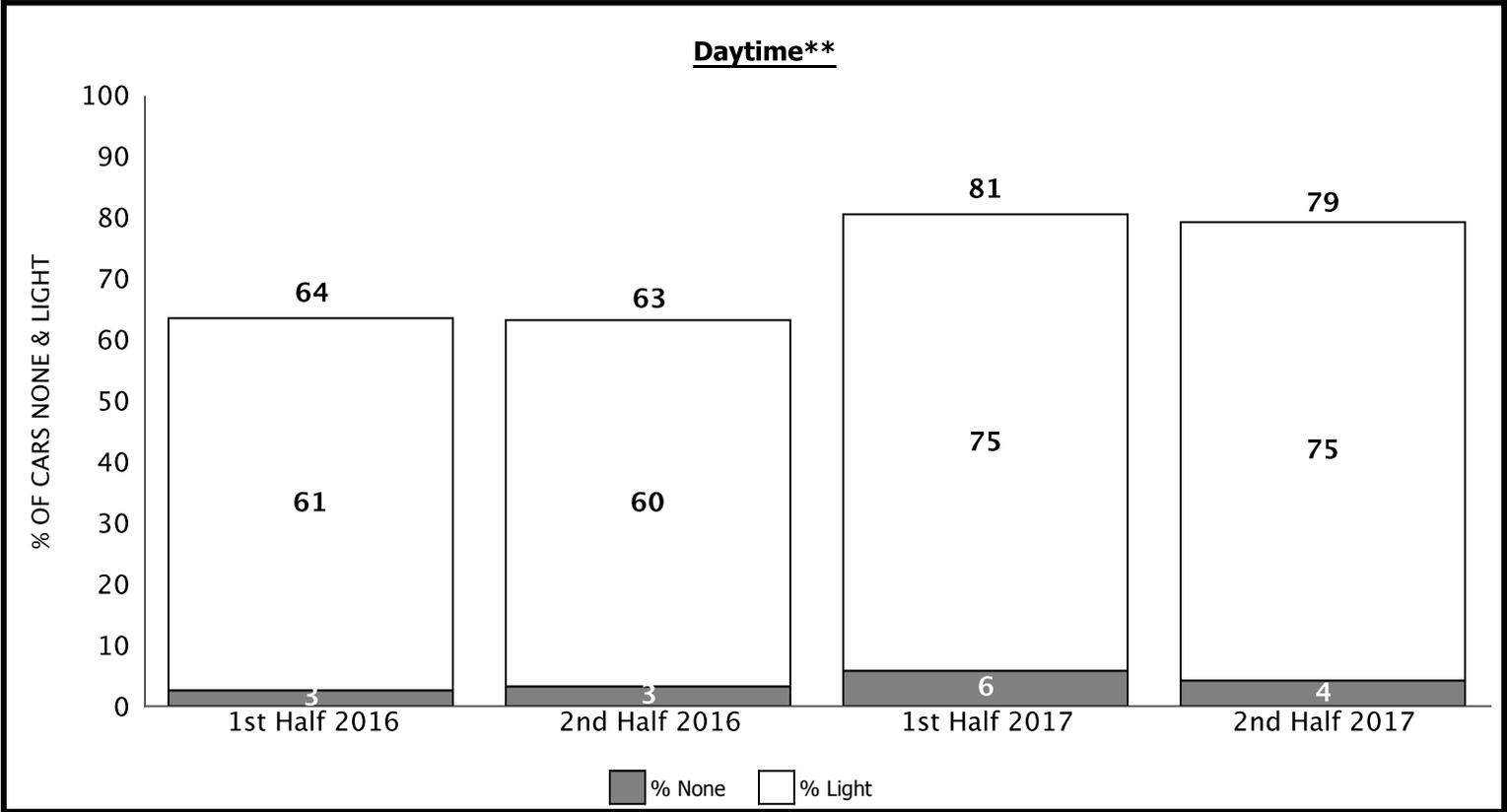
The Stations PES consists of 14 indicators. Of the 14 indicators, 10 remained statistically unchanged while 3 showed an increase and 1 declined when comparing the Second Half 2017 to the Second Half 2016. The table below depicts the results for the Second Half 2017 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

			2016		2017	
			1st Half	2nd Half	1st Half	2nd Half
			Daytime	Daytime	Daytime	Daytime
Cleanliness and Appearance						
Litter Conditions in Stations <i>Presence of Litter</i> <i>See Chart 3</i>	<i>Include Trackbed Component</i>	% None	3	3	6	4
		% Light	61	60	75	75
		% Moderate	33	32	19	20
		% Heavy	4	4	1	0
	<i>Measured without Trackbed component</i>	% None	29	30	25	25
		% Light	49	46	65	64
		% Moderate	19	20	9	10
		% Heavy	3	4	1	0
Floor and Seat Cleanliness Conditions in Stations <i>Degree of Dirtiness</i> <i>See Chart 5</i>		% None	45	45	51	33
		% Light	36	34	41	55
		% Moderate	17	18	8	12
		% Heavy	2	3	1	0
Graffiti Conditions in Stations <i>Presence of Graffiti</i>		% None	77	88	99	89
		% Light	20	12	1	9
		% Moderate	2	0	1	2
		% Heavy	0	0	0	0
Customer Information						
% Stations with Legible/Correct System Maps			73	72	73	76
% Stations with Correct Passenger Information Center (PIC)			98	98	99	99
% Station Control Areas with Correct Subway Map Available			96	95	84	90
Functioning Equipment						
% Stations with Functional Annunciator (where applicable)			97	98	96	99
% Escalators/Elevators in Operation			98	99	99	99
% Station Control Areas with Working Booth Microphone			100	99	98	100
% Trash Receptacles Usable in Stations			100	100	100	100
% Working Turnstiles in Stations			99	99	99	99
% Working MetroCard Vending Machines			99	99	99	99
Operation						
% Station Agents in Proper Uniform			100	100	100	100
% Station Agents Properly Displaying Badges			98	96	97	97

Daytime - Surveyed after heavy passenger utilization (post-AM Peak).

Passenger Environment Survey

Litter Conditions in Stations* (includes Trackbed)



* Includes **all** components of station: mexxanine, passageway, stairway, platform and trackbed.

** Measured after heavy passenger utilization (post AM Peak).

Definition

Litter Conditions in Cars (Presence of Litter)

None - basically litter free;

Light - scattered dry litter;

Moderate - noticeable assortment of dry litter;

None - heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2017 Annual Goals: (% none & light) At Terminal: N/A In Service: N/A

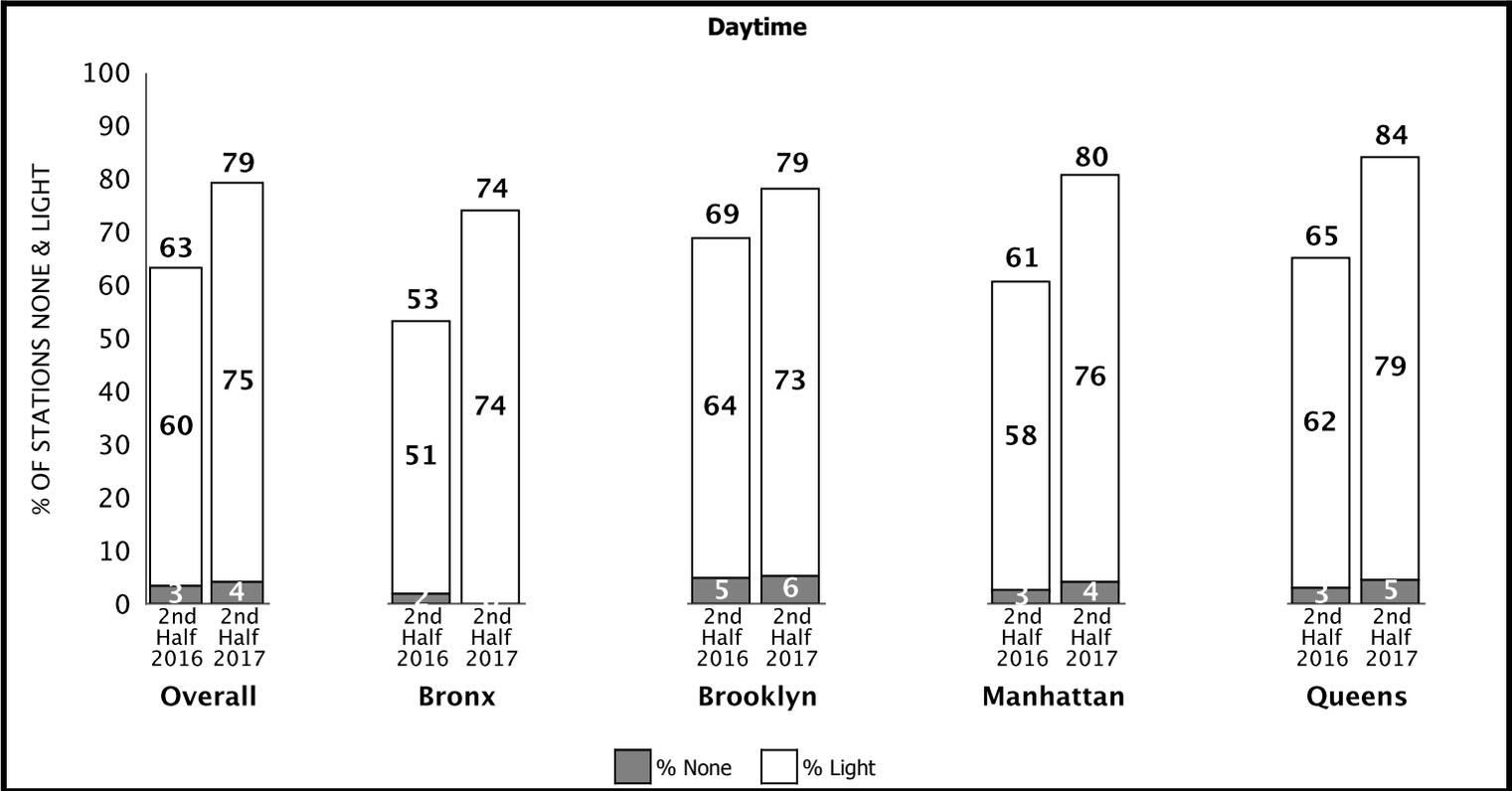
Semi-Annual Results

	Daytime			
	None	Light	Mod.	Heavy
2nd Half 2017	4%	75%	20%	0%
1st Half 2017	6%	75%	19%	1%
2nd Half 2016	3%	60%	32%	4%
1st Half 2016	3%	61%	33%	4%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2017 vs. 2nd Half 2016: The "Daytime" results (16%) showed a statistically significant increase.

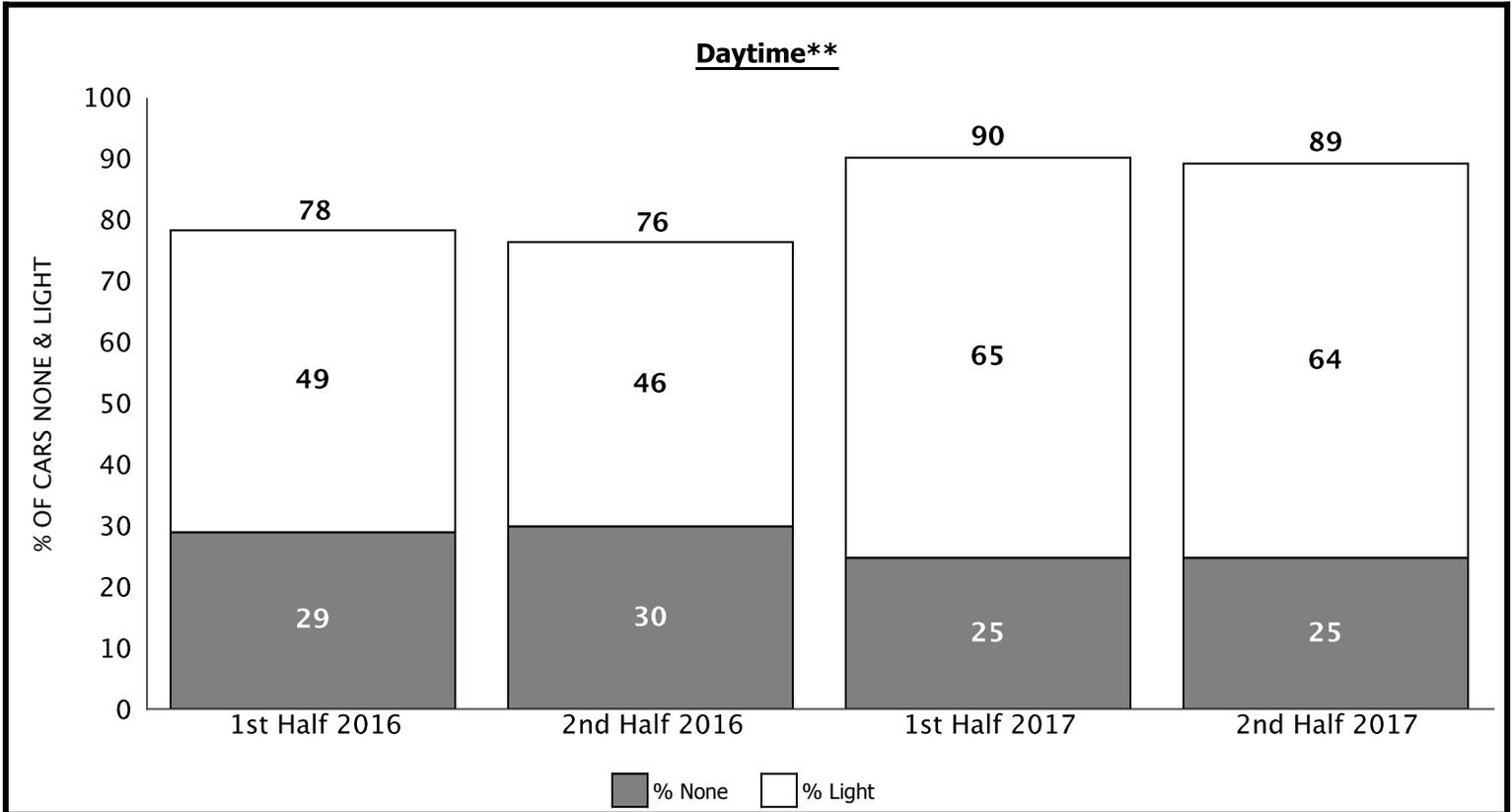
Passenger Environment Survey
Litter Conditions by Borough* (includes Trackbed)



* Includes **all** components of station: mezzanine, passageway, stairway, platform and trackbed.

Passenger Environment Survey

Litter Conditions in Stations* (without Trackbed)



* Includes **all** components of station: mexxanine, passageway, stairway, platform and trackbed.

** Measured after heavy passenger utilization (post AM Peak).

Definition

Litter Conditions in Cars (Presence of Litter)

None - basically litter free;

Light - scattered dry litter;

Moderate - noticeable assortment of dry litter;

None - heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2017 Annual Goals: (% none & light) At Terminal: 87.0% In Service: 81.0%

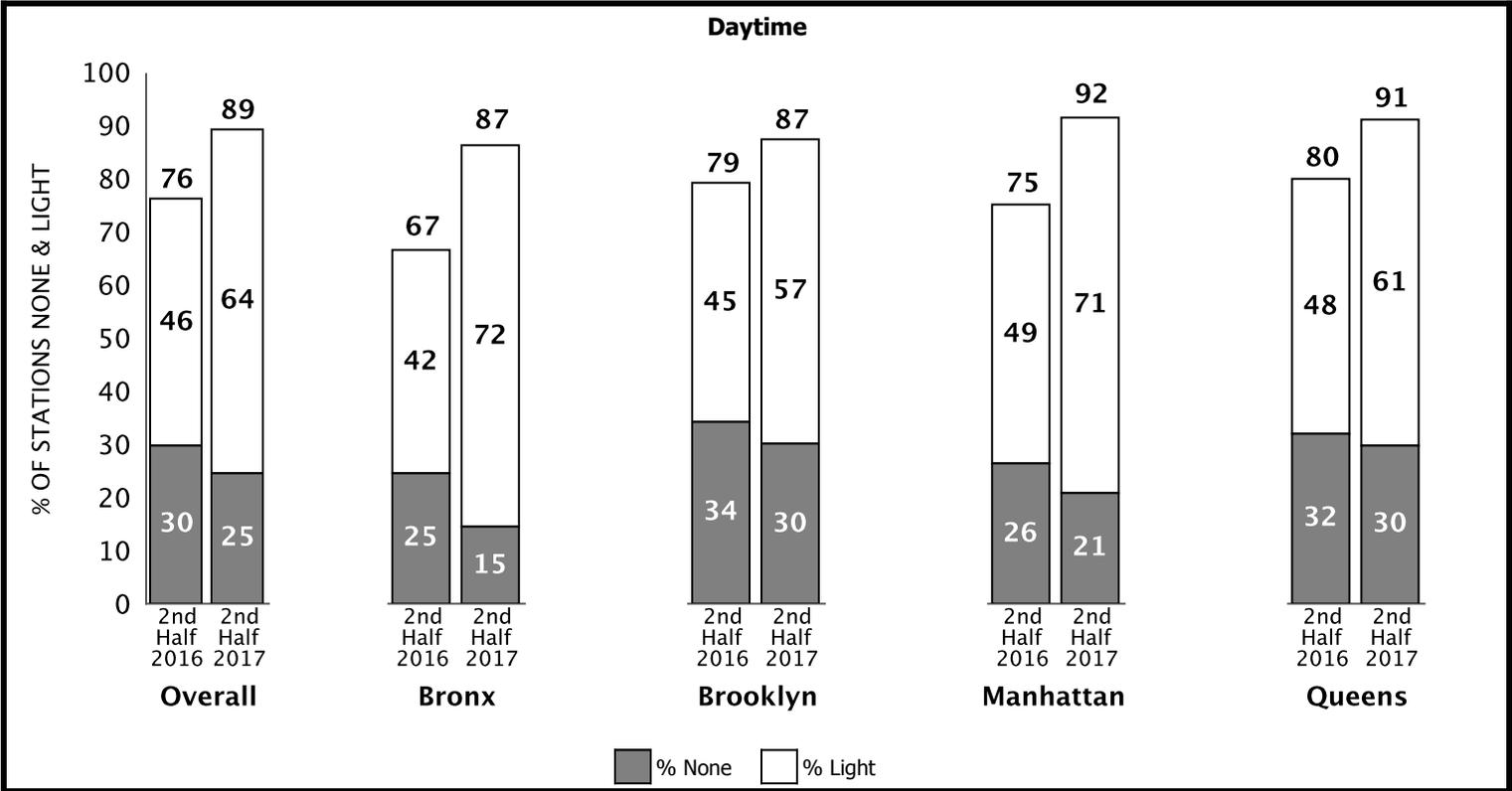
Semi-Annual Results

	Daytime			
	None	Light	Mod.	Heavy
2nd Half 2017	25%	64%	10%	0%
1st Half 2017	25%	65%	9%	1%
2nd Half 2016	30%	46%	20%	4%
1st Half 2016	29%	49%	19%	3%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

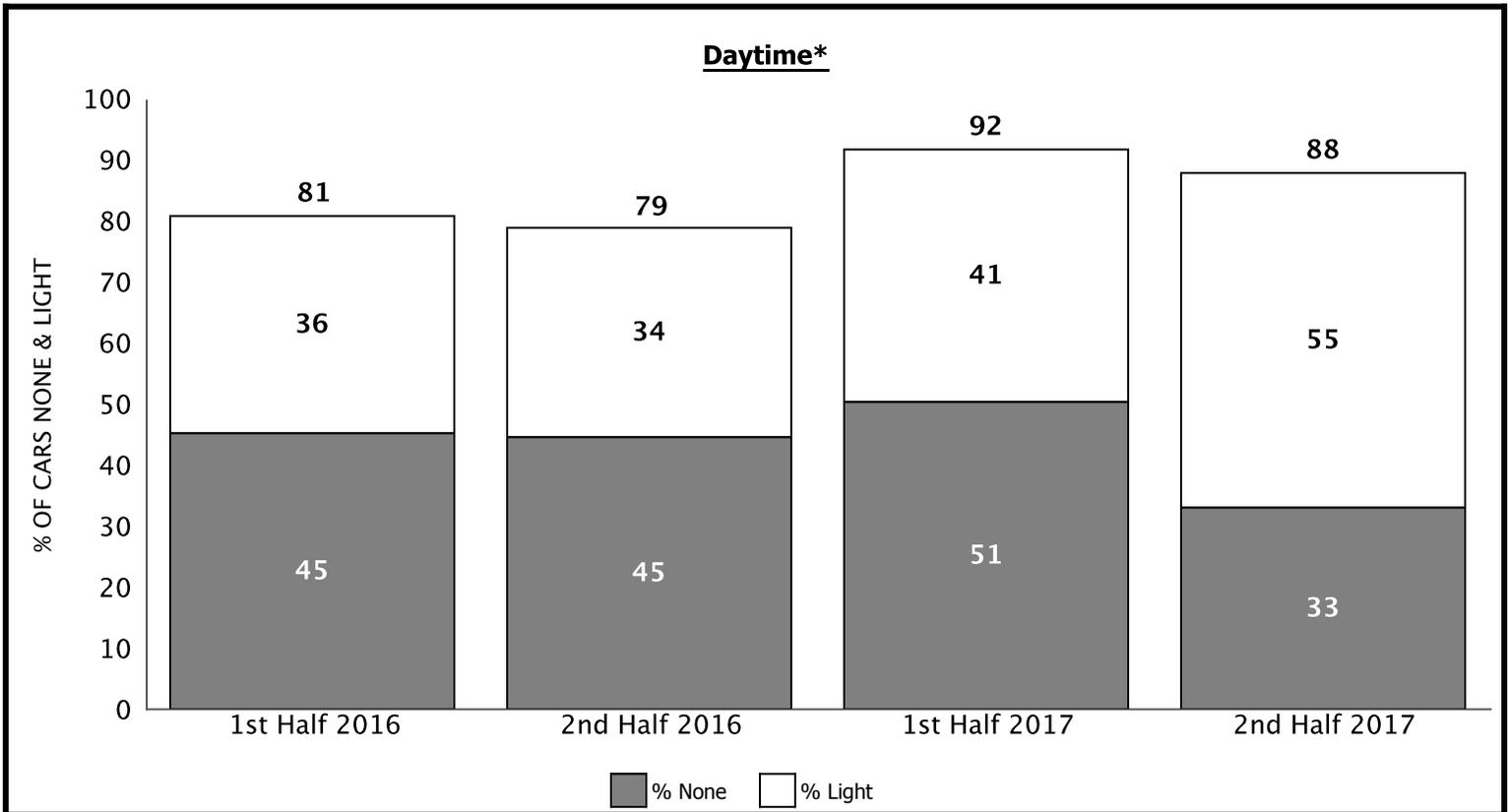
2nd Half 2017 vs. 2nd Half 2016: The "Daytime" results (13%) showed a statistically significant increase.

Passenger Environment Survey
Litter Conditions by Borough* (without Trackbed)



* Includes **all** components of station: mezzanine, passageway, stairway, platform and trackbed.

Passenger Environment Survey
Cleanliness Conditions in Stations



* Measured after heavy passenger utilization (post AM Peak).

Definition

Cleanliness of Station 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;

None - heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

2017 Annual Goals: (% none & light) At Terminal: 87.0% In Service: 81.0%

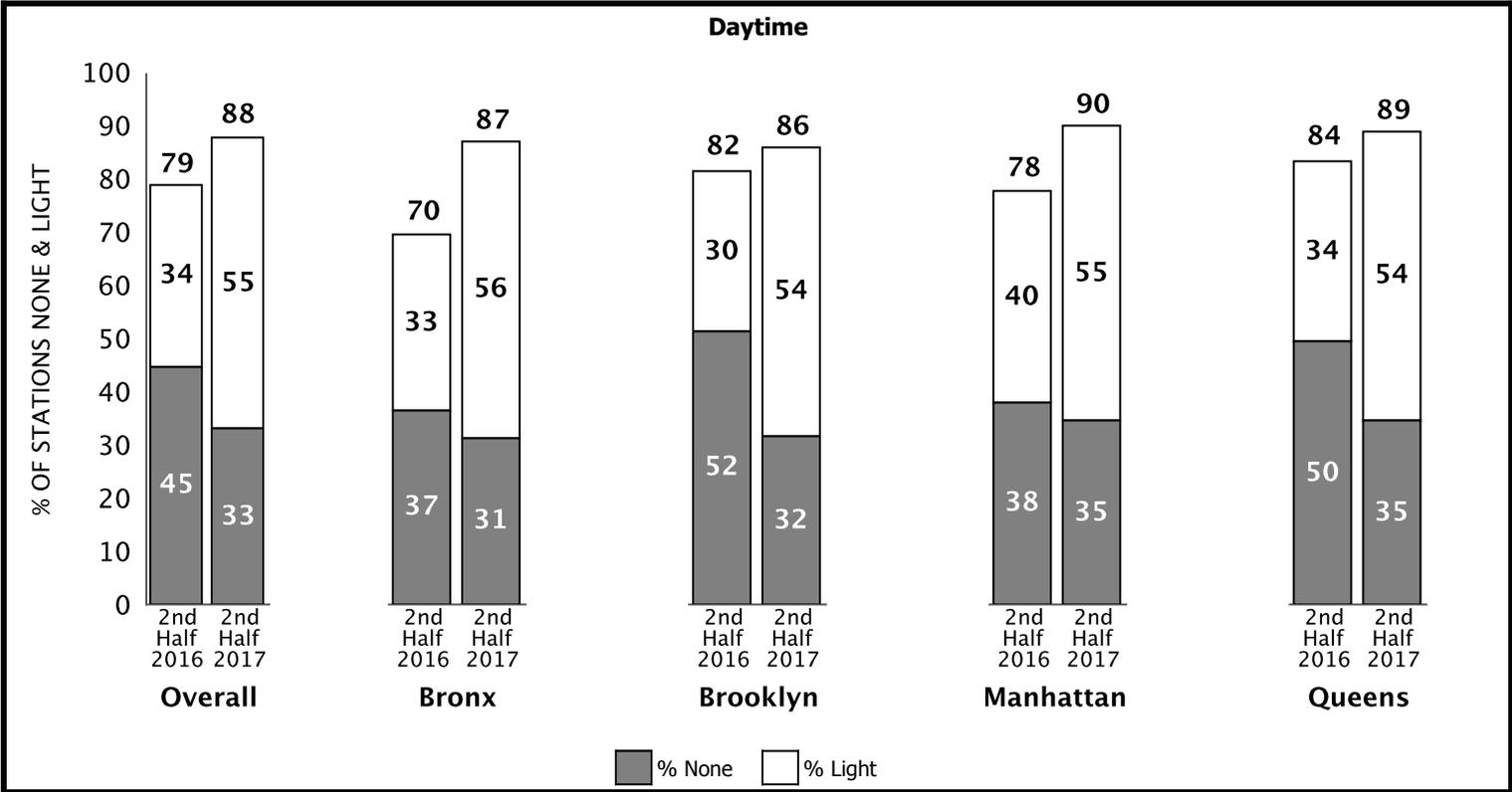
Semi-Annual Results

	At Terminal			
	None	Light	Mod.	Heavy
2nd Half 2017	33%	55%	12%	0%
1st Half 2017	51%	41%	8%	1%
2nd Half 2016	45%	34%	18%	3%
1st Half 2016	45%	36%	17%	2%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2017 vs. 2nd Half 2016: The "Daytime" results (9%) showed a statistically significant increase.

Passenger Environment Survey
Cleanliness Conditions by Borough



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 4 showed an increase and 0 declined when comparing the Second Half 2017 to the Second Half 2016. The table below depicts the results for the Second Half 2017 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.

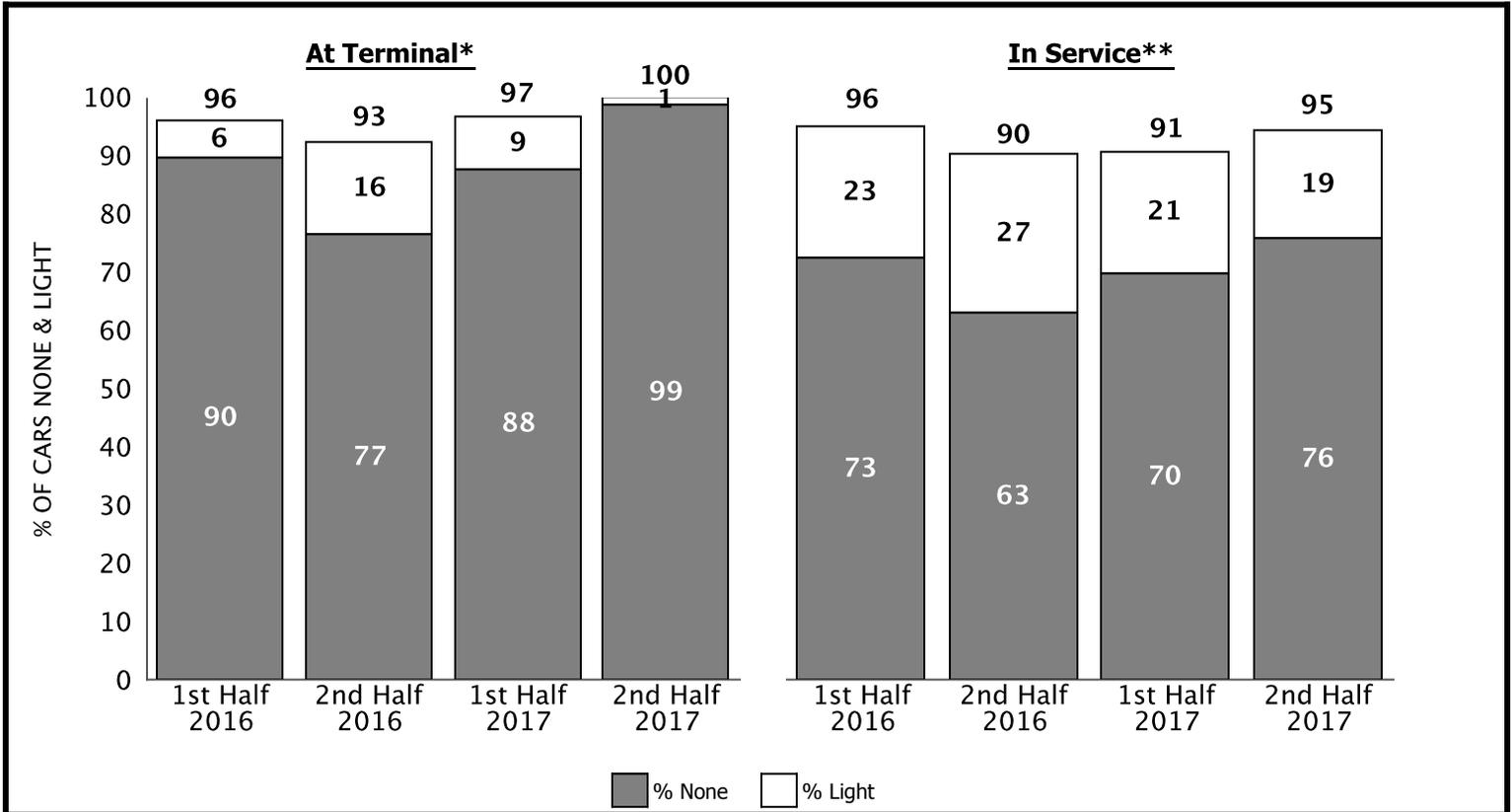
Cleanliness and Appearance		2016		2016		2017		2017	
		1st Half		2nd Half		1st Half		2nd Half	
		at terminal	in service						
Litter Conditions in Cars <i>Presence of Litter</i> <i>See Chart 6</i>	% None	90	73	77	63	88	70	99	76
	% Light	6	23	16	27	9	21	1	19
	% Moderate	1	1	1	1	0	0	0	0
	% Heavy	3	4	7	9	3	9	0	5
Cleanliness of Car Floors and Seats <i>Degree of Dirtiness</i> <i>See Chart 7</i>	% None	92	87	84	79	96	88	100	93
	% Light	4	9	9	12	1	4	0	2
	% Moderate	1	0	0	1	0	0	0	0
	% Heavy	3	4	7	9	3	9	0	5
		98		95		97		100	
% Cars with No Interior Graffiti		100		99		100		100	
% Cars with No Exterior Graffiti		99		99		99		100	
% Cars with No Graffitied Windows		88		93		88		100	
% Cars with No Scratchitied Windows		97		98		100		100	
% Cars with No Clouded Windows		100		100		100		100	
% Cars with No Broken or Cracked Windows									
Customer Information									
% Cars with All System Maps Correct/Legible		99		99		98		97	
% Cars with Public Address Announcements		77		80		82		82	
Functioning Equipment									
% Cars with No Broken Door Panels		100		100		99		100	
% Lighting Conditions in Cars ¹		100		100		100		100	
% Climate Control Conditions in Cars ²		95		88		91		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.

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;

None - heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

Semi-Annual Results

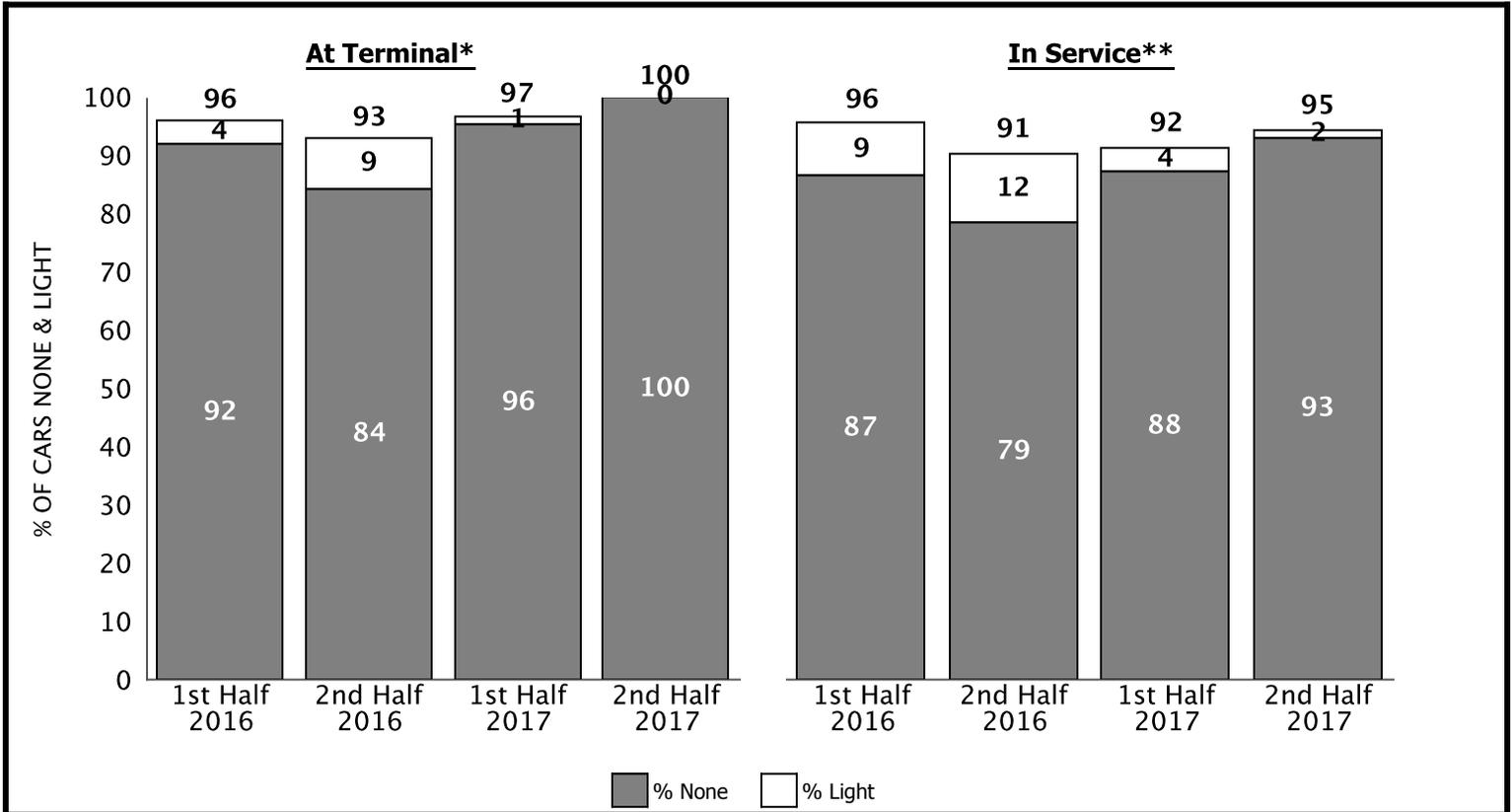
	At Terminal				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
2nd Half 2017	99%	1%	0%	0%	76%	19%	0%	5%
1st Half 2017	88%	9%	0%	3%	70%	21%	0%	9%
2nd Half 2016	77%	16%	1%	7%	63%	27%	1%	9%
1st Half 2016	90%	6%	1%	3%	73%	23%	1%	4%

Discussion of Results: an increase/decrease of less than 6% is statistically unchanged.

2nd Half 2017 vs. 2nd Half 2016: The "At Terminal" results (8%) showed a statistically significant increase while the "In Service" results (5%) was statistically unchanged.

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;

None - 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
2nd Half 2017	100%	0%	0%	0%	93%	2%	0%	5%
1st Half 2017	96%	1%	0%	3%	88%	4%	0%	9%
2nd Half 2016	84%	9%	0%	7%	79%	12%	1%	9%
1st Half 2016	92%	4%	1%	3%	87%	9%	0%	4%

Discussion of Results: an increase/decrease of less than 6% is statistically unchanged.

2nd Half 2017 vs. 2nd Half 2016: The "At Terminal" results (7%) showed a statistically significant increase while the "In Service" results (5%) was statistically unchanged.

Passenger Environment Survey

Staten Island Railway (SIR) Stations Results

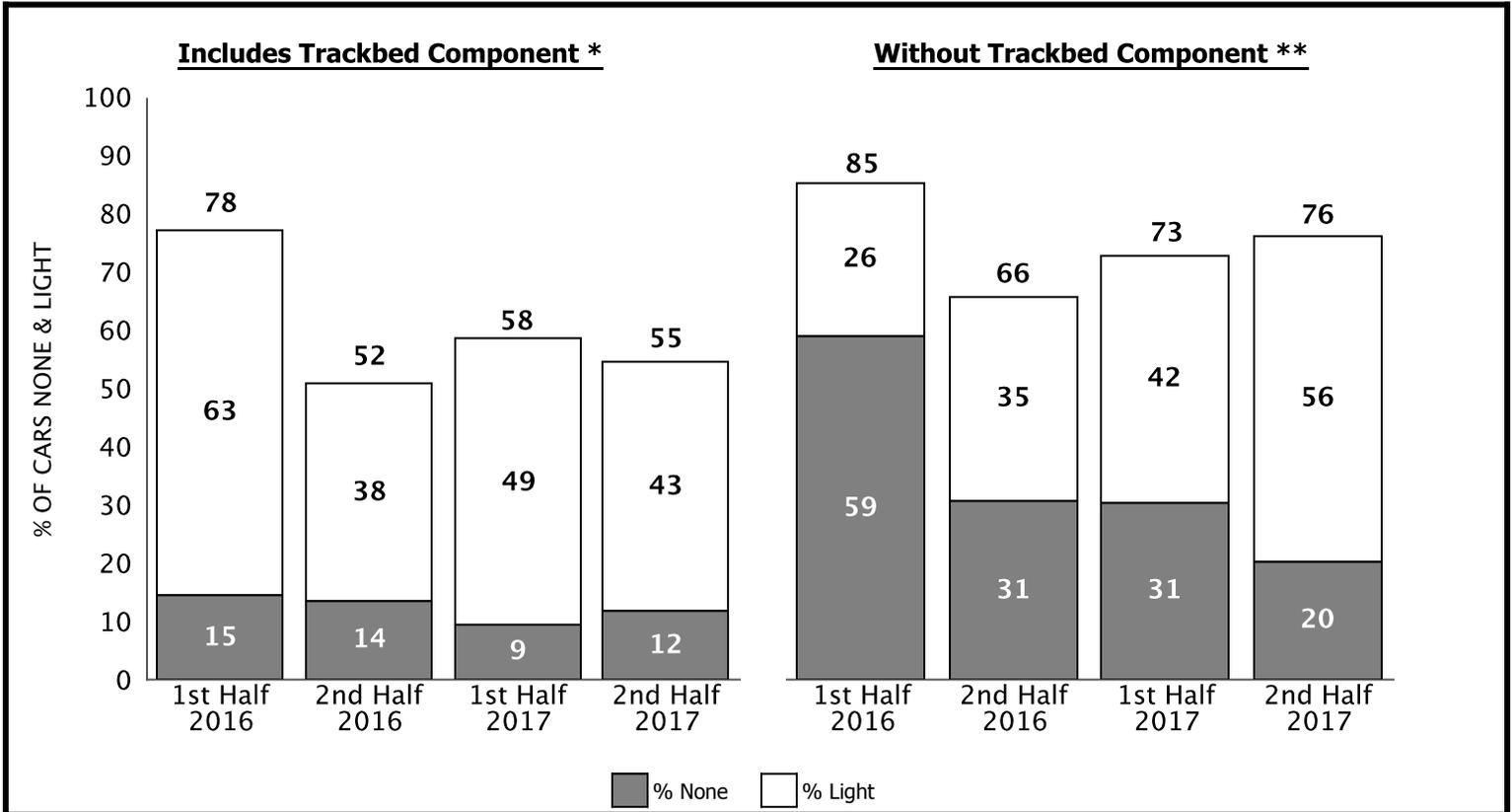
The Stations PES consists of 5 indicators. Of the 5 indicators, 3 remained statistically unchanged while 2 showed an increase and 0 declined when comparing the Second Half 2017 to the Second Half 2016. The table below depicts the results for the Second Half 2017 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

			2016		2017		
			1st Half	2nd Half	1st Half	2nd Half	
Cleanliness and Appearance							
Litter Conditions in Stations	<i>Include Trackbed Component</i>	% None	15	14	9	12	
<i>Presence of Litter</i>		% Light	63	38	49	43	
<i>See Chart 8</i>		% Moderate	18	30	34	39	
		% Heavy	5	19	7	6	
		<i>Measured without Trackbed component</i>	% None	59	31	31	20
			% Light	26	35	42	56
			% Moderate	11	18	22	18
			% Heavy	3	16	5	6
Floor and Seat Cleanliness Conditions in Stations		% None	59	44	49	46	
<i>Degree of Dirtiness</i>		% Light	27	23	31	38	
<i>See Chart 9</i>		% Moderate	9	16	15	10	
		% Heavy	5	17	5	6	
Graffiti Conditions in Stations		% None	74	68	74	82	
<i>Presence of Graffiti</i>		% Light	20	20	26	18	
		% Moderate	5	11	0	0	
		% Heavy	1	0	0	0	
Customer Information							
% Stations with Correct Customer Information Center (CIC)			97	95	99	100	
Functioning Equipment							
% Trash Receptacles Usable in Stations			100	99	100	100	

All surveys done after heavy passenger utilization (post AM Peak)

Passenger Environment Survey

Litter Conditions in Staten Island Railway (SIR) Stations



* Includes **all** components of station: mezzanine, passageway, stairway, platform and trackbed.

** Includes mezzanine, passageway, stairway and platform components only, not trackbed.

Definition

Litter Conditions in Cars (Presence of Litter)

None - basically litter free;

Light - scattered dry litter;

Moderate - noticeable assortment of dry litter;

None - heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

Semi-Annual Results

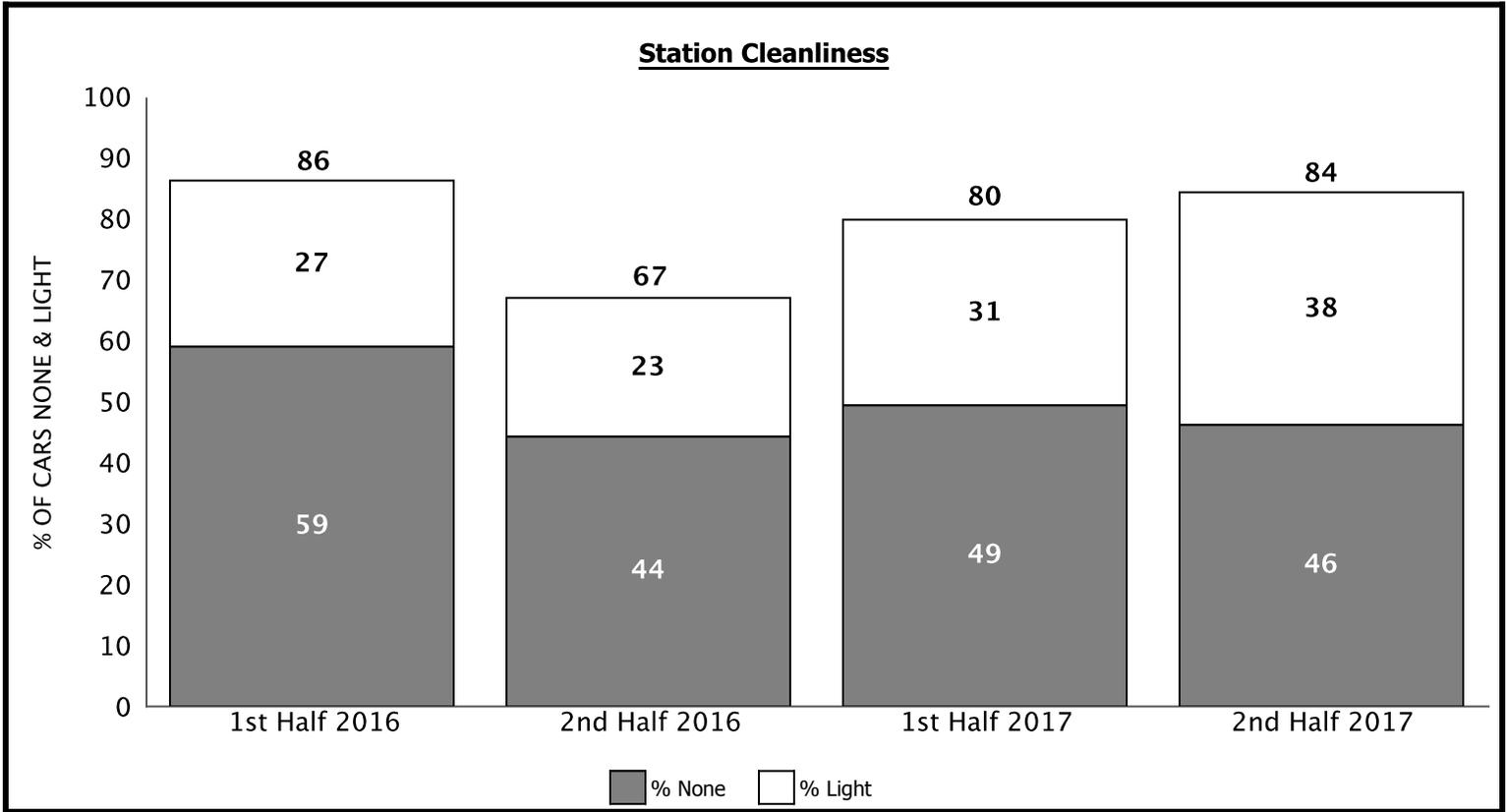
	Includes Trackbed Component				Without Trackbed Component			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2017	12%	43%	39%	6%	20%	56%	18%	6%
1st Half 2017	9%	49%	34%	7%	31%	42%	22%	5%
2nd Half 2016	14%	38%	30%	19%	31%	35%	18%	16%
1st Half 2016	15%	63%	18%	5%	59%	26%	11%	3%

Discussion of Results: an increase/decrease of less than 10% is statistically unchanged.

2nd Half 2017 vs. 2nd Half 2016: The Litter with trackbed results (4%) was statistically unchanged while the Litter without trackbed results (10%) showed a statistically significant increase. Please note, the litter without tracked component is not an official indicator and is provided for information only.

Passenger Environment Survey

Cleanliness Conditions in Staten Island Railway (SIR) Stations



Definition

Cleanliness of Stations 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;

None - 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

	Cleanliness			
	None	Light	Mod.	Heavy
2nd Half 2017	46%	38%	10%	6%
1st Half 2017	49%	31%	15%	5%
2nd Half 2016	44%	23%	16%	17%
1st Half 2016	59%	27%	9%	5%

Discussion of Results: an increase/decrease of less than 10% is statistically unchanged.

2nd Half 2017 vs. 2nd Half 2016: The Cleanliness results (18%) showed a statistically significant increase.



Standard Follow-Up Reports: 8 YW a VYf'&\$%+` GYfj JW`Ei U]mi-bX]WUc'fg!'Bus`D9 G

The purpose of this report is to evaluate the quality of the passenger environment onboard buses. By providing the Department of Buses with an internal diagnostic tool of the environments on buses, this report can lead to actions to improve areas of concern.

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.

NYC Transit's weekday service quality indicators, the Bus Passenger Environment Survey (PES), is 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, 35 indicators remained statistically unchanged while three increased when comparing Second Half 2017 and Second Half 2016. 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 Second Half 2017 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.

Peter G. Cafiero
Chief, Operations Planning

Significant Indicator Improvements/Declines

Of the 38 Local and Express Bus passenger environment indicators, 35 indicators remained unchanged, 3 indicators showed an improvement while 0 declined when comparing Second Half 2017 and Second Half 2016

IMPROVEMENTS

	2017 2nd Half	2016 2nd Half	Net Change
Local Buses			
Litter Conditions on Local Buses (In Service)	82%	87%	5%
Cleanliness Conditions on Local Buses (In Service)	83%	87%	4%
Climate Control Conditions in Local Buses	91%	94%	3%

DECLINES

	2017 2nd Half	2016 2nd Half	Net Change
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Passenger Environment Survey

Local Bus Results

The Local Bus PES consists of 26 indicators. Of the 26 indicators, 23 remained statistically unchanged while 3 showed an increase and 0 declined when comparing the Second Half 2017 to the Second Half 2016. The table below depicts the results for the Second Half 2017 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		2016		2016		2017		2017	
		1st Half		2nd Half		1st Half		2nd Half	
		Before Service	In service						
Litter Conditions in Buses <i>Presence of Litter</i> <i>See Chart 1</i>	% None	87	41	92	38	86	38	90	47
	% Light	11	44	6	44	12	44	8	40
	% Moderate	0	2	0	2	0	2	0	1
	% Heavy	1	13	1	16	2	15	2	13
Exterior Dirt Condition of Buses <i>Degree of Dirtiness</i>	% None	98	92	100	92	99	92	100	98
	% Light	2	7	0	7	0	6	0	2
	% Moderate	0	1	0	0	0	2	0	0
	% Heavy	0	0	0	0	0	0	0	0
Cleanliness of Bus Interior <i>Degree of Dirtiness</i> <i>See Chart 2</i>	% None	87	72	92	69	88	72	91	81
	% Light	10	10	6	14	10	12	7	6
	% Moderate	2	4	1	1	1	0	1	0
	% Heavy	1	14	1	16	2	16	1	13
% Buses with No Damaged Panels		98		98		98		99	
% Buses with No Cracked Windows		100		100		100		100	
% Buses with No Scratchtied Windows		92		92		96		93	
% Buses with No Clouded Windows		100		99		99		98	
% Buses with No Interior Graffiti		93		95		94		94	
% 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	99	99	99
% Bus Announcements that are Understandable/Correct	59	56	55	56
% Buses with Priority Seating Stickers	99	100	100	99
% Buses Displaying a Correct/Legible Bus Map ¹	91	96	98	96

Functioning Equipment

Climate Control Conditions in Buses ¹	97	91	97	94
% Buses with Operative Kneeling Feature	100	100	100	100
% Buses with Operative Wheelchair Lift	98	98	99	99
% Buses with Operating Windows	100	99	99	99
% Buses with Operative Rear Door	99	98	98	98

Operations

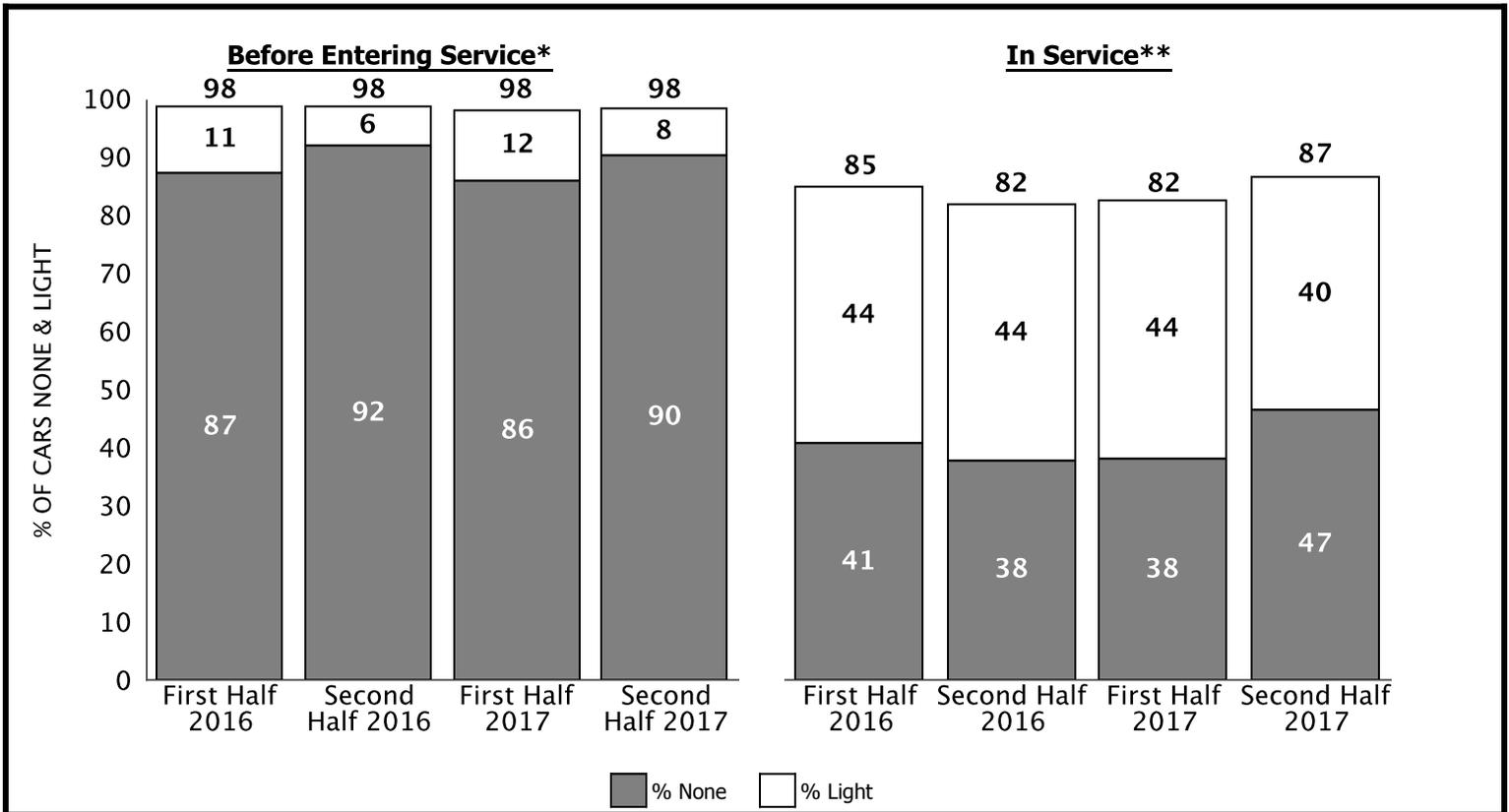
% Bus Stops where Buses Board/Discharge Passengers Appropriately	98	96	95	97
% Bus Operators in Proper Uniform	100	99	99	100
% Bus Operators Properly Displaying Badges	97	96	96	95

¹ % of buses with average interior temperature between 50F and 78F, except if ambient temperature is above 98F, then 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.

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;

None - heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2017 Annual Goals: (% none & light) At Terminal: 99.9% In Service: N/A

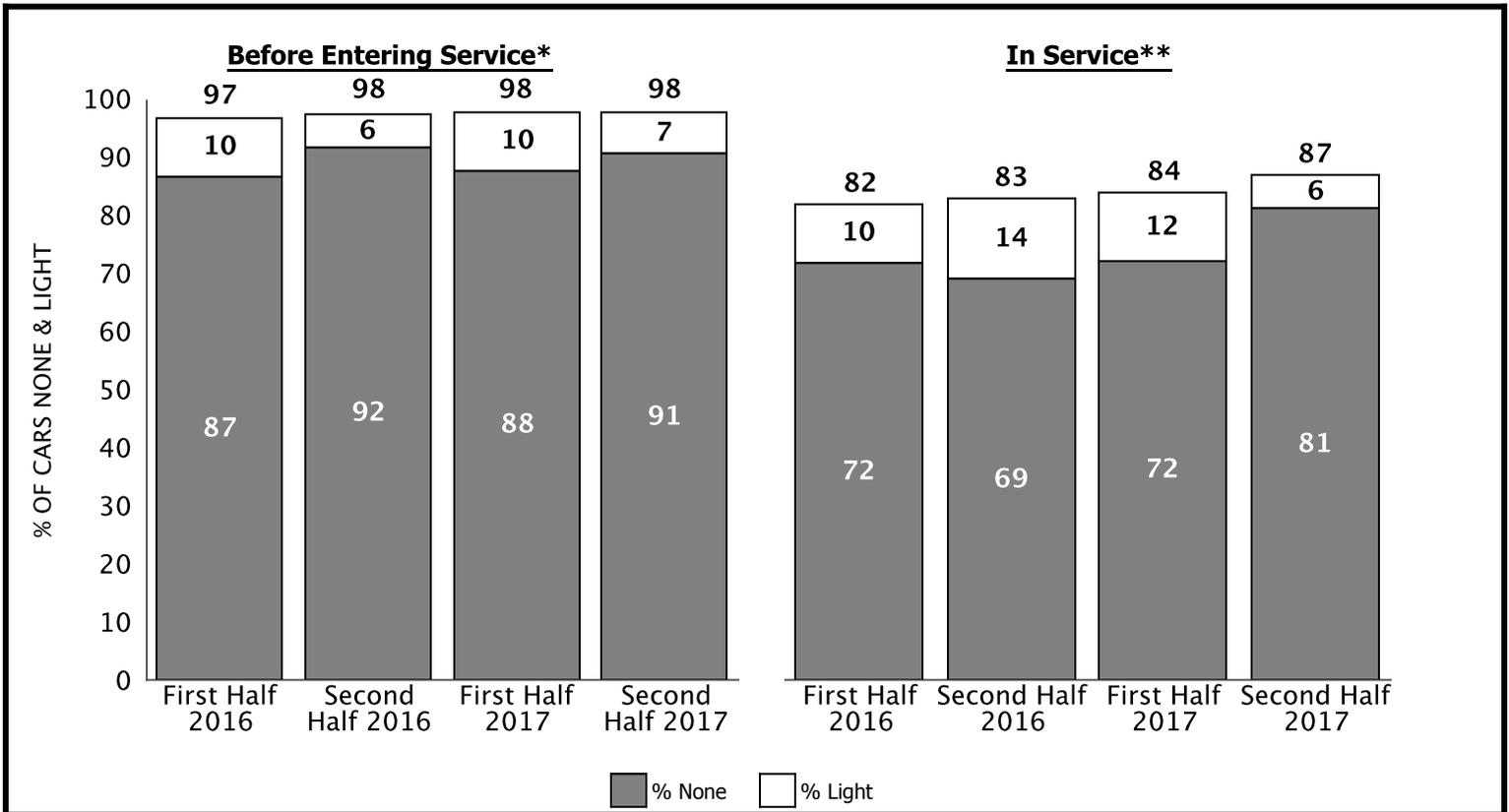
Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
Second Half 2017	90%	8%	0%	2%	47%	40%	1%	13%
First Half 2017	86%	12%	0%	2%	38%	44%	2%	15%
Second Half 2016	92%	6%	0%	1%	38%	44%	2%	16%
First Half 2016	87%	11%	0%	1%	41%	44%	2%	13%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2017 vs. 2nd Half 2016: Both the "Before Entering Service" results (-1%) and the "In Service" results (5%) were statistically unchanged.

**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;

None - heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

2017 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
Second Half 2017	91%	7%	1%	1%	81%	6%	0%	13%
First Half 2017	88%	10%	1%	2%	72%	12%	0%	16%
Second Half 2016	92%	6%	1%	1%	69%	14%	1%	16%
First Half 2016	87%	10%	2%	1%	72%	10%	4%	14%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2017 vs. 2nd Half 2016: Both the "Before Entering Service" results (1%) and the "In Service" results (4%) were statistically unchanged.

Passenger Environment Survey

Express Bus Results

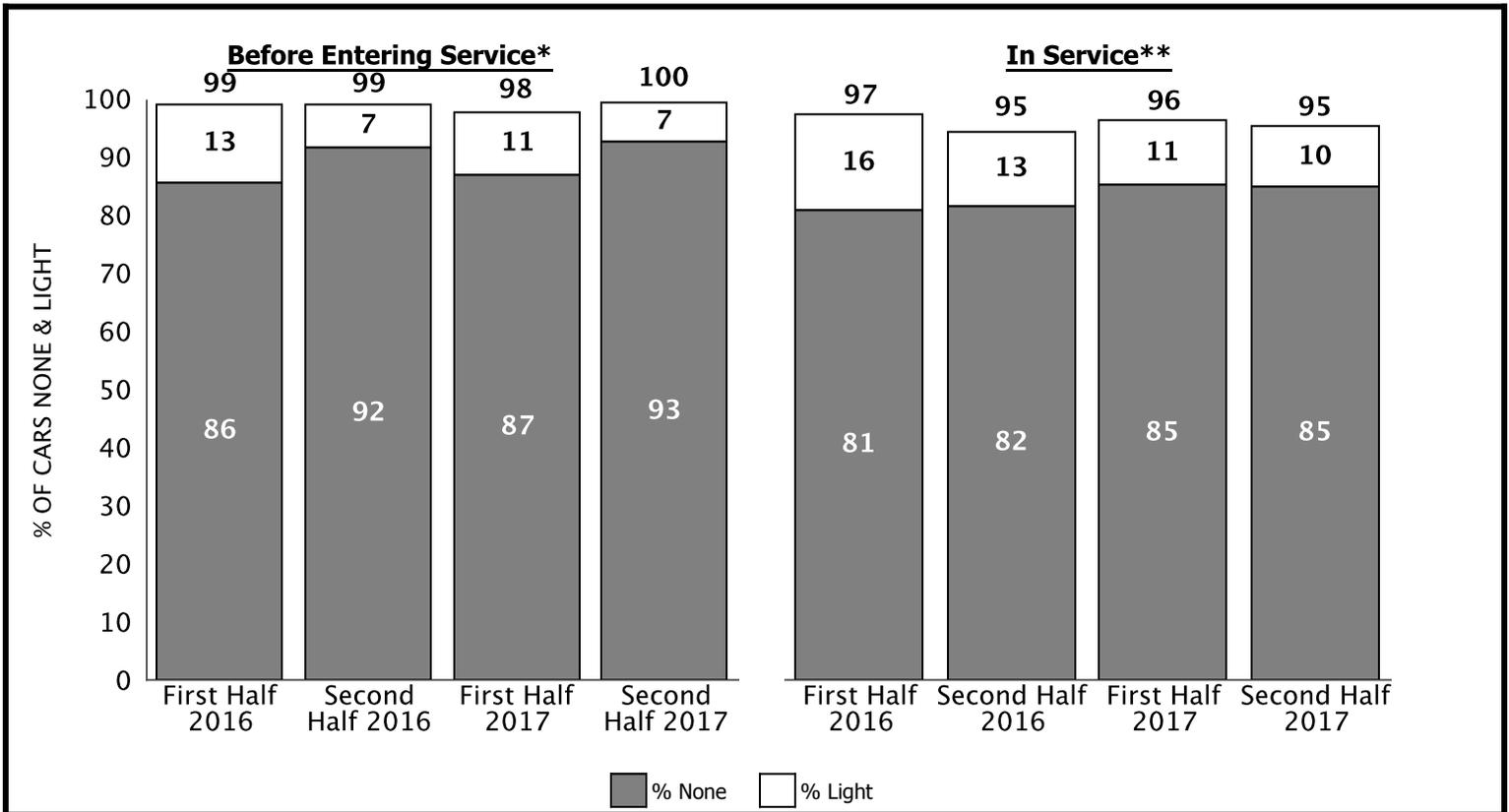
The Express Bus PES consists of 12 indicators. Of the 12 indicators, 12 remained statistically unchanged while 0 showed an increase and 0 declined when comparing the Second Half 2017 to the Second Half 2016. The table below depicts the results for the Second Half 2017 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

Cleanliness and Appearance		2016		2016		2017		2017	
		1st Half		2nd Half		1st Half		2nd Half	
		Before Service	In service						
Litter Conditions in Buses <i>Presence of Litter</i> <i>See Chart 3</i>	% None	86	81	92	82	87	85	93	85
	% Light	13	16	7	13	11	11	7	10
	% Moderate	0	0	0	1	0	0	0	0
	% Heavy	1	2	1	5	2	3	1	4
Exterior Dirt Condition of Buses <i>Degree of Dirtiness</i>	% None	96	99	100	99	99	97	100	100
	% Light	4	1	0	1	0	2	0	0
	% Moderate	0	0	0	0	0	1	0	0
	% Heavy	0	0	0	0	0	0	0	0
Cleanliness of Bus Interior <i>Degree of Dirtiness</i> <i>See Chart 4</i>	% None	92	96	92	88	90	94	95	95
	% Light	6	2	5	5	7	2	4	1
	% Moderate	0	0	1	1	1	0	0	0
	% Heavy	1	2	1	5	2	3	1	4
% Buses with No Damaged Panels		98		99		98		99	
% Buses with No Cracked Windows		100		100		100		100	
% Buses with No Interior Graffiti		98		99		99		99	
% Buses with No Exterior Graffiti		100		100		100		100	
Functioning Equipment									
% of Operative Reading Lights on Buses		98		97		99		98	
% of Operative Reclining Seats on Buses		96		98		96		98	

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 in Cars (Presence of Litter)

None - basically litter free;

Light - scattered dry litter;

Moderate - noticeable assortment of dry litter;

None - heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2017 Annual Goals: (% none & light) At Terminal: 99.9% In Service: N/A

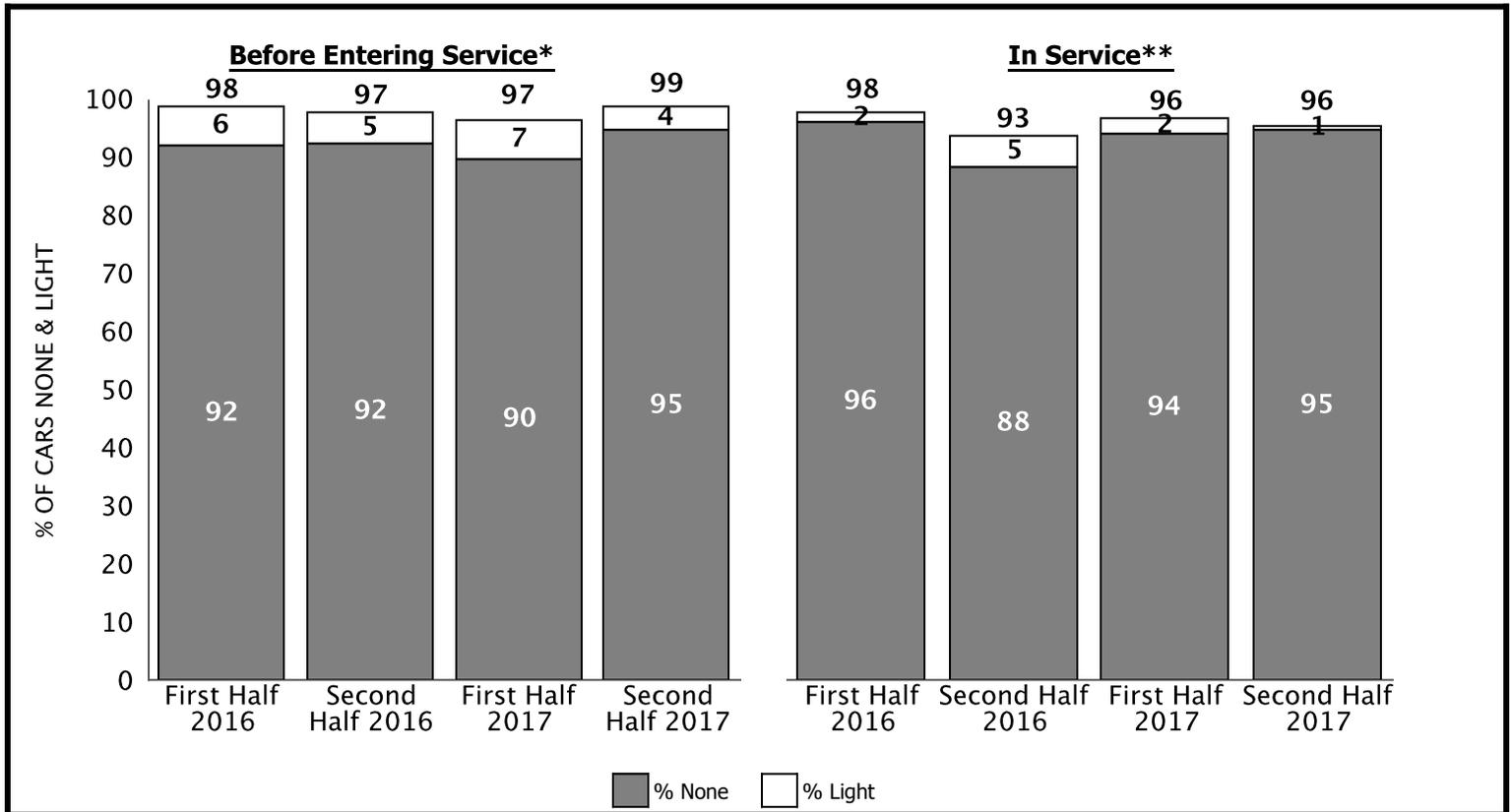
Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
Second Half 2017	93%	7%	0%	1%	85%	10%	0%	4%
First Half 2017	87%	11%	0%	2%	85%	11%	0%	3%
Second Half 2016	92%	7%	0%	1%	82%	13%	1%	5%
First Half 2016	86%	13%	0%	1%	81%	16%	0%	2%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2017 vs. 2nd Half 2016: Both the "Before Entering Service" results (0%) and the "In Service" results (1%) were statistically unchanged.

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;

None - heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

2017 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
Second Half 2017	95%	4%	0%	1%	95%	1%	0%	4%
First Half 2017	90%	7%	1%	2%	94%	2%	0%	3%
Second Half 2016	92%	5%	1%	1%	88%	5%	1%	5%
First Half 2016	92%	6%	0%	1%	96%	2%	0%	2%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2017 vs. 2nd Half 2016: Both the "Before Entering Service" results (1%) and the "In Service" results (2%) were statistically unchanged.



Standard Follow-Up Reports: December 2017 Service Quality Indicators - MTA Bus PES

Introduction

MTA Bus weekday Passenger Environment Survey (PES) results are reported on a semi-annual basis. This section includes a summary of all indicators (Local Bus and Express Bus) on a system wide basis for the most recent half-year, July - December 2017, and the previous three half-year periods.

Passenger Environment Survey

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, 36 indicators remained statistically unchanged, while two declined when comparing Second Half 2017 and Second Half 2016. For PES indicators that rate bus environments as “None”, “Light”, “Moderate” and “Heavy,” the indicator changes are a measure of the combined “None” and “Light” rating with changes of 3% or greater deemed significant.

The results for all PES indicators for Second Half 2017 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.

Darryl C. Irick
President, MTA Bus Company
Senior Vice President, NYCT Department of Buses

Significant Indicator Improvements/Declines

Out of the 38 indicators, thirty six (36) indicators remained statistically the same and two (2) indicators declined when comparing the Second Half 2016 to the Second Half 2017.

Declined

Local Buses	2nd Half 2016	2nd Half 2017	Net Change
Bus Announcements that are Understandable/Correct on Local Buses	52%	39%	-13%

Express Buses

Buses with Operative Reading Lights on Express Buses	95%	91%	-4%
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Passenger Environment Survey

Local Bus Results

The Local Bus PES consists of twenty six (26) indicators. One (1) declined and twenty five (25) remained statistically unchanged when comparing the 2nd Half 2017 to the 2nd Half 2016. The table below shows the results for the 2nd Half of 2017 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.

		2016				2017			
		1st Half		2nd Half		1st Half		2nd Half	
		Before Service	in Service						
Cleanliness and Appearance									
Litter Conditions in Buses	% None	93	72	94	64	91	57	95	65
<i>Presence of Litter</i>	% Light	5	23	5	30	8	39	4	28
	% Moderate	1	1	0	2	0	2	0	2
	% Heavy	1	4	1	4	1	2	1	5
<i>See Chart 1</i>									
Exterior Dirt Condition of Buses	% None	97	86	98	100	97	99	93	100
<i>Degree of Dirtiness</i>	% Light	3	12	2	0	3	1	5	0
	% Moderate	0	2	0	0	0	0	1	0
	% Heavy	0	0	0	0	0	0	1	0
Cleanliness of Bus Interior	% None	96	89	97	94	97	94	96	93
<i>Degree of Dirtiness</i>	% Light	2	4	2	2	2	3	3	2
	% Moderate	1	1	0	0	0	0	0	0
	% Heavy	1	6	1	4	1	3	1	5
<i>See Chart 2</i>									
% Buses with No Damaged Panels		100		100		100		100	
% Buses with No Cracked Windows		100		100		100		100	
% Buses with No Scratchtied Windows		97		99		100		100	
% Buses with No Clouded Windows		100		100		100		100	
% Buses with No Interior Graffiti		95		96		97		98	
% Buses with No Exterior Graffiti		100		100		100		100	

Customer Information					
% Buses with Readable/Correct Front Sign		100		100	
% Buses with Correct Electronic Side Sign		100		100	
% Buses with Correct Rear Sign		100		100	
% Bus Announcements that are Understandable/Correct		46		52	
% Buses with Priority Seating Stickers		100		100	
% Buses Displaying a Correct/Legible Bus Map		97		98	

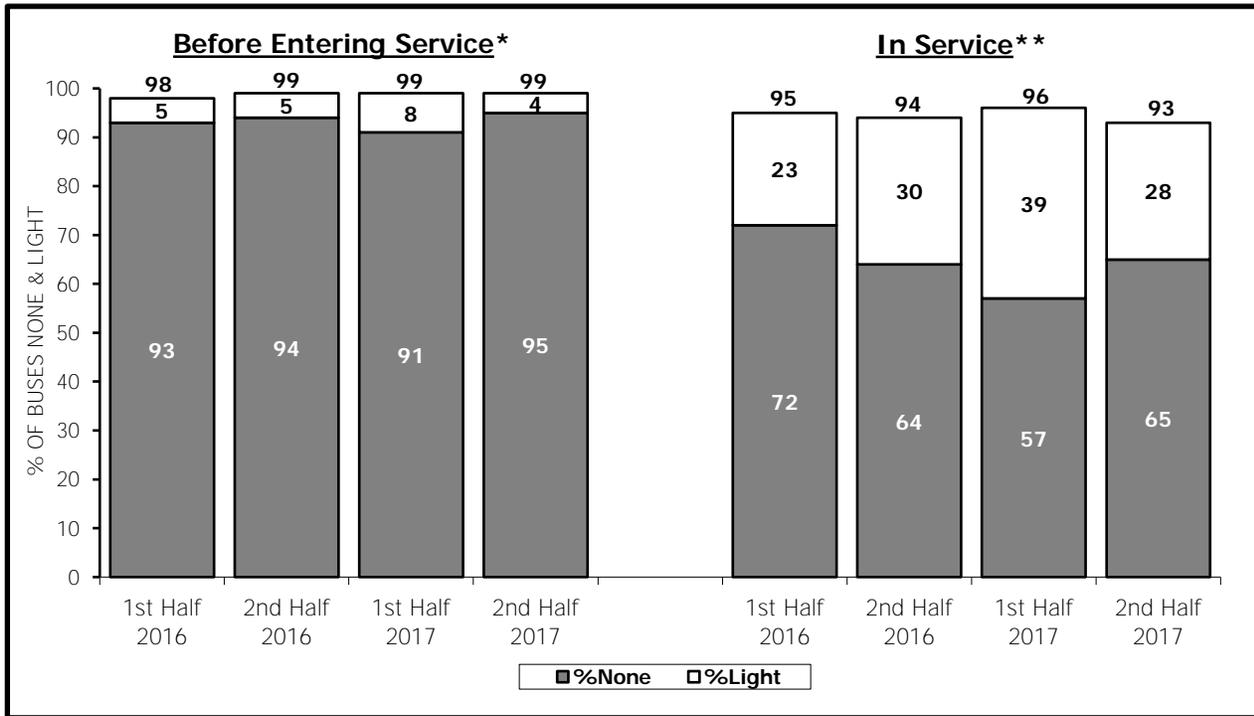
Functioning Equipment					
Climate Control Conditions in Buses ¹		96		93	
% Buses with Operative Kneeling Feature		100		100	
% Buses with Operative Wheelchair Lift		98		99	
% Buses with Operating Windows		100		100	
% Buses with Operative Rear Door		100		100	

Operations					
% Bus Stops where Buses Board/Discharge Passengers Appropriately		99		99	
% Bus Operators in Proper Uniform		100		100	
% Bus Operators Properly Displaying Badges		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, cans).

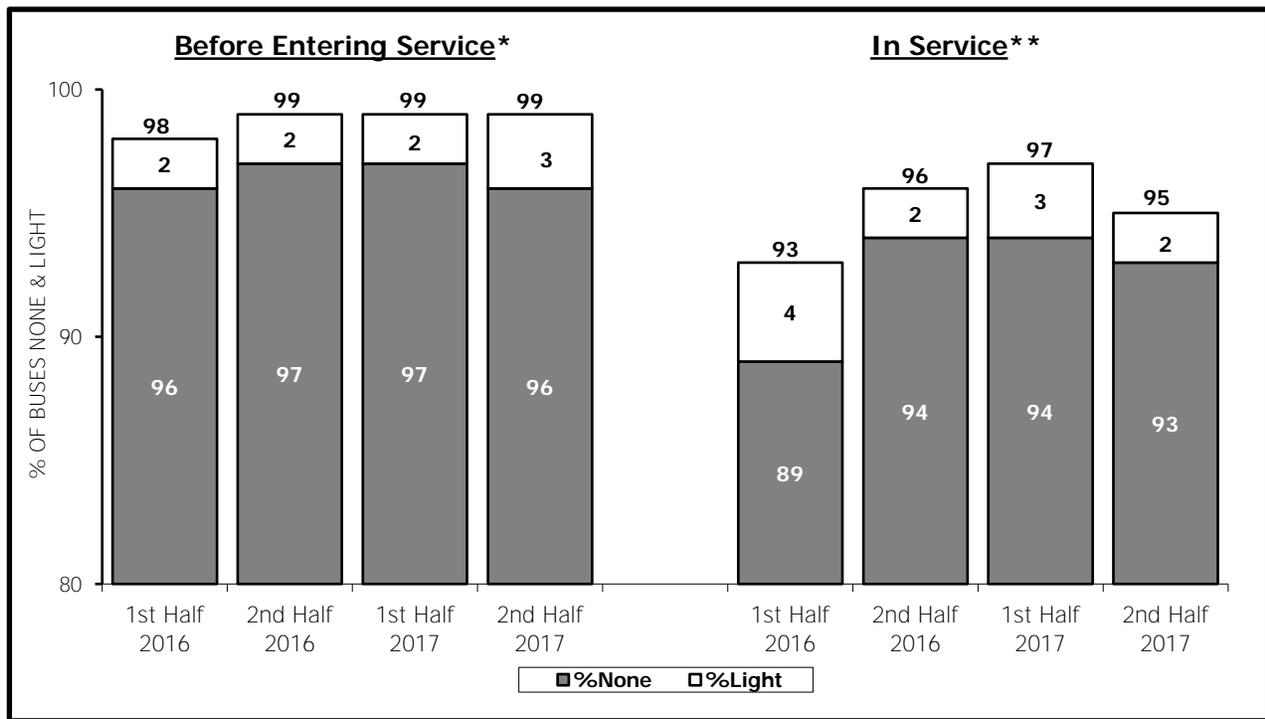
Semi-Annual Results

	Before Entering Service				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
2nd Half 2017	95%	4%	0%	1%	65%	28%	2%	5%
1st Half 2017	91%	8%	0%	1%	57%	39%	2%	2%
2nd Half 2016	94%	5%	0%	1%	64%	30%	2%	4%
1st Half 2016	93%	5%	1%	1%	72%	23%	1%	4%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2017 vs. 2nd Half 2016: Both the "Before Entering Service" results and the "In Service" results depict no significant change when comparing the 2nd Half 2017 to the 2nd Half 2016.

**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
2nd Half 2017	96%	3%	0%	1%	93%	2%	0%	5%
1st Half 2017	97%	2%	0%	1%	94%	3%	0%	3%
2nd Half 2016	97%	2%	0%	1%	94%	2%	0%	4%
1st Half 2016	96%	2%	1%	1%	89%	4%	1%	6%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2017 vs. 2nd Half 2016: Both the "Before Entering Service" results and the "In Service" results depict no significant change when comparing the 2nd Half 2017 to the 2nd Half 2016.

Passenger Environment Survey

Express Bus Results

The Express Bus PES consists of 12 indicators, of which one (1) declined while eleven (11) remained statistically unchanged when comparing the 2nd Half 2017 to the 2nd Half 2016. The table below depicts the results for the 2nd Half of 2017 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.

		2016				2017			
		1st Half		2nd Half		1st Half		2nd Half	
		Before Service	in Service						
Cleanliness and Appearance									
Litter Conditions in Buses	% None	93	88	88	88	84	93	93	95
<i>Presence of Litter</i>	% Light	6	10	9	10	13	6	6	5
	% Moderate	1	1	0	1	1	1	0	0
	% Heavy	0	1	3	1	2	0	1	0
	<i>See Chart 3</i>								
Exterior Dirt Condition of Buses	% None	96	99	98	100	99	100	96	100
<i>Degree of Dirtiness</i>	% Light	4	1	2	0	1	0	4	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	97	94	98	97	99
<i>Degree of Dirtiness</i>	% Light	2	1	1	2	4	1	2	1
	% Moderate	0	0	0	0	0	0	0	0
	% Heavy	1	0	3	1	2	1	1	0
	<i>See Chart 4</i>								
% Buses with No Damaged Panels		100		99		99		99	
% 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	

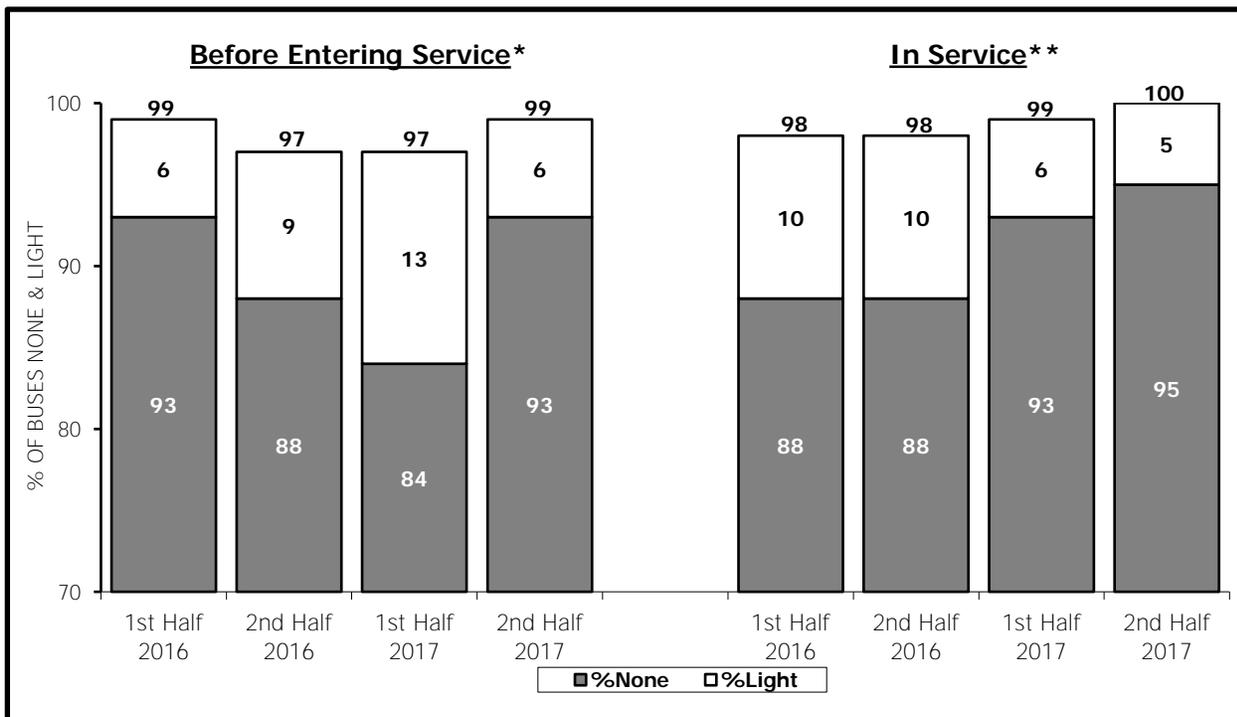
Functioning Equipment

% of Operative Reading Lights on Buses	91	95	94	91
% of Operative Reclining Seats on Buses	93	93	94	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).

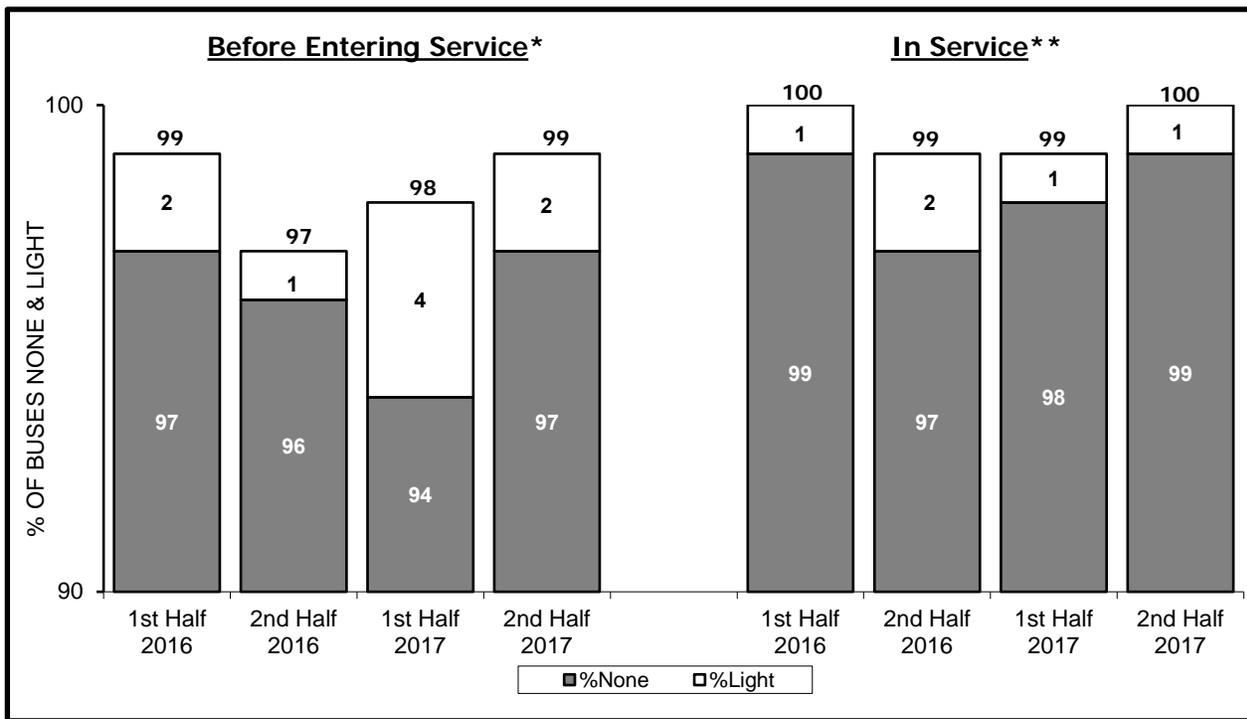
Semi-Annual Results

	Before Entering Service				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
2nd Half 2017	93%	6%	0%	1%	95%	5%	0%	0%
1st Half 2017	84%	13%	1%	2%	93%	6%	1%	0%
2nd Half 2016	88%	9%	0%	3%	88%	10%	1%	1%
1st Half 2016	93%	6%	1%	0%	88%	10%	1%	1%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2017 vs. 2nd Half 2016: Both the "Before Entering Service" results and the "In Service" results depict no significant change when comparing the 2nd Half 2017 to the 2nd Half 2016.

**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
2nd Half 2017	97%	2%	0%	1%	99%	1%	0%	0%
1st Half 2017	94%	4%	0%	2%	98%	1%	0%	1%
2nd Half 2016	96%	1%	0%	3%	97%	2%	0%	1%
1st Half 2016	97%	2%	0%	1%	99%	1%	0%	0%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2017 vs. 2nd Half 2016: Both the "Before Entering Service" results and the "In Service" results depict no significant change when comparing the 2nd Half 2017 to the 2nd Half 2016.



Standard Follow-Up Reports: Transit Adjudication Bureau 4th Qtr 2017

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 the:

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

James Henly

General Counsel

STANDARD FOLLOW-UP REPORTS: TRANSIT ADJUDICATION BUREAU FOURTH QUARTER 2017

The following is a comparison of the key indicators for the fourth quarter of 2017 and for the year as compared to the same periods in 2016:

- Violations issued in the fourth quarter decreased by 16.06% (from 41,049 in 2016 to 34,455 in 2017). For the year, TAB received 6.15% fewer violations in 2017 than in 2016.
- TAB received 20,998 payments in the fourth quarter 2017, an 11.16% decrease from the 23,637 received in 2016. Direct payments decreased by 13.65% (23,483 to 20,277) from the fourth quarter of 2016 and payments received from state tax refunds increased 368.18% from 154 to 721. For the year, the volume of total payments increased by 24.95%, reflecting a significant rise in the number of state tax refund payments received (33,975 in 2017 versus 5,949 in 2016).
- Although total revenue for the fourth quarter was 12.09% lower than in 2016 (\$1,952,292 versus 2016 fourth quarter revenue of \$2,220,809), annual 2017 revenue was 50.12% higher than in 2016 (\$13,866,681 compared to \$9,236,964). Receipts from direct payments in 2017 decreased by 5.08% (\$8,156,304 compared to \$8,593,008 in 2016). However, 2017 receipts from state tax refunds relating to outstanding judgments from prior years, totaled \$5,962,023, representing a 680.54% increase from 2016 state tax refund receipts of \$763,829.
- Expenses decreased by 21.19% (\$1,722,440 compared to \$1,357,532) from the fourth quarter of 2016, and by 24.50% for the year (\$5,132,814 versus \$6,798,453).
- TAB revenue exceeded expenses by \$594,760 compared to \$498,369 for the fourth quarter of 2016. For 2017, revenues exceeded expenses by \$8,733,867 (compared to \$2,438,511 in 2016).

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

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

**MTA NEW YORK CITY TRANSIT
TRANSIT ADJUDICATION BUREAU
KEY INDICATORS
FOURTH QUARTER 2017**

INDICATOR			ANNUAL TOTALS	
	4th QTR 2017	4th QTR 2016	Y-T-D 2017	Y-T-D 2016
ISSUANCE DATA				
Violations Issued	34,455	41,049	145,163	154,676
PAYMENT DATA				
Number of Payments	20,998	23,637	119,918	95,973
Regular	20,277	23,483	85,943	90,024
State Tax Refund	721	154	33,975	5,949
Amount Paid	\$1,957,371	\$2,273,134	\$14,118,327	\$9,356,838
Regular	\$1,873,778	\$2,260,565	\$8,156,304	\$8,593,008
State Tax Refund	\$83,593	\$12,569	\$5,962,023	\$763,829
Average Payment	\$93.22	\$96.17	\$117.73	\$97.49
Yield per NOV	\$56.81	\$55.38	\$97.26	\$60.49
REVENUE/EXPENSE DATA				
Revenue	\$1,952,292	\$2,220,809	\$13,866,681	\$9,236,964
Expenses	\$1,357,532	\$1,722,440	\$5,132,814	\$6,798,453
ADJUDICATIONS				
Total Cases Adjudicated	5,628	7,658	25,093	26,305
Admin Dismissals	654	751	2,676	2,402
Hearings	4,974	6,907	22,417	23,903

N.B.: On April 30, 2016, the Transit Adjudication Bureau (TAB) transitioned to a new database system, TABIS, which replaced the prior vendor-supplied system. In connection with the transition, certain adjustments to data have been made to ensure comparability of data between pre- and post-transition periods. Specifically, the Violations Issued reported in the 2016 Quarterly Report is based on the TAB summons intake date. However, the Violations Issued reported in the 2017 Quarterly Report is based on the date of offense listed on the summons. Violation issuance data is subject to change based on report run date. Increase in Statewide Offset Program (SWOP) is due to a special project initiated in Fall of 2016 to recoup unpaid summonses.



February 2018 MTACC Monthly Project Status Report

The purpose of this report is to give a status update on active MTACC projects involving future Transit assets. This report reviews budget, contract status, funding, and safety on a monthly basis.

This report has been included in the Transit Book since MTACC started to report to the Transit Committee in 2010.

Janno Lieber
Chief Development Officer, MTACC

MTACC MONTHLY PROJECT STATUS REPORTS:

- **CORTLANDT STREET NO. 1 LINE STATION
RECONSTRUCTION**

Cortlandt Street No. 1 Line Station Reconstruction Active Construction Contracts Report to the Transit Committee - February 2018

data thru January 2018; \$s in million

	Budget	Expenditures
Construction	\$ 157.7	\$ 75.4
Design/CPS	6.8	5.6
Construction Management	17.3	7.1
Total	\$ 181.8	\$ 88.1

	Schedule
Project Design Start	April-2015
Project Design Completion	July-2016
Project Construction Start	April-2015
Cortlandt Station Opening	December-2018

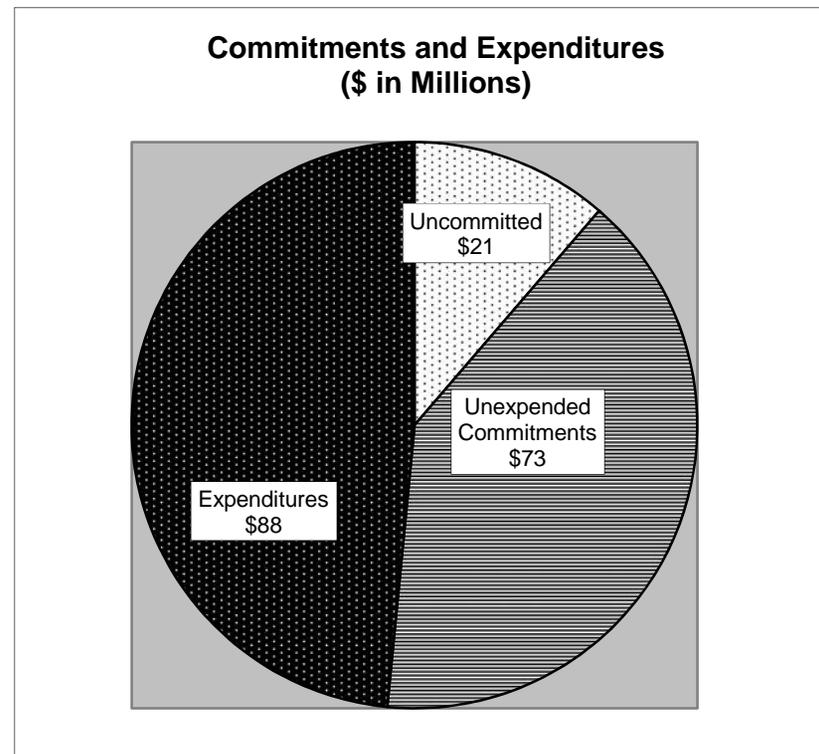
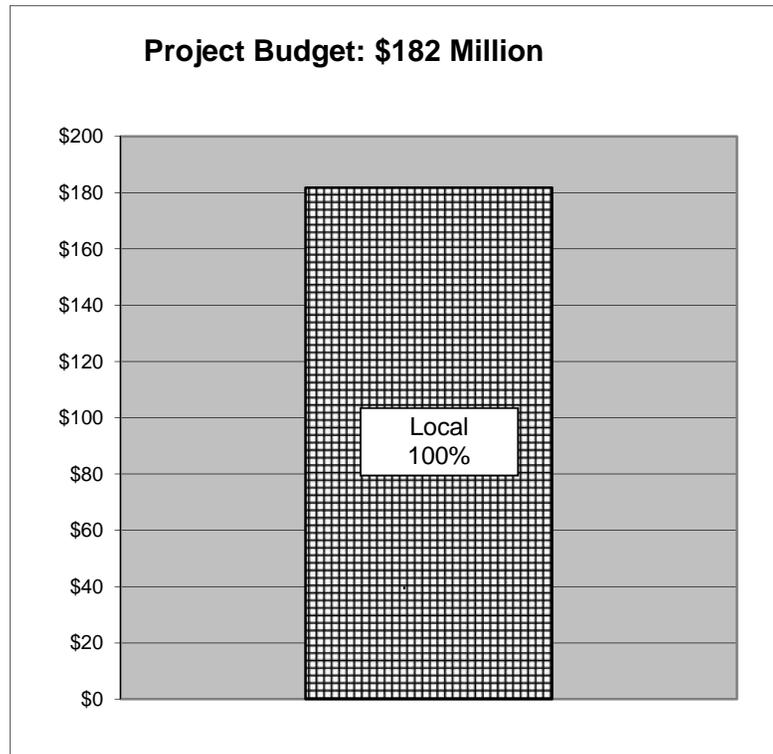
Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Contingency	Expenditures	Actual Award Date	Planned Completion at Award	Forecast Substantial Completion
Reconstruct Cortlandt Street Station Judlau Contracting, Inc.	117.1	110.4	6.7	66.3	Apr-2015	Feb-2018	Dec-2018

Cortlandt Street No. 1 Line Station Reconstruction Status

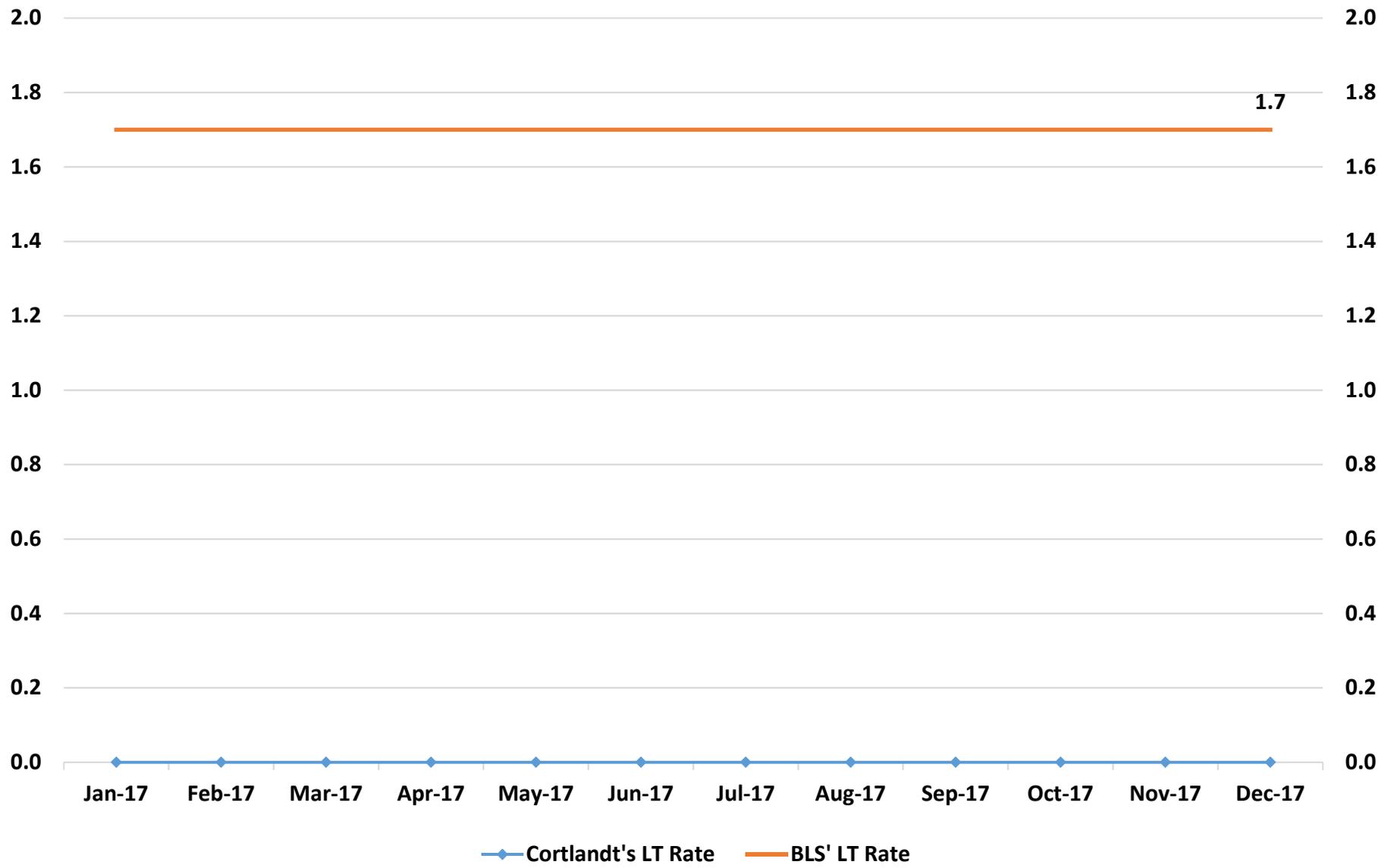
Report to the Transit Committee - February 2018

data thru January 2018

MTA Capital Program \$ in Millions	Funding Sources		Status of Commitments		
	Budgeted	Local Funding	Committed	Uncommitted	Expended
Total Authorized	\$ 182	\$ 182	\$ 161	\$ 21	\$ 88



Cortlandt Street No. 1 Line Station Reconstruction 12 Month Rolling Average Lost Time(LT) Injury Rates





Andy Byford
President
New York City Transit
2 Broadway
New York, NY 10004-2207