



New York City Transit

# Committee Meeting

## March 2018

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### 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 precast track deck slabs being lifted into place at Myrtle Viaduct to ensure reliability on the M and J in preparation for the Canarsie line shutdown.

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

**2 Broadway - 20th Floor Conference Room**

**New York, NY 10004**

**Monday, 3/19/2018**

**10:30 AM - 12:00 PM ET**

## **1. PUBLIC COMMENT PERIOD**

## **2. APPROVAL OF MINUTES – FEBRUARY 20, 2018**

*February Committee Meeting Minutes - Page 4*

## **3. COMMITTEE WORK PLAN**

*Committee Work Plan - Page 10*

## **4. PRESIDENT'S REPORT**

*President's Report March 2018 - Page 18*

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

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

*Subway Report - Page 20*

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

*Bus Report - Page 54*

- **Bus Dashboard Presentation (No Materials)**

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

*Paratransit Report - Page 69*

### **b. Safety Report**

*Safety Report - Page 72*

### **c. Crime Report**

*Crime Report - Page 76*

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

*NYCT, SIR, MTA Bus Financial and Ridership Reports - Page 84*

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

*Capital Program Status Report - Page 133*

## **5. MTACC REPORT**

*MTACC Report - Page 143*

## **6. PROCUREMENTS**

*NYCT March Procurement Staff Summary and Resolution - Page 149*

### **a. Non-Competitive (None)**

### **b. Competitive**

*NYCT, MTACC Competitive Actions - Page 154*

### **c. Ratifications**

*NYCT Ratifications - Page 160*

## **7. STANDARD FOLLOW UP REPORTS**

### **a. MetroCard Report**

*MetroCard Report - Page 163*

### **b. Transit Recidivism Report, 4th Qtr, 2017**

*Transit Recidivism Report, 4th Quarter, 2017 - Page 168*

## **8. EXECUTIVE OFFICE CONTACT INFORMATION**

*Executive Office Contact Information - Page 170*

**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**  
**February 20, 2018**

Meeting Held at:  
Metropolitan Transportation Authority  
Two Broadway  
New York, New York 10004  
10:00 AM

The following Members were present:

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

The following Members were absent:

Hon. Norman E. Brown  
Hon. Ira Greenberg  
Hon. John Samuelson  
Hon. James E. Vitiello

Also present were:

Hon. Joseph Lhota, Chairman


Andy Byford, President  
Joel Andrews, Vice President, EEO and Diversity  
Peter Cafiero, Chief, Operations Planning  
Vincent Coogan, Chief, NYPD Transit Bureau  
Phillip Eng, Chief Operating Officer  
James Henly, Vice President and General Counsel, Law  
Mark Holmes, Chief Officer, Operations Planning, MTA Bus  
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 stated that delays on the  train had resulted in his late arrival for a job interview and advocated for "entry only" and "exit only" turnstiles.

Murray Bodin stated he was glad to see a new spirit of cooperation among New Jersey Transit, Port Authority and New York City Transit.

Kevin Zeng requested the former B23 bus line be brought back.

Matt Chabin, Policy Director at the Center for an Urban Future, noted a recent report concerning the difficult transit commutes of health care workers and proposed a bus rescue plan be developed as well as a health care working group between the MTA and the DOT.

## **III. Minutes and Work Plan**

Upon motion duly made and seconded, the Committee approved the minutes of the January 22, 2018 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.

## **IV. Agenda Items**

President Byford delivered opening remarks and the President's Report, which included a presentation by the President on the Stations Capital Program.

Following the Station Capital Program presentation, Member Albert asked whether water penetration on the Sea Beach line is being addressed. SVP O'Grady responded this is being addressed as part of the Sea Beach line work.

Member Weisbrod asked whether the Subway Action Plan may need to be changed, observing that although there has been a reduction in major delays, there has not been improvement in other metrics. President Byford expressed his support for the Subway Action Plan, noting that there is always a lag time before results are seen. He underscored that NYCT is working to understand the root cause of delays and will re-allocate employees to where they are most needed.

Member Trottenberg requested the Committee members receive copies of President Byford's presentation on the Stations Capital Program and a referenced station conditions survey (the latter request being joined in by Member Jones, subsequently). She also asked that a compilation of needed repairs be prepared, together with the total estimated cost to make all needed repairs. President Byford indicated he would confer with NYCT staff regarding needs and costs, including cost projections for a comprehensive rebuild of trains, signals, tracks and stations.

Member Weisbrod asked whether too many resources are being allocated to stations and not enough to signals. President Byford noted that he tries to think like a customer, and believes people would prefer their train to be on time as opposed to standing in a nice station. But stations can't be falling apart either. Both factors need to be addressed.

Member Albert asked when the 2012 station condition survey took place, what period of time it covered, and whether there was more recent information post-2012, to reflect stations addressed since then. SVP O'Grady responded the condition survey is a compilation of data gathered over several time periods and seasons and that he would find out what updating of the survey had been undertaken to reflect station work performed subsequent to 2012.

EVP Mulligan noted there is a 10 year "needs assessment process" with thousands of components taken into consideration to compile the survey, involving years of work that was compiled into the 2012 survey. VP Robert Cumella stated NYCT was now engaged in a third station condition survey, in which, over a 12 month period, all the stations are looked at, with results reflected in a living database rather than a report.

Member Rechler stated a concern about quickly coming up with an estimated cost for all repairs, noting that what often happens in this City is numbers become set in stone and very difficult to change. President Byford stated this was good advice, observing that the primary focus now is to stabilize the existing system, with aspirational goals to be developed over time.

Member Moerdler expressed the importance of value capture, stating more thought needs to be given to how to finance all the needed projects.

### **A. Operations Report**

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

Darryl Irick, SVP NYCT Buses, reported on Bus Operations and Paratransit.

Cheryl Kennedy, VP System Safety, presented the Safety Report.

Member Albert asked whether there were any common causes in regard to past derailments. VP Kennedy responded there were a variety of causes with no real trend.

Chief Vincent Coogan presented the Crime Report. Member Moerdler expressed concern about the rise in hate crimes, especially in Districts 30 and 32 and asked whether there were cameras to help catch perpetrators. Chief Coogan noted that there are cameras in the subway system and police can request to have additional temporary cameras put up. Member Moerdler asked whether perpetrators of hate crimes are being actively prosecuted. Chief Coogan stated there is a specific NYPD hate crimes squad and that when perpetrators are arrested, they are prosecuted. Member Moerdler requested information regarding how many arrests are made and what happens to the perpetrators afterwards, urging continued focus by police on plans to catch the perpetrators of hate crimes.

## **B. Financial Reports**

Chief Financial Officer Jaibala Patel reported to the Committee on NYCT's finances. Member Moerdler inquired about a significant increase in claims, which CFO Patel indicated she would look into it.

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 five actions totaling \$134.2 million in expenditures, highlighting two procurement action items: (1) the award of a \$49.3 million 32 month contract to Boyce Technologies to upgrade the Emergency Booth Communication System ("EBCS"); and (2) the award of a \$62.6 million 103 month contract to C2K Partners to provide consulting services for post-award support for the R211 Subway Car contract.

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

Member Albert asked whether a consulting agreement typically accompanies large scale car purchases and whether the consulting agreement was considered in the overall cost. SVP Plochochi responded in the affirmative: consultant services are engaged for large rolling stock procurements and those costs are included as part of the overall project.

Member Moerdler made several inquiries regarding the proposed Boyce contract. SVP Plochochi, in response, indicated that the Boyce Contract involved a small portion of proprietary equipment; that NYCT has full contractual rights to use that equipment; that if a better piece of technology were developed, NYCT would be able to substitute that improved part for the proprietary equipment; and that inclusion of a five year maintenance agreement with two options was an important feature of the contract. Regarding whether the contract included extras, SVP Plochochi responded in the negative.

NYCT's non-competitive procurements requiring a two-thirds vote (Schedule A in the Agenda), its competitive procurements requiring a two-thirds vote (Schedule C in the Agenda), and those requiring a majority vote (Schedule F in the Agenda), as well as the proposed ratifications requiring a majority vote (Schedule K in the Agenda) were approved.

MTA Bus's proposed ratification requiring a majority vote (Schedule K in the Agenda) was approved.

Member Vanterpool, following the vote, noted her objection to the two ratifications of modifications to the New Flyer of America bus contracts, stating that up to \$3.3 million being spent on re-branding buses was not a good use of resources.

## **V. Action Items**

There were no action items this month.

## **VI. Service Changes**

Mark Holmes, Chief Officer, Operations Planning MTA Bus, reported on a service change regarding the extension of MTA Bus Q47 to the Bulova Center. Member Albert asked whether there was anything in writing stating the bus operators at the Bulova Center will be able keep the bus flow moving. Chief Holmes responded that NYCT has obtained a license agreement as part of the extension arrangement.

## **VII. Special Reports and Presentations**

President Byford noted the standard follow-up reports, including the MetroCard Report; the 2018 Adopted Budget and the February Financial Plan for 2018-2021 for NYC Transit, SIR and MTA Bus; the Annual ADA Compliance Report; the Semi-Annual Report on Service Quality Indicators for NYC Transit and MTA Bus; and the 4<sup>th</sup> Quarter Report on the Transit Adjudication Bureau.

Joel Andrews, Vice President, EEO and Diversity, presented the EEO and Diversity Report for 2017 for NYC Transit. Member Jones asked if the next report could include a breakdown of the supervisory ranks, to which VP Andrews responded in the affirmative.

President Irick delivered the EEO and Diversity Report for 2017 for MTA Bus. Chairman Ferrer requested a breakdown of the supervisory and administrative ranks. President Irick responded he would coordinate with VP Andrews and report back.

Regarding an inquiry from Member Vanterpool, VP Andrews explained that that an external complaint is a complaint filed by an employee with an agency outside of the Authority, such as with the State Division of Human Rights.

Acting SVP Jezycki delivered the Elevator and Escalator Report.



President Byford stated he had asked Mr. Jezycki and his team to look into elevator and escalator reliability and to pinpoint the root causes of elevator and escalator problems.

Member Vanterpool noted some of the newer elevators and escalators are operating at the same level of reliability as some twenty year old machines, inquiring what is being done to address that issue. Acting SVP Jezycki acknowledged that there have been some reliability issues with the newer elevators and escalators which are being addressed by the contractor under the warranty. Chief Development Officer Lieber noted he has engaged a consultant to review the elevator and escalator installation process focusing on what may have gone wrong and how to avoid such issues in future projects.

Chief Development Officer Lieber delivered the MTACC Projects Report. Member Glucksman asked for more detail in the next report, which Mr. Lieber indicated would be provided.

Member Weisbrod asked whether we could add countdown clock performance to the reports.

President Byford responded in the affirmative.

**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

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### **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

#### March 2018

Transit Recidivism Report, 4<sup>th</sup> Qtr, 2017

Law

#### April 2018

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

MTA  
Management & Budget  
Management & Budget  
Management & Budget

#### May 2018

Transit Adjudication Bureau Report, 1<sup>st</sup> Qtr, 2018  
Elevator & Escalator Service Report, 1<sup>st</sup> Qtr, 2018  
NYCT & MTA Bus EEO & Diversity Report, 1<sup>st</sup> Qtr, 2018

Law  
Subways  
EEO & Human Resources

#### June 2018

Transit Recidivism Report, 1<sup>st</sup> Qtr, 2018

Law

#### July 2018

No Items

#### August 2018

No Meetings Held

## II. SPECIFIC AGENDA ITEMS (con't)

## Responsibility

### 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, 2 <sup>nd</sup> Qtr, 2018	Subways
Transit Adjudication Bureau Report, 2 <sup>nd</sup> Qtr, 2018	Law
Transit Recidivism Report, 2 <sup>nd</sup> Qtr, 2018	Law
NYCT & MTA Bus EEO & Diversity Report, 2 <sup>nd</sup> 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, 3 <sup>rd</sup> Qtr, 2018	Subways
Transit Adjudication Bureau Report, 3 <sup>rd</sup> 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, 3 <sup>rd</sup> Qtr, 2018	EEO & Human Resources
Transit Recidivism Report, 3 <sup>rd</sup> Qtr, 2018	Law

### January 2019

Approval of 2019 NYC Transit Committee Work Plan	Committee Chair & Members
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### February 2019

Preliminary Review of NYC Transit 2018 Operating Results	Management & Budget
Preliminary Review of SIR 2018 Operating Results	Management & Budget
Preliminary Review of MTA Bus 2018 Operating Results	Management & Budget
NYC Transit Adopted Budget/Financial Plan 2019-2022	Management & Budget
SIR Adopted Budget/Financial Plan 2019-2022	Management & Budget
MTA Bus Adopted Budget/Financial Plan 2019-2022	Management & Budget
Service Quality Indicators (including PES)	Operations Planning
ADA Compliance Report, 4 <sup>th</sup> Qtr, 2018	Capital Program Management
Elevator & Escalator Service Report, 4 <sup>th</sup> Qtr, 2018	Subways
Transit Adjudication Bureau Report, 4 <sup>th</sup> Qtr, 2018	Law
NYCT & MTA Bus EEO & Diversity Report, 2018 Yr End Rpt	EEO & Human Resources



## 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)**

### **MARCH 2018**

#### Transit Recidivism Report, 4<sup>th</sup> 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, 1<sup>st</sup> Qtr, 2018

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

#### Elevator & Escalator Service Report, 1<sup>st</sup> 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, 1<sup>st</sup> 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, 1<sup>st</sup> 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)**

### **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.

#### 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, 2<sup>nd</sup> 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, 2<sup>nd</sup> 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)**

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

## **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, 3<sup>rd</sup> 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, 3<sup>rd</sup> 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.

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

### 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, 3<sup>rd</sup> 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, 3<sup>rd</sup> 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.

## **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.

## **FEBRUARY 2018**

### Preliminary Review of NYC Transit's 2018 Operating Results

NYC Transit will present a brief review of its 2018 Budget results.

### Preliminary Review of SIR 2018 Operating Results

NYC Transit will present a brief review of SIR's 2018 Budget results.

### Preliminary Review of MTA Bus 2018 Operating Results

MTA Bus will present a brief review of its 2018 Budget results.

### 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 2018 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2019 by category.



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

### SIR 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 2018 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2019 by category.

### TA Bus 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 2018 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2019 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, 4<sup>th</sup> Qtr, 2018

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, 4<sup>th</sup> 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, 4<sup>th</sup> 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- 2018 Year-End Report

A detailed year-end 2018 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.

## President's Report

Andy Byford, President



On his recent visit, President Byford chats with a customer on Staten Island Railway.

# President's Commentary



The modernization of NYC Transit took a big step forward this month with the appointment of the organization's first Chief Customer Officer, Sarah Meyer.

Sarah joins my top team from a private consultancy at which she undertook invaluable analysis of what needs to be done to improve the way we communicate with customers, both during incidents and as a matter of course. Sarah now heads up the newly formed Strategy and Customer Experience Group, the first phase of a complete reorganization of NYC Transit to create absolute focus on the customer and a leaner, accountable, more dynamic management structure. More will follow on that as my Corporate Plan rolls out.

With regard to the Corporate Plan, I have written the outline structure and this is now being fleshed out. Once complete, it will describe what needs to be done over the first 5 years of a multi-year program to expedite the complete modernization of all aspects of our transit system. The base document will be accompanied by bus, subway, people and accessibility plans to present a costed work plan for stakeholders to discuss and hopefully support.

Subway performance in January was hit by severe weather events and upswing in third party events, e.g. track incursion. Board members will note, however, that February results show a marked improvement, including continued improvement in underlying asset performance as the work we are doing under the Subway Action Plan bears fruit. We have included emerging February data as part of our program to continuously improve the quality and depth of analysis available to the Board and through to the reading public.

Further improvements are also being rolled out. It was good to see some positive reaction to the Wayfinder and Incident Customer Assistance Program (ICAP) teams, both of which were developed to proactively assist our riders in navigating the system. Other work is under way with NYPD to address the presence of homeless persons - especially on the E Line - and to further drill down into the underlying root cause of delay – both on the bus and subway networks.

On subway, I have asked my team to look in detail at the effect on line capacity of various signaling changes that were progressively introduced as a result of the Williamsburg Bridge crash of 1995. While there is no question of now watering down safety, I want to better understand the impact that such changes made on train throughput and to see if these can be safely mitigated.

In parallel, and as part of the soon-to-be-released 2018 Bus Plan, I have asked my SVP of Buses to undertake analysis of the next tranche of routes that should receive Transit Signal Priority. I am keen to speed up the deployment of such technology across our bus network and will keep the Board informed.

Finally, I wish to record my thanks for the men and women of NYC Transit for the professional and dedicated way they handled the recent Nor'Easter storms. I took a trip out to Eastchester Dyre Avenue at the height of one of the storm events and was struck by the team spirit and can-do approach that drove successful delivery of service on those days. We got everyone home safely and that is always the ultimate objective.

**Andy Byford**

President, New York City Transit

## Customer Service Report: Subways

Frank Jezycki, Acting Senior Vice President



A diligent work effort: Station Cleaners clear a path for customers at the 190 St station on the A line during the January winter storm.



## January and February 2018 Highlights: Department of Subways

February 2018 subway performance was a significant improvement over January.

There were 56 major incidents in February, which was 18% better than the 12-month average of 68.3 and 47% better than in January (105 incidents). Year over year (12-month) track and signal major incidents decreased by 19% and 11%, respectively.

Overall, the major incident trend has improved since implementation of the Subway Action Plan.

- Weekday major track incidents have declined by 9.8%
- Weekday major signal incidents have declined by 19.3%
- Weekday major subway car incidents have declined by 19.4%

Additional Train Time (ATT) has improved on the A Division due to schedule adjustments.

A new elevator maintenance/repair contract established in December 2017 dedicated to equipment in Washington Heights contributed to elevator reliability improvements.

SIR MDBF continues to improve, with 12-month rolling MDBF showing a 25.4% increase over last year's rolling average.

The significant increase in major incidents January 2018 was due to several key factors.

- January was especially affected by inclement weather. Conditions during the month were marked by 25 days with temperatures below freezing including three periods of consecutive sub-freezing days, punctuated by a few days of warm weather. Compared to the 12-month moving average ending in January, there were 17.3 more inclement weather weekday major incidents in January, an increase of 473%. The subways are impacted by such weather in a number of ways.
- The salt and snow on the streets makes its way into the subway system as it melts contributing to the significant number of incidents associated with fire and smoke conditions; these are recorded in the 'Stations and Structure' category of Chart 1 in the Monthly Operations Report.
- The extreme temperature swings – shifts of 40 degrees or more above and below freezing within 24 hours – cause expansion and contraction of some infrastructure which contributes to debris on the roadbed.

Another key driver of major incidents in January involved unauthorized persons on or near the tracks. Compared to a 12-month moving average ending in January, there were 6.5 more of these major incidents in January, an increase of 118%. During the winter months it is common to have more homeless persons in the system and more recidivist trespassers.

There were also more weekday major incidents attributed to sick and injured customers and police responses.

Despite the difficulties, there were positive trends in the month. There were 20 weekday track major incidents, 5% fewer than 2017 and 21 weekday signal major incidents, 9% fewer than last year.

The MDBF for January was 106,900, 15.4% below last January, though the 12-month rolling MDBF is 5.7% above last year's average, at 119,469. (While the data for most subway performance measures are now available to the TA Committee for the prior month, the data for Subways MDBF as well as OTP and Terminal Delays still requires additional time to compile, so February statistics for these measures is not included in this report.)

In the last couple of months, Subways introduced a new and growing program, the Incident Customer Assistance Program (ICAP), where managers and non-represented NYC Transit employees supplement customer service efforts during unplanned subway service disruptions. ICAP responders are deployed to supplement the efforts of Wayfinders, Platform Controllers, and other operating staff. By the end of February they were deployed nine times since the program kickoff in December and have been well received by customers.

**Frank Jezycki**

Acting Senior Vice President, Department of Subways

# Subway Report

Subway Report Performance Indicators							
Category	Performance Indicator	Current Month: February 2018			12-Month Average		
		This Year	Last Year	% Diff	This Year	Last Year	% Diff
Major Incidents	Weekday Major Incidents (Chart 1)	56	78	-28.2%	68.3	70.0	-2.5%
	Weekend Major Incidents (Chart 2)	6	6	0.0%	7.8	7.8	0.0%
Capacity Provided	Weekday Service Delivered (Chart 3)	94.1%	95.0%	-0.9%	94.2%	95.4%	-1.2%
	Weekend Service Delivered (Chart 5)	94.2%	98.4%	-4.2%	96.7%	98.2%	-1.5%
Customer Wait Time	Additional Platform Time (h:mm:ss) (Chart 7)	0:01:22	N/A*	N/A*	0:01:22	N/A*	N/A*
Train Travel Time	Additional Train Time (h:mm:ss) (Chart 9)	0:01:30	N/A*	N/A*	0:01:31	N/A*	N/A*
Subway Car	Mean Distance Between Failures (Chart 11)						
	Subway Car PES-KPI (Chart 13)				94.6%	95.2%	-0.6%
Station Environment	Stations PES-KPI (Chart 14)				92.1%	88.0%	+4.1%
	Elevator Availability (Chart 12)	96.3%	95.7%	+0.6%	96.0%	95.8%	+0.2%
	Escalator Availability (Chart 12)	93.9%	93.7%	+0.2%	94.3%	93.9%	+0.4%
Staten Island Railway	Staten Island Railway PES-KPI (Chart 15)				90.5%	88.6%	+1.9%
	24 Hour On-Time Performance	98.1%	94.6%	+3.5%	96.9%	94.9%	+2.0%
	AM Rush On-Time Performance	100.0%	97.2%	+2.8%	97.0%	97.2%	-0.2%
	PM Rush On-Time Performance	97.6%	88.9%	+8.7%	96.9%	95.4%	+1.5%
	Percentage of Completed Trips	99.9%	99.8%	+0.1%	99.9%	99.8%	+0.1%
	Mean Distance Between Failures	100,989	25,209	+300.6%	61,328	48,917	+25.4%
Legacy Indicators	Weekday Wait Assessment (Chart 16a)	68.6%	72.3%	-3.7%	70.5%	73.4%	-2.9%
	Weekend Wait Assessment (Chart 17a)	73.1%	81.1%	-8.0%	77.0%	81.0%	-4.0%
	Weekday Terminal On-Time Performance						
	Weekend Terminal On-Time Performance						
	Weekday Trains Delayed						
	Weekend Trains Delayed						

\*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.

# Subway Report

Subway Report Performance Indicators							
Category	Performance Indicator	Current Month: January 2018			12-Month Average		
		This Year	Last Year	% Diff	This Year	Last Year	% Diff
Major Incidents	Weekday Major Incidents (Chart 1)	105	79	+32.9%	70.1	68.5	+2.3%
	Weekend Major Incidents (Chart 2)	14	10	+40.0%	7.8	7.5	+3.3%
Capacity Provided	Weekday Service Delivered (Chart 3)	91.9%	94.3%	-2.4%	94.3%	95.5%	-1.2%
	Weekend Service Delivered (Chart 5)	95.3%	98.1%	-2.8%	97.0%	98.2%	-1.2%
Customer Wait Time	Additional Platform Time (h:mm:ss) (Chart 7)	0:01:35	N/A*	N/A*	N/A*	N/A*	N/A*
Train Travel Time	Additional Train Time (h:mm:ss) (Chart 9)	0:01:46	N/A*	N/A*	N/A*	N/A*	N/A*
Subway Car	Mean Distance Between Failures (Chart 11)	106,900	126,292	-15.4%	119,469	113,022	+5.7%
	Subway Car PES-KPI (Chart 13)				94.7%	95.3%	-0.6%
Station Environment	Stations PES-KPI (Chart 14)				92.0%	87.9%	+4.1%
	Elevator Availability (Chart 12)	95.4%	95.0%	+0.4%	95.9%	95.8%	+0.1%
	Escalator Availability (Chart 12)	93.1%	95.2%	-2.1%	94.3%	93.8%	+0.5%
Staten Island Railway	Staten Island Railway PES-KPI (Chart 15)				90.6%	88.6%	+2.0%
	24 Hour On-Time Performance	96.6%	97.3%	-0.7%	96.6%	95.1%	+1.5%
	AM Rush On-Time Performance	93.8%	98.0%	-4.2%	96.8%	97.2%	-0.4%
	PM Rush On-Time Performance	96.9%	95.8%	+1.1%	96.2%	96.0%	+0.2%
	Percentage of Completed Trips	100.0%	100.0%	0.0%	99.9%	99.8%	+0.1%
	Mean Distance Between Failures	28,233	74,471	-62.1%	53,812	56,301	-4.4%
Legacy Indicators	Weekday Wait Assessment (Chart 16b)	66.4%	72.3%	-5.9%	70.8%	73.5%	-2.7%
	Weekend Wait Assessment (Chart 17b)	74.6%	80.9%	-6.3%	77.7%	81.0%	-3.3%
	Weekday Terminal On-Time Performance (Chart 18)	58.1%	64.1%	-6.0%	62.9%	66.5%	-3.6%
	Weekend Terminal On-Time Performance (Chart 19)	64.7%	74.2%	-9.5%	68.8%	72.5%	-3.7%
	Weekday Trains Delayed (Chart 20)	76,287	60,455	+26.2%	63,798	55,652	+14.6%
	Weekend Trains Delayed (Chart 21)	18,931	14,182	+33.5%	16,511	14,019	+17.8%

\*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 a.m. to 10 a.m. and 4 p.m. to 7 p.m.
- Weekends - 10 a.m. to 6 p.m.

### Additional Platform Time (APT)

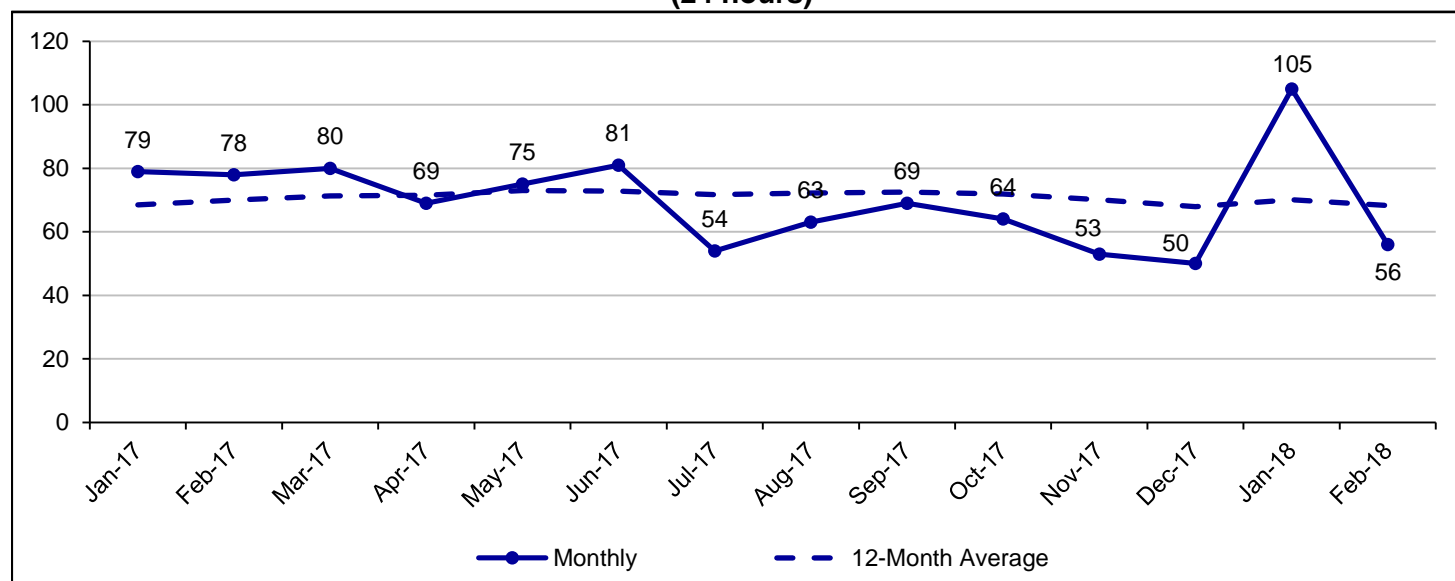
The average added time that customers spend waiting on the platform for a train, compared with their scheduled wait time. Additional Platform time is measured using a combination of customers' MetroCard entry data into stations and train departure times from those stations, using information from the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

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

## Subway Weekday Major Incidents (24 hours)



### February 2018 Statistics

Categories	Monthly			12-Month Average		
	Feb 18	Feb 17	Difference	Feb 18	Feb 17	Difference
Track	12	23	-11	14.5	18.0	-3.5
Signals	22	24	-2	21.0	23.5	-2.5
Persons on Trackbed/Police/Medical	13	10	+3	14.7	15.1	-0.4
Stations & Structure	4	0	+4	5.5	2.7	+2.8
Subway Car	1	4	-3	5.2	5.1	+0.1
Other	4	17	-13	7.4	5.7	+1.7
<b>Subdivision A</b>	<b>28</b>	<b>42</b>	<b>-14</b>	<b>33.7</b>	<b>36.8</b>	<b>-3.1</b>
<b>Subdivision B</b>	<b>28</b>	<b>36</b>	<b>-8</b>	<b>34.6</b>	<b>33.1</b>	<b>+1.5</b>
<b>Systemwide</b>	<b>56</b>	<b>78</b>	<b>-22</b>	<b>68.3</b>	<b>70.0</b>	<b>-1.8</b>
Avg Incident Duration (h:mm:ss)	0:18:39	0:21:00	-0:02:21	0:17:16	0:17:03	+0:00:12
Avg Trains Delayed per Incident	100	95	+5	110	100	+10

### January 2018 Statistics

Categories	Monthly			12-Month Average		
	Jan 18	Jan 17	Difference	Jan 18	Jan 17	Difference
Track	20	21	-1	15.4	17.8	-2.4
Signals	21	23	-2	21.2	22.5	-1.3
Persons on Trackbed/Police/Medical	23	17	+6	15.2	15.3	-0.1
Stations & Structure	13	5	+8	5.4	2.8	+2.6
Subway Car	4	2	+2	4.4	5.4	-1.0
Other	24	11	+13	8.5	4.8	+3.7
<b>Subdivision A</b>	<b>49</b>	<b>43</b>	<b>+6</b>	<b>34.8</b>	<b>36.3</b>	<b>-1.5</b>
<b>Subdivision B</b>	<b>56</b>	<b>36</b>	<b>+20</b>	<b>35.3</b>	<b>32.2</b>	<b>+3.1</b>
<b>Systemwide</b>	<b>105</b>	<b>79</b>	<b>+26</b>	<b>70.1</b>	<b>68.5</b>	<b>+1.6</b>
Avg Incident Duration (h:mm:ss)	0:18:17	0:16:17	+0:01:59	0:17:31	0:16:39	+0:00:52
Avg Trains Delayed per Incident	108	126	-19	109	100	+9

Chart 1

## **Subway Weekday Major Incidents (24 hours)**

### **Weekday Major Incidents Discussion**

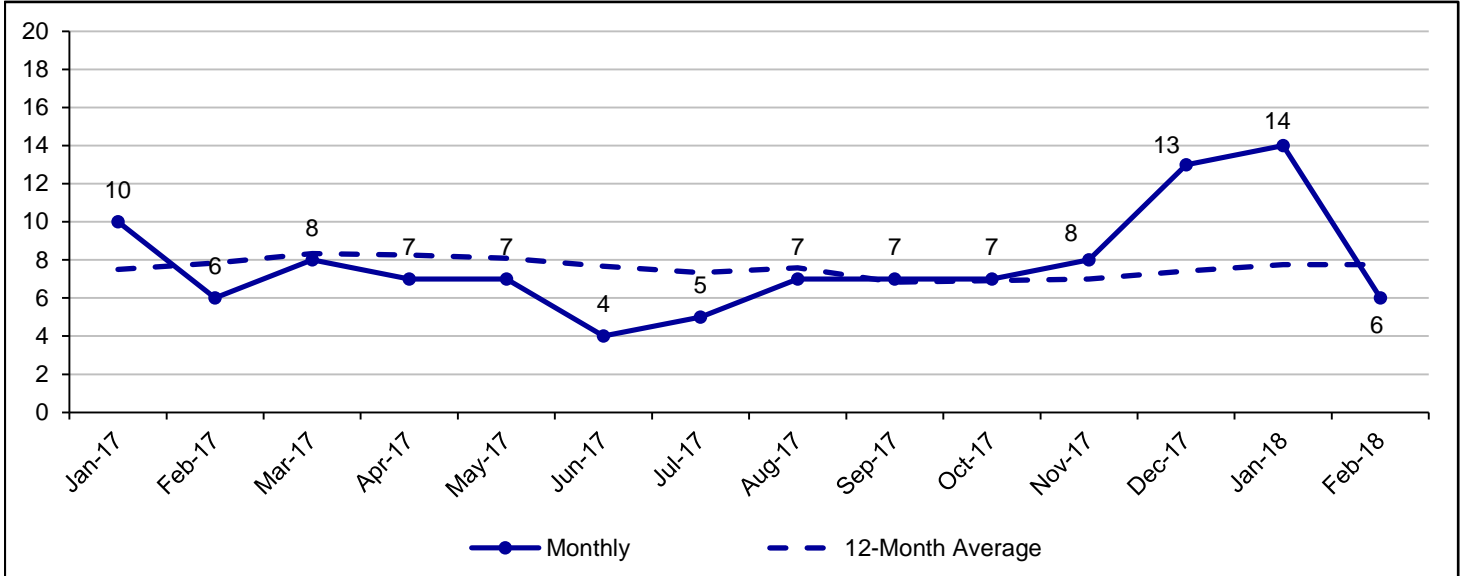
#### February 2018

- The 56 Major Incidents in February 2018 were 18% lower than the 12-month average of 68.3 and were 49 fewer than in January 2018.
  - The 2 and F worsened the most with four additional incidents.
  - The A shows the largest improvement with 8 fewer incidents.
- Relatively mild weather in February was one factor contributing to the decrease in Major Incidents; February 2018 was more mild than both February 2017 and January 2018.
  - Weather-related Major Incidents (in "Other") decreased significantly compared both with the prior month and with February 2017.
- The Lexington Avenue IRT (4/5/6) saw the largest reduction from February 2017 to 2018 (23 to 12 incidents).
- Six Major Incidents on February 16 were particularly disruptive, especially a fire at 7 Av/53 St which caused over 500 delayed trains on the 6th Avenue (B, D, F, M), 8th Avenue (A, C, E) and Broadway (N, Q, R, W) lines.
- On February 26, a stalled work train delayed Broadway (N, Q, R, W) service.
- Track and Signals incidents continued to improve, reflecting Subway Action Plan investments.
- Comparing July 2017 to February 2018 to the first half of 2017 (before the Subway Action Plan was initiated), weekday major track incidents have declined by 9.8%, weekday major signal incidents have declined by 19.3%, and weekday major subway car incidents have declined by 19.4%.

#### January 2018

- The 105 Major Incidents in January 2018 were 50% higher than the 12-month average of 70.1 and 55 higher than in December 2017.
- The major snowstorm in early January was one driver for the increase, associated with 19 Major Incidents on January 4 and 5 (in "Other"). Severe weather often leads to spikes in incidents in winter months.
- Twelve incidents involved persons on the tracks, a 12-month high (in "Persons on Trackbed/Police/Medical").
- The 7<sup>th</sup> Avenue IRT (1/2/3) saw the largest reduction between January 2017 and 2018 (17 to 15 incidents).
- Track and Signals incidents continued to improve, reflecting Subway Action Plan investments.

## Subway Weekend Major Incidents (24 hours)



### February 2018 Statistics

Categories	Monthly			12-Month Average		
	Feb 18	Feb 17	Difference	Feb 18	Feb 17	Difference
Track	1	1	+0	1.2	1.7	-0.5
Signals	1	1	+0	2.5	1.7	+0.8
Persons on Trackbed/Police/Medical	3	3	+0	1.1	2.3	-1.2
Stations & Structure	1	0	+1	0.5	0.3	+0.2
Subway Car	0	0	+0	0.2	0.4	-0.2
Other	0	1	-1	2.3	1.5	+0.8
<b>Subdivision A</b>	<b>5</b>	<b>2</b>	<b>+3</b>	<b>3.8</b>	<b>3.8</b>	<b>+0.0</b>
<b>Subdivision B</b>	<b>1</b>	<b>4</b>	<b>-3</b>	<b>3.9</b>	<b>4.1</b>	<b>-0.2</b>
<b>Systemwide</b>	<b>6</b>	<b>6</b>	<b>+0</b>	<b>7.8</b>	<b>7.8</b>	<b>+0</b>
Avg Incident Duration (h:mm:ss)	0:21:39	0:23:29	-0:01:50	0:18:28	0:23:31	-0:05:03
Avg Trains Delayed per Incident	90	94	-4	99	86	+13

### January 2018 Statistics

Categories	Monthly			12-Month Average		
	Jan 18	Jan 17	Difference	Jan 18	Jan 17	Difference
Track	2	2	+0	1.2	1.6	-0.4
Signals	2	2	+0	2.5	1.7	+0.8
Persons on Trackbed/Police/Medical	1	1	+0	1.1	2.2	-1.1
Stations & Structure	2	1	+1	0.4	0.3	+0.1
Subway Car	0	0	+0	0.2	0.4	-0.2
Other	7	4	+3	2.4	1.4	+1.0
<b>Subdivision A</b>	<b>5</b>	<b>6</b>	<b>-1</b>	<b>3.6</b>	<b>3.8</b>	<b>-0.2</b>
<b>Subdivision B</b>	<b>9</b>	<b>4</b>	<b>+5</b>	<b>4.2</b>	<b>3.8</b>	<b>+0.4</b>
<b>Systemwide</b>	<b>14</b>	<b>10</b>	<b>+4</b>	<b>7.8</b>	<b>7.5</b>	<b>+0.3</b>
Avg Incident Duration (h:mm:ss)	0:22:13	0:10:12	+0:12:01	0:18:35	0:23:23	-0:04:48
Avg Trains Delayed per Incident	117	92	+25	100	85	+14

Chart 2

## **Subway Weekend Major Incidents (24 hours)**

### **Weekend Major Incidents Discussion**

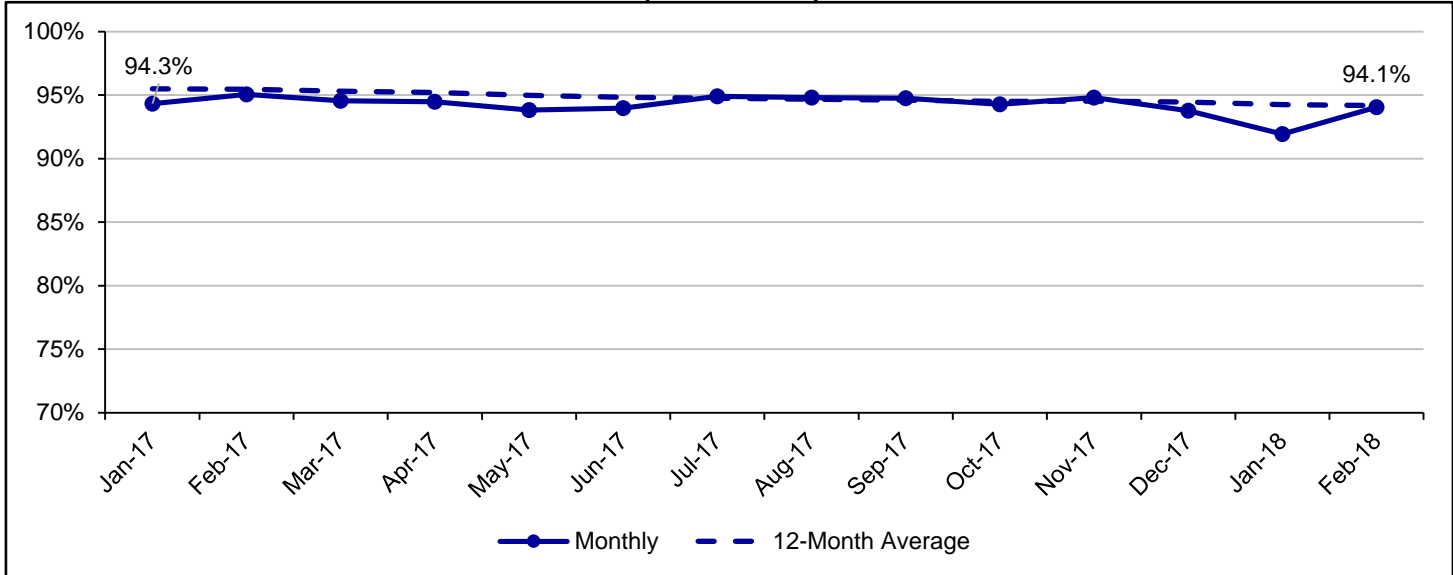
#### February 2018

- After increasing in January, weekend major incidents decreased to below-average levels in February.

#### January 2018

- The number of weekend Major Incidents in January 2018 – 14 – was the highest in the past year.
  - The majority of these incidents were external, due to inclement weather or civil demonstrations, such as the 2018 Women’s March on Saturday, January 20th.
- As with weekday Major Incidents, inclement weather is associated with the year-over-year growth in Major Incidents; four weather-related incidents are reflected in the “Other” category.

## Subway Weekday % Service Delivered (Peak Hours)



### February 2018 Statistics

	Monthly			12-Month Average		
	Feb 18	Feb 17	Difference	Feb 18	Feb 17	Difference
Subdivision A	92.7%	92.5%	0.2%	92.1%	93.5%	-1.4%
Subdivision B	95.1%	96.9%	-1.8%	95.7%	97.0%	-1.3%
Systemwide	94.1%	95.0%	-0.9%	94.2%	95.4%	-1.2%

### January 2018 Statistics

	Monthly			12-Month Average		
	Jan 18	Jan 17	Difference	Jan 18	Jan 17	Difference
Subdivision A	90.1%	92.5%	-2.4%	92.0%	93.5%	-1.5%
Subdivision B	93.3%	95.7%	-2.4%	95.9%	97.0%	-1.1%
Systemwide	91.9%	94.3%	-2.4%	94.3%	95.5%	-1.2%

### Weekday Service Delivered Discussion

#### February 2018

- Systemwide Service Delivered improved in February 2018 vs. the prior month (from 91.9% to 94.1%), but declined compared to a year ago; the decline was driven primarily by decreases on Subdivision B.
- The decline in M Service Delivered is associated with the implementation of Subway Action Plan (SAP) work and is discussed further on Chart 5, Weekend Service Delivered.
- Major incidents on February 16 and 26 contributed to the decrease in Service Delivered on several lines:
  - A fire near 7 Av/53 St station on February 16 adversely affected Service Delivered on the 6<sup>th</sup> Avenue (B, D, F, M), 8<sup>th</sup> Avenue (A, C, E) and Broadway (N, Q, R, W) lines.
  - On February 26, a stalled work train delayed Broadway (N, Q, R, W) service.

#### January 2018

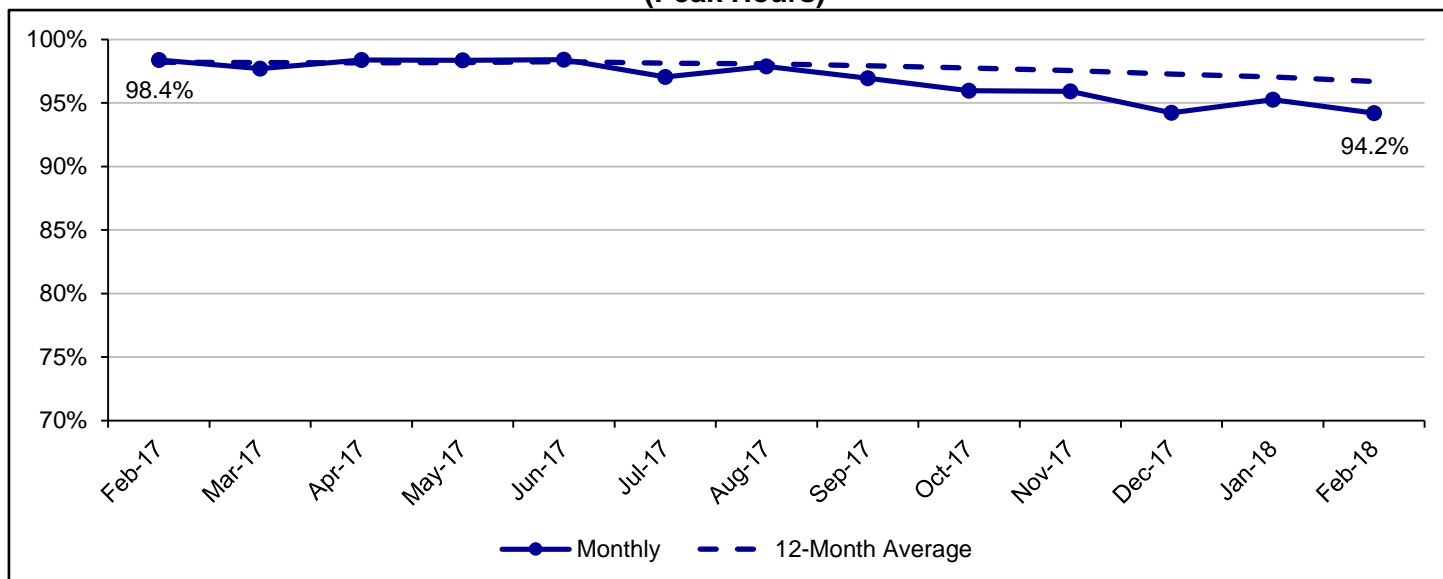
- Service Delivered declined in January 2018 vs. the prior month, as well as one year earlier.
- The January 4 snow storm alone accounts for 38% of the decline.
  - Excluding the storm this indicator would have declined by 1.5%, instead of 2.4%.
  - Lines with outdoor sections (7, A, B, D, FS, H, J, L, N, Q, and W) were most susceptible and experienced the most significant declines.
- On January 10, a fire at 59th St-Columbus Circle adversely affected service delivered for the 8 Avenue lines (A,B,C,D).

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

					<u>Feb</u>	<u>Jan</u>
<u>Line</u>	<u>Feb 18</u>	<u>Jan 18</u>	<u>Feb 17</u>	<u>Jan 17</u>	<u>Difference</u>	<u>Difference</u>
1	97.7%	96.1%	94.7%	99.3%	+3.0%	-3.2%
2	91.4%	89.1%	90.7%	89.2%	+0.7%	-0.1%
3	93.2%	91.4%	94.5%	93.8%	-1.3%	-2.4%
4	90.1%	85.5%	92.1%	90.8%	-2.0%	-5.3%
5	88.7%	84.4%	86.1%	84.1%	+2.6%	+0.3%
6	91.1%	87.5%	90.3%	90.3%	+0.8%	-2.8%
7	91.1%	88.4%	92.3%	93.8%	-1.2%	-5.4%
S 42nd	99.0%	99.4%	99.8%	99.8%	-0.8%	-0.4%
<b>Subdivision A</b>	<b>92.7%</b>	<b>90.1%</b>	<b>92.5%</b>	<b>92.5%</b>	<b>+0.2%</b>	<b>-2.4%</b>
A	94.7%	91.2%	95.4%	95.8%	-0.7%	-4.6%
B	95.3%	90.9%	98.1%	95.3%	-2.8%	-4.4%
C	94.4%	90.5%	95.7%	94.0%	-1.3%	-3.5%
D	97.3%	94.7%	97.1%	96.0%	+0.2%	-1.3%
E	91.8%	92.5%	95.1%	93.9%	-3.3%	-1.4%
F	95.3%	96.0%	98.6%	97.0%	-3.3%	-1.0%
S Fkln	99.7%	97.5%	99.3%	100.1%	+0.4%	-2.6%
G	102.6%	101.5%	102.0%	98.9%	+0.6%	+2.6%
S Rock	101.0%	89.7%	99.3%	100.6%	+1.7%	-10.9%
JZ	97.6%	93.9%	97.2%	96.3%	+0.4%	-2.4%
L	95.7%	93.4%	96.9%	96.1%	-1.2%	-2.7%
M	92.2%	91.5%	94.8%	92.9%	-2.6%	-1.4%
N	93.5%	94.0%	96.0%	96.4%	-2.5%	-2.4%
Q	94.8%	91.8%	96.3%	94.2%	-1.5%	-2.4%
R	94.1%	93.8%	98.7%	95.9%	-4.6%	-2.1%
W	89.5%	91.8%	93.3%	92.3%	-3.8%	-0.5%
<b>Subdivision B</b>	<b>95.1%</b>	<b>93.3%</b>	<b>96.9%</b>	<b>95.7%</b>	<b>-1.8%</b>	<b>-2.4%</b>
<b>Systemwide</b>	<b>94.1%</b>	<b>91.9%</b>	<b>95.0%</b>	<b>94.3%</b>	<b>-0.9%</b>	<b>-2.4%</b>

**Chart 4**

## Subway Weekend % Service Delivered (Peak Hours)



### February 2018 Statistics

	Monthly			12-Month Average		
	Feb 18	Feb 17	Difference	Feb 18	Feb 17	Difference
Subdivision A	90.8%	97.8%	-7.0%	95.3%	97.7%	-2.4%
Subdivision B	96.4%	98.8%	-2.4%	97.5%	98.5%	-1.0%
Systemwide	94.2%	98.4%	-4.2%	96.7%	98.2%	-1.5%

### January 2018 Statistics

	Monthly			12-Month Average		
	Jan 18	Jan 17	Difference	Jan 18	Jan 17	Difference
Subdivision A	93.6%	97.4%	-3.8%	95.9%	97.7%	-1.8%
Subdivision B	96.4%	98.6%	-2.2%	97.7%	98.5%	-0.8%
Systemwide	95.3%	98.1%	-2.8%	97.0%	98.2%	-1.2%

### Weekend Service Delivered Discussion

#### February 2018

- Service Delivered declined in February 2018 vs. the prior month and when compared to February 2017.
  - The decline in G Service Delivered is associated with the implementation of Subway Action Plan (SAP) work, which is discussed below.

#### January 2018

- Service Delivered improved in January 2018 vs. the prior month, but declined when compared to January 2017.
  - The December-to-January improvement is due in part to the cancellation of SAP and other work on the tracks on the weekend of January 6-7, following the snowstorm on January 4.
- Systemwide declines in weekend Service Delivered compared to the prior year are associated with SAP work, which required running fewer trains than scheduled. This is an ongoing issue, brought on by the need to plan and undertake a high volume of critical work in a short period of time in order to quickly address long-standing maintenance issues. The disruptions caused by implementing SAP in a compressed timeframe are expected to yield reliability improvements as the subway infrastructure is renewed.
  - As SAP progresses, train frequency reductions should lessen as work requirements evolve and as more work is planned farther in advance.



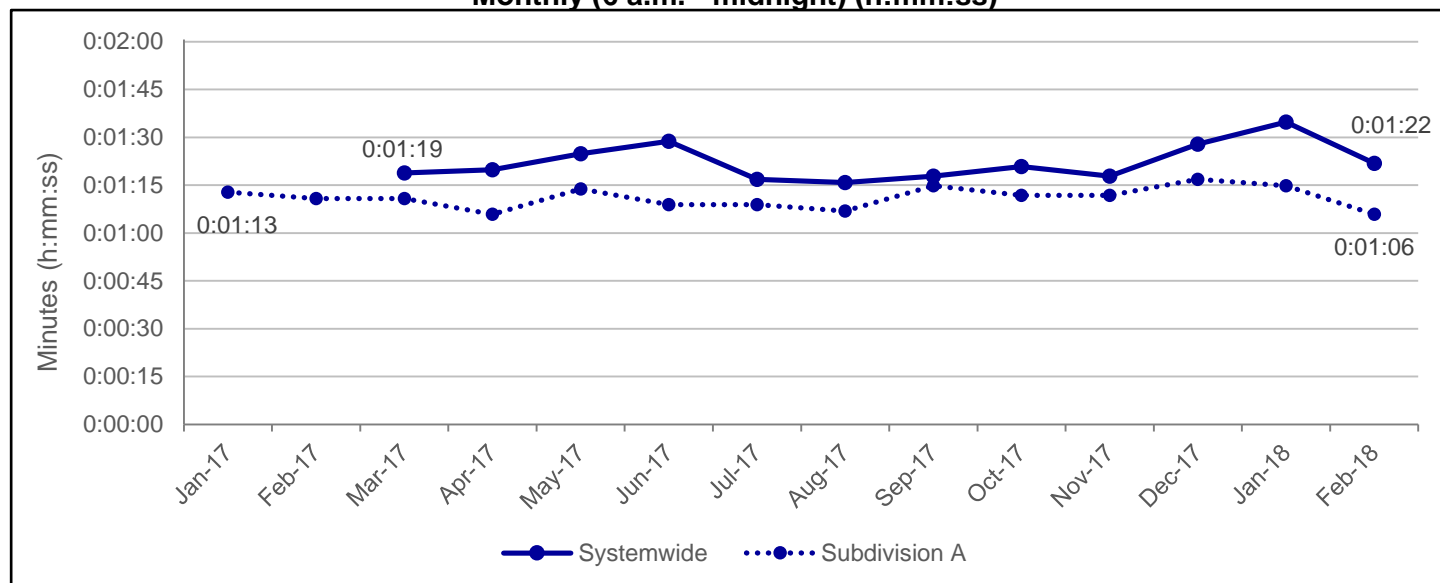
**Subway Weekend % Service Delivered**  
**Monthly**  
**(Peak Hours)**

	<u>Feb</u>		<u>Jan</u>		<u>Feb</u>	<u>Jan</u>
<u>Line</u>	<u>Feb 18</u>	<u>Jan 18</u>	<u>Feb 17</u>	<u>Jan 17</u>	<u>Difference</u>	<u>Difference</u>
1	95.3%	94.1%	97.3%	98.2%	-2.0%	-4.1%
2	85.0%	89.0%	96.2%	93.3%	-11.2%	-4.3%
3	94.4%	95.1%	98.1%	98.5%	-3.7%	-3.4%
4	85.4%	89.3%	97.3%	95.0%	-11.9%	-5.7%
5	87.7%	95.6%	97.1%	96.6%	-9.4%	-1.0%
6	97.4%	94.6%	97.2%	100.1%	+0.2%	-5.5%
7	92.0%	96.8%	99.7%	99.0%	-7.7%	-2.2%
S 42nd	99.8%	99.3%	99.9%	99.8%	-0.1%	-0.5%
<b>Subdivision A</b>	<b>90.8%</b>	<b>93.6%</b>	<b>97.8%</b>	<b>97.4%</b>	<b>-7.0%</b>	<b>-3.8%</b>
A	96.5%	96.3%	99.1%	98.6%	-2.6%	-2.3%
C	96.1%	93.6%	99.2%	99.0%	-3.1%	-5.4%
D	98.0%	97.5%	99.3%	97.6%	-1.3%	-0.1%
E	98.6%	96.3%	99.9%	100.4%	-1.3%	-4.1%
F	98.2%	96.0%	100.5%	98.0%	-2.3%	-2.0%
S Fkln	99.8%	98.2%	99.8%	99.7%	+0.0%	-1.5%
G	88.7%	97.0%	100.1%	99.2%	-11.4%	-2.2%
S Rock	100.2%	100.2%	100.0%	98.3%	+0.2%	+1.9%
JZ	100.0%	97.2%	99.6%	98.3%	+0.4%	-1.1%
L	98.3%	97.0%	91.7%	98.7%	+6.6%	-1.7%
M	N/A*	N/A*	98.5%	98.9%	N/A*	N/A*
N	94.0%	94.5%	99.7%	97.0%	-5.7%	-2.5%
Q	97.1%	97.5%	99.4%	100.4%	-2.3%	-2.9%
R	95.4%	95.0%	99.4%	97.2%	-4.0%	-2.2%
<b>Subdivision B</b>	<b>96.4%</b>	<b>96.4%</b>	<b>98.8%</b>	<b>98.6%</b>	<b>-2.4%</b>	<b>-2.2%</b>
<b>Systemwide</b>	<b>94.2%</b>	<b>95.3%</b>	<b>98.4%</b>	<b>98.1%</b>	<b>-4.2%</b>	<b>-2.8%</b>

\*Note: Due to planned work beginning in September 2017, Weekend M service operates as a shuttle between Metropolitan Av and Wyckoff Av. Its operation is not captured by the weekend Service Delivered measurement location for the M at Essex St.

## Subway Weekday Average Additional Platform Time

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



### February 2018 Statistics

	Monthly			12-Month Average
	Feb 18	Feb 17	Difference	Feb 18
Subdivision A	0:01:06	0:01:11	-0:00:05	0:01:11
Subdivision B	0:01:33	N/A	N/A	N/A
Systemwide	0:01:22	N/A	N/A	0:01:22

### January 2018 Statistics

	Monthly			12-Month Average
	Jan 18	Jan 17	Difference	Jan 18
Subdivision A	0:01:15	0:01:13	+0:00:02	0:01:11
Subdivision B	0:01:50	N/A	N/A	N/A
Systemwide	0:01:35	N/A	N/A	N/A

### Weekday Additional Platform Time Discussion

#### February 2018

- APT systemwide improved by 13 seconds from January 2018 to February 2018, totaling 0:01:22.
  - APT on Subdivision A improved by 5 seconds compared to a year earlier, totaling 0:01:06.

#### January 2018

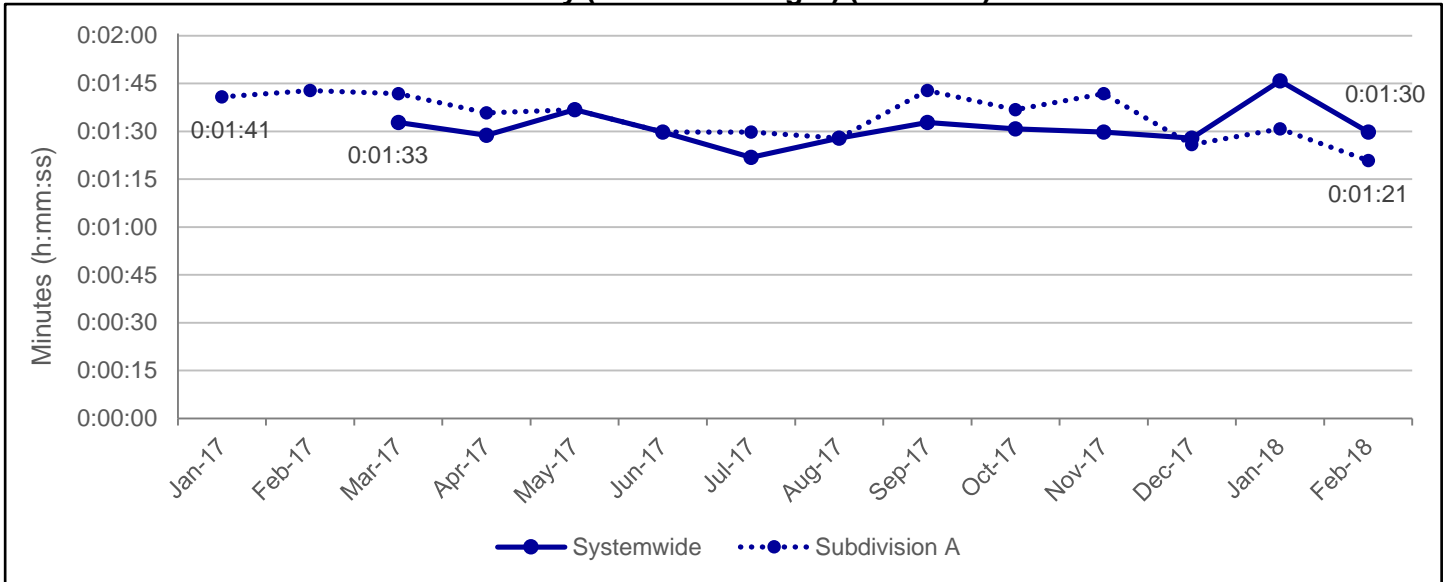
- APT systemwide worsened by seven seconds from December 2017 to January 2018, totaling 0:01:35.
- The January 4 snowstorm and January 5 recovery adversely affected APT.
  - When those two days are excluded, APT improved by seven seconds to 0:01:28.
- Like weekend Service Delivered, APT, which is a weekday metric, is affected by Subway Action Plan (SAP) work. Since October 2017, SAP work has reduced the number of trains operating during evening hours below scheduled levels, increasing wait times on the platforms. The disruptions caused by implementing SAP in a compressed timeframe are expected to yield reliability improvements as the subway infrastructure is renewed.

**Subway Weekday Average Additional Platform Time**  
**Monthly (6 a.m. - midnight)**  
**(h:mm:ss)**

	<u>Feb</u>		<u>Jan</u>		<u>Feb</u>	<u>Jan</u>
<u>Line</u>	<u>Feb 18</u>	<u>Jan 18</u>	<u>Feb 17</u>	<u>Jan 17</u>	<u>Difference</u>	<u>Difference</u>
1	0:01:00	0:01:02	0:01:19	0:00:56	-0:00:19	+0:00:06
2	0:01:06	0:01:25	0:01:21	0:01:20	-0:00:15	+0:00:05
3	0:00:50	0:01:03	0:00:56	0:00:56	-0:00:06	+0:00:07
4	0:01:15	0:01:09	0:01:09	0:01:22	+0:00:06	-0:00:13
5	0:01:19	0:01:13	0:01:21	0:01:34	-0:00:02	-0:00:21
6	0:01:20	0:01:34	0:01:10	0:01:21	+0:00:10	+0:00:13
7	0:00:59	0:01:23	0:01:08	0:01:13	-0:00:09	+0:00:10
S 42nd	0:00:28	0:00:24	0:00:23	0:00:24	+0:00:05	+0:00:00
<b>Subdivision A</b>	<b>0:01:06</b>	<b>0:01:15</b>	<b>0:01:11</b>	<b>0:01:13</b>	<b>-0:00:05</b>	<b>+0:00:02</b>
A	0:01:23	0:01:42	N/A	N/A	N/A	N/A
B	0:01:50	0:02:37	N/A	N/A	N/A	N/A
C	0:01:59	0:02:14	N/A	N/A	N/A	N/A
D	0:01:44	0:01:59	N/A	N/A	N/A	N/A
E	0:01:21	0:01:22	N/A	N/A	N/A	N/A
F	0:01:39	0:01:39	N/A	N/A	N/A	N/A
S Fkln	0:00:21	0:02:11	N/A	N/A	N/A	N/A
G	0:01:18	0:01:30	N/A	N/A	N/A	N/A
S Rock	0:00:25	0:00:44	N/A	N/A	N/A	N/A
JZ	0:01:35	0:01:47	N/A	N/A	N/A	N/A
L	0:01:07	0:02:20	N/A	N/A	N/A	N/A
M	0:02:02	0:02:07	N/A	N/A	N/A	N/A
N	0:01:38	0:01:37	N/A	N/A	N/A	N/A
Q	0:01:21	0:01:45	N/A	N/A	N/A	N/A
R	0:01:39	0:01:45	N/A	N/A	N/A	N/A
W	0:01:33	0:01:18	N/A	N/A	N/A	N/A
<b>Subdivision B</b>	<b>0:01:33</b>	<b>0:01:50</b>	N/A	N/A	N/A	N/A
<b>Systemwide</b>	<b>0:01:22</b>	<b>0:01:35</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>

## Subway Weekday Average Additional Train Time

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



### February 2018 Statistics

	Monthly			12-Month Average
	Feb 18	Feb 17	Difference	Feb 18
Subdivision A	0:01:21	0:01:43	-0:00:22	0:01:34
Subdivision B	0:01:37	N/A	N/A	N/A
Systemwide	0:01:30	N/A	N/A	0:01:31

### January 2018 Statistics

	Monthly			12-Month Average
	Jan 18	Jan 17	Difference	Jan 18
Subdivision A	0:01:31	0:01:41	-0:00:10	0:01:35
Subdivision B	0:01:57	N/A	N/A	N/A
Systemwide	0:01:46	N/A	N/A	N/A

### Weekday Additional Train Time Discussion

#### February 2018

- ATT systemwide improved by 16 seconds from January 2018 to February 2018, totaling 0:01:30.
  - ATT on Subdivision A improved by 22 seconds compared to a year earlier, totaling 0:01:21

#### January 2018

- ATT systemwide worsened by 18 seconds from December 2017 to January 2018, totaling 0:01:46.
- Like APT, the ATT metric is sensitive to Major Incidents. The worsening of ATT in January reflects the high number of Major Incidents that month. The implementation of the Subway Action Plan (SAP) will address root causes of some of the Major Incidents that adversely affect ATT and other metrics.
- The January 4 snowstorm and January 5 recovery adversely affected ATT.
  - When those two days are excluded, ATT improved by three seconds to 0:01:43.

**Subway Weekday Average Additional Train Time**  
**Monthly (6 a.m. - midnight)**  
**(h:mm:ss)**

	<u>Feb</u>		<u>Jan</u>		<u>Feb</u>	<u>Jan</u>
<u>Line</u>	<u>Feb 18</u>	<u>Jan 18</u>	<u>Feb 17</u>	<u>Jan 17</u>	<u>Difference</u>	<u>Difference</u>
1	0:01:10	0:01:09	0:01:17	0:01:04	-0:00:07	+0:00:05
2	0:01:16	0:01:33	0:02:16	0:02:02	-0:01:00	-0:00:29
3	0:01:01	0:01:13	0:01:39	0:01:31	-0:00:38	-0:00:18
4	0:01:32	0:01:44	0:02:08	0:02:23	-0:00:36	-0:00:39
5	0:01:38	0:01:58	0:02:35	0:02:45	-0:00:57	-0:00:47
6	0:01:18	0:01:28	0:01:26	0:01:30	-0:00:08	-0:00:02
7	0:01:39	0:01:53	0:01:22	0:01:13	+0:00:17	+0:00:40
S 42nd	0:00:53	0:00:55	0:00:26	0:00:27	+0:00:27	+0:00:28
<b>Subdivision A</b>	<b>0:01:21</b>	<b>0:01:31</b>	<b>0:01:43</b>	<b>0:01:41</b>	<b>-0:00:22</b>	<b>-0:00:10</b>
A	0:02:02	0:02:46	N/A	N/A	N/A	N/A
B	0:01:48	0:02:37	N/A	N/A	N/A	N/A
C	0:01:17	0:01:41	N/A	N/A	N/A	N/A
D	0:01:50	0:02:19	N/A	N/A	N/A	N/A
E	0:01:56	0:02:02	N/A	N/A	N/A	N/A
F	0:02:08	0:02:19	N/A	N/A	N/A	N/A
S Fkln	0:00:36	0:00:44	N/A	N/A	N/A	N/A
G	0:01:42	0:01:58	N/A	N/A	N/A	N/A
S Rock	0:00:21	0:00:34	N/A	N/A	N/A	N/A
JZ	0:02:12	0:02:33	N/A	N/A	N/A	N/A
L	0:00:11	0:00:24	N/A	N/A	N/A	N/A
M	0:01:09	0:01:10	N/A	N/A	N/A	N/A
N	0:01:58	0:02:27	N/A	N/A	N/A	N/A
Q	0:01:58	0:02:32	N/A	N/A	N/A	N/A
R	0:01:10	0:01:13	N/A	N/A	N/A	N/A
W	0:01:15	0:01:02	N/A	N/A	N/A	N/A
<b>Subdivision B</b>	<b>0:01:37</b>	<b>0:01:57</b>	N/A	N/A	N/A	N/A
<b>Systemwide</b>	<b>0:01:30</b>	<b>0:01:46</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>

## **Section 2: Inputs to Operations**

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

### **Performance Indicator Definitions**

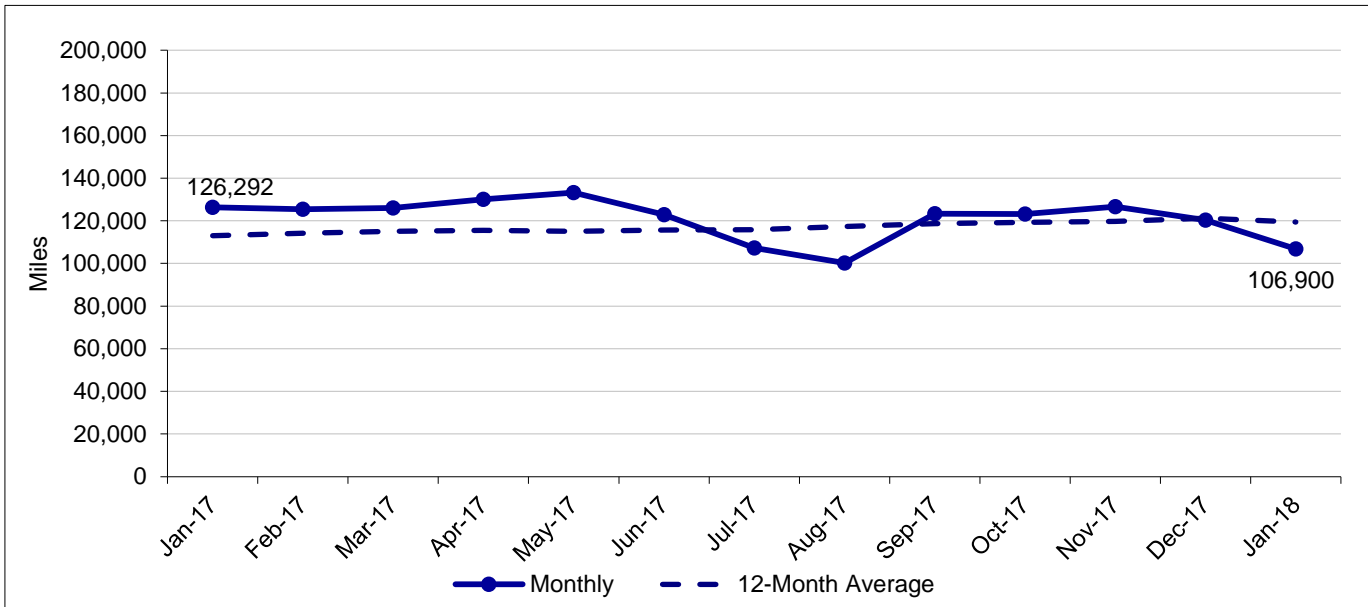
#### **Mean Distance Between Failure (MDBF)**

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

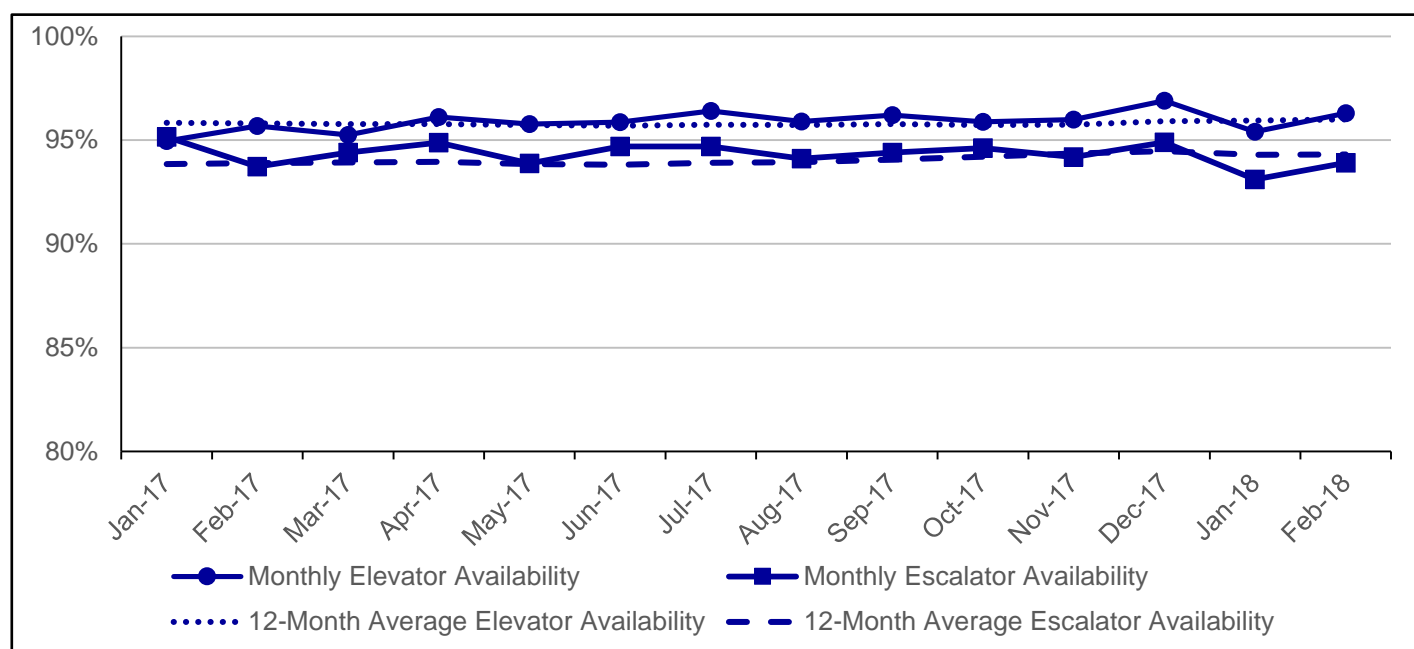


		Monthly		
	# of Cars	Jan '18	Jan '17	% Diff
Subdivision A	2,895	122,105	140,328	-13.0%
Subdivision B	3,523	98,111	117,851	-16.7%
Systemwide	6,418	106,900	126,292	-15.4%
		12-Month Average		
	# of Cars	Jan '18	Jan '17	% Diff
R32	222	33,108	33,331	-0.7%
R42	50	36,635	43,444	-15.7%
R46	752	71,633	73,642	-2.7%
R62	315	195,437	205,635	-5.0%
R62A	824	98,796	85,925	+15.0%
R68	425	100,291	114,085	-12.1%
R68A	200	95,307	102,130	-6.7%
R142	1,030	166,269	145,002	+14.7%
R142A	220	55,571	49,145	+13.1%
R143	212	93,179	54,814	+70.0%
R160	1,662	247,157	242,160	+2.1%
R188 - New	126	486,053	478,981	+1.5%
R188 - Conversion	380	154,591	193,909	-20.3%
Subdivision A	2,895	126,733	114,939	+10.3%
Subdivision B	3,523	114,774	111,652	+2.8%
Fleet	6,418	119,469	113,022	+5.7%

### MDBF Discussion

- The subway car fleet performance continues an improving trend. Comparing July 2017 to January 2018 to the first half of 2017 (before the Subway Action Plan was initiated), the 12-month rolling MDBF is 3.5% better, from 114,812 to 118,817.
- Additionally, the 12-month rolling MDBF ending in January is 5.7% higher than the 12-month rolling MDBF ending last January. MDBF hasn't increased year over year since before 2011, when MDBF was 172,700.

## Elevator and Escalator Availability (24 Hours)



### February 2018 Statistics

	Monthly			12-Month Average		
	Feb 18	Feb 17	Difference	Feb 18		
<b>Elevator Availability</b>	96.3%	95.7%	<b>+0.6%</b>	96.0%	95.8%	<b>+0.2%</b>
<b>Escalator Availability</b>	93.9%	93.7%	<b>+0.2%</b>	94.3%	93.9%	<b>+0.4%</b>

### January 2018 Statistics

	Monthly			12-Month Average		
	Jan 18	Jan 17	Difference	Jan 18		
<b>Elevator Availability</b>	95.4%	95.0%	<b>+0.4%</b>	95.9%	95.8%	<b>+0.1%</b>
<b>Escalator Availability</b>	93.1%	95.2%	<b>-2.1%</b>	94.3%	93.8%	<b>+0.5%</b>

### Elevator and Escalator Availability Discussion

#### February 2018

- Comparing July 2017 to February 2018 to the first half of 2017 (before the Subway Action Plan was initiated), elevator availability improved by 0.5%, from 95.6% to 96.1%. Comparing the same periods, escalator availability has declined by only 0.2%, from 94.4% to 94.2%.
- Comparing February 2018 with last February, elevator availability has improved by 0.6%, from 95.7% to 96.3%. Comparing the same periods, escalator availability has improved by 0.2%, from 93.7% to 93.9%.

#### January 2018

- Comparing January 2018 with last January, elevator availability has improved by 0.4%, from 95% to 95.4%. Comparing the same periods, escalator availability has declined by 2.1%, from 95.2% to 93.1%.



## 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

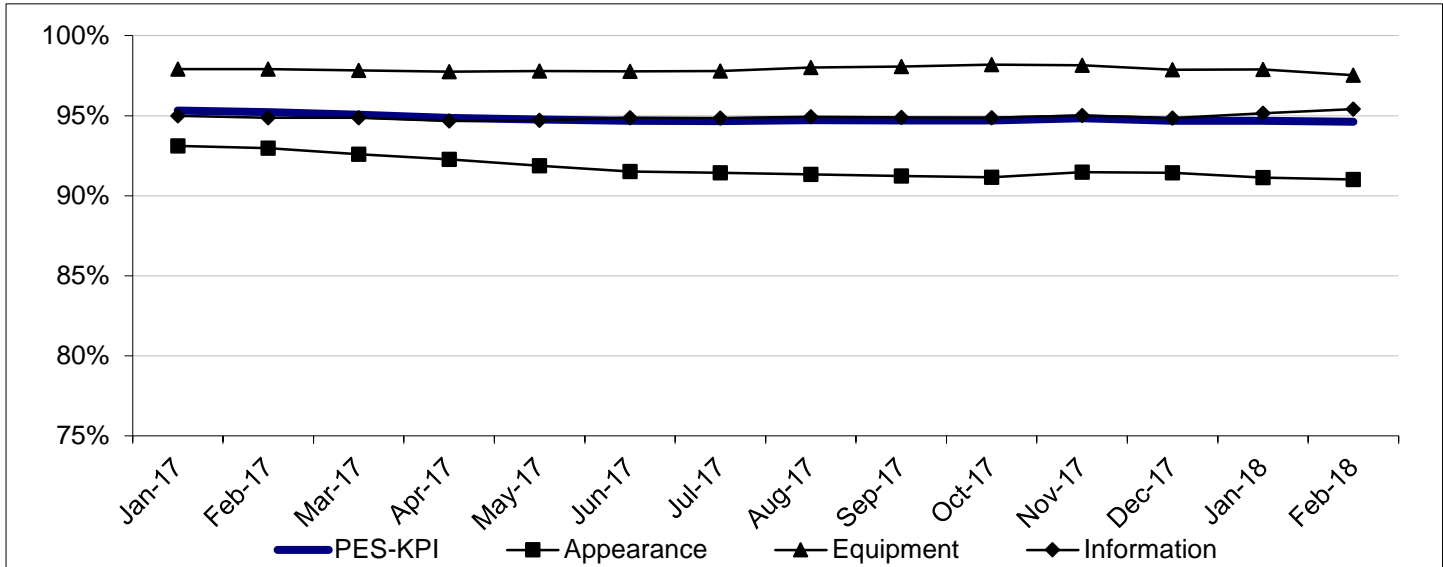
PES-KPI is a composite indicator for the Staten Island Railway car and station environments, which consists of three indicators designed to reflect customer experiences.

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

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

*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



### February 2018 Statistics

	Mar 17 - Feb 18				Mar 16 - Feb 17				% Diff
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
<b>Subdivision A</b>	<b>94.9%</b>	92.6%	97.0%	95.2%	<b>95.0%</b>	93.9%	97.5%	93.8%	<b>-0.1%</b>
<b>Subdivision B</b>	<b>94.5%</b>	90.3%	97.8%	95.5%	<b>95.3%</b>	92.4%	98.2%	95.6%	<b>-0.8%</b>
<b>Systemwide</b>	<b>94.6%</b>	91.0%	97.5%	95.4%	<b>95.2%</b>	<b>93.0%</b>	<b>97.9%</b>	<b>94.9%</b>	<b>-0.6%</b>

### January 2018 Statistics

	Feb 17 - Jan 18				Feb 16 - Jan 17				% Diff
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
<b>Subdivision A</b>	<b>94.9%</b>	92.8%	97.1%	94.9%	<b>95.1%</b>	93.8%	97.5%	93.9%	<b>-0.2%</b>
<b>Subdivision B</b>	<b>94.6%</b>	90.3%	98.3%	95.3%	<b>95.5%</b>	92.7%	98.2%	95.6%	<b>-0.9%</b>
<b>Systemwide</b>	<b>94.7%</b>	91.1%	97.9%	95.2%	<b>95.3%</b>	<b>93.1%</b>	<b>97.9%</b>	<b>95.0%</b>	<b>-0.6%</b>

### Subway Car Passenger Environment Survey Discussion

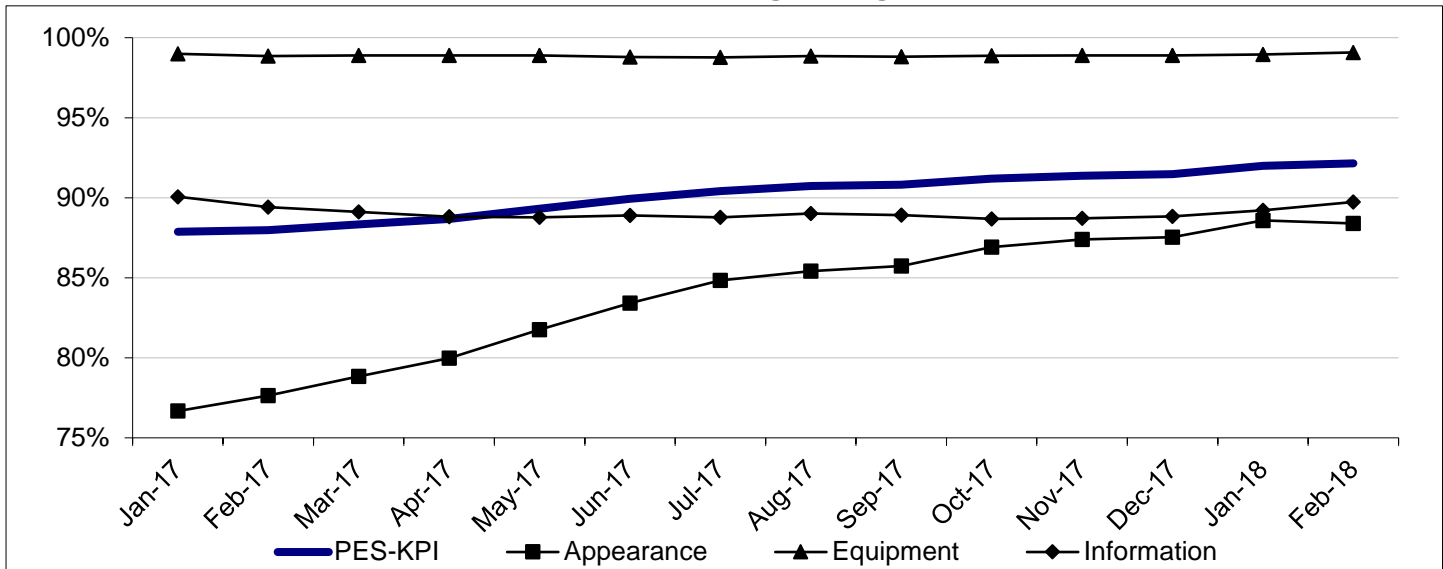
#### February 2018

- The Subway Car PES Key Performance Indicator (KPI) dropped by 0.6% vs. the prior 12-month period, this was led by declines in appearance.
  - Appearance declines were largely due to a drop in litter and cleanliness metrics of cars on the A and M lines.
- February data is through February 20. To satisfy the demands of the new one-month reporting lag the monthly cycle is changing to a new date range. For March 2018, it will be from February 21 to March 20. The 21st of the month through the 20th of the following month will be the reporting window moving forward.

#### January 2018

- The Subway Car PES Key Performance Indicator (KPI) dropped by 0.6% vs. the prior 12-month period, this was led by declines in appearance.
  - Appearance declines were mostly due to a drop in measurement for litter and cleanliness of cars on the M line.

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



### February 2018 Statistics

Borough	Mar 17 - Feb 18				Mar 16 - Feb 17				% Diff
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
Bronx	91.5%	85.4%	99.4%	90.8%	85.3%	70.4%	98.7%	89.4%	+6.2%
Manhattan	92.9%	90.0%	99.1%	90.1%	88.2%	78.1%	98.9%	89.5%	+4.7%
Brooklyn	92.0%	87.7%	99.0%	90.0%	89.3%	79.9%	99.1%	90.6%	+2.7%
Queens	91.7%	89.3%	99.1%	87.2%	87.6%	79.3%	98.5%	86.5%	+4.1%
<b>Systemwide</b>	<b>92.1%</b>	<b>88.4%</b>	<b>99.1%</b>	<b>89.7%</b>	<b>88.0%</b>	<b>77.6%</b>	<b>98.9%</b>	<b>89.4%</b>	<b>+4.1%</b>

### January 2018 Statistics

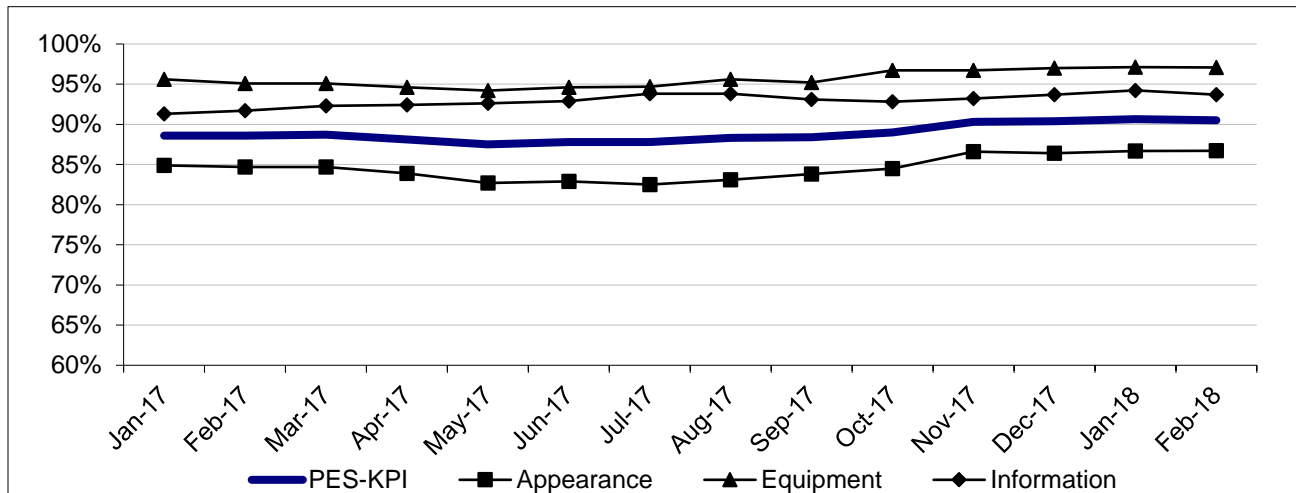
Borough	Feb 17 - Jan 18				Feb 16 - Jan 17				% Diff
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
Bronx	91.1%	85.0%	99.3%	90.2%	85.0%	69.6%	98.8%	89.4%	+6.1%
Manhattan	92.5%	89.9%	98.9%	89.3%	88.1%	77.1%	99.1%	90.2%	+4.4%
Brooklyn	92.3%	88.6%	99.0%	90.1%	88.8%	78.3%	99.1%	90.9%	+3.5%
Queens	91.3%	89.3%	98.9%	86.1%	88.1%	79.1%	98.7%	88.4%	+3.2%
<b>Systemwide</b>	<b>92.0%</b>	<b>88.6%</b>	<b>98.9%</b>	<b>89.2%</b>	<b>87.9%</b>	<b>76.7%</b>	<b>99.0%</b>	<b>90.1%</b>	<b>+4.1%</b>

### Station Passenger Environment Survey Discussion

#### January and February 2018

- Systemwide there has been a 4.1% increase in KPI with the biggest increase occurring in Appearance and some increase in Equipment and Information.
- The increase in the Station PES-KPI reflects new data collection approach, utilizing electronic tablets, with an enlarged sample size and greater accuracy during daytime hours to better reflect customer perception, as well as to take into account dedicated cleaning resources by the Stations Department.
- Since 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 in early 2017, appears on the above graphs as month-by-month increases. Each month, one month's worth of data collected using the new approach is added, while one month's worth data using the old approach is dropped.
- February data is through February 20. To satisfy the demands of the new one-month reporting lag the monthly cycle is changing to a new date range. For March 2018, it will be from February 21 to March 20. The 21st of the month through the 20th of the following month will be the reporting window moving forward.

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



## **February 2018 Statistics**

	PES-KPI	Appearance	Equipment	Information
<b>Mar 17 - Feb 18:</b>	90.5%	86.7%	97.1%	93.7%
<b>Mar 16 - Feb 17:</b>	88.6%	84.7%	95.1%	91.7%
<b>% Difference:</b>	<b>+1.9%</b>	<b>+2.0%</b>	<b>+2.0%</b>	<b>+2.0%</b>

## **January 2018 Statistics**

	PES-KPI	Appearance	Equipment	Information
<b>Feb 17 - Jan 18:</b>	90.6%	86.7%	97.1%	94.2%
<b>Feb 16 - Jan 17:</b>	88.6%	84.9%	95.6%	91.3%
<b>% Difference:</b>	<b>+2.0%</b>	<b>+1.8%</b>	<b>+1.5%</b>	<b>+2.9%</b>

## **SIR Discussion**

### February 2018

- Staten Island Railway Passenger Environment Survey scores improved by 2% in all three categories in 2018 compared to 2017.

### January 2018

- Staten Island Railway Passenger Environment Survey scores improved in 2018 compared to 2017 across all three categories. This was led by a 2.9% improvement in the Information category.

## 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 more than five minutes late, or that has skipped any planned station stops during a 24-hour period.

## Subway Weekday Wait Assessment (6 am - midnight)

**Feb 18**

**Feb 17**

<b><u>Line</u></b>	<b><u>Feb 18</u></b>					<b><u>Feb 17</u></b>					<b><u>Monthly Standard Difference</u></b>
	<b><u>Monthly</u></b>				<b><u>12 month</u></b>	<b><u>Monthly</u></b>				<b><u>12 month</u></b>	
	<b><u>Meets</u></b>	<b><u>Monthly GAP</u></b>			<b><u>Meets</u></b>	<b><u>Meets</u></b>	<b><u>Monthly GAP</u></b>			<b><u>Meets</u></b>	
	<b><u>Standard</u></b>	<b><u>Minor</u></b>	<b><u>Medium</u></b>	<b><u>Major</u></b>	<b><u>Standard</u></b>	<b><u>Standard</u></b>	<b><u>Minor</u></b>	<b><u>Medium</u></b>	<b><u>Major</u></b>	<b><u>Standard</u></b>	
1	75.9%	9.4%	8.0%	6.8%	76.3%	73.5%	10.0%	8.2%	8.3%	76.9%	+2.4%
2	64.5%	11.0%	12.5%	12.0%	65.7%	67.1%	10.6%	10.7%	11.6%	68.9%	-2.6%
3	67.5%	11.6%	11.3%	9.6%	69.6%	72.0%	11.1%	8.7%	8.1%	73.5%	-4.5%
4	65.2%	10.1%	10.6%	14.1%	65.9%	67.9%	10.4%	9.9%	11.7%	68.8%	-2.7%
5	61.1%	11.2%	11.9%	15.8%	60.9%	62.5%	10.2%	12.0%	15.2%	64.5%	-1.4%
6	64.3%	9.9%	11.6%	14.2%	67.2%	67.0%	9.8%	10.5%	12.6%	66.5%	-2.7%
7	66.1%	11.7%	11.4%	10.7%	69.7%	69.9%	11.5%	10.1%	8.6%	73.3%	-3.8%
S 42nd	95.0%	2.3%	1.5%	1.3%	94.4%	93.9%	3.4%	1.5%	1.2%	92.5%	+1.1%
<b>Subdivision A</b>	<b>67.4%</b>	<b>10.3%</b>	<b>10.7%</b>	<b>11.7%</b>	<b>68.7%</b>	<b>69.3%</b>	<b>10.2%</b>	<b>9.8%</b>	<b>10.7%</b>	<b>70.9%</b>	<b>-1.9%</b>
A	66.2%	9.7%	11.0%	13.2%	67.1%	68.3%	9.5%	9.5%	12.7%	70.5%	-2.1%
B	70.1%	11.7%	10.8%	7.4%	72.4%	75.8%	11.1%	7.3%	5.9%	76.1%	-5.7%
C	67.1%	13.1%	12.2%	7.6%	69.7%	72.6%	12.1%	9.0%	6.2%	73.8%	-5.5%
D	69.2%	11.8%	12.0%	7.0%	72.6%	74.3%	10.8%	9.0%	5.9%	78.3%	-5.1%
E	63.5%	11.7%	12.2%	12.7%	67.2%	71.6%	10.9%	9.8%	7.6%	72.4%	-8.1%
F	64.5%	10.6%	11.6%	13.3%	68.5%	72.3%	9.2%	9.4%	9.1%	72.3%	-7.8%
S Fkln	97.6%	1.8%	0.5%	0.2%	98.3%	99.2%	0.3%	0.3%	0.3%	97.8%	-1.6%
G	79.6%	10.8%	6.2%	3.3%	80.2%	82.6%	10.4%	5.1%	1.9%	82.3%	-3.0%
S Rock	94.0%	3.5%	1.6%	0.8%	93.8%	92.8%	3.3%	1.2%	2.7%	93.9%	+1.2%
JZ	74.1%	10.8%	9.1%	6.0%	75.8%	77.7%	10.4%	6.3%	5.7%	77.6%	-3.6%
L	74.0%	12.0%	8.2%	5.8%	76.9%	78.7%	12.3%	6.4%	2.7%	77.1%	-4.7%
M	69.6%	10.3%	9.7%	10.4%	71.4%	75.5%	9.9%	7.9%	6.6%	76.1%	-5.9%
N	69.3%	11.3%	9.9%	9.4%	71.7%	73.9%	10.8%	8.4%	6.8%	76.6%	-4.6%
Q	73.0%	12.2%	9.4%	5.4%	74.8%	76.8%	10.9%	7.8%	4.4%	77.5%	-3.8%
R	67.5%	10.9%	11.0%	10.6%	71.5%	76.9%	10.1%	7.2%	5.8%	75.8%	-9.4%
W	70.5%	11.4%	8.9%	9.3%	70.7%	71.0%	10.6%	10.0%	8.3%	N/A*	-0.5%
<b>Subdivision B</b>	<b>69.6%</b>	<b>11.1%</b>	<b>10.1%</b>	<b>9.2%</b>	<b>72.1%</b>	<b>74.9%</b>	<b>10.4%</b>	<b>8.1%</b>	<b>6.6%</b>	<b>75.7%</b>	<b>-5.3%</b>
<b>Systemwide</b>	<b>68.6%</b>	<b>10.7%</b>	<b>10.4%</b>	<b>10.3%</b>	<b>70.5%</b>	<b>72.3%</b>	<b>10.3%</b>	<b>8.9%</b>	<b>8.5%</b>	<b>73.4%</b>	<b>-3.7%</b>

\*Note: W service began in November 2016.

Chart 16a

## Subway Weekday Wait Assessment (6 am - midnight)

Line	Jan 18					Jan 17					Monthly Standard Difference
	Monthly	Monthly GAP			12 month	Monthly	Monthly GAP			12 month	
	Meets				Meets	Meets				Meets	
	Standard	Minor	Medium	Major	Standard	Standard	Minor	Medium	Major	Standard	
1	75.3%	9.7%	8.3%	6.7%	76.1%	79.1%	9.7%	6.5%	4.8%	77.4%	-3.8%
2	61.8%	11.4%	12.3%	14.6%	65.8%	67.8%	10.2%	10.7%	11.4%	69.2%	-6.0%
3	65.3%	11.2%	11.2%	12.3%	70.0%	72.6%	10.1%	9.0%	8.2%	73.9%	-7.3%
4	61.9%	9.8%	11.2%	17.0%	66.1%	66.1%	10.0%	10.5%	13.4%	68.8%	-4.2%
5	58.9%	10.6%	11.8%	18.7%	61.0%	62.0%	10.0%	11.6%	16.4%	64.8%	-3.1%
6	62.3%	9.8%	11.1%	16.7%	67.4%	67.1%	9.9%	10.0%	13.0%	66.3%	-4.8%
7	65.7%	11.3%	11.3%	11.6%	70.0%	72.7%	11.5%	9.3%	6.5%	73.5%	-7.0%
S 42nd	94.4%	2.6%	1.7%	1.3%	94.3%	93.2%	3.1%	2.5%	1.3%	92.4%	+1.2%
<b>Subdivision A</b>	<b>65.5%</b>	<b>10.2%</b>	<b>10.7%</b>	<b>13.7%</b>	<b>68.8%</b>	<b>70.2%</b>	<b>9.9%</b>	<b>9.4%</b>	<b>10.5%</b>	<b>71.1%</b>	<b>-4.7%</b>
A	62.0%	9.2%	11.2%	17.6%	67.3%	70.5%	9.4%	9.2%	11.0%	70.9%	-8.5%
B	64.6%	11.6%	10.7%	13.1%	72.8%	74.0%	11.1%	8.0%	6.9%	76.2%	-9.4%
C	59.6%	14.4%	14.8%	11.2%	70.1%	72.4%	11.5%	9.4%	6.7%	74.3%	-12.8%
D	67.5%	12.5%	10.9%	9.1%	73.0%	75.6%	11.1%	8.2%	5.2%	78.6%	-8.1%
E	62.7%	11.6%	12.9%	12.9%	67.8%	70.2%	10.4%	9.8%	9.6%	72.6%	-7.5%
F	65.2%	10.0%	11.0%	13.8%	69.1%	70.3%	9.3%	9.3%	11.1%	72.4%	-5.1%
S Fkln	96.4%	1.2%	0.7%	1.7%	98.4%	99.6%	0.2%	0.2%	0.0%	97.7%	-3.2%
G	76.0%	12.1%	7.9%	3.9%	80.5%	81.2%	10.5%	5.7%	2.6%	82.4%	-5.2%
S Rock	90.4%	4.1%	2.4%	3.1%	93.7%	95.5%	2.9%	1.0%	0.5%	94.0%	-5.1%
JZ	72.1%	11.1%	8.9%	7.9%	76.1%	77.3%	10.2%	7.0%	5.5%	77.7%	-5.2%
L	70.1%	11.6%	9.4%	8.9%	77.3%	78.3%	11.6%	6.3%	3.9%	76.9%	-8.2%
M	66.9%	10.6%	10.9%	11.6%	71.8%	73.9%	10.0%	8.1%	8.0%	76.2%	-7.0%
N	68.8%	11.2%	9.7%	10.3%	72.0%	73.9%	11.5%	8.0%	6.6%	76.9%	-5.1%
Q	70.3%	11.7%	9.1%	8.8%	75.1%	75.4%	11.2%	7.9%	5.5%	77.6%	-5.1%
R	66.5%	11.2%	11.0%	11.3%	72.2%	74.3%	9.8%	8.2%	7.6%	75.7%	-7.8%
W	66.9%	10.4%	9.6%	13.1%	70.7%	68.5%	11.4%	9.9%	10.2%	N/A*	-1.6%
<b>Subdivision B</b>	<b>67.3%</b>	<b>11.0%</b>	<b>10.5%</b>	<b>11.2%</b>	<b>72.5%</b>	<b>74.1%</b>	<b>10.4%</b>	<b>8.1%</b>	<b>7.3%</b>	<b>75.8%</b>	<b>-6.8%</b>
<b>Systemwide</b>	<b>66.4%</b>	<b>10.6%</b>	<b>10.6%</b>	<b>12.3%</b>	<b>70.8%</b>	<b>72.3%</b>	<b>10.1%</b>	<b>8.7%</b>	<b>8.8%</b>	<b>73.5%</b>	<b>-5.9%</b>

\*Note: W service began in November 2016.

## Subway Weekend Wait Assessment (6 am - midnight)

Line	Feb 18					Feb 17					Monthly Standard Difference
	Monthly	Monthly GAP			12 month	Monthly	Monthly GAP			12 month	
	Meets				Meets	Meets				Meets	
	Standard	Minor	Medium	Major	Standard	Standard	Minor	Medium	Major	Standard	
1	76.6%	11.3%	7.4%	4.7%	77.1%	78.9%	7.7%	6.7%	6.8%	82.1%	-2.3%
2	59.1%	11.9%	13.9%	15.1%	66.9%	72.0%	12.8%	9.9%	5.4%	73.2%	-12.9%
3	82.2%	8.5%	3.1%	6.1%	85.8%	78.9%	10.7%	6.9%	3.5%	84.9%	+3.3%
4	57.8%	11.1%	13.5%	17.5%	68.2%	75.4%	11.1%	8.3%	5.2%	74.0%	-17.6%
5	63.3%	13.7%	13.9%	9.1%	71.6%	81.7%	10.3%	5.2%	2.8%	78.6%	-18.4%
6	78.8%	10.7%	7.3%	3.1%	80.7%	84.7%	7.5%	5.0%	2.8%	82.5%	-5.9%
7	71.2%	11.8%	9.7%	7.3%	78.9%	84.9%	8.7%	4.2%	2.2%	81.5%	-13.7%
S 42nd	98.8%	0.3%	0.3%	0.7%	98.2%	98.2%	1.0%	0.3%	0.5%	97.5%	+0.6%
<b>Subdivision A</b>	<b>68.4%</b>	<b>11.2%</b>	<b>10.6%</b>	<b>9.8%</b>	<b>75.5%</b>	<b>79.3%</b>	<b>9.8%</b>	<b>6.8%</b>	<b>4.1%</b>	<b>79.7%</b>	<b>-10.9%</b>
A	70.8%	11.2%	10.1%	7.9%	72.0%	77.5%	11.0%	7.8%	3.7%	74.9%	-6.7%
C	72.9%	11.6%	9.5%	6.0%	75.8%	81.4%	11.2%	5.3%	2.0%	78.8%	-8.5%
D	75.5%	12.8%	7.5%	4.2%	77.0%	82.9%	9.7%	5.4%	2.1%	81.4%	-7.4%
E	80.1%	10.1%	6.4%	3.4%	80.3%	84.9%	9.9%	4.4%	0.9%	83.8%	-4.8%
F	76.2%	11.6%	7.9%	4.3%	77.1%	82.8%	8.9%	6.0%	2.3%	79.7%	-6.6%
S Fkn	98.2%	0.9%	0.8%	0.1%	98.5%	99.2%	0.1%	0.2%	0.5%	98.1%	-1.0%
G	79.1%	9.8%	4.7%	6.4%	85.1%	87.5%	8.8%	3.1%	0.6%	88.0%	-8.4%
S Rock	94.8%	4.6%	0.3%	0.3%	95.2%	97.2%	1.9%	0.2%	0.8%	95.1%	-2.4%
JZ	86.1%	7.6%	3.7%	2.5%	85.1%	90.0%	6.5%	2.5%	0.9%	86.5%	-3.9%
L	79.3%	10.7%	6.2%	3.9%	78.1%	76.9%	9.3%	4.7%	9.1%	80.9%	+2.4%
M	95.3%	0.7%	1.5%	2.5%	89.1%	89.0%	4.0%	1.5%	5.5%	93.7%	+6.3%
N	69.9%	13.3%	9.4%	7.4%	75.6%	83.6%	9.5%	5.1%	1.7%	81.7%	-13.7%
Q	76.2%	10.6%	7.3%	5.9%	81.2%	81.1%	10.2%	6.0%	2.7%	84.7%	-4.9%
R	72.5%	12.1%	9.4%	6.0%	72.2%	80.9%	9.3%	6.1%	3.6%	79.1%	-8.4%
<b>Subdivision B</b>	<b>76.4%</b>	<b>10.9%</b>	<b>7.5%</b>	<b>5.2%</b>	<b>78.2%</b>	<b>82.6%</b>	<b>9.1%</b>	<b>5.0%</b>	<b>3.3%</b>	<b>82.0%</b>	<b>-6.2%</b>
<b>Systemwide</b>	<b>73.1%</b>	<b>11.0%</b>	<b>8.8%</b>	<b>7.1%</b>	<b>77.0%</b>	<b>81.1%</b>	<b>9.4%</b>	<b>5.8%</b>	<b>3.6%</b>	<b>81.0%</b>	<b>-8.0%</b>

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



## Subway Weekend Wait Assessment (6 am - midnight)

Line	<u>Jan 18</u>					<u>Jan 17</u>					<u>Monthly Standard Difference</u>
	<u>Monthly</u>	<u>Monthly GAP</u>			<u>12 month</u>	<u>Monthly</u>	<u>Monthly GAP</u>			<u>12 month</u>	
	<u>Meets</u>				<u>Meets</u>	<u>Meets</u>				<u>Meets</u>	
	<u>Standard</u>	<u>Minor</u>	<u>Medium</u>	<u>Major</u>	<u>Standard</u>	<u>Standard</u>	<u>Minor</u>	<u>Medium</u>	<u>Major</u>	<u>Standard</u>	
1	75.6%	13.0%	7.5%	4.0%	77.2%	85.7%	7.3%	4.1%	2.9%	82.6%	-10.1%
2	63.2%	12.0%	13.0%	11.8%	68.0%	69.8%	11.7%	11.2%	7.3%	72.9%	-6.6%
3	85.0%	7.3%	3.8%	3.9%	85.1%	82.4%	8.9%	4.9%	3.7%	85.3%	+2.6%
4	62.6%	13.3%	13.9%	10.3%	69.6%	73.8%	9.7%	9.4%	7.1%	74.2%	-11.2%
5	77.1%	10.2%	8.1%	4.6%	73.1%	78.2%	10.0%	6.9%	4.8%	77.9%	-1.1%
6	71.9%	11.4%	10.4%	6.3%	81.2%	84.4%	8.7%	4.8%	2.1%	82.6%	-12.5%
7	82.1%	9.5%	4.9%	3.6%	79.9%	83.2%	9.9%	4.5%	2.4%	81.1%	-1.1%
S 42nd	98.0%	0.6%	0.3%	1.1%	98.1%	97.7%	0.5%	1.2%	0.6%	97.5%	+0.3%
<b>Subdivision A</b>	<b>72.8%</b>	<b>11.1%</b>	<b>9.4%</b>	<b>6.7%</b>	<b>76.4%</b>	<b>79.5%</b>	<b>9.2%</b>	<b>6.8%</b>	<b>4.5%</b>	<b>79.7%</b>	<b>-6.7%</b>
A	69.6%	10.5%	10.9%	9.1%	72.6%	76.0%	11.0%	7.6%	5.4%	75.0%	-6.4%
C	64.5%	12.9%	12.6%	10.0%	76.6%	83.5%	8.1%	4.6%	3.7%	78.9%	-19.0%
D	75.3%	11.5%	8.0%	5.2%	77.4%	80.6%	11.1%	5.8%	2.5%	81.3%	-5.3%
E	81.2%	9.7%	6.4%	2.7%	80.7%	85.4%	8.5%	4.2%	1.9%	83.9%	-4.2%
F	77.1%	10.9%	7.7%	4.3%	77.5%	79.3%	10.4%	7.1%	3.2%	79.6%	-2.2%
S Fkn	97.4%	0.8%	0.8%	1.0%	98.6%	98.9%	0.8%	0.3%	0.1%	97.7%	-1.5%
G	83.4%	8.5%	5.0%	3.1%	85.9%	84.8%	9.7%	3.7%	1.8%	88.1%	-1.4%
S Rock	93.0%	3.9%	1.2%	1.9%	95.4%	94.4%	2.4%	1.4%	1.8%	95.3%	-1.4%
JZ	81.3%	9.0%	6.4%	3.2%	85.4%	87.7%	6.5%	3.9%	1.9%	86.2%	-6.4%
L	76.1%	10.7%	7.5%	5.7%	77.9%	88.9%	7.1%	2.5%	1.6%	81.1%	-12.8%
M	91.2%	2.2%	2.7%	3.9%	88.9%	94.7%	2.9%	0.9%	1.4%	94.3%	-3.5%
N	73.2%	11.3%	9.3%	6.2%	76.6%	78.4%	11.4%	6.6%	3.6%	81.8%	-5.2%
Q	80.9%	10.6%	6.0%	2.5%	81.6%	82.1%	9.7%	6.0%	2.2%	85.1%	-1.2%
R	71.5%	11.5%	10.4%	6.6%	72.9%	75.7%	10.4%	8.1%	5.8%	78.8%	-4.2%
<b>Subdivision B</b>	<b>76.0%</b>	<b>10.4%</b>	<b>8.1%</b>	<b>5.5%</b>	<b>78.7%</b>	<b>82.0%</b>	<b>9.3%</b>	<b>5.5%</b>	<b>3.2%</b>	<b>82.0%</b>	<b>-6.0%</b>
<b>Systemwide</b>	<b>74.6%</b>	<b>10.7%</b>	<b>8.7%</b>	<b>6.0%</b>	<b>77.7%</b>	<b>80.9%</b>	<b>9.3%</b>	<b>6.1%</b>	<b>3.7%</b>	<b>81.0%</b>	<b>-6.3%</b>

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

# Subway Weekday Terminal On-Time Performance

## Monthly (24 hours)

<u>Line</u>	<u>Jan 18</u>	<u>Jan 17</u>	<u>Difference</u>
1	67.5%	72.8%	-5.3%
2	37.3%	33.8%	+3.5%
3	56.8%	53.9%	+2.9%
4	38.3%	31.5%	+6.8%
5	41.7%	34.9%	+6.8%
6	47.2%	47.2%	+0.0%
7	63.7%	76.7%	-13.0%
S 42nd	98.7%	99.5%	-0.8%
<b>Subdivision A</b>	60.1%	61.4%	-1.3%
A	38.1%	62.4%	-24.3%
B	45.7%	56.0%	-10.3%
C	34.7%	61.8%	-27.1%
D	42.0%	59.9%	-17.9%
E	47.4%	62.3%	-14.9%
F	32.2%	49.9%	-17.7%
S Fkln	99.3%	99.9%	-0.6%
G	50.8%	77.7%	-26.9%
S Rock	92.6%	95.3%	-2.7%
JZ	59.9%	63.4%	-3.5%
L	84.9%	92.1%	-7.2%
M	70.4%	58.8%	+11.6%
N	54.7%	52.5%	+2.2%
Q	58.9%	63.9%	-5.0%
R	55.9%	63.5%	-7.6%
W	63.4%	64.0%	-0.6%
<b>Subdivision B</b>	56.6%	66.3%	-9.7%
<b>Systemwide</b>	<b>58.1%</b>	<b>64.1%</b>	<b>-6.0%</b>

# Subway Weekend Terminal On-Time Performance

## Monthly (24 hours)

<u>Line</u>	<u>Jan 18</u>	<u>Jan 17</u>	<u>Difference</u>
1	71.6%	83.4%	-11.8%
2	17.6%	41.8%	-24.2%
3	73.1%	60.3%	+12.8%
4	23.7%	54.0%	-30.3%
5	66.7%	51.7%	+15.0%
6	43.2%	65.8%	-22.6%
7	86.0%	90.2%	-4.2%
S 42nd	98.7%	99.1%	-0.4%
<b>Subdivision A</b>	60.3%	70.9%	-10.6%
A	44.1%	74.8%	-30.7%
C	29.2%	83.6%	-54.4%
D	52.9%	83.9%	-31.0%
E	73.1%	68.3%	+4.8%
F	57.2%	55.3%	+1.9%
S Fkln	97.3%	99.4%	-2.1%
G	49.3%	71.0%	-21.7%
S Rock	91.0%	91.3%	-0.3%
JZ	80.0%	85.6%	-5.6%
L	87.9%	95.1%	-7.2%
M	97.9%	96.5%	+1.4%
N	52.9%	56.1%	-3.2%
Q	71.6%	77.1%	-5.5%
R	51.2%	46.0%	5.2%
<b>Subdivision B</b>	67.8%	76.6%	-8.8%
<b>Systemwide</b>	<b>64.7%</b>	<b>74.2%</b>	<b>-9.5%</b>

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

# **Subway Weekday Trains Delayed** **Monthly** **(24 hours)**

<b><u>Categories</u></b>	<b><u>January 2018 Trains Delayed</u></b>
Over Crowding / Insufficient Capacity / Other	27,249
ROW Delays	12,701
Planned Trackbed Work	9,811
Work Equipment/G. O.	6,309
Inclement Weather	4,858
Car Equipment	3,364
Sick Customer	2,951
Operational Diversions	2,060
Police	1,758
Employee	1,640
Unruly Customer	1,618
Fire	1,203
Infrastructure	496
External	270
<b>Total Trains Delayed *</b>	<b>76,287</b>

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

Note: Categorization of delays is currently under review.

# **Subway Weekend Trains Delayed** **Monthly** **(24 hours)**

<b><u>Categories</u></b>	<b><u>January 2018 Trains Delayed</u></b>
Work Equipment/G. O.	6,015
Planned Trackbed Work	3,249
Over Crowding / Insufficient Capacity / Other	2,987
ROW Delays	2,548
Car Equipment	716
Inclement Weather	674
Unruly Customer	597
Operational Diversions	525
Employee	472
Sick Customer	437
Police	361
Fire	207
External	106
Infrastructure	37
<b>Total Trains Delayed *</b>	<b>18,931</b>

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

Note: Categorization of delays is currently under review.

## Customer Service Report: Buses

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



Queens Village Snow Fighter being prepared for action at the Queens Winchester Blvd Sanitation Yard.

# January 2018 Highlights: Buses

## **Service Reliability and Service Delivery**

January results were impacted by the first snowstorm of 2018, which occurred on January 4<sup>th</sup>. It was a challenging storm, delivering nearly 10 inches of snow, accompanied by strong winds and blizzard like conditions, and capped by a bitter cold front that took a toll on bus performance. Freezing conditions persisted in the weeks following the storm, leaving streets and bus stops covered in snow and ice for days.

As a result, mean distance between failures (MDBF) decreased by 14.9% in January. This was primarily due to a large increase in road calls during the first week of January, when compared to January 2017. Our team worked diligently to identify issues early on and implement mitigation strategies to improve performance through the remainder of the month. The 12-month rolling average for MDBF through January posted a modest increase of 1.8%.

Service delivery was similarly impacted by the weather, with Wait Assessment showing a decline of 2.1%.

## **Safety**

Regionally, the Bus Collisions per Million Miles rate for January increased 2.2% when compared to January 2017. A significant portion of this increase is also due to inclement weather, which created icy conditions on roadways throughout the city for a prolonged period of time. The week following the snowstorm had the highest share of collisions in January. Depot management worked with supervisors and bus operators to address this momentary increase by reviewing safe winter weather driving practices and emphasizing proper driving techniques. Preliminary February data shows an improvement in Bus Collisions per Million Miles.

## **Performance Metrics**

This month we are pleased to announce the launch of the MTA Bus Performance Dashboard. The dashboard aims to identify metrics that are most useful to our customers, such as reliability and customer experience, using the latest, industry-leading standards. This is a component of the Bus Strategy tasked to us by President Byford which will be presented in April.

The dashboard will be live on the mta.info website starting today. Like the Subways and Access-A-Ride dashboards, the Buses dashboard is intended to more closely reflect the customers' experience. It's important to note that this is an iterative process. We will continue to refine and add to these metrics as we receive feedback.

## **Darryl C. Irick**

President, MTA Bus Company  
Senior Vice President, NYCT Department of Buses

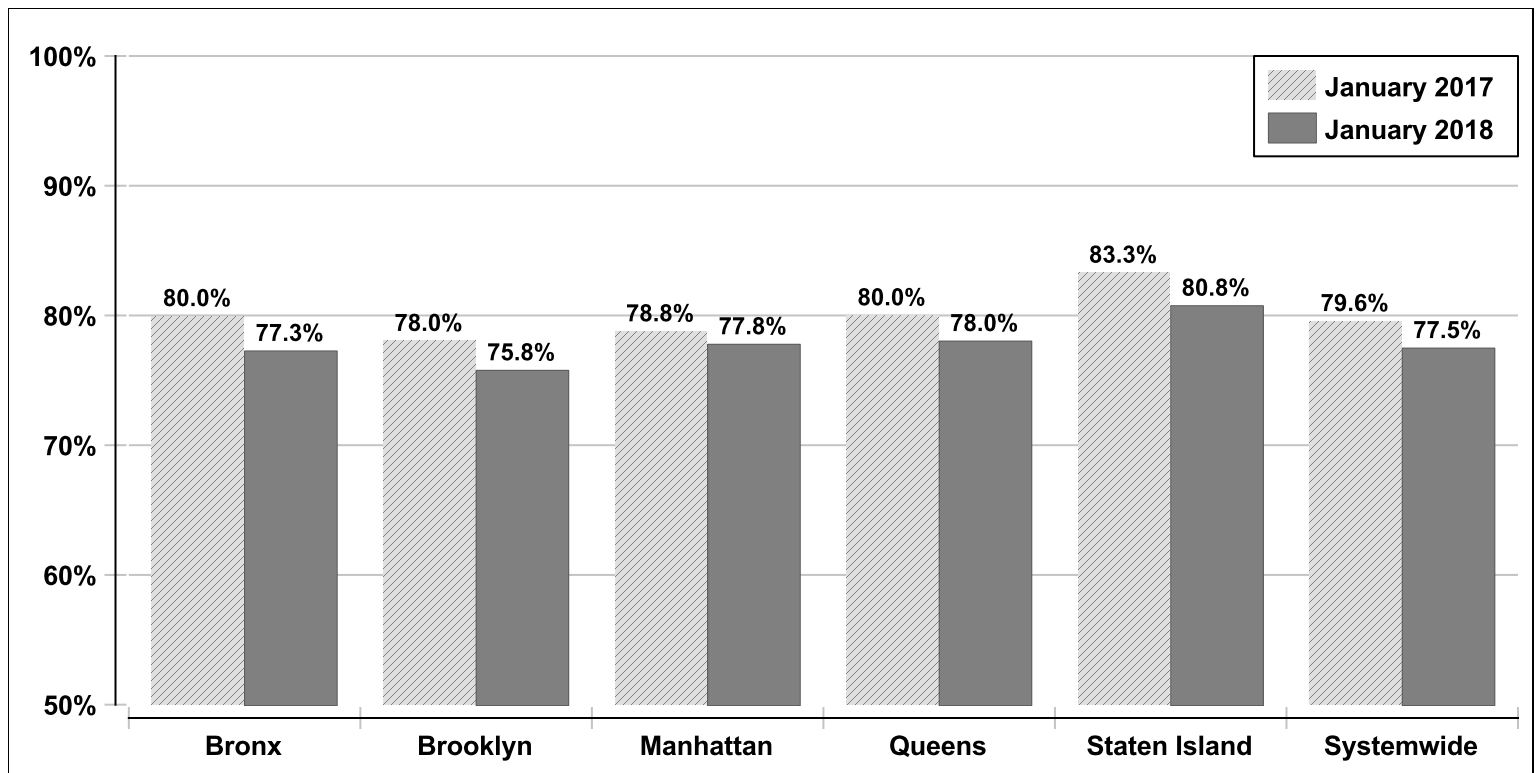
## Monthly Operations Report

Statistical results for the month of January 2018 are shown below.

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: January 2018			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
<b>System Wait Assessment (chart 1-7)</b>	77.5%	79.6%	-2.1%			
<b>System MDBF (chart 8)</b>	5,741	6,748	-14.9%	6,394	6,279	+1.8%
NYCT Bus	5,520	6,437	-14.3%	6,142	6,007	+2.2%
MTA Bus	6,588	8,005	-17.7%	7,356	7,334	+0.3%
<b>System MDBSI (chart 9)</b>	2,514	2,930	-14.2%	2,799	2,817	-0.6%
NYCT Bus	2,386	2,766	-13.8%	2,642	2,656	-0.5%
MTA Bus	3,036	3,625	-16.2%	3,454	3,490	-1.0%
<b>System Trips Completed (chart 10)</b>	98.72%	99.30%	-0.6%	99.12%	99.32%	-0.2%
NYCT Bus	98.73%	99.36%	-0.6%	99.12%	99.32%	-0.2%
MTA Bus	98.71%	99.07%	-0.4%	99.14%	99.34%	-0.2%
<b>System AM Pull Out (chart 11)</b>	99.82%	99.79%	+0.0%	99.78%	99.85%	-0.1%
NYCT Bus	99.85%	99.87%	-0.0%	99.83%	99.87%	-0.0%
MTA Bus	99.71%	99.52%	+0.2%	99.62%	99.78%	-0.2%
<b>System PM Pull Out (chart 12)</b>	99.91%	99.92%	-0.0%	99.88%	99.93%	-0.1%
NYCT Bus	99.94%	99.96%	-0.0%	99.90%	99.95%	-0.0%
MTA Bus	99.81%	99.77%	+0.0%	99.82%	99.88%	-0.1%
<b>System Buses &gt;= 12 years</b>	22%	18%				
NYCT Bus	22%	22%				
MTA Bus	24%	6%				
<b>System Fleet Age</b>	7.96	7.57				
NYCT Bus	7.55	7.22				
MTA Bus	9.34	8.76				



## 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.

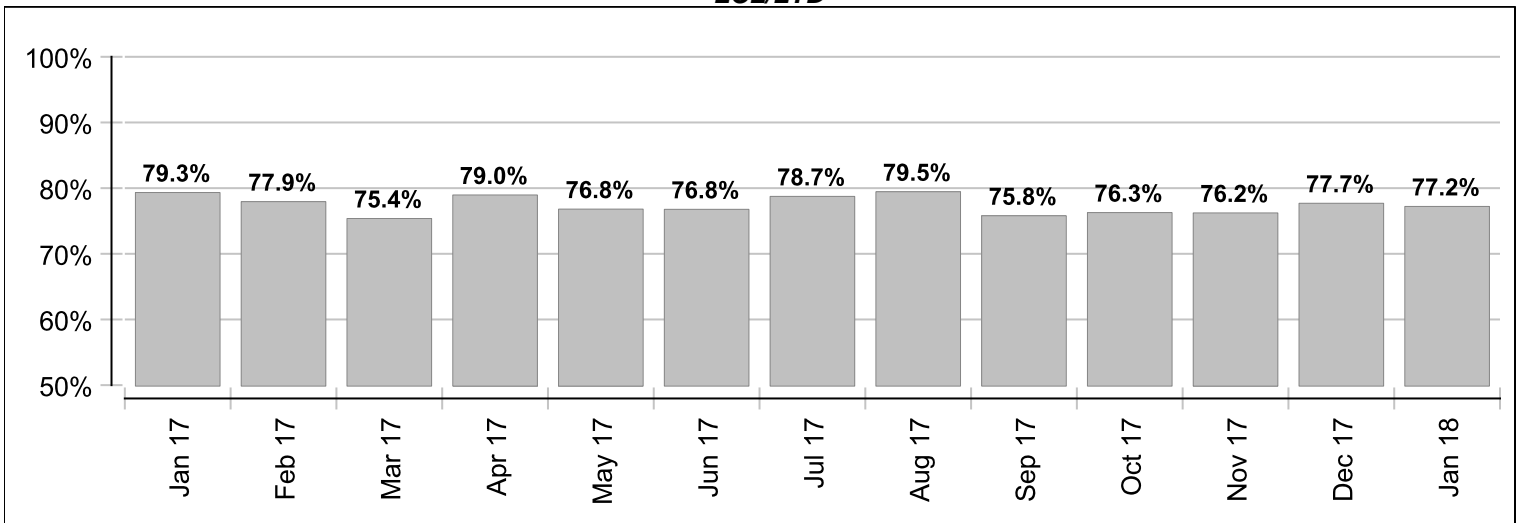
### Results

	Jan 2017	Jan 2018	Difference
<b>Systemwide</b>	<b>79.6%</b>	<b>77.5%</b>	<b>-2.1%</b>
Bronx	80.0%	77.3%	-2.7%
Brooklyn	78.0%	75.8%	-2.2%
Manhattan	78.8%	77.8%	-1.0%
Queens	80.0%	78.0%	-2.0%
Staten Island	83.3%	80.8%	-2.5%

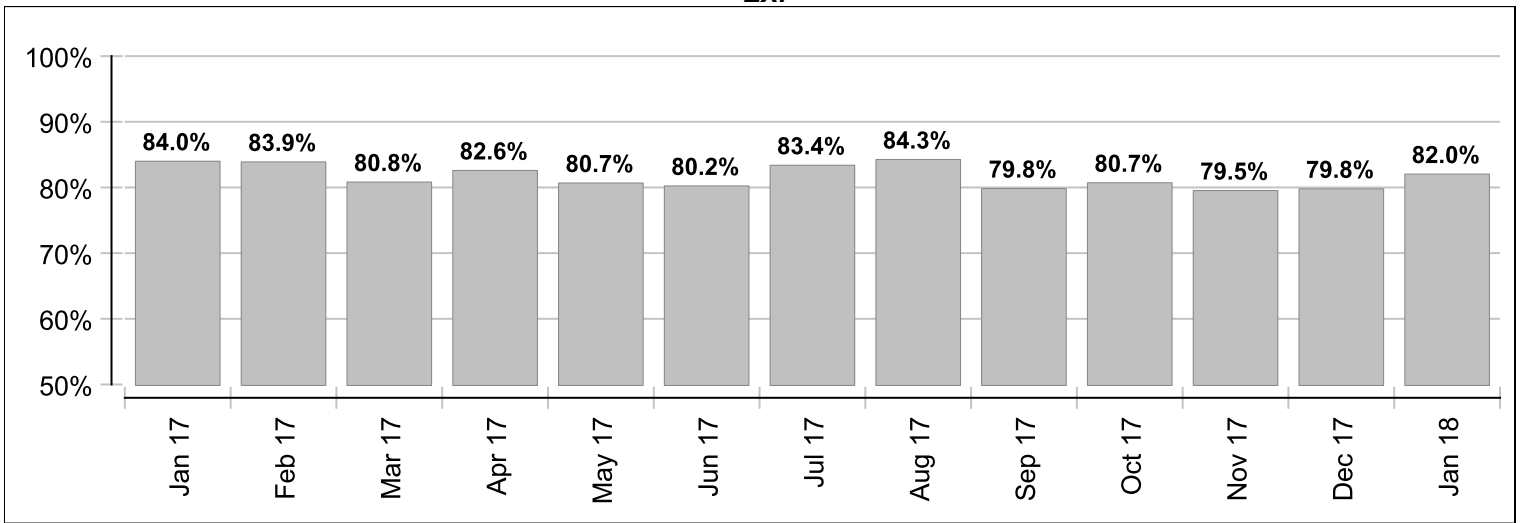
Chart 1

# Bus Weekday Wait Assessment

## Systemwide LCL/LTD



## EXP



## SBS

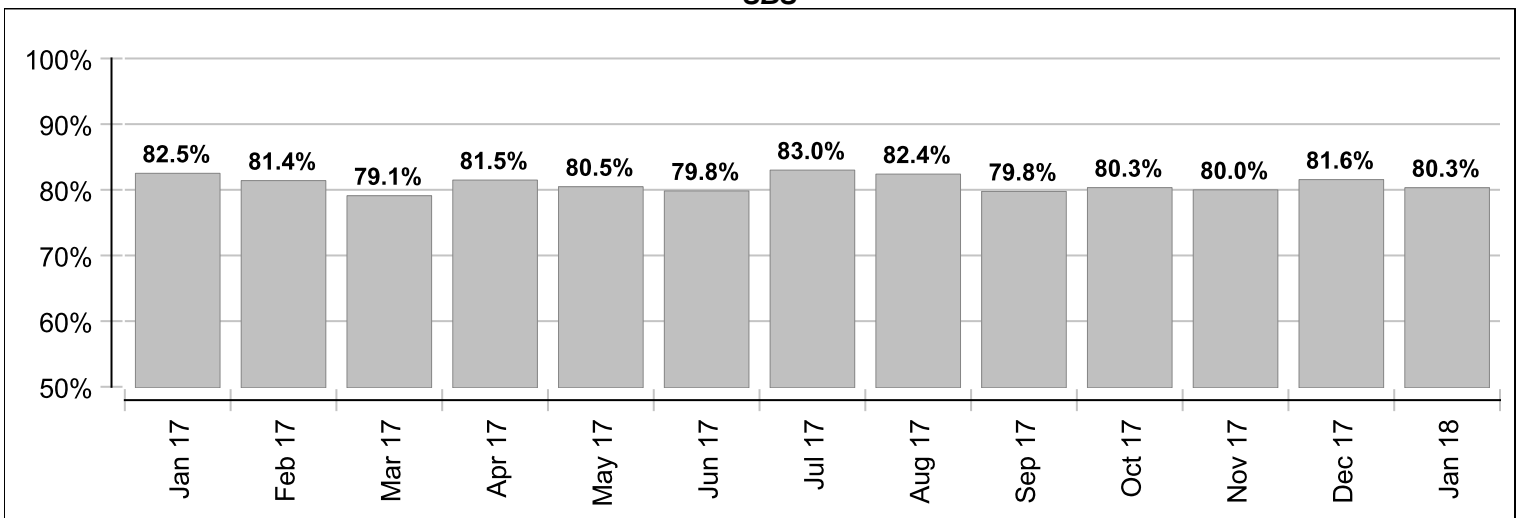
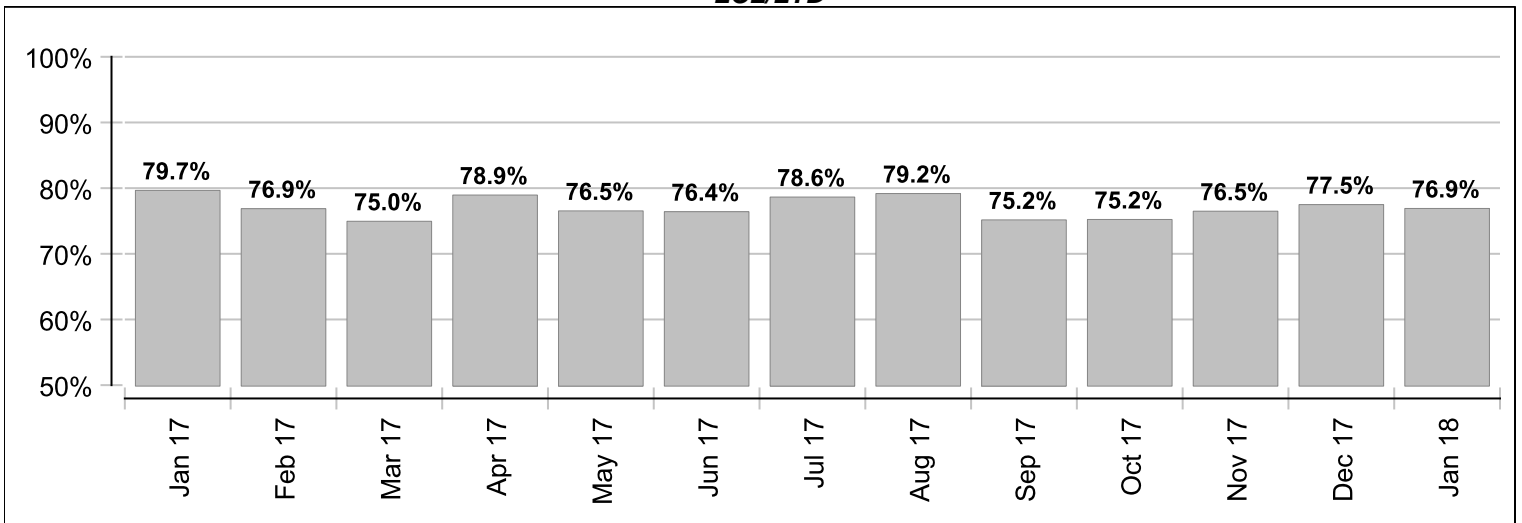


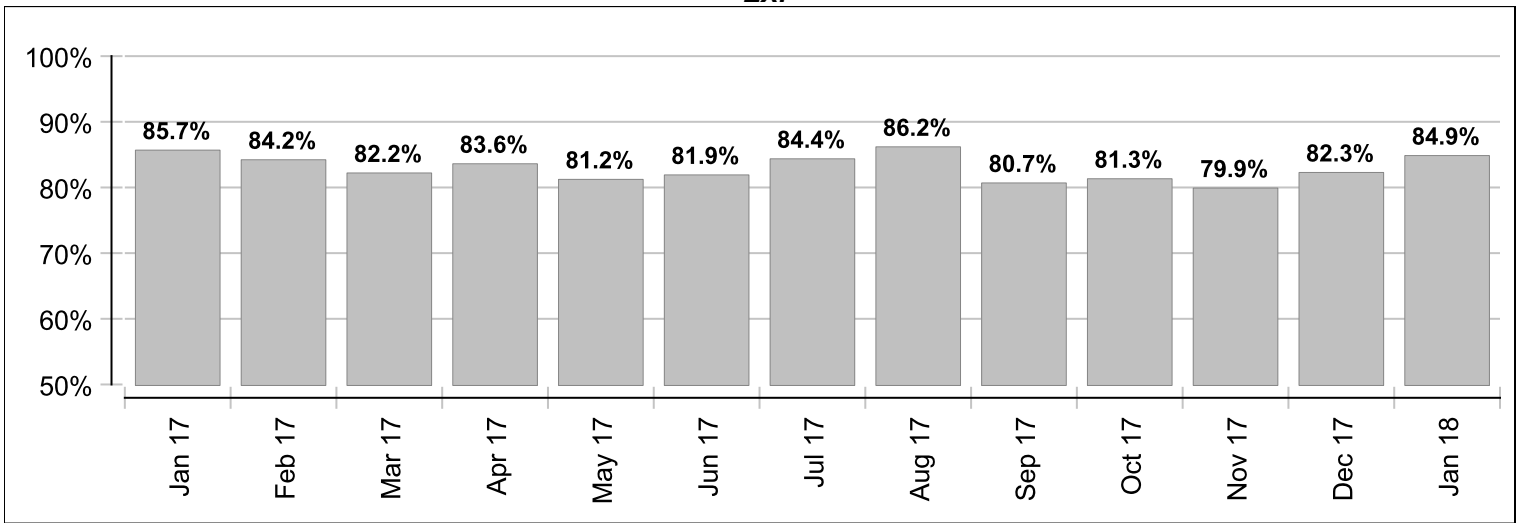
Chart 2

# Bus Weekday Wait Assessment

## Bronx LCL/LTD



## EXP



## SBS

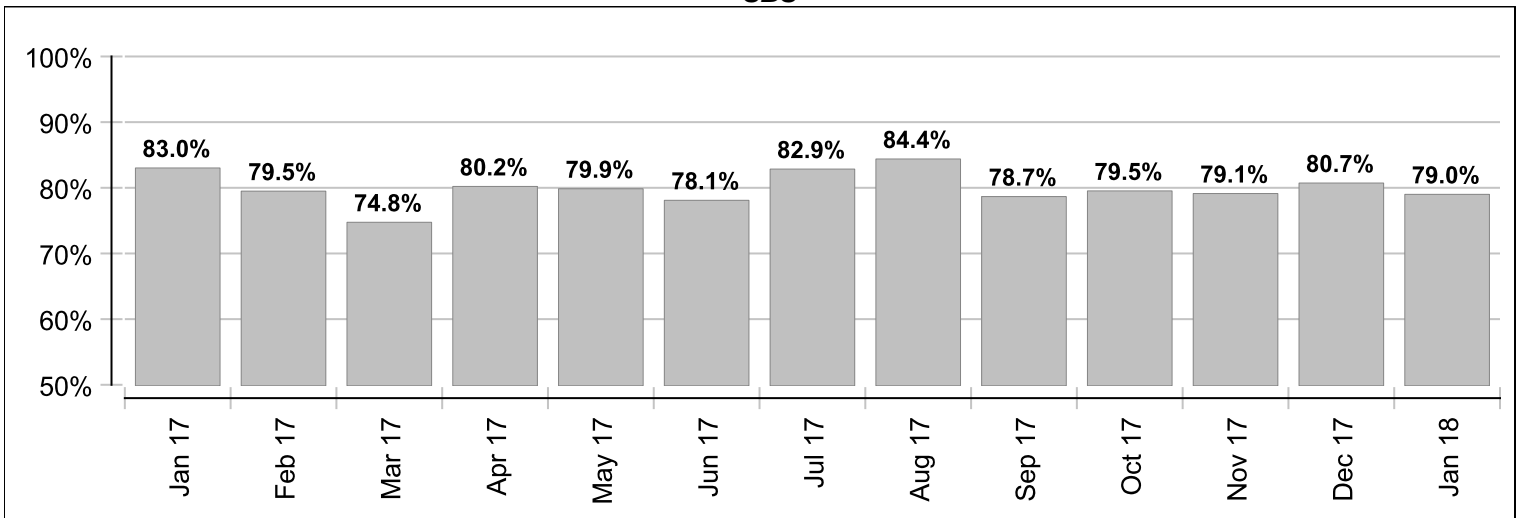
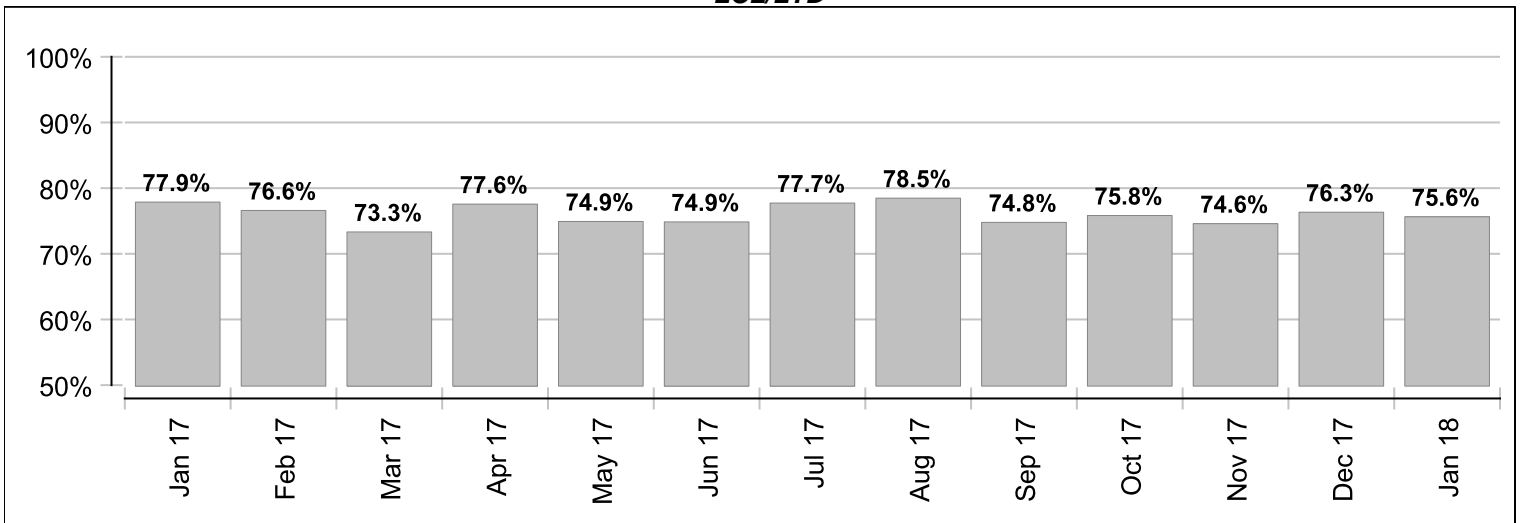


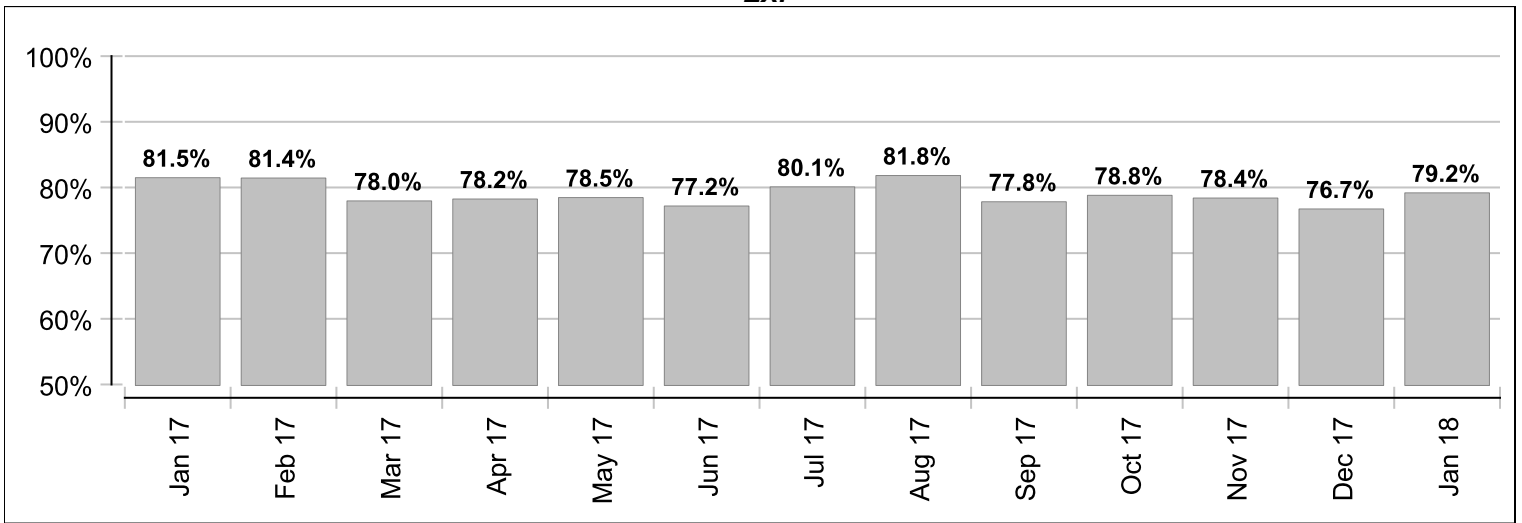
Chart 3

# Bus Weekday Wait Assessment

## Brooklyn LCL/LTD



## EXP



## SBS

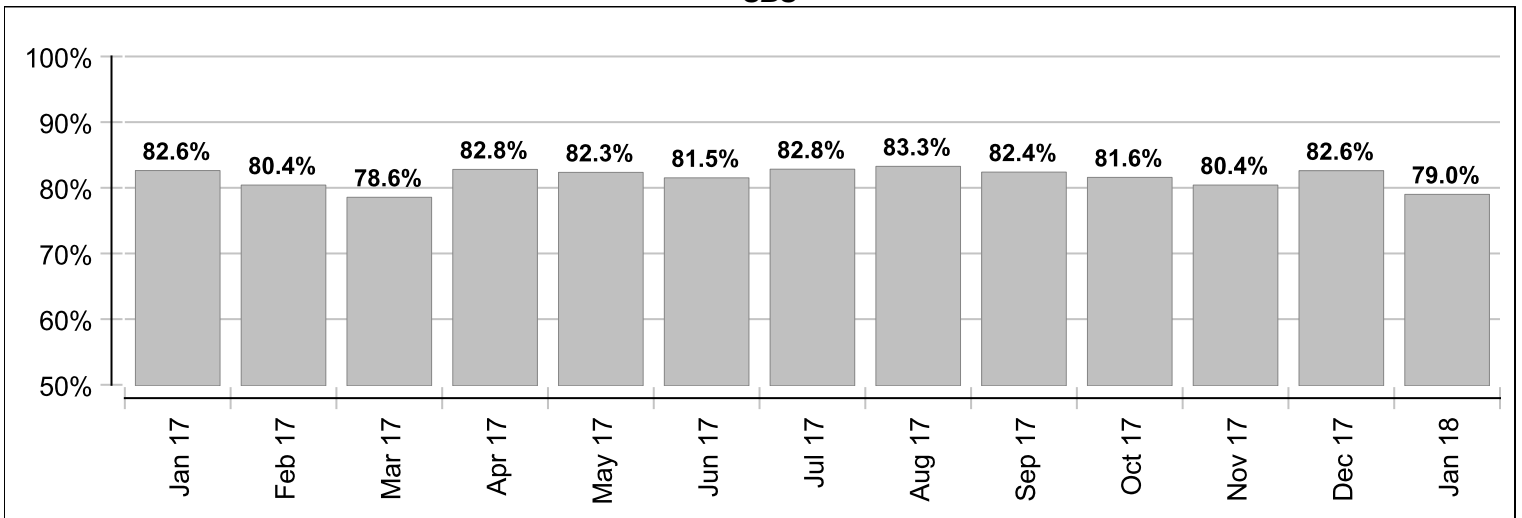
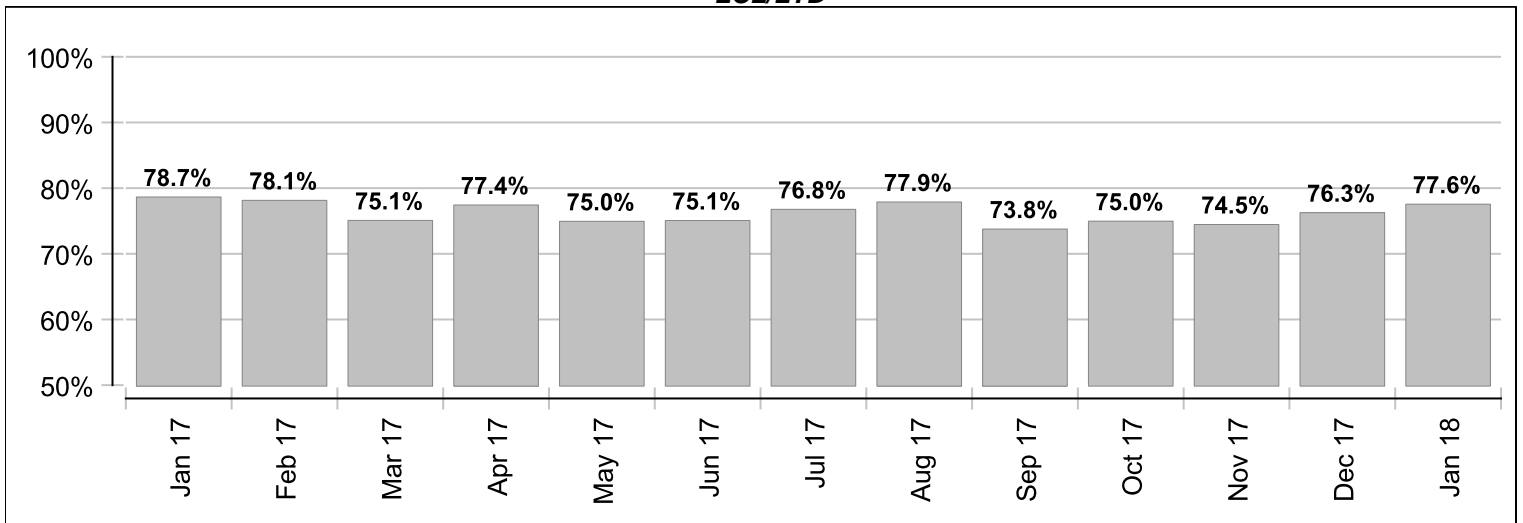


Chart 4

# Bus Weekday Wait Assessment

## Manhattan

*LCL/LTD*



## SBS

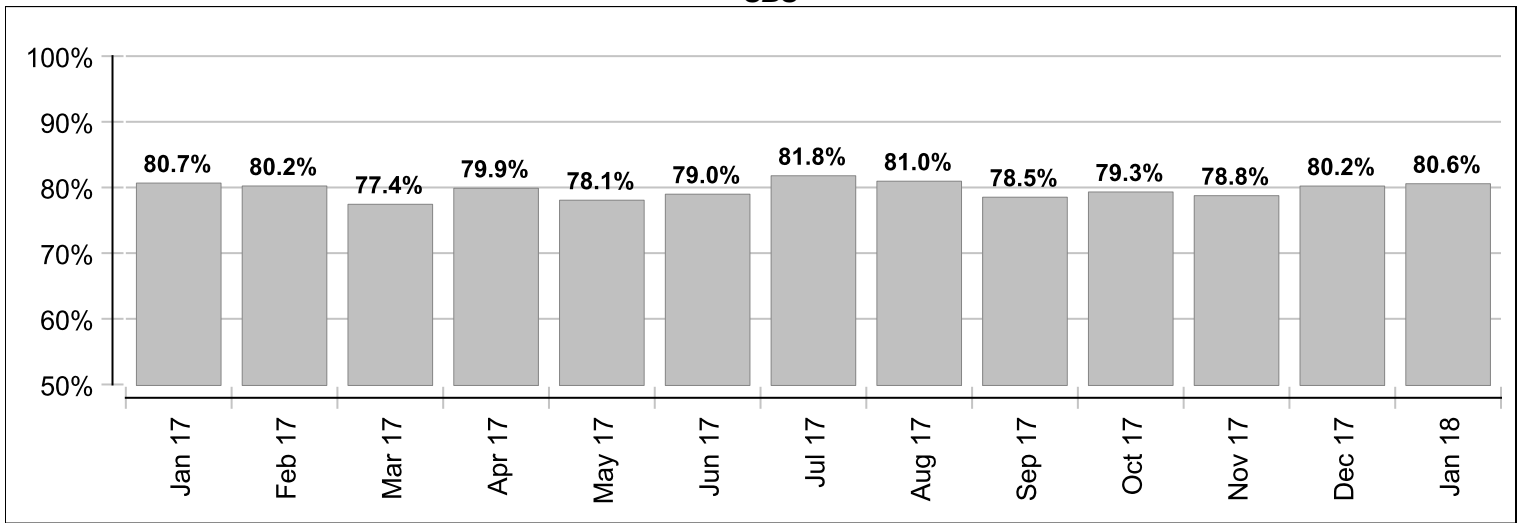
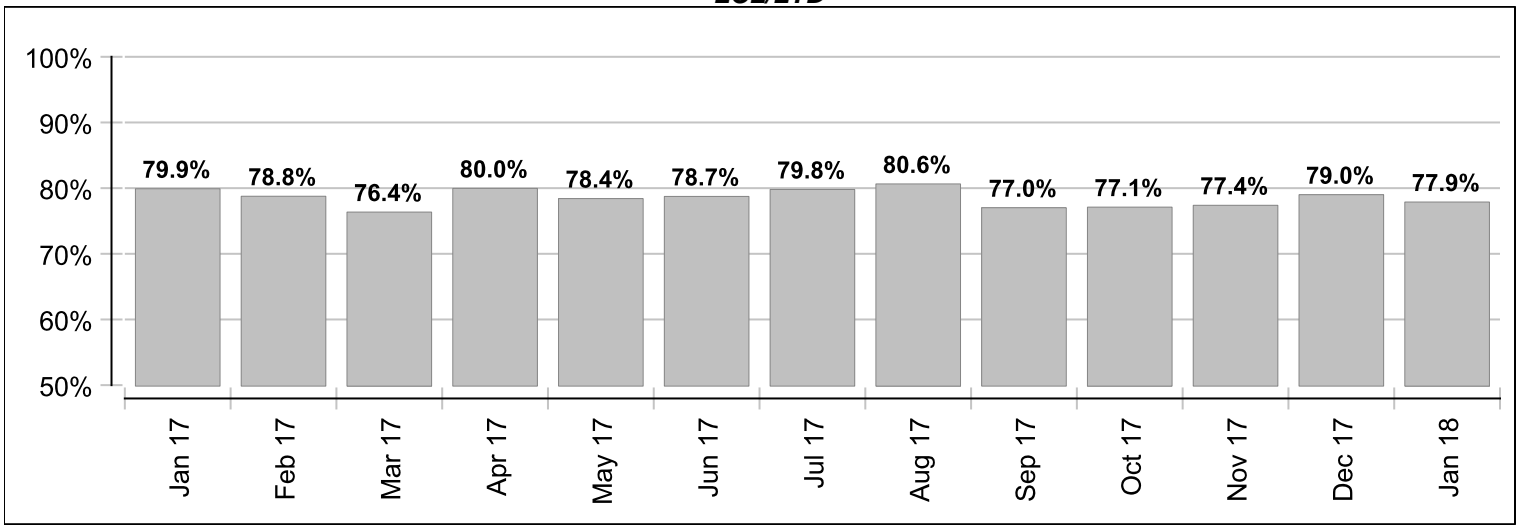


Chart 5

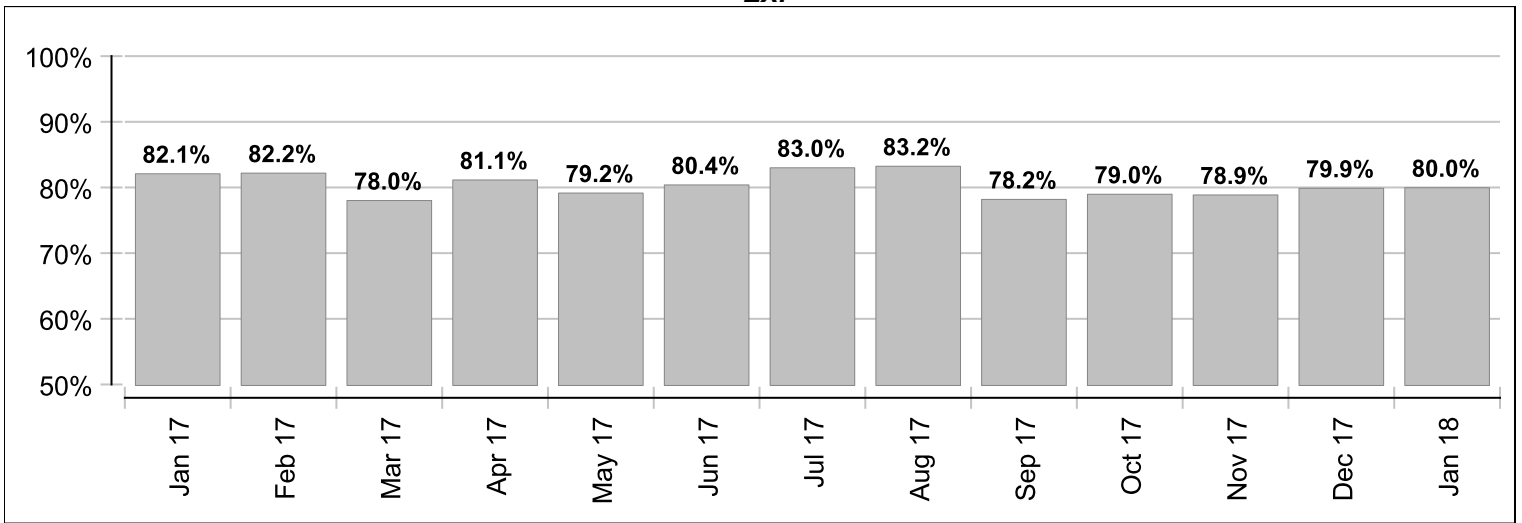
# Bus Weekday Wait Assessment

## Queens

LCL/LTD



## EXP



## SBS

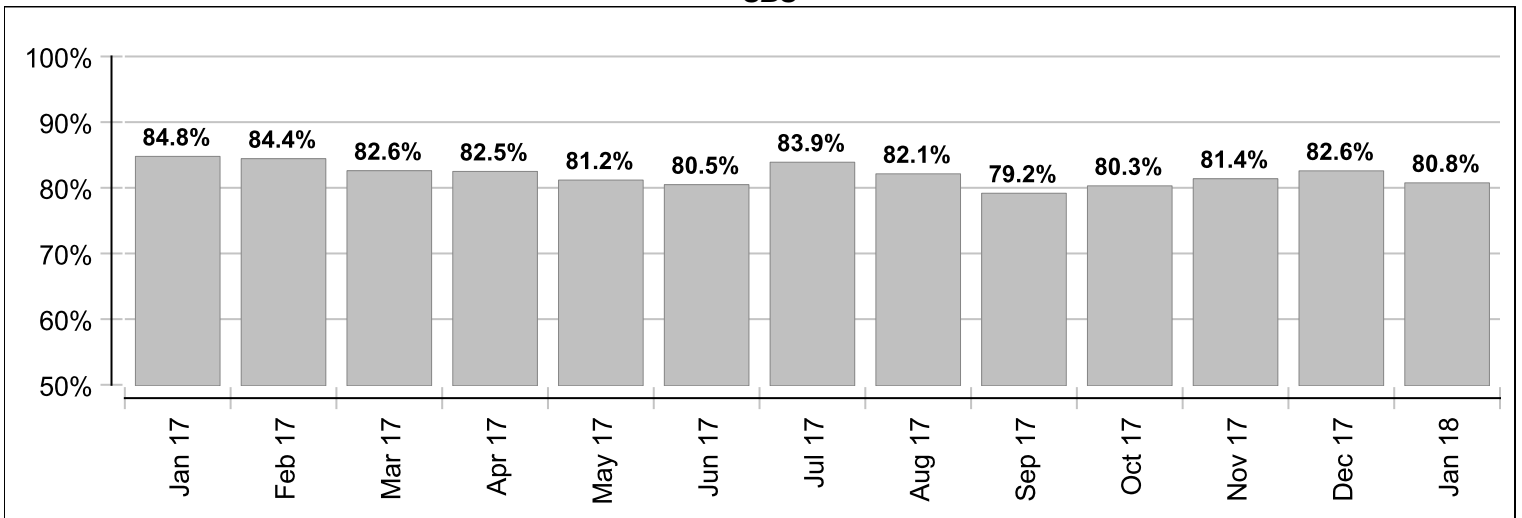
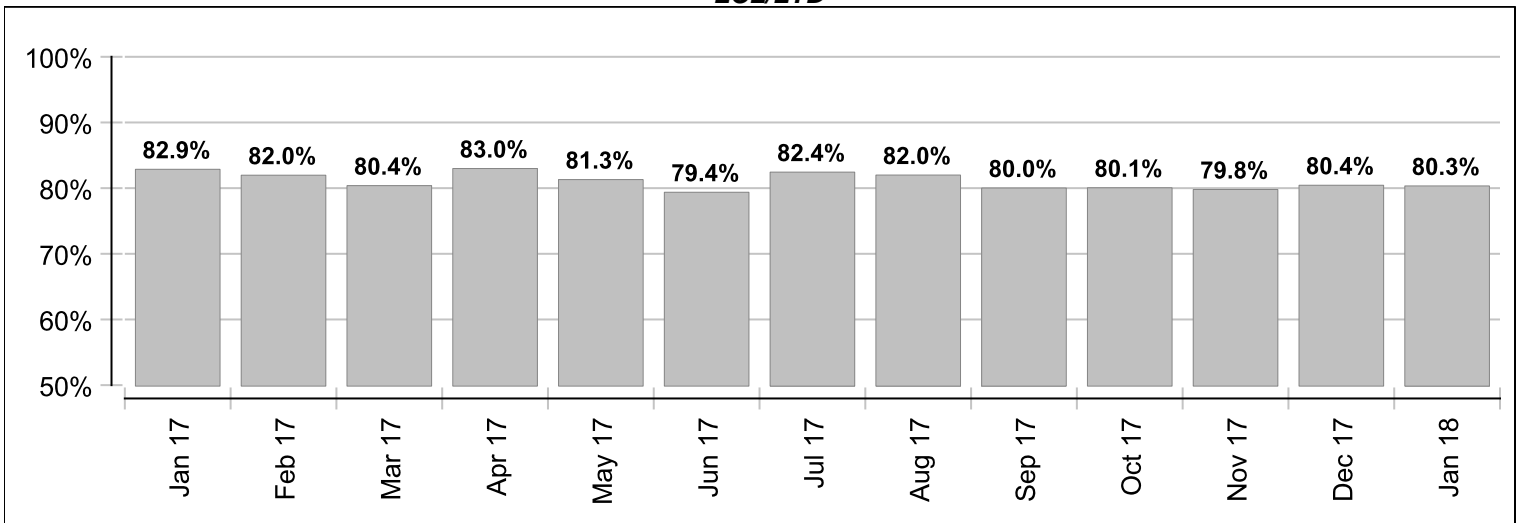


Chart 6

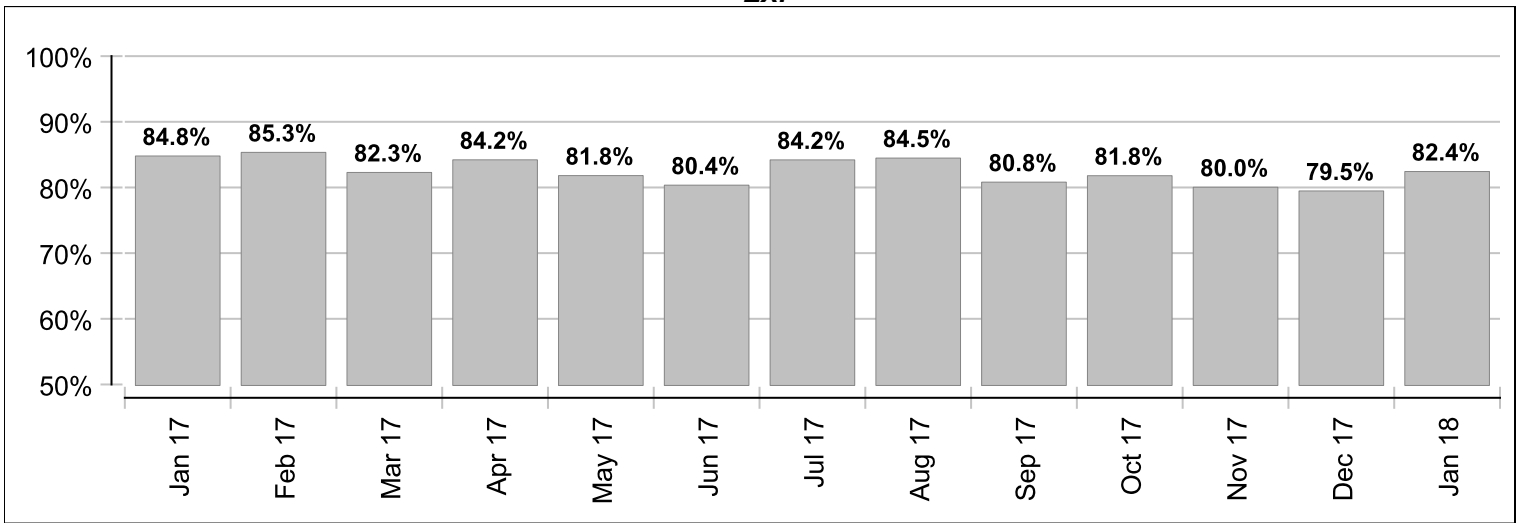
# Bus Weekday Wait Assessment

## Staten Island

### LCL/LTD



### EXP



### SBS

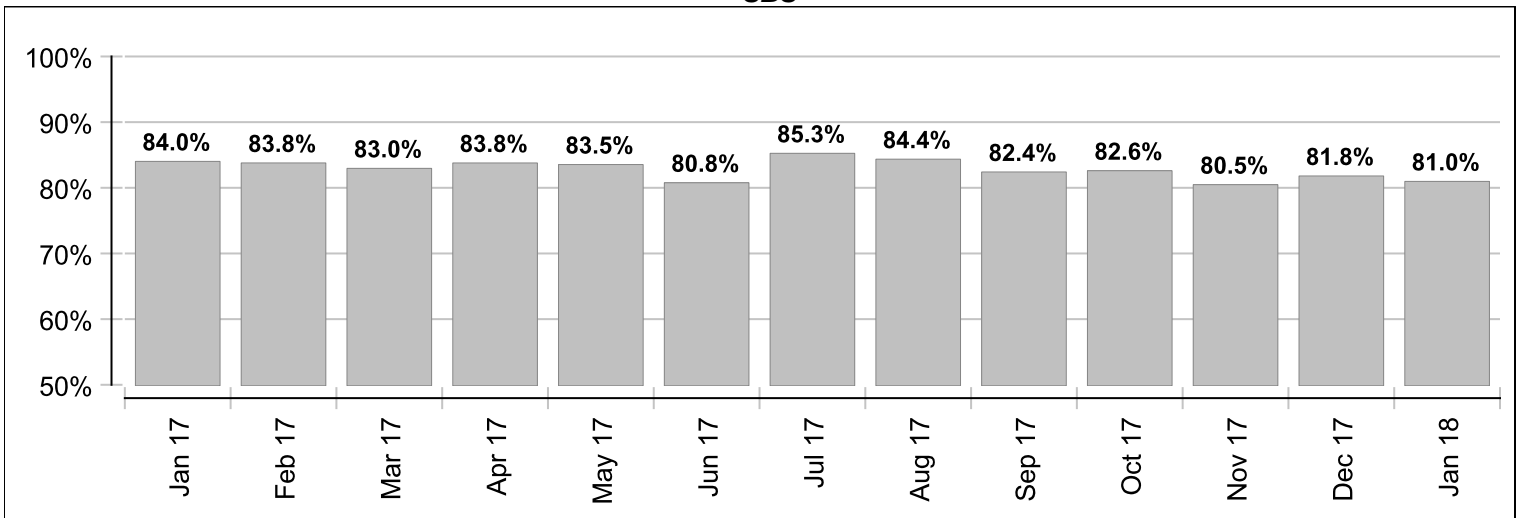
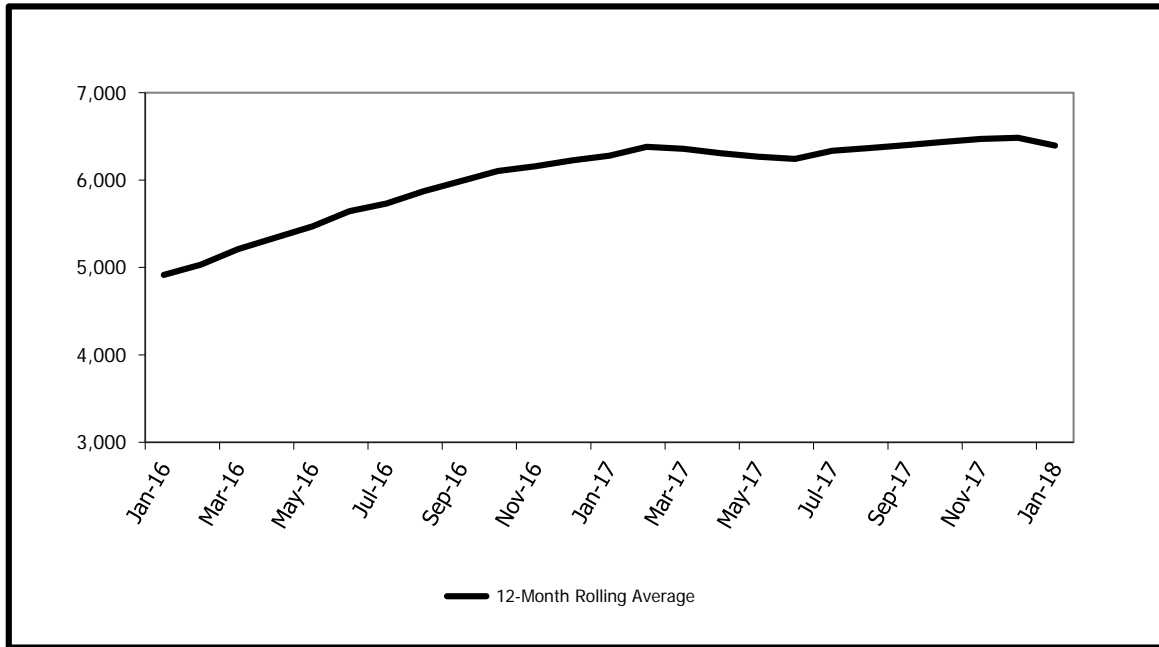


Chart 7

## Bus Mean Distance Between Failures - System\*



### Definition

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

MDBF numbers include weekdays and weekends. This number is reported as a 12-month average.

### Monthly Results

January 2018: 5,741  
January 2017: 6,748

### 12-Month Average

February 17 - January 18: 6,394  
February 16 - January 17: 6,279

### Annual Results

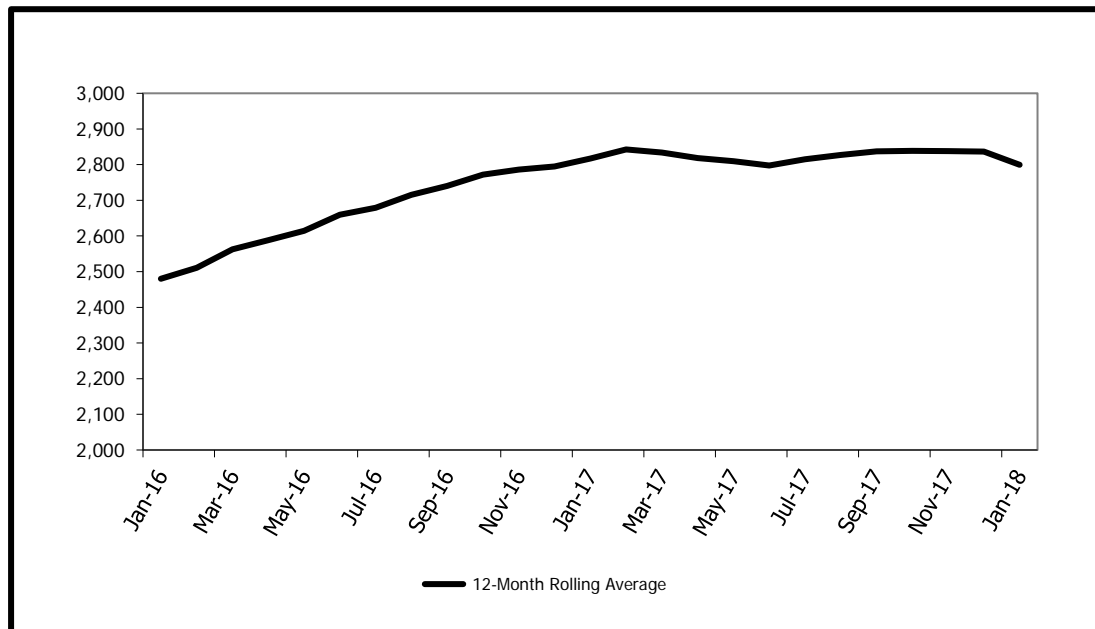
2018 Goal: 6,519  
2017 Actual: 6,484

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

Chart 8



## Bus Mean Distance Between Service Interruptions - System\*



### Definition

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

### Monthly Results

January 2018: 2,514  
January 2017: 2,930

### 12-Month Average

February 17 - January 18 2,799  
February 16 - January 17 2,817

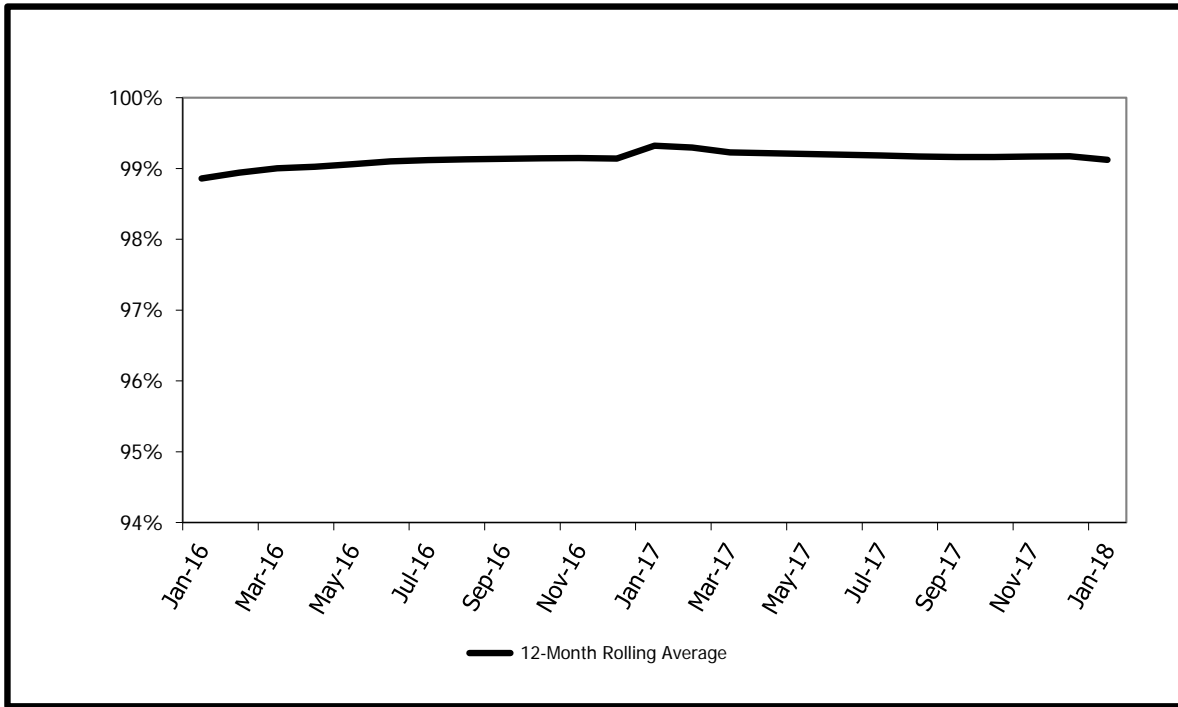
### Annual Results

2018 YTD: 2,514  
2017 Actual: 2,837

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

Chart 9

## Bus Percentage of Completed Trips - System\*



### Definition

Bus Percentage of Completed Trips is the percent of trips completed system wide for the 12-month period.

### Monthly Results

January 2018: 98.72%  
January 2017: 99.30%

### 12-Month Average

February 17 - January 18: 99.12%  
February 16 - January 17: 99.32%

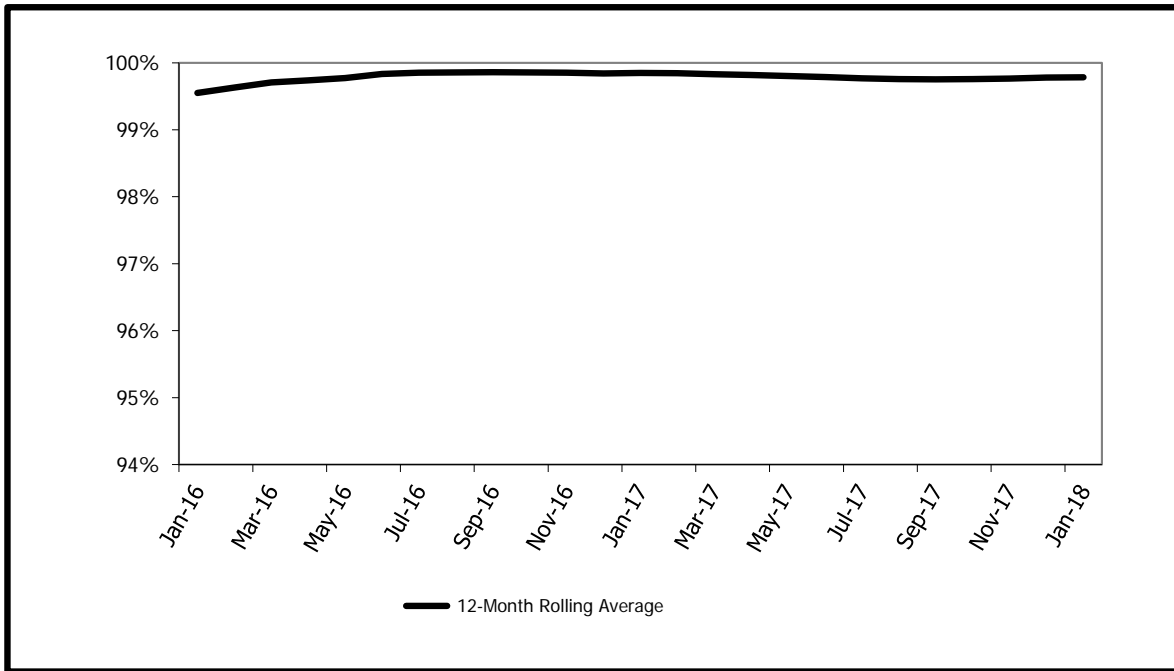
### Annual Results

2018 YTD: 98.72%  
2017 Actual: 99.17%

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

Chart 10

## Bus AM Weekday Pull Out Performance - System\*



### Definition

Bus AM Weekday Pull Out Performance is the percent of required buses and operators available in the AM peak period.

### Monthly Results

January 2018: 99.82%  
January 2017: 99.79%

### 12-Month Average

February 17 - January 18: 99.78%  
February 16 - January 17: 99.85%

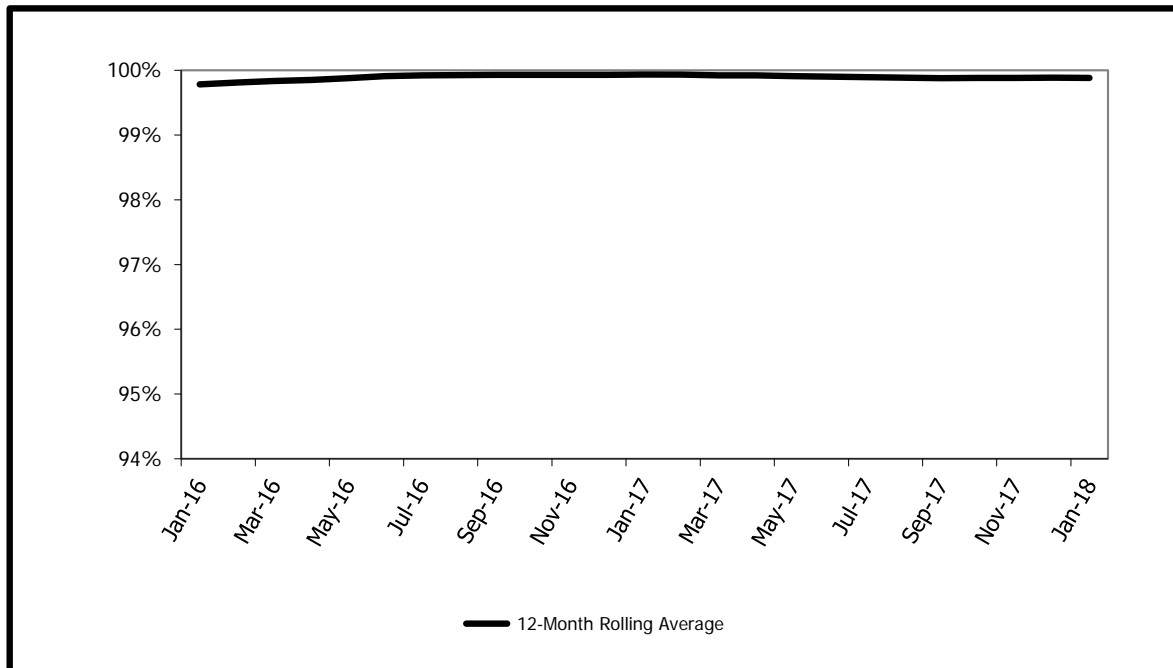
### Annual Results

2018 YTD: 99.82%  
2017 Actual: 99.78%

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

Chart 11

## Bus PM Weekday Pull Out Performance - System\*



### Definition

Bus PM Weekday Pull Out Performance is the percent of required buses and operators available in the PM peak period.

### Monthly Results

### 12-Month Average

### Annual Results

January 2018:	99.91%	February 17 - January 18	99.88%	2018 YTD:	99.91%
January 2017:	99.92%	February 16 - January 17	99.93%	2017 Actual:	99.88%

\* "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, NYC Transit, Department of Buses



Materials presented at the MyAAR App Forum in March.

## January 2018 Highlights: Paratransit

The key focus of our Paratransit strategy revolves around initiatives to improve our customers' experience. As part of that process, the MTA is developing a fully integrated app specifically for Paratransit customers, which will enable them to call for a ride, track where their ride is, and provide us with real time feedback about their experience.

Our strategy is based, first and foremost, on the customer: talking with them, riding alongside them, and most of all, listening to their concerns and suggestions. Towards that end, this month, we held a 'MyAAR App Forum' to share what we have learned to date, to gather additional targeted feedback and ideas for improvement. Participants included 34 customers and advocates and 30 MTA executives and staff. The event was hosted by Chairman Joseph Lhota, Managing Director Veronique Hakim, and President Patrick Foye. By all accounts, the event was a success as it generated many creative suggestions and confirmed our strategy for providing greater flexibility, reliability and transparency.

In another related effort to improve customer experience, we have streamlined the Access-A-Ride (AAR) application incorporating best practices from other agencies. The new application, which was introduced in March, is much shorter, more concise, and more user friendly.

Finally, I am very happy to report that our annual independent 2017 Customer Satisfaction survey has been completed and shows an improvement in overall Access-A-Ride customer ratings after three consecutive years of decline. The survey results shows that 74% of customers are very or somewhat satisfied with Access-A-Ride service in 2017 (up from 65% in 2016 and 67% in 2015). The report shows increased satisfaction with several aspects of Access-A-Ride service including length of trips and serves to validate the strategies already put in place and highlight the importance of continuing the implementation of our customer focused strategic plan.

The full results can be found on the AAR website. While these results are encouraging, there is still a great deal of work ahead. Together with our customers, we know we will continue to make the strides necessary to create a successful, customer-focused program.

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

## Monthly Operations Report

Statistical results for the month of January 2018 are shown below.

Paratransit Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: January 2018			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
<b>% of Trips Completed</b>	89.84%	90.08%	-0.2%	91.52%	89.98%	+1.5%
Trips Requested	651,149	620,001	+5.0%	655,690	655,045	+0.1%
Trips Scheduled	551,305	527,964	+4.4%	563,682	563,830	-0.0%
Trips Completed*	495,277	475,603	+4.1%	515,879	507,346	+1.7%
Early Cancellations as a Percentage of Trips Requested	14.80%	14.04%	+0.8%	13.30%	13.07%	+0.2%
Late Cancellations as a Percentage of Trips Scheduled	4.10%	3.53%	+0.6%	3.50%	3.08%	+0.4%
No-Shows (Passenger) as a Percentage of Trips Scheduled	2.24%	1.86%	+0.4%	2.08%	1.48%	+0.6%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.61%	0.63%	-0.0%	0.78%	0.62%	+0.2%
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	0.53%	0.80%	-0.3%	0.73%	0.86%	-0.1%
New Applications Received	2,481	2,629	-5.6%	2,752	2,984	-7.8%

\*January 18 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

Carl Hamann, Acting Vice President, System Safety



System Safety Specialist observing station platform for slip/trip/fall hazards and ADA tiles to ensure they are in good condition.



# Safety Report

Employee Lost Time Accidents continue to trend downward. In addition to the strategies noted in our Safety Report last month, NYC Transit has also been stressing the importance of pre-job safety briefings/"tool box safety talks" aimed at alerting employees of specific hazards associated with work being performed that day.

As indicated in our Operations Report, Subway Fires declined over the twelve month period being reported on. Right of Way (ROW) fires accounted for the majority of fires and 100% of the fires in January were of low or average severity.

Consistent with our positive downward trend, Bus Collisions and Collision Injuries continue to decline.

Bus Customer Accidents have continued to decline and Subway Customer Accidents have increased driven by Slip/Trip/Fall incidents occurring on our high-volume stations. It should be noted that the amount of snowfall in December 2017 was double that recorded for December 2016. Efforts remain underway to identify and correct defects in our stations that can cause accidents.

NYC Transit continues to make steady progress against all our Leading Indicator goals.

**Carl Hamann**

Acting 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		
	Feb 15 - Jan 16	Feb 16 - Jan 17	Feb 17 - Jan 18
<b>Subways</b>			
Subway Customer Accidents per Million Customers <sup>1</sup>	2.61	2.54	2.87
Subway Collisions <sup>2,3</sup>	0	0	0
Subway Derailments <sup>2,3</sup>	3	3	4
Subway Fires <sup>2</sup>	1,043	969	968
<b>Buses</b>			
Bus Collisions Per Million Miles Regional	53.85	56.16	55.19
Bus Collision Injuries Per Million Miles Regional	6.31	6.51	6.03
Bus Customer Accidents Per Million Customers Regional	1.16	1.27	1.23
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees	4.01	3.94	3.50

<sup>1</sup> 12-Month Average data from January through December.

<sup>2</sup> 12-month figures shown are totals rather than averages.

<sup>3</sup> Data from March through February.

Leading Indicators				
Subways	February	YTD	Goal	YTD as % of Goal
<b>Roadway Worker Protection</b>				
Joint Track Safety Audits -- Actual Count	31	67	340	19.7%
Joint Track Safety Audits -- Compliance Rate	98.5%	97.8%	100.0%	97.8%
<b>Mainline Collision/Derailment Prevention</b>				
Continuous Welded Rail Initiative (# of Track Feet)	6,808	8,953	72,000	12.4%
Friction Pad Installation	11,862	16,878	37,000	45.6%
<b>Buses</b>	February	YTD	Goal	YTD as % of Goal
<b>Collision Prevention</b>				
Audible Pedestrian Warning System Pilot	20	32	283	11.3%
Vision Zero Employee Training	556	1,094	6,100	17.9%

# Monthly Operations Report

## Safety Report Definitions:

**Joint Track Safety Audits** are conducted by a joint team of personnel from the Office of System Safety, the Transport Workers Union, and the Subway Surface Supervisors Association (SSSA). The teams look at critical items for on-track safety such as flagging, third rail safety and lighting. These reviews are conducted at various Department of Subways, 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

MTA Report

**CRIME STATISTICS FEBRUARY**

	2018	2017	Diff	% Change
RAPE	0	0	0	0.0%
ROBBERY	34	26	8	30.8%
GL	116	132	-16	-12.1%
FELASSAULT	26	22	4	18.2%
BURGLARY	0	1	-1	-100.0%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>176</u></b>	<b><u>181</u></b>	<b><u>-5</u></b>	<b><u>-2.8%</u></b>

*During February, the daily Robbery average increased from 0.9 to 1.2*

*During February, the daily Major Felony average decreased from 6.5 to 6.3*

**CRIME STATISTICS JANUARY THRU FEBRUARY**

	2018	2017	Diff	% Change
RAPE	0	0	0	0.0%
ROBBERY	76	61	15	24.6%
GL	239	268	-29	-10.8%
FELASSAULT	52	60	-8	-13.3%
BURGLARY	2	3	-1	-33.3%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>369</u></b>	<b><u>392</u></b>	<b><u>-23</u></b>	<b><u>-5.9%</u></b>

*Year to date the daily Robbery average increased from 1 to 1.3*

*Year to date the daily Major Felony average decreased from 6.6 to 6.3*

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



**Police Department  
City of New York**

**MTA Report**

**FEBRUARY ACTIVITY**

	<b>2018</b>	<b>2017</b>	<b>Diff</b>	<b>% Change</b>
Total Arrests	1428	2514	-1086	-43.2%
TOS Arrests	622	1756	-1134	-64.6%
Total Summons	5241	6242	-1001	-16.0%
TOS TABs	3181	4865	-1684	-34.6%

**JANUARY THRU FEBRUARY ACTIVITY**

	<b>2018</b>	<b>2017</b>	<b>Diff</b>	<b>% Change</b>
Total Arrests	3676	5280	-1604	-30.4%
TOS Arrests	2094	3761	-1667	-44.3%
Total Summons	11062	13076	-2014	-15.4%
TOS TABs	7321	10365	-3044	-29.4%

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



Police Department  
City of New York

## REPORT

	JANUARY-FEBRUARY																					
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
<b>Murder</b>	0	0	2	0	0	0	0	1	2	1	1	0	1	0	0	0	0	0	0	0	0	0
<b>Rape</b>	1	1	0	1	1	0	1	0	1	1	0	2	0	0	0	1	1	3	0	0	0	0
<b>Robbery</b>	404	316	267	230	208	208	192	172	205	174	131	128	123	127	115	174	97	88	70	79	61	76
<b>Assault</b>	65	76	64	62	46	38	33	42	47	22	33	29	33	30	39	26	29	26	32	55	60	52
<b>Burglary</b>	9	4	0	2	1	0	2	0	0	0	0	2	0	2	0	0	2	4	1	5	3	2
<b>GL</b>	486	405	333	356	355	329	257	296	324	182	193	223	213	176	201	286	284	270	221	252	268	239
<b>TOTAL MAJOR FELONIES</b>	<b>965</b>	<b>802</b>	<b>666</b>	<b>651</b>	<b>611</b>	<b>575</b>	<b>485</b>	<b>511</b>	<b>579</b>	<b>380</b>	<b>358</b>	<b>384</b>	<b>370</b>	<b>335</b>	<b>355</b>	<b>487</b>	<b>413</b>	<b>391</b>	<b>324</b>	<b>391</b>	<b>392</b>	<b>369</b>
<b>Major Fel Per Day</b>	<b>16.36</b>	<b>13.59</b>	<b>11.29</b>	<b>11.03</b>	<b>10.36</b>	<b>9.75</b>	<b>8.22</b>	<b>8.66</b>	<b>9.81</b>	<b>6.44</b>	<b>6.07</b>	<b>6.51</b>	<b>6.27</b>	<b>5.68</b>	<b>6.02</b>	<b>8.25</b>	<b>7.00</b>	<b>6.63</b>	<b>5.49</b>	<b>6.52</b>	<b>6.64</b>	<b>6.25</b>

**Hate Crime Task Force  
Transit Bureau  
HCTF Statistical Data  
(As of 3/4/2018)**

**Motivation:**

Motivation	2018	2017	Diff	% Change
BLACK	0	2	-2	-100%
ETHNIC	0	1	-1	-100%
HISPANIC	0	1	-1	-100%
OTHER	0	3	-3	-100%
SEMITIC	5	9	-4	-44%
SEXUAL ORIENTATION	1	1	0	0%
Grand Total	6	17	-11	-65%

**Crime Name:**

Crime Name	2018	2017	Diff	% Change
Aggravated Harassment 2	0	2	-2	-100%
Assault 3	0	3	-3	-100%
Criminal Mischief 3	0	1	-1	-100%
Criminal Mischief 4	5	10	-5	-50%
Harassment 2	1	0	1	*** *
Menacing 2	0	1	-1	-100%
Grand Total	6	17	-11	-65%



### Transit District by Motivation:

TD	Motivation	2018	2017	Diff	% Change
TD 1	OTHER	0	1	-1	-100%
	SEMITIC	0	1	-1	-100%
TD 2	SEMITIC	0	2	-2	-100%
TD 3	OTHER	0	2	-2	-100%
TD 4	SEMITIC	0	2	-2	-100%
TD 12	SEMITIC	0	1	-1	-100%
TD 20	ETHNIC	0	1	-1	-100%
	SEXUAL ORIENTATION	0	1	-1	-100%
TD 30	BLACK	0	1	-1	-100%
	SEMITIC	0	3	-3	-100%
TD 32	BLACK	0	1	-1	-100%
	SEXUAL ORIENTATION	1	0	1	*** *
TD 33	HISPANIC	0	1	-1	-100%
	SEMITIC	1	0	1	*** *
TD 34	SEMITIC	4	0	4	*** *
Grand Total		6	17	-11	-65%

### Transit District by Crime:

Command	Crime Name	2018	2017	Diff	% Change
TD 1	Aggravated Harassment 2	0	1	-1	-100%
	Criminal Mischief 4	0	1	-1	-100%
TD 2	Aggravated Harassment 2	0	1	-1	-100%
	Criminal Mischief 4	0	1	-1	-100%

TD 3	Criminal Mischief 3	0	1	-1	<b>-100%</b>
	Criminal Mischief 4	0	1	-1	<b>-100%</b>
TD 4	Criminal Mischief 4	0	2	-2	<b>-100%</b>
TD 12	Criminal Mischief 4	0	1	-1	<b>-100%</b>
TD 20	Assault 3	0	2	-2	<b>-100%</b>
TD 30	Criminal Mischief 4	0	3	-3	<b>-100%</b>
	Menacing 2	0	1	-1	<b>-100%</b>
TD 32	Criminal Mischief 4	0	1	-1	<b>-100%</b>
	Harassment 2	1	0	1	<b>***.*</b>
TD 33	Assault 3	0	1	-1	<b>-100%</b>
	Criminal Mischief 4	1	0	1	<b>***.*</b>
TD 34	Criminal Mischief 4	4	0	4	<b>***.*</b>
Grand Total		6	17	-11	<b>-65%</b>

**Associated Hate Crime Task Force Complaint numbers:**

<b>2018</b>
2017-071-01249
2018-060-01071
2018-060-01151
2018-061-00319
2018-066-00877
2018-081-00340
<b>Grand Total: 6</b>

<b>2017</b>
2017-006-00528
2017-010-00359
2017-017-00488
2017-019-01370
2017-020-00490
2017-020-00531
2017-030-00565
2017-045-01210
2017-050-00744
2017-070-01639
2017-075-03051
2017-084-00310
2017-084-00485
2017-084-00653
2017-084-00676
2017-103-00305
2017-107-00043
<b>Grand Total: 17</b>



# **METROPOLITAN TRANSPORTATION AUTHORITY**

## **Police Department Staten Island Rapid Transit**

### **February 2018 vs. 2017**

	<b>2018</b>	<b>2017</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Felony Assault</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Burglary</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>

### **Year to Date 2018 vs. 2017**

	<b>2018</b>	<b>2017</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Felony Assault</b>	<b>0</b>	<b>1</b>	<b>-1</b>	<b>-100%</b>
<b>Burglary</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0%</b>



## Financial and Ridership Reports

**Jaibala Patel**, Chief Financial Officer

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



# Preliminary January 2018 Monthly Report: New York City Transit

The purpose of this report is to provide the preliminary January 2018 financial results, on an accrual basis. The accrual basis is presented on a non-reimbursable and reimbursable account basis. These results are compared to the Adopted Budget (budget).

## **Summary of Preliminary Financial Results**

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

- January 2018 New York City Transit ridership of 180.6 million was 16.2 million (8.2 percent) below budget, of which subway ridership of 134.6 million was 10.1 million (7.0 percent) below budget, and bus ridership of 45.3 million was 6.0 million (11.7 percent) below budget.
- Farebox revenue of \$352.1 million was \$19.9 million (5.4%) below budget, due primarily to adverse weather, including a snow storm and severely cold weather occurring early in the month.
- Operating expenses of \$721.2 million exceeded budget by \$16.1 million (2.3%). This was a result of higher labor expenses of \$16.6 million (3.0%), mainly caused by additional overtime requirements, largely adverse weather-related along with subway service delays. Non-labor expenses were below budget by a net \$0.5 million (0.3 %).

**Preliminary financial results for January 2018 are presented in the table below and compared to the budget.**

Category (\$ in millions)	January 2018 Results			
	<u>Budget</u>	<u>Prel Actual</u>	<u>Variance Fav/(Unfav)</u>	
	\$	\$	\$	%
<b>Total Farebox Revenue</b>	<b>372.0</b>	<b>352.1</b>	<b>(19.9)</b>	<b>(5.4)</b>
<b>Nonreimb. Exp. before Dep./OPEB</b>	<b>705.1</b>	<b>721.2</b>	<b>(16.1)</b>	<b>(2.3)</b>
<b>Net Cash Deficit*</b>	<b>(283.8)</b>	<b>(237.0)</b>	<b>46.8</b>	<b>16.5</b>

\*Excludes Subsidies and Debt Service

January 2018 **farebox revenue** was \$352.1 million, \$19.9 million (5.4 percent) below budget. Subway revenue was \$13.2 million (4.6 percent) below budget, bus revenue was \$6.6 million (8.3 percent) below budget, and paratransit revenue was \$0.2 million (10.0 percent) below budget. Accrued fare media liability was equal to budget. The January 2018 non-student average fare of \$2.02 increased 8.9¢ from January 2017; the subway fare increased 9.1¢, the local bus average fare increased 6.4¢, and the express bus fare increased 24.2¢.

Total **ridership** in January 2018 of 180.6 million was 16.2 million trips (8.2 percent) below budget. Average weekday ridership in January 2018 was 6.9 million, 6.8 percent lower than January 2017. Average weekday ridership for the twelve months ending January 2018 was 7.5 million, 2.9 percent lower than the twelve months ending January 2017.

**Nonreimbursable expenses**, before depreciation and OPEB in January, were over budget by \$16.1 million (2.3 percent).

**Labor expenses** exceeded budget by \$16.6 million (3.0 percent), including:

- Higher overtime expenses (mostly adverse weather and subway service delays).
- Unfavorable overhead credits, due to reimbursable labor underruns.
- Unfavorable fringe benefit expenses (unfavorable direct overhead credits, also due to reimbursable labor underruns)
- Favorable health & welfare/OPEB current expenses (healthcare credits\vacancies)

**Non-labor expenses** underran budget by a net \$0.5 million (0.3 percent).

- Professional service contracts-favorable timing of expenses
- Maintenance contract overrun-unfavorable timing of expenses

The **net cash deficit** for January was \$237.0 million, favorable to budget by \$46.8 million (16.5 percent), due mostly to the favorable timing of a NYC partial reimbursement of paratransit expenses.

## Financial Results

### Farebox Revenue

**January 2018 Farebox Revenue - (\$ in millions)**

	January			
	Budget	Prelim Actual	Favorable/(Unfavorable)	
			Amount	Percent
Subway	284.6	271.4	(13.2)	(4.6%)
NYCT Bus	79.2	72.7	(6.6)	(8.3%)
Paratransit	1.6	1.4	(0.2)	(10.0%)
Subtotal	365.4	345.5	(19.9)	(5.5%)
Fare Media Liability	6.5	6.5	0.0	0.0%
<b>Total - NYCT</b>	<b>372.0</b>	<b>352.1</b>	<b>(19.9)</b>	<b>(5.4%)</b>

Note: Totals may not add due to rounding.

- The first week of the month experienced colder than normal temperatures and 9.8 inches of snow on Thursday, January 4<sup>th</sup>, as well as lower than expected ridership on the Tuesday following New Year's Day. Consequently, the non-student ridership variance in the first week of January accounts for a majority of the full month non-student variance on subway and bus.

### Average Fare

**January Non-Student Average Fare - (in \$)**

	NYC Transit			
	2017	Prelim 2018	Change	
			Amount	Percent
Subway	2.010	2.101	0.091	4.5%
Local Bus	1.616	1.680	0.064	4.0%
Subway & Local Bus	1.913	2.001	0.088	4.6%
Express Bus	5.133	5.374	0.242	4.7%
Total	1.929	2.019	0.089	4.6%

- January 2018 total non-student subway and bus average fares were higher than January 2017 due mainly to the March 19, 2017 fare increase. January 2018 average fares are based in part on preliminary 1<sup>st</sup> quarter unlimited ride pass average fares, which do not reflect reductions in trips per pass (leading to higher average fares) that may have resulted from the January 4, 2018 snowstorm and below normal temperatures in the first part of the month.

### **Other Operating Revenue**

Other operating revenue in January underran budget by \$2.8 million (7.2 percent), caused mostly by lower real-estate related and advertising revenues.

### **Nonreimbursable Expenses**

Nonreimbursable expenses, before depreciation and Other Post-Employment Benefits, were above budget by \$16.1 million (2.3 percent). Major variances are reviewed below:

*Labor* expenses exceeded budget by a net \$16.6 million (3.0 percent), as follows:

- Overtime expenses were above budget by \$12.2 million (27.8 percent), due principally to adverse weather requirements and subway service delays.
- Other fringe benefits were higher than budget by \$4.2 million (9.7 percent), caused mainly by unfavorable overhead credits, due to reimbursable labor underruns, and higher FICA expenses.
- Reimbursable overhead credits were also unfavorable by \$3.4 million (16.2 percent), due largely to reimbursable labor underruns.
- Payroll expenses were higher than budget by \$2.2 million (0.8 percent), due to the unfavorable timing of reimbursable work requirements and higher miscellaneous labor expenses, partly offset by vacancy savings.
- Health & welfare/OPEB current expenses were favorable by \$3.7 million (3.3 percent), due largely to the favorable timing of healthcare credits and vacancies.

*Non-labor* expenses were below budget by \$0.5 million (0.3 percent). These results included the following:

- Professional service contract expenses were less than budget by \$7.2 million (42.0 percent), principally from the favorable timing of bond service, engineering service, office-related and information technology-related expenses.
- Electric power expenses were under budget by \$1.4 million (4.9 percent), due largely to lower prices, partly offset by higher consumption and the timing of expenses.
- Materials and supplies expenses were less than budget by \$1.7 million (6.4 percent), mostly from the favorable timing of maintenance material requirements, partly offset by unfavorable inventory/obsolescence adjustments.



- Maintenance contract expenses were higher by \$6.7 million (46.7 percent), mainly from the unfavorable timing of maintenance & repair requirements, partly offset by favorable results in refuse & recycling and uniform costs.
- Fuel expenses were over budget by \$1.8 million (20.1 percent), due mainly to higher prices and consumption, partly offset by the favorable timing of expenses.
- Other business expenses were over budget by \$1.6 million (25.6 percent), resulting primarily from higher MetroCard credit card charges and various unfavorable miscellaneous charges.

Depreciation expenses were above budget by \$10.4 million (7.4 percent), due mainly to a recent year-end update of system capital assets reaching beneficial use not anticipated in the budget.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. No accrued expenses were recorded in January inasmuch as these expenses will be recorded on a quarterly basis.

GASB #68 Pension Adjustment was adopted by the MTA in 2015. No accrued expenses were recorded in January inasmuch as these expenses will also be recorded on a quarterly basis.

### **Net Cash Deficit**

The **net cash deficit** for January was \$237.0 million, favorable to budget by \$46.8 million (16.5 percent), due mainly to the timing of a NYC partial reimbursement of paratransit expenses.

### **Incumbents**

There were 49,461 full-time paid incumbents at the end of January, a decrease of 65 paid incumbents from December 2017 (excluding 189 temporary December paid incumbents).

## Ridership Results

**January 2018 Ridership vs. Budget - (millions)**

	January			
	Budget	Preliminary Actual	More/(Less)	
			Amount	Percent
Subway	144.7	134.6	(10.1)	(7.0%)
NYCT Bus	51.4	45.3	(6.0)	(11.7%)
Subtotal	196.1	180.0	(16.1)	(8.2%)
Paratransit	0.8	0.7	(0.1)	(13.1%)
<b>Total - NYCT</b>	<b>196.8</b>	<b>180.6</b>	<b>(16.2)</b>	<b>(8.2%)</b>

Notes: Totals may not add due to rounding.

**January Average Weekday and Weekend Ridership vs. Prior Year**

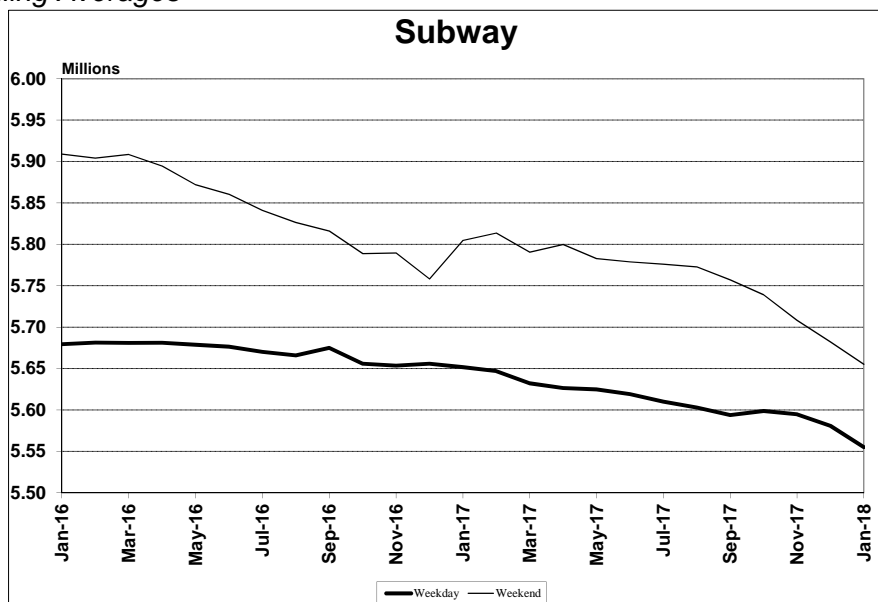
Month	Average Weekday - (thousands)				Average Weekend - (thousands)			
	2017	Preliminary 2018	Change		2017	Preliminary 2018	Change	
			Amount	Percent			Amount	Percent
Subway	5,411	5,121	(290)	-5.4%	5,363	5,013	(350)	-6.5%
NYCT Local Bus	1,877	1,674	(203)	-10.8%	1,932	1,777	(156)	-8.1%
NYCT Express Bus	40	38	(2)	-5.1%	12	11	(0)	-2.6%
Paratransit	27	25	(1)	-5.2%	29	30	1	+5.1%
<b>TOTAL - NYCT</b>	<b>7,354</b>	<b>6,858</b>	<b>(497)</b>	<b>-6.8%</b>	<b>7,336</b>	<b>6,831</b>	<b>(505)</b>	<b>-6.9%</b>
<b>12-Month Rolling Average</b>								
Subway	5,652	5,555	(97)	-1.7%	5,805	5,655	(149)	-2.6%
Local Bus	1,992	1,866	(126)	-6.3%	2,187	2,068	(119)	-5.5%
Express Bus	41	40	(1)	-2.2%	13	13	0	+3.2%
Paratransit	28	28	(0)	-1.1%	33	34	0	+1.5%
<b>TOTAL - NYCT</b>	<b>7,713</b>	<b>7,489</b>	<b>(224)</b>	<b>-2.9%</b>	<b>8,038</b>	<b>7,770</b>	<b>(268)</b>	<b>-3.3%</b>

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

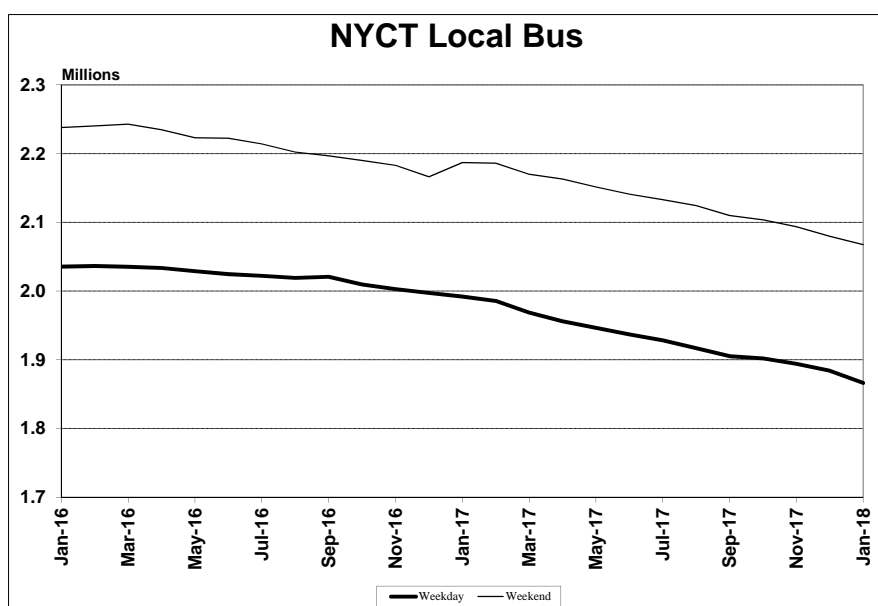
- Weekday ridership decreases from January 2017 to January 2018 were driven in part by colder than normal weather in the first week of January 2018 and the snowstorm on January 4, 2018, which deposited 9.8 inches of snow, as well as warmer than normal temperatures in January 2017. Additionally, following a recent trend where the day after a holiday has lower than normal ridership, Tuesday, January 2, 2018 had lower than normal ridership without an equivalent day in 2017.
- Continuing recent negative trends, average weekend subway ridership decreased from January 2017 to January 2018. Ridership was impacted by adverse weather in both years.

## **Average Weekday and Weekend Ridership**

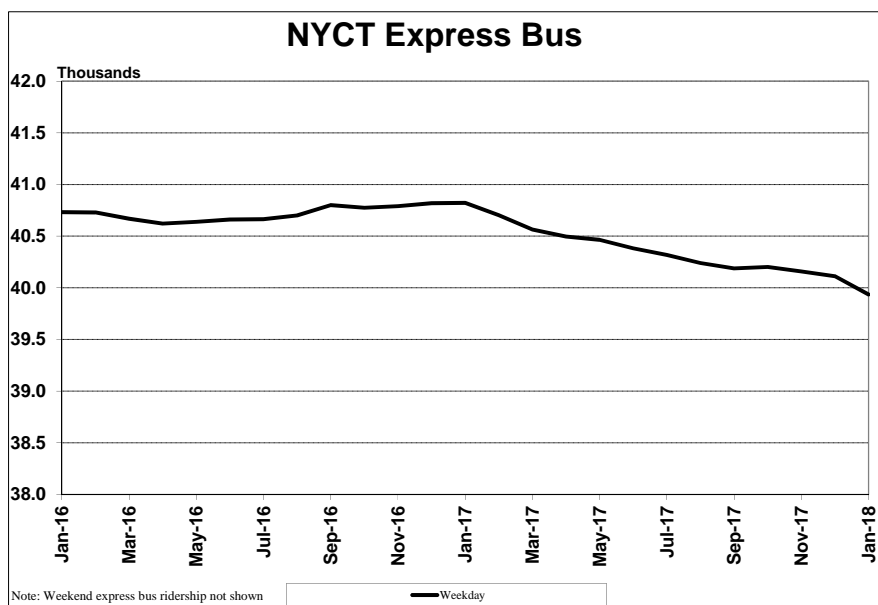
### *12-Month Rolling Averages*



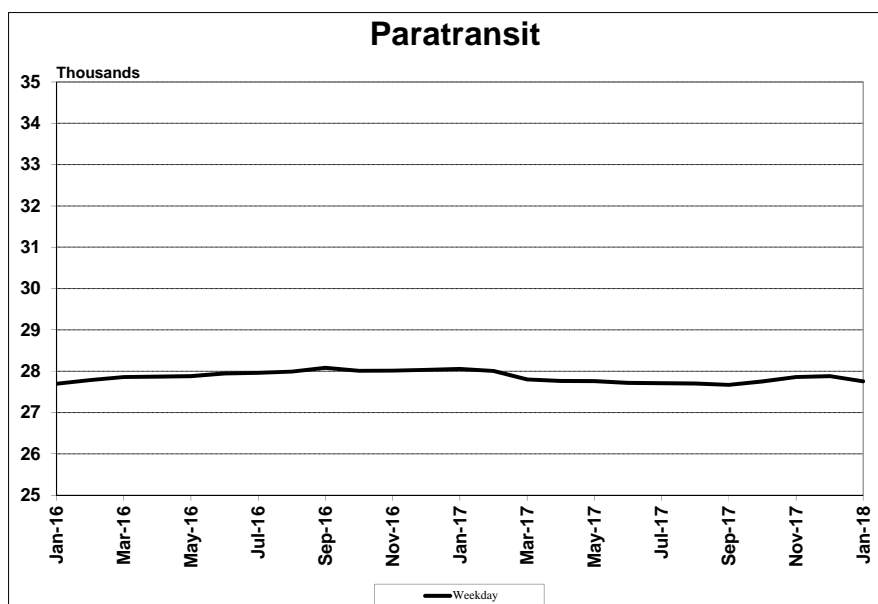
- Average weekday subway ridership was 5.581 million in 2017, a decrease of 1.3 percent from 2016. The decline in average weekday subway ridership began in 2017. Average weekday ridership was flat from 2015 to 2016. The 12-month rolling average weekday subway ridership in January 2018 was 1.7 percent lower than January 2017. It is unclear at this point whether this larger year-over-year decline is an outlier or a new trend.
- 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 January 2017 to January 2018, average weekday ridership was down on every area service, except for MTA Express Bus (up 2.0 percent). Weekend ridership was down on most area services, except for SIR (up 11.2 percent) due in part to no service between St. George and Tompkinsville on two weekends in 2017, MTA Express Bus (up 11.3 percent), and Paratransit (up 5.1 percent).

Bridges and Tunnels traffic increased on weekdays and slightly decreased on weekends.

<b>Ridership on Transit Services in the New York Area (thousands)</b>				
<b>Transit Service</b>	<b>Jan-17</b>	<b>Preliminary Jan-18</b>	<b>Percent Change</b>	<b>12-Month Rolling Average Percent Change</b>
<u>Average Weekday</u>				
<b>NYCT Subway</b>	<b>5,411</b>	<b>5,121</b>	<b>-5.4%</b>	<b>-1.7%</b>
<b>NYCT Local Bus</b>	<b>1,877</b>	<b>1,674</b>	<b>-10.8%</b>	<b>-6.3%</b>
<b>NYCT Express Bus</b>	<b>40</b>	<b>38</b>	<b>-5.1%</b>	<b>-2.2%</b>
<b>NYCT Paratransit</b>	<b>27</b>	<b>25</b>	<b>-5.2%</b>	<b>-1.1%</b>
<b>Staten Island Railway</b>	<b>17</b>	<b>16</b>	<b>-1.1%</b>	<b>+1.3%</b>
<b>MTA Local Bus</b>	<b>359</b>	<b>332</b>	<b>-7.5%</b>	<b>-3.3%</b>
<b>MTA Express Bus</b>	<b>28</b>	<b>28</b>	<b>+2.0%</b>	<b>-2.2%</b>
Long Island Rail Road	304	290	-4.7%	-0.6%
Metro-North Railroad	274	268	-2.0%	-0.3%
PATH	267	267	-0.1%	+4.9%
<u>Average Weekend</u>				
<b>NYCT Subway</b>	<b>5,363</b>	<b>5,013</b>	<b>-6.5%</b>	<b>-2.6%</b>
<b>NYCT Local Bus</b>	<b>1,932</b>	<b>1,777</b>	<b>-8.1%</b>	<b>-5.5%</b>
<b>NYCT Express Bus</b>	<b>12</b>	<b>11</b>	<b>-2.6%</b>	<b>+3.2%</b>
<b>NYCT Paratransit</b>	<b>29</b>	<b>30</b>	<b>+5.1%</b>	<b>+1.5%</b>
<b>Staten Island Railway</b>	<b>6</b>	<b>7</b>	<b>+11.2%</b>	<b>+6.6%</b>
<b>MTA Local Bus</b>	<b>346</b>	<b>328</b>	<b>-5.1%</b>	<b>-2.4%</b>
<b>MTA Express Bus</b>	<b>10</b>	<b>11</b>	<b>+11.3%</b>	<b>-2.3%</b>
Long Island Rail Road	184	172	-6.2%	+1.3%
Metro-North Railroad	212	205	-3.3%	+2.5%
PATH	176	171	-2.5%	+7.6%

<b>MTA Bridges and Tunnels (thousands)</b>				
<b>Average Weekday</b>	<b>805</b>	<b>797</b>	<b>-1.0%</b>	<b>+0.9%</b>
<b>Average Weekend</b>	<b>1,308</b>	<b>1,383</b>	<b>+5.8%</b>	<b>-0.1%</b>

Note: Percentages are based on unrounded data.

## **Economy**

Employment data for January of 2018, and re-benchmarked 2017 data, is currently being processed by the New York Department of Labor, but was not yet available at the time of preparation of this report. The February 2018 report will include an updated analysis of employment trends.

**MTA NEW YORK CITY TRANSIT**  
**Jan - 2018 Adopted**  
**Accrual Statement of Operations By Category**  
**Month - Jan 2018**  
(\$ in Millions)

2/23/2018 05:03 PM

	Nonreimbursable		Var Percent		Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Subway	\$284.624	\$271.422	(13.203)	(4.6)	\$0.000	\$0.000	-	-	\$284.624	\$271.422	(13.203)	(4.6)
Bus	\$79.247	\$72.677	(6.570)	(8.3)	\$0.000	\$0.000	-	-	\$79.247	\$72.677	(6.570)	(8.3)
Paratransit	\$1.574	\$1.417	(0.157)	(10.0)	\$0.000	\$0.000	-	-	\$1.574	\$1.417	(0.157)	(10.0)
Fare Liability	\$6.542	\$6.542	\$0.000	0.0	\$0.000	\$0.000	-	-	\$6.542	\$6.542	\$0.000	0.0
<b>Farebox Revenue</b>	<b>\$371.988</b>	<b>\$352.057</b>	<b>(19.930)</b>	<b>(5.4)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$371.988</b>	<b>\$352.057</b>	<b>(19.930)</b>	<b>(5.4)</b>
Fare Reimbursement	\$8.130	\$8.130	\$0.000	0.0	\$0.000	\$0.000	-	-	\$8.130	\$8.130	\$0.000	0.0
Paratransit Reimbursement	\$15.721	\$16.206	\$0.485	3.1	\$0.000	\$0.000	-	-	\$15.721	\$16.206	\$0.485	3.1
Other Operating Revenue	\$14.369	\$11.126	(3.243)	(22.6)	\$0.000	\$0.000	-	-	\$14.369	\$11.126	(3.243)	(22.6)
<b>Other Revenue</b>	<b>\$38.220</b>	<b>\$35.461</b>	<b>(2.759)</b>	<b>(7.2)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$38.220</b>	<b>\$35.461</b>	<b>(2.759)</b>	<b>(7.2)</b>
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$107.851	\$88.177	(19.674)	(18.2)	\$107.851	\$88.177	(19.674)	(18.2)
<b>Total Revenue</b>	<b>\$410.208</b>	<b>\$387.519</b>	<b>(22.689)</b>	<b>(5.5)</b>	<b>\$107.851</b>	<b>\$88.177</b>	<b>(19.674)</b>	<b>(18.2)</b>	<b>\$518.059</b>	<b>\$475.696</b>	<b>(42.363)</b>	<b>(8.2)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$291.963	\$294.208	(2.245)	(0.8)	\$41.776	\$34.166	\$7.610	18.2	\$333.738	\$328.374	\$5.365	1.6
Overtime	\$43.877	\$56.067	(12.190)	(27.8)	\$8.949	\$9.642	(0.693)	(7.7)	\$52.826	\$65.709	(12.883)	(24.4)
<b>Total Salaries &amp; Wages</b>	<b>\$335.840</b>	<b>\$350.275</b>	<b>(14.435)</b>	<b>(4.3)</b>	<b>\$50.724</b>	<b>\$43.808</b>	<b>\$6.916</b>	<b>13.6</b>	<b>\$386.565</b>	<b>\$394.083</b>	<b>(7.518)</b>	<b>(1.9)</b>
Health and Welfare	\$75.801	\$75.938	(0.138)	(0.2)	\$1.934	\$2.176	(0.242)	(12.5)	\$77.735	\$78.115	(0.380)	(0.5)
OPEB Current Payment	\$37.929	\$34.066	\$3.863	10.2	\$0.837	\$0.751	\$0.086	10.2	\$38.766	\$34.817	\$3.949	10.2
Pensions	\$79.257	\$77.593	\$1.663	2.1	\$3.001	\$3.000	\$0.001	0.0	\$82.258	\$80.593	\$1.665	2.0
Other Fringe Benefits	\$43.023	\$47.185	(4.162)	(9.7)	\$16.586	\$13.781	\$2.805	16.9	\$59.609	\$60.966	(1.357)	(2.3)
<b>Total Fringe Benefits</b>	<b>\$236.009</b>	<b>\$234.782</b>	<b>\$1.227</b>	<b>0.5</b>	<b>\$22.358</b>	<b>\$19.709</b>	<b>\$2.649</b>	<b>11.8</b>	<b>\$258.367</b>	<b>\$254.491</b>	<b>\$3.876</b>	<b>1.5</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(21.253)	(17.817)	(3.436)	(16.2)	\$21.253	\$17.817	\$3.436	16.2	\$0.000	\$0.000	\$0.000	53.7
<b>Labor</b>	<b>\$550.596</b>	<b>\$567.240</b>	<b>(16.644)</b>	<b>(3.0)</b>	<b>\$94.336</b>	<b>\$81.334</b>	<b>\$13.002</b>	<b>13.8</b>	<b>\$644.931</b>	<b>\$648.574</b>	<b>(3.643)</b>	<b>(0.6)</b>
<b>Non-Labor :</b>												
Electric Power	\$27.445	\$26.087	\$1.357	4.9	\$0.021	\$0.028	(0.007)	(32.3)	\$27.466	\$26.115	\$1.351	4.9
Fuel	\$8.868	\$10.650	(1.782)	(20.1)	\$0.013	\$0.001	\$0.011	90.7	\$8.880	\$10.651	(1.771)	(19.9)
Insurance	\$6.024	\$5.994	\$0.029	0.5	\$0.000	\$0.000	\$0.000	-	\$6.024	\$5.994	\$0.029	0.5
Claims	\$14.278	\$14.278	\$0.000	0.0	\$0.000	\$0.000	-	-	\$14.278	\$14.278	\$0.000	0.0
Paratransit Service Contracts	\$34.087	\$33.650	\$0.437	1.3	\$0.000	\$0.000	\$0.000	-	\$34.087	\$33.650	\$0.437	1.3
Maintenance and Other Operating Contracts	\$14.439	\$21.177	(6.739)	(46.7)	\$5.704	\$2.555	\$3.149	55.2	\$20.143	\$23.733	(3.590)	(17.8)
Professional Service Contracts	\$17.063	\$9.890	\$7.172	42.0	\$1.725	(0.400)	\$2.125	-	\$18.788	\$9.491	\$9.297	49.5
Materials & Supplies	\$25.964	\$24.311	\$1.653	6.4	\$5.897	\$4.213	\$1.684	28.6	\$31.861	\$28.524	\$3.337	10.5
Other Business Expenses	\$6.333	\$7.956	(1.623)	(25.6)	\$0.156	\$0.445	(0.289)	-	\$6.489	\$8.401	(1.913)	(29.5)
<b>Non-Labor</b>	<b>\$154.499</b>	<b>\$153.995</b>	<b>\$0.504</b>	<b>0.3</b>	<b>\$13.516</b>	<b>\$6.843</b>	<b>\$6.673</b>	<b>49.4</b>	<b>\$168.015</b>	<b>\$160.838</b>	<b>\$7.177</b>	<b>4.3</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$705.095</b>	<b>\$721.235</b>	<b>(16.140)</b>	<b>(2.3)</b>	<b>\$107.851</b>	<b>\$88.177</b>	<b>\$19.674</b>	<b>18.2</b>	<b>\$812.946</b>	<b>\$809.412</b>	<b>\$3.535</b>	<b>0.4</b>
Depreciation	\$139.679	\$150.053	(10.374)	(7.4)	\$0.000	\$0.000	-	-	\$139.679	\$150.053	(10.374)	(7.4)
OPEB Liability	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Total Expenses</b>	<b>\$844.774</b>	<b>\$871.288</b>	<b>(26.514)</b>	<b>(3.1)</b>	<b>\$107.851</b>	<b>\$88.177</b>	<b>\$19.674</b>	<b>18.2</b>	<b>\$952.625</b>	<b>\$959.465</b>	<b>(6.840)</b>	<b>(0.7)</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(434.566)</b>	<b>(483.769)</b>	<b>(49.203)</b>	<b>(11.3)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(434.566)</b>	<b>(483.769)</b>	<b>(49.203)</b>	<b>(11.3)</b>

Note: Totals may not add due to rounding

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

**MTA NEW YORK CITY TRANSIT**  
**Jan - 2018 Adopted**  
**Accrual Statement of Operations By Category**  
**Year-To-Date - Jan 2018**  
(\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Subway	\$284.624	\$271.422	(13.203)	(4.6)	\$0.000	\$0.000	-	-	\$284.624	\$271.422	(13.203)	(4.6)
Bus	\$79.247	\$72.677	(6.570)	(8.3)	\$0.000	\$0.000	-	-	\$79.247	\$72.677	(6.570)	(8.3)
Paratransit	\$1.574	\$1.417	(0.157)	(10.0)	\$0.000	\$0.000	-	-	\$1.574	\$1.417	(0.157)	(10.0)
Fare Liability	\$6.542	\$6.542	\$0.000	0.0	\$0.000	\$0.000	-	-	\$6.542	\$6.542	\$0.000	0.0
<b>Farebox Revenue</b>	<b>\$371.988</b>	<b>\$352.057</b>	<b>(19.930)</b>	<b>(5.4)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$371.988</b>	<b>\$352.057</b>	<b>(19.930)</b>	<b>(5.4)</b>
Fare Reimbursement	\$8.130	\$8.130	\$0.000	0.0	\$0.000	\$0.000	-	-	\$8.130	\$8.130	\$0.000	0.0
Paratransit Reimbursement	\$15.721	\$16.206	\$0.485	3.1	\$0.000	\$0.000	-	-	\$15.721	\$16.206	\$0.485	3.1
Other Operating Revenue	\$14.369	\$11.126	(3.243)	(22.6)	\$0.000	\$0.000	-	-	\$14.369	\$11.126	(3.243)	(22.6)
<b>Other Revenue</b>	<b>\$38.220</b>	<b>\$35.461</b>	<b>(2.759)</b>	<b>(7.2)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$38.220</b>	<b>\$35.461</b>	<b>(2.759)</b>	<b>(7.2)</b>
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$107.851	\$88.177	(19.674)	(18.2)	\$107.851	\$88.177	(19.674)	(18.2)
<b>Total Revenue</b>	<b>\$410.208</b>	<b>\$387.519</b>	<b>(22.689)</b>	<b>(5.5)</b>	<b>\$107.851</b>	<b>\$88.177</b>	<b>(19.674)</b>	<b>(18.2)</b>	<b>\$518.059</b>	<b>\$475.696</b>	<b>(42.363)</b>	<b>(8.2)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$291.963	\$294.208	(2.245)	(0.8)	\$41.776	\$34.166	\$7.610	18.2	\$333.738	\$328.374	\$5.365	1.6
Overtime	\$43.877	\$56.067	(12.190)	(27.8)	\$8.949	\$9.642	(0.693)	(7.7)	\$52.826	\$65.709	(12.883)	(24.4)
<b>Total Salaries &amp; Wages</b>	<b>\$335.840</b>	<b>\$350.275</b>	<b>(14.435)</b>	<b>(4.3)</b>	<b>\$50.724</b>	<b>\$43.808</b>	<b>\$6.916</b>	<b>13.6</b>	<b>\$386.565</b>	<b>\$394.083</b>	<b>(7.518)</b>	<b>(1.9)</b>
Health and Welfare	\$75.801	\$75.938	(0.138)	(0.2)	\$1.934	\$2.176	(0.242)	(12.5)	\$77.735	\$78.115	(0.380)	(0.5)
OPEB Current Payment	\$37.929	\$34.066	\$3.863	10.2	\$0.837	\$0.751	\$0.086	10.2	\$38.766	\$34.817	\$3.949	10.2
Pensions	\$79.257	\$77.593	\$1.663	2.1	\$3.001	\$3.000	\$0.001	0.0	\$82.258	\$80.593	\$1.665	2.0
Other Fringe Benefits	\$43.023	\$47.185	(4.162)	(9.7)	\$16.586	\$13.781	\$2.805	16.9	\$59.609	\$60.966	(1.357)	(2.3)
<b>Total Fringe Benefits</b>	<b>\$236.009</b>	<b>\$234.782</b>	<b>\$1.227</b>	<b>0.5</b>	<b>\$22.358</b>	<b>\$19.709</b>	<b>\$2.649</b>	<b>11.8</b>	<b>\$258.367</b>	<b>\$254.491</b>	<b>\$3.876</b>	<b>1.5</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(21.253)	(17.817)	(3.436)	(16.2)	\$21.253	\$17.817	\$3.436	16.2	\$0.000	\$0.000	\$0.000	53.7
<b>Labor</b>	<b>\$550.596</b>	<b>\$567.240</b>	<b>(16.644)</b>	<b>(3.0)</b>	<b>\$94.336</b>	<b>\$81.334</b>	<b>\$13.002</b>	<b>13.8</b>	<b>\$644.931</b>	<b>\$648.574</b>	<b>(3.643)</b>	<b>(0.6)</b>
<b>Non-Labor :</b>												
Electric Power	\$27.445	\$26.087	\$1.357	4.9	\$0.021	\$0.028	(0.007)	(32.3)	\$27.466	\$26.115	\$1.351	4.9
Fuel	\$8.868	\$10.650	(1.782)	(20.1)	\$0.013	\$0.001	\$0.011	90.7	\$8.880	\$10.651	(1.771)	(19.9)
Insurance	\$6.024	\$5.994	\$0.029	0.5	\$0.000	\$0.000	\$0.000	-	\$6.024	\$5.994	\$0.029	0.5
Claims	\$14.278	\$14.278	\$0.000	0.0	\$0.000	\$0.000	-	-	\$14.278	\$14.278	\$0.000	0.0
Paratransit Service Contracts	\$34.087	\$33.650	\$0.437	1.3	\$0.000	\$0.000	\$0.000	-	\$34.087	\$33.650	\$0.437	1.3
Maintenance and Other Operating Contracts	\$14.439	\$21.177	(6.739)	(46.7)	\$5.704	\$2.555	\$3.149	55.2	\$20.143	\$23.733	(3.590)	(17.8)
Professional Service Contracts	\$17.063	\$9.890	\$7.172	42.0	\$1.725	(0.400)	\$2.125	-	\$18.788	\$9.491	\$9.297	49.5
Materials & Supplies	\$25.964	\$24.311	\$1.653	6.4	\$5.897	\$4.213	\$1.684	28.6	\$31.861	\$28.524	\$3.337	10.5
Other Business Expenses	\$6.333	\$7.956	(1.623)	(25.6)	\$0.156	\$0.445	(0.289)	-	\$6.489	\$8.401	(1.913)	(29.5)
<b>Non-Labor</b>	<b>\$154.499</b>	<b>\$153.995</b>	<b>\$0.504</b>	<b>0.3</b>	<b>\$13.516</b>	<b>\$6.843</b>	<b>\$6.673</b>	<b>49.4</b>	<b>\$168.015</b>	<b>\$160.838</b>	<b>\$7.177</b>	<b>4.3</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$705.095</b>	<b>\$721.235</b>	<b>(16.140)</b>	<b>(2.3)</b>	<b>\$107.851</b>	<b>\$88.177</b>	<b>\$19.674</b>	<b>18.2</b>	<b>\$812.946</b>	<b>\$809.412</b>	<b>\$3.535</b>	<b>0.4</b>
Depreciation	\$139.679	\$150.053	(10.374)	(7.4)	\$0.000	\$0.000	-	-	\$139.679	\$150.053	(10.374)	(7.4)
OPEB Liability	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Total Expenses</b>	<b>\$844.774</b>	<b>\$871.288</b>	<b>(26.514)</b>	<b>(3.1)</b>	<b>\$107.851</b>	<b>\$88.177</b>	<b>\$19.674</b>	<b>18.2</b>	<b>\$952.625</b>	<b>\$959.465</b>	<b>(6.840)</b>	<b>(0.7)</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(434.566)</b>	<b>(483.769)</b>	<b>(49.203)</b>	<b>(11.3)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(434.566)</b>	<b>(483.769)</b>	<b>(49.203)</b>	<b>(11.3)</b>

Note: Totals may not add due to rounding

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



**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS**  
**January 2018**  
**(\$ in millions)**

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	(19.9)	(5.4)	Due primarily to lower ridership resulting from adverse weather, including a snow storm and extreme cold weather	VARIANCES ARE THE SAME AS THE MONTH		
Other Operating Revenue	NR	(2.8)	(7.2)	Caused mostly by lower real estate-related and advertising revenues			
Payroll	NR	(2.2)	(0.8)	Caused mainly by the unfavorable timing of reimbursable work requirements and miscellaneous labor expenses, partly offset by vacancy savings			
Overtime	NR	(12.2)	(27.8)	Mainly due to adverse weather and subway service delays			
Health & Welfare (including OPEB current payment)	NR	3.7	3.3	Due largely to the favorable timing of healthcare credits and vacancies			
Pension	NR	1.7	2.1	Primarily the favorable timing of NYCERS expenses			
Other Fringe Benefits	NR	(4.2)	(9.7)	Caused mainly by unfavorable fringe benefit overhead credits, due to reimbursable payroll underruns, and higher FICA expenses			
Reimbursable Overhead	NR	(3.4)	(16.2)	Due largely to reimbursable labor underruns			
Electric Power	NR	1.4	4.9	Lower prices, partly offset by higher consumption and the timing of expenses			
Fuel	NR	(1.8)	(20.1)	Mainly higher prices and consumption, partly offset by the favorable timing of expenses			

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS**  
**January 2018**  
**(\$ in millions)**

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Maintenance and Other Operating Contracts	NR	(6.7)	(46.7)	Primarily the unfavorable timing of maintenance & repair requirements, partly offset by favorable results in refuse & recycling and uniform costs	VARIANCES ARE THE SAME AS THE MONTH		
Professional Service Contracts	NR	7.2	42.0	Principally the favorable timing of bond service, engineering service, office-related and information technology-related expenses			
Materials and Supplies	NR	1.7	6.4	Mostly the favorable timing of maintenance material requirements, partly offset by unfavorable inventory/obsolescence adjustments			
Other Business Expenses	NR	(1.6)	(25.6)	Largely higher MVM credit card charges and various unfavorable miscellaneous charges			
Capital and Other Reimbursements	R	(19.7)	(18.2)	Reduced reimbursements consistent with a decrease in reimbursable expenses			
Payroll	R	7.6	18.2	Principally the favorable timing of capital construction work, non-capital transactions and engineering requirements			
Other Fringe Benefits	R	2.8	16.9	Mostly from favorable direct overhead expenses, due to reimbursable payroll underruns			
Maintenance and Other Operating Contracts	R	3.1	55.2	Mainly the favorable timing of non-vehicle maintenance & repair expenses			
Professional Service Contracts	R	2.1	over 100.0	Largely the favorable timing of engineering services requirements			
Materials & Supplies	R	1.7	28.6	Principally the favorable timing of non-vehicle material requirements			

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2018 Adopted**  
**Cash Receipts and Expenditures**  
**Jan FY18**  
(\$ in Millions)

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	Month				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$371.988	\$374.222	\$2.234	0.6	\$371.988	\$374.222	\$2.234	0.6
Fare Reimbursement	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Paratransit Reimbursement	\$2.931	\$37.505	\$34.574	-	\$2.931	\$37.505	\$34.574	-
Other Operating Revenue	\$5.057	\$3.627	(1.430)	(28.3)	\$5.057	\$3.627	(1.430)	(28.3)
Other Revenue	\$7.988	\$41.132	\$33.144	-	\$7.988	\$41.132	\$33.144	-
Capital and Other Reimbursements	\$107.851	\$96.900	(10.951)	(10.2)	\$107.851	\$96.900	(10.951)	(10.2)
Total Revenue	\$487.827	\$512.254	\$24.427	5.0	\$487.827	\$512.254	\$24.427	5.0
<b>Expenditures</b>								
<b>Labor :</b>								
Payroll	\$296.046	\$289.853	\$6.193	2.1	\$296.046	\$289.853	\$6.193	2.1
Overtime	\$52.826	\$65.709	(12.883)	(24.4)	\$52.826	\$65.709	(12.883)	(24.4)
Total Salaries & Wages	\$348.872	\$355.562	(6.690)	(1.9)	\$348.872	\$355.562	(6.690)	(1.9)
Health and Welfare	\$77.735	\$71.756	\$5.979	7.7	\$77.735	\$71.756	\$5.979	7.7
OPEB Current Payment	\$38.766	\$34.817	\$3.949	10.2	\$38.766	\$34.817	\$3.949	10.2
Pensions	\$82.258	\$80.577	\$1.681	2.0	\$82.258	\$80.577	\$1.681	2.0
Other Fringe Benefits	\$38.014	\$42.906	(4.892)	(12.9)	\$38.014	\$42.906	(4.892)	(12.9)
Total Fringe Benefits	\$236.773	\$230.056	\$6.717	2.8	\$236.773	\$230.056	\$6.717	2.8
Contribution to GASB Fund	\$0.525	\$0.000	\$0.525	-	\$0.525	\$0.000	\$0.525	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$586.170	\$585.618	\$0.552	0.1	\$586.170	\$585.618	\$0.552	0.1
<b>Non-Labor :</b>								
Electric Power	\$27.466	\$23.643	\$3.823	13.9	\$27.466	\$23.643	\$3.823	13.9
Fuel	\$8.880	\$9.856	(0.976)	(11.0)	\$8.880	\$9.856	(0.976)	(11.0)
Insurance	\$26.727	\$26.727	\$0.000	0.0	\$26.727	\$26.727	\$0.000	0.0
Claims	\$10.031	\$9.566	\$0.465	4.6	\$10.031	\$9.566	\$0.465	4.6
Paratransit Service Contracts	\$34.087	\$34.359	(0.272)	(0.8)	\$34.087	\$34.359	(0.272)	(0.8)
Maintenance and Other Operating Contracts	\$20.143	\$8.270	\$11.873	58.9	\$20.143	\$8.270	\$11.873	58.9
Professional Service Contracts	\$15.788	\$14.507	\$1.281	8.1	\$15.788	\$14.507	\$1.281	8.1
Materials & Supplies	\$35.861	\$27.804	\$8.057	22.5	\$35.861	\$27.804	\$8.057	22.5
Other Business Expenses	\$6.489	\$8.882	(2.393)	(36.9)	\$6.489	\$8.882	(2.393)	(36.9)
Non-Labor	\$185.471	\$163.614	\$21.857	11.8	\$185.471	\$163.614	\$21.857	11.8
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$771.640	\$749.232	\$22.408	2.9	\$771.640	\$749.232	\$22.408	2.9
Depreciation	\$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	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$771.640	\$749.232	\$22.408	2.9	\$771.640	\$749.232	\$22.408	2.9
Net Surplus/(Deficit)	(283.813)	(236.978)	\$46.835	16.5	(283.813)	(236.978)	\$46.835	16.5

Note: Totals may not add due to rounding

Table 5

MTA NEW YORK CITY TRANSIT  
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET  
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL CASH BASIS  
January 2018  
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	2.2	0.6	The favorable timing of receipts	VARIANCES ARE THE SAME AS THE MONTH		
Other Operating Receipts	33.1	over 100.0	Due primarily to the favorable timing of NYC partial reimbursement of paratransit expenses			
Capital and Other Reimbursements	(11.0)	(10.2)	Due largely to the unfavorable timing of reimbursable work			
Salaries & Wages	(6.7)	(1.9)	Mostly additional Subway overtime requirements			
Health & Welfare (including OPEB current payment)	9.9	8.5	Due largely to the favorable timing of healthcare credits, vacancies and payments			
Other Fringe Benefits	(4.9)	(12.9)	Mainly the unfavorable timing of payments			
Electric Power	3.8	13.9	Due largely to the favorable timing of payments			
Maintenance Contracts	11.9	58.9	Primarily the favorable timing of payments			

**MTA NEW YORK CITY TRANSIT**  
**February Financial Plan - 2018 Adopted**  
**Cash Conversion (Cash Flow Adjustments)**  
Jan FY18  
(\$ in Millions)

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Revenue</b>								
Farebox Revenue	\$0.000	\$22.165	\$22.165	-	\$0.000	\$22.165	\$22.165	-
Fare Reimbursement	(8.130)	(8.130)	\$0.000	0.0	(8.130)	(8.130)	\$0.000	0.0
Paratransit Reimbursement	(12.790)	\$21.299	\$34.089	-	(12.790)	\$21.299	\$34.089	-
Other Operating Revenue	(9.312)	(7.499)	\$1.813	19.5	(9.312)	(7.499)	\$1.813	19.5
Other Revenue	(30.232)	\$5.671	\$35.903	-	(30.232)	\$5.671	\$35.903	-
Capital and Other Reimbursements	\$0.000	\$8.723	\$8.723	-	\$0.000	\$8.723	\$8.723	-
Total Revenue	(30.232)	\$36.558	\$66.790	-	(30.232)	\$36.558	\$66.790	-
<b>Expenses</b>								
<b>Labor :</b>								
Payroll	\$37.692	\$38.521	\$0.829	2.2	\$37.692	\$38.521	\$0.829	2.2
Overtime	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Salaries & Wages	\$37.692	\$38.521	\$0.829	2.2	\$37.692	\$38.521	\$0.829	2.2
Health and Welfare	\$0.000	\$6.359	\$6.359	-	\$0.000	\$6.359	\$6.359	-
OPEB Current Payment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Pensions	\$0.000	\$0.016	\$0.016	-	\$0.000	\$0.016	\$0.016	-
Other Fringe Benefits	\$21.594	\$18.060	(3.534)	(16.4)	\$21.594	\$18.060	(3.534)	(16.4)
Total Fringe Benefits	\$21.594	\$24.435	\$2.841	13.2	\$21.594	\$24.435	\$2.841	13.2
Contribution to GASB Fund	(0.525)	\$0.000	\$0.525	-	(0.525)	\$0.000	\$0.525	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Labor	\$58.762	\$62.956	\$4.194	7.1	\$58.762	\$62.956	\$4.194	7.1
<b>Non-Labor :</b>								
Electric Power	\$0.000	\$2.472	\$2.472	-	\$0.000	\$2.472	\$2.472	-
Fuel	\$0.000	\$0.795	\$0.795	-	\$0.000	\$0.795	\$0.795	-
Insurance	(20.703)	(20.733)	(0.030)	(0.1)	(20.703)	(20.733)	(0.030)	(0.1)
Claims	\$4.247	\$4.712	\$0.465	10.9	\$4.247	\$4.712	\$0.465	10.9
Paratransit Service Contracts	\$0.000	(0.709)	(0.709)	-	\$0.000	(0.709)	(0.709)	-
Maintenance and Other Operating Contracts	\$0.000	\$15.463	\$15.463	-	\$0.000	\$15.463	\$15.463	-
Professional Service Contracts	\$3.000	(5.016)	(8.016)	-	\$3.000	(5.016)	(8.016)	-
Materials & Supplies	(4.000)	\$0.720	\$4.720	-	(4.000)	\$0.720	\$4.720	-
Other Business Expenses	\$0.000	(0.481)	(0.481)	-	\$0.000	(0.481)	(0.481)	-
Non-Labor	(17.456)	(2.776)	\$14.680	84.1	(17.456)	(2.776)	\$14.680	84.1
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$41.306	\$60.180	\$18.874	45.7	\$41.306	\$60.180	\$18.874	45.7
Depreciation	\$139.679	\$150.053	\$10.374	7.4	\$139.679	\$150.053	\$10.374	7.4
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$180.985	\$210.233	\$29.248	16.2	\$180.985	\$210.233	\$29.248	16.2
Total Cash Conversion Adjustments	\$150.753	\$246.791	\$96.038	63.7	\$150.753	\$246.791	\$96.038	63.7

Note: Totals may not add due to rounding

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

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET**  
**TOTAL POSITIONS by FUNCTION and DEPARTMENT**  
**NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS**  
**January 2018**

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Variance Fav./Unfav)</u>	<u>Explanation</u>
<b>Administration</b>				
Office of the President	33	34	(1)	
Law	320	290	30	
Office of the EVP	53	44	9	
Human Resources	255	254	1	
Office of Management and Budget	43	40	3	
Capital Planning & Budget	35	32	3	
Corporate Communications	278	260	18	
Non-Departmental	(27)	-	(27)	
Labor Relations	102	87	15	
Materiel	241	258	(17)	
Controller	128	119	9	
<b>Total Administration</b>	<b>1,461</b>	<b>1,418</b>	<b>43</b>	
<b>Operations</b>				
Subways Service Delivery	8,553	8,681	(128)	Excess mainly Train Operators & Conductors
Subways Operations Support/Admin	456	472	(16)	
Subways Stations	2,723	2,528	195	Mainly shortage of Station Supervisors/Agents
<b>Sub-total Subways</b>	<b>11,732</b>	<b>11,681</b>	<b>51</b>	
Buses	11,031	10,904	127	Mainly shortage of Bus Operators
Paratransit	213	203	10	
Operations Planning	404	395	9	
Revenue Control	575	541	34	
Non-Departmental	0	0	0	
<b>Total Operations</b>	<b>23,955</b>	<b>23,724</b>	<b>231</b>	
<b>Maintenance</b>				
Subways Operations Support/Admin	186	176	10	
Subways Engineering	397	363	34	
Subways Car Equipment	5,084	5,267	(183)	Excess mainly Car Inspectors
Subways Infrastructure	1,659	1,758	(99)	Excess mainly Maintainers
Subways Elevators & Escalators	478	405	73	Mostly shortage of E&E Maintainers
Subways Stations	3,240	3,399	(159)	Excess mainly Cleaners & Maintainers
Subways Track	3,280	2,980	300	Vacancies largely Track Workers/Maintainers
Subways Power	664	630	34	
Subways Signals	1,637	1,594	43	
Subways Electronic Maintenance	1,688	1,583	105	Mainly shortage of Maintainers and PTEs
<b>Sub-total Subways</b>	<b>18,313</b>	<b>18,155</b>	<b>158</b>	
Buses	3,687	3,654	33	
Supply Logistics	571	571	0	
System Safety	98	95	3	
Non-Departmental	(142)	(1)	(141)	
<b>Total Maintenance</b>	<b>22,527</b>	<b>22,474</b>	<b>53</b>	
<b>Engineering/Capital</b>				
Capital Program Management	1,368	1,422	(54)	Excess mainly PTEs
<b>Total Engineering/Capital</b>	<b>1,368</b>	<b>1,422</b>	<b>(54)</b>	
<b>Public Safety</b>				
Security	660	646	14	
<b>Total Public Safety</b>	<b>660</b>	<b>646</b>	<b>14</b>	
<b>Total Positions</b>	<b>49,971</b>	<b>49,684</b>	<b>287</b>	
Non-Reimbursable	44,554	45,006	(452)	
Reimbursable	5,417	4,678	739	
Total Full-Time	49,770	49,461	309	
Total Full-Time Equivalents	201	223	(22)	

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET**  
**TOTAL POSITIONS by FUNCTION and OCCUPATION**  
**FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS**  
**January 2018**

<b>FUNCTION/OCCUPATION</b>	<b>Adopted Budget</b>	<b>Actual</b>	<b>Variance Fav./(Unfav)</b>	<b>Explanation</b>
<b>Administration:</b>				
Managers/Supervisors	515	441	74	
Professional, Technical, Clerical	917	953	(36)	
Operational Hourlies	29	24	5	
<b>Total Administration</b>	<b>1,461</b>	<b>1,418</b>	<b>43</b>	
<b>Operations</b>				
Managers/Supervisors	2,885	2,786	99	
Professional, Technical, Clerical	513	495	18	
Operational Hourlies	20,557	20,443	114	
<b>Total Operations</b>	<b>23,955</b>	<b>23,724</b>	<b>231</b>	
<b>Maintenance</b>				
Managers/Supervisors	4,076	4,058	18	
Professional, Technical, Clerical	1,157	1,070	87	
Operational Hourlies	17,294	17,346	(52)	
<b>Total Maintenance</b>	<b>22,527</b>	<b>22,474</b>	<b>53</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	340	348	(8)	
Professional, Technical, Clerical	1,026	1,072	(46)	
Operational Hourlies	2	2	0	
<b>Total Engineering/Capital</b>	<b>1,368</b>	<b>1,422</b>	<b>(54)</b>	
<b>Public Safety</b>				
Managers/Supervisors	281	270	11	
Professional, Technical, Clerical	42	38	4	
Operational Hourlies	337	338	(1)	
<b>Total Public Safety</b>	<b>660</b>	<b>646</b>	<b>14</b>	
<b>Total Positions</b>				
Managers/Supervisors	8,097	7,903	194	
Professional, Technical, Clerical	3,655	3,628	27	
Operational Hourlies	38,219	38,153	66	
<b>Total Positions</b>	<b>49,971</b>	<b>49,684</b>	<b>287</b>	

**MTA New York City Transit**  
**2018 February Financial Plan**  
**Non-Reimbursable/Reimbursable Overtime**  
**(\$ in millions)**

	January						January Year-to-Date					
	Adopted		Actuals		Var. - Fav./(Unfav)		Adopted		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u>	386,558	\$12.480	350,452	\$11.345	36,107	\$1.136 10.0%	386,558	\$12.480	350,452	\$11.345	36,107	\$1.136 10.0%
<u>Unscheduled Service</u>	315,423	\$10.418	466,372	\$14.092	(150,949)	(\$3.674) -26.1%	315,423	\$10.418	466,372	\$14.092	(150,949)	(\$3.674) -26.1%
<u>Programmatic/Routine Maintenance</u>	342,815	\$11.885	385,047	\$13.743	(42,232)	(\$1.858) -13.5%	342,815	\$11.885	385,047	\$13.743	(42,232)	(\$1.858) -13.5%
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0	\$0.000 0.0%	0	\$0.000	0	\$0.000	0	\$0.000 0.0%
<u>Vacancy/Absentee Coverage</u>	52,304	\$1.661	46,338	\$1.611	5,966	\$0.050 3.1%	52,304	\$1.661	46,338	\$1.611	5,966	\$0.050 3.1%
<u>Weather Emergencies</u>	165,369	\$5.465	436,220	\$14.451	(270,851)	(\$8.986) -62.2%	165,369	\$5.465	436,220	\$14.451	(270,851)	(\$8.986) -62.2%
<u>Safety/Security/Law Enforcement</u>	9,674	\$0.281	8,798	\$0.246	876	\$0.036 14.5%	9,674	\$0.281	8,798	\$0.246	876	\$0.036 14.5%
<u>Other</u>	14,367	\$1.687	15,862	\$0.580	(1,495)	\$1.107 *	14,367	\$1.687	15,862	\$0.580	(1,495)	\$1.107 *
Subtotal	1,286,510	\$43.877	1,709,089	\$56.067	(422,579)	(\$12.190) -21.7%	1,286,510	\$43.877	1,709,089	\$56.067	(422,579)	(\$12.190) -21.7%
<b>REIMBURSABLE OVERTIME</b>	297,858	\$8.949	273,036	\$9.642	24,822	(\$0.693) -7.2%	297,858	\$8.949	273,036	\$9.642	24,822	(\$0.693) -7.2%
<b>TOTAL OVERTIME</b>	<b>1,584,368</b>	<b>\$52.826</b>	<b>1,982,125</b>	<b>\$65.709</b>	<b>(397,758)</b>	<b>(\$12.883)</b> -19.6%	<b>1,584,368</b>	<b>\$52.826</b>	<b>1,982,125</b>	<b>\$65.709</b>	<b>(397,758)</b>	<b>(\$12.883)</b> -19.6%

Totals may not add due to rounding

NOTE: Percentages are based on each type of overtime and not on total overtime.

\* Exceeds 100%



MTA New York City Transit  
2018 February Financial Plan  
Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)

	January			January Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	36,107	\$1.1 (9.3%)		36,107	\$1.1 (9.3%)	
<u>Unscheduled Service</u>	(150,949)	(\$3.7) 30.1%	Unfavorable variance due to subway service delays	(150,949)	(\$3.7) 30.1%	Unfavorable variance due to subway service delays
<u>Programmatic/Routine Maintenance</u>	(42,232)	(\$1.9) 15.2%		(42,232)	(\$1.9) 15.2%	
<u>Unscheduled Maintenance</u>	0	\$0.0 0.0%		0	\$0.0 0.0%	
<u>Vacancy/Absentee Coverage</u>	5,966	\$0.1 (0.4%)		5,966	\$0.1 (0.4%)	
<u>Weather Emergencies</u>	(270,851)	(\$9.0) 73.7%	Unfavorable variance mainly due to winter storm January 4th (9.8 inches).	(270,851)	(\$9.0) 73.7%	Unfavorable variance mainly due to winter storm January 4th (9.8 inches).
<u>Safety/Security/Law Enforcement</u>	876	\$0.0 (0.3%)		876	\$0.0 (0.3%)	
<u>Other</u>	(1,495)	\$1.1 (9.1%)		(1,495)	\$1.1 (9.1%)	
<b>Subtotal</b>	(422,579)	(\$12.2) 94.6%		(422,579)	(\$12.2) 94.6%	
<b>REIMBURSABLE OVERTIME</b>	24,822	(\$0.7) 5.4%		24,822	(\$0.7) 5.4%	
<b>TOTAL OVERTIME</b>	<b>(397,758)</b>	<b>(\$12.9)</b>		<b>(397,758)</b>	<b>(\$12.9)</b>	

Totals may not add due to rounding.

NOTE: Percentages are based on each type of overtime and not on total overtime.

\* Exceeds 100%

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2018 Overtime Reporting**  
**Overtime Legend**

<b><u>Type</u></b>	<b><u>Definition</u></b>
<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, and miscellaneous overtime.
<i>Reimbursable Overtime</i>	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.

# Preliminary January 2018 Report: Staten Island Railway

The purpose of this report is to provide the preliminary January 2018 financial results on an accrual basis. The accrual basis is presented on a non-reimbursable and reimbursable account basis. These results are compared to the Adopted Budget (budget).

## **Summary of Preliminary Financial Results**

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

- January 2018 Staten Island Railway ridership of 390,336 riders was 7,704 riders (1.9%) below budget. Average weekday ridership of 16,386 riders was (1.1%) or 180 riders below January 2017.
- Farebox revenue of \$545 thousand was below budget by \$13 thousand (2.4%).
- Operating expenses of \$4.634 million were below budget by \$0.511 million (9.9%).
  - Labor expenses underran budget by \$0.406 million (9.7%).
  - Non-labor expenses were below budget by \$0.105 million (10.7%).

## STATEN ISLAND RAILWAY FINANCIAL AND RIDERSHIP REPORT

**January 2018**

(All data are preliminary and subject to audit)

**Operating revenue**, which was \$0.8 million in January, was \$0.1 million (7.6 percent) below the Adopted Budget (budget).

Total **ridership** in January 2018 was 390,336 riders, 1.9 percent (7,704 riders) below budget. Average weekday ridership for January 2018 was 16,386 riders, 1.1 percent (180 riders) below January 2017. Average weekday ridership for the twelve months ending January 2018 was 16,399 riders, 1.3 percent (213 riders) higher than the previous twelve-month period.

**Nonreimbursable expenses**, before depreciation and Other Post-Employment benefit expenses, were lower than budget in January by \$0.5 million (9.9 percent).

Labor expenses underran budget by \$0.4 million (9.7 percent), largely from lower health & welfare/OPEB current expenses of \$0.4 million (53.9 percent), due primarily to the favorable timing of expenses. Payroll expenses were also below budget by \$0.2 million (7.8 percent), also due to timing. Partly offsetting the above results were higher overtime expenses of \$0.3 million (over 100.0 percent), caused mostly by adverse weather including a snowstorm and extreme cold temperatures.

Non-labor expenses were below budget by \$0.1 million (10.7 percent). Maintenance contract expenses were under budget by \$0.2 million (83.7 percent), due primarily to the timing of maintenance work requirements. Insurance expenses were above budget by \$0.1 million (88.9 percent), due to the timing of interagency billing.

Depreciation expenses were higher than budget by \$0.2 million (33.6 percent).

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. No accrued expenses were recorded by Staten Island Railway in January as these expenses are only recorded on a quarterly basis.

The **operating cash deficit** (excluding subsidies) was \$6.2 million in January, \$2.0 million (47.5 percent) above budget, due largely to the unfavorable timing of several payments.

**MTA STATEN ISLAND RAILWAY**  
**Jan - 2018 Adopted**  
**Accrual Statement of Operations By Category**  
**Month - Jan 2018**  
(\$ in Millions)

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	Nonreimbursable		Var Percent		Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Farebox Revenue	\$0.559	\$0.545	(0.013)	(2.4)	\$0.000	\$0.000	-	-	\$0.559	\$0.545	(0.013)	(2.4)
Other Revenue	\$0.274	\$0.224	(0.050)	(18.2)	\$0.000	\$0.000	-	-	\$0.274	\$0.224	(0.050)	(18.2)
Capital and Other Reimbursements	\$0.000	\$0.000	\$0.000	-	\$0.168	\$0.154	(0.014)	(8.3)	\$0.168	\$0.154	(0.014)	(8.3)
<b>Total Revenue</b>	<b>\$0.833</b>	<b>\$0.770</b>	<b>(0.063)</b>	<b>(7.6)</b>	<b>\$0.168</b>	<b>\$0.154</b>	<b>(0.014)</b>	<b>(8.3)</b>	<b>\$1.000</b>	<b>\$0.923</b>	<b>(0.077)</b>	<b>(7.7)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$2.157	\$1.988	\$0.169	7.8	\$0.045	\$0.074	(0.030)	(66.9)	\$2.201	\$2.062	\$0.139	6.3
Overtime	\$0.226	\$0.499	(0.274)	-	\$0.082	\$0.010	\$0.072	87.4	\$0.308	\$0.510	(0.202)	(65.4)
<b>Total Salaries &amp; Wages</b>	<b>\$2.383</b>	<b>\$2.487</b>	<b>(0.105)</b>	<b>(4.4)</b>	<b>\$0.127</b>	<b>\$0.085</b>	<b>\$0.042</b>	<b>33.3</b>	<b>\$2.509</b>	<b>\$2.572</b>	<b>(0.063)</b>	<b>(2.5)</b>
Health and Welfare	\$0.544	\$0.203	\$0.340	62.6	\$0.000	\$0.000	-	-	\$0.544	\$0.203	\$0.340	62.6
OPEB Current Payment	\$0.215	\$0.146	\$0.069	32.1	\$0.000	\$0.001	(0.001)	-	\$0.215	\$0.147	\$0.068	31.6
Pensions	\$0.582	\$0.582	\$0.000	(0.1)	\$0.000	\$0.000	-	-	\$0.582	\$0.582	\$0.000	(0.1)
Other Fringe Benefits	\$0.485	\$0.406	\$0.079	16.3	\$0.000	\$0.000	-	-	\$0.485	\$0.406	\$0.079	16.3
<b>Total Fringe Benefits</b>	<b>\$1.826</b>	<b>\$1.338</b>	<b>\$0.488</b>	<b>26.7</b>	<b>-</b>	<b>\$0.001</b>	<b>(0.001)</b>	<b>-</b>	<b>\$1.826</b>	<b>\$1.339</b>	<b>\$0.487</b>	<b>26.7</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.041)	(0.063)	\$0.022	54.8	\$0.041	\$0.063	(0.022)	(55.1)	\$0.000	\$0.000	\$0.000	-
<b>Labor</b>	<b>\$4.168</b>	<b>\$3.762</b>	<b>\$0.406</b>	<b>9.7</b>	<b>\$0.168</b>	<b>\$0.149</b>	<b>\$0.019</b>	<b>11.2</b>	<b>\$4.335</b>	<b>\$3.911</b>	<b>\$0.425</b>	<b>9.8</b>
<b>Non-Labor :</b>												
Electric Power	\$0.357	\$0.379	(0.022)	(6.2)	\$0.000	\$0.002	(0.002)	-	\$0.357	\$0.381	(0.024)	(6.7)
Fuel	\$0.018	\$0.049	(0.031)	-	\$0.000	\$0.000	-	-	\$0.018	\$0.049	(0.031)	-
Insurance	\$0.099	\$0.187	(0.088)	(88.9)	\$0.000	\$0.000	-	-	\$0.099	\$0.187	(0.088)	(88.9)
Claims	\$0.007	\$0.025	(0.018)	-	\$0.000	\$0.000	-	-	\$0.007	\$0.025	(0.018)	-
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$0.261	\$0.043	\$0.219	83.7	\$0.000	\$0.000	-	-	\$0.261	\$0.043	\$0.219	83.7
Professional Service Contracts	\$0.086	\$0.017	\$0.069	80.0	\$0.000	\$0.000	-	-	\$0.086	\$0.017	\$0.069	80.0
Materials & Supplies	\$0.145	\$0.137	\$0.009	6.1	\$0.000	\$0.003	(0.003)	-	\$0.145	\$0.140	\$0.006	3.9
Other Business Expenses	\$0.003	\$0.036	(0.033)	-	\$0.000	\$0.000	-	-	\$0.003	\$0.036	(0.033)	-
<b>Non-Labor</b>	<b>\$0.977</b>	<b>\$0.872</b>	<b>\$0.105</b>	<b>10.7</b>	<b>\$0.000</b>	<b>\$0.005</b>	<b>(0.005)</b>	<b>-</b>	<b>\$0.977</b>	<b>\$0.877</b>	<b>\$0.100</b>	<b>10.2</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$5.144</b>	<b>\$4.634</b>	<b>\$0.511</b>	<b>9.9</b>	<b>\$0.168</b>	<b>\$0.154</b>	<b>\$0.014</b>	<b>8.3</b>	<b>\$5.312</b>	<b>\$4.788</b>	<b>\$0.525</b>	<b>9.9</b>
Depreciation	\$0.692	\$0.924	(0.232)	(33.6)	\$0.000	\$0.000	-	-	\$0.692	\$0.924	(0.232)	(33.6)
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Total Expenses</b>	<b>\$5.836</b>	<b>\$5.558</b>	<b>\$0.278</b>	<b>4.8</b>	<b>\$0.168</b>	<b>\$0.154</b>	<b>\$0.014</b>	<b>8.3</b>	<b>\$6.004</b>	<b>\$5.712</b>	<b>\$0.292</b>	<b>4.9</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(5.004)</b>	<b>(4.788)</b>	<b>\$0.215</b>	<b>4.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(5.004)</b>	<b>(4.788)</b>	<b>\$0.215</b>	<b>4.3</b>

Note: Totals may not add due to rounding

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

**MTA STATEN ISLAND RAILWAY**  
**Jan - 2018 Adopted**  
**Accrual Statement of Operations By Category**  
**Year-To-Date - Jan 2018**  
(\$ in Millions)

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	Nonreimbursable		Var Percent		Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
<b>Revenue</b>												
<b>Farebox Revenue:</b>												
Farebox Revenue	\$0.559	\$0.545	(0.013)	(2.4)	\$0.000	\$0.000	-	-	\$0.559	\$0.545	(0.013)	(2.4)
Other Revenue	\$0.274	\$0.224	(0.050)	(18.2)	\$0.000	\$0.000	-	-	\$0.274	\$0.224	(0.050)	(18.2)
Capital and Other Reimbursements	\$0.000	\$0.000	\$0.000	-	\$0.168	\$0.154	(0.014)	(8.3)	\$0.168	\$0.154	(0.014)	(8.3)
<b>Total Revenue</b>	<b>\$0.833</b>	<b>\$0.770</b>	<b>(0.063)</b>	<b>(7.6)</b>	<b>\$0.168</b>	<b>\$0.154</b>	<b>(0.014)</b>	<b>(8.3)</b>	<b>\$1.000</b>	<b>\$0.923</b>	<b>(0.077)</b>	<b>(7.7)</b>
<b>Expenses</b>												
<b>Labor :</b>												
Payroll	\$2.157	\$1.988	\$0.169	7.8	\$0.045	\$0.074	(0.030)	(66.9)	\$2.201	\$2.062	\$0.139	6.3
Overtime	\$0.226	\$0.499	(0.274)	-	\$0.082	\$0.010	\$0.072	87.4	\$0.308	\$0.510	(0.202)	(65.4)
<b>Total Salaries &amp; Wages</b>	<b>\$2.383</b>	<b>\$2.487</b>	<b>(0.105)</b>	<b>(4.4)</b>	<b>\$0.127</b>	<b>\$0.085</b>	<b>\$0.042</b>	<b>33.3</b>	<b>\$2.509</b>	<b>\$2.572</b>	<b>(0.063)</b>	<b>(2.5)</b>
Health and Welfare	\$0.544	\$0.203	\$0.340	62.6	\$0.000	\$0.000	-	-	\$0.544	\$0.203	\$0.340	62.6
OPEB Current Payment	\$0.215	\$0.146	\$0.069	32.1	\$0.000	\$0.001	(0.001)	-	\$0.215	\$0.147	\$0.068	31.6
Pensions	\$0.582	\$0.582	\$0.000	(0.1)	\$0.000	\$0.000	-	-	\$0.582	\$0.582	\$0.000	(0.1)
Other Fringe Benefits	\$0.485	\$0.406	\$0.079	16.3	\$0.000	\$0.000	-	-	\$0.485	\$0.406	\$0.079	16.3
<b>Total Fringe Benefits</b>	<b>\$1.826</b>	<b>\$1.338</b>	<b>\$0.488</b>	<b>26.7</b>	<b>-</b>	<b>\$0.001</b>	<b>(0.001)</b>	<b>-</b>	<b>\$1.826</b>	<b>\$1.339</b>	<b>\$0.487</b>	<b>26.7</b>
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.041)	(0.063)	\$0.022	54.8	\$0.041	\$0.063	(0.022)	(55.1)	\$0.000	\$0.000	\$0.000	-
<b>Labor</b>	<b>\$4.168</b>	<b>\$3.762</b>	<b>\$0.406</b>	<b>9.7</b>	<b>\$0.168</b>	<b>\$0.149</b>	<b>\$0.019</b>	<b>11.2</b>	<b>\$4.335</b>	<b>\$3.911</b>	<b>\$0.425</b>	<b>9.8</b>
<b>Non-Labor :</b>												
Electric Power	\$0.357	\$0.379	(0.022)	(6.2)	\$0.000	\$0.002	(0.002)	-	\$0.357	\$0.381	(0.024)	(6.7)
Fuel	\$0.018	\$0.049	(0.031)	-	\$0.000	\$0.000	-	-	\$0.018	\$0.049	(0.031)	-
Insurance	\$0.099	\$0.187	(0.088)	(88.9)	\$0.000	\$0.000	-	-	\$0.099	\$0.187	(0.088)	(88.9)
Claims	\$0.007	\$0.025	(0.018)	-	\$0.000	\$0.000	-	-	\$0.007	\$0.025	(0.018)	-
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$0.261	\$0.043	\$0.219	83.7	\$0.000	\$0.000	-	-	\$0.261	\$0.043	\$0.219	83.7
Professional Service Contracts	\$0.086	\$0.017	\$0.069	80.0	\$0.000	\$0.000	-	-	\$0.086	\$0.017	\$0.069	80.0
Materials & Supplies	\$0.145	\$0.137	\$0.009	6.1	\$0.000	\$0.003	(0.003)	-	\$0.145	\$0.140	\$0.006	3.9
Other Business Expenses	\$0.003	\$0.036	(0.033)	-	\$0.000	\$0.000	-	-	\$0.003	\$0.036	(0.033)	-
<b>Non-Labor</b>	<b>\$0.977</b>	<b>\$0.872</b>	<b>\$0.105</b>	<b>10.7</b>	<b>\$0.000</b>	<b>\$0.005</b>	<b>(0.005)</b>	<b>-</b>	<b>\$0.977</b>	<b>\$0.877</b>	<b>\$0.100</b>	<b>10.2</b>
<b>Other Expense Adjustments:</b>												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$5.144</b>	<b>\$4.634</b>	<b>\$0.511</b>	<b>9.9</b>	<b>\$0.168</b>	<b>\$0.154</b>	<b>\$0.014</b>	<b>8.3</b>	<b>\$5.312</b>	<b>\$4.788</b>	<b>\$0.525</b>	<b>9.9</b>
Depreciation	\$0.692	\$0.924	(0.232)	(33.6)	\$0.000	\$0.000	-	-	\$0.692	\$0.924	(0.232)	(33.6)
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Total Expenses</b>	<b>\$5.836</b>	<b>\$5.558</b>	<b>\$0.278</b>	<b>4.8</b>	<b>\$0.168</b>	<b>\$0.154</b>	<b>\$0.014</b>	<b>8.3</b>	<b>\$6.004</b>	<b>\$5.712</b>	<b>\$0.292</b>	<b>4.9</b>
<b>OPERATING SURPLUS/DEFICIT</b>	<b>(5.004)</b>	<b>(4.788)</b>	<b>\$0.215</b>	<b>4.3</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(5.004)</b>	<b>(4.788)</b>	<b>\$0.215</b>	<b>4.3</b>

Note: Totals may not add due to rounding

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

Table 3

**MTA STATEN ISLAND RAILWAY**  
**FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS**  
**JANUARY 2018**  
**(\$ in millions)**

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH			YEAR-TO-DATE		
		Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	Non Reimb.	(0.013)	(2.4)	Mostly due to lower ridership, resulting from adverse weather	SAME VARIANCES AS THE MONTH		
Other Operating Revenue	Non Reimb.	(0.050)	(18.2)	Mainly the unfavorable timing of student fare reimbursements			
Payroll	Non Reimb.	0.169	7.8	Primarily the timing of expenses including interagency charges			
Overtime	Non Reimb.	(0.274)	over (100.0)	Largely adverse weather requirements			
Health and Welfare (including OPEB current payment)	Non Reimb.	0.409	53.9	The favorable timing of expenses			
Other Fringe Benefits	Non Reimb.	0.079	16.3	Timing of interagency fringe benefit billing			
Insurance	Non Reimb.	(0.088)	(88.9)	The unfavorable timing of interagency billing			
Maintenance & Other Operating Contracts	Non Reimb.	0.219	83.7	Mainly the favorable timing of maintenance requirements			
Professional Service Contracts	Non Reimb.	0.069	80.0	The favorable timing of expenses			
Materials and Supplies	Non Reimb.	0.219	83.7	Primarily the favorable timing of maintenance material requirements			
Capital and Other Reimbursements	Reimb.	(0.014)	(8.3)	Timing of contractor requirements			
Payroll	Reimb.	(0.030)	(66.9)	Timing of contractor requirements			
Overtime	Reimb.	0.072	87.4	Timing of contractor requirements			

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2018 Adopted**  
**Cash Receipts and Expenditures**  
**Jan FY18**  
(\$ in Millions)

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$0.559	\$0.546	(0.012)	(2.2)	\$0.559	\$0.546	(0.012)	(2.2)
Other Revenue	\$0.274	\$0.002	(0.272)	-	\$0.274	\$0.002	(0.272)	-
Capital and Other Reimbursements	\$0.168	\$0.484	\$0.316	-	\$0.168	\$0.484	\$0.316	-
<b>Total Revenue</b>	<b>\$1.000</b>	<b>\$1.033</b>	<b>\$0.032</b>	<b>3.2</b>	<b>\$1.000</b>	<b>\$1.033</b>	<b>\$0.032</b>	<b>3.2</b>
<b>Expenditures</b>								
<b>Labor :</b>								
Payroll	\$2.201	\$2.524	(0.323)	(14.7)	\$2.201	\$2.524	(0.323)	(14.7)
Overtime	\$0.308	\$0.414	(0.106)	(34.5)	\$0.308	\$0.414	(0.106)	(34.5)
<b>Total Salaries &amp; Wages</b>	<b>\$2.509</b>	<b>\$2.939</b>	<b>(0.429)</b>	<b>(17.1)</b>	<b>\$2.509</b>	<b>\$2.939</b>	<b>(0.429)</b>	<b>(17.1)</b>
Health and Welfare	\$0.544	\$1.013	(0.469)	(86.3)	\$0.544	\$1.013	(0.469)	(86.3)
OPEB Current Payment	\$0.215	\$0.047	\$0.168	78.0	\$0.215	\$0.047	\$0.168	78.0
Pensions	\$0.582	\$0.582	\$0.000	(0.1)	\$0.582	\$0.582	\$0.000	(0.1)
Other Fringe Benefits	\$0.360	\$0.330	\$0.030	8.3	\$0.360	\$0.330	\$0.030	8.3
<b>Total Fringe Benefits</b>	<b>\$1.701</b>	<b>\$1.973</b>	<b>(0.272)</b>	<b>(16.0)</b>	<b>\$1.701</b>	<b>\$1.973</b>	<b>(0.272)</b>	<b>(16.0)</b>
Contribution to GASB Fund	\$0.004	\$0.000	\$0.004	-	\$0.004	\$0.000	\$0.004	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Labor</b>	<b>\$4.214</b>	<b>\$4.911</b>	<b>(0.697)</b>	<b>(16.6)</b>	<b>\$4.214</b>	<b>\$4.911</b>	<b>(0.697)</b>	<b>(16.6)</b>
<b>Non-Labor :</b>								
Electric Power	\$0.357	\$0.379	(0.022)	(6.2)	\$0.357	\$0.379	(0.022)	(6.2)
Fuel	\$0.018	\$0.013	\$0.005	26.1	\$0.018	\$0.013	\$0.005	26.1
Insurance	\$0.099	\$0.000	\$0.099	-	\$0.099	\$0.000	\$0.099	-
Claims	\$0.007	\$0.005	\$0.002	31.0	\$0.007	\$0.005	\$0.002	31.0
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$0.261	\$0.610	(0.348)	-	\$0.261	\$0.610	(0.348)	-
Professional Service Contracts	\$0.086	\$0.031	\$0.055	63.7	\$0.086	\$0.031	\$0.055	63.7
Materials & Supplies	\$0.145	\$1.252	(1.106)	-	\$0.145	\$1.252	(1.106)	-
Other Business Expenses	\$0.003	\$0.014	(0.011)	-	\$0.003	\$0.014	(0.011)	-
<b>Non-Labor</b>	<b>\$0.977</b>	<b>\$2.304</b>	<b>(1.327)</b>	<b>-</b>	<b>\$0.977</b>	<b>\$2.304</b>	<b>(1.327)</b>	<b>-</b>
<b>Other Expense Adjustments:</b>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>-</b>
<b>Total Expenditures before Depreciation and OPEB</b>	<b>\$5.191</b>	<b>\$7.215</b>	<b>(2.024)</b>	<b>(39.0)</b>	<b>\$5.191</b>	<b>\$7.215</b>	<b>(2.024)</b>	<b>(39.0)</b>
Depreciation	\$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	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Total Expenditures</b>	<b>\$5.190</b>	<b>\$7.215</b>	<b>(2.024)</b>	<b>(39.0)</b>	<b>\$5.190</b>	<b>\$7.215</b>	<b>(2.024)</b>	<b>(39.0)</b>
<b>Net Surplus/(Deficit)</b>	<b>(4.190)</b>	<b>(6.182)</b>	<b>(1.992)</b>	<b>(47.5)</b>	<b>(4.190)</b>	<b>(6.182)</b>	<b>(1.992)</b>	<b>(47.5)</b>

Note: Totals may not add due to rounding



MTA STATEN ISLAND RAILWAY  
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET  
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL CASH BASIS  
JANUARY 2018  
(\$ in millions)

	MONTH			YEAR TO DATE		
Operating Receipts or Disbursements	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	(0.012)	(2.2)	Primarily the unfavorable timing of cash settlements with NYCT	SAME VARIANCES AS THE MONTH		
Other Operating Revenue	(0.272)	(99.3)	Mostly the unfavorable timing of student fare reimbursements			
Capital and Other Reimbursements	0.316	over 100.0	The favorable timing of reimbursements			
Total Salaries & Wages	(0.429)	(17.1)	The unfavorable timing of payments			
Health and Welfare (including OPEB current payment)	(0.301)	(39.7)	Mostly the unfavorable timing of payments			
Maintenance Contracts	(0.348)	(over 100.0)	The unfavorable timing of payments			
Materials and Supplies	(1.106)	(over 100.0)	The unfavorable timing of payments			

**MTA STATEN ISLAND RAILWAY**  
**February Financial Plan - 2018 Adopted**  
**Cash Conversion (Cash Flow Adjustments)**  
**Jan FY18**  
(\$ in Millions)

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b><u>Revenue</u></b>								
Farebox Revenue	\$0.000	\$0.001	\$0.001	-	\$0.000	\$0.001	\$0.001	-
Other Revenue	\$0.000	(0.222)	(0.222)	-	\$0.000	(0.222)	(0.222)	-
Capital and Other Reimbursements	\$0.000	\$0.330	\$0.330	-	\$0.000	\$0.330	\$0.330	-
<b>Total Revenue</b>	<b>\$0.000</b>	<b>\$0.109</b>	<b>\$0.109</b>	-	<b>\$0.000</b>	<b>\$0.109</b>	<b>\$0.109</b>	-
<b><u>Expenses</u></b>								
<b><u>Labor :</u></b>								
Payroll	\$0.000	(0.462)	(0.462)	-	\$0.000	(0.462)	(0.462)	-
Overtime	\$0.000	\$0.095	\$0.095	-	\$0.000	\$0.095	\$0.095	-
<b>Total Salaries &amp; Wages</b>	<b>-</b>	<b>(0.366)</b>	<b>(0.366)</b>	-	<b>-</b>	<b>(0.366)</b>	<b>(0.366)</b>	-
Health and Welfare	\$0.000	(0.810)	(0.810)	-	\$0.000	(0.810)	(0.810)	-
OPEB Current Payment	\$0.000	\$0.100	\$0.100	-	\$0.000	\$0.100	\$0.100	-
Pensions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Other Fringe Benefits	\$0.125	\$0.076	(0.049)	(39.4)	\$0.125	\$0.076	(0.049)	(39.4)
<b>Total Fringe Benefits</b>	<b>\$0.125</b>	<b>(0.634)</b>	<b>(0.759)</b>	-	<b>\$0.125</b>	<b>(0.634)</b>	<b>(0.759)</b>	-
Contribution to GASB Fund	(0.004)	\$0.000	\$0.004	-	(0.004)	\$0.000	\$0.004	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Labor</b>	<b>\$0.122</b>	<b>(1.001)</b>	<b>(1.122)</b>	-	<b>\$0.122</b>	<b>(1.001)</b>	<b>(1.122)</b>	-
<b><u>Non-Labor :</u></b>								
Electric Power	\$0.000	\$0.002	\$0.002	-	\$0.000	\$0.002	\$0.002	-
Fuel	\$0.000	\$0.036	\$0.036	-	\$0.000	\$0.036	\$0.036	-
Insurance	\$0.000	\$0.187	\$0.187	-	\$0.000	\$0.187	\$0.187	-
Claims	\$0.000	\$0.020	\$0.020	-	\$0.000	\$0.020	\$0.020	-
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.000	(0.567)	(0.567)	-	\$0.000	(0.567)	(0.567)	-
Professional Service Contracts	\$0.000	(0.014)	(0.014)	-	\$0.000	(0.014)	(0.014)	-
Materials & Supplies	\$0.000	(1.112)	(1.112)	-	\$0.000	(1.112)	(1.112)	-
Other Business Expenses	\$0.000	\$0.022	\$0.022	-	\$0.000	\$0.022	\$0.022	-
<b>Non-Labor</b>	<b>\$0.000</b>	<b>(1.427)</b>	<b>(1.427)</b>	-	<b>\$0.000</b>	<b>(1.427)</b>	<b>(1.427)</b>	-
<b><u>Other Expense Adjustments:</u></b>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
<b>Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	-	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	-
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$0.122</b>	<b>(2.427)</b>	<b>(2.549)</b>	-	<b>\$0.122</b>	<b>(2.427)</b>	<b>(2.549)</b>	-
Depreciation	\$0.692	\$0.924	\$0.232	33.5	\$0.692	\$0.924	\$0.232	33.5
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
<b>Total Expenditures</b>	<b>\$0.814</b>	<b>(1.503)</b>	<b>(2.317)</b>	-	<b>\$0.814</b>	<b>(1.503)</b>	<b>(2.317)</b>	-
<b>Total Cash Conversion Adjustments</b>	<b>\$0.814</b>	<b>(1.394)</b>	<b>(2.208)</b>	-	<b>\$0.814</b>	<b>(1.394)</b>	<b>(2.208)</b>	-

Note: Totals may not add due to rounding

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

**MTA STATEN ISLAND RAILWAY  
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET  
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS  
January 2018**

<b><u>Function/Departments</u></b>	<b><u>Adopted Budget</u></b>	<b><u>Actual</u></b>	<b><u>Favorable (Unfavorable) Variance</u></b>
<b>Administration</b>			
Executive	13	10	3
General Office	10	15	(5)
Purchasing/Stores	6	4	2
<b>Total Administration</b>	<b>29</b>	<b>29</b>	<b>0</b>
<b>Operations</b>			
Transportation	111	108	3
<b>Total Operations</b>	<b>111</b>	<b>108</b>	<b>3</b>
<b>Maintenance</b>			
Mechanical	52	51	1
Electronics/Electrical	15	14	1
Power/Signals	27	27	0
Maintenance of Way	69	63	6
Infrastructure	26	30	(4)
<b>Total Maintenance</b>	<b>189</b>	<b>185</b>	<b>4</b>
<b>Engineering/Capital</b>			
Capital Project Support	14	9	5
<b>Total Engineering Capital</b>	<b>14</b>	<b>9</b>	<b>5</b>
<b>Total Positions</b>	<b>343</b>	<b>331</b>	<b>12</b>
Non-Reimbursable	329	322	7
Reimbursable	14	9	5
Total Full-Time	343	331	12
Total Full-Time-Equivalents	0	0	0

MTA STATEN ISLAND RAILWAY  
FEBRUARY FINANCIAL PLAN - 2018 ADOPTED BUDGET  
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION  
January 2018

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<b>Administration</b>				
Managers/Supervisors	17	16	1	
Professional, Technical, Clerical	12	13	(1)	
Operational Hourlies	0	0	0	
<b>Total Administration</b>	<b>29</b>	<b>29</b>	<b>0</b>	
<b>Operations</b>				
Managers/Supervisors	9	5	4	
Professional, Technical, Clerical	3	1	2	
Operational Hourlies	99	102	(3)	
<b>Total Operations</b>	<b>111</b>	<b>108</b>	<b>3</b>	
<b>Maintenance</b>				
Managers/Supervisors	16	18	(2)	
Professional, Technical, Clerical	6	6	0	
Operational Hourlies	167	161	6	
<b>Total Maintenance</b>	<b>189</b>	<b>185</b>	<b>4</b>	
<b>Engineering/Capital (Sandy Recovery)</b>				
Managers/Supervisors	3	3	0	
Professional, Technical, Clerical	2	0	2	
Operational Hourlies	9	6	3	
<b>Total Engineering/Capital</b>	<b>14</b>	<b>9</b>	<b>5</b>	
<b>Total Positions</b>				
Managers/Supervisors	45	42	3	
Professional, Technical, Clerical	23	20	3	
Operational Hourlies	275	269	6	
<b>Total Positions</b>	<b>343</b>	<b>331</b>	<b>12</b>	

**MTA STATEN ISLAND RAILWAY  
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)  
2018 BUDGET VERSUS 2018 PRELIMINARY ACTUAL  
(in millions)**

<b>Month of January</b>				
<u>Budget</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.398	0.390	(0.008)	(1.9%)	

<b>Year-to-Date</b>			
0.398	0.390	(0.008)	(1.9%)

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

**MTA STATEN ISLAND RAILWAY  
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)  
2017 ACTUAL VERSUS 2018 PRELIMINARY ACTUAL  
(in millions)**

	<b>Month of January</b>		<b>Variance</b>		<b><u>Explanation</u></b>
	<b><u>2017</u></b>	<b><u>2018</u></b>	<b><u>Amount</u></b>	<b><u>Percent</u></b>	
Average Weekday	0.017	0.016	(0.000)	(1.1%)	
Average Weekend	0.006	0.007	0.001	11.2%	Due in part to no service between St. George and Tompkinsville on two weekends in 2017
<b>12-Month Rolling Average</b>					
Average Weekday	0.016	0.016	0.000	1.3%	
Average Weekend	0.008	0.008	0.001	6.6%	Increased residential development in the North Shore

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

# Preliminary January 2018 Report: Bus Company

The purpose of this report is to provide the preliminary January 2018 financial results on an accrual basis. The accrual basis is presented on a non-reimbursable and reimbursable account basis. These results are compared to the Adopted Budget (budget).

## **Summary of Preliminary Financial Results**

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

- January 2018 Bus Company ridership of 9.4 million was 1.1 million (10.4 percent) below budget.
- Farebox revenue of \$15.3 million was \$2.7 million (15.2 percent) below budget.
- Operating expenses of \$63.9 million were below budget by \$3.3 million (4.9 percent).
  - Labor expenses were below budget by a net \$1.5 million (3.0 percent), as favorable account results were reported in other fringe benefits, health & welfare, and pension expenses, partly offset by an overrun in payroll expenses.
  - Non-labor expenses were also lower than budget by a net \$1.8 million, including favorable results in materials & supplies, maintenance and other operating contracts, and professional service contracts, partly offset by an overrun in public liability claims expenses, due to the current actuarial valuation.

## MTA BUS FINANCIAL AND RIDERSHIP REPORT January 2018

(All data are preliminary and subject to audit)

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

**Operating revenue** was \$16.5 million in January, \$3.3 million (16.8 percent) below budget, caused primarily by an underrun in farebox revenue of \$2.7 million (15.2 percent), resulting from lower ridership, in part due to adverse weather.

Total MTA Bus **ridership** in January 2018 was 9.4 million, 10.4 percent (1.1 million riders) below budget. January 2018 average weekday ridership was 360,005, a decrease of 6.8 percent (26,325 riders) from January 2017. Average weekday ridership for the twelve months ending January 2018 was 393,908, a decrease of (3.2 percent), (13,125 riders) from the twelve months ending January 2017.

**Nonreimbursable expenses**, before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were \$63.9 million in January, \$3.3 million (4.9 percent) favorable to budget.

- Labor expenses were below budget by a net \$1.5 million (3.0 percent), of which other fringe benefits was favorable to budget by \$1.1 million (18.5 percent), due largely to the timing of interagency billings. Health & welfare/OPEB current expenses were under budget by \$0.8 million (9.8 percent), due to the timing of expenses. Pension expenses were below budget by \$0.4 million (8.8 percent), also driven by the favorable timing of expenses. Partly offsetting the above favorable results was an overrun in payroll expenses of \$0.9 million (3.5 percent), due to a higher cash-out of banked holidays and overruns in sick and personal time, partly offset by vacancies.
- Non-labor expenses were below budget by a net \$1.8 million (10.4 percent). Materials & supplies expenses were less by \$1.7 million (31.8 percent), due to the timing of costs related to the new fare payment system and the implementation of Select Bus Service (SBS) Routes. Maintenance contract expenses underran budget by \$1.6 million (42.3 percent), due to the timing of the Shop Program and Bus Technology-related costs. Professional service contract expenses were favorable by \$0.7 million (28.4 percent), mainly due to the timing of interagency billing and SBS Eagle Team security costs. Partly offsetting the above positive results was an overrun of \$2.4 million (92.3 percent) in public liability claims accrued expenses, based on the current actuarial valuation.

Depreciation expenses of \$4.9 million exceeded budget by \$0.2 million (3.3 percent).

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA Bus Company recorded \$6.9 million of accrued expenses, \$1.8 million (20.4 percent) below budget.

The **operating cash deficit** (excluding subsidies) was \$51.0 million, \$10.2 million (24.9 percent) above budget, due mainly to the timing of payroll and health & welfare payments.



**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2018 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**January 2018**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 18.044	\$ 15.297	\$ (2.747)	(15.2)	\$ -	\$ -	\$ -	-	\$ 18.044	\$ 15.297	\$ (2.747)	(15.2)
Other Operating Income	1.781	1.188	(0.593)	(33.3)	-	-	-	-	1.781	1.188	(0.593)	(33.3)
Capital and Other Reimbursements	-	-	-	-	0.517	0.341	(0.176)	(34.0)	0.517	0.341	(0.176)	(34.0)
<b>Total Revenue</b>	<b>\$ 19.825</b>	<b>\$ 16.485</b>	<b>\$ (3.340)</b>	<b>(16.8)</b>	<b>\$ 0.517</b>	<b>\$ 0.341</b>	<b>\$ (0.176)</b>	<b>(34.0)</b>	<b>\$ 20.342</b>	<b>\$ 16.826</b>	<b>\$ (3.516)</b>	<b>(17.3)</b>
<b>- Labor:</b>												
Payroll	\$ 24.871	\$ 25.741	\$ (0.871)	(3.5)	\$ 0.237	\$ 0.212	\$ 0.025	10.5	\$ 25.108	\$ 25.953	\$ (0.846)	(3.4)
Overtime	5.782	5.900	(0.118)	(2.0)	-	-	-	-	5.782	5.900	(0.118)	(2.0)
Health and Welfare	5.962	5.676	0.286	4.8	0.097	-	0.097	100.0	6.059	5.676	0.383	6.3
OPEB Current Payment	2.414	1.882	0.532	22.0	-	-	-	-	2.414	1.882	0.532	22.0
Pensions	4.622	4.214	0.408	8.8	0.044	-	0.044	100.0	4.666	4.214	0.452	9.7
Other Fringe Benefits	6.086	4.960	1.126	18.5	0.043	-	0.043	100.0	6.129	4.960	1.169	19.1
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.129)	0.129	-	-	0.129	(0.129)	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 49.736</b>	<b>\$ 48.245</b>	<b>\$ 1.491</b>	<b>3.0</b>	<b>\$ 0.421</b>	<b>\$ 0.341</b>	<b>\$ 0.080</b>	<b>19.0</b>	<b>\$ 50.157</b>	<b>\$ 48.586</b>	<b>\$ 1.571</b>	<b>3.1</b>
<b>- Non-Labor:</b>												
Electric Power	\$ 0.188	\$ 0.157	\$ 0.031	16.5	\$ -	\$ -	\$ -	-	\$ 0.188	\$ 0.157	\$ 0.031	16.5
Fuel	1.902	2.108	(0.206)	(10.9)	-	-	-	-	1.902	2.108	(0.206)	(10.9)
Insurance	0.571	0.478	0.093	16.3	-	-	-	-	0.571	0.478	0.093	16.3
Claims	2.600	5.000	(2.400)	(92.3)	-	-	-	-	2.600	5.000	(2.400)	(92.3)
Maintenance and Other Operating Contracts	3.747	2.163	1.584	42.3	0.021	-	0.021	100.0	3.768	2.163	1.605	42.6
Professional Service Contracts	2.605	1.865	0.740	28.4	-	-	-	-	2.605	1.865	0.740	28.4
Materials & Supplies	5.439	3.709	1.730	31.8	0.075	-	0.075	100.0	5.514	3.709	1.805	32.7
Other Business Expense	0.444	0.192	0.252	56.8	-	-	-	-	0.444	0.192	0.252	56.8
<b>Total Non-Labor Expenses</b>	<b>\$ 17.496</b>	<b>\$ 15.673</b>	<b>\$ 1.823</b>	<b>10.4</b>	<b>\$ 0.096</b>	<b>\$ -</b>	<b>\$ 0.096</b>	<b>100.0</b>	<b>\$ 17.592</b>	<b>\$ 15.673</b>	<b>\$ 1.919</b>	<b>10.9</b>
<b>Other Expense Adjustments:</b>												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 67.232</b>	<b>\$ 63.918</b>	<b>\$ 3.315</b>	<b>4.9</b>	<b>\$ 0.517</b>	<b>\$ 0.341</b>	<b>\$ 0.176</b>	<b>34.0</b>	<b>\$ 67.749</b>	<b>\$ 64.259</b>	<b>\$ 3.491</b>	<b>5.2</b>
Depreciation	4.713	4.869	(0.156)	(3.3)	-	-	-	-	4.713	4.869	(0.156)	(3.3)
OPEB Obligation	8.687	6.915	1.772	20.4	-	-	-	-	8.687	6.915	1.772	20.4
GASB 68 Pension Adjustment	3.955	-	3.955	100.0	-	-	-	-	3.955	-	3.955	100.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 84.587</b>	<b>\$ 75.702</b>	<b>\$ 8.886</b>	<b>10.5</b>	<b>\$ 0.517</b>	<b>\$ 0.341</b>	<b>\$ 0.176</b>	<b>34.0</b>	<b>\$ 85.104</b>	<b>\$ 76.043</b>	<b>\$ 9.062</b>	<b>10.6</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (64.762)</b>	<b>\$ (59.217)</b>	<b>\$ 5.546</b>	<b>8.6</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (64.762)</b>	<b>\$ (59.217)</b>	<b>\$ 5.546</b>	<b>8.6</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2018 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**January 2018 Year-To-Date**  
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
<b>Revenue</b>												
Farebox Revenue	\$ 18.044	\$ 15.297	\$ (2.747)	(15.2)	\$ -	\$ -	\$ -	-	\$ 18.044	\$ 15.297	\$ (2.747)	(15.2)
Other Operating Income	1.781	1.188	(0.593)	(33.3)	-	-	-	-	1.781	1.188	(0.593)	(33.3)
Capital and Other Reimbursements	-	-	-	-	0.517	0.341	(0.176)	(34.0)	0.517	0.341	(0.176)	(34.0)
<b>Total Revenue</b>	<b>\$ 19.825</b>	<b>\$ 16.485</b>	<b>\$ (3.340)</b>	<b>(16.8)</b>	<b>\$ 0.517</b>	<b>\$ 0.341</b>	<b>\$ (0.176)</b>	<b>(34.0)</b>	<b>\$ 20.342</b>	<b>\$ 16.826</b>	<b>\$ (3.516)</b>	<b>(17.3)</b>
<b>Expenses</b>												
<i>Labor:</i>												
Payroll	\$ 24.871	\$ 25.741	\$ (0.871)	(3.5)	\$ 0.237	\$ 0.212	\$ 0.025	10.5	\$ 25.108	\$ 25.953	\$ (0.846)	(3.4)
Overtime	5.782	5.900	(0.118)	(2.0)	-	-	-	-	5.782	5.900	(0.118)	(2.0)
Health and Welfare	5.962	5.676	0.286	4.8	0.097	-	0.097	100.0	6.059	5.676	0.383	6.3
OPEB Current Payment	2.414	1.882	0.532	22.0	-	-	-	-	2.414	1.882	0.532	22.0
Pensions	4.622	4.214	0.408	8.8	0.044	-	0.044	100.0	4.666	4.214	0.452	9.7
Other Fringe Benefits	6.086	4.960	1.126	18.5	0.043	-	0.043	100.0	6.129	4.960	1.169	19.1
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.129)	0.129	-	-	0.129	(0.129)	-	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 49.736</b>	<b>\$ 48.245</b>	<b>\$ 1.491</b>	<b>3.0</b>	<b>\$ 0.421</b>	<b>\$ 0.341</b>	<b>\$ 0.080</b>	<b>19.0</b>	<b>\$ 50.157</b>	<b>\$ 48.586</b>	<b>\$ 1.571</b>	<b>3.1</b>
<i>Non-Labor:</i>												
Electric Power	\$ 0.188	\$ 0.157	\$ 0.031	16.5	\$ -	\$ -	\$ -	-	\$ 0.188	\$ 0.157	\$ 0.031	16.5
Fuel	1.902	2.108	(0.206)	(10.9)	-	-	-	-	1.902	2.108	(0.206)	(10.9)
Insurance	0.571	0.478	0.093	16.3	-	-	-	-	0.571	0.478	0.093	16.3
Claims	2.600	5.000	(2.400)	(92.3)	-	-	-	-	2.600	5.000	(2.400)	(92.3)
Maintenance and Other Operating Contracts	3.747	2.163	1.584	42.3	0.021	-	0.021	100.0	3.768	2.163	1.605	42.6
Professional Service Contracts	2.605	1.865	0.740	28.4	-	-	-	-	2.605	1.865	0.740	28.4
Materials & Supplies	5.439	3.709	1.730	31.8	0.075	-	0.075	100.0	5.514	3.709	1.805	32.7
Other Business Expense	0.444	0.192	0.252	56.8	-	-	-	-	0.444	0.192	0.252	56.8
<b>Total Non-Labor Expenses</b>	<b>\$ 17.496</b>	<b>\$ 15.673</b>	<b>\$ 1.823</b>	<b>10.4</b>	<b>\$ 0.096</b>	<b>\$ -</b>	<b>\$ 0.096</b>	<b>100.0</b>	<b>\$ 17.592</b>	<b>\$ 15.673</b>	<b>\$ 1.919</b>	<b>10.9</b>
<b>Other Expense Adjustments:</b>												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 67.232</b>	<b>\$ 63.918</b>	<b>\$ 3.315</b>	<b>4.9</b>	<b>\$ 0.517</b>	<b>\$ 0.341</b>	<b>\$ 0.176</b>	<b>34.0</b>	<b>\$ 67.749</b>	<b>\$ 64.259</b>	<b>\$ 3.491</b>	<b>5.2</b>
Depreciation	4.713	4.869	(0.156)	(3.3)	-	-	-	-	4.713	4.869	(0.156)	(3.3)
OPEB Obligation	8.687	6.915	1.772	20.4	-	-	-	-	8.687	6.915	1.772	20.4
GASB 68 Pension Adjustment	3.955	-	3.955	100.0	-	-	-	-	3.955	-	3.955	100.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 84.587</b>	<b>\$ 75.702</b>	<b>\$ 8.886</b>	<b>10.5</b>	<b>\$ 0.517</b>	<b>\$ 0.341</b>	<b>\$ 0.176</b>	<b>34.0</b>	<b>\$ 85.104</b>	<b>\$ 76.043</b>	<b>\$ 9.062</b>	<b>10.6</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (64.762)</b>	<b>\$ (59.217)</b>	<b>\$ 5.546</b>	<b>8.6</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (64.762)</b>	<b>\$ (59.217)</b>	<b>\$ 5.546</b>	<b>8.6</b>

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NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2018 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS**  
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	January 2018				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
		\$	%			\$	%		
Farebox Revenue	NR	\$ (2.747)	(15.2)	Lower ridership due to inclement winter weather		\$ (2.747)	(15.2)		
Other Operating Revenue	NR	\$ (0.593)	(33.3)	Timing of advertising revenue		\$ (0.593)	(33.3)		
Capital and Other Reimbursements	R	\$ (0.176)	(34.0)	Timing of reimbursement receipts; and vacancies		\$ (0.176)	(34.0)		
<b>Total Revenue Variance</b>		<b>\$ (3.516)</b>	<b>(17.3)</b>			<b>\$ (3.516)</b>	<b>(17.3)</b>		
Payroll	NR	\$ (0.871)	(3.5)	Higher cash out of banked holiday, sick and personal time than planned, partially offset by vacancies.		\$ (0.871)	(3.5)		
Overtime	NR	\$ (0.118)	(2.0)	Mainly due to running time/traffic, shuttles , availability and inclement winter weather.		\$ (0.118)	(2.0)		
Health and Welfare (including OPEB)	NR	\$ 0.818	9.8	Timing of expenses		\$ 0.818	9.8		
Pension	NR	\$ 0.408	8.8	Timing of expenses		\$ 0.408	8.8		
Other Fringe Benefits	NR	\$ 1.126	18.5	Timing of interagency billings		\$ 1.126	18.5		
Reimbursable Overhead	NR	\$ 0.129	-	Not budgeted		\$ 0.129	-		
Electric Power	NR	\$ 0.031	16.5	(a)		\$ 0.031	16.5		
Fuel	NR	\$ (0.206)	(10.9)	Higher rates for Diesel Fuel, partially offset by lower service due to inclement winter weather		\$ (0.206)	(10.9)		
Insurance	NR	\$ 0.093	16.3	(a)		\$ 0.093	16.3		
Claims	NR	\$ (2.400)	(92.3)	Higher expenses due to actuarial review		\$ (2.400)	(92.3)	SAME AS MONTH	
Maintenance and Other Operating Contracts	NR	\$ 1.584	42.3	Timing of Shop program and Bus Technology		\$ 1.584	42.3		
Professional Service Contracts	NR	\$ 0.740	28.4	Mainly due to timing of interagency billing and SBS eagle team		\$ 0.740	28.4		
Materials & Supplies	NR	\$ 1.730	31.8	Timing of costs for new fare payment system and SBS Routes		\$ 1.730	31.8		
Other Business Expense	NR	\$ 0.252	56.8	Timing of AFC fees and other Misc expenses		\$ 0.252	56.8		
Depreciation	NR	\$ (0.156)	(3.3)	Non cash expense		\$ (0.156)	(3.3)		
Other Post Employment Benefits	NR	\$ 1.772	20.4	Non cash expense		\$ 1.772	20.4		
GASB 68 Pension Adjustment		\$ 3.955	100.0	Non cash expense		\$ 3.955	100.0		
Environmental Remediation		\$ -	-			\$ -	-		
Payroll	R	\$ 0.025	10.5	Timing of charges		\$ 0.025	10.5		
Health and Welfare	R	\$ 0.097	100.0	Timing of charges		\$ 0.097	100.0		
Pension	R	\$ 0.044	100.0			\$ 0.044	100.0		
Other Fringe Benefits	R	\$ 0.043	100.0			\$ 0.043	100.0		
Maintenance and Other Operating Contracts	R	\$ 0.021	*	Timing of charges		\$ 0.021	*		
Materials & Supplies	R	\$ 0.075	*	Timing of charges		\$ 0.075	*		
<b>Total Expense Variance</b>		<b>\$ 9.062</b>	<b>10.6</b>			<b>\$ 9.062</b>	<b>10.6</b>		
<b>Net Variance</b>		<b>\$ 5.546</b>	<b>8.6</b>			<b>\$ 5.546</b>	<b>8.6</b>		

(a) - Variance less than 5%

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2018 ADOPTED BUDGET**  
**CASH RECEIPTS AND EXPENDITURES**  
(\$ in millions)

	January 2018				Year-To-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$ 18.044	\$ 17.792	\$ (0.252)	(1.4)	\$ 18.044	\$ 17.792	\$ (0.252)	(1.4)
Other Operating Revenue	1.711	1.197	(0.514)	(30.1)	1.711	1.197	(0.514)	(30.1)
Capital and Other Reimbursements	0.670	0.354	(0.316)	(47.2)	0.670	0.354	(0.316)	(47.2)
<b>Total Receipts</b>	<b>\$ 20.426</b>	<b>\$ 19.343</b>	<b>\$ (1.083)</b>	<b>(5.3)</b>	<b>\$ 20.426</b>	<b>\$ 19.343</b>	<b>\$ (1.083)</b>	<b>(5.3)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$ 22.106	\$ 28.146	\$ (6.040)	(27.3)	\$ 22.106	\$ 28.146	\$ (6.040)	(27.3)
Overtime	5.782	5.900	(0.118)	(2.0)	5.782	5.900	(0.118)	(2.0)
Health and Welfare	5.786	9.909	(4.123)	(71.3)	5.786	9.909	(4.123)	(71.3)
OPEB Current Payment	2.319	1.882	0.437	18.8	2.319	1.882	0.437	18.8
Pensions	4.468	4.214	0.254	5.7	4.468	4.214	0.254	5.7
Other Fringe Benefits	4.267	4.511	(0.244)	(5.7)	4.267	4.511	(0.244)	(5.7)
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$ 44.728</b>	<b>\$ 54.562</b>	<b>\$ (9.834)</b>	<b>(22.0)</b>	<b>\$ 44.728</b>	<b>\$ 54.562</b>	<b>\$ (9.834)</b>	<b>(22.0)</b>
<i>Non-Labor:</i>								
Electric Power	\$ 0.180	\$ 0.157	\$ 0.023	12.8	\$ 0.180	\$ 0.157	\$ 0.023	12.8
Fuel	1.828	2.287	(0.459)	(25.1)	1.828	2.287	(0.459)	(25.1)
Insurance	0.548	-	0.548	100.0	0.548	-	0.548	100.0
Claims	2.153	2.447	(0.294)	(13.6)	2.153	2.447	(0.294)	(13.6)
Maintenance and Other Operating Contracts	3.620	4.428	(0.808)	(22.3)	3.620	4.428	(0.808)	(22.3)
Professional Service Contracts	2.503	1.367	1.136	45.4	2.503	1.367	1.136	45.4
Materials & Supplies	5.298	4.864	0.434	8.2	5.298	4.864	0.434	8.2
Other Business Expenses	0.427	0.262	0.165	38.6	0.427	0.262	0.165	38.6
<b>Total Non-Labor Expenditures</b>	<b>\$ 16.557</b>	<b>\$ 15.812</b>	<b>\$ 0.745</b>	<b>4.5</b>	<b>\$ 16.557</b>	<b>\$ 15.812</b>	<b>\$ 0.745</b>	<b>4.5</b>
<b>Other Expenditure Adjustments :</b>								
Other	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$ 61.285</b>	<b>\$ 70.374</b>	<b>\$ (9.089)</b>	<b>(14.8)</b>	<b>\$ 61.285</b>	<b>\$ 70.374</b>	<b>\$ (9.089)</b>	<b>(14.8)</b>
<b>Operating Cash Surplus/(Deficit)</b>	<b>\$ (40.859)</b>	<b>\$ (51.031)</b>	<b>\$ (10.172)</b>	<b>(24.9)</b>	<b>\$ (40.859)</b>	<b>\$ (51.031)</b>	<b>\$ (10.172)</b>	<b>(24.9)</b>

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2018 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS**

(\$ in millions)

	January 2018				Year-To-Date			
	Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
Operating Receipts or Disbursements	\$	%			\$	%		
Farebox Revenue	\$	(0.252)	(1.4)	Lower ridership due to inclement winter weather	\$	(0.252)	(1.4)	
Other Operating Revenue		(0.514)	(30.1)	Timing of advertising revenue		(0.514)	(30.1)	
Capital and Other Reimbursements		(0.316)	(47.2)	Timing of reimbursement receipts		(0.316)	(47.2)	
Total Receipts	\$	(1.083)	(5.3)		\$	(1.083)	(5.3)	
Payroll	\$	(6.040)	(27.3)	Timing of payroll funding and higher interagency billings	\$	(6.040)	(27.3)	
Overtime		(0.118)	(2.0)	Mainly due to running time/traffic, shuttles , availability and inclement winter weather.		(0.118)	(2.0)	
Health and Welfare (including OPEB)		(3.686)	(45.5)	Payments for prior periods		(3.686)	(45.5)	
Pension		0.254	5.7	Favorable timing of payments		0.254	5.7	
Other Fringe Benefits		(0.244)	(5.7)	Favorable timing of payments		(0.244)	(5.7)	
GASB		-	-			-	-	
Electric Power		0.023	12.8	(a)		0.023	12.8	
Fuel		(0.459)	(25.1)	Higher rates for Diesel Fuel, partially offset by lower service due to inclement winter weather		(0.459)	(25.1)	
Insurance		0.548	100.0	Favorable timing of payments		0.548	100.0	
Claims		(0.294)	(13.6)	Higher claim payments		(0.294)	(13.6)	
Maintenance and Other Operating Contracts		(0.808)	(22.3)	Prior period payments		(0.808)	(22.3)	
Professional Service Contracts		1.136	45.4	Favorable timing of payments		1.136	45.4	
Materials & Supplies		0.434	8.2	Timing of costs for new fare payment system and SBS Routes		0.434	8.2	
Other Business Expenditure		0.165	38.6	Timing of AFC fees and other Misc expenses		0.165	38.6	
Total Expenditures	\$	(9.089)	(14.8)		\$	(9.089)	(14.8)	
Net Cash Variance	\$	(10.172)	(24.9)		\$	(10.172)	(24.9)	

SAME AS MONTH

(a) - Variance less than 5%

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2018 ADOPTED BUDGET**  
**CASH CONVERSION (CASH FLOW ADJUSTMENTS)**

(\$ in millions)

	January 2018					Year-To-Date				
	Adopted Budget	Actual	Favorable (Unfavorable)			Adopted Budget	Actual	Favorable (Unfavorable)		
			Variance	Percent				Variance	Percent	
<b>Receipts</b>										
Farebox Revenue	\$ -	\$ 2.495	\$ 2.495	-		\$ -	\$ 2.495	\$ 2.495	-	
Other Operating Revenue	(0.070)	0.009	0.079	*		(0.070)	0.009	0.079	*	
Capital and Other Reimbursements	0.153	0.013	(0.140)	(91.5)		0.153	0.013	(0.140)	(91.5)	
<b>Total Receipts</b>	<b>\$ 0.084</b>	<b>\$ 2.517</b>	<b>\$ 2.433</b>	<b>*</b>		<b>\$ 0.084</b>	<b>\$ 2.517</b>	<b>\$ 2.433</b>	<b>*</b>	
<b>Expenditures</b>										
<i>Labor:</i>										
Payroll	\$ 3.002	\$ (2.193)	\$ (5.194)	*		\$ 3.001	\$ (2.193)	\$ (5.194)	*	
Overtime	0.000	-	(0.000)	(100.0)		0.000	-	(0.000)	(100.0)	
Health and Welfare	0.273	(4.233)	(4.505)	*		0.273	(4.233)	(4.506)	*	
OPEB Current Payment	0.095	-	(0.095)	(100.0)		0.095	-	(0.095)	(100.0)	
Pensions	0.198	-	(0.198)	(100.0)		0.198	-	(0.198)	(100.0)	
Other Fringe Benefits	1.861	0.449	(1.412)	(75.9)		1.861	0.449	(1.412)	(75.9)	
GASB Account	-	-	-	-		-	-	-	-	
Reimbursable Overhead	-	-	-	-		-	-	-	-	
<b>Total Labor Expenditures</b>	<b>\$ 5.429</b>	<b>\$ (5.976)</b>	<b>\$ (11.405)</b>	<b>*</b>		<b>\$ 5.429</b>	<b>\$ (5.976)</b>	<b>\$ (11.405)</b>	<b>*</b>	
<i>Non-Labor:</i>										
Traction and Propulsion Power	\$ 0.008	\$ -	(0.008)	(100.0)		\$ 0.008	\$ -	(0.008)	(100.0)	
Fuel for Buses and Trains	0.074	(0.179)	(0.253)	*		0.074	(0.179)	(0.253)	*	
Insurance	0.023	0.478	0.455	*		0.023	0.478	0.455	*	
Claims	0.447	2.553	2.106	*		0.447	2.553	2.106	*	
Maintenance and Other Operating Contracts	0.148	(2.265)	(2.413)	*		0.148	(2.265)	(2.413)	*	
Professional Service Contracts	0.102	0.498	0.396	*		0.102	0.498	0.396	*	
Materials & Supplies	0.216	(1.155)	(1.371)	*		0.216	(1.155)	(1.371)	*	
Other Business Expenditures	0.017	(0.070)	(0.087)	*		0.017	(0.070)	(0.087)	*	
<b>Total Non-Labor Expenditures</b>	<b>\$ 1.035</b>	<b>\$ (0.139)</b>	<b>\$ (1.175)</b>	<b>*</b>		<b>\$ 1.035</b>	<b>\$ (0.139)</b>	<b>\$ (1.175)</b>	<b>*</b>	
<b>Other Expenditure Adjustments :</b>										
Other	-	-	-	-		-	-	-	-	
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	
<b>Gap Closing Expenditures :</b>										
<sup>1</sup> Additional Actions for Budget Balance: Expenditure	-	-	-	-		-	-	-	-	
<b>Total Gap Closing Expenditures</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Total Cash Conversion Adjustments before</b>										
<b>Non-Cash Liability Adjs.</b>	<b>\$ 6.548</b>	<b>\$ (3.598)</b>	<b>\$ (10.146)</b>	<b>*</b>		<b>\$ 6.548</b>	<b>\$ (3.598)</b>	<b>\$ (10.146)</b>	<b>*</b>	
Depreciation Adjustment	4.713	4.869	0.156	3.3		4.713	4.869	0.156	3.3	
Other Post Employment Benefits	8.687	6.915	(1.772)	(20.4)		8.687	6.915	(1.772)	(20.4)	
GASB 68 Pension Adjustment	3.955	-	(3.955)	(100.0)		3.955	-	(3.955)	(100.0)	
Environmental Remediation	-	-	-	-		-	-	-	-	
<b>Total Cash Conversion Adjustments</b>	<b>\$ 23.903</b>	<b>\$ 8.186</b>	<b>\$ (15.717)</b>	<b>(65.8)</b>		<b>\$ 23.903</b>	<b>\$ 8.186</b>	<b>\$ (15.717)</b>	<b>(65.8)</b>	

NOTE: Totals may not add due to rounding

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2018 ADOPTED BUDGET**  
**Utilization**  
(In millions)

	<u>January 2018</u>			<u>Year-to-date as of January 2018</u>		
	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance
<b><u>Farebox Revenue</u></b>						
Fixed Route	\$ 18.044	\$ 15.297	\$ (2.747)	\$ 18.044	\$ 15.297	\$ (2.747)
<b>Total Farebox Revenue</b>	<b>\$ 18.044</b>	<b>\$ 15.297</b>	<b>\$ (2.747)</b>	<b>\$ 18.044</b>	<b>\$ 15.297</b>	<b>\$ (2.747)</b>
<b><u>Ridership</u></b>						
Fixed Route	10.465	9.378	(1.087)	10.465	9.378	(1.087)
<b>Total Ridership</b>	<b>10.465</b>	<b>9.378</b>	<b>(1.087)</b>	<b>10.465</b>	<b>9.378</b>	<b>(1.087)</b>

**MTA BUS COMPANY**  
**2018 Adopted Budget vs. Actual**  
**TOTAL POSITIONS BY FUNCTION AND DEPARTMENT**  
**NON-REIMBURSABLE / REIMBURSABLE AND FULL - TIME EQUIVALENTS**  
**JANUARY 2018**

<b>FUNCTION/DEPARTMENT</b>	<b>Adopted Budget</b>	<b>Actual</b>	<b>Favorable (Unfavorable) Variance</b>	<b>Explanation of Variances</b>
<b>Administration</b>				
Office of the EVP	3	3	-	
Human Resources	18	15	3	
Office of Management and Budget	13	10	3	
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	30	18	12	
Non-Departmental	7	-	7	
<b>Total Administration</b>	<b>146</b>	<b>112</b>	<b>34</b>	Vacancies to be filled
<b>Operations</b>				
Buses	2,328	2,350	(22)	Bus Operator Excess
Office of the Executive VP	4	4	-	
Safety & Training	56	33	23	Less student training
Road Operations	123	122	1	
Transportation Support	22	26	(4)	
Operations Planning	33	33	-	
Revenue Control	30	29	1	
<b>Total Operations</b>	<b>2,596</b>	<b>2,597</b>	<b>(1)</b>	
<b>Maintenance</b>				
Buses	765	758	7	
Maintenance Support/CMF	233	236	(3)	
Facilities	78	71	7	
Supply Logistics	99	96	3	
<b>Total Maintenance</b>	<b>1,175</b>	<b>1,161</b>	<b>14</b>	Vacancies to be filled
Capital Program Management	37	27	10	
<b>Total Engineering/Capital</b>	<b>37</b>	<b>27</b>	<b>10</b>	Vacancies to be filled
Security	30	22	8	
<b>Total Public Safety</b>	<b>30</b>	<b>22</b>	<b>8</b>	Vacancies to be filled
<b>Total Positions</b>	<b>3,984</b>	<b>3,919</b>	<b>65</b>	
Non-Reimbursable	3,944	3,880	64	
Reimbursable	40	39	1	
<b>Total Full-Time</b>	<b>3,969</b>	<b>3,908</b>	<b>61</b>	
Total Full-Time Equivalents	15	11	4	



**MTA BUS COMPANY**  
**2018 Adopted Budget vs. Actual**  
**TOTAL FULL-TIME POSITIONS AND FTE'S BY FUNCTION AND OCCUPATION**  
**JANUARY 2018**

FUNCTION/OCCUPATIONAL GROUP	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	67	49	18	
Professional, Technical, Clerical	75	63	12	
Operational Hourlies	4	-	4	
<b>Total Administration</b>	<b>146</b>	<b>112</b>	<b>34</b>	Vacancies to be filled
<b>Operations</b>				
Managers/Supervisors	310	309	1	
Professional, Technical, Clerical	51	54	(3)	
Operational Hourlies	2,235	2,234	1	
<b>Total Operations</b>	<b>2,596</b>	<b>2,597</b>	<b>(1)</b>	
<b>Maintenance</b>				
Managers/Supervisors	230	230	-	
Professional, Technical, Clerical	29	35	(6)	
Operational Hourlies	916	896	20	
<b>Total Maintenance</b>	<b>1,175</b>	<b>1,161</b>	<b>14</b>	Vacancies to be filled
<b>Engineering/Capital</b>				
Managers/Supervisors	21	14	7	
Professional, Technical, Clerical	16	13	3	
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>37</b>	<b>27</b>	<b>10</b>	Vacancies to be filled
<b>Public Safety</b>				
Managers/Supervisors	19	18	1	
Professional, Technical, Clerical	8	4	4	
Operational Hourlies	3	-	3	
<b>Total Public Safety</b>	<b>30</b>	<b>22</b>	<b>8</b>	Vacancies to be filled
<b>Total Baseline Positions</b>				
Managers/Supervisors	647	620	27	
Professional, Technical, Clerical	179	169	10	
Operational Hourlies	3,158	3,130	28	
<b>Total Baseline Positions</b>	<b>3,984</b>	<b>3,919</b>	<b>65</b>	

**MTA Bus Company  
FEBRUARY FINANCIAL PLAN  
2018 ADOPTED BUDGET  
Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)**

	January						January Year- To - Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u>	48,307	\$2.461	50,209	\$2.462	(1,902)	(\$0.000)	48,307	\$2.461	50,209	\$2.462	(1,902)	(\$0.000)
					-3.9%	0.0%					-3.9%	0.0%
<u>Unscheduled Service</u>	5,457	\$0.208	9,663	\$0.909	(4,205)	(\$0.700)	5,457	\$0.208	9,663	\$0.909	(4,205)	(\$0.700)
					-77.1%	-336.2%					-77.1%	-336.2%
<u>Programmatic/Routine Maintenance</u>	27,712	\$1.361	31,564	\$1.389	(3,852)	(\$0.028)	27,712	\$1.361	31,564	\$1.389	(3,852)	(\$0.028)
					-13.9%	-2.0%					-13.9%	-2.0%
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0	-	0	\$0.000	0	\$0.000	0	\$0.000
					0.0%	0.0%					0.0%	0.0%
<u>Vacancy/Absentee Coverage</u>	32,430	\$1.578	15,560	\$0.347	16,870	\$1.231	32,430	\$1.578	15,560	\$0.347	16,870	\$1.231
					52.0%	78.0%					52.0%	78.0%
<u>Weather Emergencies</u>	2,769	\$0.123	15,753	\$0.753	(12,983)	(\$0.630)	2,769	\$0.123	15,753	\$0.753	(12,983)	(\$0.630)
					*	*					*	*
<u>Safety/Security/Law Enforcement</u>	140	\$0.006	140	\$0.006	0	\$0.000	140	\$0.006	140	\$0.006	0	\$0.000
					0.0%	0.0%					0.0%	0.0%
<u>Other</u>	352	\$0.043	362	\$0.035	(10)	\$0.009	352	\$0.043	362	\$0.035	(10)	\$0.009
					*	*					*	*
Subtotal	117,168	\$5.782	123,251	\$5.900	(6,083)	(\$0.118)	117,168	\$5.782	123,251	\$5.900	(6,083)	(\$0.118)
					-5.2%	-2.0%					-5.2%	-2.0%
<b>REIMBURSABLE OVERTIME</b>	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<b>TOTAL OVERTIME</b>	<b>117,168</b>	<b>\$5.782</b>	<b>123,251</b>	<b>\$5.900</b>	<b>(6,083)</b>	<b>(\$0.118)</b>	<b>117,168</b>	<b>\$5.782</b>	<b>123,251</b>	<b>\$5.900</b>	<b>(6,083)</b>	<b>(\$0.118)</b>
					-5.2%	-2.0%					-5.2%	-2.0%

Totals may not add due to rounding.

NOTE: Percentages are based on each type of Overtime and not on Total Overtime.

\* Exceeds 100%

MTA Bus Company  
FEBRUARY FINANCIAL PLAN  
2018 ADOPTED BUDGET  
Non-Reimbursable/Reimbursable Overtime  
(\$ in millions)

	January			January Year- To - Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	(1,902) -3.9%	(\$0.000) 0.0%		(1,902) -3.9%	(\$0.000) 0.0%	
<u>Unscheduled Service</u>	(4,205) -77.1%	(\$0.700) -336.2%	Running Time, Traffic and Shuttles	(4,205) -77.1%	(\$0.700) -336.2%	Same as Month
<u>Programmatic/Routine Maintenance</u>	(3,852) -13.9%	(\$0.028) -2.0%		(3,852) -13.9%	(\$0.028) -2.0%	
<u>Unscheduled Maintenance</u>	- 0.0%	\$0.000 0.0%		- 0.0%	\$0.000 0.0%	
<u>Vacancy/Absentee Coverage</u>	16,870 52.0%	\$1.231 78.0%	Absentee Coverage due to vacancies	16,870 52.0%	\$1.231 78.0%	Same as Month
<u>Weather Emergencies</u>	(12,983) *	(\$0.630) *	Inclement Weather	(12,983) *	(\$0.630) *	Same as Month
<u>Safety/Security/Law Enforcement</u>	- 0.0%	\$0.000 0.0%		- 0.0%	\$0.000 0.0%	
<u>Other</u>	(10) *	\$0.009 *		(10) *	\$0.009 *	
<b>Subtotal</b>	<b>(6,083) -5.2%</b>	<b>(\$0.118) -2.0%</b>		<b>(6,083) -5.2%</b>	<b>(\$0.118) -2.0%</b>	
<b>REIMBURSABLE OVERTIME</b>	0 0.0%	\$0.000 0.0%		0 0.0%	\$0.000 0.0%	
<b>TOTAL OVERTIME</b>	<b>(6,083)</b>	<b>(\$0.118)</b>		<b>(6,083)</b>	<b>(\$0.118)</b>	

NOTE: Percentages are based on each type of Overtime and not on Total Overtime.

\* Exceeds 100%

**MTA Bus Company  
February Financial Plan  
2018 Adopted Budget  
Non-Reimbursable/Reimbursable Overtime**

**REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

<b><u>Type</u></b>	<b><u>Definition</u></b>
<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 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>
<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



Ongoing Myrtle Viaduct work to replace track and viaduct structure connecting the M and the J lines in Brooklyn.

## January Highlights 2018: 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 NYC Transit'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 January, NYC Transit awarded projects totaling \$144.9 million, including multiple projects for continuous welded rail (CWR), mainline track and switch replacement programs, and the long term flood protection of the Hammels Wye facility on the Rockaway Line. Also in January, NYC Transit substantially completed projects totaling \$237.4 million, including the purchase of 139 articulated buses, and the Americans with Disabilities (ADA) accessibility and renewal project at Ozone Park-Lefferts Boulevard Station on the Liberty Line.

Through January 31, NYC Transit's performance against its 2018 Capital Project Milestones was:

(\$ in Millions)

	<b><u>Planned</u></b>	<b><u>Achieved</u></b>	<b><u>%</u></b>
Design Starts	\$9.7	\$11.0	114
Design Completions	\$51.3	\$27.0	53
Construction Awards	\$326.7	\$144.9	44
Substantial Completions	\$256.4	\$237.4	93
Closeouts	\$368.9	\$40.7	11

## **Capital Program Status March 2018**

### **As of January 2018:**

NYC Transit awarded \$144.9 million in projects, including \$112 million for mainline track and switch replacement and continuous welded rail (CWR) projects. Construction began for the replacement of mainline track on four subway lines across the system, including the Astoria Line, the Flushing Line, the Jamaica Line and the Brighton Line, as well as for mainline switch replacement on the Jamaica Line and CWR on the 6<sup>th</sup> and 7<sup>th</sup> Avenue Lines. The Mainline Track and Switch Programs replace deficient track or switch components along the revenue service right-of-way. Track replacement locations are determined by asset condition rating and scope typically includes the replacement of track components and associated equipment, such as signals, contact rails, running rails, and ballast. Switch replacement locations were determined based on the latest switch condition survey and include, as required, replacement of existing turnouts, track switches, switch valves, connecting rails, ties, ballast, signal cables including positive and negative connections, and any associated signal and equipment work. CWR work will reduce the number of broken rails in subway tracks and improve the condition of track plates and ties by replacing obsolete plates, spikes, and jointed rails with new welded rails along with any associated cable and signal work.

Also, NYC Transit awarded the long term flood protection of the Hammels Wye facility on the Rockaway Line for \$22.1 million. The area, which houses a power substation and signal tower, is vulnerable to the flooding and system disruptions that occurred during Superstorm Sandy. The project will make improvements to stormwater drainage and install a perimeter wall around the area in order to provide Sea, Lake and Overland Surges from Hurricanes (SLOSH) Category 2+3' flood protection. These mitigation improvements are designed to ensure that the facility's critical assets will be protected against future storm events.

NYC Transit substantially completed projects totaling \$237.4 million, including the purchase of 139 articulated buses for \$120.2 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.

Also, NYC Transit completed the Americans with Disabilities (ADA) accessibility and renewal projects at Ozone Park-Lefferts Boulevard Station on the Liberty Line for \$27.6 million. The ADA work provided two-stop elevators from the street to the above mezzanine and miscellaneous items such as an accessible travel route, gap reduction in platforms, ADA warning strips and modifications to gates and booth windows. The station renewal work eliminated all deficient conditions rated 3 or worse as identified by the Station Condition Survey and existing field

conditions. This work included painting, repair or replacement of street stairs, mezzanine to platform stairs, mezzanine floors, doors, windows, interior and exterior walls, and canopies as required.

In addition, NYC Transit started 12 design projects for \$11 million, completed 19 design projects for \$27 million and closed out five projects for \$40.7 million.

The following table presents the base and final budget, closeout target date, and schedule variance for the five projects that NYC Transit closed out in January.

**Projects Closed During January 2018  
(\$ in millions)**

<b>Project</b>	<b>Base Budget</b>	<b>Current Budget</b>	<b>Original Date</b>	<b>Months Delay</b>
Help Point: 2 Stations / Jamaica [SBMP]	\$1.3	\$1.3	8/2017	5
Mainline Track Switches 2016 / Broadway- 7th Avenue	\$8.9	\$8.9	9/2017	4
Help Point: West 8 St / CIT [SBMP]	\$1.0	\$1.0	1/2018	0
Access Improvements: Grand Central / LEX	\$18.9	\$25.9	1/2018	0
New Stair P16: Grand-Central-42 Street / Lexington	\$1.0	\$0.9	1/2018	0

The closeout of Help Point: 2 Stations / Jamaica [SBMP] was delayed by five months due to delays in the receipt and processing of final closeout documentation. The closeout of Mainline Track Switches 2016 / Broadway-7th Avenue was delayed by four months in order to perform the required final inspection for the project.



## Capital Project Milestone Summary 2018

(Through January 31, 2018)

Milestones Planned		Milestones Accomplished		Percent Performance	
\$M	#	\$M	#	%(\$)	%(#)

### January

Design Starts	\$9.7	12	\$11.0	12	113.7	100.0
Design Completions	51.3	23	27.0	19	52.7	82.6
Construction Awards	326.7	23	144.9	13	44.3	56.5
Substantial Completions	256.4	11	237.4	12	92.6	109.1
Closeouts	368.9	18	40.7	5	11.0	27.8

### 2018 Year-To-Date

Design Starts	\$9.7	12	\$11.0	12	113.7	100.0
Design Completions	51.3	23	27.0	19	52.7	82.6
Construction Awards	326.7	23	144.9	13	44.3	56.5
Substantial Completions	256.4	11	237.4	12	92.6	109.1
Closeouts	368.9	18	40.7	5	11.0	27.8

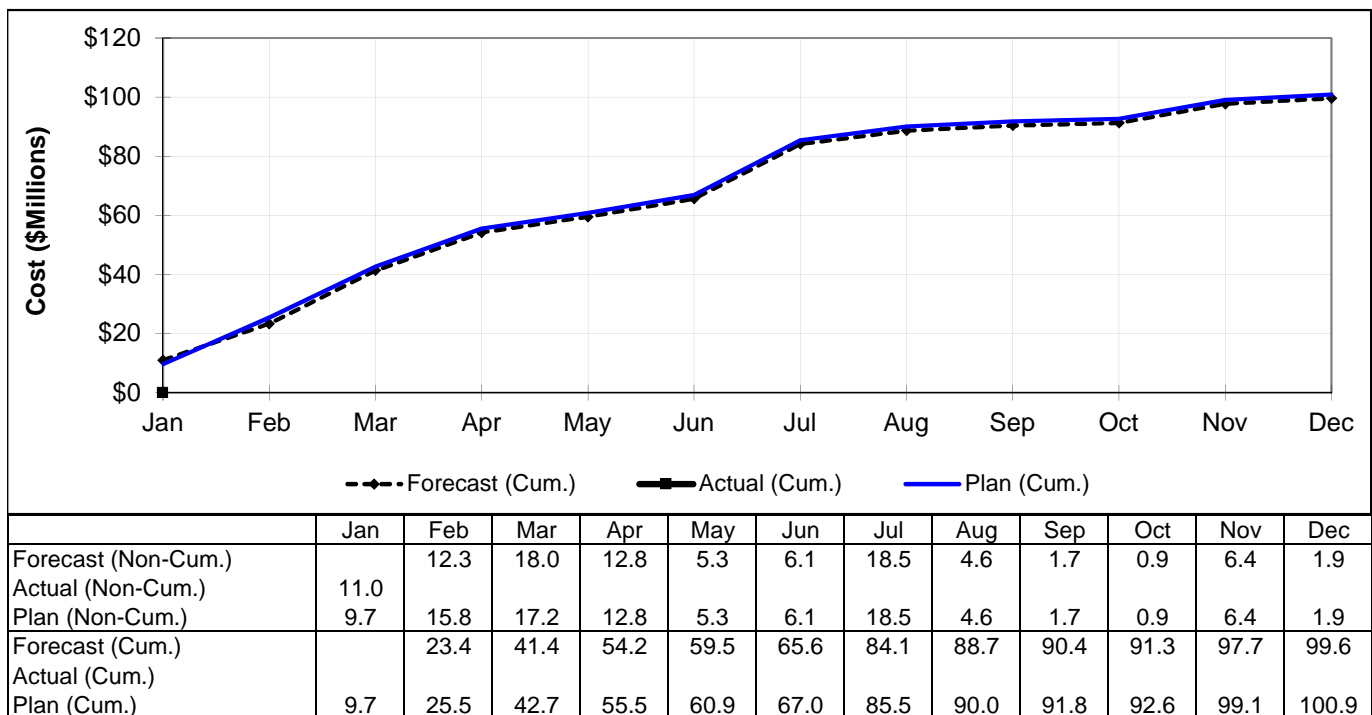
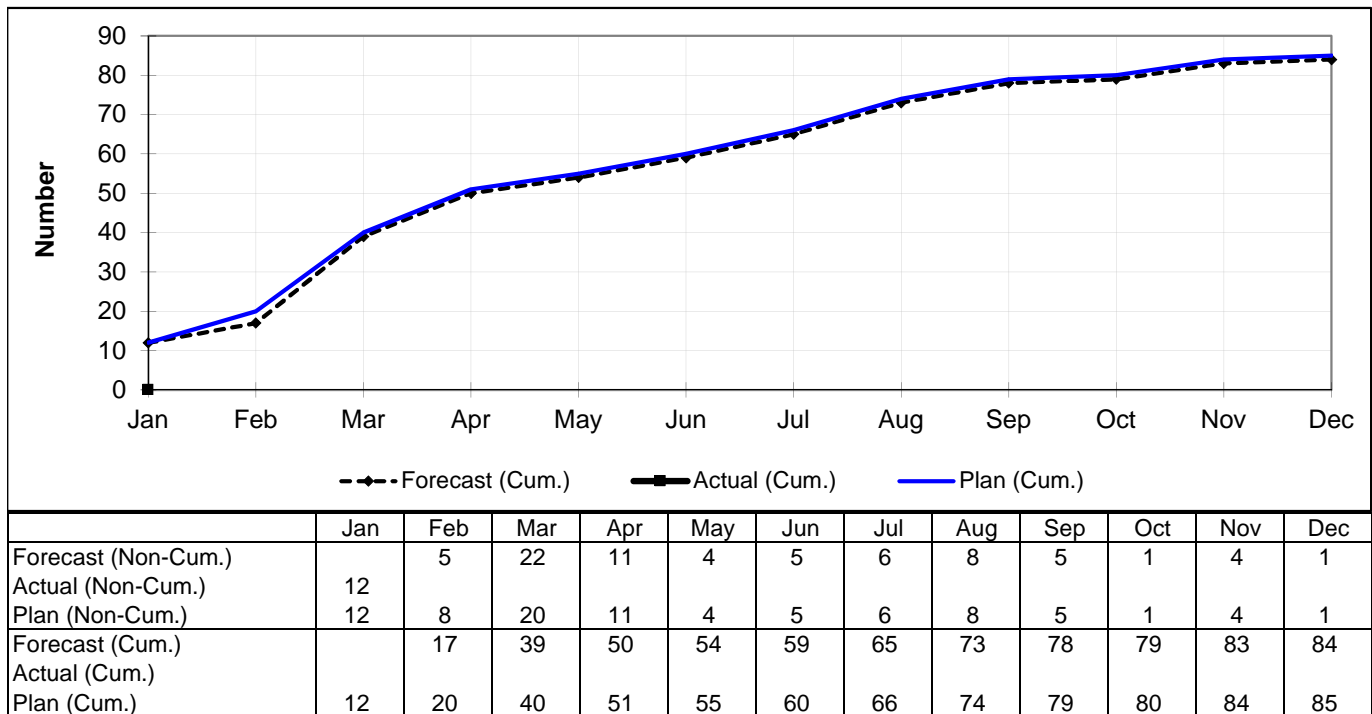
### 2018 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$100.9	85	\$99.6	84	98.7	98.8
Design Completions	284.1	192	293.3	191	103.2	99.5
Construction Awards	6,964.8	203	6,906.3	203	99.2	100.0
Substantial Completions	4,422.5	201	4,462.1	203	100.9	101.0
Closeouts	8,571.0	239	8,571.7	239	100.0	100.0

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

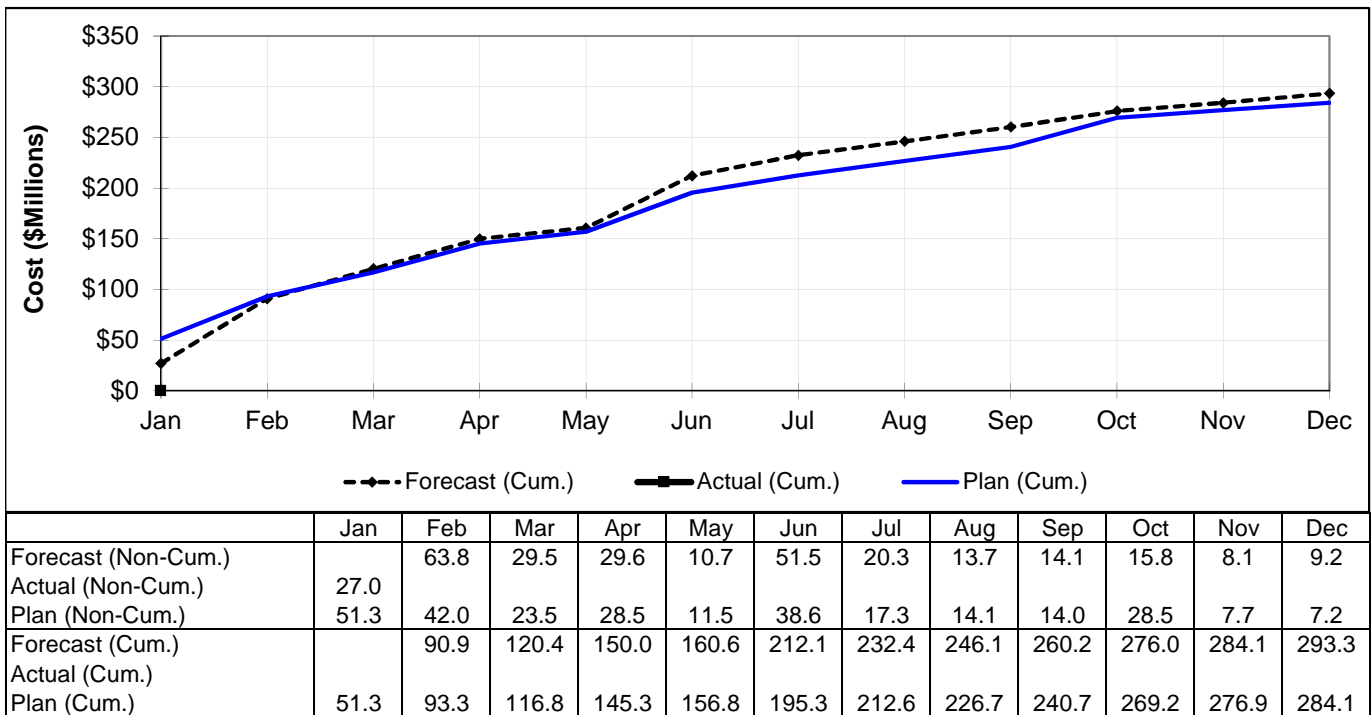
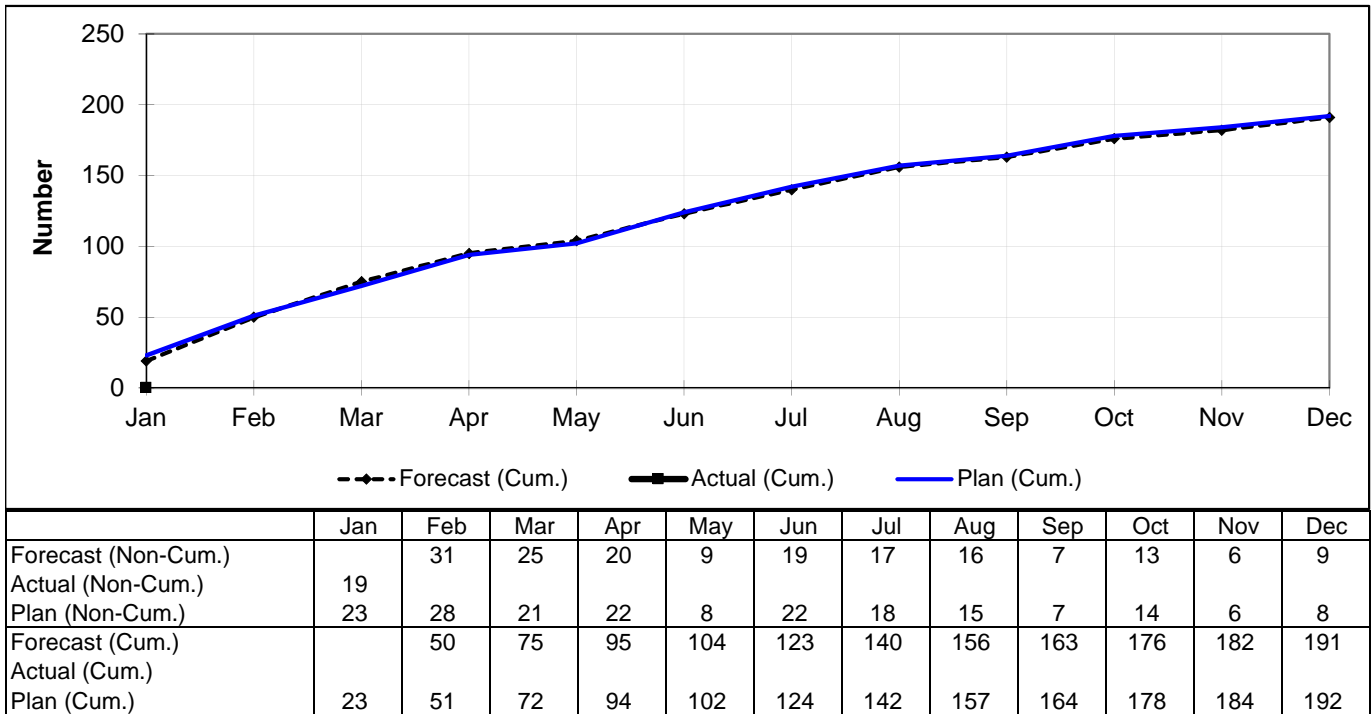
## 2018 Design Starts Charts

As of January 2018



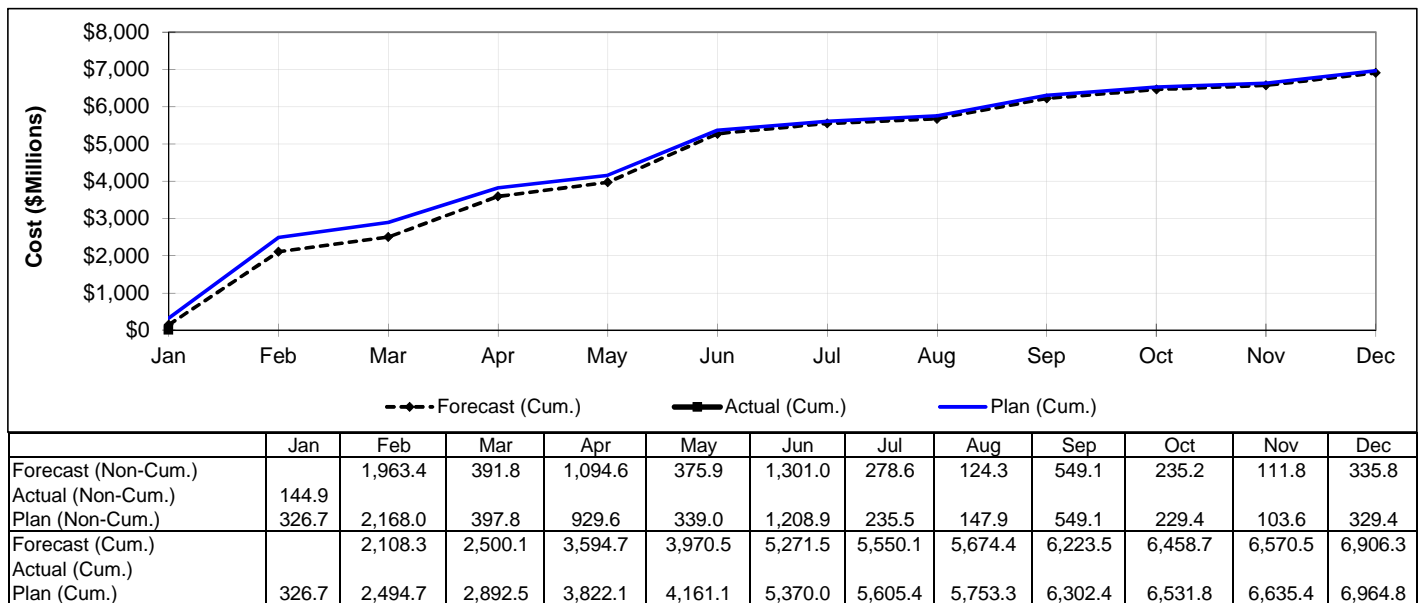
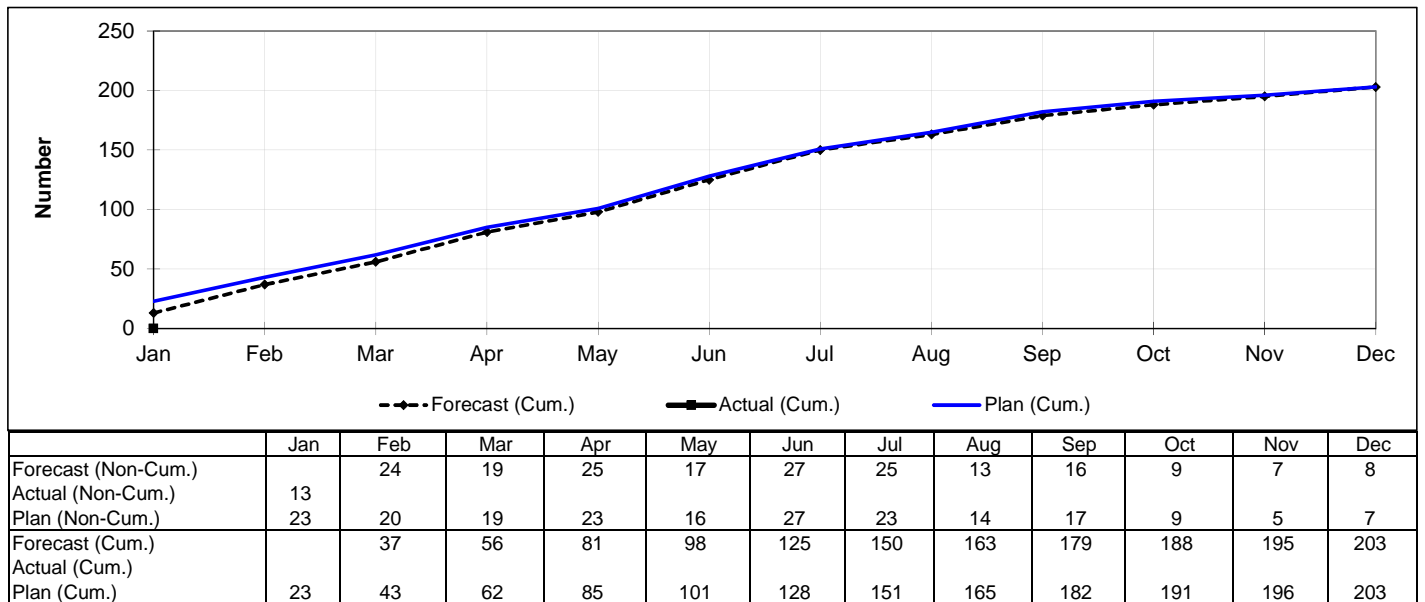
## 2018 Design Completions Charts

As of January 2018



## 2018 Awards Charts

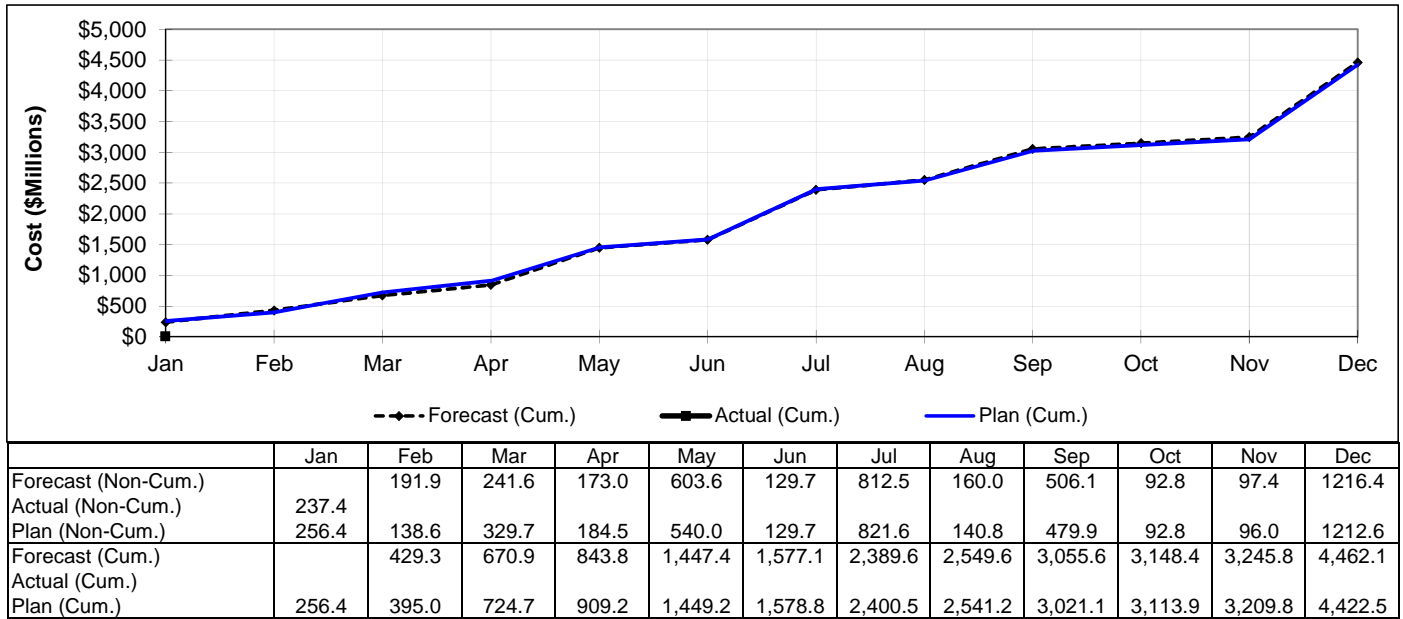
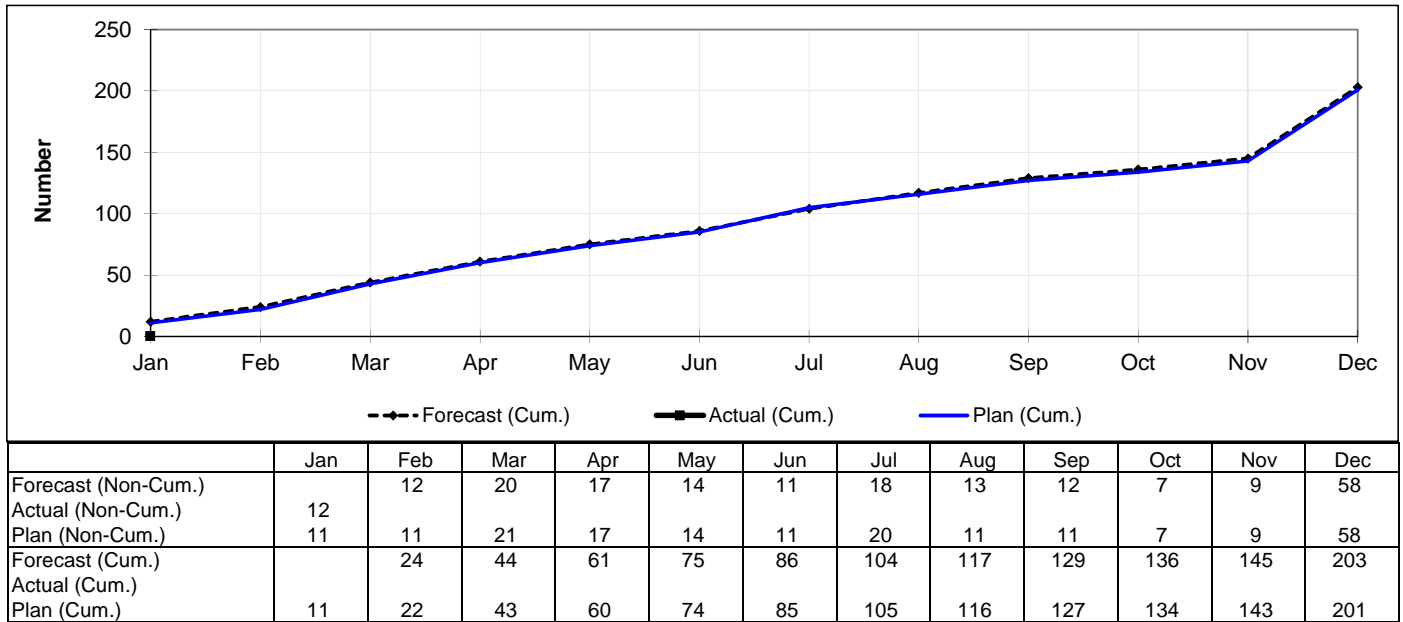
As of January 2018



\* For January, construction awards were valued at \$144.9 million, representing 44% of the planned amount.  
This gap of approximately \$182 is largely explained by a delay in the award of the Sandy project at the 148th Street Yard.

## 2018 Substantial Completions Charts

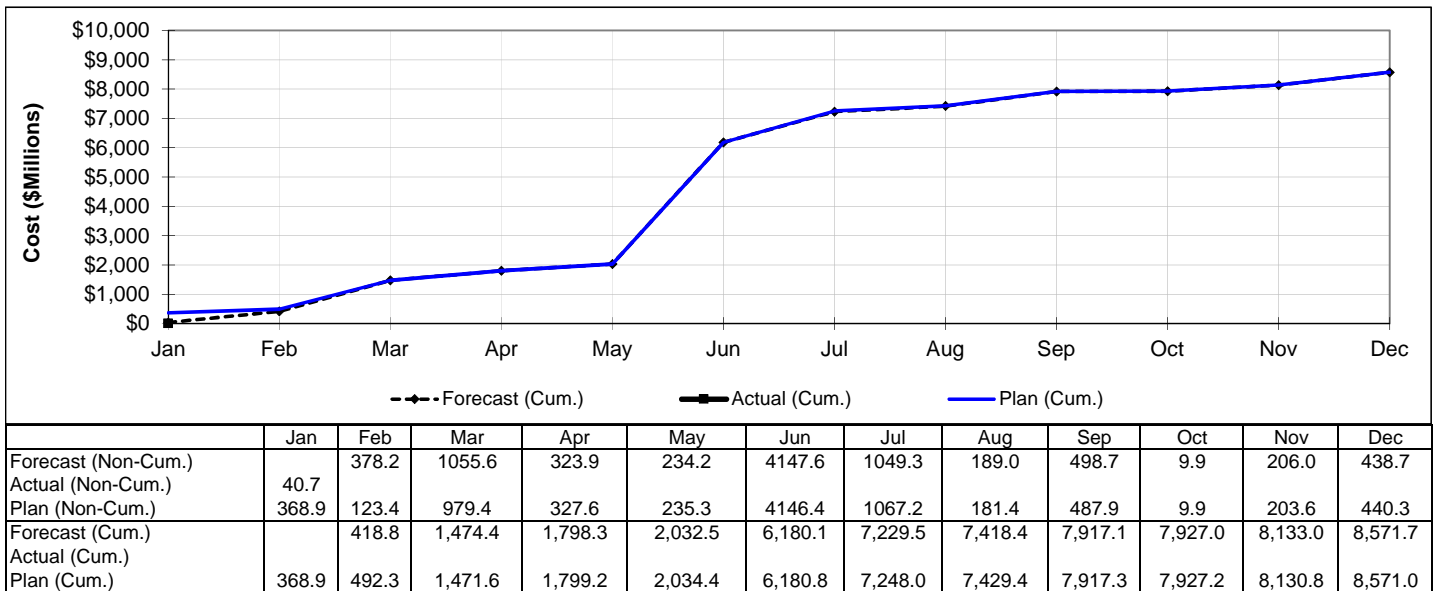
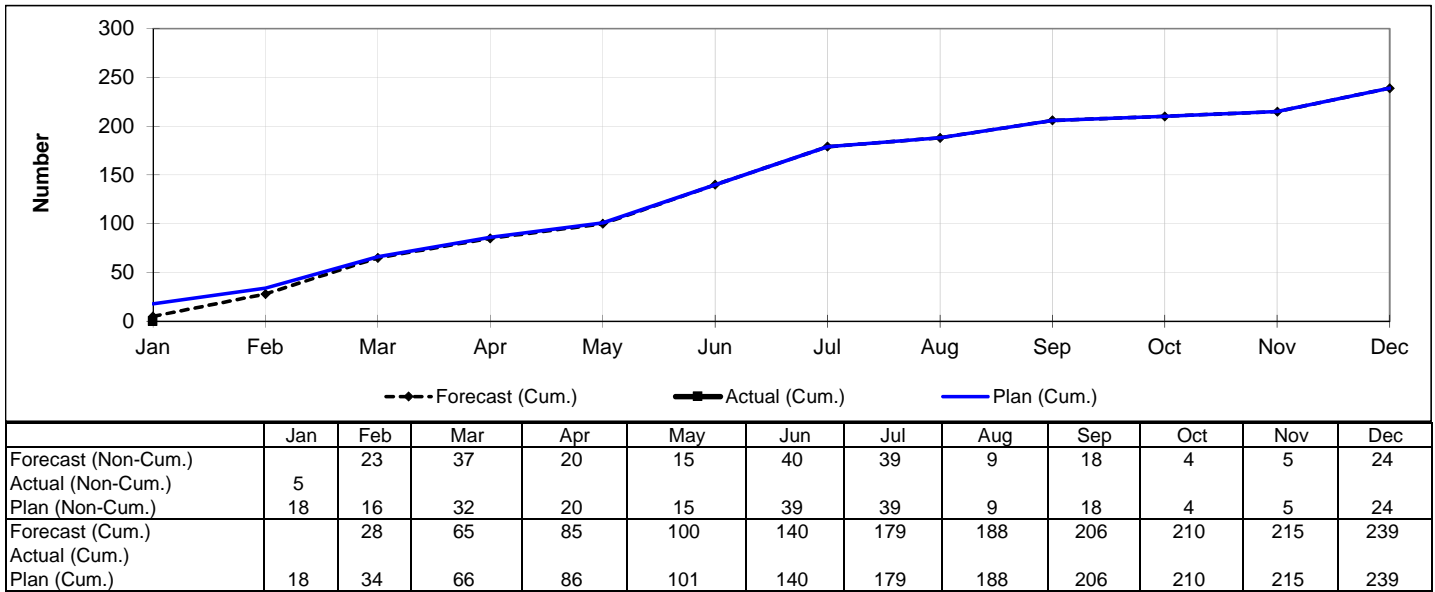
As of January 2018



\* For January, substantial completions were valued at \$237.4 million, representing 93% of the planned amount.

## 2018 Closeouts Charts

As of January 2018



\* There is a large increase in planned closeouts during June due to the planned closeout of the R160 Car purchase for \$3.2 billion.

## MTACC Report

Janno Lieber, Chief Development Officer



Installation of conduit at the Cortlandt St station.

# March 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, MTA



## **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 - March 2018

data thru February 2018; \$\$ in million

	Budget	Expenditures
Construction	\$ 157.7	\$ 75.5
Design/CPS	6.8	5.6
Construction Management	17.3	7.4
<b>Total</b>	<b>\$ 181.8</b>	<b>\$ 88.5</b>

	Schedule
Project Design Start	April-2015
Project Design Completion	July-2016
Project Construction Start	April-2015
Cortlandt Station Opening	December-2018

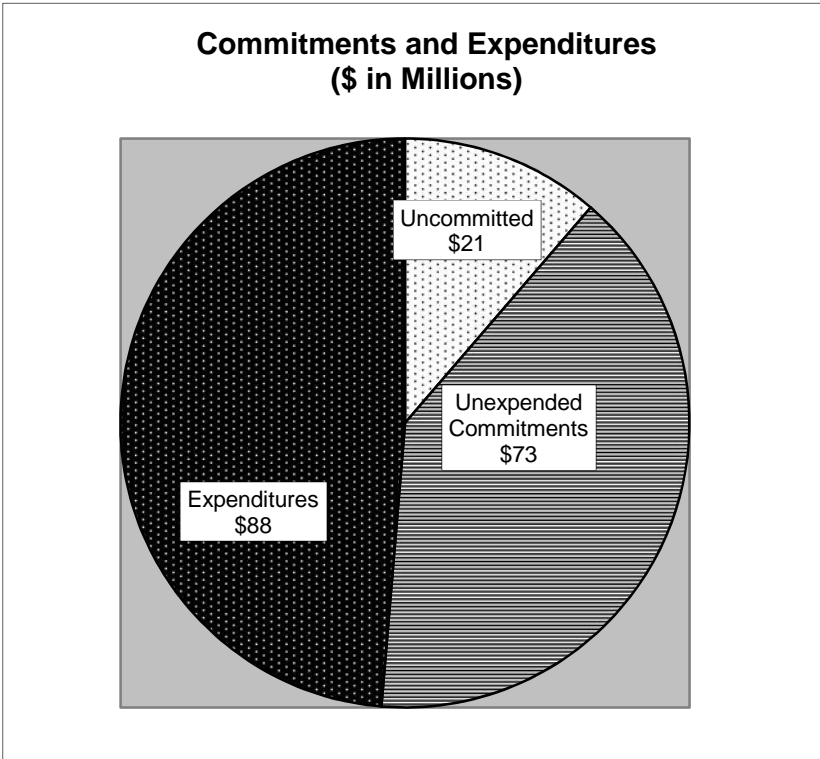
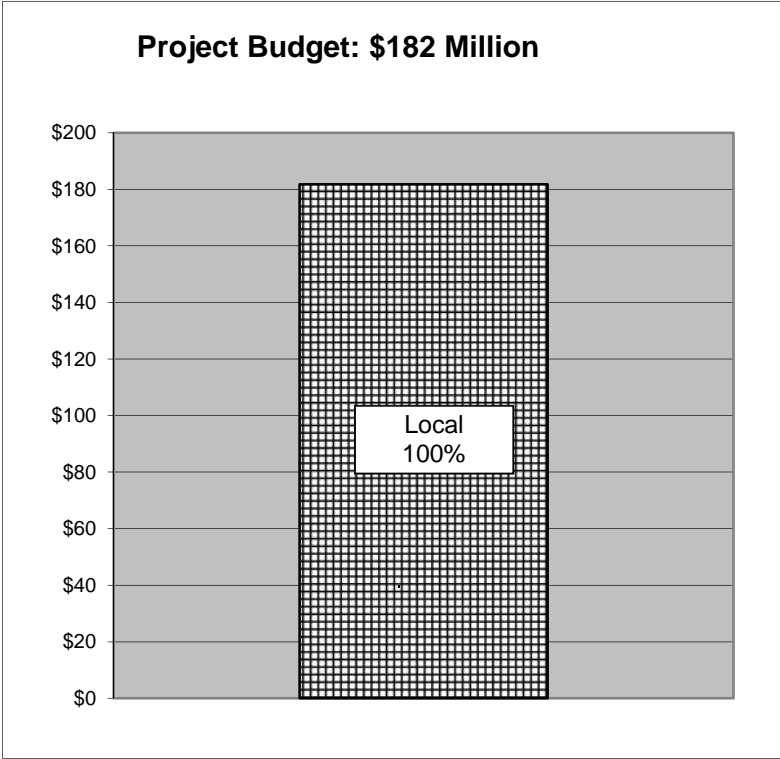
Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)	Remaining Contingency	Expenditures	Actual Award Date	Planned Completion at Award	Forecast Substantial Completion
Reconstruct Cortlandt Street Station Judlau Contracting, Inc.	117.1	110.7	6.4	66.3	Apr-2015	Feb-2018	Dec-2018

# Cortlandt Street No. 1 Line Station Reconstruction Status

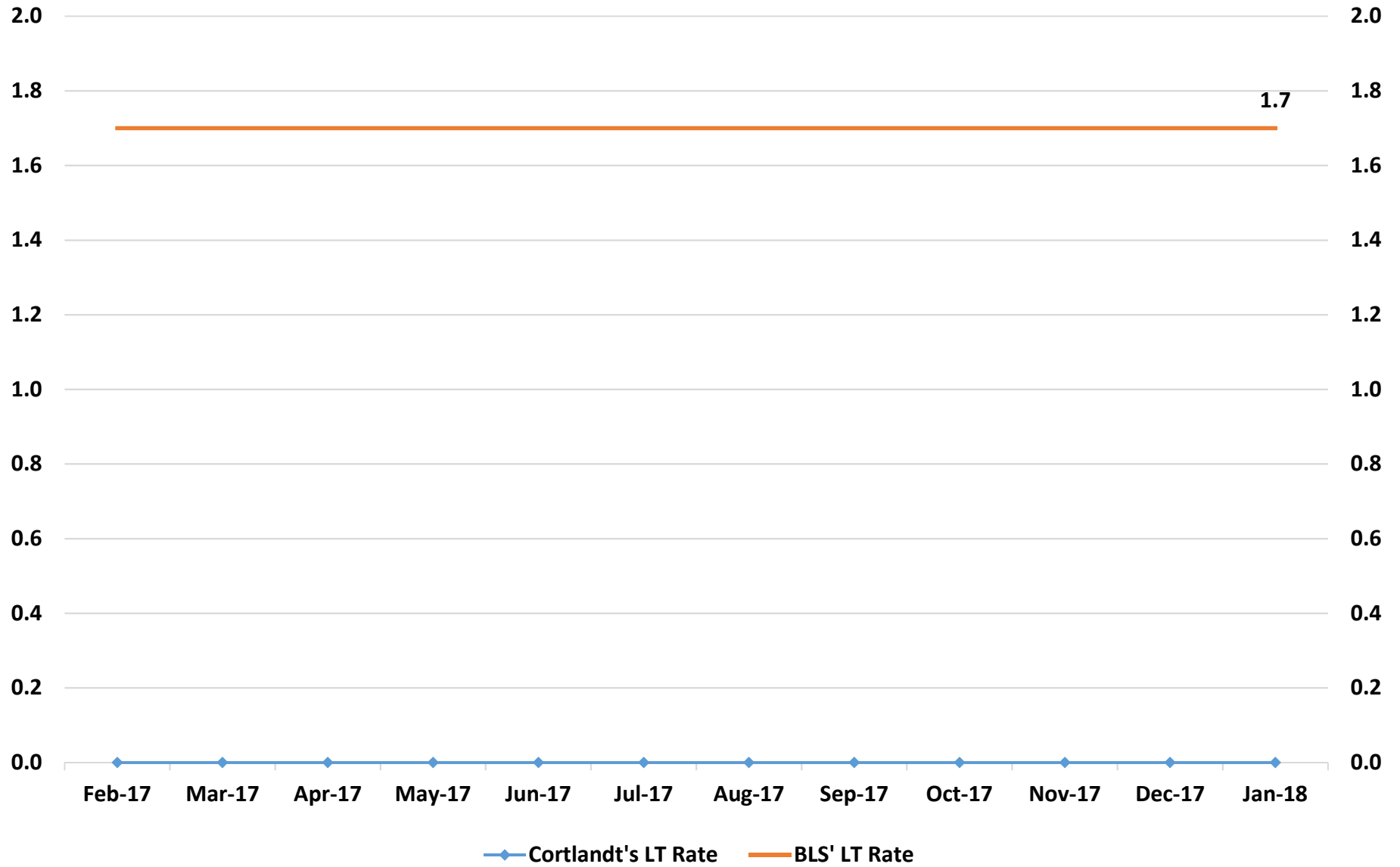
Report to the Transit Committee - March 2018

data thru February 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



## Procurement

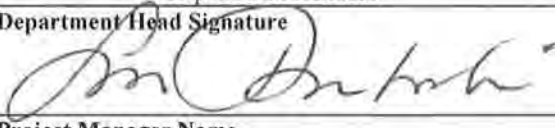
Steve Plochochi, Senior Vice President



Contractor preparing platform to receive new precast concrete platform panel on the Broadway Station platform on the Astoria Line as part of the Enhanced Station Initiative Program. (See Contract A-36622B, the final item in NYC Transit's March procurement package.)

### PROCUREMENTS

The Procurement Agenda this month includes 5 actions for a proposed expenditure of \$22.0M.

<b>Subject</b>	Request for Authorization to Award Various Procurements
<b>Department</b>	Materiel – NYCT
<b>Department Head Name</b>	Stephen M. Plochochi
<b>Department Head Signature</b>	
<b>Project Manager Name</b>	Rose Davis

Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	3/19/18			
2	Board	3/21/18			

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval

March 13, 2018
<b>Department</b> Law and Procurement – MTACC
<b>Department Head Name</b> Evan Eisland
<b>Department Head Signature</b> 

Internal Approvals			
	<b>Approval</b>		<b>Approval</b>
	President NYCT		President MTACC
	Executive VP		President MTA Bus
X	Capital Prog. Management	X	Subways
	Law		Diversity/Civil Rights

**PURPOSE:**

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

**DISCUSSION:**

NYC Transit proposes to award Noncompetitive procurements in the following categories: NONE

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

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

<b>MTA Bus Company proposes to award Competitive procurements in the following categories: NONE</b>			
<b>NYC Transit proposes to award Competitive procurements in the following categories:</b>			
Schedule I: Modifications to Purchase and Public Work Contracts	1	\$	8.7 M
	<b>SUBTOTAL</b>		<b>\$ 8.7 M</b>
<b>MTA Capital Construction proposes to award Competitive procurements in the following categories:</b>			
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	2	\$	4.6 M
	<b>SUBTOTAL</b>		<b>\$ 4.6 M</b>
<b>MTA Capital Construction proposes to award Ratifications in the following categories: NONE</b>			
<b>MTA Bus Company proposes to award Ratifications in the following categories: NONE</b>			
<b>NYC Transit proposes to award Ratifications in the following categories:</b>			
<u>Schedules Requiring Majority Vote:</u>			
Schedule K: Ratification of Completed Procurement Actions	2	\$	8.7 M
	<b>SUBTOTAL</b>		<b>\$ 8.7 M</b>
	<b>TOTAL</b>		<b>\$ 22.0 M</b>
<p><b>COMPETITIVE BIDDING REQUIREMENTS:</b> 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.</p> <p><b>BUDGET IMPACT:</b> The purchases/contracts will result in obligating funds in the amounts listed. Funds are available in the current operating/capital budgets for this purpose.</p> <p><b>RECOMMENDATION:</b> That the purchases/contracts be approved as proposed. (Items are included in the resolution of approval at the beginning of the Procurement Section.)</p>			



## **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.

**MARCH 2018**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

**I. Modifications to Purchase and Public Work Contracts**

(Staff Summaries required for individual change orders greater than \$750K. Approval without Staff Summary required for change orders greater than 15% of the adjusted contract amount which are also at least \$250K.)

- |   |                    |                               |
|---|--------------------|-------------------------------|
| 1. Siemens Industry, Inc.<br>Contract# S-48004-1.11 | <b>\$8,700,000</b> | <u>Staff Summary Attached</u> |
|---|--------------------|-------------------------------|

Modification to the contract for signal system modernization for Communication-Based Train Control – Queens Boulevard Line, West Phase I, in order to provide Automatic Train Supervision equipment to extend the ATS system to cover additional subway lines of the B Division.

**Item Number: 1**

<b>Vendor Name (Location)</b> Siemens Industry, Inc.(New York, New York)	
<b>Description</b> Communications-Based Train Control, Queens Blvd. Line West Phase I	
<b>Contract Term (including Options, if any)</b> August 24, 2015–March 23, 2021	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept./Div., Dept./Div. Head Name:</b> Capital Program Management, John O'Grady	

Contract Number	AWO/Mod. #
S-48004-1	11
<b>Original Amount:</b>	\$ 156,172,932
<b>Prior Modifications:</b>	\$ 750,000
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 156,922,932
<b>This Request:</b>	\$ 8,700,000
<b>% of This Request to Current Amount:</b>	5.6%
<b>% of Modifications (including This Request) to Original Amount:</b>	6.1%

**Discussion**

This modification provides a Communications Based Train Control (“CBTC”) -ready Automatic Train Supervision (“ATS”) system for the A, B, C, D, G, J, S, W, and Z subway lines.

This contract is one of three interrelated contracts that together will provide a CBTC/ATS system for the Queens Boulevard Line (“QBL”) portion of Subways B Division. Under a competitive Request for Proposals (“RFP”) for project S-48004 (to furnish a CBTC system for QBL West Phase 1), the MTA Board approved the award of two contracts in the total amount of \$205,780,452. Pursuant to the Board’s approval, contract S-48004-1 was awarded to Siemens Industry, Inc. (“Siemens”) for \$156,172,932, and contract S-48004-2 was awarded to Thales Transport and Security, Inc. (“Thales”) for \$49,607,520. Subsequently, under competitive bidding, contract S-48005 was awarded to L.K. Comstock & Co. Inc. (“Comstock”) on December 22, 2016, in the amount of \$223,300,000. Under the overall project scope, Siemens and Thales furnish CBTC interoperable car-borne equipment, which NYC Transit in-house labor installs; Siemens and Thales furnish interoperable wayside equipment, which Comstock installs; Siemens furnishes the car-borne and wayside radio Data Communications System equipment, which is installed by NYC Transit in-house labor and by Comstock, respectively; and Siemens designs and furnishes CBTC/ATS software for the QBL portion of Subways B Division (comprised of the E, F, M, N, Q, and R lines). The Q train does not run on the QBL. The Q shares tracks with the N and R trains in Manhattan.

The ATS system automatically provides train locations to dispatchers at the Rail Control Center and field dispatcher offices, and dynamically updates the locations of trains in real-time as they move. ATS allows dispatchers to react more effectively and quickly to service disruptions. Also, ATS monitors schedule adherence and produces statistics for the public dashboard, as well as generating train arrival information for the Public Address / Customer Information system.

CBTC/ATS has the abovementioned functionality and benefits integrated with CBTC.

ATS deployment for Subways A Division is as follows:

1. ATS for all numbered lines was provided by Siemens under the ATS-A contract (2000–2008).
2. CBTC/ATS for the No. 7 line is in construction by Thales under the Flushing CBTC contract (2010–2018).

ATS deployment for Subways B Division is as follows:

1. CBTC/ATS for the L line was provided by Siemens under the Canarsie CBTC contract (1999–2006).
2. CBTC/ATS for the E, F, M, N, Q, and R lines is being provided by Siemens under the subject contract (2015–2021).
3. The A, B, C, D, G, J, S, W, and Z lines are still monitored and controlled through old-fashioned signal and master towers.

NYC Transit is currently soliciting an RFP for a large Integrated Service Information and Management system for Subways B Division (“ISIM-B”). The initial solicitation included a requirement that the contractor include the cost of designing and deploying a CBTC-ready ATS for the A, B, C, D, G, J, S, W, and Z lines. While this was intended to obtain competition for the ATS work, NYC Transit determined that this requirement actually had the effect of reducing competition, due to the fact that Siemens has more knowledge and experience in providing ATS for the NYC Transit subway system than any other firm.

Accordingly, NYC Transit determined that the better way to finish the deployment of CBTC-ready ATS for the balance of the Subways B Division is to utilize the rights to the CBTC/ATS software that NYC Transit has already secured in the subject contract. In addition to avoiding the cost of software licensing, a negotiated modification to this Siemens QBL will provide a uniform ATS platform across the entire B Division and deliver ATS functionality earlier than otherwise planned. On the present schedule, the ISIM-B contract will be awarded in 2018 and would provide CBTC-ready ATS no earlier than late 2022. However, a modification to the subject contract allows deployment of CBTC-ready ATS for the A, B, C, D, G, J, S, W, and Z lines concurrently with the deployment of CBTC/ATS for the E, F, M, N, Q, and R lines by March 2021.

Siemens’ proposal was \$9,915,487. NYC Transit’s revised estimate was \$8,580,831. Negotiations resulted in an agreed-upon lump-sum price of \$8,700,000. Savings of \$1,215,487 were achieved. The negotiated price was found to be fair and reasonable.

In connection with a previous contract awarded to Siemens, Siemens was found to be responsible notwithstanding significant adverse information (“SAI”) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman and Chief Executive Officer in consultation with the MTA General Counsel in August 2016. No new SAI has been found relating to Siemens and Siemens has been found to be responsible.

**MARCH 2018**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

**H. Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services**

(Approvals/Staff Summaries required for substantial change orders and change orders that cause the original contract to equal or exceed the monetary or durational threshold required for Board approval.)

- |   |                           |  |
|---|---------------------------|--|
| <p><b>1. Downtown Design Partnership</b></p> <p><b>Contract# PS850.17</b></p> <p>Modification to the contract for the Cortlandt Street Station Design Consultant Services project; in order to extend the term of the contract and provide additional funding for continued Construction Phase Services.</p>  | <p><b>\$1,380,000</b></p> | <p><b><u>Staff Summary Attached</u></b></p>                            |
| <p><b>2. Hill International, Inc.,</b></p> <p><b>LiRo Engineering, Inc.,</b></p> <p><b>Henningson, Durham &amp; Richardson</b></p> <p><b>Architecture and Engineering, P.C. JV</b></p> <p><b>Contract# CM-1311.18</b></p> <p>Modification to the contract for Consultant Construction Management Services for the No. 7 Subway Line Extension, in order to extend the term of the contract and provide continued Consultant Construction Management services.</p> | <p><b>\$3,191,604</b></p> | <p><b><u>Staff Summary Attached</u></b></p> <p>↓</p> <p>↓</p> <p>↓</p> |

Item Number: 1

<b>Vendor Name, Location</b> Downtown Design Partnership (New York, New York )	
<b>Description</b> Cortlandt Street Design Consultant Services	
<b>Contract Term (including Options, if any)</b> May 26, 2015–November 25, 2018	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> N/A	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept./Div., Dept./Div. Head Name:</b> MTA Capital Construction, John N. Lieber	

<b>Contract Number</b> PS850	<b>AWO/Mod. #</b> 17
<b>Original Amount:</b> \$ 3,788,671	
<b>Prior Modifications:</b> \$ 2,331,273	
<b>Prior Budgetary Increases:</b> \$ 0	
<b>Current Amount:</b> \$ 6,119,944	
<b>This Request</b> \$ 1,380,000	
<b>% of This Request to Current Amount:</b> 22.5%	
<b>% of Modifications (including This Request) to Original Amount:</b> 98.0%	

**Discussion**

This modification extends the base contract for one year and provides additional funding for continued Construction Phase Services (“CPS”) through November 2019.

The base contract covers engineering, design, and construction phase services for the Cortlandt Street Station project.

This contract was originally solicited and awarded by the Port Authority of New York and New Jersey (“PANYNJ”), and awarded to Downtown Design Partnership (“DDP”), a partnership formed by AECOM, Domingo Gonzalez Associates, Parsons Transportation Group, and STV Incorporated, for the design of the Cortlandt Street Station located along the No. 1 line. On May 26, 2015, PANYNJ assigned the DDP design contract to the MTA. Upon assignment, NYC Transit reviewed the design and requested certain changes in order to comply with, among other items, specific NYC Transit standards.

Due to delays associated with developing and implementing the required design changes, and delays associated with the performance of the construction work, substantial completion (originally scheduled for February 2018) is now anticipated by December 2018, with Revenue Service beginning in October 2018. Accordingly, CPS is required during this extended period. Additional CPS will be required during the close-out phase, which is anticipated to be completed by November 2019. Therefore a one-year extension to the contract is required.

DDP’s cost proposal was for the amount of \$1,620,258 and MTACC’s estimate was for the amount of \$1,297,044. Negotiations were held and the parties agreed to the amount of \$1,380,000, which is deemed to be fair and reasonable.

In connection with a previous contract awarded to AECOM, AECOM was found to be responsible notwithstanding significant adverse information (“SAI”) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Managing Director in consultation with the MTA General Counsel in November 2017. No new SAI has been found relating to AECOM, and AECOM has been found to be responsible.



Item Number: 2

<b>Vendor Name (Location)</b> Hill International, Inc., LiRo Eng., Inc., and Henningson, Durham & Richardson, Architecture and Engineering, P.C., JV (New York, New York)	
<b>Description</b> Consultant Construction Management Services for the No. 7 Line Extension Project	
<b>Contract Term (including Options, if any)</b> April 23, 2007–April 30, 2018	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
<b>Procurement Type</b>	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
<b>Solicitation Type</b>	<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept./Div., Dept./Div. Head Name:</b> MTA Capital Construction, John N. Lieber	

Contract Number	AWO/Mod. #
CM-1311	18
<b>Original Amount:</b>	\$ 35,842,302
<b>Prior Modifications:</b>	\$ 30,880,774
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 66,723,076
<b>This Request:</b>	\$ 3,191,604
<b>% of This Request to Current Amount:</b>	4.8%
<b>% of Modifications (including This Request) to Original Amount:</b>	95.1%

**Discussion**

This modification will extend the contract term by 12 months, from May 1, 2018 to April 30, 2019, for continued Consultant Construction Management (“CCM”) services. This modification will be funded by Hudson Yards Development Corporation (“HYDC”).

The original contract is for CCM services for the No. 7 Subway Line Extension (“No. 7”) project. In April 2007, the contract for CCM services was awarded to Hill International, Inc.; LiRo Engineers, Inc.; and Henningson Durham & Richardson Architecture and Engineering P.C., Joint Venture (“HLH7”). Under this modification, HLH7 will continue to provide CCM services needed to oversee the completion of construction contract C-26512 (Site P). When completed, Site P will be a secondary entrance to the new 34th Street-Hudson Yard subway station. Site P Substantial Completion is currently planned for September 2018. The entrance is being built to accommodate the expected increase in peak passenger ridership due to the major population growth in the surrounding area.

This modification will extend CCM services through April 2019 to accommodate activities for the overall No. 7 project. The term of the CCM was to expire in April 2018 and CCM funding is projected to be exhausted in April 2018. The Board was advised in Modification No. 17 that remaining CCM closeout services would warrant an additional modification when more precise staffing projections could be made.

CCM staffing supplements MTA personnel and is increased or decreased commensurate with project needs. Currently staffing is at 16 full-time equivalent (“FTE”) employees. This modification contemplates an increase to 18 FTEs beginning in April 2018 for testing and commissioning activities. Thereafter, following Substantial Completion in the third quarter of 2018, CCM staffing levels will be reduced. Between January and April 2019 there will remain an estimated 8 FTEs for final closeout activities of Site P and all other aspects of the entire No. 7 project.

HLH7’s initial proposal was in the amount of \$3,335,943. MTA Capital Construction’s revised estimate was \$3,220,516. Negotiations with HLH7 resulted in a Best and Final Offer (“BAFO”) of \$3,191,604, or 4.3 percent lower than its initial proposal. HLH7’s BAFO of \$3,191,604 was deemed fair and reasonable.

**MARCH 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.)

- |  |                    |                                      |
|--|--------------------|--------------------------------------|
| <b>1. Citnalta-Forte, JV</b>   | <b>\$4,000,000</b> | <b><u>Staff Summary Attached</u></b> |
| <b>Contract# A-36622A.7</b>  |                    |                                      |
| Modification to the contract for Enhanced Station Initiative–Package 1: Implementation of dynamic wayfinding at street entrances, fare control areas, and platforms at the Prospect Avenue, 53rd Street, and Bay Ridge Avenue stations.  |                    |                                      |
|  |                    |                                      |
| <b>2 Skanska USA Civil Northeast, Inc.</b>   | <b>\$4,650,000</b> | <b><u>Staff Summary Attached</u></b> |
| <b>Contract# A-36622B.9</b>  |                    |                                      |
| Modification to the contract for Enhanced Station Initiative–Package 2: Improvements at the 30th Avenue, Broadway, 36th Avenue, and 39th Avenue stations along the Astoria Line in Queens, in order to design, fabricate, furnish, and install platform precast panels at the 39th Avenue and Broadway stations. |                    |                                      |



**Item Number: 1**

<b>Vendor Name (Location)</b> Citnalta-Forte, Joint Venture (Bohemia, New York)	
<b>Description</b> Enhanced Station Initiative-Package 1 Improvements at Prospect Avenue, 53rd Street, and Bay Ridge Avenue Stations, 4th Avenue Line, Brooklyn	
<b>Contract Term (including Options, if any)</b> November 30, 2016–November 30, 2017	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
<b>Procurement Type</b>	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
<b>Solicitation Type</b>	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept./Div., Dept./Div. Head Name:</b> Capital Program Management, John O'Grady	

Contract Number	AWO/Mod. #
A-36622A	7
<b>Original Amount:</b>	\$ 72,121,000
<b>Prior Modifications:</b>	\$ 1,940,408
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 74,061,408
<b>This Request:</b>	\$ 4,000,000
<b>% of This Request to Current Amount:</b>	5.4%
<b>% of Modifications (including This Request) to Original Amount:</b>	8.2%

**Discussion**

This retroactive modification is for the implementation of dynamic wayfinding at street entrances, fare control areas, and platforms of the three stations included in the Enhanced Station Initiative (“ESI”) Program, Package 1: Prospect Avenue, 53rd Street, and Bay Ridge Avenue along the 4th Avenue line in Brooklyn.

The work in this Design-Build Package includes (1) design (2) demolition, (3) State-of-Good-Repair work including concrete and steel repairs, new platform edges and waterproofing, (4) upgraded electrical and communication systems, (5) wall repairs, new floors (granite), stair finishes, (6) glass barriers in the fare control areas, (7) new signage and navigation systems providing service information at street level, fare control areas, and platforms (dashboards), (8) new street entrance canopies, (9) LED lighting, (10) charging stations, benches and leaning bars, and (11) contemporary art.

The contract specifies that a total of 11 new street entrance totems, four control area dashboards, and 30 platform dashboards be installed at the three stations in this package, all with static wayfinding signage in enclosures that must be able to accommodate future digital signage. Dynamic wayfinding was not included in the base contract as the requirements and preliminary design could not be developed in time for contract award. The purpose of these information points is to facilitate customer trip planning and neighborhood orientation. In keeping with the ESI Program’s focus to improve the customer experience, dynamic wayfinding enables the communication of rotating content including real-time travel information to improve service for the customers at street level, fare control areas, and platform level. This modification includes design, procurement, configuration, installation, integration, and testing of digital signage and all associated hardware, cabling, and enclosures to be integrated into the station dashboards and entrance totems in order to introduce dynamic wayfinding to the three Package 1 stations.

In order to ensure the availability of the new wayfinding system in time to meet the station reopening dates for these first three ESI stations, it was necessary to direct the contractor to commence work. The SVP, Capital Program Management approved a Retroactive Waiver authorizing the start of work, and the contractor was directed to proceed. Approval was also subsequently obtained from the SVP, Operations Support, authorizing payment of up to \$2 million for fabrication costs incurred prior to approval of this modification.

Citnalta-Forte, Joint Venture (“CFJV”) submitted its proposal in the amount of \$4,777,518. The revised in-house estimate is in the amount of \$3,428,117. Negotiations resulted in an agreed-upon lump-sum price of \$4,000,000 which is considered acceptable. Savings of \$777,518 were achieved.

**Item Number: 2**

<b>Vendor Name (Location)</b> Skanska USA Civil Northeast Inc. (Queens, New York)
<b>Description</b> Enhanced Station Initiative—Package 2, Design and Construction of Improvements at the 30th Avenue, Broadway, 36th Avenue, and 39th Avenue Stations, Astoria, Queens Line
<b>Contract Term (including Options, if any)</b> April 14, 2017–January 11, 2019
<b>Option(s) included in Total Amt?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
<b>Requesting Dept./Div., Dept./Div. Head Name:</b> Capital Program Management, John O'Grady

Contract Number	AWO/Mod. #
A-36622B	9
<b>Original Amount:</b>	\$ 149,680,000
<b>Prior Modifications:</b>	\$ 4,418,000
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 154,098,000
<b>This Request:</b>	\$ 4,650,000
<b>% of This Request to Current Amount:</b>	3.0%
<b>% of Modifications (including This Request) to Original Amount:</b>	6.0%

**Discussion**

This retroactive modification is for the design, fabrication, furnishing, and installation of precast concrete platform panels for the 39th Avenue and Broadway stations along the Astoria Line in Queens under the Enhanced Station Initiative (“ESI”) Program, Package 2.

Work in this Design-Build Package includes (1) design, (2) demolition, (3) State-of-Good-Repair work including concrete and steel repairs, and full and partial stair replacement including new street stair canopies, (4) new platform canopies and windscreens, (5) upgraded electrical and communication systems including new closed-circuit TV cameras in control areas, (6) new signage and navigation systems providing service information located at street level (totems), fare control and platform (dashboards) areas, (7) new mezzanine concrete floor slabs with granite floor tiles, (8) new glass and metal façade walls and glass barriers in the fare control areas, (9) charging stations, benches and leaning bars, and (10) contemporary art.

The contract requires concrete repair to address the defects in most of the existing precast concrete platform panels with minimal replacement of full panels at the 30th and 36th Avenue stations and no replacement of full panels at the 39th Avenue and Broadway stations. Each station includes two platforms, and each platform includes approximately 103 precast concrete panels. Field inspection of the existing platform panels at the 39th Avenue and Broadway stations conducted by the Design-Build team after award revealed the condition of many panels to be so deteriorated that full replacement rather than repair is warranted in order to achieve a State of Good Repair. The Design-Build team’s field condition survey identified a total of 112 of approximately 412 panels (approximately 27 percent) at both stations requiring replacement.

Work under this modification includes (1) engineering, design, fabrication, and installation of 112 new precast concrete platform panels, (2) installation and removal of temporary support of the windscreen, and (3) temporary platform deck and rubbing board. Modification No. 1 included the replacement of 88 panels at the 30th and 36th Avenue stations at a cost of \$4,350,000.

Due to the long lead time associated with the fabrication of the precast panels, and in order to mitigate possible schedule impacts, the SVP Capital Program Management approved a Retroactive Waiver authorizing the start of work, and the contractor was directed to proceed.

Skanska submitted its proposal in the amount of \$5,836,157. The in-house estimate is \$4,294,230. Negotiations resulted in the agreed-upon lump-sum price of \$4,650,000. Savings of \$1,186,157 were achieved. Procurement finds this price to be fair and reasonable.

In connection with a previous contract awarded to Skanska, Skanska was found to be responsible notwithstanding significant adverse information (“SAI”) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman and Chief Executive Officer in consultation with the MTA General Counsel in November 2014. No new SAI has been found relating to Skanska and Skanska has been found to be responsible.

# Standard Follow-Up Report: January 2018 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 January 2018 fare media market share of non-student passenger trips compared to the previous year are summarized below:

<u>Fare Media</u>	<u>January 2017</u>	<u>January 2018*</u>	<u>Difference</u>
Cash	2.0%	1.9%	(0.1%)
Single-Ride Ticket	0.7%	0.7%	(0.0%)
Bonus Pay-Per-Ride	40.4%	41.4%	1.0%
Non-Bonus Pay-Per-Ride	4.8%	4.4%	(0.4%)
7-Day Farecard	21.7%	21.3%	(0.4%)
30-Day Farecard	<u>30.4%</u>	<u>30.3%</u>	(0.1%)
Total	100.0%	100.0%	

\* Preliminary

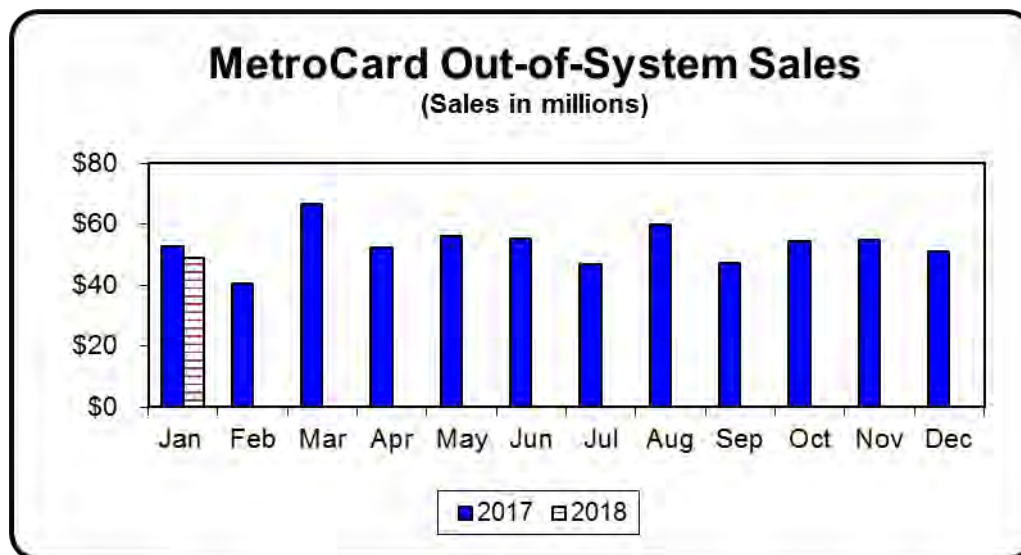
*Note: Percentages may not add due to rounding.*

### **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 January 2018 was 4,953 a 2.52 percent decrease from the same period last year. The average value of a credit issued was \$74.82.

### **MetroCard Extended Sales**

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$48.9 million in January 2018, a 7.4 percent decrease compared to January of 2017.



### *Retail Sales*

There were 4,240 active out-of-system sales and distribution locations for MetroCards, generating \$21.03 million in sales revenue during January 2018.

### *Employer-based Sales of Pre-tax Transportation Benefits*

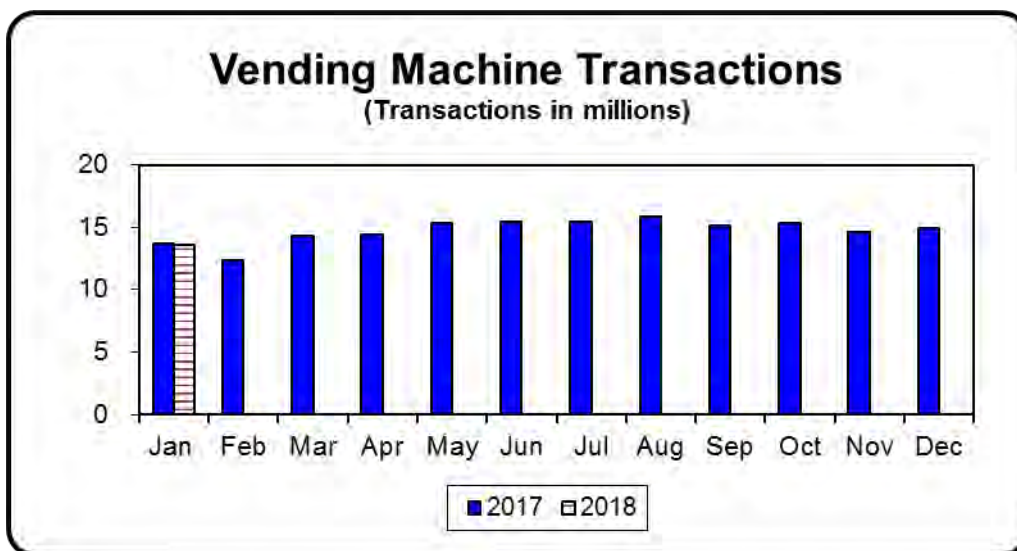
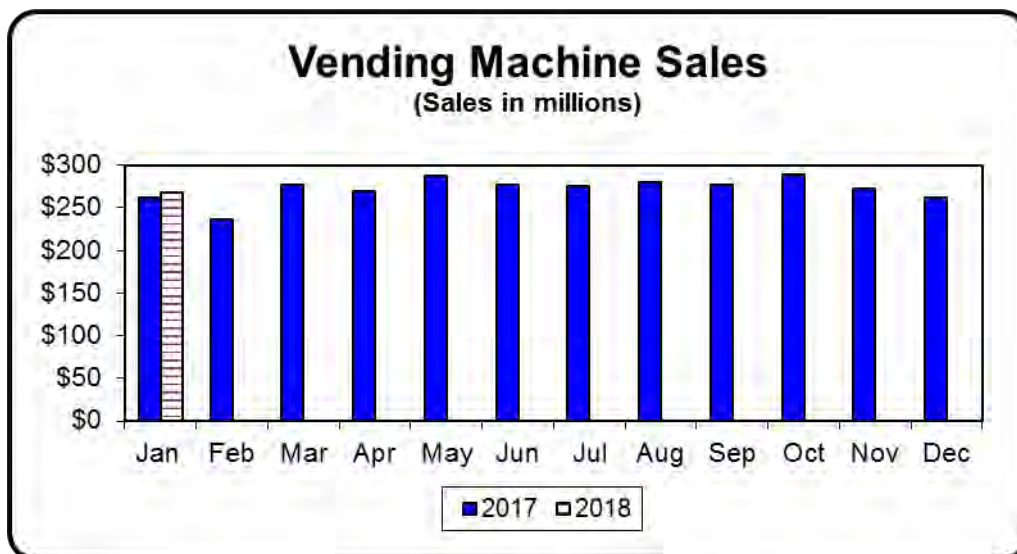
Sales of 116,345 MetroCards valued at approximately \$10.9 million were made in January 2018 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$94.07. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 119,748 for January 2018, generating an additional \$14.5 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$25.4 million, a 15 percent decrease when compared to last year.

### **Mobile Sales Program**

In January 2018, the Mobile Sales unit completed 187 site visits, of which 131 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$79,000 in revenue was generated. In January 2018, the Mobile Sales unit assisted and enabled 1,120 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and local events such as support at The Jewish Board (Brooklyn) on two occasions.

### In-System Automated Sales

Vending machine sales (MetroCard Vending Machines and MetroCard Express Machines) during January 2018 totaled \$268.3 million, on a base of 13.6 million customer transactions. This represents 0.7 percent increase in vending machine transactions compared to the same period last year. During January 2018, MEMs accounted for 2,085,096 transactions resulting in \$58,250,569.95 in sales. Debit/credit card purchases accounted for 82.2 percent of total vending machine revenue, while cash purchases accounted for 17.8 percent. Debit/credit card transactions account for 59.9 percent of total vending machine transactions, while cash transactions account for 40.1 percent. The average credit sale was \$31.48, more than three times the average cash sale of \$8.78. The average debit sale was \$21.13.



### **Reduced-Fare Program**

During January 2018 enrollment in the Reduced-Fare Program increased by 5,695 new customers. The total number of customers in the program is 1,127,681. Seniors account for 936,457 or 83 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 17 percent or 191,224 customers. Of those, a total of 40,152 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 \$7.5 million in value to their farecards during the month.

### **EasyPay Reduced Fare Program**

In January 2018, the EasyPay Reduced Fare program enrollment totaled 174,500 accounts. During the month, active EasyPay customers accounted for approximately 2.1 million subway and bus rides with \$2.2 million charged to their accounts. Each active account averaged 28 trips per month, with an average monthly bill of \$14.

### **EasyPay Xpress Pay-Per-Ride Program**

In January 2018, enrollment in the EasyPay Xpress PPR program totaled 113,258 accounts. During that month, active Xpress PPR customers accounted for approximately 1.9 million subway, express bus and local bus rides with \$5.0 million charged to their accounts. Each active account averaged 21 trips per month, with an average monthly bill of \$56.

### **EasyPay Xpress Unlimited Program**

In January 2018, enrollment in the EasyPay Xpress Unlimited program totaled 23,533 accounts. During that month, active Xpress Unlimited customers accounted for approximately 1.0 million subway and local bus rides with \$2.4 million charged to their accounts. Each active account averaged 46 trips per month with a fixed monthly bill of \$121.00.



## Standard Follow-Up Reports: Transit Recidivism Report 4<sup>th</sup> Quarter 2017

This quarterly report provides the Transit Committee with information on arrests and prosecution of persons charged repeatedly with commission of crimes in the subway system. The Transit Recidivist Initiative was commenced in August 2016 to focus attention and law enforcement resources on recidivist subway crime in two primary areas in which it is concentrated: sex offenses and the index felony crimes of grand larceny and robbery.

The following highlights information reported to New York City Transit by the NYPD Transit Bureau concerning arrests in the subway system, during the 4<sup>th</sup> Quarter of 2017 and for calendar 2017 (the first complete year for which such data has been reported to NYCT), of persons who had arrest records for prior index felony crimes or sex offenses committed in the subway system. For further statistical information, see the Chart on the following page.

- Total transit recidivist arrests for the 4<sup>th</sup> Quarter totaled 50. This essentially equaled the average quarterly number of recidivist arrests during 2017, with recidivist arrests totaling 199 for the full year.
- There were 24 sex offense recidivist arrests for the 4<sup>th</sup> Quarter, compared to 22 such arrests for the prior period, the latter figure matching the calendar year quarterly average. For the calendar year, there were a total of 89 sex offense recidivist arrests. Forcible touching arrests constituted 39% of the 2017 total sex offense arrests; public lewdness offenses (at 30%) and persistent sex abuse arrests (at 27%) accounted for nearly all the rest. 4<sup>th</sup> Quarter public lewdness recidivist arrests declined (there were four such arrests, compared to eight in the prior period). Arrests of recidivists for persistent sex abuse increased in the 4<sup>th</sup> Quarter (from six such arrests in the Third Quarter to 11 in the current period).
- Index felony recidivist arrests for the 4<sup>th</sup> Quarter were lower than in the 3<sup>rd</sup> Quarter (26 such arrests compared to 32 in the prior period). For the calendar year, there were 110 index felony recidivist arrests, with grand larceny accounting for 57% and robbery for 34% of these arrests. Robbery recidivist arrests declined significantly (from 16 in the 3<sup>rd</sup> Quarter to 6 in the 4<sup>th</sup> Quarter), while grand larceny recidivist arrests in the 4<sup>th</sup> Quarter increased (17 arrests in the current period versus 12 in the prior three month period). Combined, the offenses of grand larceny and robbery in the 4<sup>th</sup> Quarter accounted for nearly all (25 out of 26) of the index felony crime recidivist arrests during the period.
- In February 2018 and early March, 2018, meetings were conducted with the Offices of the Manhattan and Bronx District Attorneys and NYPD Transit Bureau leadership concerning Transit-related law enforcement issues, including the importance of effective prosecution of recidivist sex offenses and grand larceny/robbery crimes committed in our subways.

**James Henly**

General Counsel and Vice President, Law Department



# MTA New York City Transit

## Transit Recidivism Report

### Statistical Summary: 4th Quarter 2017 Update

	4th Quarter 2017	3rd Quarter 2017	Annual 2017	2017 Quarterly Average
<b>Recidivist Arrests</b>				
Index Felony Recidivist Arrests	26	32	110	28
Sex Offense Recidivist Arrests	<u>24</u>	<u>22</u>	<u>89</u>	<u>22</u>
Total Recidivist Arrests	50	54	199	50
<b>Distribution by Offense</b>				
<b><u>Index Felonies</u></b>				
Grand Larceny	19	15	63	16
Robbery	6	16	37	9
Assault	1	0	7	2
Other	0	1	3	1
<b><u>Sex Offenses</u></b>				
Forcible Touch	8	6	35	9
Public Lewdness	4	8	27	7
Persistent Sex Abuse	11	6	24	6
Other	1	2	3	1
<b>Distribution by County</b>				
New York	36	27	124	31
Kings	5	14	38	10
Bronx	5	10	25	6
Queens	4	3	12	3

**Source:** NYPD Transit Bureau data reporting individuals arrested in Transit system for index felony crimes or sex offense crimes, where arrestee had a prior record of arrest in the Transit system for two or more index felony crimes or one or more sex offense crimes. Data reports are tracked monthly by NYCT, commencing August, 2016.



**New York City Transit**

**Andy Byford  
President  
New York City Transit  
2 Broadway  
New York, NY 10004-2207**